

2024 COMPREHENSIVE MASTER PLAN UPDATE

**Town of Hammonton,
Atlantic County, New Jersey**

VOLUME I

**STATEMENT OF OBJECTIVES, PRINCIPLES,
ASSUMPTIONS POLICIES & STANDARDS**

LAND USE PLAN ELEMENT

HOUSING PLAN ELEMENT

PREPARED BY:



PREPARED FOR:



Submission Draft: June 20, 2024

ARH Project Number: 1101103.02



ADOPTING RESOLUTION



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The original of this document has been signed
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Respectfully Submitted

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EXECUTIVE SUMMARY

STATUTORY AUTHORIZATION

A. The New Jersey *Municipal Land Use Law* (“*MLUL*”) requires municipalities to adopt a municipal Master Plan before enacting a municipal development ordinance and municipal zoning.

As specified in *MLUL* section 28, a municipal Master Plan is a report (with maps, diagrams and text) addressing two (2) Mandatory and 13 Optional development-related planning topics. It is prepared for and adopted by the municipal Planning Board as a policy document, and typically includes a series of recommended actions. The recommendations have no force or effect however, until they are enacted by the municipal Governing Body by ordinance.

B. After initial adoption, the *MLUL* requires a municipality to “reexamine” its Master Plan and development regulations, at least every 10 years, addressing:

- The major problems and objectives relating to land development in the Town at the time of the adoption of the last reexamination report.

- The extent to which such problems and objectives have been reduced or have increased subsequent to such date.
- The extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis for the Master Plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition, and recycling of designated recyclable materials, and changes in State, county and municipal policies and objectives.
- The specific changes recommended for the Master Plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.
- Recommendations concerning the incorporation of Redevelopment Plans adopted pursuant to the Local Redevelopment & Housing Law, and recommended changes, if any, in the local development regulations necessary to effectuate the Town’s Redevelopment Plans.
- Recommendations concerning locations appropriate for the development of public electric vehicle infrastructure, including but not limited to, commercial districts, areas



proximate to public transportation and transit facilities and transportation corridors, and public rest stops; and recommended changes, if any, in the local development regulations necessary or appropriate for the development of public electric vehicle infrastructure.

HAMMONTON'S MASTER PLANNING HISTORY

- A. Hammonton's original Master Plan was adopted in 1966. Additional Master Plan Elements, Amendments to Elements and/or Reexaminations were adopted in 1982, 1998 and 2008.

The Town's most recent Master Plan review was the 2011 Reexamination and Land Use Plan Amendment, which was adopted by the Planning Board on August 17, 2011.

- B. Hammonton's current Zone Plan was adopted in February 2002 and last revised in January 2018. The current Land Use regulations (Chapter 175 of the Town Code) were adopted in September 1984 and have been modified periodically since.

THIS COMPREHENSIVE MASTER PLAN UPDATE

- A. This Master Plan Update reviews the information, analyses and conclusions contained in the Town's prior Master Planning efforts

as necessary to address current conditions and priorities, and satisfies all statutory requirements for a Master Plan and Master Plan Reexamination pursuant to N.J.S.A. 40:55D-28 and 89.

- B. Upon adoption, recommendations concerning the Town's development regulations may be enacted in the form of amendment(s) to Chapter 175 or such other regulatory or policy documents as may be necessary and appropriate.

Upon adoption of any modifications to Chapter 175, such Ordinance(s) shall be submitted to the Pinelands Commission for review and determination as to conformance with the minimum standards of the Pinelands Comprehensive Management Plan.

- C. Recognizing the budgetary constraints in addressing the Master Planning process in any one budget year, Hammonton committed to the following *phased* approach for this Comprehensive Master Plan Update:

PHASE I (4/2020 – 12/2020)

The Master Planning project commenced in April 2020 with an in-depth policy analysis that focused on the problems and objectives identified in prior Master Planning documents. Each





issue was discussed with the Master Plan Implementation Committee, which reviewed how these problems and objectives changed over time as well as their current status.

Additionally, such review provided a forum to identify new issues to be addressed and policy direction for each.

The result of these discussions was a series of matrices that formed the basis of the Statement of Objectives, Principles, Assumptions, Policies & Standards (and other sections) of this Master Plan Update.

PHASE II (1/2021 – 6/2024)

- A. Phase II builds upon the information derived from Phase I, and establishes priorities and policy recommendations for each issue as identified. Phase II addresses the mandatory Elements of a Master Plan under the MLUL.

- B. At time of adoption of this Master Plan Update, the Town’s Historic Preservation Committee was preparing a Historic Preservation Plan Element and the Town’s Environmental Commission was preparing a Green Buildings & Environmental

Sustainability Plan Element ~ both of which are optional elements to a Master Plan. Both were grant funded.

It is anticipated that both Plan Elements will be added to this Master Plan Update once completed.

PHASE III (7/2024 – 12/2024)

It is anticipated that Phase III of the overall effort pauses the Master Planning process to address any changes in Ordinances recommended under Phase II.

PHASE IV+ (2025 - 2034)

With the foundation for the Town’s planning firmly in place, subsequent phases will address any remaining Optional Master Plan Elements as funding becomes available. As with Phase III, it is anticipated that certain years would see a pause in actual Master Planning efforts in order to address any changes in Ordinances as recommended.

At the end of this process, the Town will have a Comprehensive Master Plan Update, and will be ready to begin the statutory (10-year) Reexamination cycle moving forward.



STATEMENT OF OBJECTIVES, PRINCIPLES, ASSUMPTIONS, POLICIES & STANDARDS

As required by the MLUL, the Master Plan Updated includes “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.*”

§5.3 of this Master Plan Update contains the Phase I Review of the goals and objectives identified by prior planning efforts, as well as determinations of the current status of each.

§5.4 reaffirms where existing challenges remain and restates them within their current context as necessary and identifies new challenges that were identified for this Master Plan Update as guided by the several Master Plan Elements detailed in the MLUL. Specifically,

- General Policy
- Land Use Policy
- Housing Policy
- Circulation Policy
- Infrastructure Policy
- Community Facilities Policy
- Recreation & Open Space Policy
- Conservation Policy

- Economic Policy
- Historic Preservation Policy
- Recycling Policy
- Farmland Preservation Policy
- Transfer of Development Rights (“TDR”) Policy
- Educational Facilities Policy
- Green Buildings & Environmental Sustainability Policy
- Public Access Policy

Each issue is presented by one or more Policy Statements along with associated Supporting Strategies. For the purposes of this Master Plan Update:

- Policy Statements declare the Town’s intentions, objectives, or goals, and can be thought of as organization-level guidance for individual topics.
- Supporting Strategies are specific actions to be taken to achieve the Policy Statements.

LAND USE PLAN ELEMENT

As required by the MLUL, the Master Plan Updated includes Land Use Plan Element:

- Addressing its relationship to the Statement of Objectives, Principles, Assumptions, Policies and Standards, other Master Plan elements, and natural conditions (topography, soil conditions, water supply, drainage, flood plain areas, marshes, and woodlands);





- Showing the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, open space, educational and other public and private purposes or combination of purposes; including any provisions for cluster development and stating the relationship to the existing and any proposed Zone Plan and Zoning Ordinance;
 - Showing the existing and proposed location of any airports and the boundaries of any Airport Safety Zones pursuant to the Air Safety and Zoning Act of 1983; and
 - Including a statement of the standards of population density and development intensity recommended for the municipality;
 - Showing the existing and proposed location of military facilities and incorporating strategies to minimize undue encroachment upon, and conflicts with, military facilities, including but not limited to: limiting heights of buildings and structures nearby flight paths or sight lines of aircraft; buffering residential areas from noise associated with a military facility; and allowing for the potential expansion of military facilities; and
- A. Including a statement of strategy concerning:
- Smart Growth, including consideration of locations for electric vehicle charging stations;
 - Storm Resiliency related to energy supply, flood-prone areas and environmental infrastructure; and
 - Environmental Sustainability.
- B. Showing the existing and proposed location of public electric vehicle charging infrastructure; and
- C. Including a statement of strategy concerning a climate change-related hazard vulnerability assessment which shall:
- analyze current and future threats to, and vulnerabilities of, the municipality associated with climate change-related natural hazards, including, but not limited to increased temperatures, drought, flooding, hurricanes, and sea-level rise;
 - include a build-out analysis of future residential, commercial, industrial, and other development in the municipality, and an assessment of the threats and vulnerabilities identified above related to that development;
 - identify critical facilities, utilities, roadways, and other infrastructure that is necessary for evacuation purposes and for sustaining quality of life during a natural disaster, to be maintained at all times in an operational state;
 - analyze the potential impact of natural hazards on relevant components and elements of the master plan;
 - provide strategies and design standards that may be implemented to reduce or avoid risks associated with natural hazards;
 - include a specific policy statement on the consistency, coordination, and integration of the climate-change related hazard vulnerability assessment with any existing



- or proposed natural hazard mitigation plan, floodplain management plan, comprehensive emergency management plan, emergency response plan, post-disaster recovery plan, or capital improvement plan; and
- rely on the most recent natural hazard projections and best available science provided by the New Jersey Department of Environmental Protection.

After discussion of the Environmental Resources in and around Hammonton, the Master Plan Update addresses Floodplain management within the context of FEMA-delineated Floodplains and its Flood Insurance Rate Maps (“FIRMS”).

LAND USE PLAN AMENDMENT

The Master Plan Update then reviewed the Town’s existing Land Use (Zone) Plan and provided recommendations for each Zone. In general:

- Proposed Zoning reflects an analysis of Zoning Districts against current parcel geometry, existing land uses and desired future uses based on the Statement of Objectives, Principles, Assumptions, Policies & Standards. In addition to guiding land use decisions, recommended adjustments to the Zone Boundary Lines are designed to more accurately follow property lines and eliminate split-lot and split-block zoning where appropriate.
- Proposed Zoning also recommends the elimination of certain Zoning Districts and the creation of new Districts.

- Proposed changes to Chapter 175 are designed to ensure that municipal development regulations are not antiquated, vague or internally inconsistent, and do not work at cross-purposes with the intent of the Policy Statements and Supporting Strategies of this Master Plan Update and the Zones they are intended to support.
- Additional recommendations address:
 - Existing and proposed Redevelopment Areas;
 - Improvements to the Land Use Application process;
 - Cannabis;
 - Solar (PV) Energy Resources;
 - Bulk Standards;
 - Accessory Structures; and
 - Various other pertinent issues.

HOUSING PLAN ELEMENT

The Town’s existing court-approved Housing Element and Fair Share Plan is included in the Master Plan Update.

STATUTORY PROVISIONS OF A MASTER PLAN

The Master Plan Update concludes with a discussion of conformance with the Statutory Provisions of a Master Plan under the MLUL, including the relationship of the Master Plan Update with the Master Plans of contiguous municipalities, the Atlantic County Master Plan, the State Development & Redevelopment Plan, the Pinelands Comprehensive Management Plan and the Solid Waste Management Act.



1.0 INTRODUCTION

1.1 BACKGROUND

1.1.1 OVERVIEW

The Town of Hammonton is in a transition period. Known as a farming community (the “Blueberry Capital of the World”), the Town has, over the past decades, fought to establish an identity beyond agriculture and independent of being a bedroom community to Philadelphia and Atlantic City.

The location of Hammonton at the mid-point of the Atlantic City Expressway, the White Horse Pike¹ and the Black Horse Pike² (between Philadelphia and Atlantic City) ideally positions the Town for economic and residential growth. However, factors beyond the control of local policymakers ~ principally, but not exclusively, the advent of the Pinelands National Preserve (“Pinelands”) in New Jersey and the Casino Industry in Atlantic City ~ have conspired to stymie this potential.

The statewide referendum legalizing casino gaming in Atlantic City was adopted in November 1976. Resorts International the first legal casino outside of Las Vegas, opened in May 1978.

The legislation establishing the Pinelands as the Nation’s first National Reserve was adopted by Congress in November 1978. Accordingly, just as southern New Jersey (and, by extension, Hammonton) was poised to take advantage of the growth spurred by the casino industry, the Pinelands was actively limiting where such growth would occur.

The impact of the Pinelands on Hammonton is significant. Not only does the designation of Hammonton as part of the Pinelands and its associated Pinelands zoning limit where and to what extent development can occur, but a sewer *moratorium* imposed by the New Jersey Pinelands Commission in the late-1980s / early-1990s actually halted growth in the Town.

Just as Hammonton was rebounding from this *moratorium*, the decline in the Atlantic City Casino Industry and the Great Recession decimated the South Jersey economy.

¹ a.k.a. U.S. Route 30.

² Portions of NJ State Highway (Route) 168, NJ State Highway (Route 42) & US Route 322.





1.1.2 ATLANTIC CITY & THE GREAT RECESSION

As has been well documented, the closing of 4 casino resorts in 2014³ cost the region in excess of 7,000 direct jobs and an untallied number of indirect jobs as the reduction in casino purchasing and unemployment ripples through the economy. The impact of these job losses ~ as well as the secondary and tertiary impacts as Atlantic City's downturn rippled through the local economy ~ cannot be overstated.⁴

Less reported has been the impact to specific municipalities. The New Jersey Casino Control Commission ("CCC") reported that, as of July 1, 2014, 23% of casino employees with a Hammonton Zip Code⁵ had either lost or were at risk of losing their jobs. A comparison of similar reports by the CCC and the New Jersey Division of Gaming Enforcement⁶ in January 2016 found 119 Hammonton residents employed by the Casinos lost their jobs between January 2014 and January 2016 ~ a reduction of 28.7%.

³ Atlantic Club, Showboat, Revel & Trump Plaza.

⁴ July 2014 employment figures released by the U.S. Bureau of Labor Statistics indicated 3,600 fewer jobs in the Atlantic County Metropolitan Area in July 2013 as compared to July 2012. This 2.6% reduction placed the County *first among 372 metropolitan areas in job loss*. (Source: Press of Atlantic City: August 28, 2014)

⁵ 08037

⁶ Master Plan Exhibit 9.3 herein

1.1.3 QUICKFACTS⁷

The 2020 Census reported that the Town of Hammonton had 14,711 residents⁸ living in 5,532 households. Of this population, 76.9% are reported as White (alone), 2.3% as Black or African American (alone), 24.5% as Hispanic or Latino, 4.3% as two or more races and 1.6% as Asian (alone). 11.3% are reported as being "foreign born".

50.2% of the population was reported as female.⁹

4.2% of the population was reported as being under 5 years of age, 20.1% as being under 18 years old and 22.3% as being 65 years old or older.

72.5% of Census respondents reported that they lived in rental housing between 2017 and 2021.

⁷ <https://www.census.gov/quickfacts/fact/table/atlanticcountynewjersey,hammontontownnewjersey,US/PST045222>

Significantly, this data was collected in the midst of the COVID-19 Pandemic.

⁸ A de minimis change from the 14,791 reported in the 2010 Census.

⁹ While the implication is that 50.9% of the population is male, the data did not include LGBTQ categories.



¹⁰Hammonton’s Median Household Income was reported as \$76,804, with a per-capita income (in the past 12 months) of \$38,712; resulting in 10.7% of the Town’s population living in poverty.

Data from the Hammonton School System reported that, of the 3,517 students enrolled, 66% were White and 24% were Hispanic. 40% were economically disadvantaged and 14% were enrolled in Special Education programs.

Thus, despite steady growth and a wealth of community building initiatives and programming, there are those in Hammonton that are struggling ~ economically, socially and in terms of health and general wellbeing. Whether a result of racial or language barriers, class distinctions or other causes, it is clear that Hammonton is home to people with great wealth **AND** those in great need.

1.1.4 TOWN RESPONSE¹¹

Recognizing that Hammonton will either evolve and grow or will begin to stagnate, the Town’s core leadership team¹² of policymakers, business leaders and stakeholders have worked tirelessly to make Hammonton a tourist destination. Central to this goal has been efforts toward downtown revitalization, neighborhood preservation and the creation of a burgeoning arts scene and craft beverage industry.

This Comprehensive Master Plan Update is viewed as a means to advance these (and other) municipal priorities, goals and objectives.

1.2 MUNICIPAL MASTER PLAN

1.2.1 STATUTORY AUTHORIZATION

A. The New Jersey *Municipal Land Use Law*¹³ requires municipalities to adopt a municipal Master Plan before

¹⁰ 2021 dollars (2017-2021)

¹¹ Hammonton’s application to Transform South Jersey for grant funding and designation as a Heart & Soul Community. (see Exhibit 9.4 for background on Transform South Jersey and Heart & Soul)

¹² Including, but not limited to:

- The Hammonton Municipal Government
- The Hammonton Revitalization Corporation (“HRC”) / MainStreet Hammonton
- The Hammonton Family Success Center
- Allies in Caring
- Stockton University
- Hammonton Makers

¹³ N.J.S.A. 40:55D-1 et seq. (“MLUL”)



enacting a municipal development ordinance and municipal zoning. As specified in *MLUL* section 28, a municipal Master Plan is a report (with maps, diagrams and text) addressing two (2) Mandatory and 13 Optional development-related planning topics.¹⁴ It is prepared for and adopted by the municipal Planning Board as a policy document, and typically includes a series of recommended actions. The recommendations have no force or effect however, until they are enacted by the municipal Governing Body by ordinance.

- B. After initial adoption, the *MLUL*¹⁵ requires a municipality to periodically conduct a “reexamination” of its Master Plan and development regulations as follows:

The Governing Body shall, at least every 10 years, provide for a general reexamination of its Master Plan and development regulations by the Planning Board, which shall prepare and adopt by resolution a report on the findings of such reexamination, a copy of which report and resolution shall be sent to the Office of Planning Advocacy and the County Planning Board. A

notice that the report and resolution have been prepared shall be sent to any military facility commander who has registered with the municipality pursuant to... C. 40:55D-12.4 and to the municipal clerk of each adjoining municipality, who may request a copy of the report and resolution on behalf of the military facility or municipality. A reexamination shall be completed at least once every 10 years from the previous reexamination.

The reexamination report shall state:

- 1. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report.*
- 2. The extent to which such problems and objectives have been reduced or have increased subsequent to such date.*
- 3. The extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis for the Master Plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy*

¹⁴ While optional under N.J.S.A. 40:55D-28, a Housing Plan Element is required by N.J.S.A. 40:55D-62 before a municipality may enact a Zoning Ordinance, thereby effectively making it a Mandatory Master Plan Element.

¹⁵ N.J.S.A. 40:55D-89



conservation, collection, disposition, and recycling of designated recyclable materials, and changes in State, county and municipal policies and objectives.

4. *The specific changes recommended for the Master Plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.*
5. *The recommendations of the Planning Board concerning the incorporation of Redevelopment Plans adopted pursuant to the Local Redevelopment & Housing Law, 40A:12A-1 et al. into the Land Use Plan Element of the municipal Master Plan, and recommended changes, if any, in the local development regulations necessary to effectuate the Redevelopment Plans of the municipality.*
6. *The recommendations of the planning board concerning locations appropriate for the development of public electric vehicle infrastructure, including but not limited to, commercial districts, areas proximate to public transportation and transit facilities and transportation corridors, and public rest stops; and recommended changes, if any, in the local development regulations necessary or appropriate for the development of public electric vehicle infrastructure.*

1.2.2 HAMMONTON'S MASTER PLANNING HISTORY

- A. Hammonton's original Master Plan was adopted in 1966. Additional Master Plan Elements, Amendments to Elements and Reexaminations were adopted in 1982, 1998 and 2008.

The Town's most recent Master Plan review was the 2011 Reexamination and Land Use Plan Amendment, which was adopted by the Planning Board on August 17, 2011.

- B. Hammonton's current Zone Plan was adopted in February 2002 and last revised in January 2018. The current Land Use regulations (Chapter 175 of the Town Code) were adopted in September 1984 and have been modified periodically since.

1.2.3 THIS COMPREHENSIVE MASTER PLAN UPDATE

- A. While the Hammonton Joint Land Use Board is only statutorily-mandated to conduct a Master Plan *Reexamination* at this time, such an effort, by definition, takes an incremental approach to problem identification and problem solving.



Additionally, in an unreported 2023 case, the Superior Court (Chancery Division) returned an opinion in a matter challenging the adoption of a zoning ordinance by a municipality¹⁶. Finding the municipality's current Master Plan "deficient", the Court held, in pertinent part,

- While the Land Use Review Board found that the proposed ordinance was "in accord" with the municipality's current Master Plan Reexamination Report, it "did not review the ordinance's consistency with the [then current] Master Plan as amended by the subsequent updates".
- "While a Reexamination Report is vital to ensuring that a Master Plan remains a valid and useful document, it is not, in itself, an update or revision to the Master Plan".
- "...neither the [Land Use Review] Board nor the governing body reviewed the [proposed] ordinance in the context of the Master Plan. Rather, the Board clearly only reviewed the ... Reexamination Report".
- "A reexamination report is not a Master Plan and [N.J.S.A. 40:55D-26] directs the Board to determine whether an ordinance is consistent, or not, with the Master Plan."

- "The ... Reexamination Report is what it represents to be, i.e., a reexamination of the Master Plan and not an update to the Master Plan or any element thereof."
- The Master Plan is nearly a half century old and its statement of goals, its Land Use Element and its Housing Element, the 3 essential components of any Plan, have not been updated in nearly a quarter century. While the court has serious concerns as to whether the ... Master Plan is still viable, [we] will not reach that question here since it is not needed to resolve the litigation at this point."

Accordingly, and given the changes in laws and regulations since the 2011 Master Plan Reexamination, the limited and somewhat disjointed nature of prior Master Planning efforts, and the current economic and social challenges facing the Town, it has been determined that limiting the effort to the statutory requirements of N.J.S.A. 40:55D-89 will not adequately address the needs of the community. As such, Hammonton undertakes this "Comprehensive Master Plan Update" in order to afford Town Planners the opportunity to explore fresh approaches to issues.

¹⁶ Long Island Consolidated School District Board of Education v. Borough of Ship Bottom, the Council of the Borough of Ship Bottom and the Land Use Review Board of the Borough of Ship Bottom (Docket No. OCN-L-1179-21)



Within this context, this Master Plan Update reviews the information, analyses and conclusions contained in the Town's prior Master Planning efforts *as necessary to address current conditions and priorities*, and satisfies all statutory requirements for a Master Plan and Master Plan Reexamination pursuant to N.J.S.A. 40:55D-28 and 89.

- B. Upon adoption by the Joint Land Use Board, recommendations concerning the Town's development regulations contained herein may be enacted in the form of amendment(s) to Chapter 175 or such other regulatory or policy documents as may be necessary and appropriate. Such amendment(s) require adoption by the Town Council via ordinance(s).
- C. Pursuant to N.J.S.A. 40:55D-89, upon adoption by the Joint Land Use Board, a copy of this Master Plan Update and the accompanying Board Resolution shall be sent to the Office of Planning Advocacy and the County Planning Board, and a notice that the report and resolution have been prepared shall be sent to any military facility commander who has registered with the Town pursuant to N.J.S.A. 40:55D-12.4 and to the clerk of each municipality adjoining Hammonton.

Similarly, and consistent with N.J.A.C 7:50-3.32, upon adoption by the Joint Land Use Board, a copy of this Master Plan Update shall be submitted to the Pinelands Commission for review and determination of whether the Update is in conformance with the minimum standards of the Pinelands Comprehensive Management Plan.

- D. Consistent with N.J.A.C 7:50-3.32, upon adoption by Ordinance of any modifications to Chapter 175 pursuant to the recommendations of this Master Plan Update, such Ordinance(s) shall be submitted to the Pinelands Commission for review and determination as to conformance with the minimum standards of the Pinelands Comprehensive Management Plan.



2.0 DEFINITIONS

For the purposes of this Comprehensive Master Plan Update, and in addition to any terms defined within the body of this document, the following terms shall have the meaning as set forth in this section. Terms not defined herein shall have the meaning set forth in the Chapter 175. Terms presented as singular or plural, masculine or feminine, or present or past tense shall be construed within the context in which they occur.

2.1 “Accessory Structure” shall mean a building or structure that requires a footing and is customarily associated with and is subordinate and incidental to a principal building or structure, and that is located on the same tax lot. This includes but is not limited to accessory dwelling units, garages, carports, doghouses, sheds, free-standing air-conditioning units, non-portable swimming pools, tennis courts and other similar structures. Any accessory building or structure attached to the principal building or structure shall be considered a part of that principal building or structure, and may be accessed by an alley if the principal building has frontage along an accepted street.¹⁷

2.2 “Apron Shopfront Buildings” shall mean typically commercial properties which have been converted from existing single-family homes. The "apron" is created when commercial design elements are added to the ground floor space between the original structure and sidewalk. This evolution allows a property owner to add or increase commercial floor area and street presence without demolishing an existing structure. Some ground floor area can remain as residential space or as access to residential space above, as long as commercial and residential uses have separate, dedicated entrances.¹⁸

2.3 “Atlantic County” or “County” shall mean the County of Atlantic, State of New Jersey.

2.4 “Box Building” shall mean a large, free-standing building type, generally with a flat roof covering a single floor of one single use. Box buildings can be completely or partially circumnavigated by automobile within their own lot.¹⁹

¹⁷ §175-160.B.(20)

¹⁸ §175-160.B.(5)

¹⁹ §175-160.B.(6)



- 2.5** “C.O.A.H.” shall mean the New Jersey Council on Affordable Housing (§2.22 herein).
- 2.6** “Chapter 175” shall mean Chapter 175 (Land Development) of the Hammonton Town Code, which is the portion of the municipal Code regulating land use and development in and for the Town of Hammonton.
- 2.7** “Civic Building” shall mean a building that contains public or civic uses of special significance to residents, employees, or visitors. Civic buildings are used for the following purposes: community services, day care, education, government, places of worship, or social services. Civic buildings do not include retail buildings, residential buildings, or buildings with private offices.²⁰
- 2.8** “Comprehensive Master Plan Update” and “Master Plan Update” shall mean this document entitled Comprehensive Master Plan Update, Town of Hammonton, Atlantic County, N.J., prepared by ARH Associates (with date as appearing on the front cover hereof), including all appendices and related documents included herein by reference.

- 2.9** “County” shall mean the County of Atlantic, State of New Jersey.
- 2.10** “Cottage House” shall mean a variant of the single-family detached house, with a lower allowable height and smaller side and front setbacks. It is intended for smaller lots and to be occupied by residential use, although some may be converted to small shops or galleries.²¹
- 2.11** “Downtown Building” shall mean a multi-story building with multiple dwellings or offices in upper stories and retail or office uses on the ground floor. Residential uses may not be placed on the ground floor. Often, these buildings have common walls on one or both side lot lines.²²
- 2.12** “Form Based Code” or “FBC” shall mean the interrelated body of Use, Building Type and Bulk Regulations for specific sections of the Town of Hammonton in order to foster predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code (as opposed to conventional zoning regulations).

²⁰ §175-160.B.(7)

²¹ §175-160.B.(8)

²² §175-160.B.(9)





Hammonton’s Form Based Code addresses the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards are presented in both words and diagrams and other visuals, and designate the appropriate form and scale (and therefore, character) of development rather than simply land-use types.

- 2.13** “Governing Body” shall mean the Hammonton Town Council.²³
- 2.14** “Hammonton” shall have the same meaning as the Town of Hammonton.
- 2.15** “Joint Land Use Board” shall have the same meaning as Planning Board.
- 2.16** “Land Use Board” shall have the same meaning as Planning Board.

- 2.17** “Liner Buildings” shall mean new buildings constructed between parking garages (or other large structures with blank walls) and the street. They add walkable urban character to the street and are typically mixed in use.²⁴
- 2.18** “Live / Work Building” shall mean a building type variant that combines elements of a Downtown Building²⁵ and Townhouse²⁶, in that living space is joined with work space, retail space and/or professional space that is related to the livelihood of the building's occupants. All of these uses may occupy any story of the building. A Live / Work Building may include one unit or multiple units, and may be an attached or detached building.²⁷
- 2.19** “Local Redevelopment & Housing Law” or “Redevelopment Law” shall mean the New Jersey *Local Redevelopment & Housing Law* (N.J.S.A. 40A:12A-1 et seq.).
- 2.20** “Loft Building” shall mean a detached building type that was formerly used as, or has been built to resemble, an industrial

²³ Within the context of the various sections of this Comprehensive Master Plan Update, the terms “Hammonton”, “Town” and “Governing Body” shall mean the Governing Body of Hammonton Town.

²⁴ §175-160.B.(10)

²⁵ §2.11 herein.

²⁶ §2.40 herein.

²⁷ §175-160.B.(11)



factory or mill. Loft buildings contain multiple dwellings above and beside each other, multiple offices above and beside each other, and sometimes both. This building type occupies most of its lot width and is placed close to the sidewalk with parking hidden behind it.²⁸

2.21 “Municipal Land Use Law” or “MLUL” shall mean the New Jersey Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.).

2.22 “New Jersey Council on Affordable Housing” (“C.O.A.H.”) shall mean the State agency [formerly²⁹] responsible for establishing and monitoring municipal affordable housing obligations.

2.23 “NJDEP” shall mean the New Jersey Department of Community Affairs and, by extension, shall include the individual divisions and/or offices thereof, including the Office of Planning Advocacy.

2.24 “NJDEP” shall mean the New Jersey Department of

Environmental Protection and, by extension, shall include the individual divisions and/or offices thereof.

2.25 “NJDOT” shall mean the New Jersey Department of Transportation and, by extension, and shall include all divisions and/or offices thereof.

2.26 Office of Planning Advocacy (“OPA”) shall mean the New Jersey Office of Planning Advocacy, successor to the Office of Smart Growth (“OSG”) and the Office of State Planning (“OSP”), operating out of the New Jersey Department of State.

As part of its Business Action Center, the OPA is charged with helping to spur economic growth in New Jersey.

2.27 “Pad Commerce Building” shall mean a self-contained, single-use lot with a commercial building designed to serve automobile-based uses and services, and which can be completely or partially circumnavigated by automobile. Pad commerce is

²⁸ §175-160.B.(12)

²⁹ In 2015, the New Jersey Supreme Court [*In the Matter of the Adoption of N.J.A.C. 5:96 and 5:97*] (221 N.J. 1 [2015] (a.k.a. “Mount Laurel IV”)) removed jurisdiction of affordable housing matters from C.O.A.H., placing them with the state’s Superior Court.

While C.O.A.H. is commonly thought to have been disbanded by [then] Governor Chris Christie in 2010, it remains an official ~ albeit inactive ~ State agency.



not a preferred building type, so new pad commerce buildings are to be limited and should only be allowed in lower-density Character Districts with adequate lot dimensions.³⁰

2.28 “Pinelands Commission” shall mean the New Jersey Pinelands Commission, an independent state agency whose mission is to preserve, protect and enhance the natural and cultural resources of the Pinelands in New Jersey, and to encourage compatible economic and other human activities consistent with that purpose. Through its implementation of the Pinelands Comprehensive Management Plan, the Pinelands Commission protects the Pinelands in a manner that maintains the region's unique ecology while permitting compatible development.

2.29 “Pinelands Comprehensive Management Plan” (“CMP”) shall mean the body of rules and regulations that guide land-use, development and natural resource protection programs in order to promote orderly development in the Pinelands by channeling growth toward appropriate areas while safeguarding the region's unique natural, ecological, agricultural, archaeological, historical, scenic, cultural and recreational resources.

2.30 “Pinelands” shall mean the Pinelands National Reserve (“PNR”), the (approximately) 1.1 million acre national preservation area authorized by Congress via the National Parks and Recreation Act of 1978 and the New Jersey Pinelands Protection Act in 1979 as the first National Reserve in the United States.

Governed by the Pinelands Commission through the Pinelands Comprehensive Management Plan, the Pinelands spans 7 counties and all or part of 56 municipalities within the New Jersey Pine Barrens, and contains a unique location of historic villages and berry farms amid the vast oak-pine forests, extensive wetlands, and diverse species of plants and animals of the Atlantic Coastal Pine Barrens ecoregion.

2.31 “Planning Board” shall mean the Town of Hammonton’s Joint Land Use Board, established pursuant to section 23 of the *Municipal Land Use Law* and operating pursuant to the various regulations of the Town Code and other relevant statutes.

³⁰ §175-160.B.(13)



- 2.32** “Podium Buildings” shall mean buildings with a small footprint on the ground level, with the rest of the lot devoted to parking spaces and auto circulation; and larger floors on the second floor (and higher floors if applicable) above all or some of the parking spaces. This option would be accessed from the front of the lot, with a maximum 42’ of ground floor facade frontage not enclosed and occupied.³¹
- 2.33** “*Redevelopment Law*” shall have the same meaning as *Local Redevelopment & Housing Law*.
- 2.34** “Hammonton” and “Hammonton Town” shall mean the Town of Hammonton, a body corporate and politic, and unless otherwise indicated, includes its Governing Body, elected officials, officers and staff.²³
- 2.35** “Single House” shall mean a residential-scale building physically detached from other buildings or portions of buildings. However, it does not have to be used exclusively for single family residential occupation and can host commercial or multi-family users.³²

2.36 “South Jersey Transpiration Authority (“SJTA”)” shall mean the independent State agency that, for the purposes of this Comprehensive Master Plan Update, owns and operates the Atlantic City Expressway and, by extension, and shall include all divisions and/or offices thereof.

2.37 “Special Industry Building” shall mean a low-rise, detached building type with single or multiple industrial tenants on the ground floor. Related office uses may be placed on any floor. Typically, these buildings have limited “work yard” and parking areas between them and their side or rear property lines.

Special industry buildings should only be allowed in lower-density Character Districts with adequate lot dimensions and access to transportation infrastructure.³³

2.38 “State Plan” shall mean the *New Jersey State Development and Redevelopment Plan*, authorized via the State Planning Act of 1985 and last adopted in March 2001.

³¹ §175-160.B.(14)

³² §175-160.B.(15)

³³ §175-160.B.(16)



2.39 “Strip Commerce Building” shall mean a low-rise building with single or multiple retail or office tenants side-by-side on the ground floor. Residential uses may not be placed on the ground floor. Typically, these buildings have limited parking area between the facade and the right-of-way. Parking can be accessed directly from the highway, but a preferred strategy of shared access with neighboring parcels is preferred. New strip commerce buildings are to be limited and should only be allowed in lower-density Character Districts with adequate lot dimensions.³⁴

2.40 “Townhouse” shall mean a dwelling unit that is one of a series of dwelling units in a short row, which is attached by a common fireproof and sound-resistant wall to one or more similar adjacent dwelling units. Homes that occupy the corner lot, or which are located at the end of any row of similar dwelling units, have 2 front yards and may have a private rear yard.³⁵

2.41 “Town” shall have the same meaning as the Town of Hammonton.

2.42 “Town Council” shall mean the Governing Body of the Town of Hammonton.²³

2.43 “Town Clerk” shall mean the municipal Clerk of the Town of Hammonton, who is the statutorily-mandated custodian for the Town’s records.

2.44 “Town of Hammonton” shall mean the Town of Hammonton, a body corporate and politic, and unless otherwise indicated, includes its Governing Body, elected officials, officers and staff.

2.45 “Twin House” shall mean a semi-detached building that consists of 2 dwelling units that abut along a property line. A twin building type is a variant of a Townhouse building type³⁶, but has one small side yard per each of the 2 dwelling units and a large front yard.³⁷

³⁴ §175-160.B.(17)

³⁵ §175-160.B.(18)

³⁶ §2.40 herein.

³⁷ §175-160.B.(19)



3.0 METHODOLOGY

3.1 PROCESS

Municipal Master Planning occurs on a continuum. At one end is a full Master Plan, with all of the (applicable) *MLUL*-specified Plan Elements included. At the other end is a Master Plan Reexamination, which may be limited to a review of the findings and recommendations of the [then] most-recent effort.

While the Joint Land Use Board is only statutorily mandated to undertake a Master Plan *Reexamination*, Hammonton Policymakers have recognized that limiting the effort to the items required under N.J.S.A. 40:55D-89 will not adequately address the range of issues currently facing the Town. Further, such an approach typically results in incremental decision-making that does not result in a single-source planning document that cross-references all of the various topics that Hammonton policymakers wish to address.

For these reasons, as well as to recognize constraining budgetary realities for any one budget year, the Town has

committed to the following *phased* approach for this Comprehensive Master Plan Update:

3.1.1 PHASE I (4/2020 – 12/2020)

The Master Planning project commenced in April 2020 with an in-depth policy analysis that focused on the problems and objectives identified in prior Master Planning documents. Each issue was discussed with the Master Plan Implementation Committee³⁸, which reviewed how these problems and objectives changed over time as well as their current status.

Additionally, such review provided a forum to identify new issues to be addressed and policy direction for each.

The result of these discussions was a series of matrices that formed the basis of the Statement of Objectives, Principles, Assumptions, Policies & Standards³⁹ (and other sections) of this Master Plan Update.

³⁸ See Acknowledgements

³⁹ §5.0 herein.



3.1.2 PHASE II (1/2021 – 6/2024⁴⁰)

Phase II builds upon the information derived from Phase I, and establishes priorities and policy recommendations for each issue as identified.

A. Due to budgetary constraints and the impact of the COVID19 pandemic on the ability of Town Volunteers to complete Master Planning tasks, this Phase II of the Master Plan Update addresses the mandatory Elements of a Master Plan

- Statement of Objectives, Principles, Assumptions, Policies & Standards;
- Land Use Plan Element;
- 2018 Housing Plan Element & Fair Share Plan⁴¹; and
- Relationship of the Master Plan to:
 - Master Plans of Contiguous Municipalities
 - Atlantic County Master Plan
 - State Development & Redevelopment Plan
 - Solid Waste Management Act

and culminates in this Comprehensive Master Plan Update.

Upon adoption by the Joint Land Use Board, the statutory requirements for a 10-year general Reexamination of the Master Plan will be satisfied.

B. At time of adoption of this Master Plan Update, the Town's Historic Preservation Committee was preparing a Historic Preservation Plan Element and the Town's Environmental Commission was preparing a Green Buildings & Environmental Sustainability Plan Element ~ both of which are optional elements to a Master Plan. Both were grant funded.

It is anticipated that both Plan Elements will be added to this Master Plan Update once completed.

3.1.3 PHASE III (7/2024 – 12/2024⁴⁰)

Phase III of the overall effort pauses the Master Planning process to address any changes in Ordinances recommended under Phase II.

⁴⁰ Projected

⁴¹ Dated July 2018, adopted by the Joint Land Use Board on August 1, 2018, and subsequently approved by the New Jersey Superior Court. This existing document is included in this Comprehensive Master Plan as adopted.



3.1.4 PHASE IV+ (2025 - 2034⁴⁰)

With the foundation for the Town’s planning firmly in place, subsequent phases will address any remaining Optional Master Plan Elements as funding becomes available. As with Phase III, it is anticipated that certain years would see a pause in actual Master Planning efforts in order to address any changes in Ordinances as recommended.

At the end of this process, the Town will have a fully updated Master Plan, and will be ready to begin the statutory (10-year) Reexamination cycle moving forward.

3.2 THIS COMPREHENSIVE MASTER PLAN UPDATE

3.2.1 This Comprehensive Master Plan Update bases its findings and recommendations on, among other sources:

- Prior Master Planning Documents
 - The 1966 Master Plan (where content was located). [“1966 Master Plan”]
 - Excerpts⁴² from Master Plan Parts I - IV. Preparer Unknown. (Presumably 1968) [“1968 Master Plan”].

- Town of Hammonton Master Plan. Report Number Two. Conservation Element. Prepared by ARH Associates. Draft October 6, 1982. [“1982 Conservation Element”].
- Town of Hammonton, Atlantic County. Wastewater Management Plan. Prepared By ARH Associates. May 1989 (Revised August 1989 & October 1989) [1989 Wastewater Management Plan].
- Hammonton Master Plan⁴³. 1998 – 2004. September 1998 (Adopted 11-4-98). Prepared by Remington & Vernick Engineers [“1998 Reexamination”].
- Town of Hammonton. Atlantic County. Recreation & Open Space Element. Prepared by ARH Associates. 1998 [“1998 Recreation & Open Space Plan”].
- Master Plan Reexamination Report. Town of Hammonton. Prepared by the Karabashian Eddington Planning Group. December 2004 (Revised March 2005. Finalized April 2005) [“2004/05 Reexamination”].
- Hammonton Revitalization Corporation. Parks & Recreation Master Plan. Prepared by Dr. John D. Woods. Draft May 26, 2004 [“2004 Parks & Recreation Master Plan”].

⁴² Part I: Financial Analysis
Part II: Implementing the Master Plan
Part III: Official Map
Part II [sic]: Public Facilities & Services.
Part IV: The Capital Improvements Program

⁴³ Sub-labeled Master Plan Reexamination Report



- Town of Hammonton, Atlantic County, New Jersey, Open Space & Recreation Plan. Prepared by ARH Associates. December 2008 [“2008 Open Space & Recreation Plan”].
- Town of Hammonton. 2011 Master Plan Reexamination Report. Includes Town of Hammonton, Downtown Area Plan: An Amendment to Land Use Plan Element. Prepared by the Hammonton Planning Board with assistance from Brown & Keener Urban Design. Adopted via (unnumbered) Planning Board Resolution dated August 17, 2011 [“2011 Reexamination”].
- Housing Element and Fair Share Plan of the Town of Hammonton, Atlantic County. Prepared by Shirley M. Bishop, PP., LLC. August 1, 2018 [“HE&FSP”].
- Town of Hammonton, Bicycle & Pedestrian Master Plan. Prepared by Sam Schwartz, LLC. July 2021.
- Hammonton Municipal Airport: Airport Master Plan Update. Prepared by DY Consultants. January 2021.
- Tax mapping prepared by Civil Solutions, a division of ARH Associates,⁴⁴ and MOD IV parcel data information retained by the Hammonton Tax Assessor;⁴⁵
- Visual inspections of the Town conducted for this Master Planning process;
- Atlantic County, New Jersey Master Plan. Prepared by Heyer, Gruel & Associates. May 2018.
- The State Development and Redevelopment Plan (“State Plan”) prepared by the New Jersey State Planning Commission (March 2001).
- Conversations with Town officials, business leaders and members of the Community; and
- Other pertinent data and documentation (footnoted as appropriate).

3.2.3 Maps, graphics and other exhibits from prior Hammonton Master Planning and other efforts used in this Comprehensive Master Plan Update are copied directly from those documents and therefore retain their original numeric designation.

Maps, graphics and other exhibits prepared for This Comprehensive Master Plan Update are referenced as such and are designated within the context of THIS document.

3.2.4 In order to present contents in a user-friendly manner, the organization of this document reflects the statutory requirements of a Master Plan under N.J.S.A. 40:55D-28 and not of a Reexamination under N.J.S.A. 40:55D-8

⁴⁴ Updated 1/2021.

⁴⁵ Updated 2/2021



4.0 TOWN HISTORY ~ A SYNOPSIS⁴⁶

4.1 THE SETTING

Located in the northwestern-most part of Atlantic County, New Jersey, the 41.5 square mile Town of Hammonton is the County's second largest municipality in terms of physical size. It is situated roughly equidistant between Atlantic City and Philadelphia (about 30 miles from each).

The Town is approximately 11.5 miles long and 4.5 miles wide, and is situated in the southern half of the Pinelands National Preserve, an environmentally-sensitive, protected, 1.1-million-acre area in southern New Jersey.

Originally part of Mullica Township, the Town of Hammonton was incorporated as an independent municipality in 1865.

4.2 BEGINNINGS

As with all land in Atlantic County, the first colonial-era titles in Hammonton can be traced from England's King Charles II in 1664, through several changes in ownership and eventually to the West Jersey Society whose proprietors began selling hundreds-of-acre parcels in the late 1600s.

The land comprising Hammonton was part of Gloucester County when William Coffin (1775-1844) arrived in 1812. Under an agreement with John R. Coates, Coffin built and operated a sawmill near the Hammonton Lake at the head of what is now Central Avenue.

Coffin bought the mill from Coates in 1814.

⁴⁶ Excerpted from

- Historic Building Survey, Atlantic County: Northern, Bay, and Coastal Communities, North Atlantic County Survey. Prepared for Atlantic County, New Jersey by The History Store (September 8, 1986)
- Pinelands Villages and Towns: Historic Area Delineations. Prepared by the New Jersey Pinelands Commission (August 1988)
- A Survey of Potential Historic Districts in the Pinelands, New Jersey. Prepared by the New Jersey Pinelands Commission (December 1993).

- Survey, Historical Background, and Significance of the Bellevue Avenue Historic District and the Historic Business District in Hammonton, New Jersey. Prepared by Joan Berkey, Historic Preservation Consultant (with architectural historian Michael Conley) for the Hammonton Historic Preservation Commission (Submitted April 2009).
- Hammonton: 150 Years of Industry, Gallery & Education Guide, prepared by The Noyes Gallery at Kramer Hall in partnership with staff and faculty from Stockton University, the South Jersey Culture & History Center, and the Town of Hammonton for the Town's Sesquicentennial (March 7, 2016 – August 8, 2016).



Taking advantage of the readily-available supply of the sand and wood necessary for glassmaking, Coffin, with John Haines, established a glassworks near the sawmill.

After Coffin's death, ownership of the factories passed to his sons, John Hammond Coffin and Edward Winslow Coffin. After Edward sold his share to John in 1846, the name of the area was changed from "Hammondton" to "Hammonton".

4.3 THE ROLE OF AGRICULTURE

By 1850, both Coffin's mill and glassworks had been abandoned. However, Hammonton gained new life in 1854 when the Camden & Atlantic Railroad Company established a rail line between Camden and the newly established health resort of Atlantic City. This line ran through the rural village of Hammonton.

In 1856, Philadelphia banker (Richard J. Byrnes) and lawyer (Charles K. Landis) formed a partnership to promote a "new agricultural settlement" in Hammonton. After purchasing

large tracts of still-natural lands, Byrnes and Landis platted a formal plan of streets and blocks and advertised the opportunity to purchase 4- to 10-acre farmsteads to New England families. It was hoped that the high-quality soil, healthful climate and proximity to markets in Philadelphia and New York would attract people of limited means.

While the earliest settlers bought land near Hammonton Lake, the focus shifted to Bellevue Avenue once the Railroad constructed a station there in 1858.

Byrnes and Landis published a local paper called the *Hammonton Farmer*, which served as much as an advertisement for their new community as it did a newspaper⁴⁷. The paper notes that early settlers came from Ohio, Boston, Connecticut, New York, Philadelphia, Vermont and Maine.

Hammonton was incorporated as a Town in 1865, at which time it had a population of approximately 1,500, 365 dwellings, 4 schools, 2 churches and 4 mills and factories.

⁴⁷ The 1863 issue painted a portrait of the nascent Town with glowing descriptions of the healthfulness of its spring water and the easily-worked soil, already "planted with grapes, peaches, apricots, nectarines, a fine variety of pears and apples, strawberries, blackberries and

cranberries" that were unsurpassed for their high yields. The paper also listed the many improvements made to the Town, specifically mentioning residences and newly erected stores offering goods, millinery and dress-making, a lecture hall and a tin-ware manufacturer.

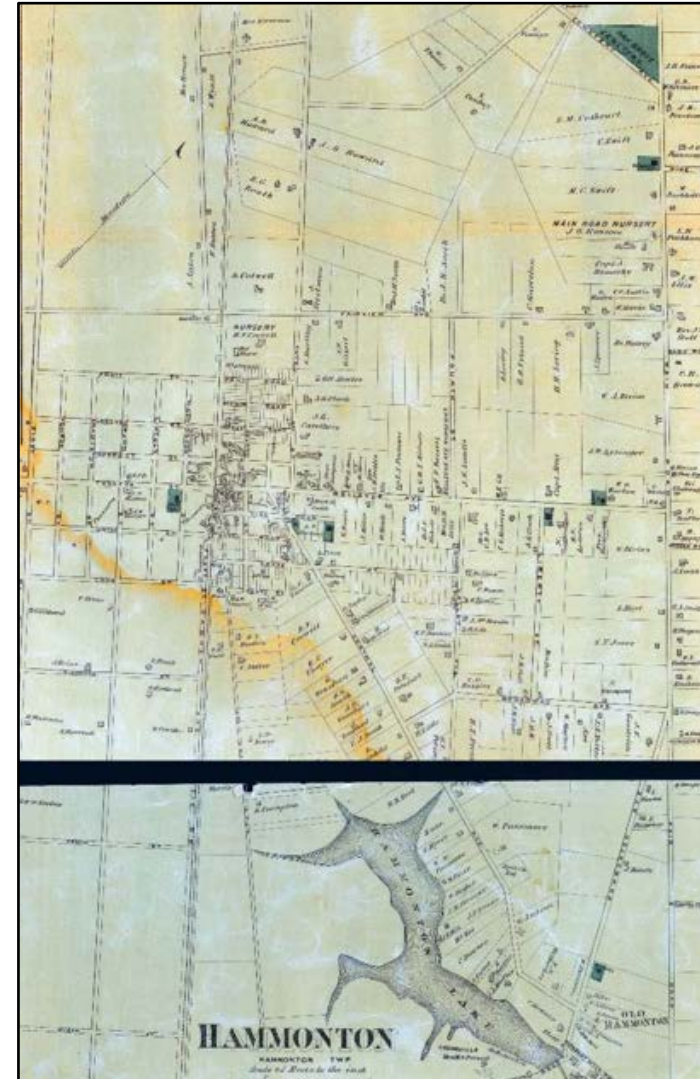


Titles from the period show that the farms lining Bellevue Avenue ranged from 1- to 10-acres in size, and many of the first settlers bought several tracts (not always contiguous or even on the same street) in order to live on one and farm the other(s). They found the soil ideally suited to raising fruit trees and berries, and by 1866 there were 2,031 acres under cultivation.⁴⁸

In 1867, the Fruit Growers Union and Cooperative Society was founded in Hammonton as the nation's first fruit and vegetable farmers' cooperative.

4.4 THE LATE 19TH CENTURY

Beers Comstock and Cline mapping from 1872⁴⁹ show that all but one of the farmsteads along Bellevue Avenue had been settled and developed by that time. Business notices on the map show a preponderance of “farmer and fruit” growers, with others listed as carpenter, sash manufacturer, insurance sales, baker, carriage manufacturer, photographer, hotel proprietor, butcher and numerous storekeepers.



Master Plan Graphic 1
Historic Hammonton

⁴⁸ 304 acres of strawberries, 212 acres of blackberries, 40 acres of cranberries, 53,000 grape vines, 23,906 pear trees, 829 plum trees and 53,767 cherry trees.

⁴⁹ <http://www.westjerseyhistory.com/maps/countymaps/Atlantic%20County%20-%20Beers%20Comstock%20and%20Cline%20-%201872.shtml>



Interestingly, while businesses lined both sides of Bellevue Avenue, the business district extended only one block ~ from the railroad tracks to Second Street.

The 1870 census established the population Hammonton as 1,412, of which the overwhelming majority of adult men were listed as farmers and farm workers. Other occupations included store owners (dry goods, jewelry, hardware, and grocery), druggists, clergy, saloon keepers, shoemakers, house carpenters, mason, blacksmiths and tailors. Those women who did work were typically employed as domestic servants, milliners and dressmakers.

Beginning in the mid-1870s, pioneers from Italy began to settle in Hammonton for the same reasons as the earlier settlers ~ inexpensive land suitable for farming.⁵⁰ Because they were paid less than the older population, these immigrants tended to settle on the outskirts of the Town center where land was less expensive.

Sanborn maps⁵¹ of Hammonton show that the Bellevue Avenue “business district” quickly doubled in size (at least on the east side of the street) ~ extending north from its single-block length in 1872 to 2 blocks in 1886. The Avenue hosted several stores, a bakery, office building, butcher and a tin shop. These were generally 2-story buildings of frame construction, a fact confirmed by photographs of the period. (The remainder of Bellevue Avenue to the White Horse Pike was incrementally added to the map sets as commercial development expanded.)

4.5 TURN OF THE CENTURY TO THE ROARING '20s

The opening decades of the 20th century brought new growth to Hammonton. In 1903, the Town’s Board of Trade published a promotional booklet that, like Burnes and Landis publications four decades earlier, sought to bring new people into the area. The booklet described Hammonton as a “*beautiful Town of homes*” and a “*country Town with gardens and small farms*” that raised fruit and poultry, had 2 building

⁵⁰ A study of Hammonton’s Italian immigration by noted Sociologist Emily Fogg Meade (1871-1950) published in 1907 found that the largest number of Italian immigrants arrived between 1885 and 1890, settling on farms sold to them by the Town’s oldest residents who were retiring (or by their heirs who had no interest in farming).

⁵¹ The Sanborn Map Company was a cartographic firm that created maps for assessing fire insurance liability in urbanized areas in the United States between (approximately) 1867 and 1970. These Maps show building footprints, the number of stories, uses and building materials, and are highly useful when studying development during that period.



associations, shoe factories, a planning mill, cut glass factories, a stocking factory and a pressed brick plant. Being served by electricity and gas, and being accessible by rail, Hammonton was said to be poised to offer the good life to anyone wishing to settle there.

Census figures show that the Town had (approximately):

- 3,500 residents in 780 houses in 1900;
- 5,100 residents in 1910;
- 6,600 residents in 1,300 houses in 1920; and
- 7,600 residents in 1,760 houses in 1930.

This growth is reflected in the number of pages the Sanborn Map Company needed to depict the Town's major concentration of development; growing from 2 pages in the

late 1800s to 4 pages in 1903, 9 pages in 1908, 11 pages in 1923, and 12 pages in 1930.

The 1914 Sanborn map was the first to depict Bellevue Avenue in its entirety. While commercial and residential development was concentrated between Tilton Street and the railroad tracks, subdivisions of the small farmsteads north of Tilton

Street is evident, and several farms north of Packard Street are shown with hen houses behind the residences.

The 1926 opening of the Benjamin Franklin Bridge connecting Camden and Philadelphia improved automobile access to Hammonton from the west and facilitated the transportation of the Town's goods to large market centers.

Land values along Bellevue Avenue skyrocketed during the 1920s. In the downtown area, a vacant commercial lot which sold for \$200 in 1905 was sold for \$3,000 in 1921 and \$8,000 in 1925. Similarly, lots on the northern end of Bellevue Avenue ~ an area which in the early 1900s was considered to be "out-of-town" ~ commanded \$50 per front-foot in 1925.

Another reflection of the growing prosperity in Hammonton through the 1920s was the first recorded purchases of Bellevue Avenue real estate by first- and second-generation Italians who, through their hard work, had become successful enough to purchase land that had heretofore been unavailable to them.



4.6 THE GREAT DEPRESSION

As it did elsewhere in the nation, the Great Depression brought growth in Hammonton to a halt. The 1940 census recorded 7,668 residents in the Town, a modest increase of 0.2% from the 7,656 residents counted in 1930.

By 1940, Town industries included clothing, glass, stockings, raincoats, beer, wine and canned goods. Fruit and berry farming continued to be the principal agricultural industry such that in 1940, Hammonton led the country in the value of blackberries and raspberries, and ranked third in the value of peaches produced.

4.7 POST-WAR GROWTH

As the Depression (and presumably the Second World War) ended, construction resumed on vacant lands and on lands where an older house once stood, and small farms along Bellevue Avenue were gradually subdivided for both residential and commercial construction.

By the early 1960s, Hammonton boasted 15 clothing factories, a baking company, a door manufacturer, a clay products manufacturer, a chemical company, a pharmaceutical company

and a brewery. The majority of the Town's housing stock concentrated around the downtown business district, with outlying areas dominated by farms that inspire the Town's nickname as "**THE BLUEBERRY CAPITAL OF THE WORLD**".

4.8 TODAY

Present-day Hammonton has a fully-developed core area with Route 54 (Bellevue Avenue / 12th Street) as its central spine and principal business district, with larger scale commercial development existing along the White Horse Pike.

Residential neighborhoods exist outside of the commercial core, with wetlands, woodlands and farm fields outside of the residential ring.

An industrial park is located along the south side of the railroad tracks, and the Hammonton Municipal Airport is located to the north of the White Horse Pike.

Details related to today's Hammonton are addressed throughout the balance of this Master Plan Update.



5.0 STATEMENT OF OBJECTIVES, PRINCIPLES, ASSUMPTIONS, POLICIES & STANDARDS

5.1 MUNICIPAL LAND USE LAW

The *Municipal Land Use Law*⁵² requires a municipal Master Plan to include “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.*”

5.2 DOCUMENTATION & ORGANIZATION

5.2.1 As part of Phase I of this Master Plan Update, this office reviewed a number of historic planning documents for the Town of Hammonton. These are inventoried in §3.2.1 herein.

The Town’s original (1966) Master Plan and the full version of the 1982 Master Plan could not be located, and it is not clear that the documents that were located constituted the full set of relevant information. As such, the contents of the documents that were located was used to provide a context for the analyses that follows.

5.2.2 §5.3 contains the Phase I Review of the goals and objectives identified by prior Planning efforts, as well statements regarding the current status of each.

Various sections of §5.3 contain subsections entitled “Phase I Review”, which direct readers to the applicable subsections of §5.4 wherein issues are reaffirmed and/or restated based on current conditions and priorities. §5.4 also details new issues that were identified for this Master Plan Update, and includes policy direction for each.

The Town’s prior Planning documents contain considerable duplication, and issues are often addressed multiple times under multiple topics. Issues that were [then] resolved or found no longer to be relevant may or may not have been affirmatively rescinded within the body of these documents. §5.3 rescinds or otherwise addresses these as necessary.

⁵² N.J.S.A. 40:55D-28(b)(1)



In order to present the Phase I findings in a coherent manner, issues are presented herein **by topic**, with language paraphrased for syntax. While each issue may be addressed under various topics, the Phase I Review directs readers to what is considered the most relevant (single) section of §5.4. Source documents are footnoted.

5.3 PHASE I REVIEW

5.3.1 GENERAL POLICY STATEMENTS

A. The following purposes of the New Jersey *Municipal Land Use Law*⁵³ were adopted under the 1998 Reexamination:

- *To encourage municipal action to guide the appropriate use or development of all lands in Hammonton, in a manner which will promote the public health, safety, morals, and general welfare.*
- *To secure safety from fire, flood, panic, and other natural and manmade disasters.*
- *To provide adequate light, air, and open space.*
- *To promote the establishment of appropriate population densities and concentrations that will contribute to the*

well-being of persons, neighborhoods, communities and regions, and preservation of the environment.

- *To encourage the appropriate and efficient expenditure of public funds by the coordination of public development with land use policies.*
- *To provide sufficient space in appropriate locations for a variety of residential, recreational, commercial and industrial uses, and open space, both public and private, according to their respective environmental requirements in order to meet the needs of all citizens.*
- *To encourage the location and design of transportation routes which will promote the free flow of traffic while discouraging location of such facilities and routes which result in congestion or blight.*
- *To promote a desirable visual environment through creative development techniques and good civic design and arrangements.*
- *To promote the conservation of historic sites and districts, open space, energy resources, and valuable natural resources in the Town and to prevent degradation of the environment through improper use of land.*

⁵³ N.J.S.A. 40:55D-2



- *To encourage adequate provision of affordable housing.*
- *To promote conservation and wise use of all energy resources.*
- *To promote the maximum practicable recovery and recycling of recyclable materials from municipal solid waste through the use of planning practices designed to incorporate the State Recycling Plan goals and to complement municipal recycling programs.*

B. The following purposes of the *Municipal Land Use Law*⁵³ were adopted since 1998 Reexamination:

- *To enable municipalities the flexibility to offer alternatives to traditional development, through the use of equitable and effective planning tools including clustering, transferring development rights, and lot-size averaging in order to concentrate development in areas where growth can best be accommodated and maximized while preserving agricultural lands, open space, and historic sites; and*
- *To ensure that the development of individual municipalities does not unnecessarily encroach upon military facilities or negatively impact the*

operation of military facilities, and to those ends, to encourage municipalities to collaborate with military facility commanders in planning and implementing appropriate land use controls, thereby improving the vitality of military facilities and protecting against their loss through the Base Realignment and Closure process or mission loss.

Phase I Review: This Master Plan Update reaffirms its commitment to these MLUL purposes.

C. In addition to the *MLUL* Purposes, the following specific municipal planning goals were adopted under the 1998 Reexamination:

- *Maintain community character and improve the quality of existing development.*
- *Preserve economic balance and safeguard the tax base, and provide for a continuing source of employment within the Town.*
- *Guide the development of available vacant land, the redevelopment of land where warranted, and the provision for community facilities and services to meet the needs of the Town's residents within the limits of available resources.*



- *Ensure adequate provision of public infrastructure, community facilities and services, and new development to meet the needs of ... residents and property owners.*
- *Assure that the development intensity and population density continue to be appropriate to the overall character of the Town, its regional location, community facilities, and the natural constraints of the land.*
- *Promote the conservation of historic sites and districts, open space, energy resources, and valuable natural resources.*
- *Ensure adequate affordable housing and promote strong viable residential neighborhoods.*
- *Encourage appropriate development along Bellevue Avenue, Third Street, and Egg Harbor Road to revitalize the downtown center of the Town.*
- *Maintain and enhance the residential quality of life in the Town center through code enforcement and encouraging compatible development that meets current and future lifestyle requirements.*

Phase I Review: Recognizing the changes in Hammonton since this language was adopted, this Master Plan Update reaffirms these policies as restated at §5.4.1 herein.

- D. ⁵⁴Review existing zoning district boundaries to determine whether some residentially zoned but now predominantly vacant areas should be rezoned to business, and vice versa.

Phase I Review: Recommended changes to the Town's Zone Boundary lines are addressed as part of the review of each individual Zoning District at §6.4 herein.

- E. ⁵⁵The assortment of the Town's planning documents should be revised to reflect current conditions and contemporary land use strategies. Foremost on the list was the need to update or replace the 1966 Master Plan and its constituent Elements. Also identified was the need to update certain development regulations, create a new Official Map and prepare a curb and sidewalk plan.

⁵⁴ 1998 Reexamination & 2004 / 2005 Reexamination

⁵⁵ 2004 / 2005 Reexamination



Phase I Review: This multi-phase Comprehensive Master Plan Update process is intended to address this recommendation.

Timing for future Master Plan Elements will depend on Town priorities and budgetary considerations in any given budget year.

1. Recommended changes to the Town’s development regulations are addressed as part of the review of each individual Zoning District at §6.4 herein.
2. Recommendations concerning a new Official Map are addressed at §5.4.2 B. herein.
3. Recommendations concerning curb and sidewalk are addressed at §5.4.2 C. herein.

F. ⁵⁵Apply for various grants that are available.

Phase I Review: This Master Plan Update reaffirms the Town’s commitment to seeking financial support to the maximum extent practicable.

- G. ⁵⁶The additional master plan goals recommended in the 1998 and 2004 Reexamination Reports should be formally adopted by the Planning Board as a Master Plan amendment. These goals should be combined with the original 1966 Master Plan goals, rather than separated as was presented in these Reexaminations.

Given the [2011] state of the economy and the severe reduction in resources for public purposes, the Hammonton Town Council elected to postpone the preparation of a new Master Plan. However, the Planning Board did adopt a downtown urban design plan⁵⁷ and recommendations for additional Master Plan amendments under [the 2011] Reexamination.

⁵⁶ 2011 Reexamination

⁵⁷ The Downtown Area Plan component of the 2011 Reexamination / Land Use Plan Element:

1. Recognizes Hammonton's Pinelands context...
2. Updates the municipal policy plan for future growth and investment in the downtown.
3. Defines the municipal goals and objectives within the context of an overall vision for the future of downtown.

4. Describes strategic approaches to Land-Use, Urban Design, Historic Preservation, Circulation & Parking, Affordable Housing and Open Space that support the overall vision for the future of downtown.

The purpose of the Downtown Area Plan was described as to state at the broadest level what Hammonton wants the future of its downtown to be, as well as to set out specific objectives and policy directives that will guide decision-making for the downtown over the coming years.





Phase I Review: This multi-phase Comprehensive Master Plan Update process is intended to address the intent of this issue. However, given the inability to locate the 1966 Master Plan, knowledge of this document was limited to what was included in subsequent documents.

An Amendment to the Land Use Plan Element of the Master Plan addressing urban design standards for the downtown and gateway sections of Hammonton was adopted as an adjunct to the 2011 Reexamination. Amendments to Chapter 175 effectuating these recommendations were adopted in 2011.

General Policy Statements and Supporting Strategies recommended by this Master Plan Update are addressed at §5.4.1 herein.

5.3.2 LAND USE POLICY STATEMENTS

A. ⁵⁸Guide overall development of the Town in a manner which will maintain its existing desirability as a place to live and work, while taking advantage of the potential for growth inherent in the Atlantic-Camden County region.

Phase I Review: This Master Plan Update reaffirms this policy as restated at §5.4.2 D. herein.

B. ⁵⁹Generally maintain the existing medium density residential pattern while extending the range of types of accommodations available.

Phase I Review: This Master Plan Update reaffirms this policy as restated at §5.4.3 A. herein.

C. ⁵⁸Recognize the basic division of the town into urban and rural segments and to provide for further development in a manner which will not disrupt the agricultural economy of the area.

Phase I Review: Recognizing the changes in Hammonton since this language was adopted, this Master Plan Update reaffirms this policy as restated at §5.4.2 D. 3 herein.

D. ⁵⁸Create compatible land use groupings.

⁵⁸ 1966 Master Plan, 1998 Reexamination & 2004 / 2005 Reexamination

⁵⁹ 1998 Reexamination & 2004 / 2005 Reexamination





⁵⁸ Discourage piecemeal and scattered development. Protect the existing character and quality of life in neighborhoods.

Phase I Review: This Master Plan Update reaffirms these policies as restated at §5.4.2 A. herein.

- E. ⁶⁰ Review existing zoning district boundaries to determine whether they should be realigned to provide compatibly scaled development.

Phase I Review: Recommended changes to the Town's Zone Boundary lines are addressed as part of the review of each individual Zoning District at §6.4 herein.

- F. ⁵⁸ Encourage revitalization and redevelopment of the central business district ⁶⁰. Identify vacant / underutilized land appropriate for redevelopment or rehabilitation in the downtown area. This includes residential and smaller commercial uses.

Phase I Review: This Master Plan Update reaffirms these policies as restated at §5.4.2 D. herein.

- G. ⁶⁰ Continue to identify, clean and reuse, or clear and rebuild vacant / underutilized factory buildings. Employ Redevelopment to meet community needs, such as economic development and senior citizen affordable housing.

Phase I Review: This Master Plan Update reaffirms this policy as restated at §6.4.2 D. herein.

- H. ⁶¹ Support expansion of Kessler Memorial Hospital and provide attractive parking areas.

Encourage the creation of a hospital / medical office complex zoning district to include the area along the western side of the White Horse Pike from Central Avenue to Old Egg Harbor Road.

Phase I Review: Recognizing that the Kessler Memorial Hospital closed in 2009, policy regarding the former Kessler site is addressed at §5.4.9 G. herein.

- I. ⁶¹ Support spin-off of professional and medical offices and support services on the White Horse Pike east of

⁶⁰ 1998 Reexamination.



Hammonton Lake. Promote development and concentration of office parks in this area.

Develop a "professional zone" character as opposed to scattered office development in-between other business uses on White Horse Pike.

⁶¹Evaluate the section along the White Horse Pike in the area around the Augusta Office Complex to the Kessler Hospital, including various existing professional offices (all of which are currently in the B-2 Zoning District) and existing medical and doctor's offices located along this portion of the corridor to create a district for hospital, medical offices and professional offices. The area generally encompasses the existing B-2 Zoning District including properties along the western side of the White Horse Pike in the area between Old Egg Harbor Road and Central Avenue with the R-1 Zoning District serving as the boundary line to the west. Expand the B-2 Zoning District to the fullest extent while at the same time maintaining the buffer to the existing residential uses within the R-1 Zoning District. The

area should also include all property owned and intended for future expansion by the Kessler Hospital and currently located within the R-1 Zoning District.

Phase I Review: The B-2 Zone has been eliminated in this section of the White Horse Pike in favor of the HB Zone.

While the closing of the Kessler Memorial Hospital removed the medical anchor for this "professional zone", there remains a significant number of medical and professional offices in this section of Hammonton.

This Master Plan Update restates these policies at §5.4.9 herein.

- J. Health and medical related uses should be encouraged in the vicinity of the [then] new satellite AtlantiCare Medical Center. Consider future zoning changes that would facilitate a cluster of these types of complementary uses.

Phase I Review: This Master Plan Update reaffirms this policy as restated at §5.4.9 herein.

⁶¹ 2004/05 Reexamination



- K. ⁶²Concentrate retail development on the White Horse Pike corridor west of Hammonton Lake to maximize regional accessibility at the intersection of Routes 30 and 206.

Phase I Review: This Master Plan Update reaffirms this policy as restated at §5.4.9 herein.

- L. ⁶³The 2004/05 Reexamination offered several new zoning classifications for the White Horse Pike corridor. However, with the change in uses and property ownership, the entire corridor should be further studied for a comprehensive vision. The study should start with a build-out analysis, followed by an assessment of:

- The economic viability of corridor uses compared to the downtown businesses using the Urban Partners study⁶⁴;

⁶² 1998 Reexamination.

⁶³ 2011 Reexamination.

⁶⁴ Hammonton Demographics, Housing Market, Retail Market Analysis. Prepared for the Hammonton Revitalization Corporation and the Town of Hammonton by Urban Partners.

The Town was not able to locate a final version of such Study (the version that was located is dated January 2010 and labeled “draft”).

Accordingly, the best reference to the Study’s findings and recommendations is found in the Town’s 2011 Reexamination:

- The pedestrian and bicycle needs for corridor travel and connectivity to neighborhoods;
- The cluster(s) of complementary uses along the corridor;
- The visual impact of current development with any recommendations for the future;
- The overall need for site development regulations, such landscaping, buffers and site amenities; and
- Assessing traffic flows and access management, working in conjunction with the NJDOT so that the land use and design elements of a new or reinvigorated corridor vision can successfully mesh with the state highway. Upon its completion, the report may be adopted by the Planning Board as a Master Plan amendment, which could provide the basis for future zoning changes.

Phase I Review: Given the time that has passed since the 2011 Reexamination and the facts that:

“The market analysis identified opportunities for downtown retail based on an assumed % capture rate of all total retail purchases made by area residents. The study concluded that opportunities exist to expand retail offerings in various categories in both the downtown area and White Horse Pike. The downtown area is suitable for community-serving goods & services, restaurants, apparel stores, furniture stores and other related retail uses. The White Horse Pike could also accommodate additional retail if the Town was to be interested in pursuing highway-oriented commercial uses. The market for such uses includes apparel and furniture stores, restaurants, dollar stores, auto parts store, home furnishings and specialty goods.”



- The Urban Partners study has become dated.
- The 2021 Pedestrian and Bicycle Master Plan prepared by the NJDOT Bureau of Safety, Bicycle and Pedestrian Programs.
- The 2011 Form Based Code process⁶⁵ resulted in 3 Gateway Districts along the White Horse Pike.

This Master Plan Update restates these recommendations and policies variously at §5.4.2, §5.4.4 and §5.4.9 herein.

- M. ⁶³ Encourage second story apartment uses on Bellevue Avenue in the downtown area to add nighttime activity and support businesses. Remove existing boarding houses and single room occupancy hotels in the downtown district.

Phase I Review: This Master Plan Update reaffirms this policy as restated at §5.4.3 herein.

- N. ⁶² Code enforcement has become an important local issue in maintaining housing stock, property values, and public health, safety, security, and quality of life. Where older neighborhoods are adjacent to a downtown commercial

zone, the maintenance and preservation of viable neighborhoods is critical to the economic viability of the commercial zone.

The Town has been strengthening its efforts in dealing with deteriorated rental housing by adopting a rental housing license program that requires an annual Certificate of Continued Occupancy to ensure that units meet minimum code standards.

Hammonton has incorporated the 1996 BOCA National Property Maintenance Code into the Town's Administrative Code in order to enable the Town to force all property owners to keep their properties in good condition.

Phase I Review: This Master Plan Update reaffirms the Town's commitment to code enforcement at §5.4.2 F. herein.

- O. ⁶² The central business district commercial area is deteriorating, with residential maintenance and

⁶⁵ §6.3 herein.



apartment conversions increasing in severity. Strengthen the policy of carrot-and-stick building and property maintenance code enforcement in the (presumably downtown) target area.

Phase I Review: This Master Plan Update reaffirms this policy as restated at §5.4.2 F. and §5.4.3 herein.

- P. ⁶²Work with the County to develop a monitoring program to identify substandard and code deficient housing and explore measures to fund housing rehabilitation.

Phase I Review: While County government does not typically have a role in local code enforcement, the Atlantic County Improvement Authority does fund housing rehabilitation for “very low- income” and “low income” homeowners.

Income levels are based on household size. For 2022, very low and low incomes are:

# OF HOUSEHOLD MEMBERS	MEDIAN HOUSEHOLD INCOME
1 Person	\$60,768
2 Persons	\$69,449
3 Persons	\$78,130
4 Persons	\$86,811
5 Persons	\$93,756
6 Persons	\$100,701
7 Persons	\$107,646
8+ Persons	\$114,591

	MODERATE INCOME HOUSEHOLD	LOW INCOME HOUSEHOLD	VERY-LOW INCOME HOUSEHOLD
	% Median Household Income		
	50% – 80%	30%	50%
1 Person	\$48,614	\$30,384	\$18,230
2 Persons	\$55,559	\$34,724	\$20,835
3 Persons	\$62,504	\$39,065	\$23,439
4 Persons	\$69,449	\$43,405	\$26,043
5 Persons	\$75,005	\$46,878	\$28,127
6 Persons	\$80,561	\$50,350	\$30,210
7 Persons	\$86,117	\$53,823	\$32,294
8+ Persons	\$91,672	\$57,295	\$34,377

Master Plan Table 1⁶⁶
C.O.A.H. Household Income Limits

⁶⁶ 2022 Affordable Housing Regional Income Limits by Household Size. Prepared by: Affordable Housing Professionals of New Jersey. April 28, 2022. C.O.A.H. Region 6.

While the document states “Income limits not officially adopted by the State of New Jersey”, the date contained in this document is used by housing professionals in crafting Housing Elements and Fair Share Plans statewide. The information is therefore deemed accurate.





This Master Plan Update reaffirms this policy as restated at §5.4.3 herein.

- Q. ⁶⁷Adjust Pinelands Town Management Area boundary to reflect realistic development patterns.

Phase I Review: This Master Plan Update recognizes that Pinelands boundaries are unlikely to be adjusted and rescinds this recommendation.

- R. ⁶⁸An analysis of the White Horse Pike Corridor would be important to study the land use patterns along the highway and evaluate new planning and zoning opportunities.

Phase I Review: While the Land Use Plan Element of this Master Plan Update⁶⁹ addresses planning and zoning issues, the type of in-depth analysis contemplated by this issue is more appropriately addressed via an Economic Plan Element to a Master Plan, which is contemplated under a future phase of the Town's Master Planning efforts.

This Master Plan Update reaffirms this recommendation as restated at §5.4.9 herein.

- S. ⁷⁰Continue to support the MainStreet and Neighborhood Preservation Programs in the downtown area; Small Cities programs in expanded target area; and the Atlantic County Improvement Authority's Home Conservation Program throughout the municipality.

Phase I Review: Recognizing that programs can be added, eliminated and changed over time, this Master Plan Update reaffirms this policy as restated at §5.4.9 C. and D. herein.

- T. ⁶⁷ Amend Chapter 175 to encourage pedestrian scale commercial development on and in the vicinity of Third Street with enhanced pedestrian amenities, buffering, and automobile circulation / parking controls.

Phase I Review: This Master Plan Update reaffirms this policy as restated at §5.4.9 herein.

⁶⁷ 1998 Reexamination & 2004 / 2005 Reexamination

⁶⁸ 2011 Reexamination

⁶⁹ §6.0 herein.

⁷⁰ 1998 Reexamination



- U. ⁶⁷Develop and implement a downtown parking and signage plan in concert with MainStreet program.

Phase I Review: This Master Plan Update reaffirms this policy as restated at §5.4.4 and §5.4.9 herein.

- V. ⁶⁷Review existing land use standards for home occupations and professional offices to identify whether changes should be made to reflect current technologies, business trends, and Town economic development goals.

Phase I Review: Recommended changes to the Town's land use regulations are addressed as part of the review of each individual Zoning District at §6.4 herein.

- W. ⁶⁷Amend downtown zoning regulations to promote economic growth in the core area.

Phase I Review: This Master Plan Update reaffirms this policy as restated at §5.4.9 and §6.4 herein.

- X. ⁶⁷Consider amending Chapter 175 to reflect the recognition of New Jersey Residential Site Improvement Standards for all areas except stormwater management, for which Pinelands standards will be maintained.

Phase I Review: Chapter 175 references the R.S.I.S.

- Y. ⁷¹Evaluate the current lot size and other Area and Bulk requirements for the R-3 and R-R Zoning Districts.

Phase I Review: This evaluation has been accomplished and Chapter 175 has been revised accordingly. Additional recommendations regarding development regulations are addressed at §6.4 herein.

At time of this Master Plan Update, the Pinelands Commission was reviewing stormwater management standards for Pinelands municipalities. Recommendations regarding the impact of any relevant changes will be addressed when issued.

⁷¹ 2004 / 2005 Reexamination



- Z. ⁷⁰ Although Hammonton is a compact community of mixed uses in the downtown area, its basic character is one of a small town of 1- and 2-family homes. There are no high-rise or mid-rise apartment buildings in Town, nor are there many apartment complexes or townhouses. The Town's maximum height limit is 35' and only 42' in the M-1 and B-2 zones. Chapter 175 should be amended to indicate a maximum height of 2 stories for all residential uses in order to assure compatible future development.

Phase I Review: The B-2 Zone was eliminated in 1999 in favor of the R-3A (Set-Aside) and in 2011 in favor of the (GW-2) Gateway Boulevard and (GW-3) Gateway Crossroads Zones.

While the Town's character remains generally consistent with the observation contained in this item, Land Use Policy and Housing Policy are restated at §5.4.2 and §5.4.3 herein.

- AA. ⁷² The Comprehensive Land Management Code for the Town of Hammonton shall provide that no more than 10

automobiles, trucks, or other motor vehicles, whether or not they are in operating condition, shall be stored on any lot unless such motor vehicles are adequately screened from adjacent residential uses and scenic corridors. This section shall not apply to vehicles which are in operating condition and which are maintained for agricultural purposes.

Phase I Review: Recommended changes to the Town's development regulations are addressed as part of the review of each individual Zoning District at §6.4 herein.

- BB. ⁷² All vehicles not in operating condition shall be stored only if the gasoline tanks of such vehicles are drained.

Phase I Review: While a code enforcement and not Planning issue, this Master Plan Update retains this policy.

- CC. ⁷² Except as provided below, the Comprehensive Land Management Code for the Town of Hammonton shall require that no permit be issued for development other

⁷² 1982 Conservation Element



than for agricultural product sales establishments unless the applicant demonstrates that all buildings are set back at least 200' from the center line of the scenic corridor (as defined). If compliance with the 200' setback is constrained by environmental or other physical consideration, such as wetland, or active agricultural operation, the building shall be set back as close to 200' as practical and the site shall be landscaped in so as to provide screening from the corridor.

Phase I Review: This Master Plan Update restates this policy at §6.4.4 D. herein.

DD. ⁷²The Comprehensive Land Management Code of Town of Hammonton shall require that certain provisions relating to signs be enacted. Additional signage provisions were recommended as *“mandatory within the Preservation Area District of the Town”*.

⁷³Consider revision of signage controls in B-1 and M-D districts to encourage signage more compatible with downtown development patterns.

Phase I Review: Recommendations related to the Town's signage regulations are addressed at §5.4.9 herein.

⁷⁴The sign ordinances for the downtown districts should be revised so that they are more compatible with the downtown development patterns.

Phase I Review: This recommendation has been accomplished and Chapter 175 has been revised accordingly. Additional recommendations regarding signage are addressed at §5.4.9 herein.

EE. ⁷⁵Alternative development forms are permitted in cluster developments in the R-1, R-2, R-3 and M-0 Zones on large tracts at a density of 8 units per acre. This means that when these housing forms are built in cluster development, their physical, economic and overall neighborhood will be substantially greater in magnitude than what would generally be expected in the Town's traditional development pattern of less than 3.5 units per acre.

⁷³ 1998 Reexamination & 2004/05 Reexamination

⁷⁵ 1998 Reexamination.

⁷⁴ 2011 Reexamination.





The development of high and untraditional densities in the predominantly vacant R-3 zone north of U.S. 30 may be tolerable if developments can be designed to minimize adverse impacts on the viability of adjacent farmlands about best management farming practices through adequate clustering and buffers.

Phase I Review: Recognizing the need to protect the existing character and quality of life in the neighborhoods, clustering beyond what is currently permitted is no longer deemed appropriate. This Master Plan Update restates this policy at §5.4.1 B, §5.4.2 H, and §5.4.3 C, herein.

FF. ⁷⁵Rezone Block 1803, Lots 1 - 9 and Lots 13 - 29 from (RR) Rural Residential to (R-3) Residential - 3 to allow for single-family homes at a greater density than that permitted under the RR Zone while maintaining a sufficient agricultural buffer.

Phase I Review: Current Parcel Mapping shows that since the adoption of this 1998 recommendation, a subdivision of the lands in question has occurred.

At time of this Master Plan Update, Block 1803, consists of Lots 1, 2, 3.01, 3.02, 4 - 6, 6.01, 7.01, 7.02, 8, 10, 10.01, 10.02, 11.01 - 11.67, 13.01, 13.02, 14, 15, 15.01 - 15.10, 16 - 26, 27.01, 27.02, 28, 29 and 29.01. Of these (reference *Master Plan Map 1: RR / R-3 Zoning Changes* below):

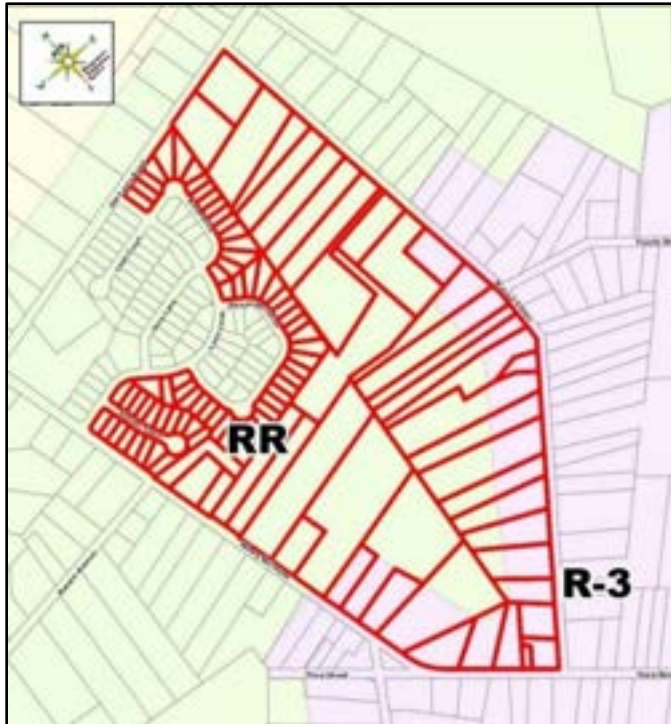
- Lots 1, 2, 3.01, 3.02, 5, 6.01, 16, 22, 29 and 29.01 are zoned R-3.
- Lots 4, 6, 18 - 21, 23 - 27, 27.01, 27.02 and 28 are split-zoned, with R-3 Zoning along the street frontage and RR Zoning to the interior of the Block.
- The remaining Lots are zoned RR.

Single-family residential development is permitted (reference *Master Plan Map 2: RR / R-3 Lot Comparisons* below):

- In the RR Zone at 1 unit per 1.5 acres where public sewerage is not available.⁷⁶
- In the RR Zone at 1 unit per acre where public sewerage is available.⁷⁶
- In the R-3 Zone at 1 unit per 1.5 acres where public sewerage is available.⁷⁷

⁷⁶ §175-150.

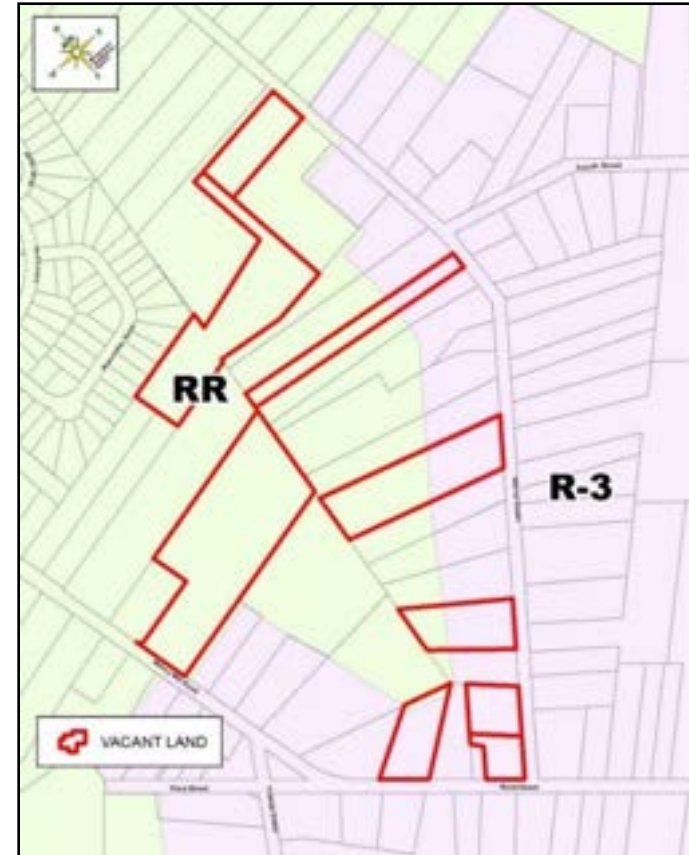
⁷⁷ §175-153.



Master Plan Map 1
RR / R-3 Zoning Changes

Of the 45 lots that do not appear to be part of the
aforementioned subdivision:

- 1 RR-zoned lot is less than 1 acre.
- 0 RR-zoned lots are between 1 and 1.5 acres.
- 18 RR-zoned lots are 1.5 acres or greater.
- 0 split-zoned lots are less than 1 acre.
- 1 split-zoned lot is between 1 and 1.5 acres.



Master Plan Map 2
RR / R-3 Lot Comparisons

- 14 split-zoned lots are 1.5 acres or greater.
- 2 R-3-zoned lots are less than 1 acre.
- 3 R-3-zoned lots are between 1 and 1.5 acres.
- 5 R-3-zoned lots are 1.5 acres or greater.



The Hammonton's Tax Assessor lists 9 of the subject lots as having \$0.00 improvement value (i.e., vacant land). Of these, 6 lots are zoned RR in whole or in part.

Recommended changes to the Town's development regulations for the RR and R-3 Zones are addressed at §6.4.6 and §6.4.9 herein.

GG.⁷⁸Rezone the first 300' of the Chew Road frontage of Block 1709, Lots 27-29 and Block 1901, Lots 13.01, 17.02, 17.03 and 18 from RR to R-3 to allow for compatible development patterns on both sides of the street where the future infrastructure lines will be run.

Phase I Review: Current Parcel Mapping shows the area now containing lots that were not included in the recommendation, suggesting that subdivisions occurred after such recommendation was adopted.

Further, several of the lots in question extend well-beyond the 300' frontage recommended for rezoning.



*Master Plan Map 3
RR / R-3 Lot Comparisons
1998 & 2004/05 Reexamination*

Finally, as stated elsewhere herein, it is not clear if Pinelands will permit the expansion of infrastructure as proposed.

Recommended changes to the Town's development regulations for the RR and R-3 Zones are addressed at §6.4.6 and §6.4.9 herein.

⁷⁸ 1998 Reexamination & 2004/05 Reexamination



HH. ⁷⁸ Rezone Block 1201, Lots 11 - 13 and 38 - 43 from RR to M-1 to expand economic development opportunities for a future industrial development along an infrastructure line.

Phase I Review: Overlaying current Parcel Mapping with the Town's Zoning Map shows that the recommended rezoning has occurred.

II. ⁷⁹ Create a Neighborhood Commercial Zoning District for the current portions of the B-1 Zoning District outside of the downtown area and south of the railroad tracks along Route 54. This district will provide a buffer to residential uses, provide alternate access off of Route 54, encourage the creation of shared off-street parking and utilize linked marginal access roads.

The area is generally bounded by Chew Road to the south, includes the existing B-1 Zoning District along Route 54 and terminates at the railroad to the north.

⁸⁰ Study the Route 54 corridor for future campus office zoning and a smaller neighborhood commercial district.

Portions of this area should also be rezoned as a southern gateway.

Phase I Review: The B-1 Zone has been eliminated in this section of the Town in favor of the (M-1) Industrial Park Zone.



Master Plan Map 4
RR to M-1 Rezoning

JJ. ⁷⁹ Create an Office Campus Zoning District (M-1/B-2) at the southern gateway to Hammonton along Route 54, from the Expressway to Chew Road. The area is generally

⁷⁹ 2004/05 Reexamination.

⁸⁰ 2011 Reexamination.



bounded by Second Road to the south, the existing B-2 Zoning District to the west and north, Chew Road to the northeast including the existing M-1 Zoning District along Eleventh Street back to Chew Road to the east.

As part of the Office Campus Zoning District, expand the current B-2 Zoning District to a point $\pm 300'$ – $400'$ east of Thirteenth Street, with the boundary line running along the rear property lines of parcels fronting along Thirteenth Street and currently within the RR Zoning District. The area is generally bounded by Second Road to the south, extends along the existing B-2 Zoning District boundary to the north and east and will include a portion of approximately $300'$ east of Thirteenth Street for the western boundary line.

Phase I Review: The B-2 Zone has been eliminated in this section of Town in favor of the (M-1) Industrial Park Zone.

This Zone is home to the recently-developed NJM Insurance Group's 172,472 s.f. south-Jersey corporate hub and Kramer Beverage's 284,860 s.f. state-of-the-art wholesale beverage distributorship. At time of this Master Plan Update, CTX Infrastructure had made

application for a 4.6-acre office and maintenance facility for their underground utility, civil/site work, excavation and heavy highway construction operation.

- KK. ⁷⁹ Examine the M-D Zoning District in the downtown area to determine if portions should be altered. Create an M-D West (reduced residential component, commercial only encourage) factoring in the approved Redevelopment Areas of Area A-D and M-D East (allow for combination of residential and commercial).

The proposed M-D West includes the existing M-D Zoning District west of Orchard Street to the existing R-3 Zoning District boundary to the west. The proposed M-D East includes the existing M-D Zoning District east of Bellevue Avenue from Passmore Avenue to the existing M-1 Zoning District boundary to the east.

A block-by-block land use analysis shall be conducted in the M-D Zoning District and the overall goal should lead to the reduction of residential uses with the provision to eliminate any additional residential expansion in the future.



Phase I Review: The 2011 Form Based Code⁸¹ Downtown Districts effectuated the intent of this recommendation.

While it is not known if the FBC included a block-by-block land use analysis, this Master Plan Update reaffirms the Town's commitment to the redevelopment of Hammonton's Downtown throughout the document.

LL. ⁸²Expand the B-2 Zoning District along the White Horse Pike in the area of Boyer Avenue and Sewell Avenue, creating the ability for larger lots and encouraging a more commercial component. The investigation of the elimination of existing paper streets in the area shall be conducted as part of this zoning district boundary change.

The area generally is bounded by the existing B-2 Zoning District to the west, including the R-3 Zoning District and bounded by Boyer Avenue to the east and Sewell Avenue to the north.

Phase I Review: The B-2 Zone has been eliminated in this section of Town in favor of the (HB) Highway Business Zone.

This Master Plan Update reaffirms the Town's commitment to the redevelopment of the White Horse Pike at §5.4.2 D. 2, §5.4.9 B. and §5.4.9 F. herein.

MM. ⁸²Evaluate the existing MDA Zoning District⁸³ with the possibility of reducing the density and at the same time continue to accommodate the C.O.A.H.⁸⁴ requirements. Recommend the development of Garden Apartments, townhouses, quads, or any other alternative housing type, with 6 units per acre.

Investigate expanding this area to include the entire block bounded by Grand Street, Eleventh Street, Rosemont Avenue and Washington Street. Develop a set of design criteria in order to guide the spatial layout and building style for the Zoning District.

⁸¹ "FBC"

⁸² 2004/05 Reexamination

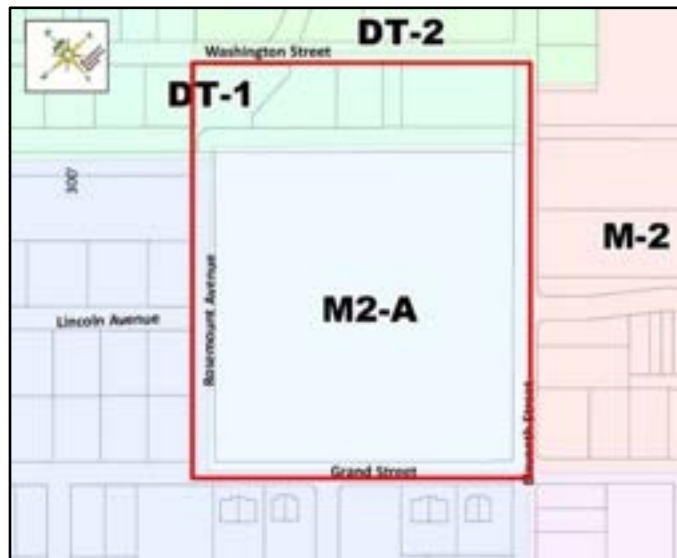
⁸³ Mixed Use Age Restricted / Affordable (Set-Aside).

⁸⁴ §2.22 herein.



Phase I Review:

- The lands bound by Grand Street, Eleventh Street, Rosemont Avenue and Washington Street are zoned Multi-Use / Age Restricted Affordable Housing (Set-Aside) and (DT-1) Downtown, Near Town, thereby effectuating the intent of this recommendation.



Master Plan Map 5
M-2A Rezoning

- While retaining its Multi-Use / Age Restricted Affordable Housing (Set-Aside) title, the abbreviation has been changed from MDA to M-2A.
- C.O.A.H. is addressed within the context of the Town's Housing Element & Fair Share Plan⁸⁵.

NN.⁸⁶Negotiate a land swap, rezoning land around Hammonton Lake to recreation in exchange for expanding the boundaries of the Pinelands town area of Hammonton to provide, over time, additional recreation resources the Hammonton Lake.

Create an additional REC Zoning District around the area of Hammonton Lake and the adjacent recreation fields and facilities along Egg Harbor Road, which are both currently within the R-1 Zoning District. The area is generally bounded by Egg Harbor Road to the south and encompasses the existing Hammonton Lake Park, the William Smith Conservation Area and Hammonton Lake.

Investigate and negotiate with the Pinelands Commission the possibility of expanding the Pinelands Town area with the conversion of existing R-1 Zoning District area to the Recreation Zoning District area.

Phase I Review: The lands in question are overwhelmingly privately-owned and developed, thereby making such

⁸⁵ Exhibit 9.1 herein.

⁸⁶ 2011 Reexamination.



rezoning impracticable. Further, as stated elsewhere herein, Pinelands boundaries are unlikely to be adjusted.

This Master Plan Update rescinds this recommendation.

OO.⁸⁶The Town recognizes the need to provide comprehensive standards for interior lot development which does not comply with existing zoning standards.

Phase I Review: Chapter 175 was amended in 2010 to include a Flag Lot provision governing interior lots.

§175-145L. defines Flag Lots, sets forth standards for interior lot development and restricts the number of housing units that can be constructed on interior lots.

PP.⁸⁶ Subsequent to the 2011 Reexamination, it was recommended that Hammonton develop a comprehensive range of design guidance for development, addressing:

1. Guidelines for street elements placed by private businesses, particularly cafe tables and chairs.

2. A range of tools to communicate design expectations along Bellevue Avenue, the White Horse Pike and other downtown streets.
3. Downtown retail space, business service and office uses should be concentrated primarily in the ground floor of buildings along Bellevue Avenue between Third Street and West End Avenue, on Central Avenue below Third Street, along the White Horse Pike and in small pockets of neighborhood or transit patron-serving commercial in appropriate areas. Retail space that draws pedestrians away from the shopping environment of Bellevue Avenue should not be allowed, beyond the exceptions noted.
4. Most of the Downtown Area, [then] generally zoned B-1 and M-D, is to be reorganized into Downtown Districts. Portions of White Horse Pike that are closest to Downtown, as well as the major connecting route between the two, will be reorganized into Gateway Districts. In general, the new districts are established to reflect the distinct design character of different areas in and around downtown. They tend to be



defined by the streets that anchor them, such as Bellevue Avenue or the White Horse Pike.

5. To accomplish the principles, goals and objectives laid out in the 2011 Reexamination, the downtown area zoning will be updated to accommodate this new organizing system, while the surrounding Zoning districts will remain as [then] zoned. To reflect the subtle changes in character within both the historic central downtown as well as the portions of the White Horse Pike nearest the center, a number of distinct Downtown Districts and Gateway Districts are recommended.
6. The zoning framework should not be overly prescriptive in terms of land use, providing for flexibility while taking care to conserve sensitive areas, such as the Bellevue Avenue retail area. This land-use flexibility should occur within a framework for urban form that carefully reinforces and extends the pattern of the existing Town, and considers the impact of development on traffic and parking.

Phase I Review:

- Guidelines for street elements were enacted as Parklet standards adopted in 2020.
- Recommendations regarding Parklets are addressed at §5.4.7 A. 5 herein.
- The remaining components of this recommendation were enacted in 2011 as part of the Town’s Form Based Code.

Recommended changes to the Town’s development regulations, including the FBC, are addressed as part of the review of each individual Zoning District at §6.4 herein.

Policy Statements and Supporting Strategies recommended by this Master Plan Update related to Land Use are addressed in §5.4.2 herein and the Land Use Plan Element at §6.0 herein.

5.3.3 HOUSING POLICY STATEMENTS

A. General

1. ⁸⁷Provide for a steadily increasing population.

⁸⁷ 1966 Master Plan, 1998 Reexamination & 2004/05 Reexamination





Phase I Review: The population history for Hammonton reflects an uneven curve of growth and steady-state trends⁸⁸:

CENSUS YEAR	POPULATION	% CHANGE
1870	1,404	
1880	1,776	26%
1890	3,833	115.8%
1900	3,481	-9.2%
1910	8,088	132.3%
1920	6,417	-20.7%
1930	7,656	19.3%

CENSUS YEAR	POPULATION	% CHANGE
1940	7,668	0.2%
1950	8,411	9.7%
1960	9,854	17.2%
1970	11,464	16.3%
1980	12,298	7.3%
1990	12,208	-0.7%
2000	12,604	3.2%
2010	14,791	17.4%
2020	14,711	-0.5%

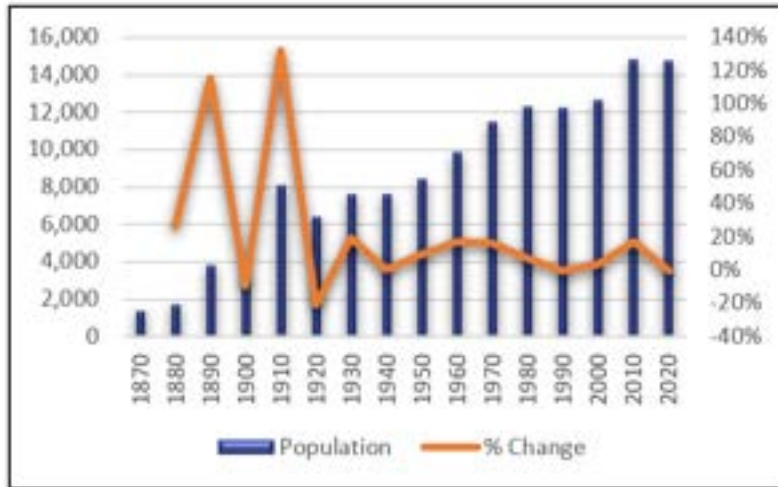
Master Plan Table 2
Population Trends

⁸⁸ https://en.wikipedia.org/wiki/Hammonton,_New_Jersey#cite_note-Census2020-11.

While Wikipedia is generally not considered as reliable source of information, the data is considered valid.

- Barnett, Bob. Population Data for Atlantic County Municipalities, 1840 - 1905, WestJersey.org. Accessed June 25, 2012.
- Compendium of censuses 1726-1905: together with the tabulated returns of 1905, New Jersey Department of State, 1906. Accessed July 26, 2013.
- Raum, John O. The History of New Jersey: From Its Earliest Settlement to the Present Time, Volume 1, p. 273, J. E. Potter and company, 1877. Accessed November 18, 2013. "Hammonton contains a population of 1,404."
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- Porter, Robert Percival. Preliminary Results as Contained in the Eleventh Census Bulletins: Volume III - 51 to 75, p. 97. United States Census Bureau, 1890. Accessed July 26, 2013.
- Thirteenth Census of the United States, 1910: Population by Counties and Minor Civil Divisions, 1910, 1900, 1890, United States Census Bureau, p. 335. Accessed May 15, 2012.
- Fifteenth Census of the United States : 1930 - Population Volume I, United States Census Bureau, p. 714. Accessed May 15, 2012.

- Table 6. New Jersey Resident Population by Municipality: 1930 - 1990, New Jersey Department of Labor and Workforce Development. Accessed June 28, 2015.
- Census 2000 Profiles of Demographic / Social / Economic / Housing Characteristics for Hammonton town, New Jersey Archived 2014-07-22 at the Wayback Machine, United States Census Bureau. Accessed July 10, 2013.
- DP-1: Profile of General Demographic Characteristics: 2000 - Census 2000 Summary File 1 (SF 1) 100-Percent Data for Hammonton town, Atlantic County, New Jersey Archived 2020-02-12 at archive.today, United States Census Bureau. Accessed July 10, 2013.
- DP-1 - Profile of General Population and Housing Characteristics: 2010 Demographic Profile Data for Hammonton town, New Jersey Archived 2020-02-12 at archive.today, United States Census Bureau. Accessed May 15, 2012.
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- QuickFacts Hammonton town, New Jersey, United States Census Bureau. Accessed December 22, 2022.
- Total Population: Census 2010 - Census 2020 New Jersey Municipalities, New Jersey Department of Labor and Workforce Development. Accessed December 1, 2022.



Master Plan Graphic 2
Population Trends

2. Recognizing that Hammonton's population has been relatively stable since approximately 1940, this Master Plan Update restates this policy at §5.4.1 B. 6 herein.
3. ⁸⁹Protect against adverse impacts of multi-unit housing conversions and lack of property maintenance in the downtown area.

Phase I Review: Recognizing that Town Policymakers have long sought to regulate the illegal conversion of large residential and non-residential structures into multi-family rental buildings, this Master Plan Update reaffirms this Policy as restated at §5.4.2 F. herein.

4. ⁹⁰Adopt rental housing license and inspection procedures keyed to BOCA⁹¹ Code and Certificate of Continued Occupancy.

Phase I Review: While license and inspection procedures have been enacted, enforcement of issues uncovered during inspections remain an issue.

This Master Plan Update reaffirms this policy as restated at §5.4.2 F. herein.

5. ⁹⁰ Revise existing clustering provisions to allow the building of single-family homes on smaller lots under certain conditions in the Town's residential zones.

⁸⁹ 1982 Conservation Element

⁹⁰ 1998 Reexamination

⁹¹ Building Officials and Code Administrators International.



Phase I Review: Policy regarding housing type is addressed at §5.4.3 D. herein.

6. ⁹⁰Hammonton's Pinelands restrictions have significantly affected development densities in the Town, leaving few incentives for the development of low- and moderate-income housing. Higher density residential development is only permitted with clustering up to 8 units per acre on larger lots (i.e., 3 acres in the MD Zone, 5 acres in the R-1 and R-2 Zones and 10 acres in the R-3 Zone). For the most part, these densities are uncharacteristic to the existing traditional density pattern of less than 4 units per acre in the town center. The number of qualifying lots in the MD, R-1 and R-2 zones is also negligible due to existing development and land tenure patterns.

The Town should consider removing the standard clustering density bonuses for the R-1 and R-2 zones and most of the R-3 zone. Clustering of up to 8 units per acre should be allowed as a conditional use in a

portion of the R-3 zone to encourage affordable housing and to meet the Town's obligation under the Fair Housing Act⁹² and C.O.A.H. regulations.⁹³

Phase I Review: The density bonus provisions for the R-1, R-2 and R-3 Zones have been eliminated.

Issues related to Affordable Housing are addressed at §5.4.3 herein.

7. ⁹⁰ Amend Chapter 175 to provide for independent or assisted living and/or senior housing as a Conditional Use in the B-1, B-2, M-0, R-1, R-2 and R-3 districts on 2-acre sites to allow for smaller scale development more compatible with the Town's traditional patterns.

High residential densities are more acceptable in the M-0 zone which is in the proximity of the Town's downtown area. The Town should explore the possibility of establishing set-asides for low- and moderate-income residents.

⁹² N.J.S.A. 52:27D-30

⁹³ N.J.S.A. 52:27D-301 & §2.22 herein.



Phase I Review: While the Town’s commitment to assisted / senior housing remains, certain of the specified zones no longer exist or are not appropriate for the structures typical of this type of housing.

This Master Plan Update reaffirms this policy as restated at §5.4.3 herein.

8. ⁹⁴As the Town of Hammonton experiences changes in demographics, age of housing stock, and employment, a number of recommendations are given to better accommodate these changes for seniors, the younger generation and low- to moderate-income households:

- Code Enforcement
 - Target code enforcement by local officials.
 - Require that rental properties be listed with the Town’s Code Enforcement office.
 - Create requirements for management to be largely responsible for maintenance of rental units where possible.

- Initiate 2-for-1 conversions in housing units that have been converted to apartments and are overcrowded and in substandard condition.
- [Require] that absentee owners have local real estate representation to manage local properties.

Phase I Review: Policy regarding Code Enforcement is addressed at §5.4.2 F. herein.

- Development of senior housing for the aging population of the Town of Hammonton.

Phase I Review: This Master Plan Update reaffirms the Town’s support for senior housing as restated at §5.4.3 herein.

- Promote and encourage home ownership through educational programs on the benefits of homeownership and provide financial incentives.

Phase I Review: This Master Plan Update reaffirms the Town’s support for homeownership as restated at §5.4.3 B. herein.

- Continue to develop, with in-fill development, in the established traditional (i.e., grid street

⁹⁴ 2004/05 Reexamination.



pattern) manner rather than in a "cookie cutter" subdivision pattern.

Phase I Review: Policy regarding development pattern and types is restated at §5.4.2 and §5.4.3 herein.

- Support local industries, such as warehousing and light industry, office professional uses and destination uses.

Phase I Review: This Master Plan Update reaffirms the Town's support for an appropriate mix of non-residential development at §5.4.9 herein.

- Conduct a community inventory survey as included in the recommendations section of the 2004/05 Reexamination.

Phase I Review: None of the participants in the Phase I Review process were aware of what was intended by such an inventory survey. This recommendation is rescinded.

- Anticipate housing that may come on the market that may attract younger families which generate a demand for schools and require inspection upon sale and/or renovation by:

- Additional Phase I Review issues:

Policy regarding schools is restated at §5.4.14 herein.

Policy regarding residential density is restated under §5.4.1 B. 6 and §5.4.3 A. herein.

B. Affordable Housing

1. ⁹⁵On November 18, 1998, the Hammonton Planning Board adopted a Housing Element & Fair Share Plan to comply with the New Jersey Fair Housing Act⁹⁶. Accordingly, the 2004/05 Reexamination concluded that the Town's Affordable Housing problems have been addressed and the Town was C.O.A.H. certified.

Nonetheless, the 2004/05 Reexamination did state that the Town still has a need for affordable senior housing because of the dramatic increase in the value of residential housing and the locations of remaining affordable housing zones are in inconvenient locations for senior citizens. Accordingly, the issue of affordable senior citizen housing remained.

⁹⁵ 2004/05 Reexamination & 2011 Reexamination.

⁹⁶ N.J.S.A. 52:27D-301



Such Housing Plan was amended in 2011.

2. In 2015, the New Jersey Superior Court issued a Declaration of Compliance for Hammonton’s Housing Element & Fair Share Plan, thereby certifying that the municipality was compliant with its constitutional obligation to provide for a reasonable opportunity for low- and moderate-income housing under the “Mount Laure Doctrine” and the Fair Housing Act.

A similar process was followed for the Town’s 2018 Housing Element & Fair Share Plan⁹⁷, with the Court issuing a similar Declaration.

Phase I Review: This Master Plan Update reaffirms the Town’s commitment to Affordable Housing as adopted in the court-approved (July) 2018 Housing Element & Fair Share Plan⁹⁷.

3. ⁹⁸Affordable housing needs for other lower income individuals and families and single elderly residents

are an issue. Although this problem is not unique to Hammonton, it has a profound effect on the viability of downtown residential and business neighborhoods.

The Town must address the indigenous needs of year-round lower income laborers and single elderly residents.

Phase I Review: Again, this Master Plan Update reaffirms the Town’s commitment to Affordable Housing as adopted in the court-approved (July) 2018 Housing Element & Fair Share Plan.⁹⁷

4. ⁹⁵Hammonton's demographic profile identifies a large population of seniors, many of them living by themselves. The 1998 Reexamination cites “*only one housing development in Town⁹⁹ that provides independent living for seniors or handicapped residents*”.

Because this fixed income population has special needs for security, accessibility and affordability, the Town

⁹⁷ Exhibit 9.1 herein.

⁹⁸ 1998 Reexamination

⁹⁹ Heritage Assisted Living (45 US-206)



should actively explore public and private affordable senior housing development opportunities for Downtown, and identify potential sites and providers that would be interested in coming to Hammonton.

Similarly, Hammonton could serve as a center for senior nursing and assisted care developments to meet regional senior needs and provide additional jobs.

The 1998 Reexamination cites “one assisted living facility [that] was recently approved to be constructed in the U.S. 30 corridor area. This type of development would be an appropriate spin-off related to any future expansions at Kessler Hospital.

Phase I Review:

1. A summary of the 2020 census figures for Hammonton are provided in §1.1.3 herein. While this data provides an update to the information contained in the Town’s 2018 Housing Element & Fair Share Plan⁹⁷, the court approved HE&FSP has not been updated as part of this Master Plan Update.

2. This Master Plan Update reaffirms the Town’s support for senior housing as restated at §5.4.3 D. 2 herein.
3. While a significant number of medical offices are located along the easterly section of the White Horse Pike, the closing of Kessler Memorial Hospital removed the medical anchor for assisted living facilities in this area. This Master Plan Update restates this policy at §5.4.9 G. herein.
4. In addition to the Heritage Assisted Living facility⁹⁹, the newly-constructed Standard Senior Living Center on the White Horse Pike has received its Certificate of Occupancy from the Town and is expected to open in the third quarter of 2023¹⁰⁰.
5. ⁹⁸Decrease densities in most residential zones to that of the traditional community housing pattern by deleting density bonuses, except for affordable housing set-asides.

¹⁰⁰ While an internet search for Senior Living in Hammonton finds Hammonton Manor (11 Washington Street S), it is not clear if this is a licensed Assisted / Senior Living facility.



Phase I Review: While the Town’s traditional housing pattern remains generally consistent with this observation, policy regarding housing are restated at §5.4.3 herein.

6. ⁹⁸ Encourage affordable housing in building forms appropriate to the traditional rural character of the community.

Phase I Review: Again, this Master Plan Update reaffirms the Town’s commitment to Affordable Housing as adopted in the court-approved (July) 2018 Housing Element & Fair Share Plan.⁹⁷

7. ⁹⁸ Continue the tradition of single- and two-family detached housing and remove multi-family development as a conditional use in all but the M-D zone and a portion of the R-3 zone on Main Road. A portion of the latter area should be designated as a high density (6 unit per acre) affordable housing set-aside zone.

Phase I Review: The Town’s housing types are addressed within the Housing Element & Fair Share Plan at Exhibit 9.1 herein.

8. ¹⁰¹Explore cluster housing and townhouse development to increase affordable housing opportunities, preserve open space, protect natural areas, and decrease infrastructure costs.

Phase I Review: This Master Plan Update reaffirms this policy as restated at §5.4.3 C. herein.

9. ⁹⁸A separate affordable housing Zone should, however, be established within a portion of the R-3 Zone and a portion of the B-2 Zone¹⁰² along Main Road to provide the bulk of the Town's C.O.A.H. obligation. This new conditional use zone is more likely to produce the required number of low- and moderate-income units.

Phase I Review:

- Congregating lower income individuals in a specific section of a municipality may have been

¹⁰¹ 1982 Conservation Element and 2004/05 Reexamination

¹⁰² Rezoned M-2A



acceptable in a bygone era, but is no longer considered proper planning.

- An R-3A (Set-Aside) Zone, a (M-2A) Multi-Use Age Restricted / Affordable Set-Aside Zone and an (IDZ) Inclusionary Development Zone¹⁰³ have been established as part of the Town's court-approved (July) 2018 Housing Element & Fair Share Plan.¹⁰⁴
- Recognizing the competing pressures placed on Hammonton by Pinelands regulations and the Town's obligation to provide for a reasonably opportunity for the provision of Affordable Housing as required by the Fair Housing Act, this Master Plan Update reaffirms the Town's commitment to Affordable Housing as adopted in the 2018 Housing Element & Fair Share Plan.¹⁰⁴

10. ¹⁰⁵The Town should consider amending the B-1 zone standards to require a 20% low- and moderate-income set-aside for new second or third floor residential uses with 10 or more units. Such a condition would further the Town's "Upstairs Downtown" program which fosters the recreation of a mixed-use downtown district.

Phase I Review:

- The B-1 Zone was replaced by the Downtown, Near Town (DT-1), Downtown, In Town (DT-2) and Downtown Downtown (DT-4) Zones in 2011 as part of the Town's Form Based Code initiative¹⁰³.
- Again, this Master Plan Update reaffirms the Town's commitment to Affordable Housing as adopted in the court-approved (July) 2018 Housing Element & Fair Share Plan.⁹⁷

11. ¹⁰⁵Consider working with the County Planning Board and the City of Pleasantville to explore the viability of Regional Contribution Agreements ("RCAs") and other measures to address the Town's affordable housing obligations.

Phase I Review: The practice of using RCAs to outsource Affordable Housing obligations from one municipality to another in exchange for other (typically monetary) considerations is no longer permissible under State regulations. This Master Plan update rescinds this recommendation.

¹⁰³ §2.12 and §6.4.11 - §6.4.17 herein.

¹⁰⁵ 1998 Reexamination

¹⁰⁴ Exhibit 9.1 herein.





12. ¹⁰⁵ Because wages for farm and other low skill service jobs are often less than those required for hotels, motels, or other standard temporary housing, there is a substantial market for temporary housing, boarding houses, single room occupancy, and spare room apartments to meet an ever-increasing need. Several second and third floor apartments on Bellevue Avenue and other buildings in the surrounding downtown area provide this need for affordable housing. Incidences of overcrowding, loitering, and other minor offenses are higher in the downtown area where crime or suspicion of crime may be related to these temporary residents and their often below-standard housing conditions. Strict code enforcement is required in these circumstances.

Encourage the upgrade of farm-labor housing and work with the State to address migrant labor and low skill labor housing alternatives.

Phase I Review: While the need for affordable housing remains, the assertions that such housing leads to

“crime or suspicion of crime” in the Town’s downtown is not supported by any presented data.

Policy regarding Code Enforcement is addressed at §5.4.2 F. herein.

This Master Plan Update reaffirms the Town’s commitment to Affordable Housing as adopted in the Town’s Housing Element & Fair Share Plan. ¹⁰⁴

13. Consider requiring a deed-restricted affordable housing set-aside as part of future downtown above-ground floor level development for projects of 10 or more units.

Phase I Review: This Master Plan Update reaffirms the Town’s commitment to Affordable Housing as adopted in the Town’s Housing Element & Fair Share Plan ¹⁰⁴.

14. ¹⁰⁶ Related to the Town’s Residential Rehabilitation Obligation under C.O.A.H., the 1990 U.S. Census indicated that 41 units lacked a complete kitchen and

¹⁰⁶ 1998 Reexamination





8 lacked complete plumbing facilities. Due to the Town's relatively small population, small local budget, and large land area, the identification of substandard units has not been a high priority. The total amount of Hammonton's future rehabilitation need is undefined, but it is likely more than 31 units.

Implementation of the Certificate of Continued Occupancy program and property maintenance codes will begin to identify substandard housing stock. Additional measures should be taken to complete a residential structural conditions survey for the entire Town to identify actual rehabilitation need.

Phase I Review: This Master Plan Update reaffirms the need for property maintenance and to eliminate substandard housing at §5.4.2 F. herein.

15. ¹⁰⁷The Planning Board should continue to monitor the regulatory changes of the New Jersey Affordable Housing program and file any necessary changes or revision to the Housing Plan, if needed.

Phase I Review: This Master Plan Update reaffirms this policy as restated at §5.4.3 herein.

16. ¹⁰⁷ Housing, including affordable housing, should be allowed and encouraged as a primary use in every zoning district, and a variety of housing types (from twins to multiple dwellings) should be permitted in each district to allow for greater diversity in housing options. Affordable housing would be developed through the Town's existing inclusionary housing ordinance (which should continue) other means outlined in the "housing" section of the Master Plan.

Phase I Review: Permitting / encouraging housing “in every zoning district” defeats the purpose of zoning and has the potential to locate drastically incompatible land uses in proximity to one another.

This recommendation is therefore rescinded.

Policy Statements and Supporting Strategies recommended by this Master Plan Update related to Housing are addressed in

¹⁰⁷ 2011 Reexamination



§5.4.3 herein and the Housing Element & Fair Share Plan at Exhibit 9.1 herein.

Policy Statements and Supporting Strategies recommended by this Master Plan Update related to Circulation are addressed at §5.4.4 herein.

5.3.4 CIRCULATION POLICY STATEMENTS

- A. ¹⁰⁸Construct a Route 54 bypass and upgrade Columbia Road as an alternative route for Route 30 (related to the proposed expansion of the airport runway).

Phase I Review: This Master Plan Update recognizes that this recommendation is no longer deemed feasible or desirable and rescinds this recommendation.

- B. ^{108A} Master Plan amendment to consider recommendations concerning truck traffic on Route 54 and the portion of Route 54 south of Chew Road is currently underway.

Phase I Review: None of the participants in the Phase I Review process were aware of any such activity. This recommendation is therefore rescinded.

5.3.5 INFRASTRUCTURE POLICY STATEMENTS

- A. ¹⁰⁹Complete the sewage treatment plant expansion and undertake a public water system study.

Phase I Review: These recommendations have been accomplished.

- B. ¹¹⁰Public water supply in Hammonton is provided through a system which was inaugurated in 1903 and is owned and operated by the Town Water Commission.

Phase I Review: While this recommendation remains substantively unchanged, this Master Plan Update notes that the Water Commission was eliminated in favor of a Municipal Utilities Department in 2006.

¹⁰⁸ 1998 Reexamination & 2011 Reexamination

¹¹⁰ 1968 Master Plan

¹⁰⁹ 1966 Master Plan





- C. ¹¹¹New utility distribution lines and telephone lines to locations not presently served by utilities shall be placed underground, except for those lines which are located on or adjacent to active agricultural operations.

¹¹¹All electric utility transmission lines shall be located on existing towers or underground to the maximum extent practical.

Phase I Review: This Master Plan Update reaffirms these policies as restated at §5.4.5 D. herein.

- D. ^{111, 110} Above-ground generating facilities, complexes, pumping stations, storage tanks and substations shall be screened with vegetation from adjacent uses.

Phase I Review: This Master Plan Update reaffirms these policies as restated at §5.4.5 D. herein.

- E. ¹¹¹ The policies of the Waste Management Plan are to direct the use of waste management techniques so as to

minimize threats to existing resources. The program elements include landfill expansion, proper disposal of waste types, and alternative technology.

Phase I Review: Hammonton formally closed its municipal landfill in accordance with NJDEP regulations in or about 1992. Waste is now handled by the Atlantic County Utilities Authority.

- F. ¹¹²Incrementally increase flows into the existing wastewater treatment plant over the next 2 years using existing sewerage infrastructure. The Town also plans the construction of new sewer lines and pump stations, within the designated sewer service area, to direct new flows from projected growth areas into the planned wastewater treatment plant currently being designed.

Phase I Review: These objectives have been accomplished. This Master Plan Update addresses wastewater treatment policy at §5.4.5 E. herein.

¹¹¹ 1982 Conservation Element.

¹¹² 1989 Wastewater Management Plan.



G. ¹¹³The [then] existing Hammonton wastewater Treatment Plant provides secondary level treatment for a combination of residential, commercial and industrial uses. This facility is scheduled to go off-line in 1991 when the new plant, [then-planned for the 7-acre parcel directly across Pleasant Mills Road from the existing facility¹¹⁴ and designed to incorporate innovative treatment technology] was scheduled to enter service.

Phase I Review: The new facility came on line in 1994, providing Tertiary Level Treatment for a combination of residential, commercial and industrial influent via an activated sludge / oxidation ditch. No new policy is required to address this issue.

H. ¹¹⁵Continue to pursue sewer extensions to the airport, the South Jersey Gas Company¹¹⁶ facility in Folsom, and other places outside the Pinelands Town management area. ¹¹³ Work with South Jersey Gas to expand their business within the Hammonton Industrial Park, which already has sewer.

Phase I Review: This Master Plan Update recognizes that the Pinelands Commission is unlikely to permit such an extension of sewer service as described, and further recognizes that South Jersey Industries has recently developed an office complex in Atlantic City and expanded its facilities in Folsom.

This Master Plan Update rescinds these recommendations.

I. ¹¹⁷Explore water and sewer extension on roads where the existing sewer services one [not both] sides of a road.

Phase I Review: This Master Plan Update reaffirms this policy at §5.4.5 B. herein.

J. ¹¹⁷The need for more efficient waste management and pollution control was identified.

Phase I Review:

1. Hammonton is mandated by County and State

¹¹³ 1998 Reexamination

¹¹⁴ Block 3903, Lots 10-13 (tax sheet 39)

¹¹⁵ 1998 Reexamination & 2004/05 Reexamination

¹¹⁶ Now "South Jersey Industries".

¹¹⁷ 2004/05 Reexamination





Regulations to actively manage garbage / rubbish, recyclables and vegetative waste by regulating receptacles for private waste collection, scheduling of collections, monitoring recyclable segregation and the pick-up and disposal of collected items. No new policy is required to address this issue.

2. Policy related to pollution control is addressed at §5.4.8 herein.

K. ¹¹⁸Reevaluate basin design standards to determine whether they can be revised to reflect prevalent environmental conditions and Pinelands standards.

¹¹⁷ The inclusion of the NJDEP's Best Management Practices regarding stormwater and stormwater facilities shall be incorporated into Chapter 175.

Phase I Review: NJDEP adopted amended Stormwater Management regulations that took effect in March 2021.

The Pinelands similarly adopted amended Stormwater Management regulations in January 2022.

On August 28, 2023, via Ordinance 14-2023, the Town adopted revised Stormwater Management regulations in conformance with the amended Pinelands regulations.

Policies related to stormwater management are addressed in §5.4.5 C. and §6.2.3 B.3 herein, as well as the Town's 2007 Stormwater Management Plan¹¹⁹.

L. ¹²⁰Substantial future compact development or expansion of facilities is likely to require additional wastewater treatment capacity.

Phase I Review: Policies related to wastewater are addressed at §5.4.5 E. herein.

M. ¹²¹Limit the extension of public infrastructure to minimize sprawl in the Town.

¹¹⁸ 1998 Reexamination

¹¹⁹ On file with the Town Clerk. An update to this plan is expected in 2024.

¹²⁰ 2011 Reexamination

¹²¹ 2004/05 Reexamination & 2011 Reexamination





¹²⁰ Manage sewer and water infrastructure so as not to foster haphazard growth avoid sprawl development.

Phase I Review: This Master Plan update reaffirms the Town's commitment to Smart Growth as a means to minimize sprawl as restated at §5.4.2 G. and H. herein.

- N. ¹²⁰ The Town's preferred method to achieve additional wastewater capacity was to utilize treated effluent for surface-irrigation over lands at the existing Boyer Avenue Land Application Facility.

At the time, the US Geological Survey concluded that the soils in this area did not provide satisfactory levels of infiltration, making it difficult to comply with Pinelands requirements for groundwater recharge of treated effluent.

Phase I Review: An acceptable surface drip irrigation system was subsequently designed, permitted and implemented for several different wooded areas within the Boyer Avenue Facility. A subsurface irrigation system was designed, permitted and implemented beneath a series of recreation fields at the site.

This system was installed in 2014 and is operational and functioning as anticipated.



*Master Plan Map 6
Boyer Avenue Land Application Facility
Block 4204, Lots 8, 9, 11-17*

A 2019 assessment by the Town Engineer found that system operators have been diligent in maximizing performance through a wide range of conditions. This system has provided the Town with additional capacity for recharge of treated effluent to groundwater.

No new policy is required to address this issue.



- O. ¹²²Request an adjustment to the existing Pinelands Town areas to allow sanitary sewer extensions along the center line of streets where there may currently be sewers on only one side of the street. This initiative would provide for equal sewer service to both sides of the street and eliminate existing septic sewer systems.

Phase I Review: This Master Plan Update reaffirms this policy at §5.4.5 B. & F. herein.

Policy Statements and Supporting Strategies recommended by this Master Plan Update related to Infrastructure are addressed at §5.4.5 herein.

5.3.6 COMMUNITY FACILITIES POLICY STATEMENTS

- A. ¹²³The Hammonton Public Library has, since 1957, occupied the former Town Hall Building at Vine and Third Streets. The book collection consists of approximately half the minimum number recommended by the Public Library Association.

Phase I Review: Hammonton is now part of the Atlantic County Library system. This statement is no longer relevant.

- B. ¹²³Hammonton offers park and recreation facilities which satisfy, if not actually exceed, established standards.

Phase I Review: While Hammonton continues to offer park and recreation facilities, it is not clear if they satisfy or exceed established standards. Relevant policy is addressed at §5.4.7 B. herein.

Policy Statements and Supporting Strategies recommended by this Master Plan Update related to Community Facilities are addressed at §5.4.6 and §5.4.7 herein.

5.3.7 RECREATION & OPEN SPACE POLICY STATEMENTS

- A. ¹²³Hammonton offers park and recreation facilities which satisfy, if not actually exceed, established standards.

Phase I Review: While Hammonton continues to offer park and recreation facilities, it is not clear if they satisfy or exceed established standards.

- B. ¹²³Explore alternative uses for the sewage treatment plant site, such as recreation or horticulture.

¹²² 2011 Reexamination.

¹²³ 1968 Master Plan.



Phase I Review: The former sewer treatment plant has been converted to a solar field. This recommendation has been accomplished.

- C. ¹²⁴The majority of active recreation in Hammonton is presently at one location, Hammonton Lake Park.

So far, the majority of the recreational planning for the Town has been centered around the Hammonton Lake and located in the southeast quadrant of the municipality.

The Parks provide intensely developed recreational areas, predominately characterized by active sports, such as baseball and football and are located approximately 1 - 2 miles from the central business district.

Phase I Review: These statements are no longer correct. The Town of Hammonton has commissioned a Recreation & Open Space Plan Element as a separate assignment from this Master Plan Update. It is

anticipated that a [to be] current inventory (and mapping) of recreational spaces will be addressed as part of that deliverable.

- D. ¹²⁴ In 1998, approximately 40% of the total municipal acreage was designated Agricultural Production and/or Forest Area under the provisions of the Pinelands Comprehensive Management Plan and, subsequently, in the Town's Compliant Zoning Plan.

Consequently, the 1998 Recreation & Open Space Plan concluded that Hammonton had a deficit of 164[±] acres of land that should be devoted to more active and usable recreation activities, considering the expansive areas of the Wharton Tract and William Smith Conservation Area currently devoted to passive open space.

Phase I Review: This Comprehensive Master Plan Update recommends a number of changes to Zoning District boundary lines¹²⁵.

¹²⁴ 1998 Recreation & Open Space Plan.

¹²⁵ §6.4 herein.



Assuming that such changes are accepted, the AP Zone will consist of 8,682[±] acres and the FA Zone will consist of 1,350[±] acres¹²⁶, for a total of 10,032[±] acres.

Additional pertinent acreage is:

- (PA) Preservation Area: 8,762[±] acres.
- (AP/CLI) Agricultural Production / Compatible Light Industrial: 194[±] acres.
- (REC) Recreation: 260[±] acres.
- (SAP) Special Agricultural Production: 466[±] acres.
- (S) School¹²⁷: 197[±] acres.
- (L) Lake¹²⁸: 192[±] acres.

Issues related to recreation are deferred to that Recreation & Open Space Plan Element commissioned as a separate assignment from this Master Plan Update.

- E. ¹²⁴The Town owns approximately 168 acres of undeveloped land in proximity to Boyer Avenue designated for recreation that should continue to be investigated for recreation facilities.

Phase I Review: This acreage has been “developed” as community soccer fields.

It is anticipated that issues related to this facility will be addressed as part of the Recreation & Open Space Plan Element commissioned as a separate assignment from this Master Plan Update.

- F. ¹²⁴The Pinelands Commission recommends that each municipality adopt standards which require the development of necessary recreation facilities in association with major residential development. Communities are also encouraged to promote the development of recreation areas, particularly turfed areas, in association with commercial and industrial developments, and to utilize low maintenance grasses where practical to further protect the region's water resources.

It is important that a determination be established as to the Town's position in providing the necessary recreation and

¹²⁶ Acreage calculations were developed from the Town's electronic Tax Maps and the Proposed Zoning Map prepared for this Master Plan Update. Information is therefore deemed accurate to the level of the scale. A Boundary Survey of the individual Lots within each Zone, performed by a licensed Land Surveyor, is required for precise measurements.

¹²⁷ §6.4.24 herein.

¹²⁸ §6.4.25 herein.



open space in relation to the aforementioned Balanced Land Use method and the Recreational Facilities Guidelines.

Utilizing the referenced Recreational Facility Guidelines in the Pinelands Comprehensive Management Plan, facilities that are projected to be required by the year 2005 can be determined, and are displayed in the following table¹²⁹.

Phase I Review: None of the participants in the Phase I Review process were aware of any such study being conducted. Policies related to recreation and open space are deferred to the Recreation & Open Space Plan Element commissioned as a separate assignment from this Master Plan Update.

- G. ¹²⁴ The 1985 Atlantic County Open Space Plan includes Hammonton, along with a number of other communities in the western portion of the County, as a component of the Rural Region.

Phase I Review: Atlantic County's current Open Space & Recreation Plan was adopted in 2018¹³⁰. Such Plan classifies areas of Hammonton within the County's Rural and Suburban regions.

- H. ¹³¹The following were presented as recreational / cultural land use recommendations:

1. Develop a plan for 2-tiered recreational uses, i.e., smaller neighborhood parks in each of the downtown neighborhoods and passive and active community parks that can be used by the entire Town.

Neighborhood parks should be child-oriented and within walking distance of their patrons.

2. Develop and implement a Hammonton Lake Recreation Area Plan. Prioritize capital improvements.
3. Expand existing recreational programming to include non-athletic activities.

¹²⁹ Table omitted for brevity.

¹³¹ 1998 Reexamination.

¹³⁰ Open Space & Recreation Plan, Atlantic County, New Jersey, Prepared by Heyer, Gruel & Associates. May 2018.



4. Encourage private or non-profit development of an indoor recreation areas and community center(s) to meet the intergenerational needs of youth and seniors.
5. Encourage development of a satellite campus for Atlantic Community College or Stockton State College at the High School or other downtown business location. Focus on evening and personal / business enrichment courses.

Phase I Review: Policies related to recreation and open space are deferred to the Recreation & Open Space Plan Element commissioned as a separate assignment from this Master Plan Update.

Stockton State College is now Stockton University.

- I. ¹³²Prepare and adopt a comprehensive Recreation Plan Element.

Phase I Review: This recommendation was accomplished via the 2004 Parks & Recreation Master Plan and the

2008 Open Space & Recreation Plan¹³³.

It is anticipated that the Recreation & Open Space Plan Element commissioned as a separate assignment from this Master Plan Update will provide an update to the aforementioned efforts.

- J. In 2004, the Hammonton Revitalization Corporation prepared a Parks and Recreation Master Plan to address park and recreational development in 6 distinct areas of the Town. Proposed improvements were grouped as follows:

- Trail System;
- Neighborhood Parks;
- Downtown Vest Pocket Parks and Car Parks;
- Downtown Streetscape Projects;
- Hammonton Lake Town & William Smith State Conservation Area; and
- Town Wide & Regional Recreation and Ecotourism Opportunities

¹³² 2004/05 Reexamination

¹³³ §3.2.1 herein.



Phase I Review: While it is not known if this Plan was ever adopted by the Planning Board as part of the Master Plan, many of the specific recommendations were implemented.

At time of this Master Plan Update, certain of the 2004 recommendations are no longer relevant while new recommendations have been proposed.

- K. The 2008 Open Space & Recreation Plan provides a description of the potential acquisition sites to expand the Town's open space inventory.

Council authorized municipal funding for the design of recreation and supportive capital improvements at both Hammonton Lake Park as well as the Boyer Avenue Recreation Complex. Council has also authorized a “payment in lieu of” option for developers of residential properties within the Community.

Beyond these funding sources, the Town has availed itself of Atlantic County’s Municipal Open Space Partnership.

Phase I Review: Issues related to recreation and open space are deferred to the Recreation & Open Space Plan Element being commissioned as a separate assignment from this Master Plan Update.

- L. ¹³⁴The 2004/05 Reexamination suggested that the Town "[n]egotiate a land swap, rezoning land around Hammonton Lake to recreation in exchange for expanding the boundaries of the Pinelands Town area of Hammonton to provide, over time, additional recreation resources the Hammonton Lake."

A senior citizen center has since been developed on the edge of the Lake and trails have been planned for public access. No other improvements or land swaps are contemplated at this time.

Phase I Review: No new policy is required to address this issue.

- M. ¹³⁵The open space strategy should rely on the following goals, which address the public usability of the system,

¹³⁴ 2004/05 Reexamination & 2011 Reexamination.

¹³⁵ 2011 Reexamination.





reinforce the scale and rhythm of the downtown fabric, provide a place of community context and to reinforce the benefit of walking:

- Maintain the sense of openness downtown as established by the historic setbacks of buildings from most streets.
- Create more pedestrian connections between Bellevue Avenue and rear parking areas.
- Improve the visual character, greenery, comfort and amenity of pedestrian places, especially the connections to rear parking areas.
- Make the open spaces that exist more usable in more ways by the general public. Consider creating areas for seating, art displays, etc.
- Create, where possible, small, usable open spaces in conjunction with private development, such as sitting areas along pedestrian walkways, and to the extent possible, make them accessible to the general public.

Phase I Review: It is anticipated that the Recreation & Open Space Plan Element commissioned as a separate assignment from this Master Plan Update will address these goals.

- N. ¹³⁶The Pinelands Commission recommends that each municipality adopt standards which require the development of necessary recreation facilities in association with major residential development. Communities are also encouraged to promote the development of recreation areas, particularly turfed areas, in association with commercial and industrial development, and to utilize low maintenance grasses where practical in order to further protect the region's water resources.

Phase I Review: Open space and recreation policy is addressed at §5.4.7 herein.

- O. The 2008 Open Space & Recreation Plan states that it attempted to project Community needs based on a number of interrelated factors, inclusive of:
- Community recreation history, inclusive of past and current trends in both active and passive open space desires by citizens of Hammonton;
 - Input by elected officials, sports organizations, volunteers, etc. regarding prioritization of the Town's Open Space / Recreation needs.

¹³⁶ 1998 Open Space Element.



- Demographic profiles which highlight age groups attention in the current analysis;

and utilized the Balanced Land Use approach to determine, on a percentage basis, how much land area within the State should be utilized for Recreation / Open Space and established goals for various levels of government in terms of the provision of recreation / open space areas.

Phase I Review: Open space and recreation policy is addressed at §5.4.7 herein.

P. ¹³⁷The 2004 Parks and Recreation Master Plan outlines the several projects which, at time of this Master Plan Update, are in various stages of completeness.

1. *Completed Projects at time of 2004 analysis:*

- Vine Street Parking Lot and Pedestrian Access
A parking lot behind the Olivo building and K & H Auto Store with a landscaped pedestrian access between the parking lot and Bellevue Ave.

- Bellevue Avenue Streetscape
New sidewalks and streetscaping along the Bellevue Avenue corridor from the rail crossing to the Atlantic County Service Building.
- Twelfth Street Streetscape
New sidewalks and streetscaping along the Twelfth Street corridor from the rail crossing to the West End Avenue and a streetscape spur on Railroad Avenue to King of Breakfast restaurant.
- Pavilion Rehabilitation
Repair of the historic pavilion located at Hammonton Lake Park and the picnic shelter as compatible elements to the historic portion of the park.
- Historic Picnic Ground
Rehabilitation of the historic picnic ground at Hammonton Lake Park, including the fieldstone fire pits and grills and the picnic ground.
- Community Center
Renovation of the Lake Park caretaker's house as a community center and meeting hall which can be rented for small conferences, family gatherings and meetings in an improved park setting.

¹³⁷ 2008 Open Space & Recreation Plan



The building is home to the Hammonton Canoe Club.

- Boyer Avenue Site
Development of a blend of passive and active recreational experiences suitable for attracting a regional participant and for developing increased tourist income for Hammonton businesses.

Phase I Review: While completed, these Projects require continuous maintenance and additional amenities to make them premiere facilities for the Town and region.

2. *In Progress at time of 2004 analysis ~ Since Completed:*

- Downtown Streetscape and Trail
Improvements to downtown sidewalks to promote foot traffic and pedestrian safety and provide a safe environment that promotes walking and connections to surrounding neighborhoods. It was further recommended that existing infrastructure be maintained and expanded beyond downtown.
- Hammonton Lake State Park Nature Trail
Construction of a nature trail through the state-owned portion of Hammonton Lake Park, with interpretive displays to build awareness

of the Pinelands ecosystems and local endangered species.

- Bike Route Improvements and Maintenance
Repair of street markings and completion of the improvements proposed in the 1975 Bike Route Plan connecting all Town schools with the core residential neighborhoods, parks and the downtown.
- Reading Seashore Trail
Construction of a trail from the NJ Transit commuter terminal to the southeastern Town limits along the former Reading Railroad bed, with a spur trail connecting to Hammonton Lake Park using Veterans Place or the riparian zone adjacent to the National Guard Armory on Egg Harbor Road.
- Columbus Park Landscaping
Improved landscaping and pedestrian paths around the expansion of the Columbus Park parking areas, with benches and areas suitable to community events.
- Reduction of Vehicular Access
Realignment of parking and vehicular access to reduce conflict between parking activity areas at various locations throughout the Town.



- Boat Access
Improved non-motorized boat access to Hammonton Lake and construction of a boathouse for pedal boat rental.
- Promote Wharton State Forest, the Pinelands Reserve & Batsto Village
Promote the recreational opportunities available in these State facilities and the adjoining Pinelands Reserve.

Phase I Review: While these projects have been completed, they require continuous maintenance and installation of amenities to make them premiere facilities for the Town and region. Interpretive displays require ongoing maintenance.

3. *Proposed at time of 2004 analysis:*

- Mountain Bike Trail
Promote the development of an organized mountain bike trail to connect Hammonton to the trail and recreation opportunities available in Wharton State Forest. Develop maps and trail markings that will link the Town with existing

sand roads and trails throughout the Wharton State Forest area.

Phase I Review: While this Master Plan reaffirms the desire for a trail and recommends it be a multi-use facility as opposed to exclusively mountain biking, it recognizes that much of this proposed amenity is not located in Hammonton and is therefore outside of the Town's jurisdiction.

In lieu of this trail, Hammonton's Policymakers directed their efforts to installing a rain garden at the Hammonton Canoe Club at Lake Park.

Opened in October 2019, the rain garden is a grant-funded effort through the National Fish and Wildlife Foundation and the William Penn Foundation as part of the South Jersey Landscape Makeover Program. Other sponsors include the Pinelands Preservation Alliance¹³⁸ and Rutgers University's Cooperative Extension Water Resources Program¹³⁹.

¹³⁸ who funded the installation and provided the sign

¹³⁹ who provided design and installation services.



Additional support came from Greater Hammonton Permaculture (who will maintain the site for 5 years). The Town's commitment is to:

- Contact the Pinelands Preservation Alliance or Rutgers about any concerns regarding the rain garden before making any significant changes to the site.
- Not to apply any herbicide or pesticide within the garden.
- Provide mulch for the garden each spring as needed.

The garden, which is nominally a stormwater infrastructure project, uses native flowers, grasses and shrubs as a means of controlling runoff and stormwater infiltration.

- TEA-21¹⁴⁰ Front Street Parkway / North Egg Harbor Parking Lot and Pedestrian Access
Develop a parkway, pedestrian trail and bicycle path link between downtown and the NJ Transit rail station using funds appropriated through the TEA-21 grant program.

Phase I Review: The Pedestrian and Bicycle Master Plan commissioned by NJDOT Bureau of Safety, Bicycle and Pedestrian Programs¹⁴¹ includes such a path.

While this Master Plan reaffirms the desire for such a parkway / trail / path, funding should not be limited to any single grant source.

- Kessler Park
Develop a small park and picnic facility on land adjacent to Kessler Hospital. The project could offer a potential connection to the proposed Hammonton Creek Trail.

Phase I Review: Recognizing that the Hospital closed in 2009, such a facility is no longer a priority.

4. *The Town of Hammonton has commissioned a Recreation & Open Space Plan Element as a separate assignment from this Master Plan Update. The following projects, which were proposed in 2004 but not completed, will be addressed as part of that deliverable.*

¹⁴⁰ Transportation Equity Act for the 21st Century grant program funded through the U.S. Environmental Protection Agency.

¹⁴¹ Exhibit 9.5 herein.



- Grand Old Railroad District Trail & Park

Construct a trail along West End Avenue from Thirteenth Street to Twelfth Street on Town owned property as well as the abandoned Reading Railroad right-of-way to connect the neighborhood with downtown and the proposed demonstration garden (below). Include a play structure, tot-lot, exercise equipment and/or a par course to serve the adjoining neighborhood.

- Cedar Brook - Wharton Forest Trail

Develop a trail along Cedar Brook beginning at Hammonton High School and continuing into Wharton State Forest. Improve markings for a bicycle route to between the High School and Middle School to connect the trail with the downtown district and NJ Transit Rail Station.

- Great Egg Harbor Trail / Hammonton Creek Trail

Develop a trail connecting the Town to the extensive parks and recreation system along the Great Egg Harbor River.

- Water Department Demonstration Garden

Construct a drought-tolerant / native-plant demonstration garden in the lawn area adjacent to the Water Department offices.

Refurbish and paint the exterior of the existing building to bring out architectural detail. Avoid building renovations that detract from the historic character of the main building.

- Extend Potential Trail Corridors

Acquire sufficient land along existing riparian areas, wetlands and abandoned rail facilities to develop a comprehensive trail system.

- Tot Lot Program

Construct small tot-lots on excess lands:

- Adjacent the existing amphitheater near the Atlantic County Library.
- Adjoining the Mill Run retention basin.
- Adjoining the Town's parking facility near the Orchard Street Park.
- Adjoining the Winding Way retention basin.

- Ninth Street Site

Develop a passive recreational site appropriate to the large forest preserve parcel.

- Eleventh Street Site

Convert the site to an industrial use more suited to the site and the adjacent industrial park.



Phase I Review: Review available lands for the expansion of recreation and open space in other sections of the municipality in order to permit industrial expansion at the 11th Street / 2nd Road M-1 (industrial) Zone.

- Vest Pocket Parks

Acquire easements or purchase property to connect downtown parking facilities with the Bellevue Avenue Streetscape.

Phase I Review: While this Master Plan reaffirms is policy, the uses should be expanded beyond parking connections to true Vest Pocket (urban) Parks.

Additionally, the locations should be expanded beyond the downtown as appropriate.

- Central Avenue Streetscape

Develop new sidewalks and street landscaping along the Central Avenue corridor from Bellevue Avenue to Key Club Park. Realign streets to correct hazardous intersections at Bellevue Avenue and Vine, Third and Peach Streets.

- Sidewalks and Streetscaping

Develop new sidewalks and streetscaping:

- Along the Egg Harbor Road corridor from Bellevue Avenue to Orchard Street.
- Along the west side of the Second Street corridor¹⁴² from Vine Street to the [then] Summit Bank¹⁴³ Parking Lot.
- From Bellevue Ave to the [then] Summit Bank¹⁴³ Parking Lot.

While certain Policy Statements and Supporting Strategies recommended by this Master Plan Update related to recreation and open space are addressed at §5.4.7 herein, this document defers detailed discussions to the Recreation & Open Space Plan Element commissioned as a separate assignment from this Master Plan Update.

5.3.8 CONSERVATION POLICY STATEMENTS¹⁴⁴

- ¹⁴⁵Preserve and maintain the essential character of the Pinelands. Protect and maintain the quality of surface

¹⁴² Completed on the east side of the corridor.

¹⁴³ Now ARH ASSOCIATES

¹⁴⁴ Conservation issues are naturally related to open space and farmland preservation. Readers are therefore directed to §5.4.7 and §5.4.12 herein.

¹⁴⁵ 1982 Conservation Element & 2004/05 Reexamination.





and ground water. Provide adequate sewer service to established residential, commercial, and industrial areas.

Phase I Review: This Master Plan Update reaffirms these policies at §5.4.8 herein.

- B. ¹⁴⁶The Mullica River and Nescochague Creek are designated Wild & Scenic Rivers and Scenic Corridors of Special Significance to the Pinelands. Structures within 1,000' of the centerlines of these waterways shall be designed to avoid visual impacts as viewed from the waterways.

Phase I Review: This Master Plan Update reaffirms this policy as restated at §5.4.2 D. 5 herein.

- C. ¹⁴⁶Except for certain specified uses all development in wetland areas is prohibited.
- D. ¹⁴⁶Clearing of vegetation should be limited to authorized forestry activities, fire hazard mitigation, preparation of agricultural fields and the minimum clearing necessary to permit construction or development of land uses

authorized by the Comprehensive Land Management Code of the Town of Hammonton and the Comprehensive Management Plan for the Pinelands.

- E. ¹⁴⁶No development shall be carried out unless it is designed to avoid irreversible adverse impacts on habitats that are critical to the survival of populations of the above listed Pinelands species of threatened or endangered animals.
- F. ¹⁴⁶All development or other authorized activity shall be carried out in a manner which avoids disturbance of fish and wildlife habitats that are essential to the continued nesting, breeding and feeding of significant populations of fish and wildlife in the Town.
- G. ¹⁴⁶The Comprehensive Land Management Ordinance of Hammonton shall require that conditions be satisfied for any use involving the harvesting of trees for commercial purposes, a letter of comment or no comment from the New Jersey Bureau of Forest Management on the Forestry management Plan; and a financial surety

¹⁴⁶ 1982 Conservation Element



guaranteeing performance in the form of guaranty, letter of credit or other recognized form of financial surety.

- H. ¹⁴⁶ Aim to maintain the existing high quality of surface and groundwater of the Town through control of those activities which can contribute to its degradation.
- I. ¹⁴⁶ Development in the Town will conform to all guidelines established to meet the requirements of the Federal Clean Air Act as amended in 1977. This includes all applicable state and federal emission regulations, ambient air quality standards, non-attainment criteria, and significant deterioration criteria.

The Planning Board shall review all proposed major developments to determine the impact on local air quality.

- J. ¹⁴⁶ In many ways, maintenance of the natural ecosystem conflicts with human health and welfare. The role of wildfire in the evolution of this system must be recognized and given major consideration in the management of the region. Strategies must be implemented to ensure that areas designated as environmentally suitable for

development are made safe from a fire standpoint. The fire management program is designed to recognize both the significance of fire and the hazards which it presents.

Phase I Review: Issues addressed in §5.3.8 C. through J. herein are governed by NJDEP, the Pinelands and other relevant permitting agencies. No new policy is required to address these issues.

- K. ¹⁴⁶ Promote the conservation of energy by integrating energy considerations in the municipal planning and zoning process. The Planning Board shall, when reviewing all applications for development, consider the feasibility of incorporating energy conservation techniques and alternative sources of energy into the project's design. Techniques shall include, but not be limited to, the orientation of streets and structures to gain the best solar advantage, understanding of a site's micro-climate conditions, use of clustering, provision of bicycle paths and public transportation amenities such as bus shelters, the incorporation of passive and active solar power and designs. The technical and economic feasibility of any



energy conservation measures evaluated and/or proposed shall be presented in a plan prepared by the applicant.

Phase I Review: This Master Plan Update reaffirms this policy as restated at §5.4.1, §5.4.8 and §6.6.3 herein.

At time of adoption of this Master Plan Update, the Town's Environmental Commission was preparing a grant-funded Green Buildings & Environmental Sustainability Plan Element. It is anticipated that Policy Statements and supporting Strategies will be included in such Plan Element, which will become part of this Master Plan Update upon completion and adoption by the Land Use Board.

- L. The purpose of the Land Use Plan Element is to relate the goals and objectives stated in the 1998 Reexamination with the existing natural conditions and other developed conditions of the Town.

Phase I Review: This Master Plan Update reaffirms this policy as restated at §5.4.2 and §5.4.8 herein.

- M. ¹⁴⁷Public concern for the environment initiated by the National Environmental Protection Act of 1969 has resulted in adoption of the Pinelands Comprehensive Management Plan, which regulates most land use and development policies in Town. Public policies related to pollution control, energy, and waste management also restrict the Town's economic development potential, which impacts the local job base and economy. This, in turn, impacts the tax base and the capacity of local government to provide public services.

Phase I Review: This Master Plan Update reaffirms this policy as restated at §5.4.8 herein.

- N. ¹⁴⁷Pinelands and wetlands restrictions have significantly limited the feasibility of constructing a Route 54 Bypass and improving Columbia Road for additional traffic capacity. This has led the Town to rethink the needs for such roads and to consider other traffic management programs.

Phase I Review: No new policy is required to address this issue.

¹⁴⁷ 1998 Reexamination



O. ¹⁴⁸By Ordinance, the Town Council has prohibited the continued feeding and general care of waterfowl which are attracted to the lake and its environs. It will be the responsibility of both the Hammonton Police and the Lake Park Superintendent to enforce waterfowl control.

Phase I Review: No new policy is required to address this issue.

P. ¹⁴⁹Consider amending Chapter 175 to require specific deed restriction language as part of the development review approval process when wetlands, farmlands, and other special features are involved.

Phase I Review: This Master Plan Update recognizes that Chapter 175 requires deed restrictions to:

- Establish Affordability Controls as part of the Town’s Affordable Housing obligation.¹⁵⁰
- Enforce density restrictions and minimum lot sizes in the (FA) Forest Area Zone.¹⁵¹
- Enforce Pinelands Development Credit and Density Transfer Program requirements.¹⁵²
- Establish a Perpetual Conservation Easement for buffers for development in proximity to active agricultural uses or the (AP) Agricultural Production Zone.¹⁵³
- Establish a Perpetual Conservation Easement for buffers attendant to development along any common property line with a residential district or an existing residential use.¹⁵⁴

Recognizing that deed restrictions related to “*wetlands, farmlands, and other special features*” are generally under the jurisdiction of State agencies and are therefore outside of the Town’s responsibility, and further recognizing that Chapter 175 requires deed restrictions

¹⁴⁸ 1998 Recreation & Open Space Plan.

¹⁴⁹ 1998 Reexamination & 2004/05 Reexamination.

¹⁵⁰ pursuant to §175-162.

¹⁵¹ pursuant to §175-147.

¹⁵² pursuant to §175-145E(10) and §175-145J.

¹⁵³ In the

- Rural Residential (RR) District pursuant to §175-150.
- Residential-3 (R-3) and the R-3A (Set-Aside) Zone pursuant to §175-153
- Highway Business (HB) District pursuant to §175-155.
- Industrial Park (M-1) District pursuant to §175-157.
- Downtown (DT) Districts pursuant to §175-160.

¹⁵⁴ Business Districts pursuant to §175-156.





in certain other instances, this Master Plan Update finds that this issue had been addressed.

- Q. ¹⁵⁵In the interest of protecting the environment, low-lying areas should be avoided because they comprise the habitat for disproportionately high numbers of threatened and endangered Wildlife and plant species.

Many of the development standards and management programs contained within the Pinelands Comprehensive Management Plan reflect the sensitivity associated with wetland habitats and are designed to prohibit or severely restrict development in such areas.

Phase I Review: Environmental issues of the type addressed above are governed by NJDEP, the Pinelands and other relevant permitting agencies. No new policy is required to address these issues.

- R. ¹⁵⁶The Town should continue to pursue its sustainability program by encouraging green buildings, walkable and

bike-friendly neighborhoods, and hosting educational programs on the many benefits of sustainability practices. The Planning Board's Downtown Master Plan amendment promotes these sustainability concepts through recommended streetscape improvements.

Future initiatives may include green building ordinances, a revised landscaping ordinance that requires drought-resistant and native plantings, alternative stormwater management systems such as rain gardens, bio-retention basins and grass swales, and the use of water conservation measures to the greatest extent practicable.

Phase I Review: The Pedestrian and Bicycle Master Plan¹⁵⁷ is designed to support walkable neighborhoods and bike-friendly streets.

At time of adoption of this Master Plan Update, the Town's Environmental Commission was preparing a grant-funded Green Buildings & Environmental Sustainability Plan Element

¹⁵⁵ 2008 Open Space & Recreation Plan Element

¹⁵⁷ Exhibit 9.5 herein.

¹⁵⁶ 2011 Reexamination





Upon completion and adoption by the Land Use Board, such Plan Element will become part of this Master Plan Update.

- S. This Master Plan Update recognizes the importance that a healthy Hammonton Lake has for the Town.

Phase I Review: While certain aspects of the Town’s 1988 and 1995 Lake Restoration Plans have historically been included in the municipalities Master Planning documents, they are more appropriately addressed as operational guides for the appropriate municipal departments.

- T. Certain of the documents reviewed for this Master Plan Update contain instructions for the Town’s Highway Department regarding the sweeping of municipal streets and the inspection and cleaning of the municipal inlets within the watershed.

Phase I Review: Rather than a municipal Master Plan, these items are more appropriately addressed as operational guides for the appropriate municipal departments.

Policy Statements and Supporting Strategies recommended by this Master Plan Update related to Conservation are addressed at §5.4.8 herein. It is anticipated that additional Statements and Strategies will be included in the Green Buildings & Environmental Sustainability Plan Element once completed and adopted.

5.3.9 ECONOMIC POLICY STATEMENTS

Issues related to Economic Policy are closely related to Land Use Policy and should be read in conjunction therewith.

- A. ¹⁵⁸Market the airport site for warehousing and/or agricultural processing / packaging.

Phase I Review: The need for sewer service, which is not available in this section of the Town, was and remains a limited factor in attracting users.

At time of adoption of this Master Plan Update, the Town of Hammonton had engaged a consultant¹⁵⁹ to prepare a

¹⁵⁸ 1998 Reexamination & 2004/05 Reexamination.

¹⁵⁹ DY Consultants, a New York City-based, privately-owned, domestically and internationally recognized airport consulting firm that specializes in providing planning and engineering services to all types and sizes of airports around the world.





Master Plan for the Hammonton Municipal Airport. At time of adoption of this Master Plan Update, a draft of such Airport Master Plan¹⁶⁰ was under review by the Federal Aviation Administration.

Issues related to the economic development of the Airport are deferred to such Airport Master Plan.

- B. ¹⁵⁸Future revisions to the zoning map should include the approved airport safety zone.

Phase I Review: This Master Plan Update reaffirms this policy at §5.4.1 B.5, §6.4.5 and §5.4.9 I. herein.

- C. ¹⁶¹The Town supports efforts to market and improve the airport.

Phase I Review: Issues related to the economic development of the Airport are deferred to the Airport Master Plan.

- D. ¹⁶¹ The Planning Board and/or Town Council should evaluate a potential swap of Pinelands designations between the airport property, which is designated Agricultural Production, and lands within the Pinelands Town designation.

Phase I Review: This Master Plan Update recognizes that Pinelands boundaries are unlikely to be adjusted and rescinds this recommendation.

- E. ¹⁶¹ A Master Plan amendment to consider recommendations concerning the Hammonton Airport is currently underway.

Phase I Review: While none of the participants in the Phase I Review process were aware of any such activity arising out of the 2011 Reexamination, the Town has engaged a consultant¹⁵⁹ to prepare an Airport Master Plan.

Given the possibility that changes will be required by the FAA, endorsement by this Master Plan Update of any of the consultant's recommendations for the Airport is premature.

¹⁶⁰ Exhibit 9.2 herein.

¹⁶¹ 2011 Reexamination.



- F. ¹⁶²Create a full-time local public economic development / business coordinator position to encourage and manage local business development outside the MainStreet district. Coordinate efforts with MainStreet, Chamber of Commerce and other agencies.

Phase I Review: The intent of this recommendation was achieved by the creation of the volunteer Town Advocate position.

- G. ¹⁶³Step-up strategies to find high-tech or research tenant for the vacant Whitehall-Robins industrial site and other underdeveloped sites.

Phase I Review: At Publication of this Master Plan Update, the Whitehall Site was in use for warehousing and distribution. While perhaps not the highest-and-best-use of this property, such uses do have a high market demand ~ especially for locations like Hammonton with direct access to major transportation routes.

The building is said to be in poor condition, with significant improvements required for technology or research uses.

- H. ¹⁶³Develop a public "Italian" market on Central Avenue or other public area on designated days. Implement funding / marketing with Jersey Fresh at the New Jersey Department of Agriculture.

Phase I Review: The intent of the Italian Market was achieved by the Farmers Market.

- I. ¹⁶² Program and market existing and new community festivals to focus local and regional awareness in downtown shopping and recreation opportunities.

Phase I Review: This Master Plan Update reaffirms this policy as restated at §5.4.9 herein.

- J. ¹⁶³ Market use of Tomasello Winery as a tourism destination. Encourage concentration of other agricultural elements.



Phase I Review: “Agri-Tourism” policy is addressed at §5.4.9 E. herein.

- K. ¹⁶³ Continue the MainStreet program’s goal of attracting businesses. Encourage the use of Bellevue-Third Street area a recreational shopping area.

¹⁶³ Encourage development of other recreation, restaurant, and cultural facilities in the downtown area. Increase opportunities for family entertainment in Hammonton and for visitors to see Hammonton as a destination.

Phase I Review: This Master Plan Update reaffirms these policies as restated at §5.4.9 herein.

Policy Statements and Supporting Strategies recommended by this Master Plan Update related to Economic Issues are addressed at §5.4.9 herein.

5.3.10 HISTORIC PRESERVATION POLICY STATEMENTS¹⁶⁴

- A. Conduct a Phase I (Reconnaissance Land Survey) in the downtown area and along Bellevue and Central Avenues to determine eligibility for listing in the State and National Registries of Historic Places. Such designation would encourage residents / owners to maintain / restore their dwellings and allow the Town and property owners to apply for grant funds or tax benefits. If Phase I survey indicates sufficient resources available for listing, proceed with State / National Register nomination for a Hammonton historic district in tandem with public education / participation and nomination process. Do not adopt local design controls at this time until additional cost/benefit studies are completed. Do not approve district status without the approval of the property owners, as required by Federal Statute.
- B. Promote the conservation of historic sites and districts, open space, energy resources, and valuable natural resources in the Town and to prevent degradation of the environment through improper use of land.

¹⁶⁴ 1998 Reexamination



Phase I Review: This Master Plan Update reaffirms these policies as restated at §5.4.10 herein.

Policy Statements and Supporting Strategies recommended by this Master Plan Update related to Historic Preservation are addressed at §5.4.10 herein.

At time of adoption of this Master Plan Update, the Town’s Historic Preservation Committee was preparing a grant-funded Historic Preservation Plan Element. It is anticipated that Policy Statements and supporting Strategies will be included in such Plan Element, which will become part of this Master Plan Update upon completion and adoption.

5.3.11 TRANSFER OF DEVELOPMENT RIGHTS POLICY STATEMENTS¹⁶⁵

Due to the existing environmentally sensitive and extensive farmland areas in Hammonton, the investigation of a Transfer of Development Rights (“TDR”) program should be initiated. The

¹⁶⁵ 2004/05 Reexamination & 2011 Reexamination.

option of swapping development rights from environmentally protected areas to areas where additional development has not yet taken place would greatly benefit the Town.

Phase I Review: §175-145 E. establishes a Pinelands Development Credit TDR purchase program for certain activities and certain ownership patterns in specified Zoning Districts¹⁶⁶.

Policy Statements and Supporting Strategies recommended by this Master Plan Update related to TDR Issues are addressed at §5.4.13 herein.

5.3.12 EDUCATIONAL FACILITIES POLICY STATEMENTS

A. While prior Master Planning documents¹⁶⁷ recommended the Town acquire approximately 40 acres across Fairview Avenue from the Junior High School for a future elementary school, the 2011 Reexamination states there is no longer a need for a new school or expansion of the existing schools.

¹⁶⁶ References include (Ordinance references to zones that no longer exist are eliminated):

- RR, R-1, R-2, R-3 & MD (§175-28 & §175-145)
- PA, FA, AP, AP/CLI & SAP, H-B, M-1, M-2, REC, GW-2 (§175-145)
- (PA) Preservation Area (§175-146)
- (SAP) Special Agricultural Production District (§175-146.1)
- (AP) Agricultural Production District (§175-148)
- (IDZ) Inclusionary Development Zone (§175-148)

¹⁶⁷ 1966 Master Plan & 2004/05 Reexamination.





Phase I Review: This recommendation is no longer relevant.

- B. ¹⁶⁸The facilities of St. Joseph's School are overcrowded, and prospective pupils have had to be turned away for lack of classroom space.

Phase I Review: As of the closing of the Saint Joseph High School and catholic elementary school in 2020, and the reopening of the St. Joseph's Academy in 2021, this issue is no longer relevant.

- C. Troubled by the negative influences that the shuttered [former] Bertino / National Garment Factory building was having on Hammonton's downtown, Town officials, in 2001, began planning to turn the (c. 1959) building into a regional arts center. This plan eventually led to the Richard Stockton College of New Jersey [now Stockton University] acquiring the building for a satellite campus.

The building was dedicated in 2013 as "Kramer Hall" in acknowledgement of Charles and Lynn Kramer, who have given many years of service to the university.

Located in the cultural hub of historic Downtown Hammonton, Kramer Hall provides students the opportunity to advance their careers through various Graduate and Continuing Studies offerings.

In addition to undergraduate and graduate coursework in state-of-the-art classrooms, seminar rooms, a computer lab and an art gallery. Kramer Hall is home to the Noyes Museum of Art, the New Jersey Child Welfare Training Partnership (Southern Region), the Murphy Writing Center, Stockton's Master of Arts in Counseling program and its Master of Science in Data Science and Strategic Analytics program.

Many offerings are open to the public.

Phase I Review: This Master Plan Update recognizes that Kramer Hall properly falls under the jurisdiction of Stockton University and defers related policies to that body.

Policy Statements and Supporting Strategies recommended by this Master Plan Update related to Educational Facilities are addressed at §5.4.14 herein.

¹⁶⁸ 1968 Master Plan & 2004/05 Reexamination.



5.3.13 GREEN BUILDINGS & ENVIRONMENTAL SUSTAINABILITY POLICY STATEMENTS

- A. ¹⁶⁹Hammonton launched a community-wide sustainability program in 2008 led by the Town's Green Committee, a sub-group of the Environmental Commission.

Phase I Review: The Town's Green Committee has been instituted as an entity in its own right and is no longer a sub-group of the Environmental Commission. Membership is comprised of the Green Committee, the Lake Water Quality Committee; the Bike & Pedestrian Advisory Committee; the Environmental Commission; and the HOPE¹⁷⁰ organization.

Policy Statements and Supporting Strategies recommended by this Master Plan Update related to green buildings and environmental sustainability are addressed at §5.4.15 herein. It is anticipated that additional Statements and Strategies will be included in the Green Buildings & Environmental Sustainability Plan Element once completed.

¹⁶⁹ 2011 Reexamination

¹⁷⁰ Hammontonians Organized for a Positive Environment, which itself is a confederation of the Hammonton Green Committee; Hammonton Environmental Commission; Hammonton Lake Water Quality Advisory Committee; and Hammonton Parks and Recreation Commission.

5.4 THIS COMPREHENSIVE MASTER PLAN UPDATE

Unless otherwise noted, the statements of goals, objectives, etc. contained in the prior Master Plans¹⁷¹ are repealed and replaced by the Policies and Statements contained in this §5.4. Recognizing that many of these statements overlap or are applicable to multiple issues, ***readers should attach no importance to the order in which they are presented.***

5.4.1 GENERAL POLICY

- A. **Policy Statement:** The *Municipal Land Use Law* grants municipalities the power to control the physical development of the lands within their corporate boundaries and provides guiding purposes¹⁷² to be achieved by their land use / development regulations. Hammonton affirms its commitment to these purposes and adopts them as general guidelines for this Comprehensive Master Plan Update, Chapter 175, and for the policies and practices for all appropriate municipal agencies in the administration of their duties and responsibilities.

¹⁷¹ §5.3 herein.

¹⁷² N.J.S.A. 40:55D-2



Encourage municipal action to guide the appropriate use or development of all lands in this State, in a manner which will promote the public health, safety, morals, and general welfare;

Secure safety from fire, flood, panic and other natural and man made disasters;

Provide adequate light, air and open space;

Ensure that the development of individual municipalities does not conflict with the development and general welfare of neighboring municipalities, the county and the State as a whole;

Promote the establishment of appropriate population densities and concentrations that will contribute to the well being of persons, neighborhoods, communities and regions and preservation of the environment;

Encourage the appropriate and efficient expenditure of public funds by the coordination of public development with land use policies;

Provide sufficient space in appropriate locations for a variety of agricultural, residential, recreational, commercial and

industrial uses and open space, both public and private, according to their respective environmental requirements in order to meet the needs of all New Jersey citizens;

Encourage the location and design of transportation routes which will promote the free flow of traffic while discouraging location of such facilities and routes which result in congestion or blight;

Promote a desirable visual environment through creative development techniques and good civic design and arrangement;

Promote the conservation of historic sites and districts, open space, energy resources and valuable natural resources in the State and to prevent Urban Sprawl and degradation of the environment through improper use of land;

Encourage planned unit developments which incorporate the best features of design and relate the type, design and layout of residential, commercial, industrial and recreational development to the particular site;

Encourage senior citizen community housing construction;



Encourage coordination of the various public and private procedures and activities shaping land development with a view of lessening the cost of such development and to the more efficient use of land;

Promote utilization of renewable energy resources;

Promote the maximum practicable recovery and recycling of recyclable materials from municipal solid waste through the use of planning practices designed to incorporate the State Recycling Plan goals and to complement municipal recycling programs;

To enable municipalities the flexibility to offer alternatives to traditional development, through the use of equitable and effective planning tools including clustering, transferring development rights, and lot-size averaging in order to concentrate development in areas where growth can best be accommodated and maximized while preserving agricultural lands, open space, and historic sites; and

To ensure that the development of individual municipalities does not unnecessarily encroach upon military facilities or negatively impact the

operation of military facilities, and to those ends, to encourage municipalities to collaborate with military facility commanders in planning and implementing appropriate land use controls, thereby improving the vitality of military facilities and protecting against their loss through the Base Realignment and Closure process or mission loss.

B. Policy Statement: This multi-phase Comprehensive Master Plan Update process is intended to, over time, update the Town’s planning documents to reflect current conditions and contemporary land use strategies. After the Phase I review of prior planning efforts, this (Phase II) Comprehensive Master Plan Update:

- 1. Supporting Strategy:** Identifies the relationships of existing Land Uses to the Statement of Objectives, Principles, Assumptions, Policies and Standards, other Master Plan Elements prepared to date, and natural conditions.
- 2. Supporting Strategy:** Shows the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential,



commercial, industrial, agricultural, recreational, open space, educational and other public and private purposes or combination of purposes, including provisions for cluster development.

3. **Supporting Strategy:** States the relationships between the existing and any proposed zone plan and zoning ordinance.
4. **Supporting Strategy:** Addresses issues related to Redevelopment.
5. **Supporting Strategy:** Shows the existing location of the Hammonton Municipal Airport and recommends adding the boundaries of the Airport Safety Zone delineated pursuant to the Air Safety and Zoning Act of 1983¹⁷³ to the Town's Zoning Map.
6. **Supporting Strategy:** Assures that development intensity and population density remain appropriate to the overall character of the Town, its regional location and the natural constraints of the land.

7. **Supporting Strategy:** In 2021, the New Jersey Legislature amended the requirements for Land Use Plan Elements adopted after February 4, 2021, to include,

a climate change-related hazard vulnerability assessment which shall (i) analyze current and future threats to, and vulnerabilities of, the municipality associated with climate change-related natural hazards, including, but not limited to increased temperatures, drought, flooding, hurricanes, and sea-level rise; (ii) include a build-out analysis of future residential, commercial, industrial, and other development in the municipality, and an assessment of the threats and vulnerabilities identified in subparagraph (i) of this subparagraph related to that development; (iii) identify critical facilities, utilities, roadways, and other infrastructure that is necessary for evacuation purposes and for sustaining quality of life during a natural disaster, to be maintained at all times in an operational state; (iv) analyze the potential impact of natural hazards on relevant components and elements of the master plan; (v) provide strategies and

¹⁷³ N.J.A.C 6:1-80 et al.



design standards that may be implemented to reduce or avoid risks associated with natural hazards; (vi) include a specific policy statement on the consistency, coordination, and integration of the climate-change related hazard vulnerability assessment with any existing or proposed natural hazard mitigation plan, floodplain management plan, comprehensive emergency management plan, emergency response plan, post-disaster recovery plan, or capital improvement plan; and (vii) rely on the most recent natural hazard projections and best available science provided by the New Jersey Department of Environmental Protection.

These requirements were enacted **after** the Town had contracted for this Master Plan Update and while the municipality was recovering (financially and otherwise) from the COVID 19 pandemic.

Recognizing that:

- The Town's statutory period for Master Plan Reexamination expired in August 2021;

- These Climate Change-Related Hazard Vulnerability Assessment will take time to develop and are likely to be expensive; and
- The Green Buildings & Environmental Sustainability Plan Element¹⁷⁴ under development will likely address certain of the requirements of the Climate Change-Related Hazard Vulnerability Assessment,

the Town has elected to defer the Climate Change-Related Hazard Vulnerability Assessment until such time as the Green Buildings & Environmental Sustainability Plan Element is closer to completion and the Town can budget for these tasks.

Such deferment notwithstanding:

- Hammonton's economy is largely dependent on agriculture. As such, the community is committed to addressing, within its purview, issues related increased temperatures and drought.
- Given its inland location, Hammonton is not as vulnerable to flooding, hurricanes and sea-level rise as other, more coastal communities. Within

¹⁷⁴ defining and outlining the relevance and importance of sustainable initiatives and analyzing the impact of each component of the Master Plan and Town Ordinance on the future sustainability of Hammonton.



this context, information related to FEMA Flood Zones are included herein at §6.2.2.

- Critical facilities, utilities, roadways and other infrastructure that is necessary for evacuation purposes and for sustaining quality of life during a natural disaster are addressed by Atlantic County as part of its Emergency Management Plan as well as by each individual utility.
 - An analysis of the potential impact of natural hazards on relevant components and elements of the Master Plan and strategies and design standards that may be implemented to reduce or avoid risks associated with natural hazards are anticipated as part of the Green Buildings & Environmental Sustainability Plan Element.
8. **Supporting Strategy:** Addresses housing issues, including the Town’s obligation to provide a realistic opportunity for the provision of Affordable Housing, by incorporating the adopted 2018 Housing Element & Fair Share Plan¹⁷⁵.
9. **Supporting Strategy:** At time of adoption of this Master Plan Update, the Town’s Historic

Preservation Committee was preparing a grant-funded Historic Preservation Plan Element, which will conform with the requirements of the MLUL and the grant award. The Plan Element will be added to this Master Plan Update once completed.

10. **Supporting Strategy:** At time of adoption of this Master Plan Update, the Town’s Environmental Commission was preparing a grant-funded Green Buildings & Environmental Sustainability Plan Element, which will conform with the requirements of the MLUL and the grant award. The Plan Element will be added to this Master Plan Update once completed.
11. **Supporting Strategy:** Addresses the relationship of this Master Plan Update to the Master Plans of contiguous municipalities, the Atlantic County Master Plan, the State Development & Redevelopment Plan, the County’s Solid Waste Management Plan and the Pinelands Comprehensive Management Plan.

¹⁷⁵ Exhibit 9.1 herein.



12. **Supporting Strategy:** Commits to future Master Plan Phases as:

- *Phase III:* Addresses any changes in Ordinances recommended under Phase II.
- *Phase IV+:* With the foundation for the Town’s planning firmly in place, subsequent Phases address any remaining Optional Master Plan Elements as funding becomes available. As with Phase III, it is anticipated that certain years would see a pause in actual Master Planning efforts in order to address any changes in Ordinances as recommended.

C. **Policy Statement:** Within the context of the Policy Statements and Supporting Strategies detailed throughout this Master Plan Update, ensure that local regulations are not inconsistent with County, State and Federal standards.

1. **Supporting Strategy:** Review and promptly update municipal Ordinances, policies and regulations on an ongoing basis to ensure that Policymakers are working with the most up-to-date regulatory regime.

2. **Supporting Strategy:**

a. In 2019, the New Jersey Legislature amended the

requirements for Land Use Plan Elements adopted after November 6, 2019, to include potential locations for the installation of electric vehicle charging stations.

Such legislation required Master Plan Reexamination Reports to include *“recommendations of the planning board concerning locations appropriate for the development of public electric vehicle infrastructure, including but not limited to, commercial districts, areas proximate to public transportation and transit facilities and transportation corridors, and public rest stops; and recommended changes, if any, in the local development regulations necessary or appropriate for the development of public electric vehicle infrastructure”*.

b. In 2021, the Legislature further amended the requirements for Land Use Plan Elements adopted after February 4, 2021, to show the existing and proposed location of public electric vehicle charging infrastructure.



At Publication of this Master Plan Update, the only known existing Electric Vehicle Charging Station is at the AtlanticCare facility at the White Horse Pike and Basin Road. The only known planned Electric Vehicle Charging Station is proposed for the municipal parking lot at the corner of Vine Street and Avenue Central across from Town Hall.

- c. Subsequent to such legislation, the Legislature adopted P.L.2021, c.171, establishing numerical requirements and zoning standards for installation of electric vehicle supply equipment and Make-Ready parking spaces¹⁷⁶, and requiring NJDCA to develop a Model Ordinance for such infrastructure.

Such Model Ordinance adopted (published) by NJDCA and therefore became effective in September 2022.¹⁷⁷

The Model Ordinance, in pertinent part, requires:

- Electric Vehicle Supply / Service Equipment¹⁷⁸ and Make-Ready parking spaces be designated as a Permitted Accessory Uses in all zoning districts and establishes associated installation and parking requirements;
- An application for development solely for EVSE or Make-Ready parking spaces shall be considered a Permitted Accessory Use and Permitted Accessory Structure in all zoning districts and shall not require Variance relief under N.J.S.A 40:55D-70.
- Installation of EVSE or Make-Ready spaces at an existing gasoline service station, an existing retail establishment, or any other existing building shall not be subject to site plan or other Land Use Board Review, shall not require Variance relief, and shall be approved through the issuance of a Zoning Permit by the Administrative Officer, provided:

¹⁷⁶ Defined as “the pre-wiring of electrical infrastructure at a parking space, or set of parking spaces, to facilitate easy and cost-efficient future installation of Electric Vehicle Supply Equipment or Electric Vehicle Service Equipment, including, but not limited to, Level Two EVSE and direct current fast chargers. Make Ready includes expenses related to service panels, junction boxes, conduit, wiring, and other components necessary to make a particular location able to accommodate Electric Vehicle Supply Equipment or Electric Vehicle Service Equipment on a “plug and play” basis. “Make-Ready” is synonymous with the term “charger ready,” as used in P.L.2019, c.362 (C.48:25-1 et al.)”

¹⁷⁷<https://www.nj.gov/dca/dlps/home/modelEVordinance.shtml#:~:text=The%20law%20requires%20that%20Electric,in%20New%20Jersey's%20565%20municipalities>

¹⁷⁸ “EVSE” (a.k.a. electric vehicle charging infrastructure).



- the installation does not violate bulk requirements applicable to the property or the conditions of the original final Site Plan approval or subsequent approvals;
- all other conditions of prior approvals continue to be met; and
- a permitting application solely for the installation of EVSE as an Accessory Use shall not be subject to review based on parking requirements.
- As a condition of Preliminary Site Plan Approval for a multiple dwelling with 5 or more units (including condominiums or cooperatives, a mutual housing corporation, or a mixed-use development), Applications shall include:
 - as Make-Ready parking spaces, at least 15% of the required off-street parking spaces, and install EVSE in at least 1/3 of the 15% of Make-Ready spaces;
 - within 3 years following the date of the issuance of the Certificate of Occupancy, install EVSE in an additional 1/3 of the original 15% of Make-Ready spaces; and
 - within 6 years following the date of the issuance of the Certificate of Occupancy, install EVSE in the final 1/3 of the original 15% of Make-Ready spaces.
- At least 5% of the EVSE shall be accessible for people with disabilities.
- As a condition of Preliminary Site Plan approval, each application involving a parking lot or garage not addressed above shall:
 - Install at least 1 Make-Ready parking space if there will be 50 or fewer off-street parking spaces.
 - Install at least 2 Make-Ready parking spaces if there will be 51 to 75 off-street parking spaces.
 - Install at least 3 Make-Ready parking spaces if there will be 76 to 100 off-street parking spaces.
 - Install at least 4 Make-Ready parking spaces, at least 1 of which shall be accessible for people with disabilities, if there will be 101 to 150 off-street parking spaces.
 - Install at least 4% of the total parking spaces as Make-Ready parking spaces, at least 5% of which shall be accessible for people with disabilities, if there will be more than 150 off-street parking spaces.



- In lieu of installing Make-Ready parking spaces, a parking lot or garage may install EVSE to satisfy the requirements of this subsection.
- Notwithstanding the provisions of this Section, a retailer that provides 25 or fewer off-street parking spaces or the developer or owner of a single-family home shall not be required to provide or install any EVSE or Make-Ready spaces.
- A parking space prepared with EVSE or Make-Ready equipment shall count as at least 2 parking spaces for the purpose of complying with minimum parking requirements. This shall result in a reduction of no more than 10% of the total required parking.

Municipalities may not make changes to or grant Variances from these legislatively-mandated requirements. Accordingly, as a practical matter, the Model Ordinance removes the Town’s control over electric vehicle charging stations.

Without such control, Master Plan recommendations concerning electric vehicle charging infrastructure

become superfluous. No such recommendations are therefore offered.

D. **Policy Statement:** Ensure that the various provisions of Chapter 175 and other municipal development regulations which have been adopted and revised over time are not antiquated, vague or internally inconsistent, and do not work at cross-purposes with the intent of the Policy Statements and Supporting Strategies of this Master Plan Update and the Zones they are intended to support.

1. **Supporting Strategy:** Review the entirety of Chapter 175 and revise / eliminate provisions as necessary. Ensure that the regulations in similar zones include similar types of regulations
2. **Supporting Strategy:** Certain amendments to Chapter 175 which have been adopted over time contain subject-specific definitions that occur throughout the Chapter, often leading to different meanings for similar terms and confusion as to whether such definitions are intended to apply Town-wide or only where placed in the Ordinance.



It is therefore recommended that these definitions be relocated to §175-10 and standardized where appropriate.

3. **Supporting Strategy:** The naming conventions for the Form Based Code Zoning Districts¹⁷⁹ are similar, not fully descriptive and have caused confusion in their application. Explore renaming these districts to better differentiate between each other and to better describe their character.

4. **Supporting Strategy:** The provisions of Chapter 175 for the Gateway and Downtown Zones¹⁸⁰ create a Form Based relationship between permitted uses and permitted Building Types in the FBC Zoning Districts, and do not allow for new uses in existing structures that do not conform to the mandated Building Type; thereby leading to the need for variance relief not required in other Zones in the municipality and placing an undue burden on prospective commercial operators.

It is recommended that the connections between use and Building Type for these zones be revised to allow otherwise permitted uses in existing structures.

		DOWNTOWN				GATEWAY		
		DT1	DT2	DT3	DT4	GW1	GW2	GW3
Building Types								
Apron Shopfront	AS		★	★	★			
Box Building	BB						★	
Civic Building	CB	★	★	★				
Cottage House	CH	★	★	★				
Downtown Building	DB			★	★			★
Liner Building	LB			★				★
Live / Work Building	LW		★	★				
Loft Building	LB		★	★				
Pad Commerce	PC						★	
Podium Building	PB			★				★
Single House	SH					★		
Special Industry	SI		★					
Strip Commerce	SC						★	
Townhouse	TH		★	★				
Twin House	TW	★	★	★				
Accessory Structure	-	★	★	★		★		

Notes: ★ = This building type is permitted in the district.
 Building Types are allowed in the district as shown only if they can meet the criteria listed for each individual building tpe in §175-160B.

Figure 160B.

*Master Plan Graphic 3
Use Matrix for Gateway & Downtown Districts
§175-160*

¹⁷⁹ DT-1, DT-2, DT-3, dt-4, GW-1, GW-2 & GW-3

¹⁸⁰ Including, but not limited to, §175-154.1 to §175-154.7 and §175-160.





5. **Supporting Strategy:** The provisions of Chapter 175 for the Gateway and Downtown Zones limit Accessory Structures to the DT-1, DT-2, DT-3 and GW-1 Zones, which is impractical given Ordinance requirements for trash enclosures and the potential need for uses in these zones to have accessory components.

Further, Chapter 175 provisions for the Gateway and Downtown Zones appear to allow “Accessory Dwelling Units” in “Accessory Buildings” as permitted **Principal** Uses, thereby causing confusion as to what is Principal and what is Accessory.

It is therefore recommended that the Accessory Use and Accessory Building provisions for these zones be revised and clarified.

6. **Supporting Strategy:** The provisions of Chapter 175 for the Gateway and Downtown Zones contain inconsistent matrices where non-permitted uses may be crossed out with a hashmark (“/”) and other cells with an unexplained dashmark (“-”); thereby causing confusion as to whether the use is actually permitted.

	Apron Shopfront	Box Building	Civic Building	Cottage House	Downtown Building	Liner Building	Live / Work Building	Loft Building	Pad Commerce	Podium Building	Single House	Special Industry	Strip Commerce	Townhouse	Twin House	Accessory Building
1. Accessory Dwelling Unit	P	-	C	P	C	C	C	N	-	N	-	-	-	P	N	P
2. Bank or Savings Institution	N	-	N	N	C	C	N	N	-	C	-	-	-	N	N	N
3. Business Office	C	-	N	N	P	P	P	N	-	P	-	-	-	N	N	N
4. Civic Use	P	-	P	N	P	P	P	N	-	P	-	-	-	N	N	N
5. Commercial Parking	N	-	N	N	N	N	N	N	-	N	-	-	-	N	N	P
6. Daycare	C	-	C	C	N	C	C	C	-	C	-	-	-	C	C	N
7. Funeral Parlors	N	-	C	N	C	N	N	N	-	N	-	-	-	N	N	N
8. Gasoline Filling Station	N	-	N	N	N	N	N	N	-	N	-	-	-	N	N	N
9. Ground Floor Residence	N	-	N	P	N	N	N	P	-	P	-	-	-	P	P	N
10. Home Occupations	C	-	N	C	N	C	C	C	-	C	-	-	-	C	C	P
11. Home Office	C	-	N	C	N	C	C	C	-	C	-	-	-	C	C	P
12. House of Worship	N	-	P	N	N	N	N	N	-	N	-	-	-	N	N	N
13. Local Retail	P	-	N	N	P	P	P	N	-	P	-	-	-	N	N	N
14. Local Service	C	-	N	N	C	P	C	P	-	P	-	-	-	P	N	P
15. Municipal Use	N	-	P	N	N	N	N	N	-	N	-	-	-	N	N	N
16. Private School	N	-	P	N	C	C	N	N	-	C	-	-	-	N	N	N
17. Professional Office	P	-	P	C	P	P	P	P	-	P	-	-	-	C	N	N
18. Restaurant	P	-	N	P	P	P	P	C	-	C	-	-	-	C	C	C
19. Single-Family Residence	N	-	N	P	N	N	C	C	-	C	-	-	-	P	P	C
20. Studio	P	-	N	N	P	N	P	N	-	N	-	-	-	N	N	P
21. Take Out Restaurants	N	-	N	N	N	N	N	N	-	N	-	-	-	N	N	N
22. Upper Floor Residence	P	-	N	P	P	P	P	P	-	P	-	-	-	P	P	P

P = “Permitted”. Use can be applied to this Building Type in this district
 C = “Conditional”. May be permitted with conditions. Conditions are located in §175-154.8.
 N = “Not Permitted”. (Use is prohibited in this Building Type)

Master Plan Graphic 4
Example of Use Matrix
Gateway & Downtown Zones





It is recommended that these matrices be revised to clarify the permissibility of all such uses.

7. **Supporting Strategy:** Update and standardize the language in Chapter 175 as necessary and appropriate to reflect currently-accepted verbiage, including, **but not limited to:**

- References in Chapter 175 be changed from “Churches” to “Places of Worship”.
- Sections of Chapter 175 which variously refer to “Accessory Structures” and “Accessory Buildings” be standardized.

E. **Policy Statement:** Utilize all the tools at the Town’s disposal to achieve the Policy Statements and supporting strategies contained in this Master Plan Update.

1. **Supporting Strategy:** To the maximum extent possible, seek out and utilize such governmental, non-profit and other programs as may be available in order to support specific neighborhoods and the community in general.

2. **Supporting Strategy:** To the maximum extent possible, leverage grants and/or low interest loans from appropriate Federal, State, County and non-profit sources to the maximum extent practicable.

F. **Policy Statement:** Encourage a sense of "One Hammonton" throughout the municipality so that all of the various communities that make up the Town are ~ and feel ~ connected to and included in community life.

Supporting Strategy: Support the Hammonton Health Coalition, Heart & Soul and other similar initiatives that advance participation in the decision-making process.

The Policy Statements and Supporting Strategies expressed in this §5.4 are intended to mutually reinforce and be mutually reinforced by each other, regardless of where located. Similarly, such Policy Statements and Supporting Strategies are intended to support and advance the entirety of this Comprehensive Master Plan Update.



5.4.2 LAND USE POLICY

A. **Policy Statement:** This Comprehensive Master Plan Update recognizes that the economic and development climate in Hammonton has undergone a transformation since the (approximately) mid-2000s, from a rural community with an historic central core (i.e., downtown) to a suburban community multiple nodes of development intensity and land uses and ever-increasing demands on public resources to maintain a high quality of life. While attempts have been made to keep pace with these changes, market forces continue to influence the Town’s planning and development-related environment.

1. **Supporting Strategy:** Review and update municipal policies and regulations on an ongoing basis to ensure that Policymakers are working with the most up-to-date information.
2. **Supporting Strategy:** Review and revise existing zoning district boundaries and development regulations to limit incompatible land uses and reinforce the built and natural environments.

3. **Supporting Strategy:** Eliminate split-block and split-lot zoning where appropriate. Institute prevailing regulations where such zoning cannot be avoided.
4. **Supporting Strategy:** Review and update the Application Submission procedures, forms and checklists on an ongoing basis to ensure that Applicants are advised of what information is required for specific types of applications and that Board members have all necessary information with which to review land use Applications. Add new checklists as appropriate.

B. Policy Statement

The 2004 / 2005 Reexamination¹⁸¹ identified the “need” to create a new Official Map for the municipality.

As provided by the *Municipal Land Use Law*, an Official Map is a map that **may** be adopted (or amended) by a municipal governing body which shall, in pertinent part¹⁸²:

- Reflect the appropriate provisions of any municipal Master Plan;

¹⁸¹ 5.3.1 E. herein.

¹⁸² N.J.S.A. 40:55D-32 & 33, as may have been amended from time-to-time.



- Be deemed conclusive with respect to the location and width of streets and public drainage ways and the location and extent of flood control basins and public areas, whether or improved or unimproved or are in actual physical existence.

Additionally, the MLUL provides that¹⁸³:

- No permit shall be issued for any building or structure in the bed of any street or public drainage way, flood control basin or public area as shown on the official map, except that a Zoning Board of Adjustment or Planning Board, as the case may be, may direct the issuance of a permit whenever the lands cannot yield a reasonable return to the owner unless such a permit is granted.
- That no permit for the erection of any building or structure shall be issued unless the lot abuts a street giving access to such proposed building or structure as shown on the official map.

Where the enforcement of this section would entail practical difficulty or unnecessary hardship, or where the circumstances do not require the building or structure to be related to a street, the Board may direct the issuance of a permit subject to conditions that will provide adequate access for emergency vehicles and will protect any future street layout shown on the official map or on a general Circulation Plan Element of the municipal master plan.

Supporting Strategy:

- All maps reflect the appropriate provisions of this Master Plan Update are contained in this document.
- In addition to hard-copies of the municipal Zoning Map on file with the Land Use Board Secretary, an interactive version of the Hammonton Zoning Map is available to the public on the Town's website¹⁸⁴.
- The municipal Engineer maintains a G.I.S.-based¹⁸⁵ based data viewer¹⁸⁶ which maps the location, extent and (where applicable) dimensions of the Town's:

¹⁸³ N.J.S.A. 40:55D-34, 35 and 36, as may have been amended from time-to-time.

¹⁸⁴ <https://hammontonmu.maps.arcgis.com/apps/webappviewer/index.html?id=36b3ad510d6f4c51889c19198c9263c8>

¹⁸⁵ Geographic Information System (G.I.S.) is a framework for gathering, managing / integrating and analyzing data via spatial locations and visualizations. Before G.I.S. technology, maps were, in essence, two-dimensional images. By integrating data and digital mapping, G.I.S. reveals deeper insights than can be gleaned from either alone. Using G.I.S., patterns, relationships and situations can be recognized and understood, leading to smarter decision-making.

¹⁸⁶ <https://viewer.myidv.com/Map/71332c32c32d1886/Hammonton>



- Tax Blocks and Tax Lots;
- Transportation (Street) System;
- Topography and Hydrology (soils);
- Sanitary and Storm Sewer Systems; and
- Potable Water System.

This map is updated weekly.

Due to licensing requirements, this mapping is available only to the Town Engineer. Accordingly, while not adopted as an official map, this system is based on the Town's tax maps and is therefore conclusive with respect to the location and extent of the items specified under N.J.S.A. 40:55D-32 et. seq.

- The size of the map required to depict these elements on a single page at a legible scale is beyond the ability of a standard printer (plotter) to produce. And while map could be produced as multiple pages, such a reproduction would lose its practical value.
- The requirements regarding the issuance of permits in the bed of any street or public drainage way, flood control basin or public area, as well as the erection of any building or structure not abutting a street giving access thereto, and the ability of the Joint Land Use Board to direct the issuance of any such permits, does not require the adoption of an Official Map.

For these reasons, an Official Map is not recommended.

C. **Supporting Strategy:** Explore the need to prepare and formalize (adopt) a curb and sidewalk plan.

D. **Policy Statement:** Preserve the community's character by directing growth in a way that maintains Hammonton's existing desirability as a place to live, work and visit while taking advantage of the potential for growth found in the Town's location midway along the Atlantic City / Philadelphia corridor.

1. **Supporting Strategy:** Guide the (re)development of available vacant and previously developed lands and buildings where warranted. Encourage a land use pattern of compact nodes while preserving open space and maintaining the Town's quality of life standards.
2. **Supporting Strategy:** Encourage the revitalization of Downtown Hammonton, the White Horse Pike corridor and other appropriate locations.
3. **Supporting Strategy:** Recognize and reinforce the basic division of Hammonton into urban, suburban and rural segments and encourage compatible land



use groupings that meet current (and future) lifestyle requirements so that Hammonton is a safe and attractive place to live, work and visit.

4. **Supporting Strategy:** Provide for future development in a manner which will minimize disruption of existing land use patterns.
5. **Supporting Strategy:** Recognize the delicate balance between the preservation of natural open spaces, stream corridors, wetlands, viewsheds, forests and water and air quality while encouraging development and redevelopment in appropriate locations.
6. **Supporting Strategies:** Revise the existing Form Based Code for the Downtown and Gateway areas to recognize pre-existing uses and structures that are not compatible with the FBC as currently enacted; and thereby minimizing the need for Variance relief for changes of use and/or building modifications.

Expand the applicability of the FBC beyond the Downtown and Gateway areas to ensure the

architectural quality of new development while maintaining compatibility with the scale and character of the surrounding built environment.

7. **Supporting Strategy:** Strike an appropriate balance between development and design, rhythm and scale in order to permit growth while protecting the existing fabric of the community. *Context matters.*
8. **Supporting Strategy:** Maximize the use of programs designed to remediate Brownfields and Greyfields in order to return contaminated lands to productive assets for the community.
9. **Supporting Strategy:** Identify vacant / under-utilized lands and buildings appropriate for Redevelopment Area or Rehabilitation Area designations under the New Jersey *Local Redevelopment & Housing Law* (N.J.S.A. 40A:12A-1 et seq.)

Maximize the use of the *Redevelopment Law* where appropriate as a tool to support and advance the Policies and Strategies of this Master Plan Update.



E. **Policy Statement:** In July 2021, the Town adopted Ordinance No. 008-2021, which limited the cumulative size of Accessory Structures in the FA, AP, AP/CLU, RR, R-1, R-2 and R-3 Zoning Districts. The intent of this Ordinance was to prohibit the construction of Accessory Structures (i.e., pole barns) that are out of scale with the Principal Structure on the lot in question (and which were, in certain instances, being used for non-permitted uses), and to prohibit the proliferation of Accessory Structures on a single lot.

These size limitations imposed on these Accessory Structures do not take into consideration the size of the lot in question (e.g., Accessory Structures in the R-1 and R-2 Zones are limited to 400 s.f., regardless if the lot has only the minimum permitted lot area or has many times the permitted area). Further, the limitations have proven to be unduly small, especially when combined with existing garages or sheds as required.

The unintended consequences of Ordinance No. 008-2021 as enacted has been to require Variance relief even when the intent of the Ordinance ~ if not the specific language ~ is met.

In response, the Town Council, in February 2024, adopted Ordinance No. 004-2024, amending the requirements as follows:

- *FA, AP, AP/CLI and RR Zoning Districts - 3% of the Lot Area or 1,500 s.f., whichever is less;*
- *R3 Zoning District - 3% of the Lot Area or 1,000 s.f., whichever is less;*
- *R1 and R2 Zoning Districts - 4% of the Lot Area or 700 s.f., whichever is less; and*
- *For purposes of calculating the percentage of Lot Area for any undersized lot in any of the above Zoning Districts, the Lot Area shall automatically be deemed to be the minimum Lot Area [i.e. If a lot in the R1 or R2 Zoning District was 6,250 s.f., the allowable accessory structure area would be 4% of 12,500 s.f. (minimum lot area of R1 & R2 zoning district for single family dwelling), which equals 500 s.f., the allowable accessory structure area would not be calculated based on 4% of 6,250 s.f.].*

Supporting Strategy: Monitor the impacts of the revised Ordinance No. 008-2021 and recommend further revisions as necessary and appropriate.



F. **Policy Statement:** Strengthen and support the Town’s code enforcement efforts to ensure that all properties in Hammonton are not overcrowded and conform to acceptable property maintenance and other appropriate standards; thereby protecting, maintaining and enhancing the Town’s quality of life.

1. **Supporting Strategy:** Utilize zoning and code enforcement to protect against the illegal conversion of large residential and non-residential structures into multi-family dwellings and to eliminate substandard boarding houses, single room occupancy units and extended stay hotel uses.

2. **Supporting Strategy:** Work with all appropriate governmental agencies to identify substandard and

code-deficient properties and explore measures to fund and otherwise reverse such conditions.

3. **Supporting Strategy:** Monitor the Town’s license and inspection procedures to ensure effectiveness. Maximize the use of the BOCA¹⁸⁷ Code and Certificate of Continued Occupancy program¹⁸⁸ to ensure compliance.

4. **Supporting Strategy:** Enforce regulations regarding the storage of non-operating vehicles.

G. **Policy Statement:** Encourage compact development and redevelopment and discourage piecemeal and scattered development that leads to Sprawl¹⁸⁹. Balance the need for development and redevelopment against the need to protect the environment now and for future generations.

¹⁸⁷ Building Officials and Code Administrators International.

¹⁸⁸ For commercial properties, the Town’s Construction Official inspects for:

- Fire Code compliance (Carbon Monoxide detection, Fire Extinguishers, Exit and egress lighting, Egress Components and general occupant safety);
- Zoning conformance if a change of use;
- Owners are advised of Zoning requirements for signage and the permit process.

For residential properties, the Official conducts a residential resale fire inspection before settlement on each property, ensuring:

- All fire detection equipment required by code for the particular year of construction / renovation is maintained.

- Age of each detector to ensure compliance with the manufacture’s recommendations for accuracy and performance.
- Homes with natural gas, fuel burning appliances or attached garages require a carbon monoxide detector within 10’ of all bedroom doors.
- 2A10BC classification fire extinguisher in all kitchens.

¹⁸⁹ Defined in the New Jersey State Development & Redevelopment Plan (p. 334) as:

a pattern of development characterized by inefficient access between land uses or to public facilities or services and a lack of functional open space. Sprawl is typically an automobile dependent, single use, resource consuming, discontinuous, low-density development pattern.





1. **Supporting Strategy:** Continue to pursue all lawful and appropriate means to direct growth in a way that discourages Sprawl.

2. **Supporting Strategy:** Maximize, to the extent practicable and where appropriate, Smart Growth and New Urbanism principles as a means to minimize haphazard growth and sprawl.

H. **Policy Statement:** This Master Plan Update recognizes that, as a principle of Smart Growth, well-planned communities reduce land consumption, habitat loss, vehicle miles traveled, toxic emissions; and demand for energy and other resources.

1. **Supporting Strategy:** Guide development towards a pattern of compact nodes; thereby

ensuring that farming can continue as a viable economic activity while appropriate development and redevelopment is encouraged.

2. **Supporting Strategy:** Encourage infill development and redevelopment. Strengthen and direct future development to areas of existing infrastructure.

3. **Supporting Strategy:** Utilize high-quality planning and design techniques in order to create an environment for predictable, fair and cost-effective development decisions.

4. **Supporting Strategy:** Promote energy conservation by using energy-efficient technologies, renewable energy resources and passive forms of energy.

5. **Supporting Strategy:** Encourage the use of “Green Power” and energy efficient systems and technology for new development and renovations.

Defining Sprawl often depends on your point of view, but most definitions focus on the random outgrowth of suburbs and a dependency on the automobile. Images of highway strip development, large lot subdivisions, and sophisticated G.I.S. mapping of lost farmland are used to explain Sprawl.

Paul M. Drake, PP/AICP¹⁹²



Master Plan Graphic 5

¹⁹⁰ <http://smartgrowth.org/smart-growth-principles/>

¹⁹¹ <http://newurbanism.org/newurbanism/principles.html>





6. **Supporting Strategy:** Encourage the use of environmentally-friendly, LEED¹⁹² building systems and technologies for new development and renovations.
7. **Supporting Strategy:** Encourage the use of buildings and landscape materials that promote energy efficiency and that are environmentally sensitive in their manufacture and use.
8. **Supporting Strategy:** Encourage residential above ground floor commercial uses for multi-story buildings in proximity to the downtown area in order to add patrons that will support downtown businesses and enliven nighttime activity.
 - I. At time of this Master Plan Update, warehouses and distribution centers are permitted:
 1. As a Permitted Principal Use in the (AP / CLI) Agricultural Production/Compatible Light Industry District, with the following bulk controls:
 - Minimum Lot Size: 5 acres.
 - Minimum Lot Width: 250’.
 - Minimum Building Setback: 100’.
 - Minimum Side Yard, Each: 50’.
 - Minimum Rear Yard: 100’.
 - Maximum Building Coverage: 25%.
 2. As a Permitted Conditional Use in the (R-3) Residential-3 District, with such activities being conducted entirely within an enclosed structure under the following conditions:
 - The hours of operation shall be limited to be consistent with the neighboring uses so as to reduce any potential for conflict.
 - A planted perimeter buffer shall be established along all property lines and be consistent with the following standards:
 - A 50’ planted buffer shall be established along all property lines in accordance with §175-91.
 - Where the proposed use abuts an Agricultural Production (AP) Zone, a 100’ planted buffer in accordance with §175-91 shall be applied.

¹⁹² “Leadership in Energy & Environmental Design”
(<http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>).



- Any developer with a development that qualifies under §175-153 C.(5)(b)[2] shall, as a condition of Preliminary Approval and prior to filing for final approval, place a deed on record creating a perpetual conservation easement over said buffer area, where the property abuts an Agricultural Production (AP) Zone.
3. As a Permitted Principal Use in the (H-B) Highway Business District provided that such activities are conducted entirely within an enclosed structure.
 4. Wholesale distribution centers for wholesale sales, storage and distribution, including building material sales and wholesale fuel distribution centers, including facilities for bulk storage as Permitted Principal Uses in the (M-1) Industrial Park District, subject to §175-120.

With the advent of “e-commerce” and “on-demand purchasing”, and spurred by pandemic-driven consumer behavior, the market for warehousing and “last-mile delivery” services has increased exponentially, especially along major highways such as the White Horse Pike,

Atlantic City Expressway and Route 206, leading to what some have described as “Warehouse Sprawl”, with its associated impacts on land use, traffic, the environment, local economies and social equity.

Policy Statement: Consistent with the Policy Statements and Supporting Strategies articulated throughout this document, including, but not limited to Policy Statements §5.4.2 G. and H. herein, this Master Plan Update recommends that any new warehouse and/or distribution center development be limited to where currently permitted. Lawfully existing warehouses and distribution centers would be permitted to continue to operate as preexisting nonconformities.

It is further recommended that all such new development be made Conditional under N.J.S.A. 40:55D-67, with departures from to-be-established conditions requiring Variance relief under N.J.S.A. 40:55D-70(d)(3).

Land Use Policy and recommendations are more specifically addressed in the Land Use Plan Element¹⁹³ of this Master Plan Update.

¹⁹³ §6.4 herein.



5.4.3 HOUSING POLICY

- A. **Policy Statement:** Generally maintain the Town’s existing medium density residential pattern while allowing for increased density in the form of duplex, townhouse and apartment development in appropriate locations and with superior design under a “measured growth” policy.

Supporting Strategy: Maintain the Town’s existing density patterns generally while permitting additional density in-and-around the Town’s commercial core in order to support the economic development of Downtown and provide for needed affordable housing.

- B. **Policy Statement:** Hammonton’s Policymakers have long perceived an imbalance between Owner Occupied and Renter Occupied residential units in Town.

While recognizing the need for rentals to support the local economy, Policymakers also recognize that a ratio of (approximately) 3 ownership to 1 rental unit has historically been viewed an indicator of a healthy community.

The 2020 Census¹⁹⁴ reports a home occupancy rate of 72.5% ownership (equating to a 27.5% rental)¹⁹⁵. Given the changes to the local economy as a result of the COVID-19 pandemic of 2020 / 2021, these numbers may not reflect current conditions.

Supporting Strategy: While the census does not support the perceived imbalance of ownership to rental occupancy, this Master Plan Update recommends that the Town monitor the ratio of ownership to rental housing ~ by housing type ~ to gauge community health and better inform Land Use and Housing Policy.

- C. **Policy Statement:** Recognizing that wages for farm and many other lower-skill / service jobs are often less than housing costs in the Hammonton residential market, and further recognizing that there is a substantial market for temporary housing, boarding houses, single room occupancy, and spare room apartments to meet an ever-increasing need,

¹⁹⁴ <https://www.census.gov/quickfacts/hammontontownnewjersey>

¹⁹⁵ Reflecting Census respondents who reported that they lived in owner-occupied housing between 2017 and 2021.



explore ~ within the context of the Town’s 2018 Housing Element & Fair Share Plan¹⁹⁶ ~ cluster housing and multi-family development in appropriate locations in order to increase opportunities for affordable and other housing, preserve open space, protect natural areas, and decrease infrastructure costs while striking a balance between density and design, rhythm and scale; thereby protecting the existing fabric of the community. **Context matters.**

1. **Supporting Strategy:** Support apartments above ground-floor commercial uses, especially in the Town’s Downtown commercial core.
2. **Supporting Strategy:** Encourage the upgrade of farm-labor housing, and work with the State to address migrant and lower-skill labor housing alternatives.
3. **Supporting Strategy:** Combat the perception that Affordable Housing leads to “*crime or suspicion of crime*” in the Town’s Downtown and elsewhere where such assertions are not supported by data.

4. **Supporting Strategy:** Support deed-restricted Affordable Housing set-asides as a percentage of future development for qualifying projects.
5. **Supporting Strategy:** Provide for the renovation, rehabilitation or replacement of substandard dwelling units within the Town with decent, safe and sanitary residential units, including both rental and ownership housing and housing for a variety of age groups and affordability ranges.

D. **Policy Statement:** Recognizing that Hammonton is a desirable place to live, work to ensure an appropriate mix of housing types and sizes, including housing for young professionals, young families, empty nesters and other segments of the community.

1. **Supporting Strategy:** Provide for a variety of housing types and sizes ~ including single-family, side-by-side duplex, vertical duplex, townhouse and other multiple dwellings ~ in appropriate Zoning Districts in order to allow for greater diversity in housing options.

¹⁹⁶ Exhibit 9.1 herein.



2. **Supporting Strategy:** Encourage Senior housing in appropriate locations in the form of independent living, assisted living and nursing care units, age-restricted single-family dwellings and apartments above ground-floor commercial uses.

E. **Policy Statement:** This Master Plan Update reaffirms the Town’s policy to ensure the realistic opportunity for the provision of affordable housing as adopted under the Town’s 2018 Housing Element and Fair Share Plan.¹⁹⁶

Supporting Strategy: Continue to monitor the regulatory and legal changes related to Affordable Housing in the State and update the Housing Element & Fair Share Plan as necessary and appropriate.

Housing Policy and recommendations are more specifically addressed in the Housing Element & Fair Share Plan of this Master Plan Update¹⁹⁶.

5.4.4 CIRCULATION POLICY

A. **Policy Statement:** Recognizing that circulation in Hammonton is generally established and largely controlled

by outside agencies, and that major improvements are not likely, this Master Plan Update reaffirms the Town’s commitment to undertaking localized improvements designed to ease congestion, support economic development and protect residential neighborhoods.

1. **Supporting Strategy:** Explore the effectiveness of the current Downtown parking program and expand public parking locations to support activities in this section of Town.

2. **Supporting Strategy:** Review and revise Hammonton’s existing Complete Streets policy to facilitate safe and effective pedestrian and bicycle movement in Town.

3. **Supporting Strategy:** Enhance the existing wayfinding signage program to facilitate movement Town.

B. **Policy Statement:** Hammonton recognizes the need to promote mass transit to the maximum extent possible.

1. **Supporting Strategy:** Continue to encourage New Jersey Transit to perform needed maintenance activities



to their railroad infrastructure, including the train station, protective fencing and railroad crossing signs and gates (lever arms) to ensure safety and compliance.

2. **Supporting Strategy:** Continue to encourage NJDOT and Atlantic County to review ways to improve pedestrian safety at bus stops on busy roadways under their respective jurisdictions, including, but not limited to, the Route 30 (the White Horse Pike) and Egg Harbor Road.

C. **Policy Statement:** Hammonton recognizes that the Town’s bicycle paths, while typically thought of as recreational facilities, have the ability to serve as transportation corridors, facilitating pedestrian and bicycle movement through the Town and connecting Hammonton with many recreational areas.

1. **Supporting Strategy:** Maximize the use of the bicycle paths as a means of circulation. Encourage pedestrian and bicycle use as opposed to private automobiles on the Town’s Street system.

2. **Supporting Strategy:** Work with all applicable entities to enact the Pedestrian and Bicycle Master Plan commissioned by NJDOT Bureau of Safety, Bicycle and Pedestrian Programs¹⁹⁷, whose recommendations are designed to provide for walkable and bicycle-friendly areas in various sections of the Town.

It is anticipated that Circulation Policy and recommendations related thereto will be more specifically addressed in a Circulation Plan Element of this Master Plan Update, which is contemplated under a future phase of the Town’s Master Planning efforts.

5.4.5 INFRASTRUCTURE POLICY

- A. **Policy Statement:** Ensure adequate provision of public infrastructure, community facilities and services, and new development to meet the needs of Town residents, property owners and business owners.
- B. **Policy Statement:** Manage sewer and water infrastructure so as not to foster haphazard growth; avoid sprawl-type development.

¹⁹⁷ Exhibit 9.5 herein.





- 1 **Supporting Strategy:** Limit the extension of public infrastructure to minimize sprawl in the Town.
- 2 **Supporting Strategy:** Explore water and sewer extension on roads where the existing sewer services one [not both] sides of a road. See §5.4.5 F. below.

C. **Policy Statement:** NJDEP adopted amended Stormwater Management rules that took effect in March 2021. The Pinelands similarly adopted amended rules for Pinelands municipalities in January 2022.

Supporting Strategy: As part of the strategy to review promptly update municipal Ordinances, policies and to ensure the most up-to-date regulatory regime, the Town, via Ordinance 14-2023, revised its Ordinances, policies and regulations to conform with Pinelands' amended rules.

D. **Policy Statement:** Utility infrastructure shall be treated so as to create an aesthetically pleasing environment.

1. **Supporting Strategy:** To the maximum extent practicable, and with the exception of lines located

on or adjacent to / feeding active agricultural operations, distribution lines for all utility systems feeding locations not served by utilities shall be placed underground. Existing above-ground utilities shall be incorporated into the underground systems at the boundaries of the projects as improvements are undertaken.

2. **Supporting Strategy:** Above-ground utility distribution lines shall be located on existing towers or underground to the maximum extent practicable.

3. **Supporting Strategy:** Above-ground utility infrastructure shall be secured by appropriate fencing that ~ to the extent that it does not interfere with security and operations ~ provides a visual screen for the equipment.

Similarly, to the extent that it does not interfere with security and operations, landscaping may be used to augment the visual screen and provide an aesthetically-pleasing environment.



E. **Policy Statement:** With respect to wastewater, focus efforts on maintenance and limited expansions required to service specific properties as opposed to large-scale expansion of the system / system capacity.

F. **Policy Statement:** Recognizing that Pinelands boundaries are unlikely to be adjusted to expand development, this Master Plan Update recommends that the Town explore strategies to allow sanitary sewer extensions along the centerline of streets where there may be existing sewers on one side of the street (but not the other) in order to provide for equal sewer service to both sides of the street and eliminate existing septic systems.

It is anticipated that Infrastructure Policy and recommendations related thereto will be more specifically addressed in an Infrastructure Plan Element of this Master Plan Update, which is contemplated under a future phase of the Town's Master Planning efforts.

5.4.6 COMMUNITY FACILITIES POLICY¹⁹⁸

Policy Statement: Guide provision of community facilities and services to meet the needs of the Town's residents within the limits of available resources.

A. **Supporting Strategy:** Provide and maintain age-appropriate facilities and programming for all cohorts.

B. **Supporting Strategy:** Explore cross-generational programming whereby the Town's age cohorts can interact in a mutually supportive environment.

It is anticipated that Community Facilities Policy and recommendations related thereto will be more specifically addressed in a Community Facilities Plan Element of this Master Plan Update, which is contemplated under a future phase of the Town's Master Planning efforts.

5.4.7 RECREATION & OPEN SPACE POLICY¹⁹⁹

A. **Policy Statement:** Maintain a Recreation and Open Space system that focuses on public usability, reinforces the scale and rhythm of the surrounding built and natural

¹⁹⁸ Community facility issues are naturally related to recreation, open space and conservation. Readers are therefore directed to §5.4.7 and §5.4.8 herein.

¹⁹⁹ Recreation and open space issues are naturally related to community facilities, conservation and farmland preservation. Readers are therefore directed to §5.4.6, §5.4.8 and §5.4.12 herein.



environment, provides a place of community context and reinforces the benefit of walking and bicycling.

1. **Supporting Strategy:** Maintain the sense of openness Downtown as established by the historic setbacks of buildings.
2. **Supporting Strategy:** Enhance pedestrian connections between downtown Bellevue Avenue and rear-of-building parking by strategically creating mid-block breezeways.
3. **Supporting Strategy:** Improve the aesthetics and usability (comfort) of pedestrian areas and connecting public spaces through the use of greenery, street furniture (seating) and other appropriate amenities.
4. **Supporting Strategy:** Activate open spaces by the creation of vest-pocket parks with street furniture (seating) and other appropriate amenities at block corners, mid-block areas between-building areas and

other appropriate locations where land is available.

Theme and permit programming in these parks and other appropriate locations to reflect the surrounding community (e.g., Italianate features near 3rd Avenue and French Street, Latin influences near Railroad Avenue and Orchard Street).

5. **Supporting Strategy:** Consider the creation of parklets in strategic areas where a limited number of parking spaces can be replaced with usable open space. Such areas can be proprietary to an adjacent use as part of the Town's Parklet Program or be managed by the Town as public open space.

B. Policy Statement: While this Master Plan Update supports Hammonton having the appropriate number and type of recreational facilities based on current standards²⁰⁰, the analysis required to make such a determination is beyond the scope of this assignment.

²⁰⁰ Including, but not limited to:

- <https://www.nrpa.org/parks-recreation-magazine/2020/november/a-new-approach-to-parks-and-recreation-system-planning/>

- <https://www.planning.org/pas/reports/report194.htm>
- https://www.nj.gov/dep/greenacres/pdf/scorp_2008.pdf
- <https://www.nj.gov/gsp/pdf/Reports/DEPComprehensiveOutdoorRecreationPlan.pdf>



The Town of Hammonton has commissioned a Recreation & Open Space Plan Element as a separate assignment from this Master Plan Update. It is anticipated that such an analysis will be addressed as part of that deliverable.

- C. **Policy Statement:** Hammonton recognizes that active and passive recreation is a critical component of a healthy residential community and that adequate recreation facilities and supporting amenities should be provided for Town residents.

While the Town can boast of a network of parks and playgrounds throughout the community and connecting bicycle and pedestrian paths, the provision of adequate recreation for all residents is anticipated to remain a concern in perpetuity.

1. **Supporting Strategy:** Continue to maintain the Town's passive parks and active playgrounds with equipment designed for a use by a variety of age and ability levels.

2. **Supporting Strategy:** Provide for the appropriate illumination of all parks, playgrounds and bicycle paths to ensure the safety of users.

It is anticipated that open space and recreation policy and recommendations related thereto will be more specifically addressed in the Recreation & Open Space Plan Element currently being undertaken as a separate assignment.

5.4.8 CONSERVATION POLICY²⁰¹

Policy Statement: Balance the need for development and redevelopment against the need to protect the environment now and for future generations.

1. **Supporting Strategy:** Continue to support the Hammonton Environmental Commission, Green Committee, Lake Water Quality Advisory Committee, Parks and Recreation Committee and related entities in supporting and protecting the Town's precious environmental resources.

²⁰¹ Conservation issues are naturally related to open space and farmland preservation. Readers are therefore directed to §5.4.7 and §5.4.12 herein.



2. **Supporting Strategy:** Continue to foster a cooperative relationship with the Pinelands Commission in order to implement the Pinelands Comprehensive Management Plan²⁰² in a balanced manner in order to protect and maintain the region's unique ecology while permitting local regulations designed to enhance appropriate economic and other development in Hammonton.

It is anticipated that Conservation Policy and recommendations related thereto will be more specifically addressed in a Conservation Plan Element of this Comprehensive Master Plan Update, which is contemplated under a future phase of the Town's Master Planning efforts, and in the Green Buildings & Environmental Sustainability Plan Element once completed.

5.4.9 ECONOMIC POLICY²⁰³

- A. **Policy Statement:** Continue to support a sustainable economy for the Town by balancing housing and commercial development; thereby stabilizing the tax base and providing for continuing sources of employment for Hammonton residents of all skill levels.

- B. **Policy Statement:** Continue to support economic development and growth Town-wide, with specific attention to Downtown and the White Horse Pike corridor.

1. **Supporting Strategy:** Encourage business retention, expansion and attraction by providing for the reorganization, consolidation and, where necessary, relocation of existing operations to suitable locations in the Town; thereby allowing for the development of facilities appropriate for each such use and ensuring that uses are compatible with their surroundings.
2. **Supporting Strategy:** Generate new tax ratables and maximize tax revenue by returning to productive use, lands and buildings which are currently unutilized / underutilized, undeveloped / underdeveloped, abandoned or deteriorated, including those which are owned by the municipality, and which, for various reasons are not likely to be developed solely through the instrumentality of private capital.

²⁰² §2.29 herein.

²⁰³ Issues related to Economic Policy are closely related to Land Use Policy and should be read in conjunction therewith. Specific attention is directed to §6.4.18 for discussions of the Downtown Improvement District and Downtown Business Improvement Zone.



3. **Supporting Strategy:** Maximize the use of commercially-zoned lands where appropriate.
4. **Supporting Strategy:** Recognizing the changing nature of the world-wide marketplace and the proliferation of remote work environments and the “gig-economy”, permit Home Offices and Home-Based Businesses in appropriate residential zoning districts. Institute regulations to limit the size of the home office or business operation and to ensure that the residential character of the home and surrounding lands are not impacted.
5. **Supporting Strategy:** Increase opportunities for family entertainment in Hammonton and for visitors to see Hammonton as a destination.
6. **Supporting Strategy:** Encourage development of recreation, culinary and cultural facilities, not only in the Downtown area, but Town-wide.
7. **Supporting Strategy:** Encourage short-term occupancy lodging (Boutique Hotels / Beds &

Breakfasts, and like and similar accommodations) where appropriate.

8. **Supporting Strategy:** Review the Town’s signage regulations to ensure that they support the economic development goals of the municipality while not detracting from the community character.

C. *Hammonton Revitalization Corporation*²⁰⁴ & *MainStreet Hammonton*

In 1984 the Greater Hammonton Chamber of Commerce established the Hammonton Revitalization Corporation as a non-profit corporation designed to manage the revitalization of the Town’s downtown commercial district.

In 1993, the Revitalization Corporation secured a MainStreet program designation through an application to the New Jersey Department of Community Affairs and MainStreet New Jersey.

²⁰⁴ The “HRC”



The mission of the organization is to address what was viewed at the time of its creation as dilapidated conditions in downtown Hammonton. By using a unique economic development tool, known as the MainStreet Four Point Approach, the organization has supported the downtown section of the Town via programs of outreach, promotion, design and economic vitality.

Since this designation, MainStreet Hammonton has leveraged grant funding, private and corporate donations and technical services to stimulate more than \$25 million in improvements to public and private properties in the downtown; and thereby helping to infuse hundreds of jobs into the local community.

Today, MainStreet Hammonton is recognized as one of the longest running and successful such programs in the State. Efforts include:

- Reducing Downtown store vacancies by attracting new retail stores, eateries and art venues.
- Improving business retention by offering sign / façade design grant services and business training seminars.



Master Plan Map 7
Main Street District





- Improving community spirit and pride by successfully planning annual Downtown traditions such as Cruisin MainStreet, Easter Eggstravaganza, Downtown Trick or Treat and Downtown Holiday Tree Lighting.
- Beautifying the area by organizing clean-ups and planting seasonal flowers using resources from yearly fundraising initiatives and the help of volunteer services.
- Assisting in the creation of the Hammonton Art District, which includes the regionally acclaimed Eagle Theatre, the Hammonton Noyes Museum of Stockton University, the Hammonton Arts Center and Hammonton Artist Studios.
- Developing a dynamic downtown brand, “Live Well” and directed numerous state grants to effectively incorporate a comprehensive marketing campaign to promote Downtown Hammonton as a desirable regional destination.

More specifically, MainStreet Hammonton has focused on:

- Arts + Entertainment strategy encompassing a broad range of creative endeavors.
 - Music, dance, theater and other performing arts;
 - Painting, sculpture, photography & videography, architecture and other fine arts;

- Printing, furniture making, set design and other industrial arts; and
- Related activities such as arts education, production and distribution.
- Craft Food + Beverage support as anchors for economic development.
- Family-friendly festivals that effectively nurture meaningful relationships and gain the respect throughout the community at large.

1. **Policy Statement:** Continue to support MainStreet Hammonton and its goals of attracting, retaining and otherwise promoting Downtown businesses.

a. **Supporting Strategy:** Explore the effectiveness of the MainStreet programs with an eye toward eliminating labor-intensive but less effective efforts in order to focus on more productive activities.

b. **Supporting Strategy:** Explore the creation of a business incubator site to assist the economic development of the community.



Master Plan Graphic 6
Arts Events



Master Plan Graphic 8
Eagle Theater



Master Plan Graphic 7
Annual New Year's Eve Blueberry Drop



Master Plan Graphic 9
Hammonton Arts Walk (Bellevue Avenue to Eagle Theater)



c. **Supporting Strategy:** Explore the creation of a “we-work” type site with such furniture, fixtures and equipment as are necessary and appropriate to a cooperative remote work facility.

D. *Neighborhood Preservation Program*²⁰⁵

In 2019, part of downtown Hammonton was designated a Neighborhood Preservation Program District by the New Jersey Department of Community Affairs. The goal of the NPP is to spur revitalization in neighborhood business districts through community and economic development projects.

Activities are funded via NPP program grants, which, for Hammonton is \$125,000 annually over a five-year period. The Hammonton Revitalization Committee serves as non-profit partner and coordinator for the Program.

Over the first fiscal years of implementation, NPP program funding was utilized to renovate the Eagle Theatre Actor’s House, improve commercial façades in the Downtown



Master Plan Map 8
Neighborhood Preservation Program (NPP) Area

²⁰⁵ “NPP”





Business District, create plans and designs for future streetscape and historic façade improvements, and improve the place value of the district through decoration, signage, and other similar projects.

It is anticipated that future NPP funds will be utilized to:

- Continue to improve the aesthetic and “place” value of the district.
- Improve surrounding residential areas through streetscape and safety enhancements.
- Assist with economic development projects that help improve the district business environment.
- Continue the partnership with the Hammonton Revitalization Committee and its efforts to further revitalize Downtown Hammonton.

Policy Statement: Continue to support the NPP as a means to rehabilitate and restore Hammonton’s downtown and surrounding neighborhood by cultivating existing social, economic, financial, and technical resources toward the development and implementation of planned activities that sustain neighborhood vitality.

1. **Supporting Strategy:** Utilize a “shared street” (a.k.a. “complete street”) design approach to provide a more user-friendly environment for and better connectivity between the Downtown uses and the automotive, pedestrian, bicycle and other users of the area.

2. **Supporting Strategy:** Support the creation of comprehensively themed and upgraded downtown open spaces, including the concept of a central Piazza as a public gathering place.

E. **Policy Statement:** As described throughout this Master Plan Update, agriculture is the major defining industry for Hammonton, with blueberries being a differentiating product for the local economy.

1. **Supporting Strategy:** Build on this authentic local asset, not only by supporting the agricultural industry in Hammonton, but by using the blueberry as an overall theme for the Town, including “infusing” the fruit into signage, menus, events, public art and marketing materials.



2. **Supporting Strategy:**
Beyond the blueberry, capitalize on Agriculture and Agri-Tourism as additional anchors to the Town’s economic base and as a tool to draw visitors to the community.



Master Plan Graphic 10

*The Blueberry industry
has come to define the
Town of Hammonton*

F. **Policy Statement:** Support consumer-oriented economic development along the White Horse Pike corridor west of Hammonton Lake to maximize regional accessibility at the intersection of Routes 30 and 206.

1. **Supporting Strategy:**
Undertake an Economic



Master Plan Graphic 11

Opportunities Evaluation for the White Horse Pike corridor in order to determine the type of economic development that should be pursued for this section of Town while not competing with Downtown Hammonton Economic Development initiatives.

2. **Supporting Strategy:** Evaluate zoning modifications so that site development regulations, including building design, landscaping, buffers and site amenities maximize function while ensuring a positive visual impact for the community.

3. **Supporting Strategy:** Work with NJDOT to assess traffic flows and provide access management so that land uses and design



elements are appropriately integrated with integrated with the function of the various roadways in Hammonton.

- G. **Policy Statement:** This Master Plan Update recognizes that Kessler Memorial Hospital closed in 2009, but that medical offices remain along the eastern section of the White Horse Pike, and further recognizes that AtlantiCare has created a Health Park at 219 N. White Horse Pike²⁰⁶ and an Urgent Care / Behavior Health facility at 120 S. White Horse Pike.

Under traditional planning theory, these facilities would have resulted in recommendations to encourage supporting professional and medical offices and support services on the White Horse Pike.

However, changes in the way healthcare is delivered in the wake of the Covid 19 pandemic, combined with changes in the office marketplace with the advent of telehealth and remote-working situations, has fundamentally changed the planning paradigm.

Accordingly, while the following recommendations are offered, careful thought must be given to the future of land use in this section of Hammonton.

1. **Supporting Strategy:** Promote development and concentration of office parks in this area.
2. **Supporting Strategy:** Develop a "professional zone" character as opposed to scattered office development in-between other business uses.
3. **Supporting Strategy:** Consider appropriate zoning modifications to fully support these and complementary uses while maintaining the buffer to the adjacent residential districts.

- H. **Policy Statement:** Utilize all the tools and powers available to the Town through the *Local Redevelopment & Housing Law* and other pro-development programs to support economic development in Hammonton.

²⁰⁶ Offering Medical Imaging, Cardiology, Clinical Laboratory services, Emergency Medicine, endocrinology, General Surgery, Neurology, OB/GYN, Primary Care & Rheumatology.



1. **Supporting Strategy:** Reverse or remove conditions which have caused (or will cause) portions of Hammonton to be designated In Need of Redevelopment under the *Redevelopment Law*.
2. **Supporting Strategy:** Eliminate blighting influences and prevent the spread of blight by the application of comprehensive Redevelopment Plan and other appropriate controls.
3. **Supporting Strategy:** Provide for the activation of underutilized lands which represent a lost opportunity for valuable contribution to the welfare of the community.
4. **Supporting Strategy:** Provide for the renovation, rehabilitation or replacement of substandard and/or underproductive buildings or improvements where such conditions, singularly or in combination, are detrimental to the safety, health and welfare of the community.
5. **Supporting Strategy:** Provide for the removal and replacement of substandard buildings or

improvements where renovation or rehabilitation is not practicable, including where such structures do not lend themselves to reuse in a manner consistent with this Master Plan Update.

6. **Supporting Strategy:** Protect and enhance lands and buildings which of themselves are not detrimental to the public health, safety or welfare, but the inclusion of which under the Town's redevelopment efforts is necessary, with or without change in their condition, for the effective revitalization of a particular area.
7. **Supporting Strategy:** Where appropriate, utilize zoning, tax abatement and other financial and non-financial incentives and programs to achieve these Policies and Strategies.
8. **Supporting Strategy:** Recognizing the financial and planning realities related to redevelopment projects, make available such assistance as may be at the Town's disposal ~ through the powers of the *Redevelopment Law* and/or other pro-development programs ~ to assist qualified Projects. Such assistance may include,



but need not be limited to, the dedication, vacation and/or expansion of certain municipal rights-of-way, the granting of air- or subsurface rights thereto, making (or, with a [re]developer, making joint) application for State and/or federal grant funds, making (or, with a [re]developer, making joint) application for State and/or federal environmental and/or other permits required to advance a Project.

- I. **Policy Statement:** At time of this Master Plan Update, the consultant²⁰⁷ engaged by the Town to prepare a Master Plan for the Hammonton Municipal Airport reported that a draft Plan was under review by the Federal Aviation Administration. Such draft is included as Exhibit 9.2 herein.

Issues known to be limiting factors impacting the Airport include the lack of sewer service, which is not available in this section of the Town.

1. **Supporting Strategy:** Given the possibility that changes will be required by the FAA, endorsement by

this Master Plan Update of any of the consultant's recommendations for the Airport is premature.

2. **Supporting Strategy:** Regardless of any specific recommendations arising from the Airport Master Plan, this Master Plan Update recommends that any future revisions to the Hammonton Zoning Map depict the Airport Safety Zone pursuant to the Air safety and Zoning Act of 1983²⁰⁸.

- J. **Policy Statement:** In August 2020, the South Jersey Transportation Planning Organization issued a solicitation for consultants to identify and evaluate feasible routing for what they termed the Atlantic County Bikeway West. The study's objective was to determine a feasible route for an off-road trail connection between the planned eastern terminus of the Camden County Link Trail in Winslow Township (just west of the Atlantic County border), and the existing western terminus of the Atlantic County Bikeway at Route 40 near Mays Landing. The new Atlantic

²⁰⁷ DY Consultants, a New York City-based, privately-owned, domestically and internationally recognized airport consulting firm that specializes in providing planning and engineering services to all types and sizes of airports around the world.

²⁰⁸ N.J.A.C. 6:1-80 et seq.



County Bikeway West will help provide a seamless transition across the 16-mile gap separating these trails²⁰⁹.

While the Feasibility Study's²¹⁰ preferred alignment does not include Hammonton, the authors acknowledged that *"it will be important to link the northern portion of the trail with Hammonton, which is a major local population center and attraction. This spur could be developed as a separate off-road path along NJ 54 or other roads through Folsom and Winslow"*.

At time of adoption of this Master Plan Update, SJTPO reported that it *"has engaged and will continue to engage with county and local governments in identifying funding opportunities and offering support to advance sections of this important corridor"*.

This Master Plan Update recommends ongoing contact with SJTPO and the County in order to ensure the trail spur to Hammonton remains in the plan.



Master Plan Map 9
Atlantic County Bikeway West: Proposed Alignment

- K. **Policy Statement:** Undertake the appropriate studies to support specific economic development initiatives for various sections of Hammonton.

During the development of this Master Plan Update, the Hammonton Economic Impact Committee ("E.I.C.") engaged an economic development consultant²¹¹ to identify strengths inherent in the Town's economic base and opportunities for the Town to pursue.

²⁰⁹ <https://www.sjtpo.org/acbikewaywest>

²¹⁰ Atlantic County Bikeway West Feasibility Study. Prepared by a consultant team of the Williams Sale Partnership (WSP) and KMA Consulting Engineers. December 2021.

²¹¹ TRIAD Associates, multi-disciplinary municipal / community consulting firm with offices in Vineland New Jersey and Glenside Pennsylvania.



The result of these efforts is an Economic Development Strategy & Action Agenda. At Publication of this Master Plan Update, this Agenda was being finalized and implementation mechanisms evaluated.

1. **Supporting Strategy:** Implement the strategies and recommendations contained in the Economic Development Strategy & Action Agenda.
2. **Supporting Strategy:** Employ various planning tools to assist with the Economic Development Strategy & Action Agenda.
3. **Supporting Strategy:** Prepare and maintain a running matrix for the E.I.C. to organize projects, participants, grant eligibility, progress and timelines to serve as a one-stop tracking mechanism.
4. **Supporting Strategy:** Create such number and type of maps as necessary to serve as a one-stop visual inventory of specifically-designated areas within the

Town²¹², areas of interest and other appropriate locations as may arise from time-to-time.

5. **Supporting Strategy:** Within the context of these Supporting Strategies, prepare and maintain such other maps and matrices as appropriate²¹³.

- L. **Policy Statement:** Monitor the status of the COVID-19 pandemic and maintain preparedness should conditions trend toward impacting local businesses.

It is anticipated that Economic Policy and recommendations related thereto will be more specifically addressed in an Economic Plan Element of this Master Plan Update, which is contemplated under a future phase of the Town’s Master Planning efforts.

5.4.10 HISTORIC PRESERVATION POLICY

At time of adoption of this Master Plan Update, the Town’s Historic Preservation Committee was preparing a grant-funded Historic Preservation Plan Element. It is anticipated that Policy

²¹² Including, but not limited to, the Neighborhood Preservation Program (NPP) Area, MainStreet, Areas in Need of Rehabilitation / Redevelopment.

²¹³ Such projects may include, but are likely not limited to, the creation of a Town Square, transit-oriented development, bike lanes, public spaces and amenities, and like and similar locations.





Statements and supporting Strategies will be included in such Plan Element, which will become part of this Master Plan Update upon completion and adoption by the Land Use Board.

5.4.11 RECYCLING POLICY

Policy Statement: Recycling in the Town of Hammonton is the responsibility of the Atlantic County Utilities Authority²¹⁴. While the Town supports recycling efforts and includes a review of appropriate storage areas for recycling materials as part of the Land Use Board development reviews, Recycling Policy is deferred to the ACUA.

5.4.12 FARMLAND PRESERVATION POLICY²¹⁵

§175-88 (Agricultural Management) provides, in pertinent part:

- A. *It is the express finding and declaration of the Town Council that agricultural activities serve the interest of the citizens of the Town by ensuring numerous social, economic and environmental benefits, and it is, therefore, the express intention of this chapter to establish as the policy of this Town the protection of agricultural operations from nuisance action where recognized methods and techniques of agricultural production are applied.*

- B. *The owner of land used for agricultural or horticultural purposes or use who conducts agricultural activities in conformance with the agricultural management practices set forth in this section and all relevant federal or state statutes or rules and regulations adopted pursuant thereto and which does not pose a direct threat to public health and safety may:*
- 1. Produce agricultural and horticultural crops, trees and forest products, livestock and poultry and other commodities as described in the standard industrial classification for agricultural, forestry, fishing and trapping.*
 - 2. Package the agricultural output.*
 - 3. Provide for the wholesale and retail marketing of the agricultural output and related products, including the construction of building and parking areas in conformance with the town's standards.*
 - 4. Replenish soil nutrients in accord with acceptable management practices.*
 - 5. Control pests, predators and diseases of plants and animals.*

²¹⁴ "ACUA"

²¹⁵ Farmland preservation issues are naturally related to open space and conservation. Readers are therefore directed to §5.4.7, §5.4.8 and §5.4.12 herein.



6. *Clear woodlands using open burning and other techniques, install and maintain vegetative and terrain alterations and other physical facilities for water and soil conservation and surface water control in wetland areas.*
 7. *Conduct on-site disposal of organic agricultural waste.*
- C. (3) *At such time as the State Agriculture Development Committee is established pursuant to ... the Right to Farm Act²¹⁶ ... and any amendments or revisions thereto, and at such time as said Committee develops and recommends the program of Agricultural Management Practices pursuant to Section 5 of the aforesaid Right to Farm Act, said Agricultural Management Practices, as developed and recommended by said Committee, shall be the standards to be applied to all agricultural uses in the Town, insofar as applicable, to the extent that the standards set forth in Subsections C(1) and (2) above are superseded thereby and to the extent that these practices are consistent with the Pinelands Protection Act and CMP.*
- D. *The Town, in recognition that agricultural activities, when reasonable and necessary, produce a benefit to the neighborhood, the community and society in general by the preservation of open space, the beauty of the countryside and clean air and by the preservation and continuance of agricultural operations in the Town of Hammonton, New Jersey, as a source of agricultural products and values for this and future generations, creates the following presumptions:*
1. *In all relevant actions filed subsequent to the effective date of this chapter, there shall exist a rebuttable presumption that no agricultural operation, activity or structure, which conforms to the standards set forth in Subsection C of this section and all relevant federal or state statutes or rules or regulations adopted pursuant thereto and which does not pose a direct threat to public health and safety shall constitute a public or private nuisance, nor shall any such operation, activity or structure be deemed to otherwise invade or interfere with the use and enjoyment of any other land or property.*
 2. *In all relevant actions filed subsequent to the effective date of this chapter, there shall exist an irrebuttable presumption*

²¹⁶ N.J.S.A. 4:1C-1 et seq.



that no agricultural operation, activity or structure which is conducted or located within a municipally approved program and which conforms to the agricultural standards set forth in Subsection C of this section and all relevant federal or state statutes or rules and regulations adopted pursuant thereto and which does not pose a direct threat to public health and safety shall constitute a public or private nuisance, nor shall any such operation, activity or structure be deemed to otherwise invade or interfere with the use and enjoyment of any other land or property.

E. *As a statement of policy, it is the intent of this chapter to achieve the following objectives with respect to the continuance of agricultural activities in the Town:*

1. *Farmland within the Town's Agricultural Production District and Special Agricultural Production District shall be maintained and protected for open space or farming purposes to the maximum extent practicable.*
2. *Continued, renewed or new farming is encouraged throughout the Town and particularly within agricultural production areas.*

3. *Conflicts between agriculture and other uses should be minimized. In particular, agriculture uses within the Town's Agricultural Production District and Special Agricultural Production District shall be exempt from all municipal ordinances and regulations which inhibit efficient crop production, including but not limited to ordinances and regulations imposing time limits on operations, dust limits and odor restrictions, except those ordinances and regulations which are strictly necessary for the maintenance of public health.*

As detailed in §6.4 and elsewhere herein, this Master Plan Update recommends adjustments to Zoning District Boundary Lines throughout the Town. While the vast majority of these adjustments are designed to more accurately follow property lines and eliminate split-lot and split-block zoning where appropriate, others reflect policy changes regarding land use and bulk standards.

Certain such adjustments decrease the amount of lands (both in terms of number of lots and land area) zoned for agricultural purposes, while other adjustments increase the amount of such lands. Specifically:



PREEXISTING ZONING			PROPOSED ZONING	
AGRICULTURE PERMITTED	TOTAL LOTS ²¹⁷	TOTAL MAPPED ACRES ²¹⁸	TOTAL LOTS ²¹⁷	TOTAL MAPPED ACRES ²¹⁹
PA	64	8,858	64	8,762
SAP	13	451	13	466
FA	158	1,347	158	1,350
AP	896	8,663	868	8,682
AP / CLI	12	177	14	194
RR	790	1,630	782	1,553
R-1	1,379	1,032	1,374	847
R-2	809	368	898	417
R-3	882	1,330	906	1,324
TOTAL	5,003	23,856	5,077	23,595

Master Plan Table 3
Preexisting & Proposed Zoning Statistics

The net impact of these adjustments is an increase of 74 lots and a decrease of 261 acres zoned to permit agriculture.

Other than such Boundary Line adjustments, no changes are recommended to the Town’s Farmland Preservation Policy or related Ordinances.

5.4.13 TRANSFER OF DEVELOPMENT RIGHTS POLICY

Policy Statement: Recognizing that development rights transfer for Hammonton is generally governed by the Pinelands Commission via its Pinelands Credit program, this Master Plan Update defers Transfer of Development Rights Policy to that body.

5.4.14 EDUCATIONAL FACILITIES POLICY

Policy Statement: This Master Plan Update reaffirms the Town’s support for public and private education for Hammonton, ranging from pre-Kindergarten to post-secondary offerings.

1. **Supporting Strategy:** Work with the Hammonton Board of Education to support their mission of educating the Town’s public-school children as well as providing community facilities and programs.
2. **Supporting Strategy:** Support the Saint Joseph Academy in their mission of providing coeducational secondary education for those seeking a catholic education.

²¹⁷ Inclusion of an entire property where Zone lines split a lot is made at the judgement of the authors.

Condominium or otherwise attached units with “parent” lots, and drainage basins that are mapped as tax lots, skew results.

²¹⁸ Based on Zone geometry as depicted on the Existing Zoning Map and not Lot Geometry as depicted on the Town’s Parcel Map. Rights-of-Way included.

²¹⁹ Based on Zone geometry as depicted on the Proposed Zoning Map and not Lot Geometry as depicted on the Town’s Parcel Map. Rights-of-Way included.





3. **Supporting Strategy:** Continue to support Stockton University in their varying missions at Kramer Hall.

5.4.15 GREEN BUILDINGS & ENVIRONMENTAL SUSTAINABILITY POLICY

At time of adoption of this Master Plan Update, the Town's Environmental Commission was preparing a grant-funded Green Buildings & Environmental Sustainability Plan Element. It is anticipated that Policy Statements and supporting Strategies will be included in such Plan Element, which will become part of this Master Plan Update upon completion and adoption by the Land Use Board.

5.4.16 PUBLIC ACCESS POLICY

Policy Statement: Hammonton has no tidal waters. Accordingly, Public Access within the context of N.J.S.A. 40:55D-28B.(17) is not applicable to this Master Plan Update.

However, Hammonton does have a lake and a number of creeks and river tributaries. Accordingly, this Master Plan Update endorses public access to non-privately-owned waters and adjacent shorelines, and promotes the creation of public facilities that support such access, including parking, boat ramps and marinas.



6.0 LAND USE PLAN ELEMENT

6.1 MUNICIPAL LAND USE LAW

The *Municipal Land Use Law*²²⁰ requires that municipal Master Plan include a Land Use Plan Element:

- A. Addressing its relationship to the Statement of Objectives, Principles, Assumptions, Policies and Standards, other Master Plan elements, and natural conditions (topography, soil conditions, water supply, drainage, flood plain areas, marshes, and woodlands);
- B. Showing the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, open space, educational and other public and private purposes or combination of purposes; including any provisions for cluster development and stating the relationship to the existing and any proposed Zone Plan and Zoning Ordinance;
- C. Showing the existing and proposed location of any airports and the boundaries of any Airport Safety Zones pursuant to the Air Safety and Zoning Act of 1983;²²¹ and
- D. Including a statement of the standards of population density and development intensity recommended for the municipality;
- E. Showing the existing and proposed location of military facilities and incorporating strategies to minimize undue encroachment upon, and conflicts with, military facilities, including but not limited to: limiting heights of buildings and structures nearby flight paths or sight lines of aircraft; buffering residential areas from noise associated with a military facility; and allowing for the potential expansion of military facilities; and
- F. Including... a statement of strategy concerning:

²²⁰ N.J.S.A. 40:55D-28(b)(2)

²²¹ N.J.A.C. 6:1-80 et seq.



- Smart Growth, including consideration of locations for electric vehicle charging stations;
- Storm Resiliency related to energy supply, flood-prone areas and environmental infrastructure; and
- Environmental Sustainability.

G. Showing the existing and proposed location of public electric vehicle charging infrastructure; and

H. Including, for any land use element adopted after February 4, 2021, a climate change-related hazard vulnerability assessment which shall:

- analyze current and future threats to, and vulnerabilities of, the municipality associated with climate change-related natural hazards, including, but not limited to increased temperatures, drought, flooding, hurricanes, and sea-level rise;
- include a build-out analysis of future residential, commercial, industrial, and other development in the municipality, and an assessment of the threats and vulnerabilities identified above related to that development;
- identify critical facilities, utilities, roadways, and other infrastructure that is necessary for evacuation

purposes and for sustaining quality of life during a natural disaster, to be maintained at all times in an operational state;

- analyze the potential impact of natural hazards on relevant components and elements of the master plan;
- provide strategies and design standards that may be implemented to reduce or avoid risks associated with natural hazards;
- include a specific policy statement on the consistency, coordination, and integration of the climate-change related hazard vulnerability assessment with any existing or proposed natural hazard mitigation plan, floodplain management plan, comprehensive emergency management plan, emergency response plan, post-disaster recovery plan, or capital improvement plan; and
- rely on the most recent natural hazard projections and best available science provided by the New Jersey Department of Environmental Protection.

6.2 ENVIRONMENTAL RESOURCES

A community's natural resources ~ its soil, water, air, forests, fields, and waterways ~ as well as its human and cultural history, are fundamental to its character. They are the foundation for its



economic success and its quality of life. The protection and wise use of those resources is essential to the public health, safety, and welfare of current and future residents.

A Natural Resource Inventory provides the basis for the development of methods and steps to preserve, conserve, and utilize those resources by providing an objective documentation and categorization of the natural and historic resources of a community.

6.2.1 NATURAL RESOURCE INVENTORY²²²

In 2008, Hammonton’s Environmental Commission, undertook an update to the Town’s NRI²²³. A further revision / update commenced in 2019 and was adopted in December 2022.²²⁴

A. The 2022 NRI began with a brief discussion of Hammonton’s location within the Pinelands Natural Preserve and the value of an NRI as a precursor to a municipality’s Master Planning process. The text went on

to explain that the NRI reproduces Pinelands- and NJDEP- data *“on a scale appropriate for use by the Town in its ongoing planning and development review functions”*.²²⁵

Referencing Hammonton’s *“unique physical and ecological features”* and *“the natural ecosystems which have evolved over many thousands of years”*, and stressing the *“balanced relationships between soil, water, vegetation and wildlife that can be upset or lost unless careful consideration is given to the potential impacts of each proposal for change or development in Hammonton”*, the 2022 NRI explained that the Town’s Zone Plan was *“carefully developed to encourage future growth”* within the context of *“many other pertinent factors, such as existing regional patterns of land use and development, parcel access and major transportation routes”* as well as *“environmentally sensitive areas such as stream corridors, flood prone areas, or high groundwater level areas”*.

²²² “NRI”

²²³ The dates of the prior NRI’s are not known.

²²⁴ Town of Hammonton, Natural Resource Inventory, Town of Hammonton, Atlantic County, New Jersey prepared by ARH Associates, Inc. (May 2008, Revised / Updated August 2021 (“2022 NRI”). On file with the Town Clerk.

²²⁵ While the value of such an exercise was recognized, the 2022 NRI cautioned that while the mapped information was suitable for use in identifying *potentially sensitive areas*, final determination of a site’s development potential must be based upon site-specific data and analyses.



The 2022 NRI emphasized the balance between local zoning, growth objectives and environmental resources. This Master Plan Update recognizes the necessity of this balance in order ensure the quality of life desired for the Town and its residents.

B. After review of Hammonton’s Pinelands-specific Zoning Districts, the NRI embarked on a lengthy discussion of the Town’s environmental resources, addressing:

- *Topography*
- *Surface Hydrology*
 - *Surface Water Quality Standards*
 - *Surface Water Quality Summary*
- *Groundwater Quality Criteria*
- *Soils & Septic Disposal Field Function*
- *Vegetation*
 - *Upland & Lowland Complex*
 - *Wetlands*
 - *Fire Hazard*
 - *Threatened & Endangered Plants*
- *Wildlife*
 - *Mammals*

- *Birds*
- *Reptiles & Amphibians*
- *Fish*
- *Brownfield Redevelopment*
- *Contaminated Sites*

C. The contents of the 2022 NRI are similar to ~ and in certain instances are more in-depth than ~ the various mandatory and optional Master Plan Element under the *Municipal Land Use Law*.

D. The 2022 NRI utilizes data and source information available at time of its publication. Certain of the resultant figures and tables reflect conditions that remain static over time,²²⁶ while others depict conditions that change with varying degrees of regularly.²²⁷

This Master Plan Update utilizes the 2022 NRI as applicable, and recommends that the findings and recommendations of the approved document be incorporated in future Master Plan Elements as appropriate.

²²⁶ e.g., Topography, Soils, Vegetation and Wildlife

²²⁷ e.g., Water Quality Standards, Septic Field Functions, Land Use Priorities, etc.



6.2.2 FLOODING ISSUES

- A. The Federal Emergency Management Agency (“FEMA”)²²⁸ defines Floodplain as *“Any land area susceptible to being inundated by floodwaters from any source”*.

A more expansive explanation of floodplains by the National Geographic Society²²⁹ defines a floodplain as:

A generally flat area of land next to a river or stream. It stretches from the banks of the river to the outer edges of the valley.

This explanation goes on to describe a floodplain as consisting of two parts:

The first is the main channel of the river itself, called the floodway. Floodways can sometimes be seasonal, meaning the channel is dry for part of the year... Beyond the floodway is the flood fringe. The flood fringe extends from the outer banks of the floodway to the bluff lines of a river valley. Bluff lines, also called valley walls, mark the area where the valley floor begins to rise into bluffs...

Some rivers have very narrow flood plains. In fact, some rivers, or parts of rivers, seem to have no

flood plain at all. These rivers usually have a steep stream gradient—a very deep, fast-moving channel...

Flood plains are natural flooding outlets for rivers. People, agriculture and businesses on flood plains are always at some risk. Managing development of flood plains is a critical responsibility for regional and urban planners. The benefits of flood plains, including prime agricultural land and desirable housing locations, must be balanced with the personal and economic threats posed by floods.

[Communities] built on flood plains... must incorporate flood-control infrastructure into their organization and architecture.

Evacuation procedures, emergency shelters, and building codes must be in place. Levees or other barriers must be a part of the city [Town] design. Urban planners try to keep areas near the floodway, called a Special Flood Hazard Area, as free from development as possible.

Houses and businesses that are built on flood plains often require more insurance coverage than buildings constructed on higher ground, because flood damage is more likely to occur.

²²⁸ <https://www.fema.gov/national-flood-insurance-program/definitions#F>

²²⁹ <https://www.nationalgeographic.org/encyclopedia/flood-plain/>



B. Beginning in or around 1974, the U.S. Department of Housing & Urban Development, Federal Insurance Administration, published Flood Hazard Boundary Maps (“FHBM”s) designating Flood Zones and flood risks for municipalities nationwide. The purpose of the FHBMs was, in pertinent part, to delineate areas of Special Flood Hazard (“SFH”) within a flood plain and establish Base Flood Elevations (“BFE”)²³⁰ for at-risk portions of a community (the relationship between the BFE and a structure's First Floor Elevation determines the flood insurance premium for that structure).²³¹

The FHBMs classified lands into different Floodplain Areas (a.k.a. Flood Zones) based on the elevation of the “base flood” in relation to the elevation of the ground and the proximity of the land in question to the floodway.

Planners frequently use FHBMs to establish land use policies and development regulations. In order to qualify for a mortgage, for example, buildings near waterbodies (i.e., in Flood zone ‘A’ or Flood zone ‘V’) are required to have flood insurance due to their risk for flood damage. Additionally, the floors and service facilities (utilities) of buildings in these Flood zones must be constructed as BFE or higher.

- C. FHBMs were subsequently replaced by Flood Insurance Rate Maps (“FIRM”s).
- D. Flood Zones for Hammonton were represented on FIRM Community Panel No. 340010 (effective May 31, 1974),²³² which classified the various lands in the Town as Special Flood Hazard Areas (Flood zones).

²³⁰ Defined as the computed elevation to which floodwater is anticipated to rise during the base flood. As the regulatory requirement for the elevation or flood-proofing of structures, BFEs are used to determine the required elevation of new buildings (and substantial renovations) in the floodplain.

²³¹ www.fema.gov/media-library-data/20130726-1755-25045-0634/ngvd_navd.pdf

²³² Community No. 340010 FIA Flood Hazard Boundary Map H:01-10, H:01, H:02, H:03, H:04 & H:05, H:06, H:07, H:08, H:09 prepared by the U.S. Department of Housing & Urban Development, Federal Insurance Administration (May 17, 1974) Complete Map file can be found at: <https://map1.msc.fema.gov/firm?id=340010>

Community No. 340010A Flood Hazard Boundary Map H:01-10, H:01, H:02, H:03, H:04 & H:05, H:06, H:07, H:08, H:09, H:10 prepared by the U.S. Department of Housing & Urban Development, Federal Insurance Administration (August 13, 1976) Complete Map file can be found at: <https://map1.msc.fema.gov/firm?id=340010A>.



As shown on the Town's Flood Insurance Rate Maps,²³³ Hammonton contains special Flood Hazard Areas in the form of:

- A Zones²³⁴
 - AE Zones
 - AH Zones
 - AO Zones
 - AR Zones
 - A99 Zones
- B Zones²³⁵
- C Zones²³⁶
- D Zones²³⁷
- X Zones²³⁸

1982 FIRM Community Panels No. 340010-0005-C, 340010-0010-0010-C, 340010-0015-C are reproduced herein as Master Plan Update Maps 9.1 - 9.3.

E. A summary of the Floodplains for Hammonton is:

FLOODPLAIN	ACRES	% OF TOWN
100-YEAR	1,737	6.6%
500-YEAR	48	0.2%
TOTAL	1,779	6.8%

*Master Plan Update Table 4
 Floodplains*

²³³ FEMA Training Resources (Last Updated: February 17, 2023) (<https://www.fema.gov/media-library/assets/documents/6029>)

B and C Zones may have flooding that does not meet the criteria to be mapped as a Special Flood Hazard Area, especially ponding and local drainage problems.

With the exception of converting the 'B' and 'C' Zones to 'X' Zones on newer FIRMS, research for this Master Plan Update was unable to locate definitions used in 1978 or confirm whether or not any changes to such definitions were made between 1978 and 2007.

²³⁴ Areas of 100-Year flood. Numbered 'A' Zones are Special Flood Hazard Areas ("SFHA"s) where Base Flood Elevations in relation to NGVD { National Geodetic Vertical Datum: a system used by surveyors and engineers as the basis for relating ground and flood elevations. Replaced by the more accurate North American Vertical Datum of 1988 (NAVD 88)] and flood hazard factors have been determined

²³⁵ Areas between limits of the 100–500-year floods, or certain areas subject to 100-year flooding with average depths less than one (1) foot or where the contributing drainage is less than one square mile; or areas protected by levees from the base flood.

²³⁶ Areas of minimal flood hazard, usually depicted on FIRMS as above the 500-year flood level.

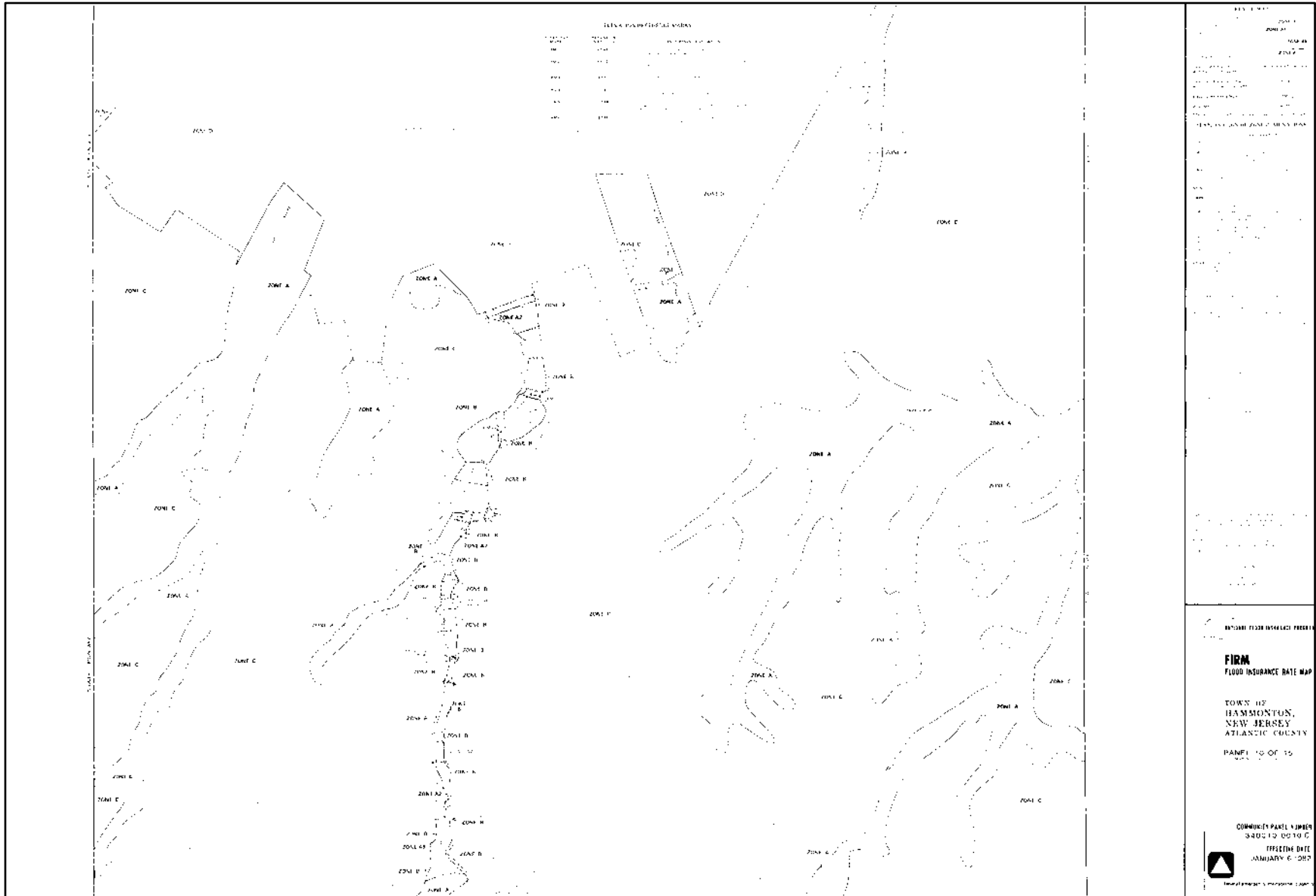
²³⁷ Areas in which flood hazards are undetermined, but possible.

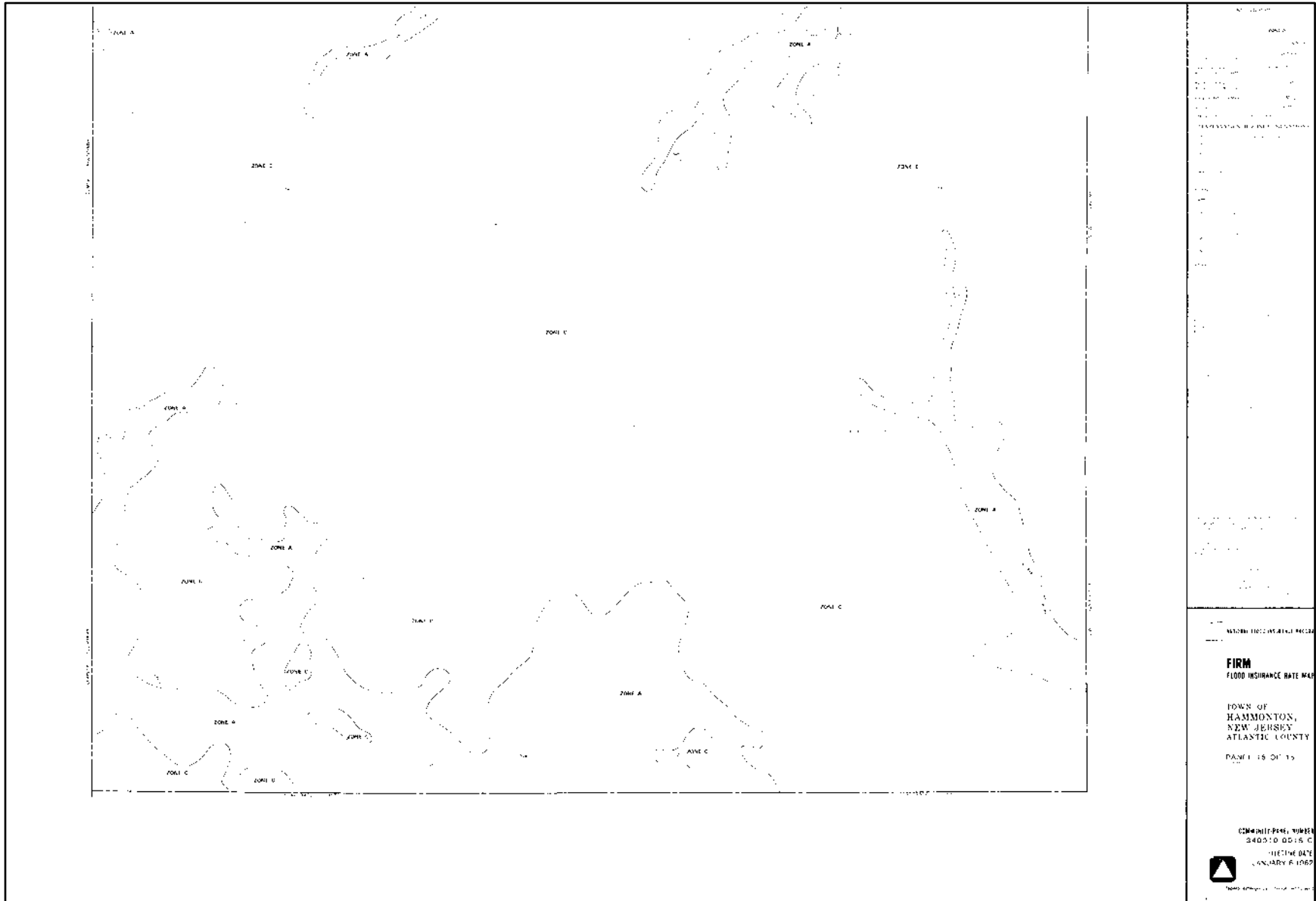
²³⁸ Areas of moderate flood hazard, usually depicted on FIRMS as between the limits of the 100-year flood and the 500-year flood; or certain areas subject to 100-year flooding with average depths less than 1' or where the contributing drainage area is less than 1 square mile; or areas protected by levees from the base flood.



Master Plan Map 9.1









F. Community Panels 340010-0005-C, 340010-0010-0010-C, 340010-0015-C were prepared prior to Superstorm Sandy (October 2012). At the time of Sandy, FEMA was in the process of compiling the necessary data to update the FIRM maps nationwide, and was scheduling mid-2013 as the date when the new FIRMS were to be finalized. With the occurrence of Sandy, FEMA accelerated its updating process by issuing what it described as “near-term Advisory Base Flood Elevation” (“ABFE”) Maps.

The ABFE Maps were intended to guide communities during the rebuilding process as well as designers and contractors undertaking new construction until the updated FIRMs and related regulations were formally adopted. The ABFEs reflected higher minimum First Floor Elevation requirements than established by the [then-existing] FIRMs, and expanded Flood Hazard Zones beyond those shown on the [then-existing] FIRMs. While advisory in nature, the ABFEs and related advisory regulations were to be used by FEMA to determine flood insurance rates under its National Flood Insurance Program (“NFIP”).

On January 24, 2013, reacting to the uncertainty surrounding the “advisory” nature of the ABFEs and desiring to reduce impediments to rebuilding after Sandy, NJDEP adopted emergency amendments (Rules) to the New Jersey Flood Hazard Area Control Act.²³⁹ In summary, the Emergency Rules established requirements and more efficient approval procedures for constructing, reconstructing, relocating and elevating structures in Flood Hazard Areas, and to otherwise flood-proof buildings to avoid the type and severity of flood damage experienced during Sandy and to reduce the type and severity of flood damage when it does occur.

In pertinent part, the Emergency Rules:

- Adopted the ABFE-mapped Flood Hazard Areas (i.e., ‘A’ and ‘V’ Zones);
- Adopted the ABFE minimum elevation requirements for new and reconstructed buildings; and
- Enacted building regulations designed to ensure consistency between NJDEP standards for elevating

²³⁹ N.J.A.C. 7:13



buildings in Flood Hazard Areas and the building standards of the Uniform Construction Code²⁴⁰ promulgated by NJDCA.

G. Over time, FEMA issued a number of updated maps sets as Preliminary Flood Insurance Rate Maps (“PFIRMs”). These PFIRMs became effective for different municipalities at different times. The PFIRMs for Hammonton became effective on August 28, 2018. Instead of a single Community Panel, these now finalized FIRMs depicts the Town on Community Panel Numbers:

- 34001-C-0015-F • 34001-C-0019-F • 34001-C-0101-F
- 34001-C-0016-F • 34001-C-0030-F • 34001-C-0102-F
- 34001-C-0017-F • 34001-C-0040-F • 34001-C-0104-F
- 34001-C-0018-F • 34001-C-0041-F • 34001-C-0108-F
- 34001-C-110-F

These individual FIRM Panels may be found at the FEMA website²⁴¹. Digital composite mapping of these Panels, also from the FEMA website, is provided herein as Master Plan Update Map 10.1 and Map 10.2.



Master Plan Map 10.1
FEMA Flood Zones

²⁴⁰ N.J.A.C. 5:23

²⁴¹ <https://msc.fema.gov/portal/advanceSearch>



H. While the FIRMs classify the vast majority of lands in Hammonton as being outside of the Special Flood Area (i.e., Area of Minimal Flood Hazard), some Town lands are within the Special Flood Hazard Area.²⁴² Specifically:

- 'A': No Base Flood Elevations determined;
- 'AE': Base Flood Elevations determined. Floodway²⁴³ must be kept free of encroachment so that the 1% annual chance of flood can be carried without substantial increase in flood heights; and
- 'X': Areas outside of the 0.2% annual chance floodplain; Areas of 0.2% Annual Chance Flood;²⁴⁴ Areas of 1% Annual Chance Flood with average depths of less than 1' or with drainage areas less than 1 square mile; and Areas protected by levees from the 1% annual chance flood.

FEMA'S digital FIRM²⁴¹ depicting the subdivisions of the Special Flood Areas ~ for Hammonton, the 'X' Zone ~ is provided herein as Master Plan Update Map 10.2.



Master Plan Map 10.2
FEMA Flood Zone Descriptions

²⁴² Lands subject to inundation (flooding) by the 1% Annual Chance Flood (a.k.a. the 100-Year Flood ~ the flood that has a 1% chance of being equaled or exceeded in any given year.

²⁴³ Defined as the channel of a stream plus any adjacent floodplain areas.

²⁴⁴ Lands subject to inundation (flooding) by the 0.2% Annual Chance Flood (a.k.a. the 500-Year Flood ~ the flood that has a 0.2% chance of being equaled or exceeded in any given year.



6.2.3 FLOODPLAIN MANAGEMENT

A. In the aftermath of Sandy, governmental entities at all levels ~ but most notably at the municipal level ~ have struggled to balance the often-competing priorities of resiliency, public safety, protection of property and the need to maintain affordable construction costs. In order to assist municipalities, FEMA, NJDEP and other governmental entities have undertaken analyses to determine the best course of action for each locality.

The State’s review of Hammonton’s requirements has not resulted in any required changes.

B. In addition to following State and federal regulations addressing Flood Hazard Areas,²⁴⁵ the Town:

1. Provides information regarding the Town’s historic and most recent FIRMs available, upon request.

2. Offers individualized advice regarding property protection.
3. Enforces regulations for stormwater management, soil and erosion control, and water quality, as well a regulation prohibiting dumping in the drainage system.
4. Regularly inspects the Town’s drainage system and performs maintenance as needed, with problem sites receiving added attention.
5. Reviews flood studies for areas not included on the FIRMs and areas that exceed minimum mapping standards.
6. Has preserved much of its Special Flood Hazard Area lands as open space; thereby ensuring their preservation in perpetuity.

²⁴⁵ Permits are required for:

- Alterations to stream channels or floodplains within the 100-Year Flood boundary under the Flood Hazard Control Act (N.J.S.A. 58:16A-50 et seq.) administered by NJDEP, Division of Water Resources, Bureau of Floodplain Management.
- Discharges into surface or groundwaters under the New Jersey Water Pollution Control Act (N.J.S.A. 58:10A-1 et seq.) administered by NJDEP Division of Water Resources.

- Dredging or filling of navigable waters, their floodplains and tributaries under the Clean Water Act (33 U.S.C 1344) administered by the U.S. Army Corps of Engineers.
- Discharge of wastewaters into surface waters in accordance with the Federal Water Pollution Control Act (PL 92-500) under the National Pollutant Discharge Elimination System process.



7. Enforces regulations that require freeboard for new construction and Substantial Improvements, local drainage protection, and 'A' Zone structures to meet building and enclosure criteria.
8. Provides timely identification of impending flood threats, disseminates warning to appropriate floodplain residents, and coordinates flood response activities.

J. Recommendations

This Master Plan Update recommends that the Town:

1. Continue to monitor the FEMA rulemaking process for updated flood elevation information and update local regulations if and when appropriate.
2. Regularly consult the various web-based and other published resources to maintain its awareness regarding current risks and measures that can be taken to protect against large storm events and to obtain current guidance regarding FEMA's National Flood Insurance Program and other related information.

Resources include, but are not limited to, *Getting to Resilience ~ A Community Planning Evaluation Tool*.²⁴⁶

6.3 LAND USE PLAN AMENDMENT

6.3.1 ZONING GENERALLY

- A. Planning theory advises that a sound Zone Plan will provide for a rational arrangement of land uses in such a manner as to promote the health, safety, morals and general welfare of a community.

The *Municipal Land Use Law*²⁴⁷ provides that Zoning lines

be drawn with reasonable consideration to the character of each district and its peculiar suitability for particular uses and to encourage the most appropriate (future) uses of land. The regulations in the Zoning Ordinance shall be uniform throughout each district for each class or kind of buildings or other structure or uses of land...

- B. As detailed in Hammonton's prior Master Planning efforts and this Master Plan Update, the Town has, since the (approximate) 1990s, been faced with increasing

²⁴⁶ www.prepareyourcommunitynj.org/

²⁴⁷ N.J.S.A. 40:55D-62.



market pressures for housing development which has resulted in low-density Suburban Sprawl and transformed the character of portions of the Town from a rural community with isolated village development to a suburban community with ever-increasing demands on public resources to maintain a high quality of life.

Prior Master Plans and Reexaminations ~ as well as the Pinelands Commission ~ have attempted to address this issue by establishing Zoning provisions designed to regulate where development is permitted and how it is to occur. This includes the Form Based Code with its regulations governing use and building envelopes in the Downtown and Gateway Zoning Districts.

These efforts have been a significant step in directing new development to appropriate locations and in mandating context-sensitive site design and architecture. Combining regulations with a more critical eye²⁴⁸ toward the granting of Variances can further ensure proper development.

Additionally, the Town has a significant amount of open space that has been reserved for preservation purposes.

6.3.2 ZONE PLAN

The Town's current Zone Plan establishes Districts as follows:

- PA Preservation Area
- SAP Special Agricultural Production District
- FA Forest Area
- AP Agricultural Production District
- AP / CLI Agricultural Production / Compatible Light Industry District
- RR Rural Residential District
- R-1 Residential 1 District
- R-2 Residential 2 District
- R-3 Residential 3 District²⁴⁹
- GW-1 Gateway District, Avenue District
- GW-2 Gateway District, Boulevard District
- GW-3 Gateway District, Crossroads District
- DT-1 Downtown District, Near Town
- DT-2 Downtown District, In Town Railway
- DT-3 Downtown District, In Town

²⁴⁸ by the Town's Land Use Board.

²⁴⁹ The R-3A (Residential 3A) Zoning District is established within the R-3 Zone.



- DT-4 Downtown District, Downtown
- H-B Highway Business District
- M-1 Industrial Park District
- M-2 Multi-Use District
- IDZ Inclusionary Development Zone
- REC Recreation District

These Zones are depicted on the Town’s Zoning Map, reproduced herein as Master Plan Update Map 11.1. Existing zoning overlain on the most current Parcel Layer is provided herein as Master Plan Update Map 11.2.

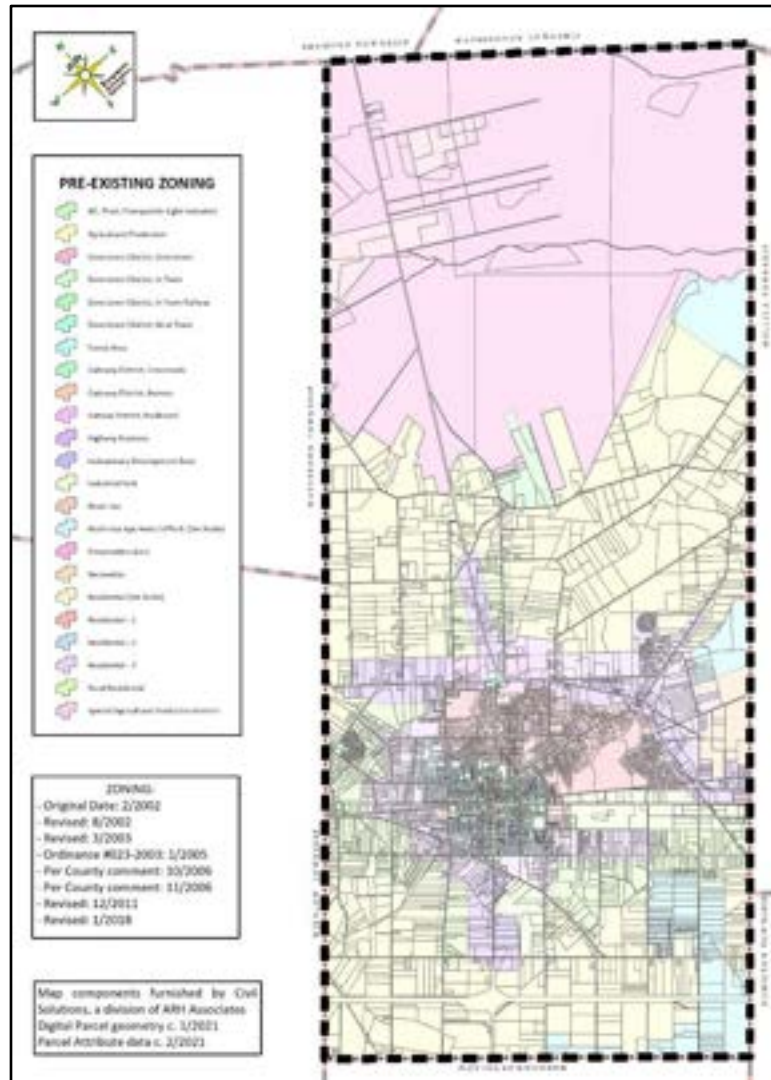
In addition, the Town has designated a number of areas as being In Need of Redevelopment under the New Jersey *Local Redevelopment & Housing Law*.²⁵⁰

Given the mix of uses permitted in each Zone, attempting to classify any Zone as wholly “Agricultural”, “Residential”, “Commercial” or “Other” does not accurately reflect the nature of the area. Accordingly, the names of the various Zoning Districts can be somewhat misleading and therefore must be read within the context of the uses permitted therein.



Master Plan Map 11.1
Pre-Existing Zoning (Right-of-Way Base)

²⁵⁰ N.J.S.A. 40A:12A-1 et seq.



Master Plan Map 11.2
Pre-Existing Zoning (Parcel Base)

6.3.3 TOWN MAPPING & DATA

A. As is typical of municipalities in New Jersey, Hammonton utilizes its municipal Tax Maps as the basis for its Town-wide mapping efforts.

Prior to computers, Hammonton’s Tax Maps were hand-drawn, with accuracy limited to the scale achievable to the Surveyors (if properties were surveyed) and drafters of the day. With the advent of computer aided drafting programs and other cartographic technologies, accuracy increased (and continues to increase).

Hammonton employs a consultant to maintain the Tax Maps for the municipality. These Maps are updated annually to reflect changes in Lot geometry due to subdivisions and consolidations, and when property surveys, deeds or other sources reveal errors.

B. In addition to maintaining the Tax Maps, the consultant combines the individual electronic Tax Map pages to create a single, Town-wide, geo-referenced digital Parcel Map (a.k.a. “Parcel Layer”). This Parcel Map is



used in conjunction with various data sources²⁵¹ via Geographic Information System (G.I.S.) programs²⁵² for an unlimited number of mapping products ~ including the Zoning Map (as an overlay to the Parcel Layer) and many of the maps used throughout this Comprehensive Master Plan Update.

C. The MOD IV data includes a field named Property Class Codes, which classifies Tax Lots as to land use. Pertinent to Hammonton, the Property Class Codes identify Lots as:

Taxable Property

- 1 Vacant Land
- 2 Residential (1-3 Units)
- 3A Farm (Regular)
- 3B Farm (Qualified)
- 4A Commercial
- 4B Industrial
- 4C Apartment (Residential 4+ Units)

Railroad & Exempt Property

- 15A Public School Property
- 15B Other School Property
- 15C Public Property
- 15D Place of Worship & Charitable Property
- 15E Cemeteries & Graveyards
- 15F Other Exempt

6.4 LAND USE PLAN ANALYSIS & RECOMMENDATIONS

A. As a first step in analyzing the Town’s existing Zone Plan, the Property Class Codes appended to the Town’s January 2021 G.I.S. Parcel Map were employed to create a Generalized Land Use Map of the municipality, classifying each property in Hammonton as to use (Master Plan Update Map 12.1).

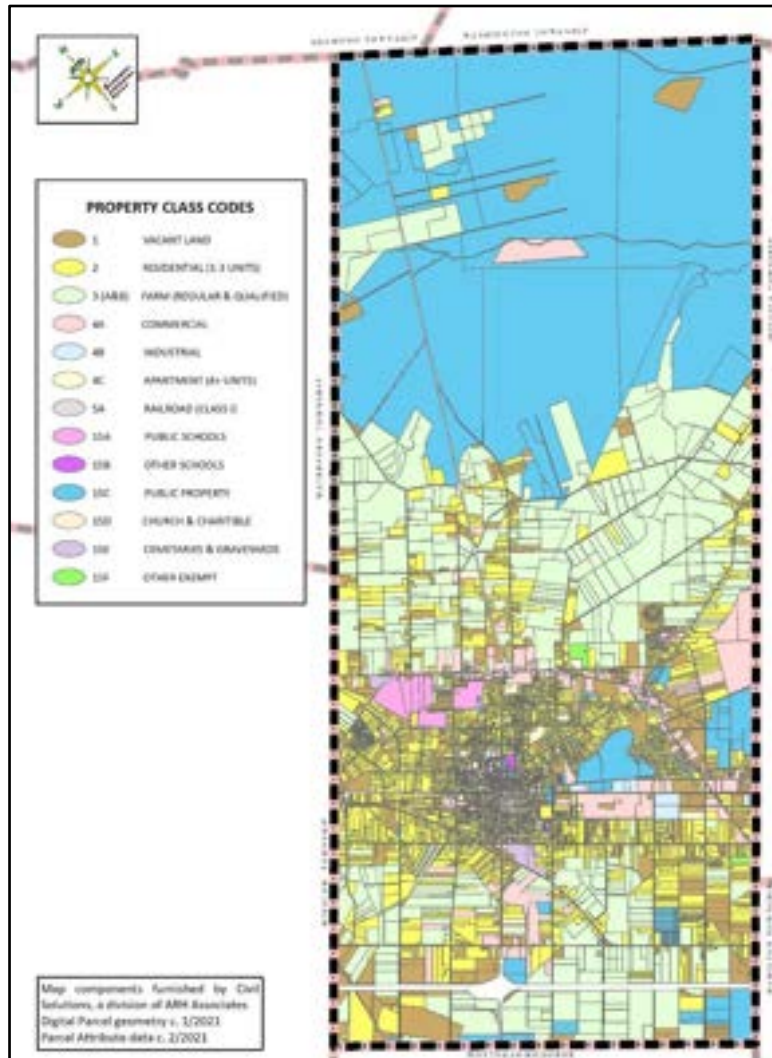
Existing Zoning District boundary lines were then overlaid onto the Generalized Land Use Map to create Master Plan Update Map 12.2.

²⁵¹ Principally, but not exclusively, the Town Tax Assessor’s electronic (MOD IV) database, which contains significant physical and administrative attributes for each tax lot (e.g., Block, Lot, Street Address, Owner’s Name and Address, Land Area, sales and Deed Data, Assessment Information, Building Description and relevant Assessment Codings).

²⁵² G.I.S. is a framework for gathering, managing / integrating and analyzing data via spatial locations and visualizations. Before G.I.S. technology, maps were, in essence, two-dimensional images. By integrating data and digital mapping, G.I.S. reveals deeper insights than can be gleaned from either alone. Using G.I.S., patterns, relationships and situations can be recognized and understood, leading to smarter decision-making.

As a geo-referenced map, the Parcel Layer can be used in combination with other geo-referenced products to graphically depict any number of data-types.





Master Plan Map 12.1
Generalized Land Use



Master Plan Map 12.2
Generalized Land Use
(Zoning Overlay)



These maps were than used to review existing land use against existing zoning to determine if Zoning District boundaries should be recommended for adjustment.

B. As explained under §175-144 (Zone Boundaries):

Zone boundaries are intended to follow the center lines of streets, lot lines, hypothetical extensions of lot lines, property lines or other natural lines, such as center lines of watercourses, ditches, etc., unless such district or zone boundary is fixed by dimension on the Zoning Map or by description and shall include lands acquired by accretion or stream diversion by natural causes. Zone boundaries shall follow the lines that define the rear of a lot whenever possible, so that zoning is consistent on each facing side of a street.

Where a zone boundary fixed by dimension on the Zoning Map approximately follows and is not more than 20' from a lot line, such lot line shall be construed to be the zone boundary.

In unsubdivided land and where a zone boundary divides a lot, the location of such boundary, unless the same is indicated by dimensions shown on the map, shall be determined by the use of the scale appearing thereon.

Boundaries indicated as approximately following municipal limits shall be construed as following municipal limits.

Where a zone boundary line divides a lot held in single ownership at the effective date of this chapter, the use regulations applicable to the less restricted zone district extend over the portion of the lot in the more restricted district a distance of not more than 50' beyond the zone boundary line.

While the Lot geometry of the Parcel Layer is revised annually, the Zoning Overlay to the Parcel Layer is not. Accordingly, the Zoning District Boundary Lines depicted on the Town's current Zoning Map do not necessarily conform with these conventions.

The Pre-Existing Zoning presented herein are based on the currently-adopted Zoning Maps. Proposed Zoning reflects an analysis of all Zoning Lines against current Parcel geometry as well as existing conditions and policy decisions explained for each proposed change. Upon adoption of this Master Plan Update, the proposed Zoning Map will be converted into a new, official Zoning Map for the Town of Hammonton. The precise locations



of Zone Boundary Lines will be adjusted to conform to §175-144 at that time.

- C. The following subsections of §6.4 provides analyses and recommendations for each individual Zoning District.

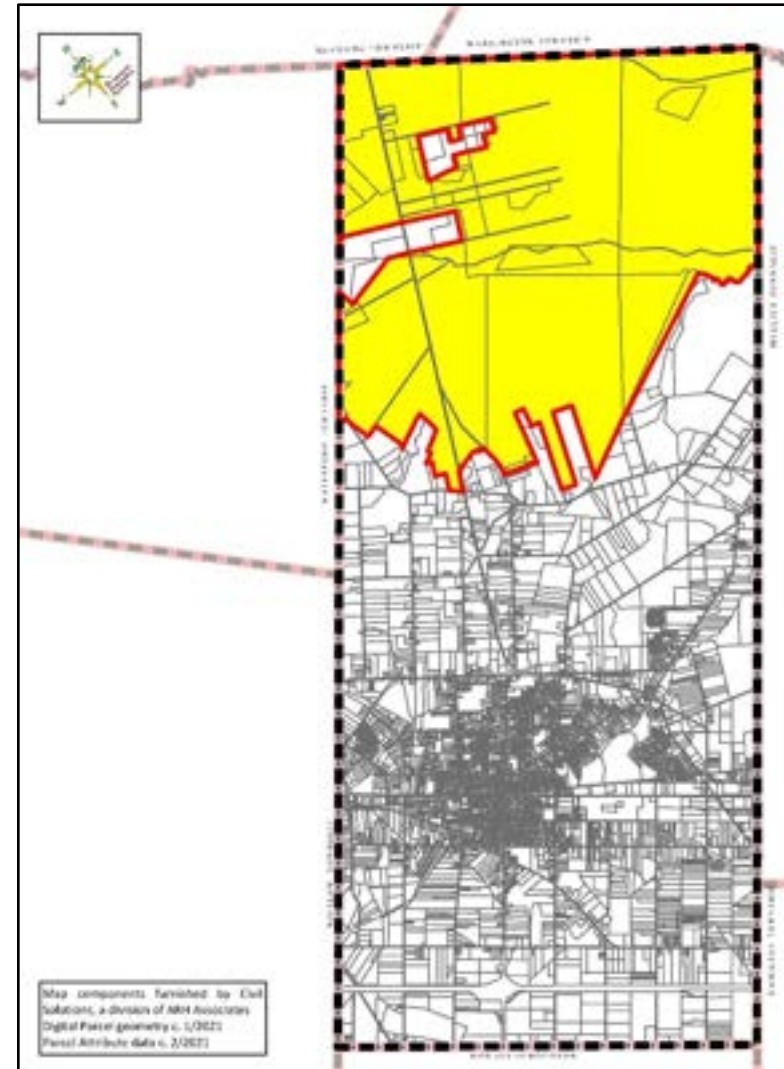
Included among the recommendations are proposals to adjust Zoning District Boundary Lines. While such proposals address the specific Zone in which they are presented, they necessarily change the Zone lines for abutting Zoning Districts.

For brevity, such recommended changes and the rationale for each are presented once. Readers are asked to be cognizant of where such adjustments may impact adjacent Zones.



6.4.1 PRESERVATION AREA (PA) ZONING DISTRICT

- A. The PA Zone covers (approximately) 8,857 acres, equating to 33.5% of the Town's land area.
- B. The PA Zone is governed by §175-146, which permits the following Uses²⁵³:
- Residential dwelling on lots of 3.2 acres in accordance with §175-145G. and on lots of 1 acre in accordance with §175- 145I.
 - Agricultural employee housing as an element of and accessory to an active agricultural operation.
 - Berry agriculture and horticulture of native plants and other agricultural activities compatible with the existing soil and water conditions that support traditional Pinelands berry agriculture.
 - Forestry.
 - Beekeeping.
 - Fish and wildlife management and wetlands management.
 - Low intensity recreational uses (and subject to certain other provisions).
 - Public service infrastructure which is necessary to serve only the needs of the Preservation Area District



Master Plan Map 13
Pre-Existing Zoning
Preservation Area (PA) Zoning District

²⁵³ Truncated for brevity / clarity. Refer to §175-146 for the full text.



uses. Centralized wastewater treatment and collection facilities shall be permitted to service the Preservation Area District only in accordance with §175-137D(2).

- Signs.
- Accessory Uses.
- Pinelands development credit.
- Notwithstanding the minimum lot areas set forth, no such minimum lot area for a nonresidential use within the PA Zone shall be less than that needed to meet the water quality standards of §175-137D(4), whether or not the lot may be served by a centralized sewer treatment or collection system. No nonresidential structure shall be located on a parcel of less than 1 acre in size.

C. After an in-depth analysis of the PA Zone, this Master Plan Update recommends:

1. That the District's Zone Boundary Lines be adjusted as appropriate to conform to current Block and/or Lot Lines. Such recommended modifications are graphically depicted on Master Plan Update Map 13.1.

2. That a preamble be added to §175-146 detailing the Purpose and Intent of the PA Zone as follows:

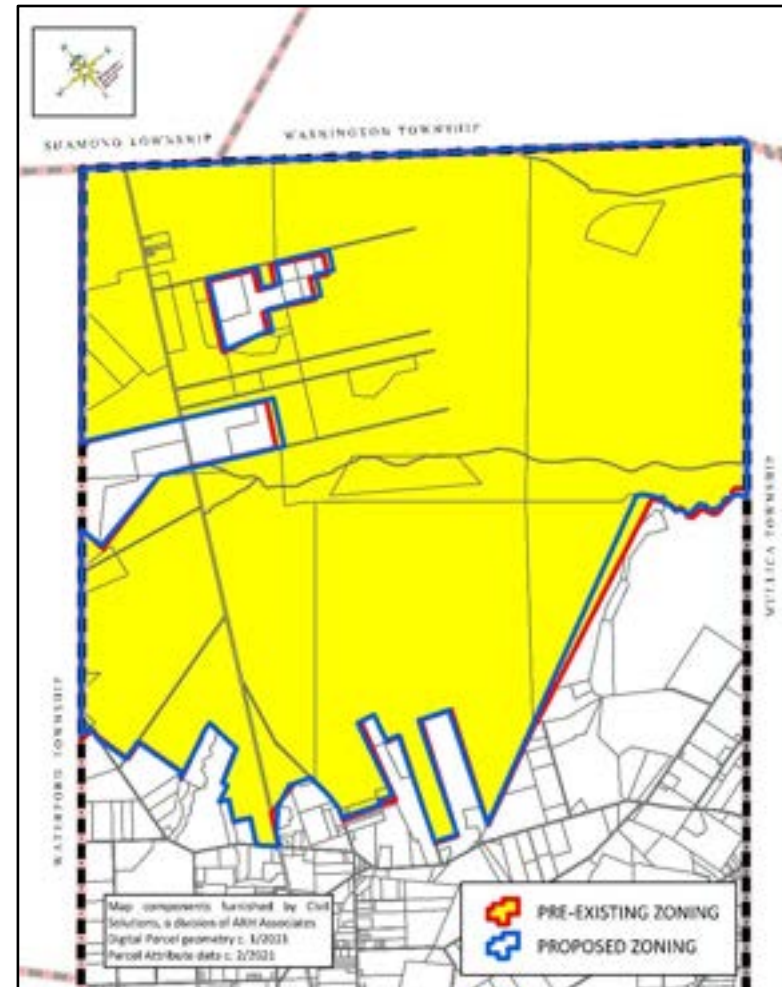
The purpose and intent of the Preservation Area (PA) Zone is to preserve the heart of the Pinelands environment and the most critical ecological region; a large, contiguous wilderness-like area of forest that supports diverse plant and animal communities and is home to many threatened and endangered species.

3. That §175-146 be revised to clearly differentiate between permitted Principal and Accessory Uses.
4. That the language of 175-146 addressing Pinelands Development Credits be removed as a "use" and relocated to a more general section detailing when PDCs are required.
5. To the extent permitted by the Pinelands Commission, that the language permitting *Public Service Infrastructure* and *Centralized Wastewater Treatment and Collection Facilities* be modified from being limited to the PA Zone to supporting adjoining Zones as appropriate.



6. That §175-146 be revised to provide a full inventory of traditional Space, Bulk, Yard and other regulations governing the physical development in the Zone.

D. No additional changes are recommended for the PA Zoning District.

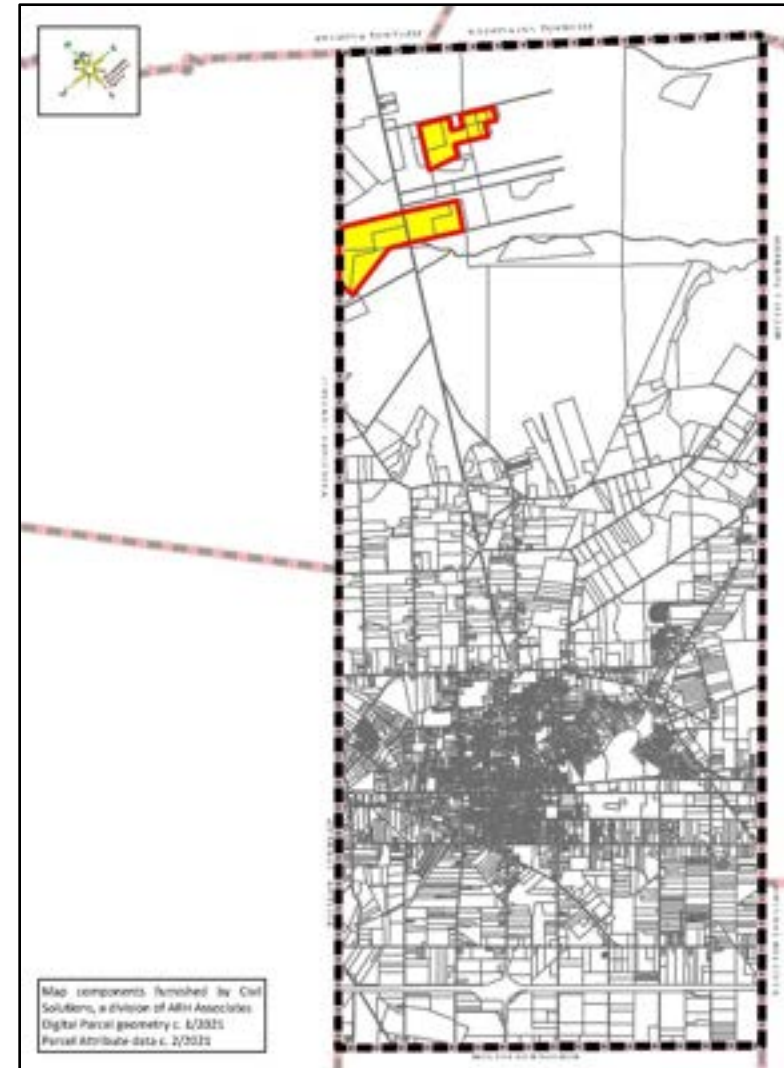


Master Plan Map 13.1
Proposed Zoning
Preservation Area (PA) Zoning District



6.4.2 SPECIAL AGRICULTURAL PRODUCTION (SAP) ZONING DISTRICT

- A. The SAP Zones cumulatively cover (approximately) 451 acres, equating to 1.7% of the Town's land area.
- B. The SAP Zones are governed by §175-146.1, which permits the following Uses²⁵⁴:
- Residential dwelling units on lots of 3.2 acres in accordance with §175-145G. and on lots of one acre in accordance with §175-145I.
 - Residential dwelling units, provided that the dwelling is accessory to an active agricultural operation and is for an operator or employee of the farm who is actively engaged in and essential to the agricultural operation (and subject to certain other provisions).
 - Berry agriculture and horticulture of native plants and other agricultural activities compatible with the existing soil and water conditions that support traditional Pinelands berry agriculture.
 - Forestry.
 - Beekeeping.
 - Pinelands development credits.
 - Fish and wildlife management and wetlands management.



Master Plan Map 14
Pre-Existing Zoning
Special Agricultural Production (SAP) Zoning District

²⁵⁴ Truncated for brevity / clarity. Refer to §175-146.1 for the full text.



- Public service infrastructure which is necessary to serve only the needs of the SAP District uses. Centralized wastewater treatment and collection facilities shall be permitted to service the SAP District only in accordance with §175-137D(2).
 - Signs.
 - Accessory uses, including agricultural employee housing as an element of and necessary to an active agricultural operation.
- C. After an in-depth analysis of the SAP Zone, this Master Plan Update recommends:
1. That the District's Zone Boundary Lines be adjusted as appropriate to conform to current Block and/or Lot Lines. Such recommended modifications are graphically depicted on Master Plan Update Map 14.1.
 2. That a preamble be added to §175-146.1 detailing the Purpose and Intent of the SAP Zone as follows:

The purpose and intent of the Special Agricultural Production (SAP) Zone is to provide discrete areas within the Pinelands Preservation Area to be used primarily for berry agriculture and horticulture of native Pinelands plants.
 3. That §175-146.1 be revised to clearly differentiate between permitted Principal and Accessory Uses.
 4. That §175-146.1 B., permitting residential dwelling units accessory to an active agricultural operation for an operator or employee of the farm who is actively engaged in and essential to the agricultural operation, be clarified as to Principal vs. Accessory Use.
 5. That §175-146.1 J., permitting accessory uses, including agricultural employee housing as an element of and necessary to an active agricultural operation, be clarified as to Principal vs. Accessory Use and/or be combined with §175-146.1 B.
 6. To the extent permitted by the Pinelands Commission, that the language permitting *Public Service Infrastructure* and *Centralized Wastewater Treatment and Collection Facilities* be modified from being limited to the SAP Zone to supporting adjoining Zones as appropriate.



7. That §175-146.1 be revised to provide a full inventory of traditional Space, Bulk, Yard and other regulations governing the physical development in the Zone.
 8. That the language of §175-146.1 addressing Pinelands Development Credits be removed as a “use” and relocated to a more general section detailing when PDCs are required.
- D. No additional changes are recommended for the SAP Zoning District.



Master Plan Map 14.1
Proposed Zoning
Special Agricultural Production (SAP) Zoning District

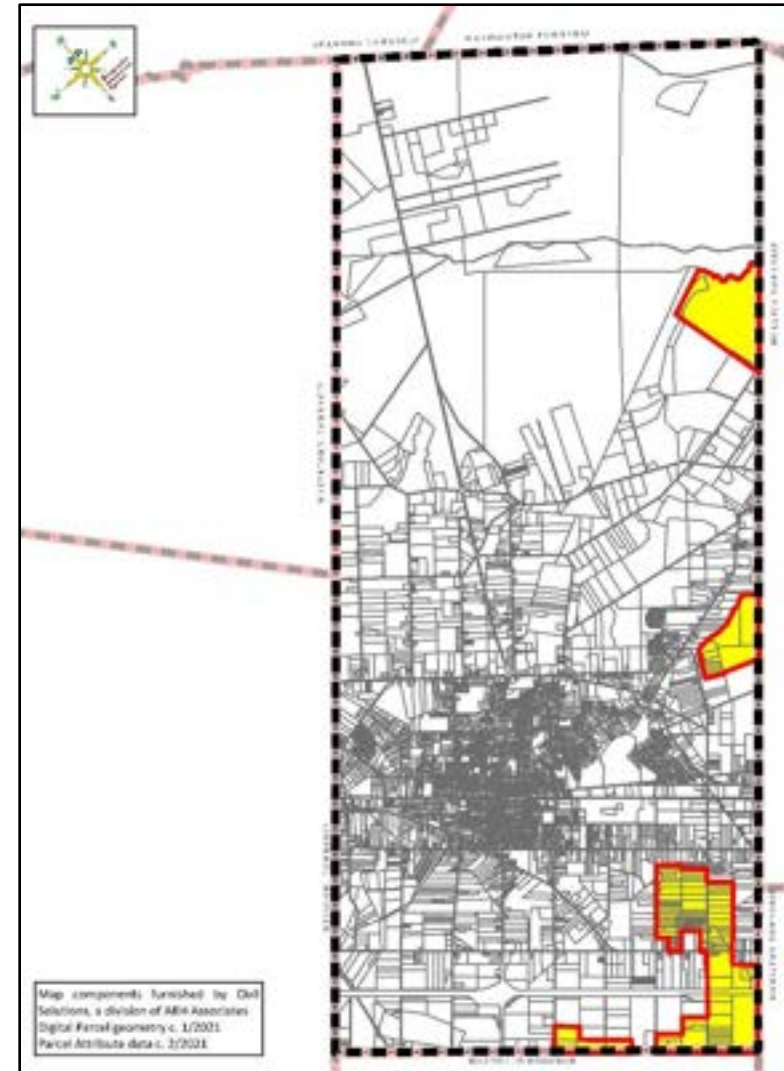


6.4.3 FOREST AREA (FA) ZONING DISTRICT

- A. The FA Zones cover (approximately) 1,347 acres, equating to 5.1% of the Town's land area.
- B. The FA Zones are governed by §175-147, which permits the following Uses²⁵⁵:
- Residential dwelling units on lots of 3.2 acres in accordance with §175-145G.

Additional residential development may be approved, provided that the gross density does not exceed 1 unit per 34 acres throughout the FA Zone. These units may be clustered on lots of at least 3.2 acres, provided that the gross density does not increase and that the remainder of the parcel not assigned to individual residential lots shall be permanently dedicated through deed restriction as open space with no further development permitted. Recreational amenities may be permitted on the deed-restricted lands insofar as they are consistent with the types of recreational amenities which could have been developed as accessory uses on the residential lots, absent clustering.

- Agriculture.
- Forestry.



Master Plan Map 15
Pre-Existing Zoning
Forest Area (FA) Zoning District

²⁵⁵ Truncated for brevity / clarity. Refer to §175-147 for the full text.



- Agricultural employee housing as an element of and necessary to an active agricultural operation.
- Low intensity recreational uses (subject to certain provisions).
- Public service infrastructure intended to primarily serve the needs of the Pinelands. Centralized wastewater treatment and collection facilities shall be permitted to service the Forest Area District only in accordance with §175-137D(2).
- Signs.
- Accessory uses.
- Campgrounds not to exceed a density of 1 campsite per gross acre, provided that the campsites may be clustered at a net density not to exceed 10 campsites per acre.
- Agricultural commercial establishments, excluding supermarkets, restaurants and convenience stores (subject to certain provisions).
- Roadside retail sales and service establishments (subject to certain provisions).
- Residential dwelling units on lots of one acre in accordance with §175-145I. or §175-145J.
- Residential dwelling units on lots of 3.2 acres in accordance with §175-145K.

- Notwithstanding the minimum lot areas set forth, no such minimum lot area for a nonresidential use within the FA Zone shall be less than that needed to meet the water quality standards of §175-137D(4), whether or not the lot may be served by a centralized sewer treatment or collection system. No nonresidential structure shall be located on a parcel of less than one acre in size.

C. After an in-depth analysis of the FA Zone, this Master Plan Update recommends:

1. That the District's Zone Boundary Lines be adjusted as appropriate to conform to current Block and/or Lot Lines. Such recommended modifications are graphically depicted on Master Plan Update Map 15.1 and 15.2.
2. That a preamble be added to §175-147 detailing the Purpose and Intent of the FA Zone as follows:

The purpose and intent of the Forest Area (FA) Zone is to preserve a largely undeveloped area that is an essential element of the Pinelands environment that contains high quality water resources and wetlands and provides suitable habitat for many

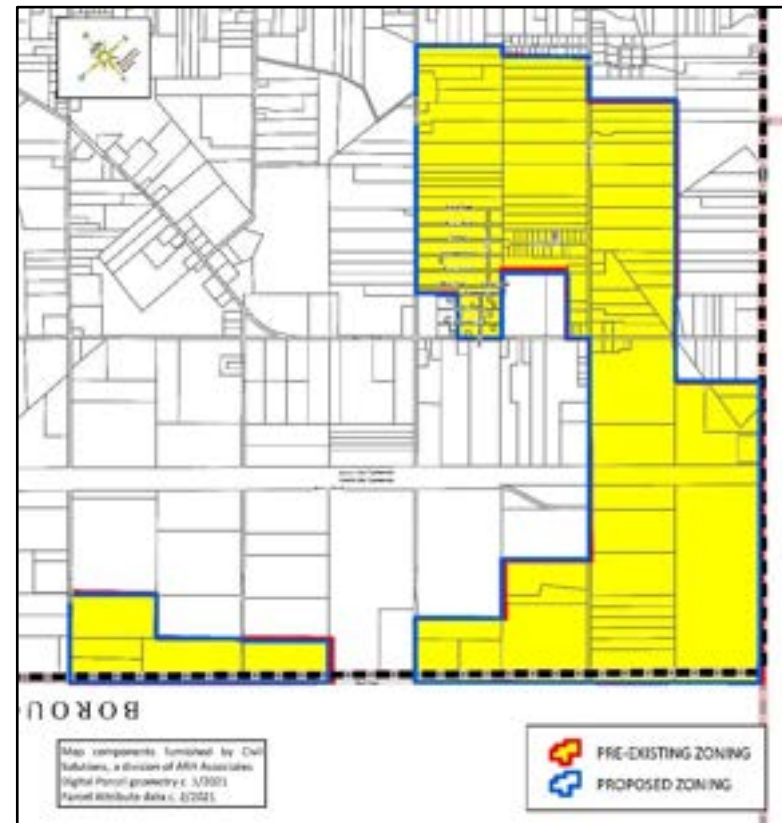


*threatened and endangered species within
the Pinelands Management Area.*

3. That the FA Zone be expanded along Second Road near Ninth Street to capture lands in the same wooded condition as the balance of the Zone. Such recommended modification is graphically depicted on Master Plan Update Map 15.1.
3. That §175-147 be revised to clearly differentiate between permitted Principal and Accessory Uses.
4. That §175-147 D., permitting agricultural employee housing as an element of and necessary to an active agricultural operation, be clarified as to Principal vs. Accessory Use.
5. To the extent permitted by the Pinelands Commission, that the language permitting *Public Service Infrastructure* and *Centralized Wastewater Treatment and Collection Facilities* be modified from being limited to the FA Zone to supporting adjoining Zones as appropriate.

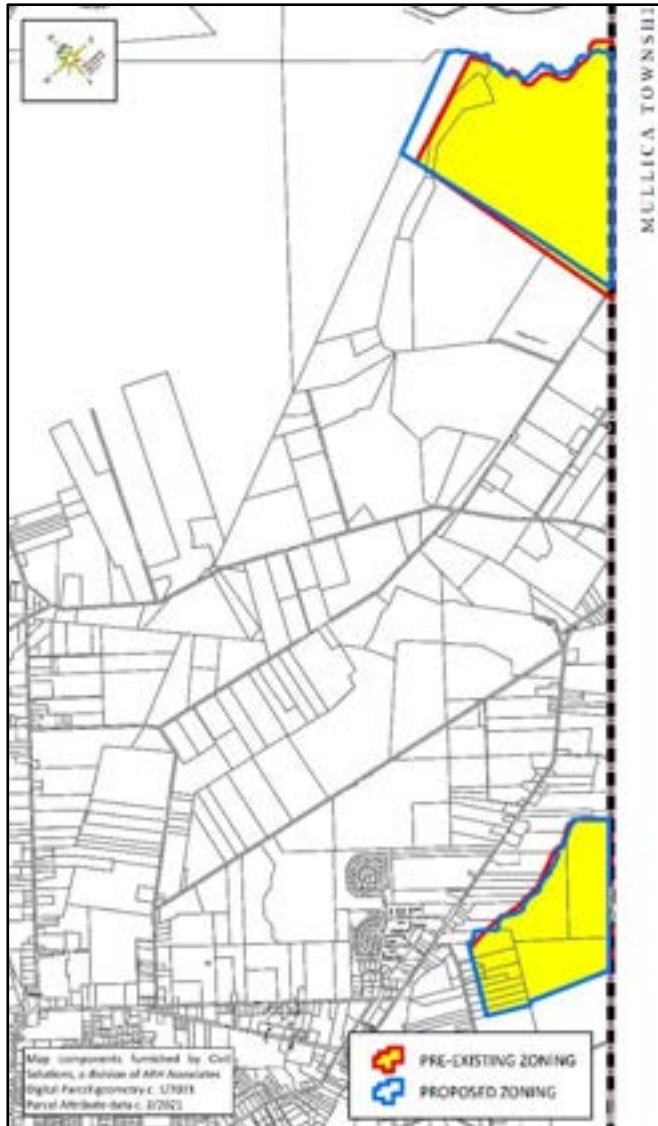
6. That §175-147 be revised to provide a full inventory of traditional Space, Bulk, Yard and other regulations governing the physical development in the Zone.

- D. No additional changes are recommended for the FA Zoning District.



Master Plan Map 15.1
Proposed Zoning
Forest Area (FA) Zoning District



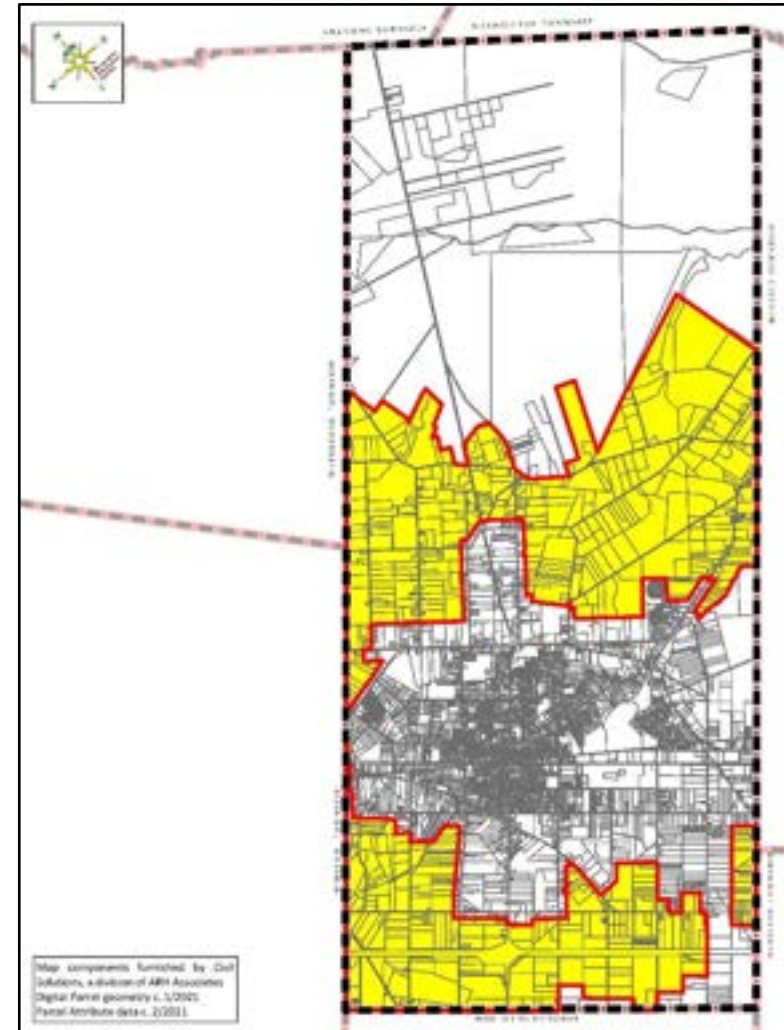


Master Plan Map 15.2
Proposed Zoning
Forest Area (FA) Zoning District



6.4.4 AGRICULTURAL PRODUCTION (AP) ZONING DISTRICT

- A. The AP Zones cover (approximately) 8,664 acres, equating to 32.8% of the Town's land area.
- B. The AP Zones are governed by §175-148, which permits the following Uses²⁵⁶:
- Residential dwelling units on lots of 3.2 acres in accordance with §175-145G. and on lots of 1 acre in accordance with §175-145I.
 - Residential dwelling units not to exceed a gross density of one unit per 10 acres, provided that the dwelling is accessory to an active agricultural operation (and subject to certain other provisions).
 - Agriculture.
 - Agricultural employee housing in the form of freestanding, detached housing for agricultural employees as an element of and accessory to an active agricultural operation.
 - Seasonal agricultural employee housing in mobile homes as accessory to an active agricultural operation, subject to §175-114, §175-115 and the Pinelands notice and review requirements of §175-60 as Conditional uses.



Master Plan Map 16
Pre-Existing Zoning
Agricultural Production (AP) Zoning District

²⁵⁶ Truncated for brevity / clarity. Refer to §175-148 for the full text.



- Forestry.
- Low intensity recreational uses (subject to certain provisions).
- Agricultural commercial establishments, excluding supermarkets, restaurants and convenience stores (subject to certain provisions).
- Agricultural products processing facilities.
- Public service infrastructure. Centralized wastewater treatment and collection facilities shall be permitted to service the Agricultural Production District only in accordance with §175-137D(2).
- Signs.
- Accessory uses.
- Airports and heliports which are accessory to agricultural uses and are used exclusively for the storage, fueling, loading and operation of aircraft as a part of an ongoing agricultural operation.
- Pinelands development credits.
- Fish and wildlife management and wetlands management.
- Residential dwelling units at a gross density of one unit per 40 acres, provided that the units shall be clustered on one-acre lots (and subject to certain other provisions).

- Notwithstanding the minimum lot areas set forth, no such minimum lot area for a nonresidential use within the AP Zone shall be less than that needed to meet the water quality standards of §175-137D(4), whether or not the lot may be served by a centralized sewer treatment or collection system. No nonresidential structure shall be located on a parcel of less than one acre in size.

C. After an in-depth analysis of the AP Zone, this Master Plan Update recommends:

1. That the District's Zone Boundary Lines:
 - a. Be adjusted as appropriate to conform to current Block and/or Lot Lines.
 - b. For select properties along Basin Road south of Union Road be adjusted to run along the rear Lot Lines.
 - c. Along Old Forks Road south of White Horse Pike be adjusted to eliminate development on currently-wooded lands adjacent to the proposed (S) School Zone²⁵⁷.

²⁵⁷ §6.4.24 herein.



- d. Between Egg Harbor Road and west of Ranere Avenue along the Town's western municipal line be adjusted to better reflect existing uses and to recognize that agriculture is not likely in this narrow portion of the AP Zone.
- e. For select properties at Academy Drive and Columbia Road to provide commercial development in support of the Hammonton Airport.
- f. For select properties west of Fifteenth Street in the vicinity of First Road be adjusted to run along the rear Lot Lines.
- g. South of Second Road in proximity to Eleventh and Twelfth Streets be adjusted to run along certain rear Lot Lines while respecting existing agricultural and natural areas AND providing for the opportunity to create reasonable development parcels along Second Street.

Such recommended modifications are graphically depicted on Master Plan Update Maps 16.1 and 16.2.

2. That a preamble be added to §175-148 detailing the Purpose and Intent of the AP Zone as follows:

The purpose and intent of the Agricultural Production (AP) Zone is to provide areas of active agricultural use, generally upland field agriculture and row crops, together with adjacent areas with soils suitable for expansion of agricultural operations. Farm type housing on 10+ acres is permitted.

3. That §175-148 be revised to clearly differentiate between permitted Principal and Accessory Uses.
4. That §175-148 be revised to provide a full inventory of traditional Space, Bulk, Yard and other regulations governing the physical development in the Zone.
5. That §175-148 D., permitting agricultural employee housing as an element of and necessary to an active agricultural operation, and §175-148 D.(2)(a), permitting seasonal agricultural employee housing in mobile homes as accessory to an active agricultural operation, subject to certain requirements, be clarified as to Principal vs. Conditional vs. Accessory Uses.



6. That §175-148 L., permitting airports and heliports which are accessory to agricultural uses and are used exclusively for the storage, fueling, loading and operation of aircraft as a part of an ongoing agricultural operation, be reviewed to determine how such uses are accessory to agricultural uses and ongoing agricultural operations. Absent a satisfactory explanation, it is recommended that this type of use be reworded or eliminated from the Zone.
7. To the extent permitted by the Pinelands Commission, that the language permitting *Public Service Infrastructure* and *Centralized Wastewater Treatment and Collection Facilities* be modified from being limited to the AP Zone to supporting adjoining Zones as appropriate.
8. That the language of §175-148 addressing Pinelands Development Credits be removed as a “use” and relocated to a more general section detailing when PDCs are required.

- D. §175-148 B.²⁵⁸ permits, under certain conditions, development of residential dwelling units that are accessory to an active agricultural operation, for an operator or employee who is actively engaged in and essential to the agricultural operation. Such units may not exceed a gross density of 1 unit per 10 acres.

It has come to the Town’s attention that older deeds, surveys and other ownership documents for certain properties in what is now the (AP) Agricultural Production Zoning District predated the establishment of public rights-of-way in this section of Hammonton. The current 10-acre Minimum Lot Size requirement in the AP Zone has not changed since that time.

Since that time, land area was taken from these lots for the creation of the public roadway system. As a result, properties previously considered to be conforming to the aforementioned 10-acre minimum are now considered undersized; thereby leaving them undevelopable or unsubdividable without variance relief.

²⁵⁸ Agricultural Production Zone

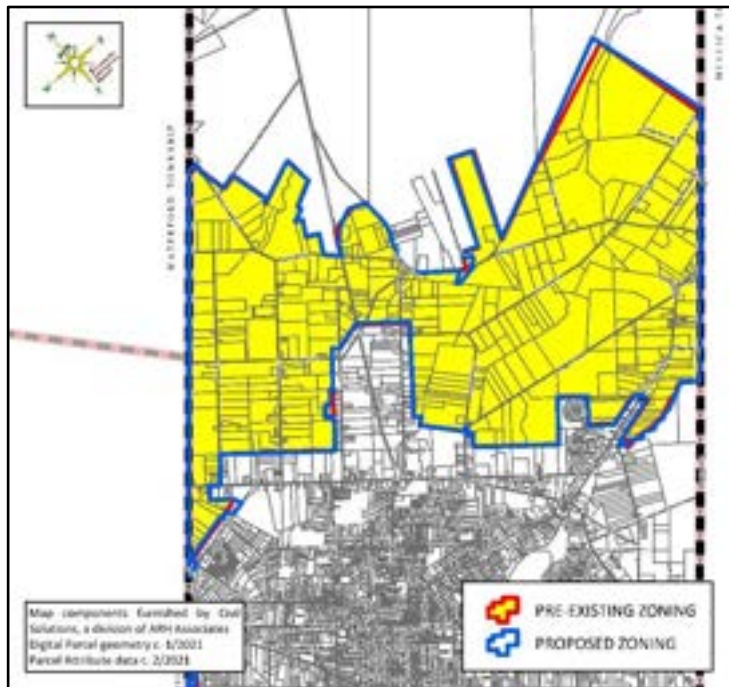




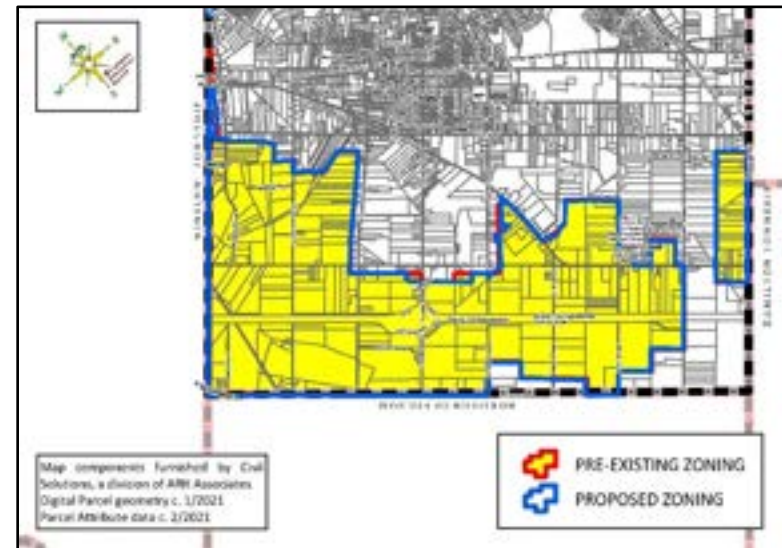
In order to provide equity and fairness to the owners of these now-undersized properties, this Master Plan Update recommends that Minimum Lot Size in the AP Zone be permitted to be smaller than 10 acres, upon the condition that the acreage of the Lot, measured to the Front Lot Line / Right-of-Way Line, **plus** the acreage of the lands between the Front Lot Line / Right-of-Way and the centerline of the Right-of-Way, equals a minimum of 10 acres.

It is further recommended that property owners with historic deeds or surveys showing 10-acres to the centerline of the right-of-way be lawfully grandfathered.

- E. No additional changes are recommended for the AP Zoning District.



Master Plan Map 16.1
Proposed Zoning
Agricultural Production (AP) Zoning District

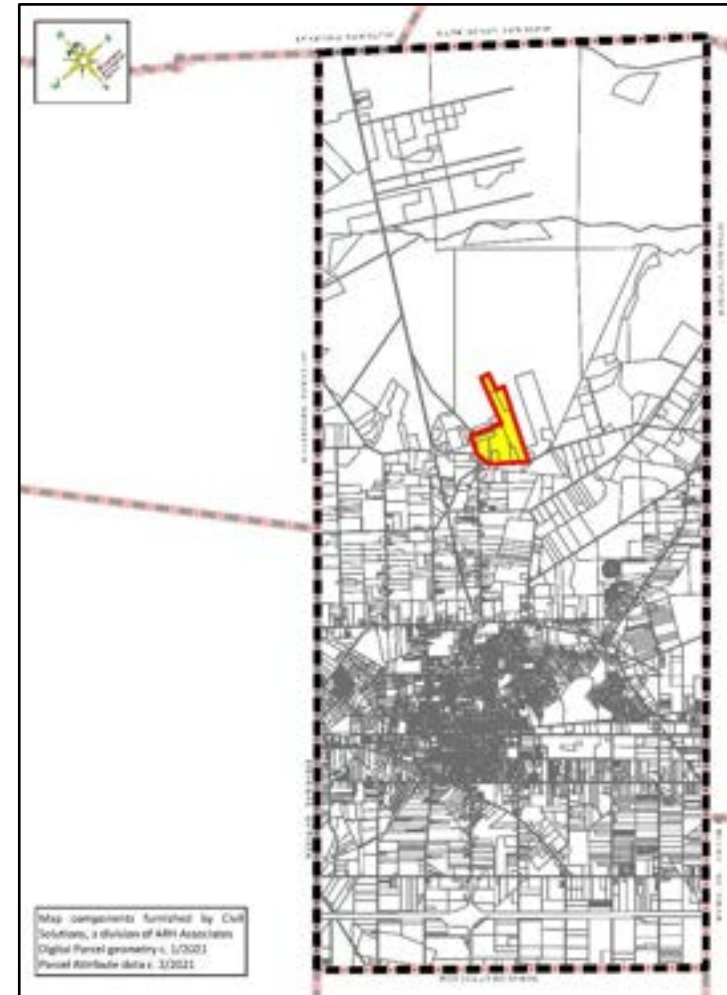


Master Plan Map 16.2
Proposed Zoning
Agricultural Production (AP) Zoning District



6.4.5 Agricultural Production / Compatible Light Industry (AP / CLI) Zoning District

- A. The AP / CLI Zone covers (approximately) 177 acres, equating to 0.7% of the Town's land area.
- B. The AP / CLI Zone is governed by §175-149, which permits the following Uses²⁵⁹:
- All uses permitted in the AP Zone²⁶⁰, to the same extent noted therein.
 - Airport facilities, including facilities for the takeoff and landing or aircraft such as runways, aprons, taxiways, helicopter pads, air traffic control facilities, informational facilities and devices and terminal buildings, as well as fences, lighting antennae systems, on-premises signs, driveways, access roads and other accessory uses.²⁶¹
 - Ancillary airport uses, including, but not limited to, airport maintenance facilities, aviation instruction facilities, aircraft chartering and aircraft storage buildings.²⁶¹



Master Plan Map 17
Pre-Existing Zoning
Agricultural Production / Compatible Light Industry (AP / CLI)
Zoning District

²⁵⁹ Truncated for brevity / clarity. Refer to §175-149 for the full text.

A planted buffer area of at least 50' shall be provided pursuant to §175-91 along all property lines where any proposed use abuts or may abut a residential use, residential district, and agricultural production district or an active agricultural use.

²⁶⁰ §6.4.4 herein.

²⁶¹ Permitted only if the use will not generate subsidiary or satellite development not otherwise permitted in the Pinelands Forestry Area, Preservation Area District, Special Agricultural Production Area or Agricultural Production Area.



- Light industrial uses, including distribution centers, warehouses, enclosed services and repair facilities, business offices and similar activities (subject to certain provisions).²⁶¹
- Notwithstanding the minimum lot area set forth above, no such minimum lot area for a nonresidential use within the AP/CLI Zone shall be less than that needed to meet the water quality standards of §175-137D(4), whether or not the lot may be served by a centralized sewer treatment or collection system.

C. After an in-depth analysis of the AP/CLI Zone, this Master Plan Update recommends:

1. That the District's Zone Boundary Lines:
 - a. Be adjusted as appropriate to conform to current Block and/or Lot Lines.
 - b. At Colombia Road and Academy Drive be adjusted to capture Town-owned lands; thereby increasing the lands available to support the expansion / development of the Hammonton Municipal Airport.

Such recommended modifications are graphically depicted on Master Plan Update Map 17.1.

2. That a preamble be added to §175-149 detailing the Purpose and Intent of the AP / CLI Zone as follows:

The purpose and intent of the Agricultural Production / Compatible Light Industry (AP / CLI) District is to provide areas of active agricultural use, along with light industrial uses or airport facilities.

3. That §175-149 be revised to clearly differentiate between permitted Principal and Accessory Uses.
 4. That §175-149 be revised to provide a full inventory of traditional Space, Bulk, Yard and other regulations governing the physical development in the Zone.
 5. That the "Agricultural Production / Compatible Light Industry (AP / CLI)" designation be revised to accurately reflect the intent of the District, such as "Airport / Airport Commercial (A/AC)" Zone.
- D. Since the AP / CLI Zone permits "*all uses permitted in the AP Zone, to the same extent noted therein*", the recommendations for the AP Zone are incorporated herein to the extent applicable.



E. Airport hazards²⁶² endanger the lives and property of airport users and the occupants of land in the vicinity of the facility and may reduce the size of the area available for aircraft landings, take-offs and maneuvering, and impair the utility of an airport and the public benefit therefrom.

After declaring that airport hazards are a public nuisance and an injury to the community served by the facility, the New Jersey Legislature found it in the interest of the public health, public safety, and general welfare to prevent airport hazards by the creation of airport safety zones and other means via the Air Safety and Zoning Act of 1983²⁶³. Such act establishes minimum standards for the control of airport and aeronautical hazards as well as standards for land use adjacent to airports. Such regulations are minimum standards that New Jersey municipalities are required to implement. Municipalities may adopt more rigorous standards for control of the areas and condition under the provisions of the *Municipal Land Use Law*.²⁶⁴

Consistent with Supporting Strategy §5.4.1 B.5 and other recommendations contained herein, it is recommended that Chapter 175 be amended to establish an Airport Safety Zone pursuant to N.J.A.C 16:62 et seq., and that the Zoning Map be amended to depict the Hazard Zones and Subzones as appropriate.

F. No additional changes are recommended for the AP/CLI Zoning District.

²⁶² Defined by N.J.A.C 16:62-1.1 as:

- Any use of land or water, or both, which creates a dangerous condition for persons or property in or about an airport or aircraft during landing or taking-off at an airport; or
- Any structure or tree which obstructs the airspace required for the flight of aircraft in landing or taking-off at an airport.

²⁶³ N.J.A.C 16:62 et seq. ("*Air Safety & Zoning Act*")

²⁶⁴ The NJDOT Commissioner may adopt a special or amended standard for an airport when it is determined that local conditions so require.



Master Plan Map 17.1
Proposed Zoning
Agricultural Production / Compatible Light Industry (AP / CLI)
Zoning District



6.4.6 RURAL RESIDENTIAL (RR) ZONING DISTRICT

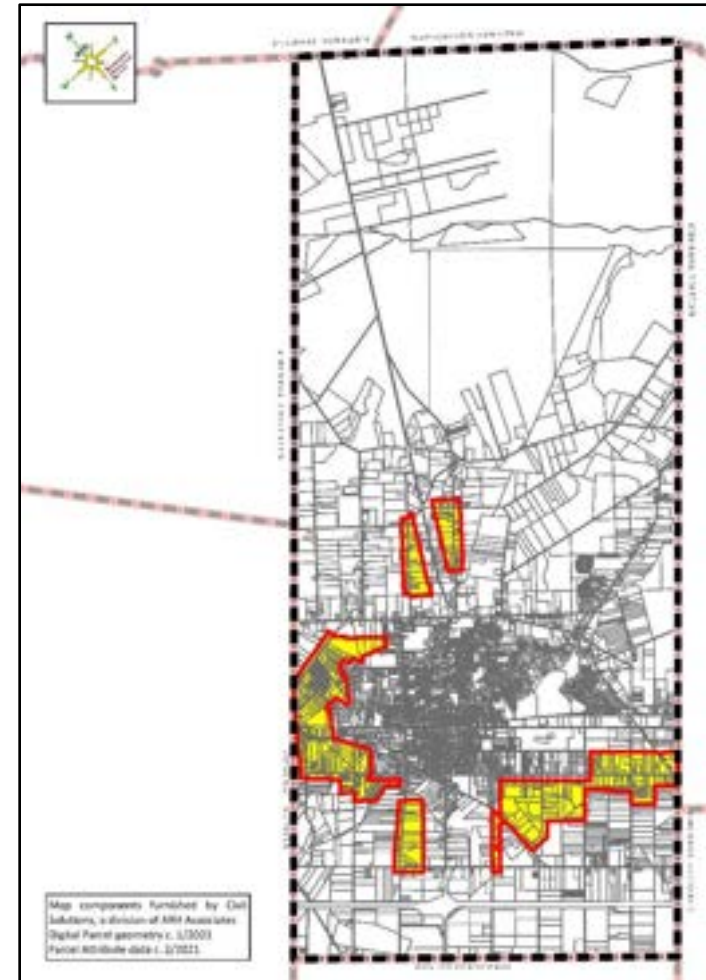
- A. The RR Zones cover (approximately) 1,631 acres, equating to 6.2% of the Town's land area.
- B. The RR Zones are governed by §175-150, which permits the following Uses²⁶⁵:

No Public Sewerage Available

- Residential uses located on parcel of 1.5 acres or more unless served by a centralized wastewater treatment plant.
- Residential dwelling units on a 1-acre lot, provided that the dwelling unit will be the principle residence of the property owner or member of the immediate family of the property owner (and subject to certain other provisions).
- A residential dwelling unit on a 1-acre lot provided the lot was an existing lot of record as of June 17, 2002.

Public Sewerage Available²⁶⁶

- Single-family detached dwelling units on a minimum lot of 22,000 s.f., provided that the



Master Plan Map 18
Pre-Existing Zoning
Rural Residential (RR) Zoning District

²⁶⁵ Truncated for brevity / clarity. Refer to §175-150 for the full text.

²⁶⁶ Where a major residential development or any commercial development is proposed on any lot which abuts or is directly across a public street from an active agricultural use, said development shall incorporate a 50' buffer or a 100' planted buffer where the property

abuts an AP Zone in accordance with §175-91, which buffer shall be in addition to the required building setback standards. This buffer shall be required on the property line(s) of the lot which abuts or is directly across a public street from the active agricultural use or an AP Zone. A deed creating a perpetual conservation easement over said buffer shall be a condition of Preliminary approval.



dwelling unit will be the principle residence of the property owner or member of the immediate family of the property owner (and subject to certain other provisions).

- Single-family detached dwelling unit on a minimum lot of 22,000 s.f., provided that the 22,000 s.f. lot was an existing lot of record as of June 17, 2002.
- Twin-or two-family dwelling units are not permitted.
- Public buildings, but not including correctional institutions, workshops or warehouses.
- Public playgrounds, conservation areas and parks.
- Farms limited to the raising of flowers, fruit or vegetable crops.
- Churches or other Places of Worship, including schools for religious instruction and parish halls.
- Customary residential accessory uses subject to the regulations therefor.
- Veterinary hospitals, subject to the minimum area and yard requirements for residential uses, and completely within a building.

Accessory Uses

- Farmhouse or tenant house accessory to a farm, provided that such use complies with the area and yard requirements for other residential uses within the district.

- Migrant labor housing as part of a farm and customarily incidental to that principal use.
- Packing house for agricultural produce and other buildings customarily incidental to the principal use of a farm.

Conditional Uses

- Agricultural or horticultural use subject to all the bulk area limitations of §175-149C, and provided further that no building, fenced run or other enclosure for the shelter of fowl or other farm livestock shall be closer than the greater of 200' from any street, 100' from any property line or 500' from any existing residential dwelling unit (and subject to certain other provisions).
 - Conversion of an existing single-family dwelling into no more than 2 apartment units, provided that the lot containing such dwelling shall contain at least 25,000 s.f. (and subject to certain other provisions).
- C. Bulk regulations governing the physical development in the RR Zones are contained in the balance of §175-150.
- D. After an in-depth analysis of the RR Zone, this Master Plan Update recommends:
1. That the District's Zone Boundary Lines:



- a. Be adjusted as appropriate to conform to current Block and/or Lot Lines.
- b. Be reduced to exclude the lands:
 - (generally) east of Old Forks Road and south of the White Horse Pike to respect the existing high school property. Rezone such lands as the proposed (S) School Zone²⁶⁷.
 - north of First Road and east of Weymouth Road. Rezone such lands (I) Industrial.

Such recommended modifications are graphically depicted on Master Plan Update Map 18.1.

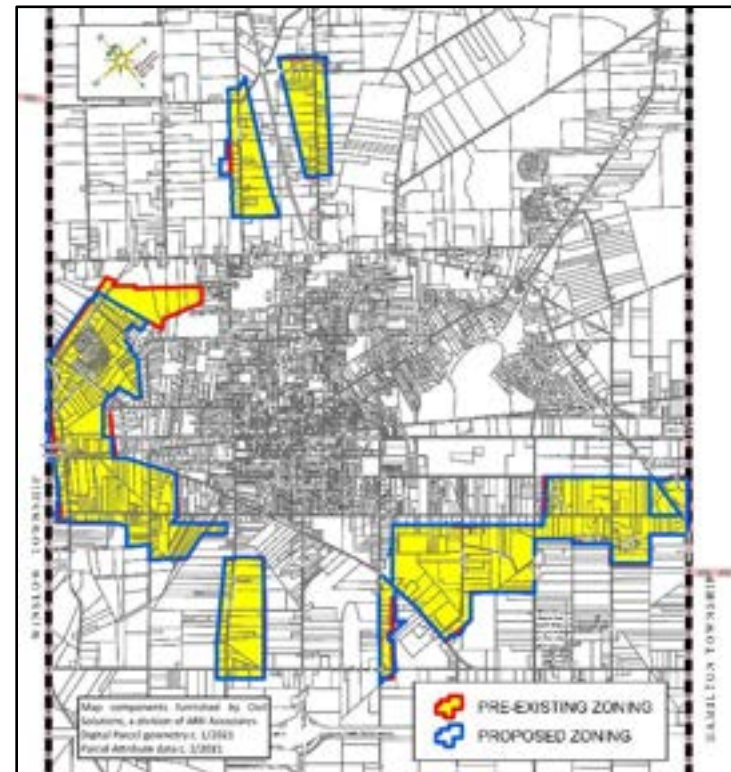
2. That a preamble be added to §175-146 detailing the Purpose and Intent of the RR Zone as follows:

The purpose and intent of the Rural Residential (RR) Zone is to provide single-family residential housing of low density in areas either with or without public sewer and water.

3. That §175-150 be revised to clearly differentiate between permitted Principal and Accessory Uses.

4. That §175-150 be revised to provide a full inventory of traditional Space, Bulk, Yard and other regulations governing the physical development in the Zone.

- E. No additional changes are recommended for the RR Zoning District.



Master Plan Map 18.1
Proposed Zoning
Rural Residential (RR) Zoning District

²⁶⁷ §6.4.24 herein.





6.4.7 RESIDENTIAL 1 (R-1) ZONING DISTRICT

- A. The R-1 Zones cover (approximately) 1,031 acres, equating to 3.9% of the Town's land area.
- B. The R-1 Zones are governed by §175-151, which permits the following Uses²⁶⁸:

Residential Uses

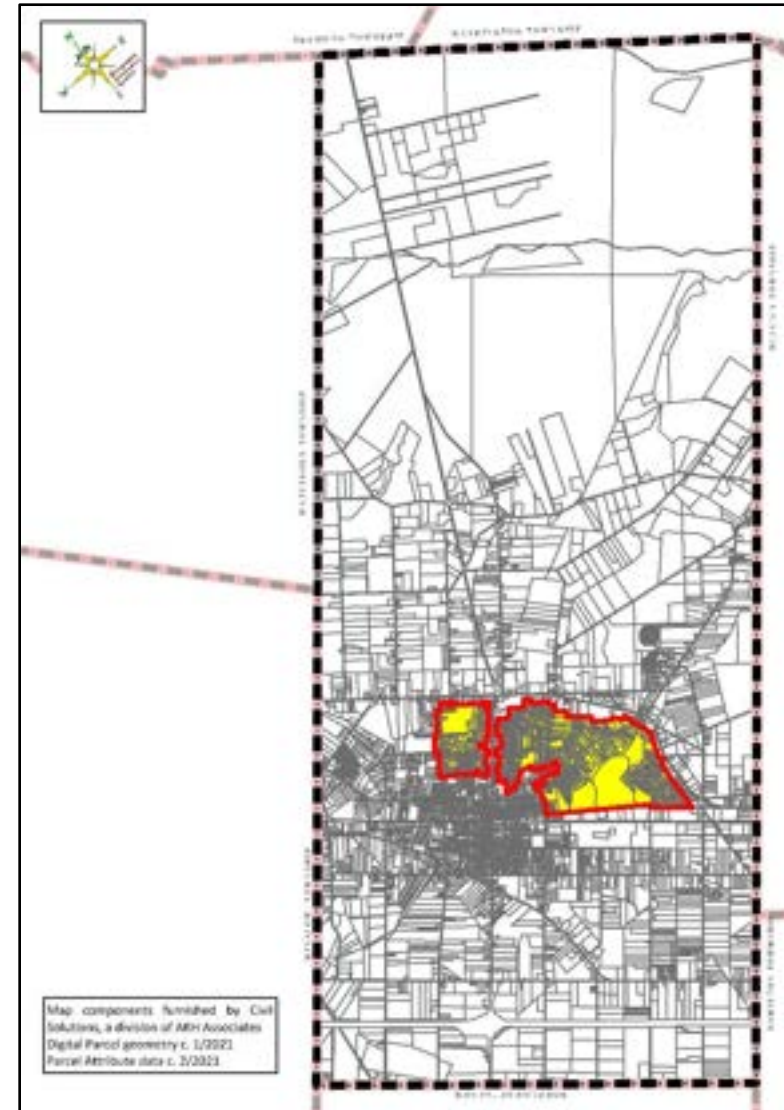
- Single-family detached dwelling units (subject to specific bulk regulations).
- Twin- or two-family dwelling units, subject to the following (subject to specific bulk regulations).
- Customary residential accessory uses subject to the regulations therefor.

Nonresidential Uses²⁶⁹

- Public buildings, limited to libraries, museums and schools, provided that in the case of schools, such use shall be limited to either a public or private nonprofit institution of elementary or secondary education.
- Farms limited to the raising of flowers, fruits or vegetable crops.

²⁶⁸ Truncated for brevity / clarity. Refer to §175-151 for the full text.

²⁶⁹ No nonresidential use in the R-1 District shall be located on a parcel unless served by a centralized wastewater treatment plant.



Master Plan Map 19
Pre-Existing Zoning
Residential 1 (R-1) Zoning District





- Churches or other Places of Worship, including schools for religious instruction and parish halls.

Conditional Use

- Professional offices, subject to §175-109.

C. Bulk regulations governing the physical development in the R-1 Zones are contained in the balance of §175-151.

D. After an in-depth analysis of the R-1 Zone, this Master Plan Update recommends:

1. That the District's Zone Boundary Lines:

a. Be adjusted as appropriate to conform to current Block and/or Lot Lines.

b. Be reduced to exclude the lands:

- south of the White Horse Pike to respect the existing high school property. Rezone such lands as the proposed (S) School Zone²⁷⁰.
- at the southwest corner of Fairview Avenue and Packard Street to respect the existing lot geometry. Rezone such lands (R-2) Residential²⁷¹.

- to eliminate R-1 Zoning from the environmentally-sensitive lands in and around Hammonton Lake. Rezone such lands as the proposed (L) Lake Zone²⁷².

c. Be expanded to include the lands:

- abutting Central Avenue from (generally) Broadway to Locust Street to protect this mostly-residential section of the Town.
- to encompass the lands bounded by Egg Harbor Road, Veterans Place, lots south of the railroad tracks and east of Veterans Place (if extended to Grand Street), Grand Street and 11th Street to respect existing development and to provide an opportunity for additional housing in this section of Hammonton.

Such recommended modifications are graphically depicted on Master Plan Update Map 19.1.

2. That a preamble be added to §175-150 detailing the Purpose and Intent of the R-1 Zone as follows:

²⁷⁰ §6.4.24 herein.

²⁷² §6.4.25 herein.

²⁷¹ §6.4.8 herein.





The purpose and intent of the Residential 1 (R-1) Zone is to provide single-family residential housing of high density in highly walkable or interconnected areas with public sewer and water. These areas are long time established neighborhoods with little to no opportunity for infill development, although demolitions and rebuilds are possible.

3. That §175-151 be revised to clearly differentiate between permitted Principal and Accessory Uses.
 4. That §175-150 be revised to provide a full inventory of traditional Space, Bulk, Yard and other regulations governing the physical development in the Zone.
- E. No additional changes are recommended for the R-1 Zoning District.



Master Plan Map 19.1
Proposed Zoning
Residential 1 (R-1) Zoning District



6.4.8 RESIDENTIAL 2 (R-2) ZONING DISTRICT

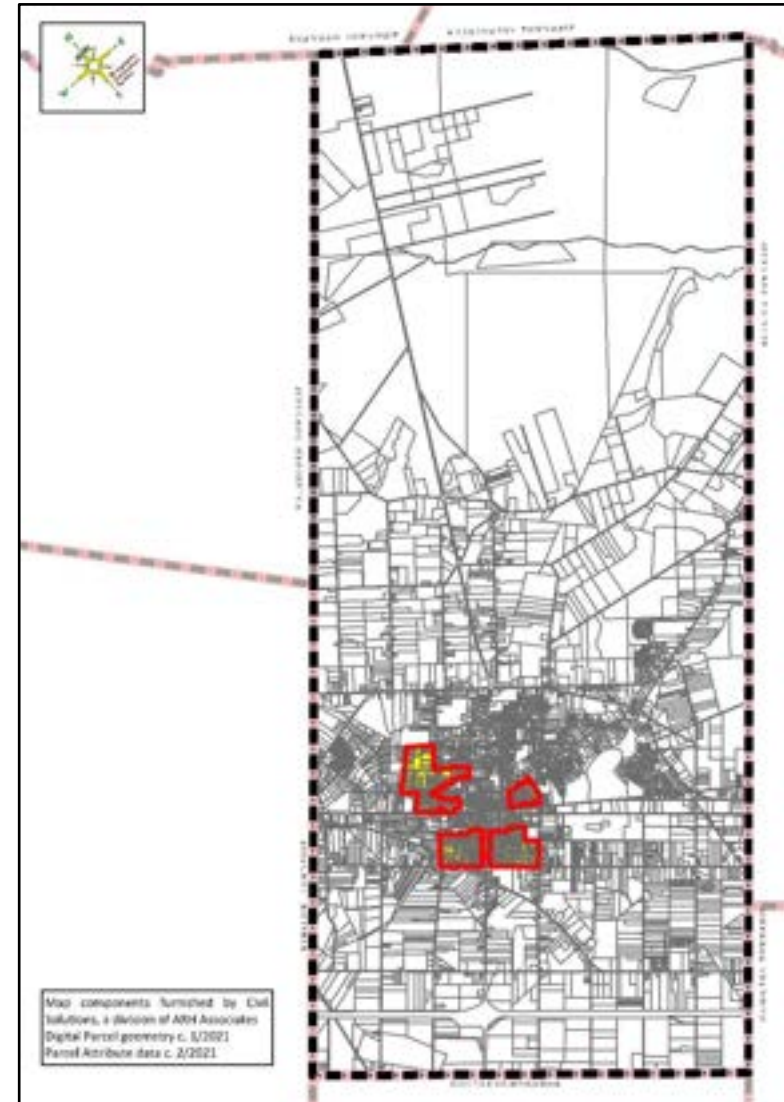
- A. The R-2 Zones cover (approximately) 369 acres, equating to 1.4% of the Town's land area.
- B. The R-2 Zones are governed by §175-152, which permits the following Uses²⁷³:

Residential Uses

- Single-family detached dwelling units (subject to specific bulk regulations).
- Twin or two-family dwelling units, subject to (subject to specific bulk regulations).
- Customary residential accessory uses subject to the regulations therefor.

Nonresidential Uses²⁷⁴

- Public playgrounds, conservation areas and parks.
- Public buildings, limited to libraries, museums and schools, provided that, in the case of schools, such use shall be limited to either a public or private nonprofit institution of elementary or secondary education.
- Farms limited to the raising of flowers, fruits or vegetable crops.



²⁷³ Truncated for brevity / clarity. Refer to §175-152 for the full text.

²⁷⁴ No nonresidential use in the R-2 District shall be located on a parcel of less than one acre unless served by a centralized wastewater treatment plant.



- Churches or other places of worship, including schools for religious instruction and parish halls.

Conditional Uses

- Professional offices, subject to §175-109.

C. Bulk regulations governing the physical development in the R-2 Zones are contained in the balance of §175-152.

D. After an in-depth analysis of the R-2 Zone, this Master Plan Update recommends:

1. That the District's Zone Boundary Lines be adjusted:

a. As appropriate to conform to current Block and/or Lot Lines.

b. To respect existing development patterns, expand the R-2 Zone:

- at the southwest corner of Fairview Avenue and Packard Street to respect existing development patterns.
- to include portions of the blocks (generally) bound by Packard Street, Belleview Avenue, Third Street and Fairview Avenue.

- to include portions of the blocks (generally) south of Third Steet, west of French Street, and east of Fairview Avenue.

- to include the portion of the Block (generally) bound by First Road, Twelfth Street and Chew Road.

- to include the large lot bound by the vacated portion of West End Avenue, Eleventh Street, Grand Street and Rosemount Avenue.

- to include the lots fronting Grape Street between (generally) Central Avenue and Egg Harbor Road.

Such recommended modifications are graphically depicted on Master Plan Update Map 20.1.

2. That a preamble be added to §175-152 detailing the Purpose and Intent of the R-2 Zone as follows:

The purpose and intent of the Residential 2 Zone is to provide single-family residential housing of high density in highly walkable or interconnected areas with public sewer and water. These areas are moderately to newly established neighborhoods with some opportunity for infill development.



3. That §175-152 be revised to clearly differentiate between permitted Principal and Accessory Uses.

- E. No additional changes are recommended for the R-2 Zoning District.



Master Plan Map 20.1
Proposed Zoning
Residential 2 (R-2) Zoning District



6.4.9 RESIDENTIAL 3 (R-3) ZONING DISTRICT

- A. The R-3 Zones cover (approximately) 1,331 acres, equating to 5.0% of the Town's land area.
- B. The R-3 Zones are governed by §175-153, which permits the following Uses²⁷⁵:

Residential Uses, where public sewerage is available²⁷⁶

- Single-family detached dwellings (subject to specific bulk regulations).
- Twin- or two-family detached dwelling units (subject to specific bulk regulations).

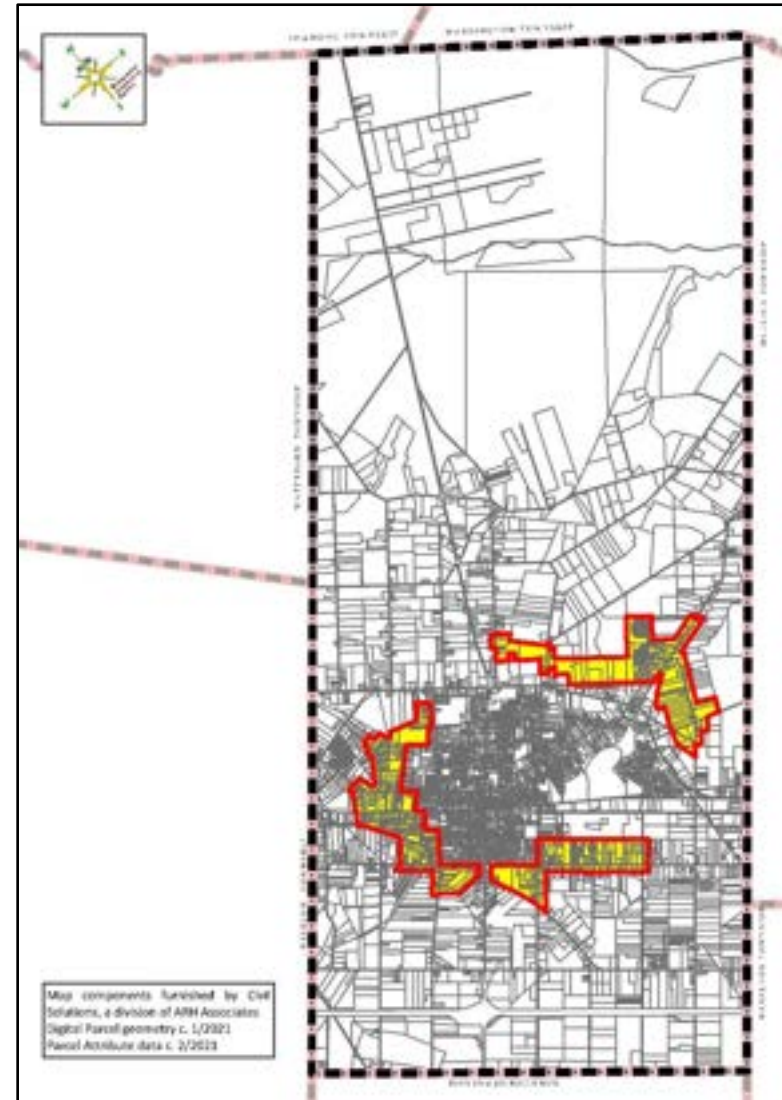
Nonresidential Uses²⁷⁷

- Public playgrounds, conservation areas and parks.
- Public buildings, limited to libraries, museums and schools, provided that, in the case of schools, such use shall be limited to either a public or private nonprofit institution of elementary or secondary education.
- Farms, limited to the raising of flowers, fruits or vegetable crops.

²⁷⁵ Truncated for brevity / clarity. Refer to §175-153 for the full text.

²⁷⁶ No residential dwelling unit shall be located on a parcel of less than 1.5 acres unless served by a centralized wastewater treatment plant.

²⁷⁷ No nonresidential use shall be located on a parcel of less than 1 acre unless served by a centralized wastewater treatment plant with the exception of those uses which do not require any sanitary sewer system such as public playgrounds, conservation areas, farms, parks and other similar uses.



Master Plan Map 21
Pre-Existing Zoning
Residential 3 (R-3) Zoning District



- Churches or other places of worship, including schools for religious instruction and parish halls.
- Offices and office buildings.
- Garden centers engaged in the retail sale of plant materials, provided that in the case of schools, such use shall be limited to either a public or private nonprofit institution of elementary or secondary education.
- Professional offices limited to doctors, dentists, architects, engineers, planners, lawyers, real estate agents, insurance brokers and offices for similarly licensed professionals.

Conditional Uses

- Home occupations, subject to §175-108 and Home professional offices, subject to §175-109.
- Conversion of an existing single-family dwelling into no more than 2 apartment units, provided that the lot containing such dwelling shall contain at least 25,000 s.f. (and subject to certain other provisions).
- Wholesale distribution centers and warehousing, provided that such activities are conducted entirely within an enclosed structure (and subject to certain other provisions).

C. Bulk regulations governing the physical development in the R-3 Zones are contained in the balance of §175-153.

D. After an in-depth analysis of the R-3 Zone, this Master Plan Update recommends:

1. That the District's Zone Boundary Lines:

a. Be adjusted as appropriate to conform to current Block and/or Lot Lines.

b. Be expanded to include the lands:

- between the south side of Main Road and Terrace Avenue,
- along Pleasant Mills Road north of Main Road, and
- north of Main Road east of Plymouth Road,

which are currently zoned Highway Business but have no White Horse Pike access; thereby rendering them inappropriate for commercial uses.

c. Be expanded to include the lands currently zoned R-3A, which is recommended for elimination²⁷⁸.

²⁷⁸ §6.4.10 herein.



- d. Be reduced to exclude the lands:
- south of Sewell Avenue and east of Boyer Avenue which are Town-owned in order to expand the Recreation Zone²⁷⁹.
 - in the vicinity of Liberty Street, Fairview Avenue and Fourth Street. Rezone such lands as the proposed (S) School Zone²⁸⁰.

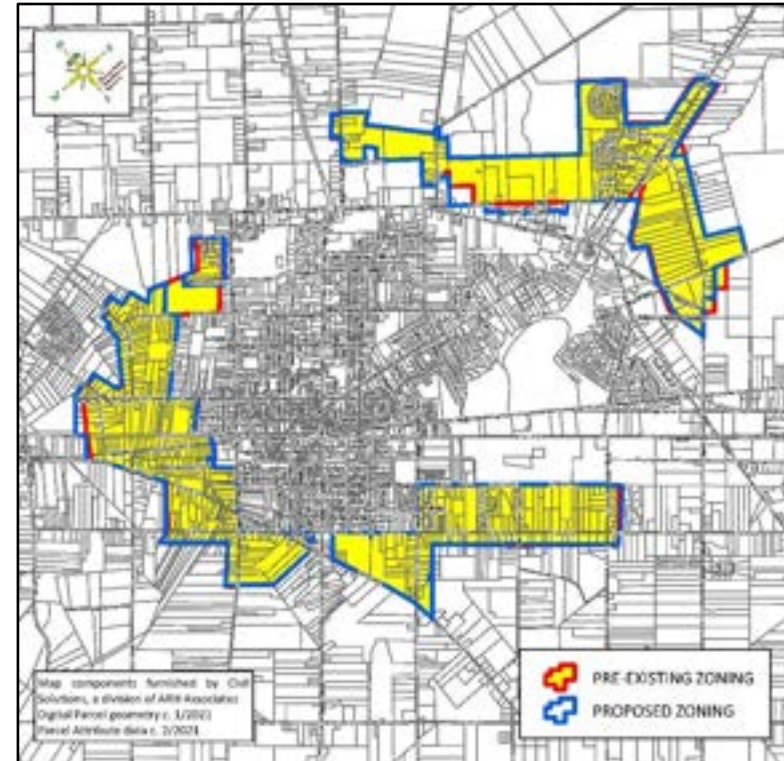
Such recommended modifications are graphically depicted on Master Plan Update Map 21.1.

2. That a preamble be added to §175-153 detailing the Purpose and Intent of the R-3 Zone as follows:

The purpose and intent of the Residential 3 (R-3) Zone is to provide single-family residential housing of medium density in areas either with or without public sewer and water.

3. That §175-153 be revised to clearly differentiate between permitted Principal and Accessory Uses.

- E. No additional changes are recommended for the R-3 Zoning District.



Master Plan Map 21.1
Proposed Zoning
Residential 3 (R-3) Zoning District

²⁷⁹ §6.4.23 herein.

²⁸⁰ §6.4.24 herein.



6.4.10 RESIDENTIAL SET-ASIDE (R-3A) ZONING DISTRICT

- A. The R-3A Zone covers (approximately) 45.9 acres, equating to 0.4% of the Town's land area.
- B. The R-3A Zone is governed by §175-153 D., the text of which specifies the Zone to be Block 3801, Lots 5, 6 and 6.01.

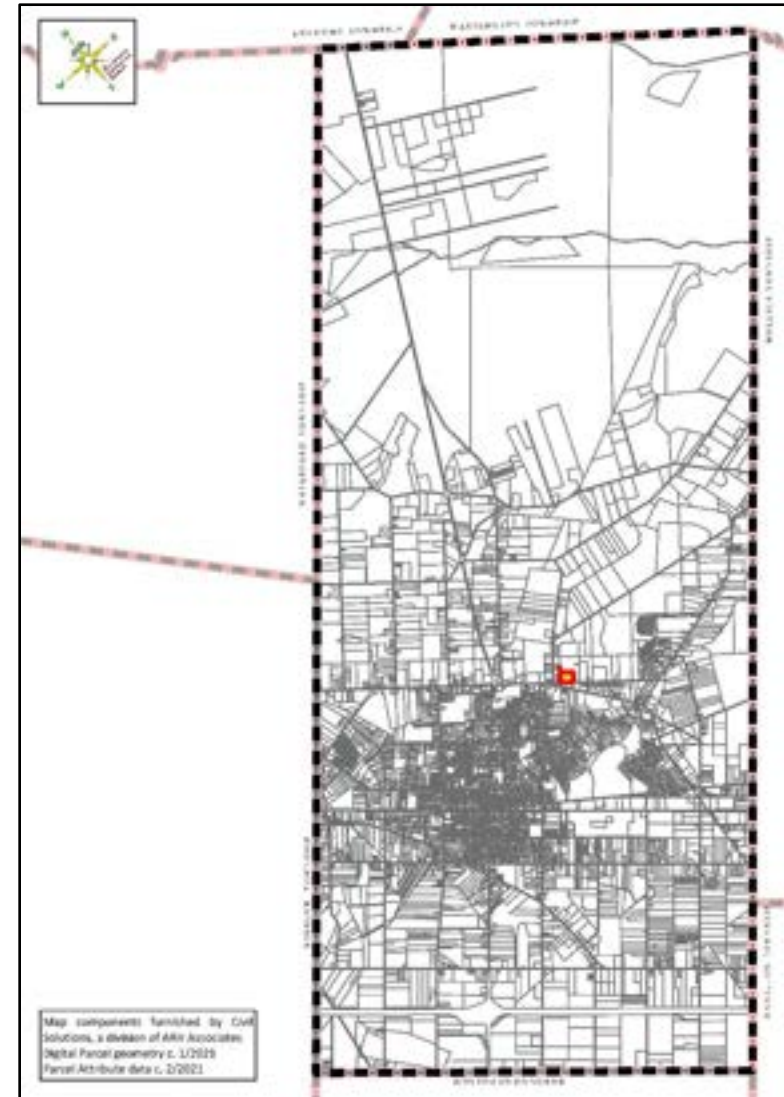
§175-153 D. permits²⁸¹ single-family attached and multi-family dwelling units on a minimum tract size of 7 acres, and only if public sewerage and water is available.²⁸² A development may consist of all single-family attached units, a combination of attached and multi-family units or all multi-family units. Any type of unit proposed must comprise at least 35% of the total units.

Certain other provisions apply.

- C. Bulk regulations governing the physical development in the R-3A Zone are contained in the balance of §175-153 D.

²⁸¹ Truncated for brevity / clarity. Refer to §175-153 J. for the full text.

²⁸² The maximum density for single-family attached and multi-family units shall be 6 units per acre, subject to a 20% set-aside of the total units for low- and moderate-income households as defined by the Council on Affordable Housing and further subject to the rules, regulations and restrictions imposed by C.O.A.H. (§2.5 & §2.22 herein).



Master Plan Map 22
Pre-Existing Zoning
Residential Set-Aside (R-3A) Zoning District



D. After an in-depth analysis of the R-3A Zone, this Master Plan Update finds:

1. That the lots **described** in §175-153 D. as the R-3A Zone²⁸³ are depicted on the Town's Zoning Map as being within the R-1 Zone.
2. That the lots comprising the **mapped** R-3A Zone²⁸⁴ are located in the R-3 Zone to the north of the Ordinance-specified lots.
3. That no Lot 6.01 exists in the area of the R-3A Zone.
4. That, while labeled as "Residential Set-Aside" on the Zoning Map, this term is not included in §175-153 D.

and recommends that,

5. With the establishment of the IDZ Zone²⁸⁵ and the court-approved 2018 Housing Element & Fair Share Plan²⁸⁶, Hammonton has satisfied its obligation to

provide for a reasonable opportunity for low- and moderate-income housing under the "Mount Laure Doctrine" and the Fair Housing Act. It is therefore recommended that the R-3A Zone be eliminated in favor of R-3 Zoning²⁸⁷.

6. The R-3A Zone was added to Chapter 175 on December 28, 1999 by Ordinance No. 35-1999.

In order to protect any development that has occurred under R-3A Zoning since the adoption of Ordinance No. 35-1999, it is recommended that §175-153 be amended to permit R-3A use and bulk overlay regulations as if the Zone were retained.

Within this context, it is further recommended that any such amendment to §175-153 provide that any alterations to the lands within the [to-be-former] R 3A Zone, and any uses instituted and/or buildings constructed under [former] R-3A regulations, that do

²⁸³ Block 3801, Lots 5, 6 & 6.01.

²⁸⁴ Block 4801, Lots 2, 6 and 7.

²⁸⁵ §6.4.22 herein.

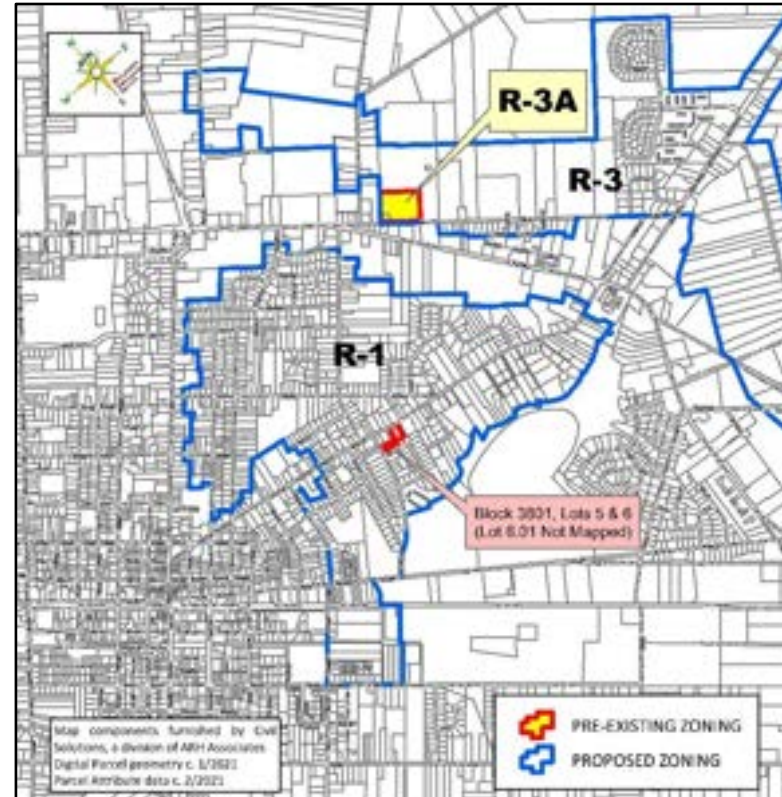
²⁸⁶ Exhibit 9.1 herein.

²⁸⁷ §6.4.9 herein.



not conform to R-3 regulations would require relief under N.J.S.A. 40:55D-70(d)(2) and applicable bulk relief.

- E. No additional changes are recommended for the R-3A Zoning District.



Master Plan Map 22.1
Proposed Zoning
Residential Set-Aside (R-3A) Zoning District



6.4.11 GATEWAY, AVENUE (GW-1) ZONING DISTRICT

- A. The GW-1 Zones cover (approximately) 100 acres, equating to 0.4% of the Town's land area.
- B. The GW-1 Zones are governed by §175.154.1, the Intent of which states:

The areas proposed for ... "Gateway Avenue" are ... along important streets that run through residential neighborhoods toward the center of Hammonton. They are made up primarily of detached single-family homes on larger lots. The [GW-1] designation will preserve residential character, while allowing for some additional flexibility to improve walkability and connections between downtown and the Gateway.

- C. The GW-1 Zones are part of the Town that was placed under special Use, Building Type and Bulk Regulations by the Town's Form Based Code²⁸⁸. Under the FBC²⁸⁹:

- 1. Permitted Building Types are:



Master Plan Map 23
Pre-Existing Zoning
Gateway, Avenue (GW-1) Zoning District

²⁸⁸ §2.12 herein.

²⁸⁹ §175.154.1C.



Apron Shopfront



Box Building



Civic Building



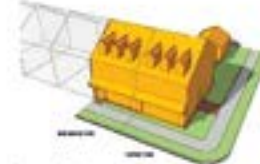
Cottage House



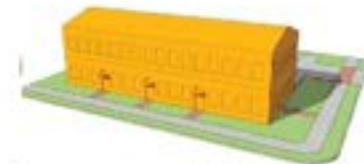
Downtown Building



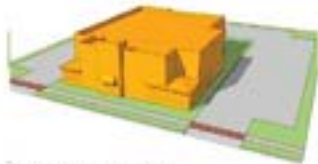
Liner Building



Live / Work Building



Loft Building



Pad Commerce



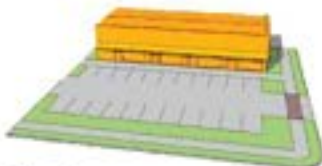
Podium Building



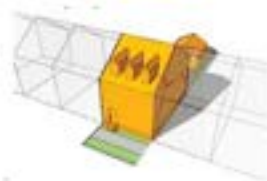
Single House



Special Industry



Strip Commerce



Townhouse



Twin House



Accessory Structure

Master Plan Graphic 12²⁹⁰
Permitted Building Types
GW-1 Zoning District

²⁹⁰ As defined in §2.0 herein.



2. Permitted Principal Uses:

- Accessory Dwelling Units in/at Accessory Buildings.
- Commercial Parking in/at Accessory Buildings.
- Ground Floor Residences in/at Single Houses.
- Home Occupations in/at Accessory Buildings.
- Home Offices in/at Accessory Buildings.
- Local Services in/at Accessory Buildings.
- Single-Family Residences in/at Single Houses.
- Studios in/at Accessory Buildings.
- Upper Floor Residences in/at Single Houses and Accessory Buildings.

3. Permitted Conditional Uses²⁹¹:

- Daycare in/at Single Houses.
- Funeral Parlors in/at Single Houses.
- Home Occupations in/at Single Houses.
- Home Offices in/at Single Houses.
- Restaurants in/at Single Houses.
- Single-Family Residences in/at Accessory Buildings.

D. Bulk regulations governing the physical development in the GW-1 Zones are contained in the balance of §175-160 B.(15) and §175-160 B.(20).

E. After an in-depth analysis of the GW-1 Zones, this Master Plan Update recommends:

1. That the District's Zone Boundary Lines:

- a. Be adjusted as appropriate to conform current Block and/or Lot Lines.
- b. Be reduced to exclude the lands abutting Central Avenue from (generally) Broadway to Locust Street. Rezone such lands (R-1) Residential²⁹² to protect this mostly-residential section of the Town.

Such recommended modifications are graphically depicted on Master Plan Update Map 23.1.

2. That the name of this Zone be revised from the various ways it appears in Chapter 175 and standardized as "Gateway Avenue (GW-1)".

²⁹¹ Conditions are located in §175-154.8.

²⁹² §6.4.7 herein.

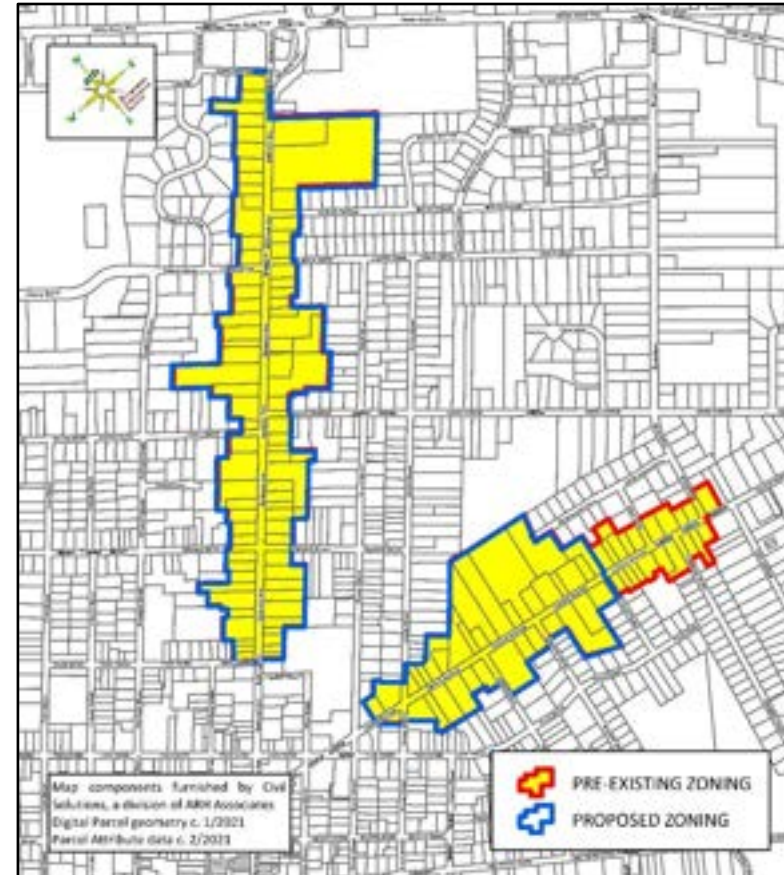


3. That the following preamble replace the existing language in §175-154.1:

The purpose and intent of the Gateway Avenue (GW-1) Zone is to preserve the residential character of this primarily single-family, large lot section of Hammonton while allowing for improved walkability and connections between the downtown and the gateway sections of the Town.

4. That Town Planners evaluate creation of a Home Office and/or Home Based Business Overlay Zone for the R-1 expansion area created pursuant to 1.b. above.
5. That the Building Type definitions for Single House and Accessory Structure, which differ between the general definitions section of Chapter 175 (§175-10) and the section dealing with Building Types §175-160 B. be standardized and relocated into §175-10.
6. That an inventory of appropriate Accessory Structures be added to the Zone.

- F. No additional changes are recommended for the GW-1 Zoning District.



Master Plan Map 23.1
Proposed Zoning
Gateway Avenue (GW-1) Zoning District

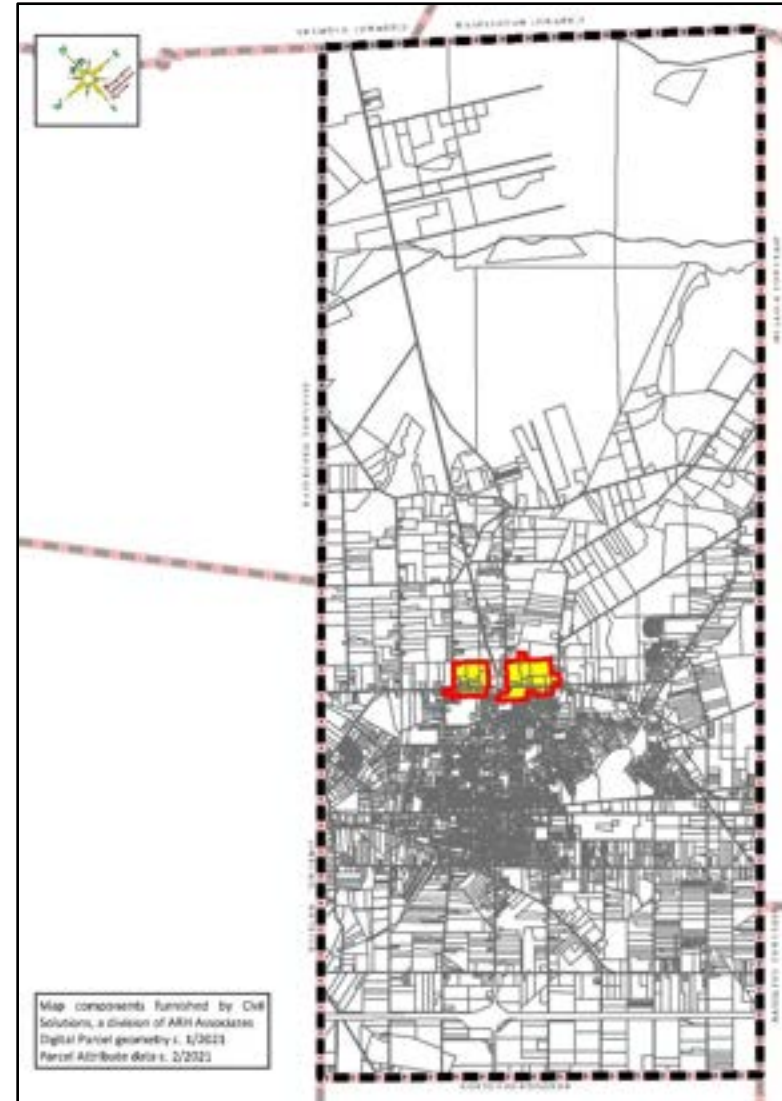


6.4.12 GATEWAY, BOULEVARD (GW-2) ZONING DISTRICT

- A. The GW-2 Zones cover (approximately) 176 acres, equating to 0.7% of the Town's land area.
- B. The GW-2 Zones are governed by §175-154.2, the intent of which states:

[the Zone is designed] to create a smaller district that would preserve the current commercial character of the [area], but with added provisions to reflect specific community goals for a Gateway.

- C. The GW-2 Zones are part of the Town that was placed under special Use, Building Type and Bulk Regulations by the Town's Form Based Code²⁹³. Under the FBC²⁹⁴:
 - 1. Permitted Building Types are:



Master Plan Map 24
Pre-Existing Zoning
Gateway, Boulevard (GW-2) Zoning District

²⁹³ §2.12 herein.

²⁹⁴ §175.154.2C.



Apron Shopfront



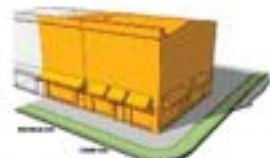
Box Building



Civic Building



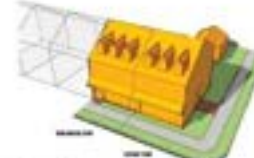
Cottage House



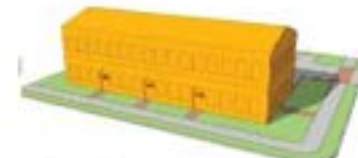
Downtown Building



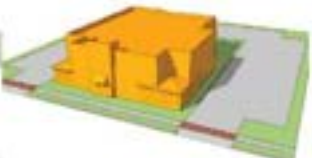
Liner Building



Live / Work Building



Loft Building



Pad Commerce



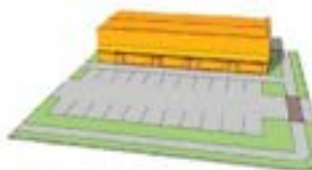
Podium Building



Single House



Special Industry



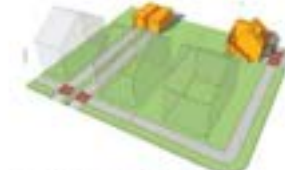
Strip Commerce



Townhouse



Twin House



Accessory Structure

Master Plan Graphic 13²⁹⁵
Permitted Building Types
GW-2 Zoning District

²⁹⁵ As defined in §2.0 herein.





2. Permitted Principal Uses:

- Civic Uses in/at Pad Commerce.
- Local Retail in/at Box Buildings, Pad Commerce and Strip Commerce.
- Upper Floor Residences in/at Box Buildings, Pad Commerce and Strip Commerce.

3. Permitted Conditional Uses²⁹⁶:

- Banks or Savings Institutions in/at Pad Commerce and Strip Commerce.
- Business Offices in/at Strip Commerce.
- Daycare in/at Pad Commerce.
- Funeral Parlors in/at Pad Commerce.
- Gasoline Filling Stations in/at Pad Commerce.
- Local Services in/at Pad Commerce and Strip Commerce.
- Private Schools in/at Strip Commerce.
- Professional Offices in/at Pad Commerce and Strip Commerce.
- Restaurants in/at Box Building), Pad Commerce and Strip Commerce.
- Take Out Restaurants in/at Box Buildings, Pad Commerce and Strip Commerce.

D. Bulk regulations governing the physical development in the GW-2 Zones are contained in the balance of §175-160 B.(6), §175-160 B.(13) and §175-160 B.(17).

E. After an in-depth analysis of the GW-2 Zones, this Master Plan Update recommends:

1. That the District's Zone Boundary Lines:

- a. Be adjusted as appropriate to conform current Block and/or Lot Lines.
- b. Be reduced to exclude the lands (generally) north of Main Road between Broadway and Plymouth Road, and that such lands be rezoned (H-B) Highway Business to facilitate commercial development in this section of Hammonton.
- c. Be expanded at the curve of Bellevue Avenue south of the White Horse Pike to capture an outparcel fronting the curve.

Such recommended modifications are graphically depicted on Master Plan Update Map 24.1.

²⁹⁶ Conditions are located in §175-154.8.



2. That the name of this Zone be revised from the various ways it appears in Chapter 175 and standardized as “Gateway Boulevard (GW-2)”.

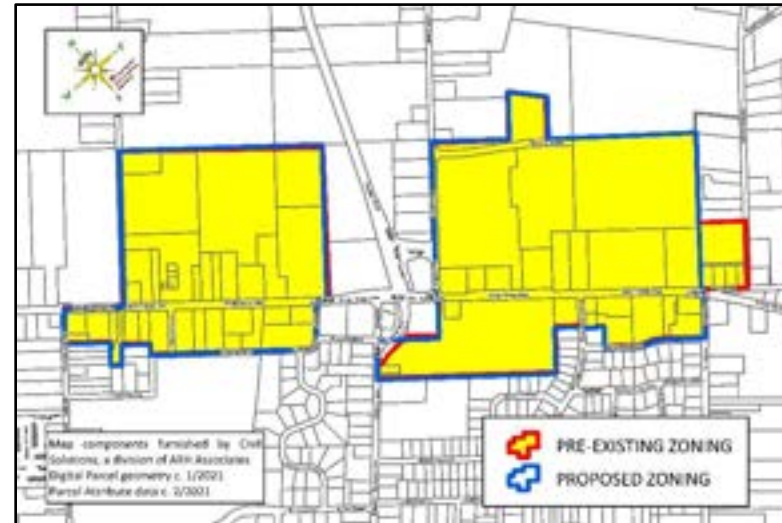
3. That the following preamble replace the existing language in §175-154.2:

The purpose and intent of the Gateway Boulevard (GW-2) Zone is to recognize and preserve the existing businesses on either side of the municipality’s north / south commercial spine while providing opportunities for future non-residential development at lower intensities and with a traditional architectural fabric.

4. That Building Type definitions for “Box Building”, “Box Commerce”, “Box Commerce Civic”²⁹⁷, “Pad Commerce”, “Pad Commerce Building”, “Strip Commerce” and “Strip Commerce Building be standardized and relocated into §175-10.

5. That an inventory of appropriate Accessory Structures be added to the Zone.

F. No additional changes are recommended for the GW-2 Zoning District.



Master Plan Map 24.1
Proposed Zoning
Gateway Boulevard (GW-2) Zoning District

²⁹⁷ §175-154.2E.

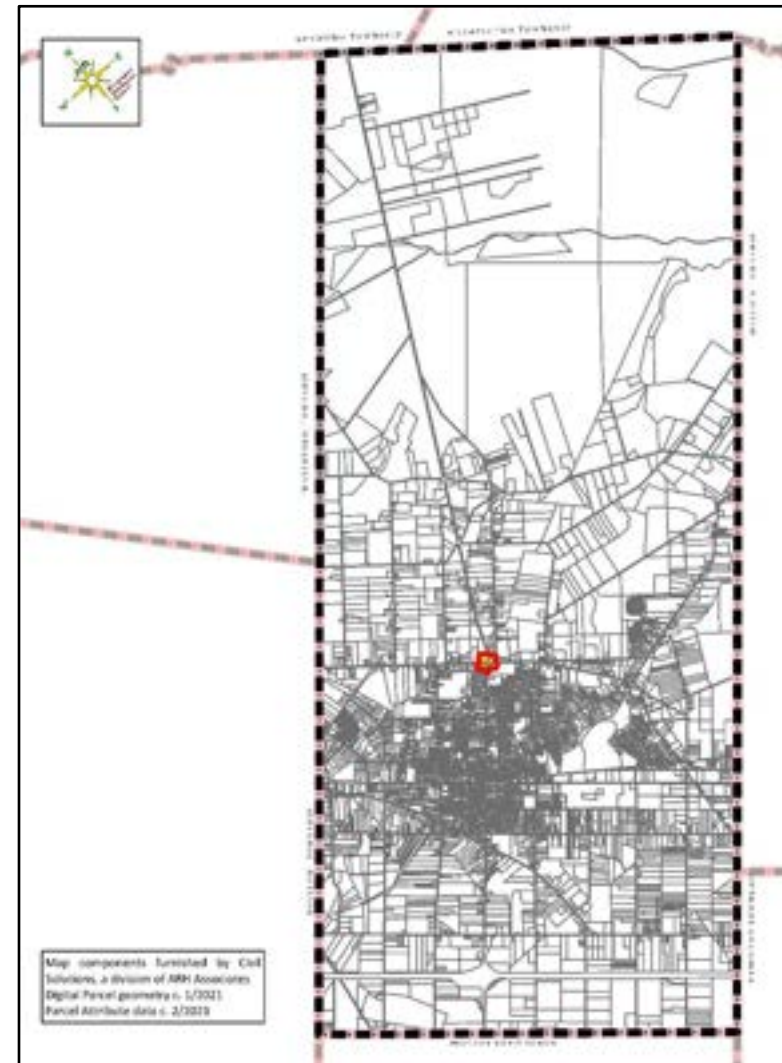


6.4.13 GATEWAY, CROSSROADS (GW-3) ZONING DISTRICT

- A. The GW-3 Zone covers (approximately) 17.5 acres, equating to 0.1% of the Town's land area.
- B. The GW-3 Zone is governed by §175-154.3, the intent of which states:

Comprising the blocks immediately surrounding the intersection of White Horse Pike and Bellevue [Avenue], [the] ... "Gateway Crossroads" [is] primarily for mid-sized commerce [but also] expand[s] Building Type options to allow for new development that could be arranged in a way that would signal to those travelling along [the] White Horse Pike that this is an important area, with another important area (Main Street) nearby.

- C. The GW-3 Zone is part of the Town that was placed under special Use, Building Type and Bulk Regulations by the Town's Form Based Code²⁹⁸. Under the FBC²⁹⁹:
 - 1. Permitted Building Types are:



Master Plan Map 25
Pre-Existing Zoning
Gateway, Crossroads (GW-3) Zoning District

²⁹⁸ §2.12 herein.

²⁹⁹ §175.154.3C.



Apron Shopfront



Box Building



Civic Building



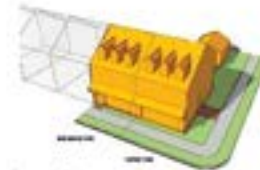
Cottage House



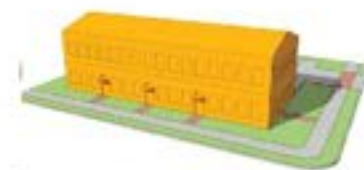
Downtown Building



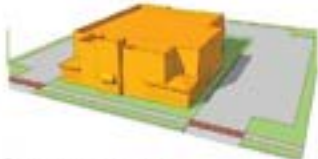
Liner Building



Live / Work Building



Loft Building



Pad Commerce



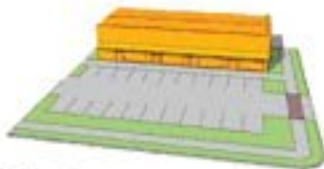
Podium Building



Single House



Special Industry



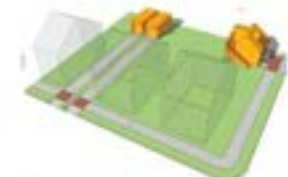
Strip Commerce



Townhouse



Twin House



Accessory Structure

Master Plan Graphic 14³⁰⁰
Permitted Building Types
GW-3 Zoning District

³⁰⁰ As defined in §2.0 herein.



2. Permitted Principal Uses³⁰¹:

- Business Offices in/at Live / Work Buildings³⁰², Loft Buildings³⁰³ and Podium Buildings.
- Civic Uses in/at Live / Work Buildings³⁰², Loft Buildings³⁰³ and Podium Buildings.
- Local Retail in/at Live / Work Buildings³⁰² and Loft Buildings³⁰³.
- Local Services in/at Loft Buildings³⁰³ and Podium Buildings.
- Professional Offices in/at Loft Buildings³⁰³ and Podium Buildings.
- Restaurants in/at Live / Work Buildings³⁰² and Loft Buildings³⁰³.
- Studios in/at Live / Work Buildings³⁰².

3. Permitted Conditional Uses³⁰⁴:

- Restaurants in/at Podium Buildings.
- Banks or Savings Institutions in/at Live / Work Buildings³⁰², Loft Buildings³⁰³ and Podium Buildings.

- Funeral Parlors in/at Live / Work Buildings³⁰².
- Local Services in/at Live / Work Buildings³⁰².

D. Bulk regulations governing the physical development in the GW-3 Zone are contained in the balance of §175-154.3.

E. After an in-depth analysis of the land uses within the GW-3 Zone, this Master Plan Update recommends:

1. That the District's Zone Boundary Lines:

- a. Be adjusted as appropriate to conform current Block and/or Lot Lines.
- b. Be reduced at the curve of Bellevue Avenue south of the White Horse Pike. Rezone the outparcel fronting the curve to (GW-2) Gateway Boulevard³⁰⁵.

Such recommended modifications are graphically depicted on Master Plan Update Map 25.1.

³⁰¹ The graphic of permitted Building Types at §175-154.3 C. and the matrix in §175-160 B.(4) permit "Downtown (Buildings)" in the GW-3 Zone while the matrix at §175-154.3 D. does not.

³⁰² The matrix of permitted Building Types at §175-154.3 D. permits "Live / Work Buildings" (§2.18 herein) while the graphic of permitted Building Types at §175-154.3 C. and the matrix in §175-160 B.(4) do not.

³⁰³ The matrix of permitted Building Types at §175-154.3 E. permits "Loft Buildings" (§2.20 herein) in the GW-3 Zone while the graphic of permitted Building Types at §175-154.3 C. and the matrix at §175-154.3 D. do not.

³⁰⁴ Conditions are located in §175-154.8.

³⁰⁵ §6.4.12 herein.



2. That the name of this Zone be revised from the various ways it appears in Chapter 175 and standardized as “Gateway Crossroads (GW-3)”.
3. That the following preamble replace the existing language in §175-154.3:

Conceived as the true gateway to the Town’s central business (i.e., Downtown) core, the purpose and intent of the Gateway Crossroads (GW-3) Zone is to maintain primarily mid-sized commerce, but to provide for Building Type options to encourage new development that will signal to White Horse Pike and Route 206 motorists that they are approaching Downtown Hammonton.

4. That the Building Type definitions for Downtown Buildings, Liner Buildings and Podium Buildings differ between the general definitions section of Chapter 175 (§175-10) and the section dealing with Building Types §175-160. B. be standardized and relocated to §175-10.
5. That the graphics and matrices of permitted Building Types at §175-154.3 and the matrices in §175-160 B. be standardized to permit the same building types.

6. That an inventory of appropriate Accessory Structures be added to the Zone.
7. No additional changes are recommended for the GW-3 Zoning District.



Master Plan Map 25.1
Proposed Zoning
Gateway Crossroads (GW-3) Zoning District



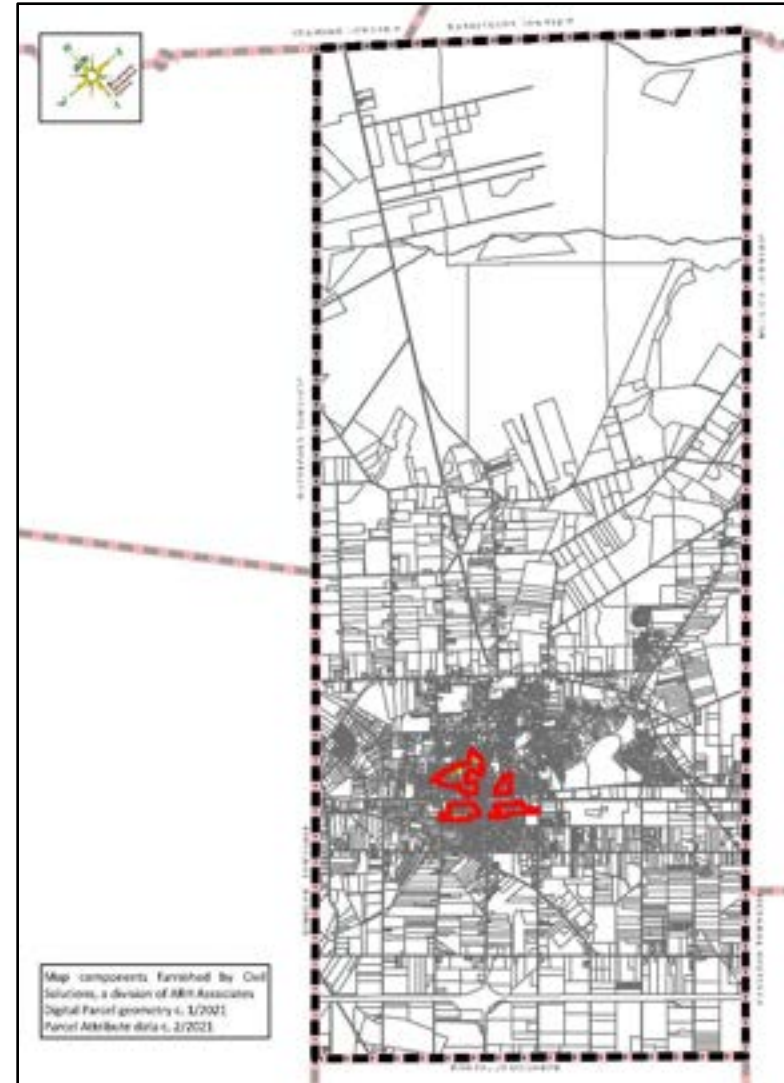
6.4.14 DOWNTOWN, NEAR TOWN (DT-1) ZONING DISTRICT

- A. The DT-1 Zones cover (approximately) 116 acres, equating to 0.4% of the Town's land area.
- B. The DT-1 Zones are governed by §175-154.4, the intent of which states:

Although made up primarily of detached single-family homes on larger lots, the ... DT-1 Zone [is designed to simplify prior zoning] and ... preserve the residential character of the blocks involved, while allowing for some additional flexibility. [DT-1 regulations] are intended to improve walkability and manage the transition between downtown and adjacent residential neighborhoods.

- C. The DT-1 Zones are part of the Town that was placed under special Use, Building Type and Bulk Regulations by the Town's Form Based Code³⁰⁶. Under the FBC³⁰⁷:

- 1. Permitted Building Types are:



Master Plan Map 26
Pre-Existing Zoning
Near Downtown (DT-1) Zoning District

³⁰⁶ §2.12 herein.

³⁰⁷ §175.154.4C.



Apron Shopfront



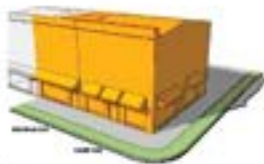
Box Building



Civic Building



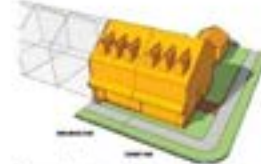
Cottage House



Downtown Building



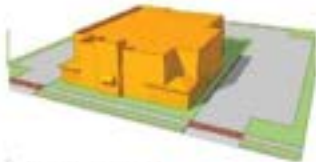
Liner Building



Live / Work Building



Loft Building



Pad Commerce



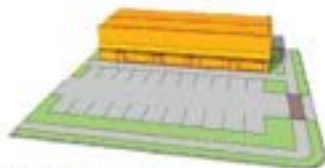
Podium Building



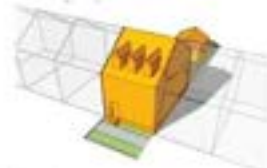
Single House



Special Industry



Strip Commerce



Townhouse



Twin House



Accessory Structure

Master Plan Graphic 15 ³⁰⁸
Permitted Building Types
DT-1 Zoning District

³⁰⁸ As defined in §2.0 herein.



2. Permitted Principal Use:

- Accessory Dwelling Units in/at Accessory Buildings.
- Civic Uses in/at Civic Buildings.
- Commercial Parking in/at Accessory Buildings.
- Ground Floor Residences in/at Cottage Houses and Twin Houses.
- Home Occupations in/at Accessory Buildings.
- Home Offices in/at Accessory Buildings.
- Houses of Worship in/at Civic Buildings.
- Municipal Uses in/at Civic Buildings.
- Private Schools in/at Civic Buildings.
- Professional Office in/at Civic Buildings.
- Single-Family Residences in/at Cottage Houses and Twin Houses.
- Studios in/at Accessory Building.

3. Permitted Conditional Uses³⁰⁹:

- Accessory Dwelling Units in/at Civic Buildings.
- Daycare in/at Civic Buildings, Cottage Houses and Twin Houses.
- Funeral Parlors in/at Civic Buildings, Cottage Houses and Twin Houses.

- Home Occupations in/at Cottage Houses and Twin Houses.
- Home Offices in/at Cottage Houses and Twin Houses.
- Local Services in/at Accessory Buildings.
- Restaurants in/at Cottage Houses, Twin Houses and Accessory Buildings.
- Single-Family Residences in/at Accessory Buildings.

D. Bulk regulations governing the physical development in the DT-1 Zones are contained in the balance of §175-160 B.(7), §175-160 B.(8), §175-160 B.(19) and §175-160 B.(20).

E. After an in-depth analysis of the DT-1 Zones, this Master Plan Update recommends:

1. That the District's Zone Boundary Lines:

- a. Be adjusted as appropriate to conform current Block and/or Lot Lines.
- b. Be reduced to exclude:
 - the lots fronting the west side of Pratt Street not fronting Third Street. Rezone such lands (R-2) Residential³¹⁰;

³⁰⁹ Conditions are located in §175-154.8.

³¹⁰ §6.4.8 herein.





- a portion of the block bound by south of Packard Street, Bellevue Avenue, Tilton Street and Pleasant Street. Rezone such lands (R-2) Residential³¹⁰;
 - the lots fronting the north side of Tilton Street from Pratt Street to west of Bellevue Avenue. Rezone such lands (R-2) Residential³¹⁰;
 - a portion of the blocks bound by Tilton Street, west of Bellevue Avenue and Third Street. Rezone such lands (R-2) Residential³¹⁰;
 - a portion of the Blocks bound by Third Street, French Street, Second Street / Elm Street and Fairview Avenue. Rezone such lands (R-2) Residential³¹⁰;
 - a portion of the Blocks fronting Second Street between east of French Street and west of Orchard Street. Rezone the lot west of Pleasant Street (DT-2) Downtown Railway³¹¹ and the lots east of Pleasant Street (DT-3) In Town.³¹²
 - the lot within the DT-1 Zone abutting Packard Street between Pleasant Street and Bellevue Avenue. Rezone such lot (R-1) Residential³¹³;
- lots on either side of the Grape Street between Central Avenue and Third Street. Rezone such lands (R-2) Residential³¹⁰;
 - lots on the east side of Grape Street between Third Street and north of Egg Harbor Road. Rezone such lands (R-2) Residential³¹⁰; and
 - the lot fronting Washington Street and Passmore Avenue. Rezone such lands (DT-3) In Town³¹².
- c. Be expanded to include the lands along Front Street between Passmore Avenue and Eleventh Street.
- Such recommended modifications are graphically depicted on Master Plan Update Map 26.1.
2. That the name of this Zone be revised from the various ways it appears in Chapter 175 and standardized as “Near Downtown (DT-1)”.

³¹¹ §6.4.15 herein.

³¹² §6.4.16 herein.

³¹³ §6.4.7 herein.



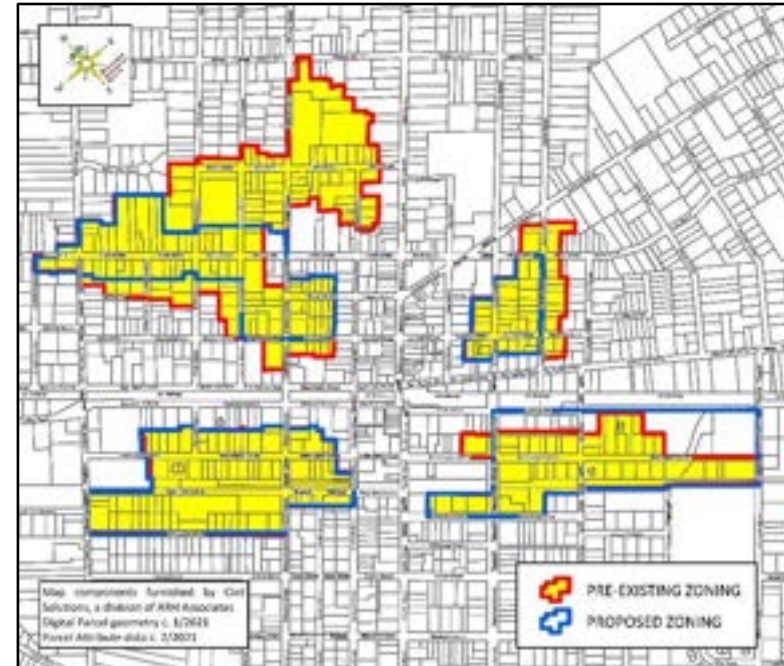
3. That the following preamble replace the existing language in §175-154.4:

The purpose and intent of the DT-1 Zone is to preserve the residential character of the primarily detached single-family homes on larger lots on this Zone while allowing for flexibility intended to improve walkability and manage the transition between Hammonton's downtown and adjacent residential neighborhoods.

4. That the Building Type definitions for Civic Buildings, Cottage Houses, Twin Houses and Accessory Structures differ between the general definitions section of Chapter 175 (§175-10) and the section dealing with Building Types §175-160.B. be standardized and relocated into §175-10.

5. That an inventory of appropriate Accessory Structures be added to the Zone.

- F. No additional changes are recommended for the DT-1 Zoning District.



Master Plan Map 26.1
Proposed Zoning
Near Downtown (DT-1) Zoning District



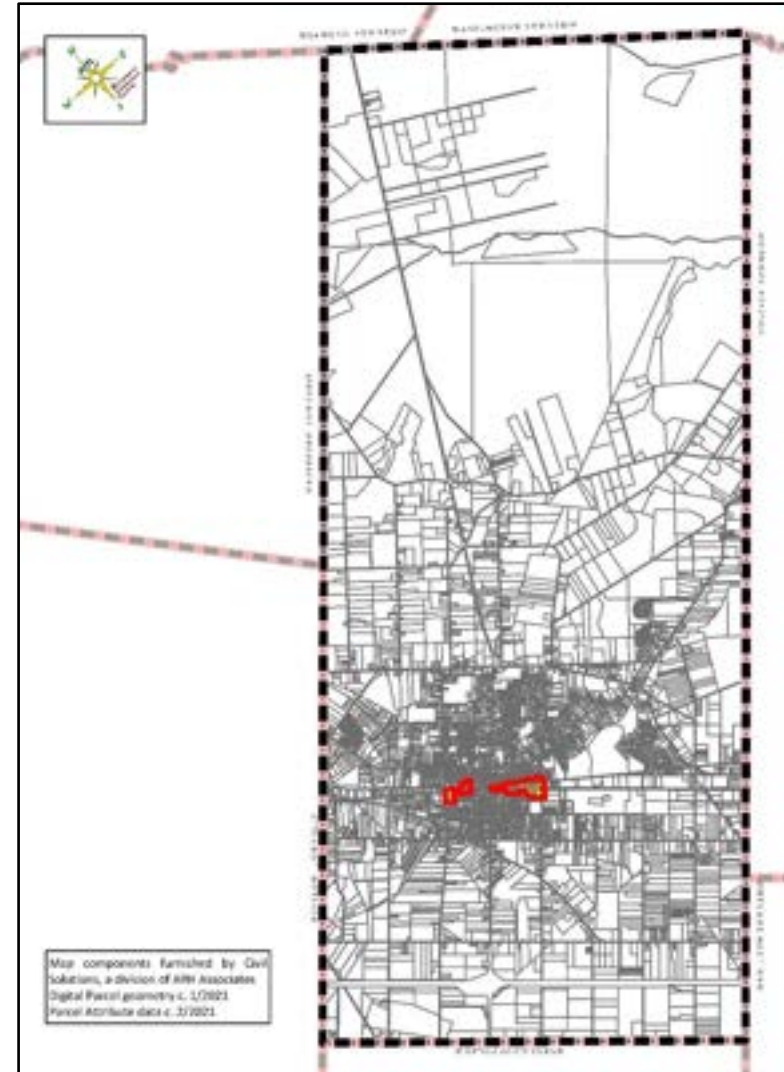
6.4.15 DOWNTOWN, IN TOWN RAILWAY (DT-2) ZONING DISTRICT

Chapter 175 (at §175-154.5) provides no abbreviation for the “Downtown, In Town Railway” District. The Zoning Map refers to the Zone as “DT-2”. This Master Plan Update assumes the DT-2 abbreviation is correct.

- A. The DT-2 Zones cover (approximately) 54 acres, equating to 0.2% of the Town’s land area.
- B. The DT-2 Zones are governed by §175-154.5, the intent of which states:

[the district] ... will expand the options for the commercial employment and light industrial uses that are not appropriate for other Downtown Zones, but should [sic] near the train tracks and center of Town. Despite this distinction, it will be similar in character to D-3 "In Town," and will include larger buildings that can host low-impact manufacturing, institutional, and residential uses.

- C. The DT-2 Zones are part of the Town that was placed under special Use, Building Type and Bulk Regulations by the Town’s Form Based Code³¹⁴. Under the FBC³¹⁵:



Master Plan Map 27
Pre-Existing Zoning
DT-2 – Downtown, In Town Railway Zoning District

³¹⁴ §2.12 herein.

³¹⁵ §175.154.5C.



Apron Shopfront



Box Building



Civic Building



Cottage House



Downtown Building



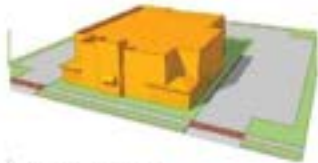
Liner Building



Live / Work Building



Loft Building



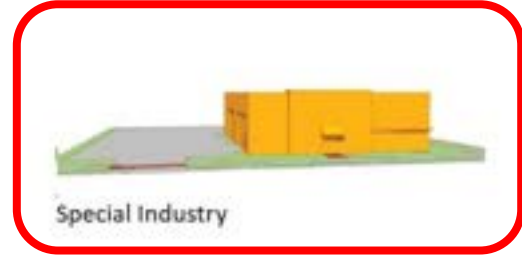
Pad Commerce



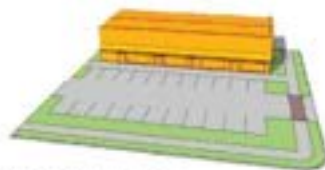
Podium Building



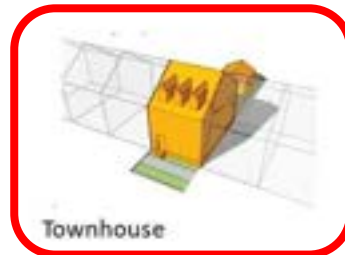
Single House



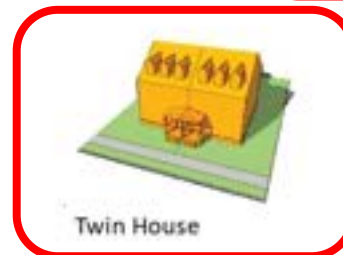
Special Industry



Strip Commerce



Townhouse



Twin House



Accessory Structure

Master Plan Graphic 16³¹⁶
Permitted Building Types
DT-2 Zoning District

³¹⁶ As defined in §2.0 herein.



1. Permitted Principal Uses:

- Accessory Dwelling Units in/at Apron Shopfronts, Cottage Houses, Townhouses and Accessory Buildings.
- Business Offices in/at Loft Buildings.
- Civic Uses in/at Apron Shopfronts, Civic Buildings, Loft Buildings and Special Industry.
- Commercial Parking in/at Accessory Buildings.
- Ground Floor Residences in/at Pad Commerce, Townhouses and Twin Houses.
- Home Occupations in/at Accessory Buildings.
- Home Offices in/at Accessory Buildings.
- Houses of Worship in/at Civic Buildings.
- Local Retail in/at Apron Shopfronts and Loft Buildings.
- Local Service in/at Pad Commerce, Townhouses and Accessory Buildings.
- Municipal Uses in/at Civic Buildings and Special Industry.
- Professional Offices in/at Apron Shopfronts, Civic Buildings and Loft Buildings.
- Private Schools in/at Civic Buildings.

- Single-Family Residences in/at Townhouses, Twin Houses and Accessory Buildings.
- Studios in/at Apron Shopfronts, Loft Buildings, Special Industry and Accessory Buildings.
- Upper Floor Residences in/at Apron Shopfronts, Loft Buildings, Pad Commerce, Townhouses, Twin Houses and Accessory Buildings.

2. Permitted Conditional Uses³¹⁷:

- Accessory Dwelling Units in/at Civic Buildings and Loft Buildings.
- Business Offices in/at Apron Shopfronts and Special Industry.
- Daycare in/at Apron Shopfronts, Civic Buildings, Loft Buildings, Pad Commerce, Townhouses and Twin Houses.
- Funeral Parlors in/at Civic Buildings.
- Home Occupations and Home Offices in/at Apron Shopfronts, Loft Buildings, Pad Commerce, Townhouses and Twin Houses.
- Local Service in/at Apron Shopfronts, Loft Buildings and Special Industry.
- Single-Family Residences in/at Pad Commerce.

³¹⁷ Conditions are located in §175-154.8.



- Professional Offices in/at Special Industry and Townhouses.
- Restaurants in/at Apron Shopfronts, Loft Buildings, Pad Commerce, Townhouses, Twin Houses and Accessory Buildings.

G. Bulk regulations governing the physical development in the DT-2 Zones are contained in the balance of §175-160 B.(5), §175-160 B.(7), §175-160 B.(8), §175-160 B.(11), §175-160 B.(12), §175-160 B.(16), §175-160 B.(18), §175-160 B.(19) and §175-160 B.(20).

H. After an in-depth analysis of the DT-2 Zones, this Master Plan Update recommends:

1. The District's Zone Boundary Lines:
 - a. Be adjusted as appropriate to conform to current Block and/or Lot Lines.
 - b. In order to respect existing development patterns, be reduced to exclude:

- the lot on the southwest corner of Second Street and French Street. Rezone the lot (R-2) Residential³¹⁸;
 - the portions of the DT-2 Zone east of Eleventh Avenue between Egg Harbor Road and just south of Washington Avenue. Rezone such lands (R-1) Residential³¹⁹;
 - the lots fronting Front Street between the lot just east of Pasmore Avenue and the lot just west of Line Street, and the lots fronting Front Street west of Eleventh Avenue. Rezone such lands (DT-1) Near Downtown³²⁰.
- c. In order to respect existing development patterns and increase opportunities for development, be expanded to capture the lot at the southeast corner of Fairview Avenue and Egg Harbor Road, and the lands west of Pleasant Street between Second Street and the lots fronting the railroad³²¹.

Such recommended modifications are graphically depicted on Master Plan Update Map 27.1.

³¹⁸ §6.4.8 herein.

³¹⁹ §6.4.7 herein.

³²⁰ §6.4.14 herein.

³²¹ At time of adoption of this Master Plan Update, Block 2608, Lots 1 & 2 and Block 2902, Lot 12 had been determined to be In Need of Redevelopment pursuant to the New Jersey *Local Redevelopment & Housing Law* (§6.4.26 F. herein). A Redevelopment Plan had yet to be adopted.





2. That the name of this Zone be revised from the various ways it appears in Chapter 175 and standardized as “In Town Railway (DT-2)”.
3. That the following preamble replace the existing language in §175-154.5:

The purpose and intent of the In Town Railway (DT-2) Zone is to recognize the existing mix of residential, light industrial, and other commercial uses in this section of the Town, and to provide for additional commercial and light industrial development in order to create employment opportunities and uses that are not appropriate for other sections of the community, but would benefit from proximity to the train station and downtown. Development is envisioned to be similar in character to the DT-3 Zone, but will include larger buildings that can host low-impact manufacturing, institutional, and residential uses.

4. That the Building Type definitions for Apron Shopfront, Civic Building, Cottage House, Loft Building, Townhouse, Twin House and Accessory Structure differ between the general definitions section of Chapter 175 (§175-10) and the section dealing with Building Types §175-160.B. be standardized and relocated into §175-10.

5. That definitions for “Live / Work Building” and “Special Industry” be relocated into §175-10.
 6. That the graphics and matrices of permitted Building Types at §175-154.5 and the matrices in §175-160 B. be standardized to permit the same building types.
 7. That an inventory of appropriate Accessory Structures be added to the Zone.
- F. No additional changes are recommended for the DT-2 Zoning District.



Master Plan Map 27.1
Proposed Zoning
In Town Railway (DT-2) Zoning District





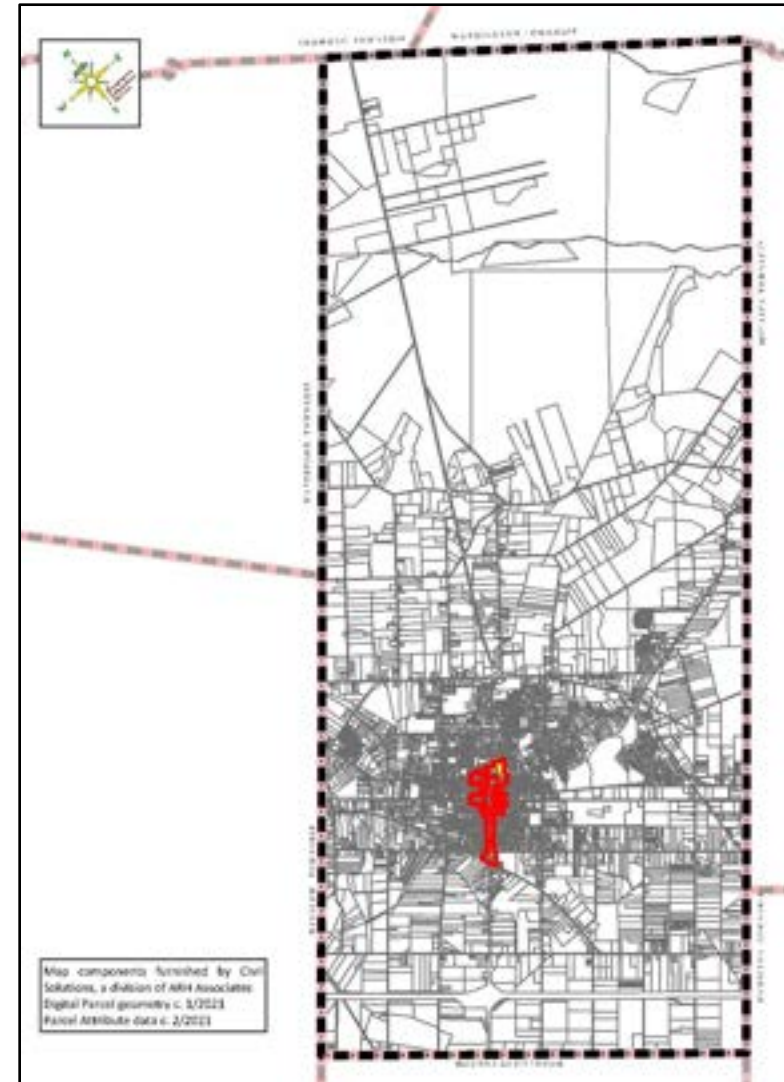
6.4.16 DOWNTOWN, IN TOWN (DT-3) ZONING DISTRICT

Chapter 175 (at §175-154.6) provides no abbreviation for the “Downtown, In Town” District. The Zoning Map refers to the Zone as “DT-3”. This Master Plan Update assumes the DT-3 abbreviation is correct.

- A. The DT-3 Zones cover (approximately) 83.4 acres, equating to 0.3% of the Town’s land area.
- B. The DT-3 Zones are governed by §175-154.6, the intent of which states:

The “In-Town” zone/district will expand options for retail growth in the center of Hammonton while supporting MainStreet activities and improving options for downtown living.

- C. The DT-3 Zones are part of the Town that was placed under special Use, Building Type and Bulk Regulations by the Town’s Form Based Code³²². Under the FBC³²³:



Master Plan Map 28
Pre-Existing Zoning
Downtown, In Town (DT-3) Zoning District

³²² §2.12 herein.

³²³ §175.154.6C.



Apron Shopfront



Box Building



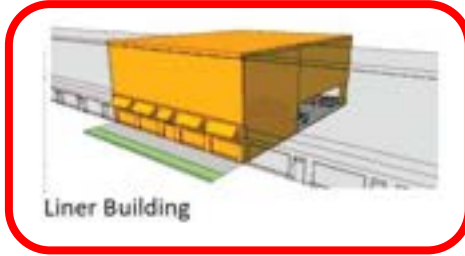
Civic Building



Cottage House



Downtown Building



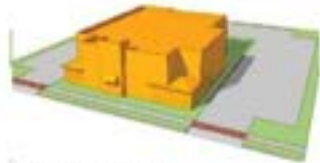
Liner Building



Live / Work Building



Loft Building



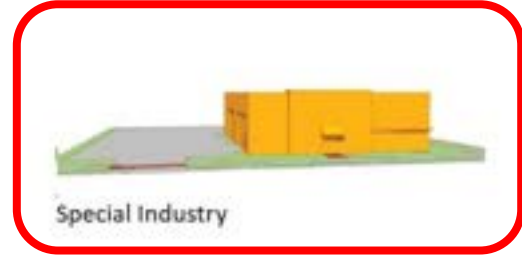
Pad Commerce



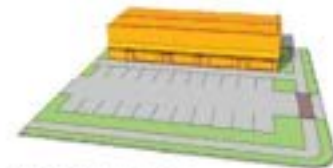
Podium Building



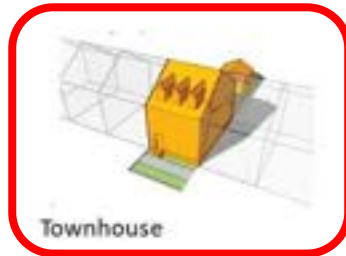
Single House



Special Industry



Strip Commerce



Townhouse



Twin House



Accessory Structure

Master Plan Graphic 17³²⁴
Permitted Building Types
DT-3 Zoning District

³²⁴ As defined in §2.0 herein.



1. Permitted Principal Uses:

- Accessory Dwelling Units in/at Apron Shopfronts, Cottage Houses, Townhouses and Accessory Buildings.
- Business Offices in/at Downtown Buildings, Liner Buildings, Live / Work Building and Podium Building.
- Civic Uses in/at Apron Shopfronts, Civic Buildings, Downtown Buildings, Liner Buildings, Live / Work Buildings and Podium Building.
- Commercial Parking in/at Accessory Buildings.
- Ground Floor Residences in/at Cottage Houses, Loft Buildings, Podium Buildings, Townhouses and Twin Houses.
- Home Occupations in/at Accessory Buildings.
- Home Offices in/at Accessory Buildings.
- House of Worship in/at Civic Buildings.
- Local Retail in/at Apron Shopfronts, Downtown Buildings, Liner Buildings, Live / Work Buildings and Podium Buildings.
- Local Service in/at Liner Buildings, Loft Buildings, Podium Buildings, Townhouses and Accessory Buildings.
- Municipal Uses in/at Civic Buildings.

- Private Schools in/at Civic Buildings.
- Professional Offices in/at Apron Shopfronts, Civic Buildings, Downtown Buildings, Liner Buildings, Live / Work Buildings, Loft Buildings and Podium Buildings.
- Restaurants in/at Apron Shopfronts, Civic Buildings, Cottage Houses, Downtown Buildings, Liner Buildings and Live / Work Buildings.
- Single-Family Residences in/at Cottage Houses, Townhouses and Twin Houses.
- Studios in/at Apron Shopfronts, Downtown Buildings, Live / Work Buildings and Accessory Buildings.
- Upper Floor Residences in/at Apron Shopfronts, Cottage Houses, Downtown Buildings, Liner Buildings, Live / Work Buildings, Loft Buildings, Podium Buildings, Townhouses, Twin Houses and Accessory Buildings.

2. Permitted Conditional Uses³²⁵:

- Accessory Dwelling Units in/at Civic Buildings, Downtown Buildings, Liner Buildings and Live / Work Buildings.
- Banks or Savings Institutions in/at Downtown Buildings, Liner Buildings and Podium Buildings.

³²⁵ Conditions are located in §175-154.8.



- Business Offices in/at Apron Shopfronts.
 - Daycare in/at Apron Shopfronts, Civic Buildings, Cottage Houses, Liner Buildings, Live / Work Buildings, Loft Buildings, Podium Buildings, Townhouses and Twin Houses.
 - Funeral Parlors in/at Civic Buildings and Downtown Buildings.
 - Home Occupations in/at Apron Shopfronts, Cottage Houses, Liner Buildings, Live / Work Buildings, Loft Buildings, Podium Buildings, Townhouses and Twin Houses.
 - Home Offices in/at Apron Shopfronts, Cottage Houses, Liner Buildings, Live / Work Buildings, Loft Buildings, Podium Buildings, Townhouses and Twin Houses.
 - Local Service in/at Apron Shopfronts, Downtown Buildings and Live / Work Buildings.
 - Private Schools in/at Downtown Buildings, Liner Buildings and Podium Buildings.
 - Professional Offices in/at Cottage Houses and Townhouses.
 - Restaurants in/at Loft Buildings, Podium Buildings, Townhouses, Twin Houses and Accessory Buildings.
 - Single-Family Residences in/at Live / Work Buildings, Loft Buildings, Podium Buildings and Accessory Buildings.
- D. Bulk regulations governing the physical development in the DT-3 Zones are contained in the balance of §175-160 B.(5), §175-160 B.(7), §175-160 B.(8), §175-160 B.(9), §175-160 B.(10), §175-160 B.(11), §175-160 B.(12), §175-160 B.(14), §175-160 B.(18), §175-160 B.(19) and §175-160 B.(20).
- E. After an in-depth analysis of the DT-3 Zones, this Master Plan Update recommends:
1. That the District's Zone Boundary Lines
 - a. Be adjusted as appropriate to conform to current Block and/or Lot Lines.
 - b. In order to respect existing development patterns, be reduced to exclude:
 - lots on the west side of Pleasant Street on either side of Third Street. Rezone such lands (DT-1) Near Downtown³²⁶;

³²⁶ §6.4.14 herein.



- lots on the west side of Pleasant Street fronting Egg Harbor Road and Railroad Avenue. Rezone such lands (DT-2) In Town Railway³²⁷;
 - the block bound by Washington Avenue, Twelfth Street, West End Avenue and Orchard Street. Rezone such lands (DT-4) Downtown Mixed-Use Zoning District³²⁸;
 - the lot on the southeast corner of Passmore Avenue and Front Street. Rezone such lot (DT-1) Near Downtown;
- c. In order to respect existing development patterns and increase opportunities for development, be expanded to include:
- certain lots fronting the west side of Orchard Street between Tilton Street and Third Street;
 - certain lots fronting the south side of Second Street between Orchard Street and Pleasant Street;
 - certain lots fronting the west side of Grape Street north of Third Street;
 - to capture the large lot at the northwest corner of Passmore Avenue and Washington Street.

- d. In order to respect the existing Saint Joseph’s property located north of Central Avenue and west of Peach Street, rezone such lands be as the proposed (S) School Zone³²⁹.

Such recommended modifications are graphically depicted on Master Plan Update Map 28.1.

2. That the name of this Zone be revised from the various ways it appears in Chapter 175 and standardized as “In Town (DT-3)”.
3. That the following preamble replace the existing language in §175-154.6:

The purpose and intent of the In Town (DT-3) Zone is to recognize the mixed-use neighborhoods surrounding Hammonton’s downtown commercial core, and to permit retail growth and vibrant residential life in proximity to Hammonton’s downtown offerings.

4. That the Building Type definitions for Apron Shopfront, Civic Building, Cottage House, Downtown

³²⁷ §6.4.15 herein.

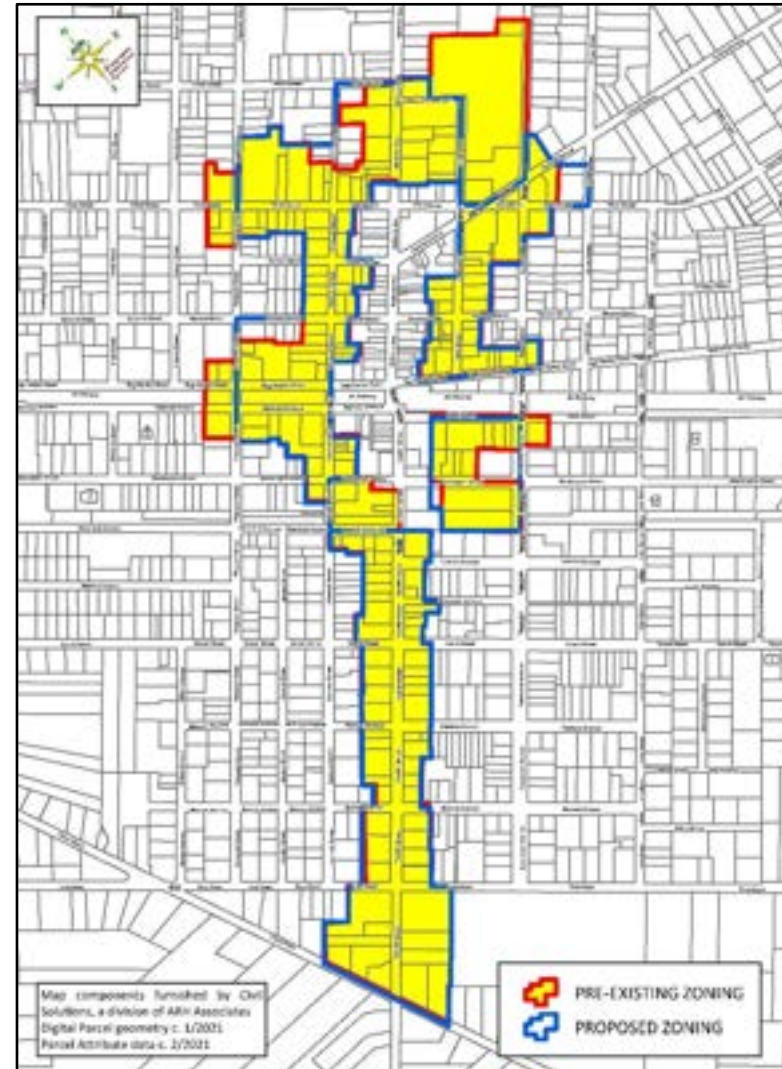
³²⁸ §6.4.17 herein.

³²⁹ §6.4.24 herein.



Building, Liner Building, Loft Building, Townhouse, Twin Houses and Accessory Structures differ between the general definitions section of Chapter 175 (§175-10) and the section dealing with Building Types §175-160 B. be standardized and Relocated into §175-10.

5. That definition for “Live / Work Building” be relocated into §175-10.
 6. That an inventory of appropriate Accessory Structures be added to the Zone.
- F. No additional changes are recommended for the DT-3 Zoning District.



Master Plan Map 28.1
Proposed Zoning
In Town (DT-3) Zoning District



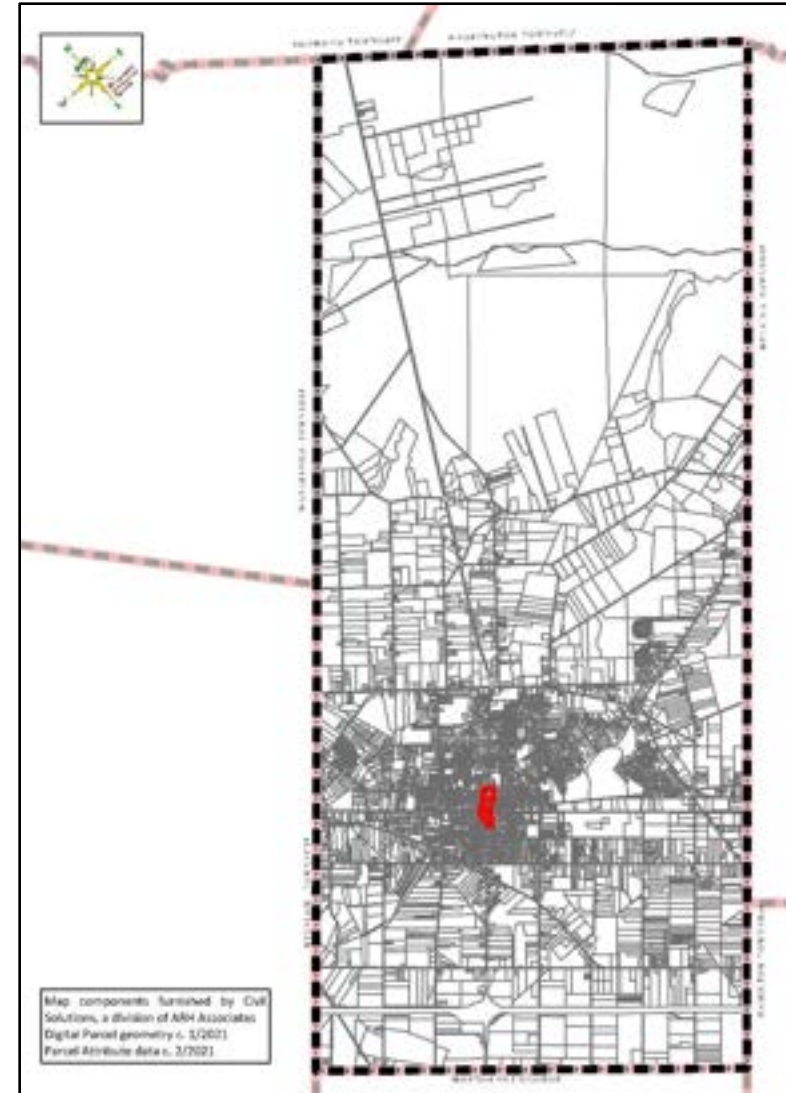
6.4.17 DOWNTOWN, DOWNTOWN (DT-4) ZONING DISTRICT

Chapter 175 (at §175-154.7) provides no abbreviation for the “Downtown, Downtown” District. The Zoning Map refers to the Zone as “DT-4”. This Master Plan Update assumes the DT-4 abbreviation is correct.

- A. The DT-4 Zone covers (approximately) 18.7 acres, equating to 0.1% of the Town’s land area.
- B. The DT-4 Zone is governed by §175-154.7, the intent of which states:

Made up of the parcels ... that surround the MainStreet blocks, this district now includes a mix of residential and commercial uses. The "In-Town" zone/district will expand options for retail growth in the center of Hammonton while supporting MainStreet activities and improving options for downtown living.

- C. The DT-4 Zone is part of the Town that was placed under special Use, Building Type and Bulk Regulations by the Town’s Form Based Code³³⁰. Under the FBC³³¹:



Master Plan Map 29
Pre-Existing Zoning
Downtown, Downtown (DT-4) Zoning District

³³⁰ §2.12 herein.

³³¹ §175.154.7C.





Apron Shopfront



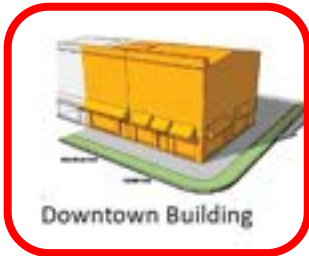
Box Building



Civic Building



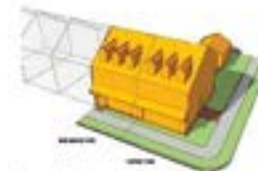
Cottage House



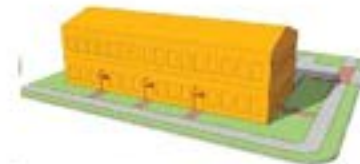
Downtown Building



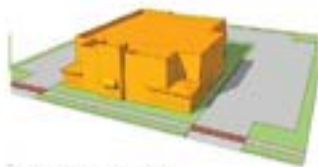
Liner Building



Live / Work Building



Loft Building



Pad Commerce



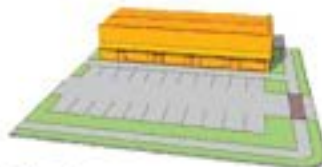
Podium Building



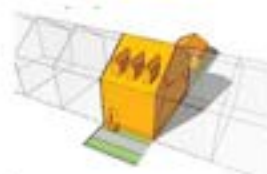
Single House



Special Industry



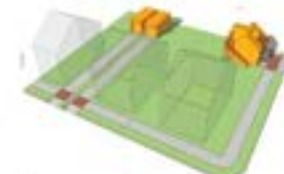
Strip Commerce



Townhouse



Twin House



Accessory Structure

³³² As defined in §2.0 herein.



1. Permitted Principal Uses:

- Accessory Dwelling Units in/at Apron Shopfronts.
- Business Offices in/at Downtown Buildings.
- Civic Uses in/at Apron Shopfronts and Downtown Buildings.
- Local Retail in/at Apron Shopfronts and Downtown Buildings.
- Professional Offices in/at Apron Shopfronts and Downtown Buildings.
- Restaurants in/at Apron Shopfronts and Downtown Buildings.
- Studios in/at Upper Floor Residences in/at Apron Shopfronts and Downtown Buildings.

2. Permitted Conditional Uses³³³:

- Accessory Dwelling Units in/at Downtown Buildings.
- Banks or Savings Institutions in/at Downtown Buildings.
- Business Offices in/at Apron Shopfronts.
- Daycare in/at Apron Shopfronts.
- Home Occupations in/at Apron Shopfronts.
- Home Offices in/at Apron Shopfronts.
- Private Schools in/at Downtown Buildings.

- Local Service in/at Apron Shopfronts and Downtown Buildings.

F. Bulk regulations governing the physical development in the DT-4 Zone is contained in the balance of §175-160 B.(5) and §175-160 B.(9).

G. After an in-depth analysis of the DT-4 Zone, this Master Plan Update recommends:

1. That the District's Zone Boundary Lines:

- a. Be adjusted as appropriate to conform to current Block and/or Lot Lines.
- b. Be expanded to capture block bound by Washington Avenue, Twelfth Street, West End Avenue and Orchard Street in order to maximize the commercial potential of these lands.
- c. Be reduced at south Washington Street east of Twelfth Steet so as not to split-zone the Peter Lumber site.

³³³ Conditions are located in §175-154.8.



Such recommended modifications are graphically depicted on Master Plan Update Map 29.1.

2. That the name of this Zone be revised from the various ways it appears in Chapter 175 and standardized as “Downtown Mixed-Use (DT-4) Zone”.
3. That the following preamble replace the existing language in §175-154.7:

The purpose and intent of the Downtown Mixed-Use (DT-4) Zone is to expand options for retail growth in Hammonton’s historic downtown core, to support events to attract visitors and to improve options for downtown living.

4. That the Building Type definitions for Apron Shopfront and Downtown Building differ between the general definitions section of Chapter 175 (§175-10) and the section dealing with Building Types §175-160 B. be standardized and relocated into §175-10.

- H. No additional changes are recommended for the DT-4 Zoning District.



Master Plan Map 29.1

Proposed Zoning

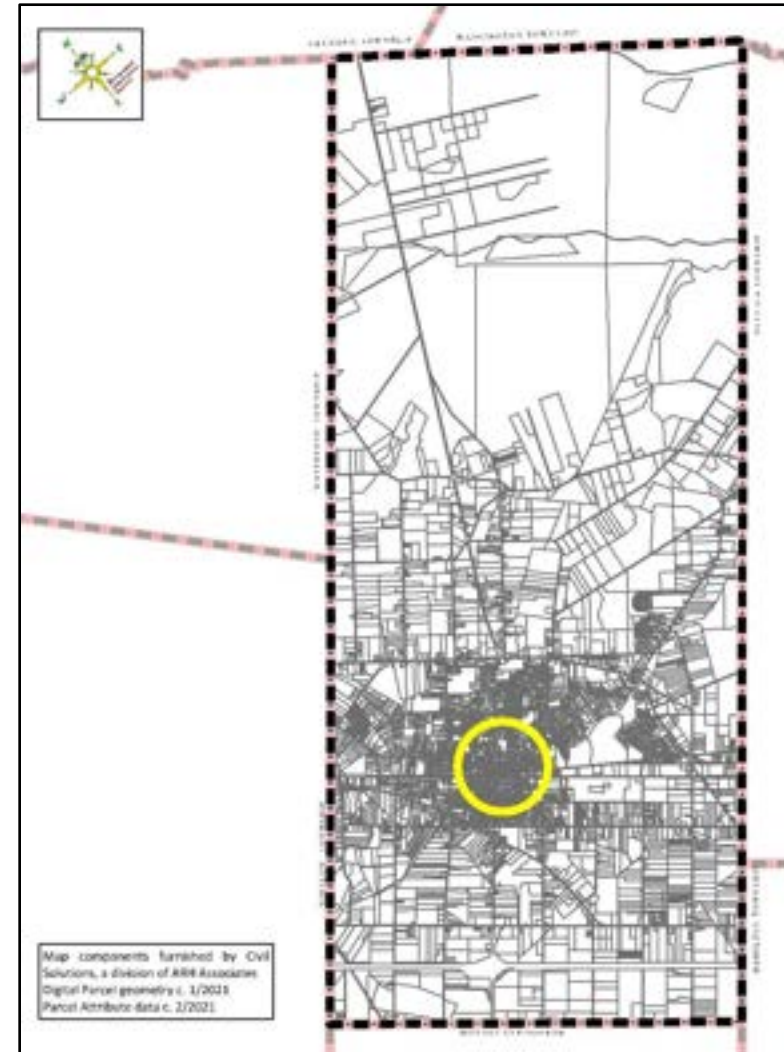
Downtown Business (DT-4) Zoning District



6.4.18 DOWNTOWN IMPROVEMENT DISTRICT & DOWNTOWN BUSINESS IMPROVEMENT ZONE

- A. In order to make the Eagle Theater and surrounding lands eligible for grant funding, Hammonton established a Downtown Improvement District and Downtown Business Improvement Zone in February 2016.³³⁴ The Ordinance establishing these areas³³⁵ specified the properties to be included as Block 2811, Lots 1, 2 and 3 (the properties are the same for both).

In addition to their own controlling documents, the DID and DBIZ are governed by §175-154.9³³⁶.



Master Plan Map 30
Downtown Improvement District &
Downtown Business Improvement District

³³⁴ Individually “DID” and “DBIZ” and collectively known as “Downtown Hammonton”.

³³⁵ Schedule A to Ord. No. 003-2016.

³³⁶ Despite its location in Chapter 175 and its designation as a “District” and “Zone”, the DID / DBIZ is not a Zoning District under the Town’s Zone Plan or *Municipal Land Use Law*. While these designations provide a critical function in providing physical and programmatic improvements for Hammonton’s downtown business district, they should be removed from the Zoning Ordinance and placed in a more appropriate section of the Town Code.



Master Plan Map 30.1
Downtown Improvement District &
Downtown Business Improvement District

- B. A non-profit³³⁷ entity known as the Hammonton Revitalization Corporation³³⁸ is the "District Management Corporation" that manages the operations of Downtown Hammonton under what is locally known as the MainStreet Hammonton Program.

³³⁷ 501(c)3

³³⁸ "HRC"



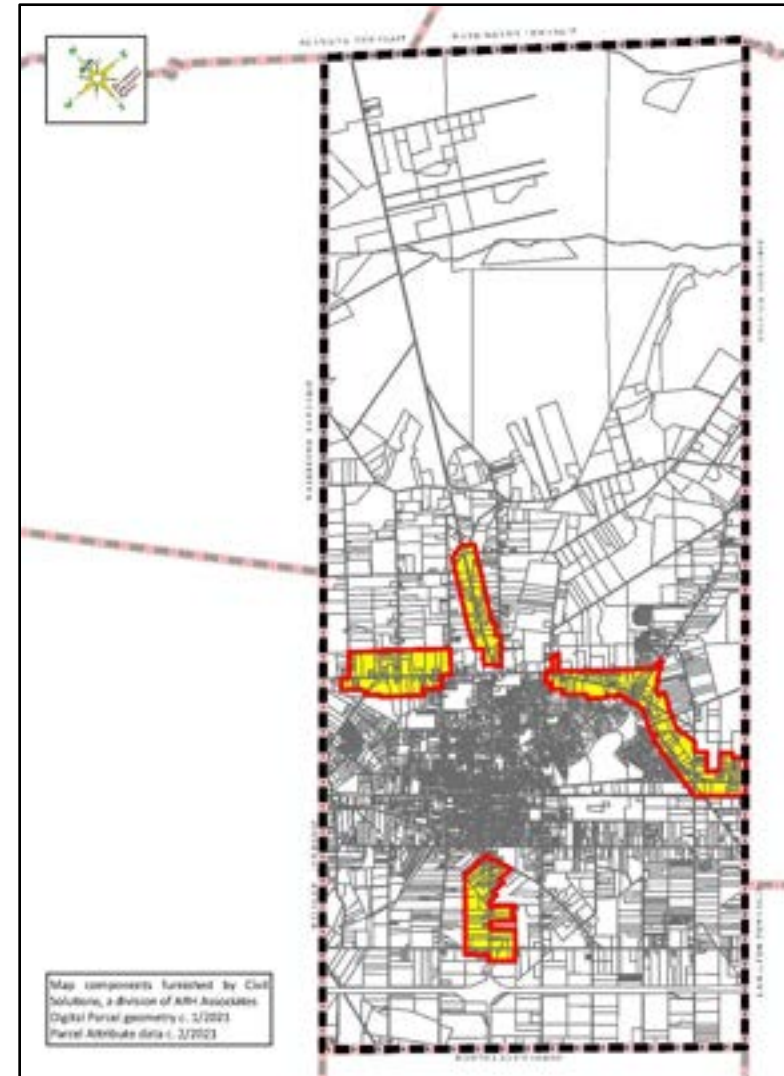


6.4.19 HIGHWAY BUSINESS (H-B) ZONING DISTRICT

- A. The H-B Zones cover (approximately) 1,342 acres, equating to 5.1% of the Town's land area.
- B. The H-B Zones are governed by §175-155, which permits the following Uses, subject to the general requirements of §175-156³³⁹:

Principal Uses

- Local retail activities, including but not limited to grocery stores, meat markets, supermarkets, delicatessens, bakeries, drugstores, furniture stores, sporting good shops, gift shops, hardware stores, package liquor stores, pet shops, stationery stores, fabric stores, florists and jewelry stores, but excluding automobile sales.
- Local service activities, including but not limited to barber- and beauty shops, tailors, photographer's studios, retail dry-cleaning and laundering operations, appliance repair shops, shoe repair shops, upholsterers, newspaper and/or job print shops and customer service centers.
- Restaurants, Take-Out Restaurants, bars, taverns and indoor theaters.



Master Plan Map 31
Pre-Existing Zoning
Highway Business (H-B) Zoning District

³³⁹ Truncated for brevity / clarity. Refer to §175-155 for the full text.



- Banks, including drive-in facilities.
- Professional offices limited to doctors, dentists, architects, engineers, planners, lawyers, real estate agents, insurance brokers or similar licensed professional uses.
- Offices and office buildings.
- Automobile sales, travel trailer and camper sales.
- Indoor theaters and bowling alleys.
- Garden centers engaged in the retail sale of plant material, (subject to certain provisions).
- Shopping centers comprised of the preceding uses.
- Laboratories of an experimental, research or testing nature which carry on processes within completely enclosed buildings and which do not produce noticeable noise, vibration, smoke, dust, odors, heat or glare outside the buildings.
- Wholesale distribution centers and warehousing, provided that such activities are conducted entirely within an enclosed structure.
- Hospitals, as defined in §175-10, which may include:
 - Emergency departments, outpatient medical offices, diagnostic services including imaging centers, surgical centers, cancer treatment, physical therapy, pharmacies, and such educational, clinical, and research facilities as

are integral to the operation of the hospital; and

- Ancillary and accessory uses such as helipads, employee daycare, gift shops, cafeteria, coffee shops, administrative and staff offices and offices for either affiliated or nonaffiliated professionals which are integrated with the hospital facilities or complex.

Conditional Uses

- Automotive service stations, subject to §175-124.
- Funeral parlors.
- Commercial parking lots.
- Apartments on the second and third floors of a building used primarily for nonresidential purposes.
- Car washes, subject to §175-124.
- Hotels and motels, subject to §175-111.
- Assisted living facilities limited to Block 4601, Lots 22, 22.01, 26, 26.01 and 27; Block 4602, Lots 1, 2, 3, 4, 4.01, 5 and 6; Block 4603, Lots 1, 2, 3, 4 and 5.

- C. Bulk regulations governing the physical development in the H-B Zones are contained in the balance of §175-155. General requirements for business districts are contained in §175-156.



D. After an in-depth analysis of the H-B Zones, this Master Plan Update recommends:

1. That the District's Zone Boundary Lines:

- a. Be adjusted as appropriate to conform to current Block and/or Lot Lines.
- b. Be adjusted at the NJM Insurance Group's office campus east of Twelfth Street so that the entire campus is within the (M-1) Industrial Park Zone³⁴⁰.
- c. Be reduced to exclude the lands:
 - south of the White Horse Pike (generally) east of Old Forks Road to respect the existing high school property. Rezone such lands as the proposed (S) School Zone³⁴¹.
 - between the south side of Main Road and Terrace Avenue, which have no White Horse Pike access; thereby rendering them inappropriate for commercial uses. Rezone such lands (R-3) Residential³⁴².

d. Be expanded to include the lands:

- at the intersection of Main Road and the White Horse Pike to capture more of the intersection for commercial opportunities.
- along Main Road between Broadway and Seagrove Avenue to capture more lands for commercial opportunities.
- at the intersection of Second Road and Twelfth Street capture more of the intersection for commercial opportunities.

Such recommended modifications are graphically depicted on Master Plan Update Map 31.1.

2. That a preamble be added to §175-155 detailing the Purpose and Intent of the Zone as follows:

The purpose and intent of the Highway Business zone is to provide for establishments offering accommodations or services to motorists, and to provide for non-pedestrian-oriented retail, wholesale, service and repair activities which reside along state highways.

³⁴⁰ §6.4.20 herein.

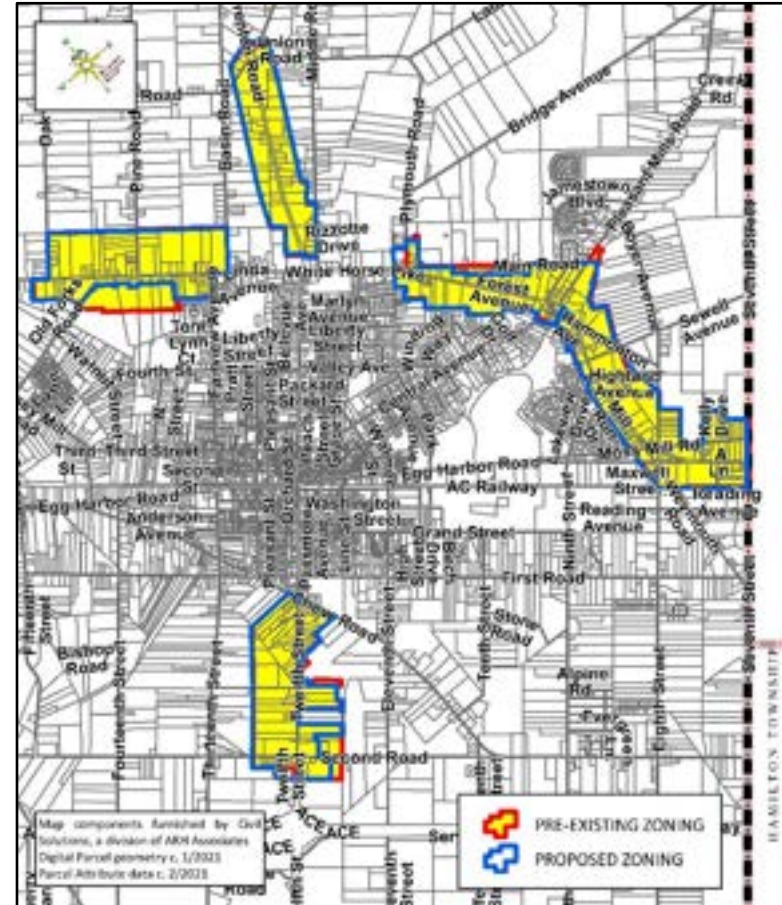
³⁴² §6.4.9 herein.

³⁴¹ §6.4.24 herein.





3. That §175-155 and §175-156 be revised to provide a full inventory of traditional Space, Bulk, Yard and other regulations governing the physical development in the Zone.
4. That §175-155 B., which specifies a number of permitted Conditional Uses for the H-B Zone, be amended for *Funeral Parlors, Commercial Parking Lots, and Apartments on the second and third floors of a building used primarily for nonresidential purposes*, which currently have no conditions imposed:
 - a. Conditional *Funeral Parlors* and *Commercial Parking Lots* be made Permitted Uses or be eliminated as permitted in this Zone.
 - b. Conditional “*Apartments on the second and third floors of a building used primarily for nonresidential purposes*” be modified to “*Above ground-floor residential dwelling units, conditioned upon the ground floor being used exclusively for retail and/or office use*”.



Master Plan Map 31.1
Proposed Zoning
Highway Business (H-B) Zoning District



5. That the General Requirements for Business Districts at §175-156 be reviewed to ensure that regulations are appropriate for and responsive to the current commercial climate, and for applicability to the HB Zone as well as the Town's other commercial zones.

E. The Town-owned Block 1201, Lot 45 is located to the rear of properties fronting Twelfth Street to the east of the NJM Insurance Group's office campus.

As a practical matter, this lot serves as an extension of Commerce Way and provides access to Second Street from the rear of NJM and the Kramer Beverage facility's loading area.

It is recommended that the Town vacate Block 1201, Lot 45 as a tax lot and extend the Commerce Way right-of-way to include this land.

F. In 2007, the Town added §175-155 B.(7) to permit, as a Conditional Use in the H-B Zone, Assisted living facilities, subject to [conditions intentionally omitted], provided, however, that the conditional use pertain



Master Plan Graphic 19
Block 1201, Lot 45

only to Block 4601, Lots 22, 22.01, 26, 26.01 and 27; Block 4602, Lots 1, 2, 3, 4, 4.01, 5 and 6; Block 4603, Lots 1, 2, 3, 4 and 5.



An in-depth analysis of this use attendant to this Master Plan Update finds;

1. The Town's current Tax Map only includes Lot 1 in Block 4603.
2. While this use is stated as being specific to the H-B Zone, the physical location of these Blocks and Lots spans the H-B, GW-2, GW-3 Zoning Districts.
3. The Heritage Assisted Living complex is located at Block 4601, Lot 26.01 (45 US-206) in the GW-2 Zone.

Based on this analysis, it is recommended that events have overtaken the concept of Assisted Living in the H-B Zone. Further, it is not clear that Assisted Living is appropriate for the entire GW-2 District.

It is therefore recommended that this use be eliminated from the blocks and lots enumerated in §175-155 B.(7), with language being added to grandfather the Heritage complex under §175-155 B.(7)'s use and bulk regulations.

- G. No additional changes are recommended for the H-B Zoning District.

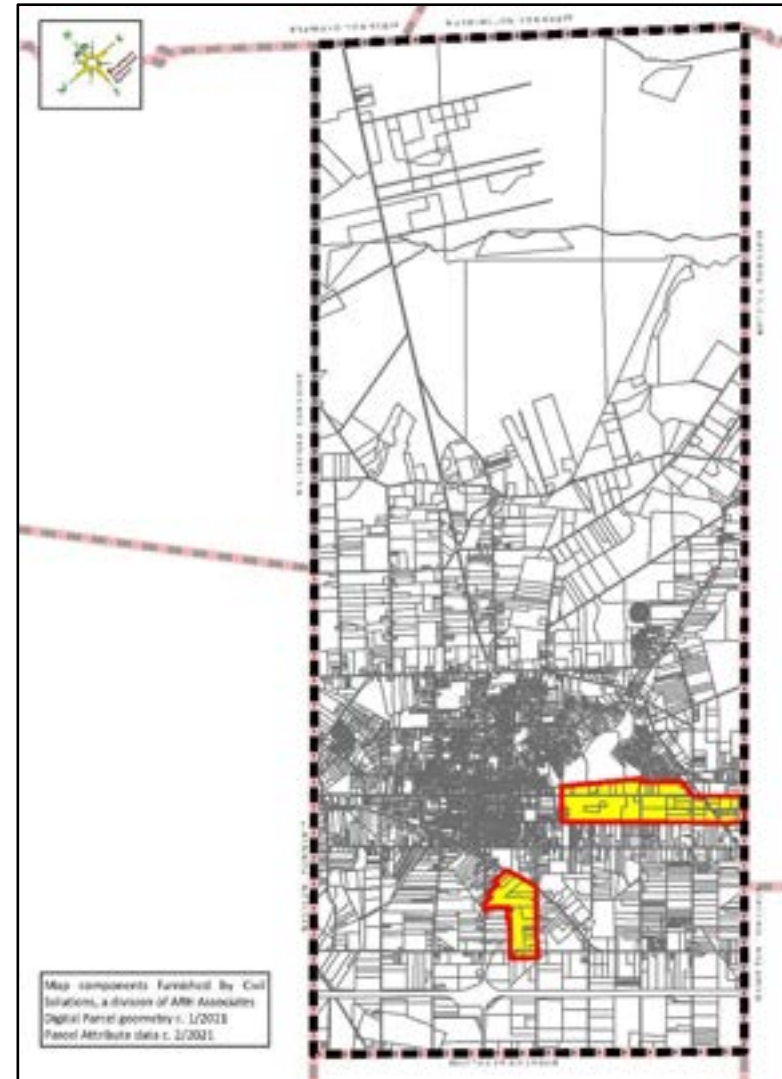


*Master Plan Graphic 20
2007 Amendment: Highway Business (H-B) Zoning District*



6.4.20 INDUSTRIAL PARK (M-1) ZONING DISTRICT

- A. The M-1 Zones cover (approximately) 559 acres, equating to 2.1-% of the Town's land area.
- B. The M-1 Zones are governed by §175-157, which permits the following Uses, subject to §175-120³⁴³:
- Manufacturing plants of a type which carry on processes within completely enclosed buildings, including the manufacture, assembly or treatment of products from previously prepared materials.
 - Wholesale distribution centers for wholesale sales, storage and distribution, including building material sales.
 - Laboratories of an experimental, research or testing nature which carry on processes within completely enclosed buildings.
 - Needle products manufacturing, including cutting, tailoring, weaving, knitting and yard finishing uses.
 - Wholesale fuel distribution centers, including facilities for bulk storage.
 - Commercial bakeries and commercial laundries.
 - Offices and office buildings.
 - Banks and banking services and financial institutions.



Master Plan Map 32
Pre-Existing Zoning
Industrial Park (M-1) Zoning District

³⁴³ Truncated for brevity / clarity. Refer to §175-155 for the full text.



C. Bulk regulations governing the physical development in the M-1 Zones are contained in the balance of §175-157.

D. After an in-depth analysis of the M-1 Zones, this Master Plan Update recommends:

1. The District's Zone Boundary Lines:

a. Be adjusted as appropriate to conform to current Block and/or Lot Lines.

b. Be reduced to exclude the lands south of Reading Avenue and east of Weymouth Road to respect existing development patterns. Rezone such lands (RR) Rural Residential.

c. In order increase to opportunities for development, be expanded to include the lands:

- between Egg Harbor Road and the railroad west of Veterans Place.
- south of Second Road east of Commerce Way.
- west along Second Road to capture the current CTX industrial site, the lot to the west of the CTX site, and concrete company north of the CTX site.

- across Second Road (south) capture the lots south of the CTX cite and the lot west of the CTX site.

- north of First Road and east of Weymouth Road.

Such recommended modifications are graphically depicted on Master Plan Update Map 32.1.

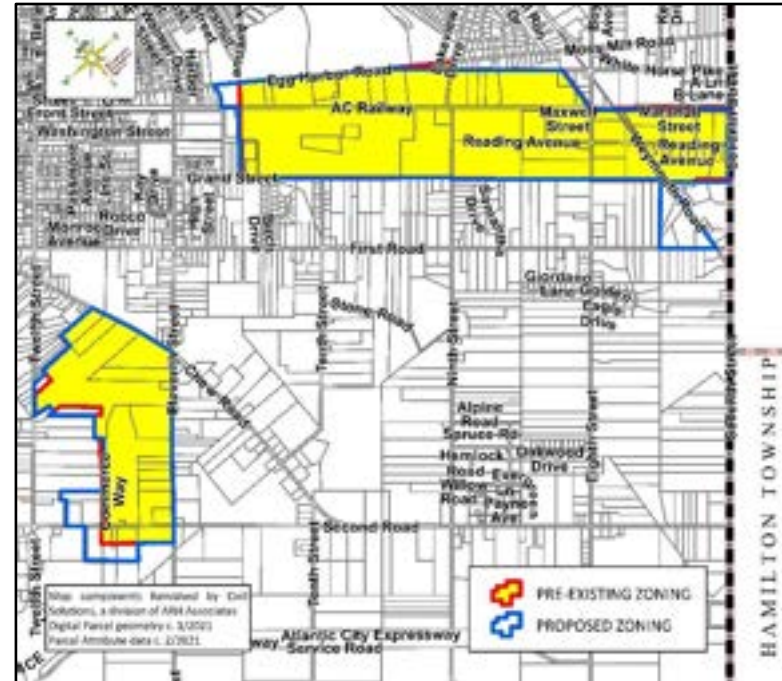
E. The "M-1" designation for the Industrial Park District does not accurately describe the intent and purpose of the Zone. It is recommended that this Zone be redesignated "(I) Industrial".

F. That a preamble be added to §175-155 detailing the Purpose and Intent of the Zone as follows:

The purpose and intent of the Industrial (I) Zone is to provide an area specifically zoned for industrial use rather than commercial use. Industrial park uses may contain warehouses, distribution centers, production facilities, construction yards and other industrialized activities.



- G. That an inventory of appropriate Accessory Structures be added to the Zone.
- H. No additional changes are recommended for the M-1 Zoning District.



Master Plan Map 32.1
Proposed Zoning
Industrial (I) Zoning District



6.4.21 MULTI-USE (M-2 & M-2A) ZONING DISTRICT

- A. The M-2 Zones cover (approximately) 66.8 acres, equating to 0.3% of the Town's land area.
- B. The M-2 Zones are governed by §175-158, which permits the following Uses³⁴⁴:

Residential Uses

- Single-family detached / two-family dwellings and nonresidential uses as permitted in the R-1 Zone³⁴⁵.

Nonresidential Uses

- Offices, office buildings and retail and service uses (subject to specific bulk regulations).³⁴⁶
- Light industrial uses permitted in the AP/CLI Zoning District³⁴⁷ subject to the bulk requirements for individual uses for the M-1 Zone³⁴⁸.

Conditional Uses

- Mixed use projects consisting of certain residential, i.e., single-family attached and multifamily units, commercial and office uses (subject to specific regulations).

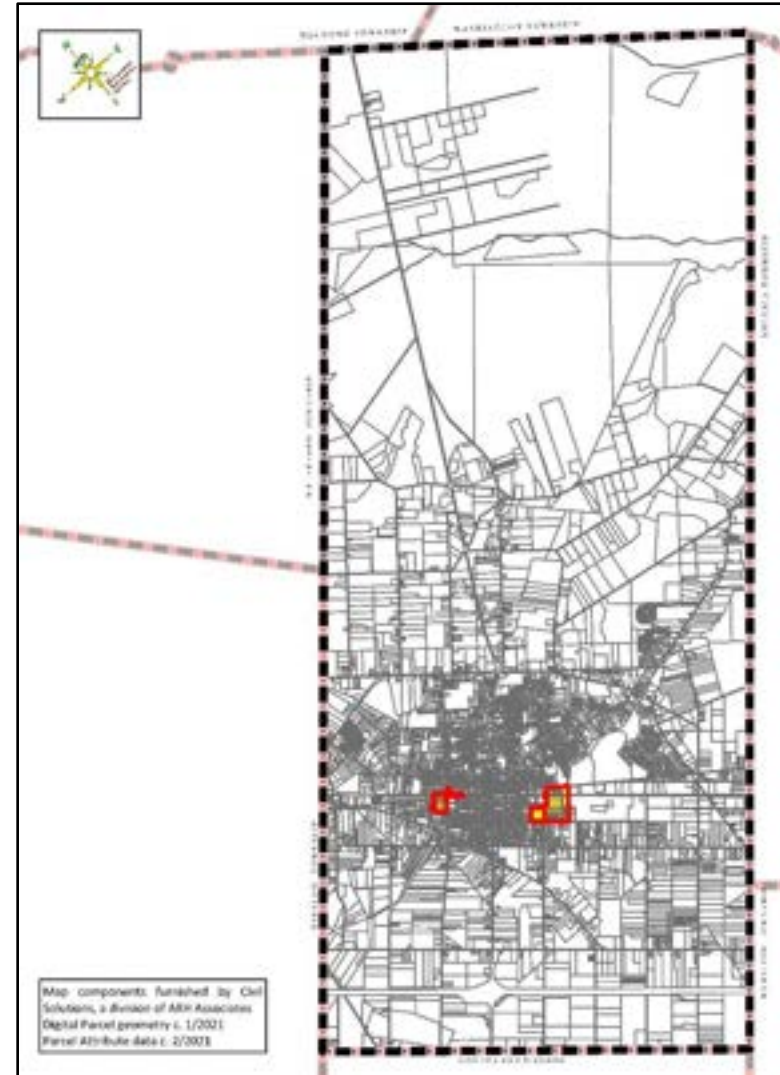
³⁴⁴ Truncated for brevity / clarity. Refer to §175-158 for the full text.

³⁴⁵ §6.4.7 herein.

³⁴⁶ This use description is prefaced by "33", with no explanation.

³⁴⁷ §6.4.5 herein.

³⁴⁸ §6.4.20 herein.



Master Plan Map 33
Pre-Existing Zoning
Multi-Use (M-2 & M-2A) Zoning District



- C. Bulk regulations governing the physical development in the M-2 Zones are contained in the balance of §175-158.
- D. After an in-depth analysis of the M-2 Zone, this Master Plan Update recommends:
 - 1. The District's Zone Boundary Lines be adjusted as appropriate to conform to current Block and/or Lot Lines.
 - 2. §175-158D. provides that, "within the M-2 District, age-restricted affordable housing pursuant to and in compliance with N.J.A.C. 5:93-1 et seq. shall be a permitted use". §175-158E. designates this area as the "M-2A District", limits the District to Block 2605, Lot 1³⁴⁹, and "exclusively permit[s]" age-restricted affordable housing pursuant to and in compliance with N.J.A.C. 5:93-1 et seq.

This area is graphically depicted on Master Plan Update Map 33.1.



Master Plan Map 33.1
Pre-Existing Zoning
M-2A Zoning District

While a distinct Zoning District, the provisions of the M-2A Zone are found within the section of Chapter 175 addressing the M-2 Zone, and are separate and distinct from the Town's Residential Set-Aside³⁵⁰ and

³⁴⁹ (Approximately) 10.9 acres, equating to 0.1% of the Town's land area.

³⁵⁰ §6.4.10 herein.



Inclusionary Development Zones³⁵¹, despite each providing for Affordable Housing.

With the establishment of the IDZ Zone and the court-approved 2018 Housing Element & Fair Share Plan³⁵², Hammonton has satisfied its obligation to provide for a reasonable opportunity for low- and moderate-income housing under the “Mount Laure Doctrine” and the Fair Housing Act. It is therefore recommended that the M-2A Zone be eliminated in favor of R-2 Zoning³⁵³.

3. The District’s Zone Boundary Lines be reduced to exclude the lands bound by Egg Harbor Road, Veterans Place, lots south of the railroad tracks and east of Veterans Place (if extended to Grand Street), Grand Street and 11th Street. Rezone this area to R-1 to respect existing development patterns.

Such recommended modifications are graphically depicted on Master Plan Update Map 33.2.

4. That §175-150 be revised to provide a full inventory of traditional Space, Bulk, Yard and other regulations governing the physical development in the Zone.

- I. The “M-2” designation for the Multi-Use District does not accurately describe the intent and purpose of the Zone. It is recommended that this Zone be redesignated “(MU) Multi-Use”.
- J. That a preamble be added to §175-158 detailing the Purpose and Intent of the Zone as follows:

The purpose and intent of the Multi-Use (MU) Zone is to provide development regulations for areas that have not developed into either fully commercial or fully residential districts to have the flexibility to expand in either manner.

- K. No additional changes are recommended for the M-2 Zone.

³⁵¹ §6.4.22 herein.

³⁵³ §6.4.8 herein.

³⁵² Exhibit 9.1 herein.





*Master Plan Map 33.2
Proposed Zoning
Multi-Use (MU) Zoning District*



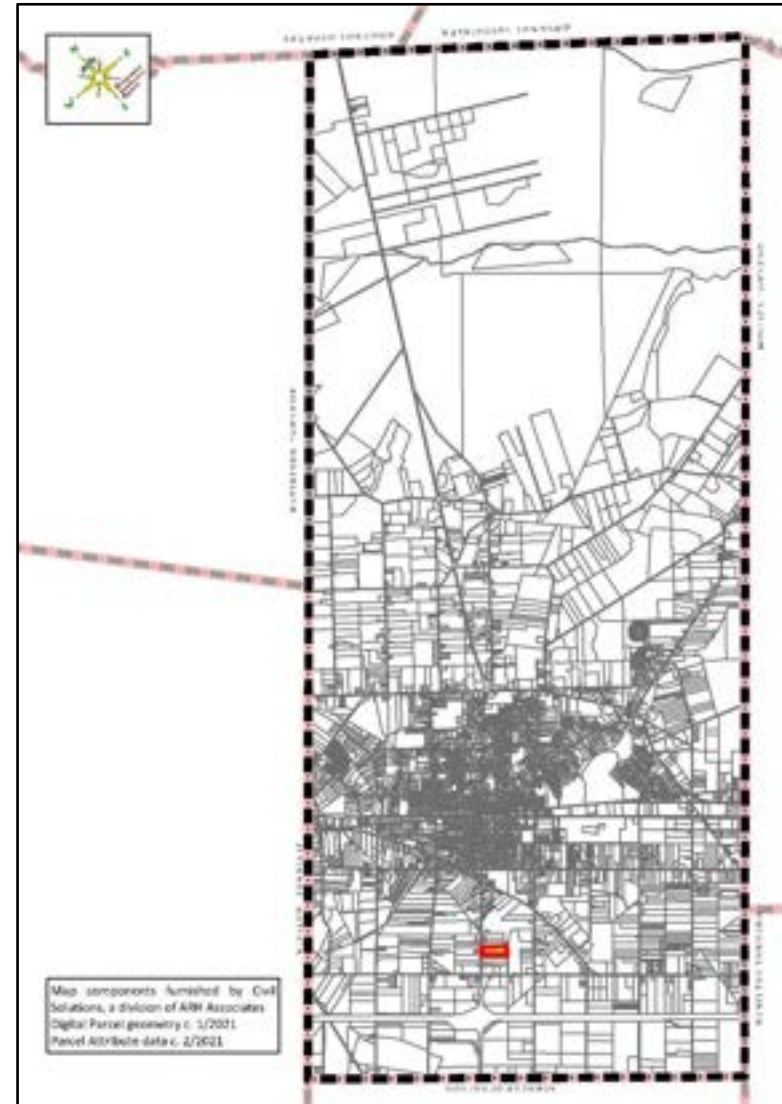
6.4.22 INCLUSIONARY DEVELOPMENT ZONE (IDZ)

- A. The IDZ Zone covers (approximately) 13.3 acres, equating to 0.1% of the Town's land area.
- B. The IDZ Zone is governed by §175-158.1, the Purpose and Intent of which states:

The Town of Hammonton recognizes the need for affordable housing that can be offered as rentals for the target population who require smaller, more reasonably priced accommodations such as one-, 2- and 3-bedroom living facilities. It is the intent of this section to create a realistic opportunity for the construction of a portion of the low- and moderate-income housing obligation of the Town of Hammonton under New Jersey's Fair Housing Act, N.J.S.A. 52:27D-301 et seq.; the rules of the New Jersey Council on Affordable Housing, N.J.A.C. 5:93-1 et seq. (the "Rules"); and the Mount Laurel Doctrine.

This section shall apply specifically to the existing rental development along 12th Street (Route 54) on Block 1201, Lots 5 & 5.01...

This section acknowledges that 52 apartments currently exist on the property, and that it is the intent of this section to control development on the property for an additional



Master Plan Map 34
Pre-Existing Zoning
Inclusionary Development (IDZ) Zoning District



84 rental units (as defined...) for a total no greater than 136 rental units. This section creates a IDZ ... designed to increase an existing rental development to a total of up to 136 rental units, with a 15% set-aside of any new units that are constructed to be designated as affordable rentals that will be governed by controls on affordability that will terminate in accordance with the applicable Uniform Housing Affordability Controls, N.J.A.C. 5:80-26.1 et seq. ("UHAC") requirements and the Rules.

C. Permitted Principal Uses in the IDZ are:

- All uses permitted in the H-B Zoning District³⁵⁴.
- Dwelling Unit/Apartment, Multiple-Family³⁵⁵.

D. Bulk regulations governing the physical development in the IDZ Zone are contained in the balance of §175-158.1.

E. After an in-depth analysis of the IDZ Zone, this Master Plan Update recommends:

1. The District's Zone Boundary Lines be adjusted as appropriate to conform to current Block and/or Lot

Lines. Such recommended modifications are graphically depicted on Master Plan Update Map 34.1.

2. That, given the limited land area and the residential priority in this Zone, §175-158.1 be revised to remove uses permitted in the H-B Zoning District.
3. That an inventory of appropriate Accessory Structures be added to the Zone.
4. For consistency, it is recommended that the Zone be redesignated the "(ID) Inclusionary Development" Zone.
5. That the following preamble replace the existing language in §175-158.1:

The purpose and intent of the Inclusionary Development (ID) Zone is to provide for a realistic opportunity for the construction of a portion of the Town's low- and moderate-income housing obligation under New Jersey's Fair Housing Act (N.J.S.A. 52:27D-301 et seq.);

³⁵⁴ §6.4.19 herein.

³⁵⁵ Defined at 175-10 as "a suite of rooms designed for or occupied by one family or household and situated in a building containing 3 or more such suites of rooms. Such units may share some facilities, utilities or services, such as entrance halls, electric or water connections, basement areas, heating plant or refuse disposal facilities".



the Mount Laurel Doctrine and the rules promulgated by the New Jersey Department of Community Affairs (formerly the New Jersey Council on Affordable Housing³⁵⁶ N.J.A.C. 5:93-1 et seq. [the "Rules"]).

- F. No additional changes are recommended for the IDZ Zoning District.



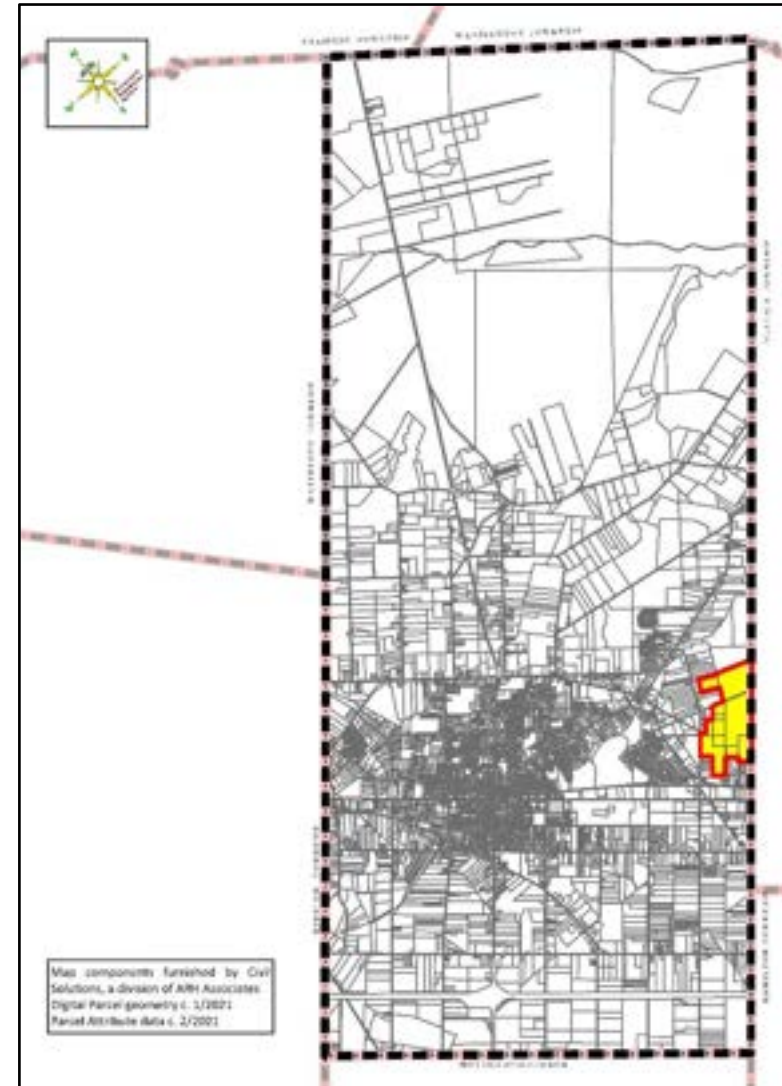
Master Plan Map 34.1
Proposed Zoning
Inclusionary Development (ID) Zoning District

³⁵⁶ §2.22 herein.



6.4.23 RECREATION (REC) ZONING DISTRICT

- A. The REC Zone covers (approximately) 260 acres, equating to 1.0% of the Town's land area.
- B. Permitted Principal Uses in the REC Zone are:
- Active and passive public recreation facilities, including but not limited to athletic fields, tennis courts, basketball courts, swimming pools, bike trails, street hockey rinks, skating facilities and nature trails, and associated community centers.
 - Public playgrounds, conservation areas and parks.
 - Golf courses, miniature golf and golf driving ranges.
- C. Bulk regulations governing the physical development in the REC Zone are contained in the balance of §175-159.
- D. After an in-depth analysis of the REC Zone, this Master Plan Update recommends:
1. The District's Zone Boundary Lines:
 - a. Be adjusted as appropriate to conform to current Block and/or Lot Lines.



Master Plan Map 35
Pre-Existing Zoning
Recreation (REC) Zoning District



- b. Be expanded to increase recreational opportunities in the Town by include lots south of Sewell Avenue and east of Boyer Avenue.

Such recommended modifications are graphically depicted on Master Plan Update Map 35.1.

2. That a preamble be added to §175-159 detailing the Purpose and Intent of the Zone as follows:

The purpose and intent of the Recreation (REC) Zone is to provide an area set aside and designated for recreation, including either active participation, as in sports, playgrounds or biking trails or passive recreation, as in the observation of nature, hiking or walking paths.

3. That §175-159 be revised to provide a full inventory of traditional Space, Bulk, Yard and other regulations governing the physical development in the Zone.

- G. No additional changes are recommended for the REC Zoning District.



Master Plan Map 35.1
Proposed Zoning
Recreation (REC) Zoning District



6.4.24 SCHOOL (S) ZONING DISTRICT (PROPOSED)

As recommended in various sections of this §6.4, the sites of the Hammonton High School, Hammonton Middle School and Saint Joseph’s School (which is owned by the Hammonton Board of Education) are proposed to be rezoned to a new School (S) Zone.

The purpose and intent of the School (S) Zone is to permit lands owned by the Hammonton Board of Education to provide scholastic opportunities to community members of all ages.

Permitted Principal and Accessory Uses are recommended to be student instruction at the pre-school through the college / university levels and such accessory uses that are normal and customary to the educational, athletic and recreational needs of the Principal Uses, as well as such similar community uses as may be proposed from time-to-time.

Bulk and architectural requirements for public schools are governed by the New Jersey Department of Education. It is therefore recommended that such controls be deferred to that body.



Master Plan Map 36
Proposed School (S) Zoning District

Bulk and architectural controls for private schools such as Saint Joseph’s and colleges and universities are not governed by the Department of Education. It is recommended that such controls be crafted to respect the facilities existing at time of adoption of this Master Plan Update.



6.4.25 LAKE (L) ZONING DISTRICT (PROPOSED)

As recommended in §6.4.7 D.1.b. of this Master Plan Update, the environmentally-sensitive lands in and around Hammonton Lake are proposed to be rezoned to a new Lake (L) Zone.

The purpose and intent of the Lake (L) Zone is to protect the unique ecological balance that resides in the Hammonton Lake, natural waterways and open space by permitting low impact activities and development.

Permitted Principal and Accessory Uses are recommended to be those public active- and passive- recreational uses that are normal and customary to the setting.

Bulk and architectural requirements for the lands comprising the L Zone are generally guided by, if not governed by, the New Jersey Pinelands Commission and the New Jersey Department of Environmental Protection. Within this context, and recognizing that municipalities may, in certain circumstances, be exempt from their own zoning³⁵⁷, it is recommended that such controls be left flexible in order for the Town to employ unique and imaginative designs.



Master Plan Map 37
Proposed Lake (L) Zoning District

³⁵⁷ New Jersey Zoning & Land Use Administration. Gann Law. 2024 Edition. §46.5.



6.4.26 REDEVELOPMENT AREAS

A. Overview

Over the course of time, Town Planners in Hammonton have embraced the concept of Redevelopment and encouraged its use. For example:

- The Town’s 1982 Master Plan Report included the goal to “Encourage revitalization and Redevelopment of the Central Business District”.
- The Town’s 2004 Master Plan Reexamination included the same goal, as well as goals to:
 - Guide the redevelopment of land where warranted.
 - Identify vacant / under-utilized land appropriate for redevelopment or rehabilitation in the downtown area. This includes residential and smaller commercial uses.
 - Continue to identify, clean, and re-use or clear and re-build upon vacant / under-utilized factory buildings. Employ redevelopment plans to meet community needs, such as economic redevelopment and senior citizen affordable housing.

- Examine M-D Zoning District in the downtown area to determine if portions should be altered. Create an M-D West (reduce residential component and *encourage commercial only*) **factoring in the approved Redevelopment Areas of Area A-D** and M-D East (allow for combination of residential and commercial). **[emphasis added]**

B. *Local Redevelopment & Housing Law*³⁵⁸

In 1992, the New Jersey Legislature empowered municipalities to address conditions of deterioration in housing, commercial and industrial installations, public services and facilities and other physical components and supports of community life, and improper, or lack of proper, development by adopting the *Local Redevelopment & Housing Law*, the purpose of which was to provide local officials with the tools and powers necessary to arrest and reverse such conditions and to promote the advancement of community interests through programs of redevelopment and/or rehabilitation of such lands.

³⁵⁸ N.J.S.A. 40A:12A-1 et seq. (“Redevelopment Law”)



By utilizing the comprehensive set of tools and techniques available *only* under the *Redevelopment Law*, municipalities may modify land use and zoning controls; acquire property deemed necessary for *redevelopment*; clear or provide for the clearance of such lands; install infrastructure and/or other site improvements; provide favorable tax and other financial incentives to facilitate *redevelopment*; and solicit for, negotiate / enter into partnerships with and transfer lands to public and private entities in order to accomplish certain defined municipal goals and objectives.

C. 2002 / 2003 Redevelopment Area Analysis

1. In or about 2002, the Town commissioned a Redevelopment Area Analysis³⁵⁹ prepared in conjunction with what was termed “*a major planning study*” designed to, in the language of the Redevelopment Analysis:

- Establish a pattern of redevelopment for the Town to enhance the existing assets of the community;
- Preserve its MainStreet environment;

- Develop a comprehensive parking plan; and
- Similar strategies which can take advantage of a well-defined traditional layout of a Pinelands town.

The Redevelopment Area Analysis evaluated Planning Districts identified in the Strategic Redevelopment and Smart Growth Plan³⁶⁰ as potential Areas In Need of Redevelopment in order to “*abate future and continued deterioration of sites as market forces develop newer and better competitive alternatives throughout the region*”. Such sites were said to represent a composite of aging, deteriorated buildings and vacant and underutilized lands and buildings in the Town's traditional downtown ~ which existed in a pattern of obsolete layouts, inadequate parking and faulty arrangement or design, that collectively constituted obsolescence.

The Redevelopment Area Analysis found that such areas could not collectively be brought to a fully productive condition without the Redevelopment

³⁵⁹ Prepared by Peter P. Karabashian Associates, Inc., Professional Planners. December 2002 (Revised October 2003).

³⁶⁰ Prepared by Peter P. Karabashian Associates, Inc., Professional Planners. February 2003 (Revised October 2003).



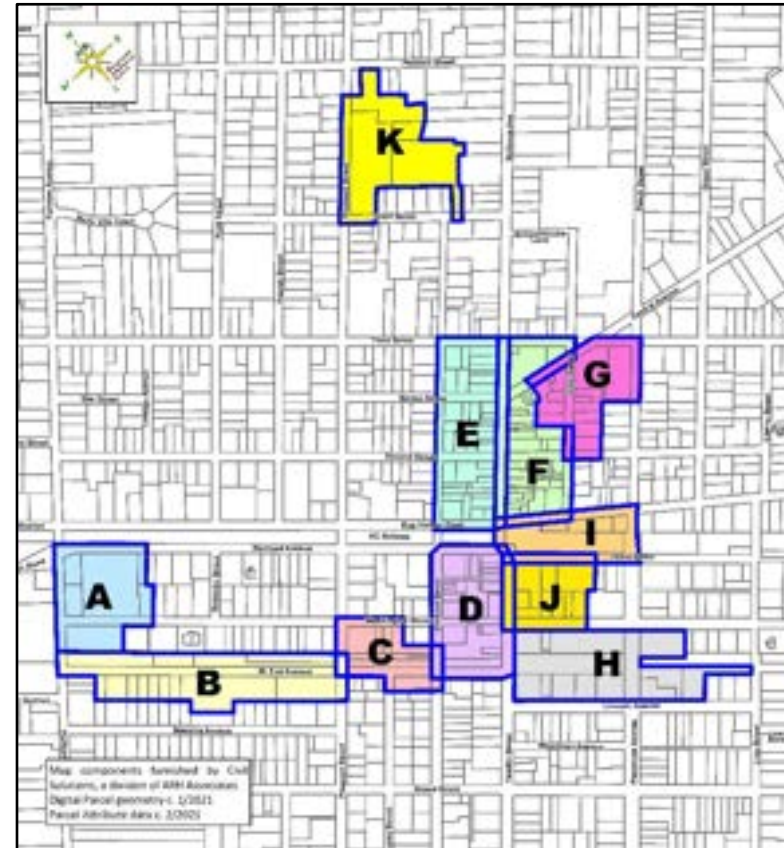
process under the *Redevelopment Law*. As such, the Redevelopment process was envisioned as a means to initiate public / private partnerships to treat designated planning areas in a systematic manner and thereby correct the deficiencies identified.

2. The Redevelopment Area Analysis culminated in recommendations that 11 areas ~ labeled A – K ~ exhibited conditions which qualified as being In Need of Redevelopment under the *Redevelopment Law*.

Chapter 213 of the Town Code was adopted in March 2004 as the Redevelopment Plan for these Redevelopment Areas. However, the Town’s Zoning Map was never updated to reflect these Areas.

This Master Plan Update recommends that these Redevelopment Areas be added to the Zoning Map.

3. Chapter 213 was amended in 2011 to permit single-family attached dwelling units and associated Bulk regulations for Redevelopment Areas B. and C.



Master Plan Map 38
2002 / 2003 Redevelopment Areas

4. In or about March 2023, an application for Site Plan and Subdivision approval for a 60-unit residential townhouse Redevelopment Project had been submitted to the Hammonton Joint Land Use Board.



The Project, which is located at 101 & 250 West End Avenue, 111, 112 & 201 W. Pleasant Avenue, 115 W. Orchard Avenue, 116 & 132 Washington Street, is located in Redevelopment Areas B. and C.

At time of adoption of this Master Plan Update, the application was working its way through the review process.

5. In July 2023, an application for Site Plan approval to demolish an existing, dilapidated commercial warehouse and construct a new microbrewery and tap room at 100 West End Avenue (Block 2415) was submitted to the Hammonton Joint Land Use Board.

Based on the Town's Zoning Map, the Applicant was under the impression that the property was located in the DT-1 Zoning District. In fact, Block 2415 is located within Area C. of the Town's 2003 Redevelopment Plan Area. Under the 2011 amendments to Chapter 213, permitted uses for Area C. are limited Age Restricted, Market Rate Residential Twin Units, with Bulk regulations established to accommodate such uses.

Under standard municipal zoning, Variance relief under N.J.S.A. 40:55D-70(d)(1) would be required for a use not permitted in the Zone. However, the Redevelopment Plan specifically precludes use variances. An amendment to the Redevelopment Plan is therefore required.

During the review of this Application, Town Planners realized that similar difficulties are likely to occur for projects in the other Redevelopment Plan Areas. Accordingly, this Master Plan Update recommends that the Redevelopment Plan for Areas A-K be reviewed and updated based on current municipal priorities.

Such review / update could be done as an independent, proactive initiative to entice development or reactively as part of a project proposal submitted by a developer.

6. It is further recommended that Chapter 213 be relocated to a new section of Chapter 175.



D. Gateway Redevelopment Area (White Horse Pike & Bellevue Avenue)

1. In February 2015, pursuant to a settlement agreement between Bellevue Property Associates, LLC and the Town of Hammonton relating to pending litigation between the parties, Hammonton's Town Council, via Resolution No. R-42A-2015, directed the Hammonton Joint Land Use Board to conduct an investigation to determine whether Block 3502, Lots 1 and 2 and Block 3607, Lots 2 and 3 ~ located on the southerly side of the White Horse Pike at the intersection of Bellevue Avenue ~ were Areas in Need of Redevelopment under the *Redevelopment Law*.

Upon completion of the investigation, the Land Use Board, in May 2015, conducted a public hearing on the matter.

At the end of such hearing, the Board recommended to the Town Council that the aforementioned Area



Master Plan Map 38.1
Gateway Redevelopment Area

did qualify and should be designated to be an Area in Need of Redevelopment.

2. In June 2015, the Town Council, via Resolution No. 079-2015, declared the Area to be In Need of Redevelopment. A Redevelopment Plan³⁶¹ was adopted in October 2015.

³⁶¹ Redevelopment Plan, Gateway Area, White Horse Pike, Hammonton, Atlantic County.
Prepared by Dixon Associates (dated August 12, 2015).



The primary objectives as stated in the Redevelopment Plan were to:

- *Encourage the revitalization and redevelopment of non-residential land uses along the White Horse Pike consistent with the Hammonton Master Plan;*
- *Invigorate the creation of new jobs;*
- *Capitalize on the high traffic volumes to create a sense of vitality and activity at the intersection so as to re-establish active commercial development;*
- *Encourage opportunities for new development.*
- *Restore the positive visual impact of this important intersection;*
- *Create job opportunities;*
- *Create an attractive feature to call attention to the Downtown area.*
- *Create secondary interest in surrounding properties by new customers of the redeveloped properties.*

The Redevelopment Plan designated the Town Council as the Redevelopment Entity³⁶² and designated Bellevue Properties, LLC as Redeveloper for Block 3502, Lots 1 and 2. These lands were redeveloped as a WaWa convenience store and automotive fueling station.

The Redevelopment Plan deferred the designation of a Redeveloper for Block 3607, Lots 2 and 3 to a later date. As of the date of this Master Plan Update, no such Redeveloper has been designated and no redevelopment activity has taken place.

This Master Plan Update recommends that this Redevelopment Area be added to the Zoning Map.

E. Block 3904 Redevelopment Area

1. In April 2018, Hammonton's Mayor and Town Council adopted Resolution No. 061-2018, thereby directing the Land Use Board to conduct an investigation to determine whether Block 3904, Lots 39 and 40 ~ located on the southerly side of the White

³⁶² i.e., Implementing Agency



Horse Pike east of Broadway ~ was an Area in Need of Redevelopment under the *Redevelopment Law*.

Upon completion of the investigation, the Land Use Board, in July 2018, conducted a public hearing on the matter. At the end of such hearing, the Board recommended to the Mayor and Council that the aforementioned Area did qualify and should be designated to be an Area in Need of Redevelopment.

2. In July 2018, the Mayor and Council declared the Area to be In Need of Redevelopment. A Redevelopment Plan³⁶³ was adopted in January 2019.

The intent of the Redevelopment Plan was to provide a setting for an approximately 162-unit assisted living residence for low-income seniors as well as an approximately 5,000 s.f. adult medical day care facility at the site of an underutilized motor inn and long-demolished restaurant.



Master Plan Map 38.2
Block 3904 Redevelopment Area

The stated goals and objectives of the Redevelopment Plan were to:

- Provide the opportunity for an adaptive reuse of a dated and underutilized motor inn which would not likely occur without the participation of public bodies.
- Foster assisted living and adult daycare uses and make available such assistance as may be necessary to aid development.

³⁶³ Redevelopment Plan for Block 3904, Lots 39 and 40, Town of Hammonton, New Jersey.
Prepared by Dixon Associates (dated January 7, 2019).



- *Provide for the development of assisted living and adult daycare and related uses that will support the Town's economic growth as well as the adult and aging population, create jobs and enhance revenue for the Town.*
- *Provide a mechanism for a public / private partnership leading to the development of activities and services that foster and enhance the Town.*
- *Encourage the development of the Redevelopment Area as to affect the highest and best use.*
- *Provide for a steadily increasing population [by] providing an assisted living facility [which] will create the opportunities for the current population to remain in Town and close to family...*
- *Guide overall development of the Town in a manner that will maintain its existing desirability as a place to live and work, while taking advantage of the potential for growth, which is inherent in the Atlantic-Camden County region [by] providing the population of the Town the ability to remain in their hometown as they age and require assistance with daily activities...*
- *Generally, to maintain the existing medium density residential pattern while extending*

the range of types of accommodations available [by ensuring that] the density of the facility would be consistent with the 18 dwelling units per acre that is the pattern of the Town and this district...

- *Recognize the basic division of the Town into urban and rural segments and to provide for further development in a manner which will not disrupt the agricultural economy of the area [by utilizing an area that] is already in a commercial district, [thereby maintaining] the current blend of urban and rural segments and ... not disrupt the agricultural economy of the Town.*
- *Create compatible land use groupings [by selecting a site that] is... somewhat isolated ... along the White Horse Pike and will be compatible with the uses that are in the immediate area.*
- *Maintain community character and improve the quality of life through the existing and future development of the Town [by preserving and enhancing] the existing tax base while enhancing economic development opportunities and increasing employment opportunities.*
- *Guide the development of vacant lands to ensure the best possible final product for the residents and the Town [by ensuring]*



that community facilities and services are utilized to meet the needs of the Town within the limits of the available resources.

- *Promote the adequate improvements to public infrastructure, community facilities and services to meet the needs of the residents and the Town [by ensuring] that adequate and appropriate affordable housing options are available and [continuing] to promote and encourage existing viable residential neighborhoods.*
 - *Ensure that appropriate and compatible commercial development occurs in relationship to existing residential areas of the Town.*
3. The Redevelopment Plan designated the Town Council as the Redevelopment Entity³⁶⁴ for the Plan. Subsequently, the Town Council designated White Horse HMT Urban Renewal LLC as Redeveloper for the Redevelopment Area.
 4. Recognizing that the project would require, among other things, infrastructure improvements,

relocations and modifications and intersection and other traffic improvements that greatly inflated the cost of construction, the Redeveloper requested that the Town allow a long-term tax exemption and a financial agreement pursuant to the *Long-Term Tax Exemption Law*.³⁶⁵

Additionally, the Town utilized the *Redevelopment Area Bond Financing Law*³⁶⁶ and/or the *Local Bond Law*³⁶⁷ to issue general obligation bonds in an aggregate principal amount not to exceed \$25,000 to help ensure the project's viability.

5. The newly-constructed Standard Senior Living Center within this Redevelopment Area opened in the third quarter of 2023.
6. This Master Plan Update recommends that this Redevelopment Area be added to the Zoning Map.

³⁶⁴ i.e., Implementing Agency

³⁶⁵ N.J.S.A. 40A:20-1 et seq.

³⁶⁶ N.J.S.A. 40A:12A-64 et seq.

³⁶⁷ N.J.S.A. 40A:2-1 et seq.



F. Washington & 11th Streets Redevelopment Area

In June 2019, the Hammonton Town Council adopted Resolution No. 104-2019; thereby directing the Land Use Board to conduct an investigation to determine whether Block 2608, Lots 1 & 2, and Block 2902, Lot 12 was an Area in Need of Redevelopment under the *Redevelopment Law*.

In addition to vacant, unutilized and unproductive lands, this area includes the Town's aging Public Works facility, which is reaching the end of its useful life and may benefit from relocation and/or redevelopment.

Upon completion of the investigation, the Land Use Board, in June 2022, conducted a public hearing on the matter. At the end of such hearing, the Board recommended to the Mayor and Council that the aforementioned Area did qualify and should be designated to be an Area in Need of Redevelopment.

In July 2022, the Mayor and Council declared the Area to be In Need of Redevelopment. As of the adoption of this Master Plan Update, no Redevelopment Plan had yet been adopted.



Master Plan Map 38.3
Washington & 11th Streets Redevelopment Area





This Master Plan Update recommends that this Redevelopment Area be added to the Zoning Map.

G. Referenced but Unconfirmed Redevelopment Study Areas³⁶⁸

1. Document research conducted for this Master Plan Update found references to other sections of Hammonton that were either studied for Redevelopment Area designation, recommended for such study or actually designated to be In Need of Redevelopment.

While referenced herein for context, formal designation could not be verified.

Given the age of these references and their unknown status, this Master Plan Update recommends these lands, except for those addressed under §6.4.26 J. 2. hereinbelow, be reevaluated for Redevelopment Area designation as conditions and priorities warrant.

2. While this Master Plan Update was under development, litigation against the Town of Hammonton³⁶⁹ was commenced on an unrelated matter involving the Boyer Avenue surface drip irrigation system³⁷⁰ and lands in one of the Referenced but Unconfirmed Redevelopment Study Areas owned by the plaintiff.

In September 2023, the plaintiff and Town entered into a settlement agreement in this matter.

To eliminate any ambiguity as to the intention of this Master Plan Update to recommend that plaintiff-owned lands be included in any future Redevelopment Study Area, the parties agreed that references to the plaintiff-owned lands be removed from this discussion, and to state that the Town *“has no present intention to condemn or attempt to condemn Plaintiffs’ Real Property, or to take any other action to diminish Plaintiffs’ property or development rights under current zoning”*.

³⁶⁸ 2004/05 Reexamination (pp. 25 – 28).

³⁷⁰ §5.3.5 N. herein.

³⁶⁹ Civil Action No. 19-6562. United States District Court for the District of New Jersey (Camden Vicinage). All related documents are on file with the Town Clerk.





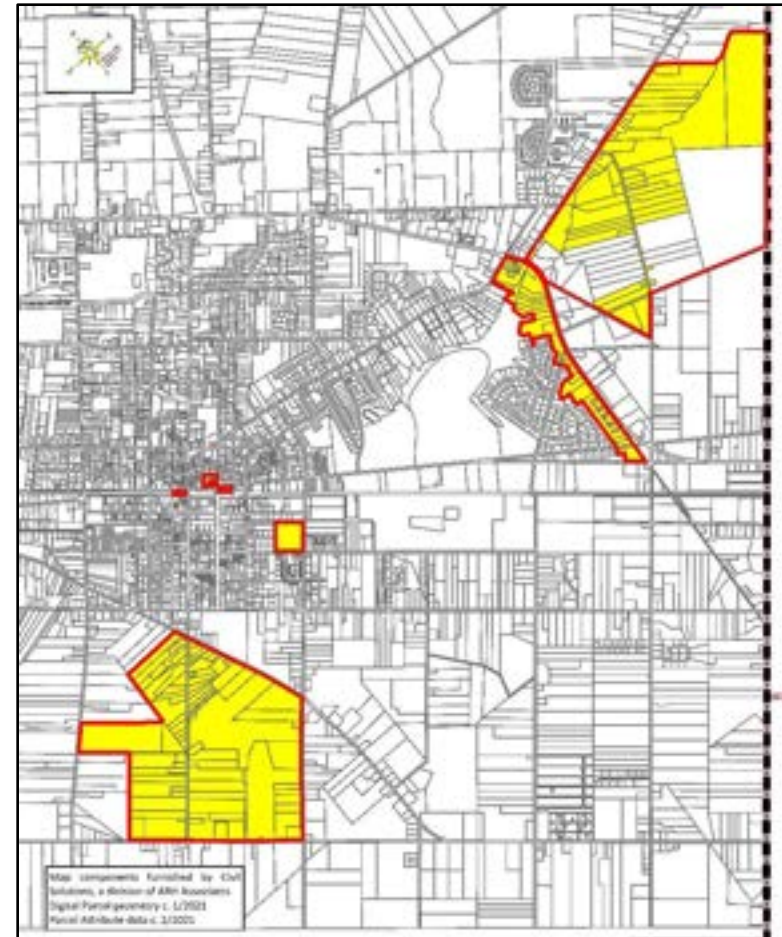
Accordingly, the Master Plan Map 38.4 does not include the lands listed in the settlement agreement³⁷¹.

- I. The Municipal Land Use Law³⁷² requires that a Master Plan Reexamination address:

... recommendations... concerning the incorporation of Redevelopment Plans adopted pursuant to the Local Redevelopment & Housing Law ... into the Land Use Plan Element of the municipal Master Plan, and recommended changes, if any, in the local development regulations necessary to effectuate the Redevelopment Plans of the municipality.

To the extent not already done so, this Master Plan Update hereby incorporates the designated Redevelopment Areas and related Redevelopment Plans into this Land Use Plan Element.

- J. Over the course of time, Hammonton Policymakers have identified a number of properties that appear to exhibit conditions of deterioration in housing, commercial and



*Master Plan Map 38.4
Referenced but Unconfirmed Redevelopment Area*

³⁷¹ Block 4303, Lot 13A, Block 4302, Lot 12 (Qual 01) and Block 4302, Lot 12 (Qual 02) could not be mapped but are similarly excluded from Redevelopment consideration.

³⁷² N.J.S.A. 40:55D-89



industrial installations, public services and facilities and other physical components and supports of community life, and improper, or lack of proper, development. Such conditions appear to result from forces which are amenable to correction and amelioration by the concerted effort of responsible public bodies via the *Local Redevelopment & Housing Law*, and, as evidenced by the lack of improvement over time, are not likely to be corrected or ameliorated without this effort.

Supporting Strategy §5.4.2 D.9 herein recommends that the Town “[i]dentify vacant / under-utilized lands and buildings appropriate for Redevelopment Area or Rehabilitation Area designations under the New Jersey *Local Redevelopment & Housing Law*”, and “[m]aximize the use of the *Redevelopment Law* where appropriate as a tool to support and advance the Policies and Strategies of this Master Plan Update”.

As an action item, this Master Plan Update further recommends that the Town Planner undertake what may be termed a Town-wide Threshold Conformance Analysis designed to determine what areas in the municipality

may be eligible for designation as Area(s) In Need of Redevelopment under N.J.S.A. 40A:12A-5 and what areas are as may be eligible for designation as Area(s) In Need of Rehabilitation under N.J.S.A. 40A:12A-14 ~ without proceeding with the more formal Investigation process(es) as required by the *Redevelopment Law*.

Upon review of the findings of this Threshold Analysis, Town Policymakers will be in a position to determine whether or not to proceed with the formal process under the *Redevelopment Law* to declare one or more of the Areas to be In Need of Redevelopment or Rehabilitation, or both; thereby saving the municipality from expending resources for properties / areas which ultimately may be found not to qualify for such designation(s).

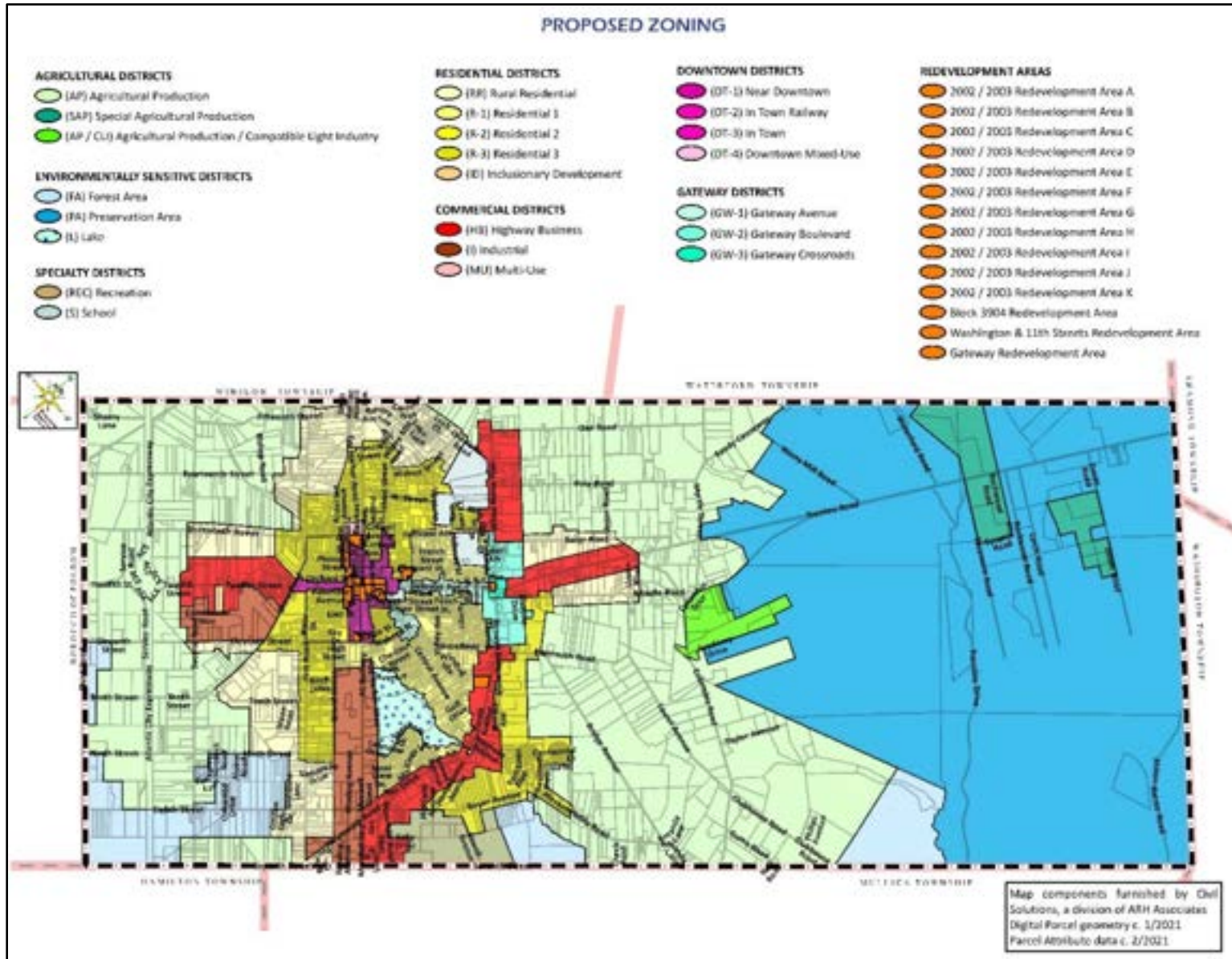


6.5 PROPOSED ZONING MAP

Upon acceptance of any of the changes to the Town's Zoning District boundaries as recommended herein, a revised Zoning Map will be required. It is recommended that any such map employ the most current electronic Parcel Map³⁷³ as its base.

The recommendations detailed in §6.4 herein result in the Proposed Zoning Map presented herein as Master Plan Update Map 39.

³⁷³ §6.3.3 A. & B. herein.





6.6 ADDITIONAL RECOMMENDATIONS

6.6.1 REPORT ON VARIANCE APPLICATIONS

N.J.S.A 40:55D-70.1 requires the municipal Zoning Board of Adjustment, at least once a year, *“to review its decisions on applications and appeals for variances and prepare and adopt by resolution a report on its findings on zoning ordinance provisions which were the subject of variance requests and its recommendations for zoning ordinance amendment or revision, if any. The Board of Adjustment shall send copies of the report and resolution to the Governing Body and Planning Board”*.

The purpose of this report is to track variance requests and inform local officials where recurring issues may require changes to Chapter 175.

While this office has served the Board as Engineer and Planner for some time, none of our current staff has any knowledge of such report ever being issued.

It is therefore recommended that, as part of any revisions to Chapter 175 arising from this Master Plan Update, the Town provide the resources for the Board’s consultants to review

their professional reports and adopted Resolutions, and prepare the required documentation in accordance with MLUL requirements.

6.6.2 CANNABIS

In 2019, the New Jersey Legislature adopted 24:61-1 et seq.³⁷⁴, which provided for the medical use of cannabis products in the State.

In November 2020, the voters of the State passed a Public Question (referendum) amending the State’s Constitution to legalize the recreational use of cannabis by adults at least 21 years of age. The amendment assigned the State’s Cannabis Regulatory Commission³⁷⁵, created to oversee the State’s medical cannabis program, to administer the new, personal use cannabis market; provided that cannabis products would be subject to a State sales tax. Such amendment further authorized the Legislature to permit municipalities to adopt a local ordinance to charge a local tax on cannabis products.

³⁷⁴ entitled the “Jake Honig Compassionate Use Medical Cannabis Act”

³⁷⁵ “Commission”





In February 2021, the Legislature amended 24:61 by adopting the “New Jersey Cannabis Regulatory, Enforcement Assistance, and Marketplace Modernization Act” (“2021 Amendment”), which found and declared:

- a. *It is the intent of the people of New Jersey to adopt a new approach to our marijuana policies by controlling and legalizing a form of marijuana, to be referred to as cannabis, in a similar fashion to the regulation of alcohol for adults;*
- b. *It is the intent of the people of New Jersey that the provisions of this act will prevent the sale or distribution of cannabis to persons under 21 years of age;*
- c. *This act is designed to eliminate the problems caused by the unregulated manufacturing, distribution, and use of illegal marijuana within New Jersey;*
- d. *This act will divert funds from marijuana sales from going to illegal enterprises, gangs, and cartels;*
- e. *Black New Jerseyans are nearly three times more likely to be arrested for marijuana possession than white New Jerseyans, despite similar usage rates;*
- f. *New Jersey spends approximately \$127 million per year on marijuana possession enforcement costs;*
- g. *Controlling and legalizing cannabis for adults in a similar fashion to alcohol will free up precious resources to allow our criminal justice system to focus on serious criminal activities and public safety issues;*
- h. *Controlling and legalizing cannabis for adults in a similar fashion to alcohol will strike a blow at the illegal enterprises that profit from New Jersey’s current, unregulated illegal marijuana market;*
- i. *New Jersey must strengthen its support for evidence-based, drug use prevention programs that work to educate New Jerseyans, particularly young New Jerseyans, about the harms of drug abuse;*
- j. *New Jersey must enhance State-supported programming that provides appropriate, evidence-based treatment for those who suffer from the illness of drug addiction;*
- k. *Controlling and regulating the manufacturing, distribution, and sales of cannabis will strengthen our ability to keep it along with illegal marijuana away from minors;*



- i. *A controlled system of cannabis manufacturing, distribution, and sales must be designed in a way that enhances public health and minimizes harm to New Jersey communities and families;*
- m. *The legalized cannabis marketplace in New Jersey must be regulated so as to prevent persons younger than 21 years of age from accessing or purchasing cannabis;*
- n. *A marijuana arrest in New Jersey can have a debilitating impact on a person's future, including consequences for one's job prospects, housing access, financial health, familial integrity, immigration status, and educational opportunities; and*
- o. *New Jersey cannot afford to sacrifice public safety and individuals' civil rights by continuing its ineffective and wasteful past marijuana enforcement policies.*

The 2021 Amendment provides for the following classes of Cannabis Licenses:

- *Class 1 - Cannabis Cultivator: Licensing a person or entity to grow, cultivate, or produce cannabis, and sell, and may transport, this cannabis to other Cannabis Cultivators, or usable cannabis to Cannabis*

Manufacturers, Cannabis Wholesalers, or Cannabis Retailers, but not to consumers.

- *Class 2 - Cannabis Manufacturer: Licensing a person or entity to process cannabis items by purchasing or otherwise obtaining usable cannabis, manufacturing, preparing and packaging cannabis items, and selling, and optionally transporting, these items to other Cannabis Manufacturers, Cannabis Wholesalers, or Cannabis Retailers, but not to consumers.*
- *Class 3 - Cannabis Wholesaler: Licensing a person or entity to obtain and sell cannabis items for later resale by other Cannabis licensees.*
- *Class 4 - Cannabis Distributor: Licensing a person or entity to transport cannabis plants in bulk from one licensed Cannabis Cultivator to another licensed Cannabis Cultivator, or cannabis items in bulk from any type of licensed Cannabis Establishment to another licensed Cannabis Establishment.*
- *Class 5 - Cannabis Retailer: Licensing a person or entity to purchase or otherwise obtain usable cannabis from Cannabis Cultivators and cannabis items from*



Cannabis Manufacturers or Cannabis Wholesalers, and sell these to consumers from a Cannabis Retail store, and may use a Cannabis Delivery service or a certified cannabis handler for the off-premises delivery of cannabis items and related supplies to consumers.

A Cannabis Retailer shall also accept consumer purchases to be fulfilled from its retail store that are presented by a Cannabis Delivery service which will be delivered by the Cannabis Delivery service to that consumer.

- *Class 6 - Cannabis Delivery: Licensing a person or entity to provide courier services for consumer purchases that are fulfilled by a licensed Cannabis Retailer in order to make deliveries of the purchased items to a consumer, and which service would include the ability of a consumer to make a purchase directly through the Cannabis Delivery service which would be presented by the Delivery service for fulfillment by a Cannabis Retailer and then delivered to a consumer.*

24:61-45 permits municipalities to enact ordinances or regulations (not in conflict with the provisions of C.24:61-31 et al.) governing the number of cannabis establishments,

distributors, or delivery services, as well as the location, manner, and times of operation of such establishments and distributors or, conversely, an ordinance prohibiting the operation of such uses within the municipality.

24:61-45 b. provides that the failure of a municipality to enact an ordinance prohibiting any such cannabis operation within 180 days after the effective date of the 2021 Amendment ~ i.e., August 21, 2021 ~ shall result in any class of cannabis establishment, or a cannabis distributor or cannabis delivery service not prohibited as being permitted. Specifically, such **failure to** adopt a prohibiting ordinance would make the growing, cultivating, manufacturing, and selling and reselling of cannabis and cannabis items, and operations to transport in bulk cannabis items by a cannabis cultivator, cannabis manufacturer, cannabis wholesaler, or as a cannabis distributor or cannabis delivery service **permitted uses in all industrial zones** of the municipality; and would make the selling of cannabis items from a retail store by a cannabis retailer a **conditional use in all commercial zones or retail zones**, subject to meeting the conditions set forth in any applicable zoning ordinance or receiving a variance from one or more of those conditions.



24:61-45 b. also provides that, at the end of a 5-year period following the initial failure of a municipality to enact a prohibiting ordinance, and every 5-year period thereafter, the municipality shall again be permitted to prohibit the future operation of any one or more classes of cannabis establishment, or cannabis distributors or cannabis delivery services through the enactment of an ordinance during a new 180-day period, but this ordinance shall be prospective only and not apply to any cannabis establishment, distributor or delivery service operating in the municipality prior to the enactment of the ordinance.

24:61-21 was further amended to permit a municipality to authorize, via ordinance, the operation of locally endorsed cannabis consumption areas:

- *operated by medical cannabis dispensaries, including any alternative treatment centers deemed to hold a medical cannabis dispensary permit pursuant to C.24:61-7, and clinical registrants within its jurisdiction, at which areas the on-premises consumption of medical cannabis may occur;*
- *operated by cannabis retailers within its jurisdiction, at which the on-premises consumption of personal use cannabis may occur;*
- *operated by medical cannabis dispensaries, including any alternative treatment centers deemed to hold a medical cannabis dispensary permit pursuant to C.24:61-7, within its jurisdiction that are also deemed to have, pursuant to that section, one or more Class 5 Cannabis Retailer licenses and for which the Commission has correspondingly issued one or more licenses following receipt of the municipality's and Commission's approval to operate as a cannabis retailer pursuant to C.24:61-46, or medical cannabis dispensaries and alternative treatment centers otherwise issued a license by the Commission pursuant to C.24:61-31 et al., to simultaneously operate as a cannabis retailer, at which areas the on-premises consumption of both medical cannabis and personal use cannabis items may occur;*
- *Cannabis consumption areas shall be located on the premises of a medical cannabis dispensary, clinical registrant, or cannabis retailer, may be indoors or*



outdoors, and shall be designated by conspicuous signage. The signage shall also indicate whether the cannabis consumption area may be used for the on-premises consumption of medical cannabis, personal use cannabis items, or both, under specific regulations established by the 2021 Amendment;

Given the fact that the Town’s most recent Master Plan Reexamination was adopted in 2011, such document is silent regarding the (2019 and 2021) cannabis legislation and the location and manner under which cannabis may be permitted or prohibited in Hammonton.

In light of the August 21, 2021 deadline to adopt an Ordinance permitting or prohibiting one or more classes of cannabis operations, and in light of the fact that the Commission had [then] yet to establish regulations governing any such operations, the Town Council, on April 16, 2021, adopted Ordinance 4-2021, thereby prohibiting the operation of one or more classes of cannabis establishment, or cannabis distributors, but permitting cannabis delivery services, in the Town.

In or about February 2023, the New Jersey Cannabis Regulatory Commission adopted rules governing the licensing of recreational cannabis facilities at N.J.A.C. 17-30.

After careful consideration of the topic by the Hammonton Land Use Board, this Master Plan Update endorses the position taken by the Town via Ordinance 4-2021.

6.6.3 SOLAR (PV) ENERGY RESOURCES

A. Policy Statement §5.4.1 A. of this Comprehensive Master Plan Update recognizes the guiding purposes of the New Jersey *Municipal Land Use Law*.³⁷⁶ The Supporting Strategy recommended under this Principle affirms the Town’s commitment to these purposes and adopts them as general guidelines for this Comprehensive Master Plan Update, the Town’s Land Use Ordinance, and for the policies and practices for all appropriate municipal agencies in the administration of their duties and responsibilities.

One of these purposes is to “[p]romote utilization of renewable energy resources.”

³⁷⁶ N.J.S.A. 40:55D-2





- B. In 2008, the State of New Jersey adopted an Energy Master Plan. One goal of such Master Plan is for New Jersey to generate 2,120 GWh (1,800^{+/-} MW) of solar energy production by 2020.³⁷⁷
- C. In 2011, the New Jersey Board of Public Utilities³⁷⁸ released an update to the Energy Master Plan; one goal of which was that solar projects which offer both economic and environmental benefits should be prioritized but not adversely affect the preservation of open space and farmland. A 2015 updated to the Energy Master Plan concluded that the Solar Act of 2012 supported the goal of promoting certain Solar PV projects on underutilized lands.
- D. In 2012, NJDEP released a Solar Siting Analysis, whose purpose was to provide local communities and potential solar developers with State-level guidance on siting Solar Photovoltaic³⁷⁹ Projects using NJDEP's 2007 Land Use / Land Cover data. Such analysis recognized:

- [That] *solar photovoltaic systems are a major component in New Jersey's expanding renewable energy sector;*
- [That] *they play a key role in New Jersey's ability to meet its Energy Master Plan and Renewable Portfolio Standard mandates, which support ongoing efforts to address climate change; and*
- [That] *It is critical that solar photovoltaic systems are properly sited to protect open space, natural lands and ecosystems.*

The Analysis was updated in 2017 and December 2018.
As relates to Hammonton:

1. The Analyses and associated G.I.S. mapping³⁸⁰ are intended by NJDEP as screening tools to evaluate land for Solar PV projects. They are not meant to indicate whether a proposed project would or would not be allowed at any particular location. Projects are to be assessed and evaluated on case-by-case basis.

³⁷⁷ By comparison, between 2001 and 2008, more than 60 MW of solar projects have been constructed in New Jersey Energy Master Plan (pp. 12 & 69)

³⁷⁸ "BPU"

³⁷⁹ "PV"

³⁸⁰ <http://www.nj.gov.dep.gis/geoweb splash.htm>;
<https://www.state.nj.us/dep/aqes/solar-siting.html>; and
<https://www.state.nj.us/dep/aqes/gisdownloads.html>



2. Land-priorities for Solar PV projects are:

- Preferred Lands: certain Urban Lands and certain Barren Lands.
- Indeterminate Lands: certain Urban Lands, certain Agricultural Lands, certain Wetlands, certain Barren Lands and certain Forests.
- Non-Preferred Lands: certain Forests, certain Wetlands and certain Agricultural Lands.

3. Additional BPU prioritization guidelines are that Solar PV Projects:

- Must be grid-supplied;
- Should not be located on farmland (although certain Solar PV projects have been approved on farmland under certain circumstances);
- May be located on

- a “properly closed sanitary landfill”³⁸¹;
- a “brownfield”³⁸²; or
- an area of “historic fill”³⁸³

E. NJDEP encourages use of the information and mapping in the Solar Siting Analysis Update to guide Master Planning and Zoning, inform Solar PV developers as to lands where the siting of Solar PV systems is preferred and to advise sustainability efforts to promote the wise stewardship of lands.

F. In March 2011, the Town Council adopted Ordinance No. 4-2011³⁸⁴, which established “*procedures, standards and regulations for installation and maintenance of small wind energy systems, [large] wind energy systems and solar energy systems, and to protect the Town ... from the*

³⁸¹ Properly closed landfill: sanitary landfill facility, or a portion thereof, for which all activities associated with design, installation, purchase or construction of all measures, structures, or equipment required by NJDEP in order to prevent, minimize or monitor pollution or health hazards by the placement of earthen or vegetative cover and the installation of methane gas vents or monitors and leachate monitoring wells or collection systems at the site of any sanitary landfill facility have been completed.

Detailed information regarding Solar PV installations on closed landfills may be found at: <http://www.nj.gov/dep/dshw/swp/solarguidance.pdf>

³⁸² Any former or current commercial or industrial site that is currently vacant or underutilized an on which there has been, or there is suspected to have been, a discharge of a contaminant.

Detailed information regarding Solar PV installations on a brownfield may be found at <http://www.nj.gov/dep/srp/brownfields/>

³⁸³ Generally, any large volume of non-indigenous material, no matter what date they were emplaced on the site, used to raise the topographic elevation of a site, which were contaminated prior to emplacement and are in no way connected with the operations at the location of emplacement and which include, but are not limited to, construction debris, dredge spoils, incinerator residue, demolition debris, fly ash and non-hazardous solid waste. Historic Fill shall not include any material which is substantially chromate chemical production waste or any other chemical production waste or waste from processing or metal or mineral ores, residue, slags or tailings.

³⁸⁴ Codified as part of Chapter 175 as ARTICLE XIX (Wind and Solar Energy Systems), as same has been amended from time-to-time.



visual or other adverse impacts of these facilities, while encouraging their unobtrusive development to provide the benefits of alternative clean energy...”

The stated purpose of these regulations is to *“provide power for the principal use of the property whereon said system is to be located rather than for the generation of power for commercial purposes, although this provision shall not be interpreted to prohibit the sale of excess power generated from time to time from a wind or solar energy system designed to meet the energy needs of the principal use”*.

Ordinance No. 4-2011 was amended on May 20, 2019 via Ordinance No. 13-2019. Under these Ordinances:

1. Small Wind Energy Systems and Solar Energy Systems are permitted accessory structures and uses within all zoning districts in connection with any principal use lawfully existing within such district.
2. [Large] Wind Energy Systems and wind turbines are permitted in all agricultural, forest and preservation districts, subject to certain requirements.

3. Solar panels shall be permitted as a rooftop installation in any zoning district, subject to certain requirements.
4. Solar panels shall be permitted as ground arrays in the Agriculture Production, Agricultural Production / Compatible Light Industry, and non-residential zoning districts, subject to certain requirements.

Despite this non-residential reference, ground arrays:

- a. are specifically prohibited in the Highway Business, Downtown and Gateway Districts.
- b. are permitted as a Conditional Use in the Preservation Area, Special Agriculture Production, Rural Residential, Residential-1, Residential-2 and Residential-3 Zoning Districts in accordance with certain specific Conditions.

G. Understanding that:

1. Solar PV project permitting is ultimately governed by NJDEP and the BPU;



2. State regulations are likely to change during the 10-year lifetime of this Master Plan Update; and
3. Solar PV energy facilities and structures have been defined by the Legislature as an “*Inherently Beneficial Use*”³⁸⁵ and, as a result, the process of obtaining Variance relief as been eased,

this Master Plan Update recommends that Ordinance No. 4-2011 (as amended via Ordinance No. 13-2019) generally be retained as adopted, but that siting, design and buffering be required to insulate the use from the surrounding community.



Master Plan Graphic 21
Example of Ground-Mounted Solar Canopy Treatment

³⁸⁵ thereby rendering them a use which is “*universally considered of value to the community because it fundamentally serves the public good and promotes the general welfare*” (N.J.S.A. 40:55D-4)



7.0 HOUSING PLAN ELEMENT

The court-approved Housing Element and Fair Share Plan of the Town of Hammonton, Atlantic County, prepared by Shirley M. Bishop, PP., LLC. and adopted August 1, 2018, is included as Exhibit 9.1 to this Comprehensive Master Plan Update.



8.0 STATUTORY PROVISIONS OF A MASTER PLAN

8.1 MANDATORY MASTER PLAN ELEMENTS

Pursuant to the *Municipal Land Use Law*³⁸⁶, a Master Plan “shall generally comprise a report or statement of land use and development proposals, with maps, diagrams and text, presenting, at least the following elements...”

- 8.1.1** 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.

Statements regarding Town Principles (Policy Statements) and (Supporting) Strategies are addressed at §5.4 herein.

- 8.1.2** A Land Use Plan Element:

- A. Taking into account and stating its relationship to the Statement provided for [above], and other Master Plan Elements... and natural conditions, including, but not necessarily limited to, topography, soil conditions,

water supply, drainage, flood plain areas, marshes, and woodlands...

Relationships between the Town’s Principles (Policy Statements) and (Supporting) Strategies and Land Use are addressed at §5.4 and §6.4 herein, and the Town’s 2022 Natural Resource Inventory.³⁸⁷

- B. ...showing the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, open space, educational and other public and private purposes or combination of purposes including any provisions for cluster development; and stating the relationship thereof to the existing and any proposed zone plan and zoning ordinance;...

³⁸⁶ N.J.S.A. 40:55D-28

³⁸⁷ §6.2.1 herein. Full document on file with the Town Clerk.





Existing and proposed development patterns for the Town are addressed at §6.3 and §6.4 herein.

- C. ...showing the existing and proposed location of any airports and the boundaries of any airport safety zones delineated pursuant to the "Air Safety and Zoning Act of 1983,"... C.6:1-80 et al.; ...

Issues related to the Hammonton Airport are addressed at §5.3.9, §5.4.1 B.5, §5.4.9 I., §6.4.5 E. and Exhibit 9.2 herein.

- D. ...including a statement of the standards of population density and development intensity recommended for the municipality;...

Issues related to population density are addressed in the Town's court-approved 2018 Housing Element & Fair Share Plan.³⁸⁸

Issues related to development intensity are addressed in §6.4 herein.

- E. ...showing the existing and proposed location of military facilities and incorporating strategies to minimize undue encroachment upon, and conflicts with, military facilities, including but not limited to: limiting heights of buildings and structures nearby flight paths or sight lines of aircraft; buffering residential areas from noise associated with a military facility; and allowing for the potential expansion of military facilities;...

There are no Military Facilities within the Town of Hammonton. The closest such facility is the 177th Fighter Wing, located at the FAA Technical Center in Pomona, Galloway Township, approximately 5.5 (driving) miles southeast of Hammonton.

The activities described or proposed herein do not encroach upon or conflict with this facility or any related flight paths or sight lines and will not impact the potential expansion of the facility.

- F. ...including, for any land use element adopted after January 8, 2018, a statement of strategy concerning

³⁸⁸ Exhibit 9.1 herein.



smart growth which, in part, shall consider potential locations for the installation of electric vehicle charging stations, ...

Principles (Policy Statements) and (Supporting) Strategies related to Smart Growth are addressed in §5.4.2 F. herein.

(Supporting) Strategies related to electric vehicle charging stations are addressed in §5.4.1 C.2 herein.

Issues related to flooding are addressed in §6.2.2 and §6.2.3 herein.

In addition to items included throughout this Master Plan Update, it is anticipated that (Supporting) Strategies related to storm resiliency with respect to energy supply, environmental infrastructure, flood-prone areas and environmental sustainability will be included in the Green Buildings & Environmental Sustainability Plan Element³⁸⁹ once completed.

G. Showing the existing and proposed location of public electric vehicle charging infrastructure;

Locations of public electric vehicle charging infrastructure are addressed in §5.4.1 C.2 herein.

H. ...including, for any land use plan element adopted after February 4, 2021, a climate change-related hazard vulnerability assessment which shall

It is anticipated that such Assessment will be included in the Green Buildings & Environmental Sustainability Plan Element³⁸⁹ once completed.

8.1.3 A Housing Plan Element pursuant to C.52:27D-310, including, but not limited to, residential standards and proposals for the construction and improvement of housing.

The Town's court-approved 2018 Housing Element & Fair Share Plan is included as Exhibit 9.1 herein.

³⁸⁹ §3.2.1 B. herein.



8.2 OPTIONAL MASTER PLAN ELEMENTS

8.2.1 A Circulation Plan Element showing the location and types of facilities for all modes of transportation required for the efficient movement of people and goods into, about, and through the municipality, taking into account the functional highway classification system of the Federal Highway Administration and the types, locations, conditions and availability of existing and proposed transportation facilities, including air, water, road and rail; and identifying existing and proposed locations for public electric vehicle charging infrastructure;

The Town's roadway network is established and is unlikely to see significant changes in the foreseeable future.

Circulation Policy for Hammonton is addressed in §5.4.4 herein. Policy related to Electric Vehicle Charging Infrastructure is addressed in §5.4.1 C.2 herein.

8.2.2 A Utility Service Plan Element analyzing the need for and showing the future general location of water supply and distribution facilities, drainage and flood control facilities,

sewerage and waste treatment, solid waste disposal and provision for other related utilities, and including any storm water management plan...³⁹⁰

The Town's infrastructure systems are established and unlikely to see significant changes in the foreseeable future. Infrastructure Policy is addressed in §5.4.5 herein.

The 2007 Stormwater Management Plan is on file with the Town Clerk. An update to this plan is expected in 2024.

8.2.3 A Community Facilities Plan Element showing the existing and proposed location and type of educational or cultural facilities, historic sites, libraries, hospitals, firehouses, police stations and other related facilities, including their relation to the surrounding areas.

Principles (Policy Statements) and (Supporting) Strategies related to Community Facilities are addressed in §5.4.6 herein.

³⁹⁰ Required under N.J.S.A. 40:55D-93 et seq.



8.2.4 A Recreation Plan Element showing a comprehensive system of areas and public sites for recreation.

Principles (Policy Statements) and (Supporting) Strategies related to Recreation Facilities and Programs are addressed in §5.4.7 herein.

8.2.5 A Conservation Plan Element providing for the preservation, conservation, and utilization of natural resources, including, to the extent appropriate, energy, open space, water supply, forests, soil, marshes, wetlands, harbors, rivers and other waters, fisheries, endangered or threatened wildlife species and other resources, and which systematically analyzes the impact of each other component and element of the master plan on the present and future preservation, conservation and utilization of those resources.

Principles (Policy Statements) and (Supporting) Strategies related to Conservation are addressed in §5.4.8 herein.

8.2.6 An Economic Plan Element considering all aspects of economic development and sustained economic vitality,

including (a) a comparison of the types of employment expected to be provided by the economic development to be promoted with the characteristics of the resident labor pool in the municipality and nearby areas and (b) an analysis of the stability and diversity of the economic development to be promoted;

Principles (Policy Statements) and (Supporting) Strategies related to Economic Policy are addressed in §5.4.9 herein.

8.2.7 An Historic Preservation Plan Element: (a) indicating the location and significance of historic sites and historic districts; (b) identifying the standards used to assess worthiness for historic site or district identification; and (c) analyzing the impact of each component and element of the master plan on the preservation of historic sites and districts.

At Publication of this Master Plan Update, the Town had commissioned an Historic Preservation Plan Element. Upon completion and adoption by the Land Use Board, such document will become part of this Master Plan Update.



8.2.8 Appendices or separate reports containing the technical foundation for the master plan and its constituent elements.

See Exhibits³⁹¹. Documents referenced herein but not included in this Master Plan Update are on file with the Hammonton Town Clerk and/or Land Use Board Secretary.

8.2.9 A Recycling Plan Element which incorporates the State Recycling Plan goals, including provisions for the collection, disposition and recycling of recyclable materials designated in the municipal recycling ordinance, and for the collection, disposition and recycling of recyclable materials within any development proposal for the construction of 50 or more units of single-family residential housing or 25 or more units of multi-family residential housing and any commercial or industrial development proposal for the utilization of 1,000 square feet or more of land.

Recycling in the Town of Hammonton is the responsibility of the Atlantic County Utilities Authority.

While the Town supports recycling efforts and includes a review of appropriate storage areas for recycling materials as part of its Land Use Board development reviews, a formal Recycling Plan Element is not applicable to this Comprehensive Master Plan Update.

Nonetheless, Recycling Policy in Hammonton is addressed in §5.4.11 herein.

8.2.10 A Farmland Preservation Plan Element, which shall include: an inventory of farm properties and a map illustrating significant areas of agricultural land; a statement showing that municipal ordinances support and promote agriculture as a business; and a plan for preserving as much farmland as possible in the short term by leveraging monies made available by C.13:8C-1 et al. through a variety of mechanisms...

Principles (Policy Statements) and (Supporting) Strategies related to Farmland Preservation are addressed in §5.4.12 herein.

³⁹¹ §9.0 herein.



8.2.11 A Development Transfer Plan Element which sets forth the public purposes, the locations of sending and receiving zones and the technical details of a development transfer program...³⁹²

Principles (Policy Statements) and (Supporting) Strategies related to Transfer of Development rights are addressed in §5.4.13 herein.

8.2.12 An Educational Facilities Plan Element which incorporates the purposes and goals of the "long-range facilities plan" required to be submitted to the Commissioner of Education by a school district...³⁹³

As noted in §5.4.14 herein, this Comprehensive Master Plan Update recognizes that school facilities properly fall under the jurisdiction of the Board of Education and defers related policies to that body.

8.2.13 A Green Buildings & Environmental Sustainability Plan Element, which shall provide for, encourage, and promote the efficient use of natural resources and the installation

and usage of renewable energy systems; consider, encourage and promote the development of public electric vehicle charging infrastructure in locations appropriate for their development, including but not limited to, commercial districts, areas proximate to public transportation and transit facilities and transportation corridors, and public rest stops; consider the impact of buildings on the local, regional and global environment; allow ecosystems to function naturally; conserve and reuse water; treat storm water on-site; and optimize climatic conditions through site orientation and design.

At Publication of this Master Plan Update, the Town had commissioned a Green Buildings & Environmental Sustainability Plan Element. Upon completion and adoption by the Land Use Board, such document will become part of this Master Plan Update.

8.2.14 A Public Access Plan Element that provides for, encourages, and promotes permanently protected

³⁹² based on the provisions of N.J.S.A. 40:55D-141.

³⁹³ pursuant to N.J.S.A. 18A:7G-4





public access to all tidal waters and adjacent shorelines consistent with the public trust doctrine, and which shall include a map and inventory of public access points, public facilities that support access, parking, boat ramps, and marinas; an assessment of the need for additional public access; a statement of goals and administrative mechanisms to ensure that access will be permanently protected; and a strategy that describes the forms of access to satisfy the need for such access with an implementation schedule and tools for implementation.

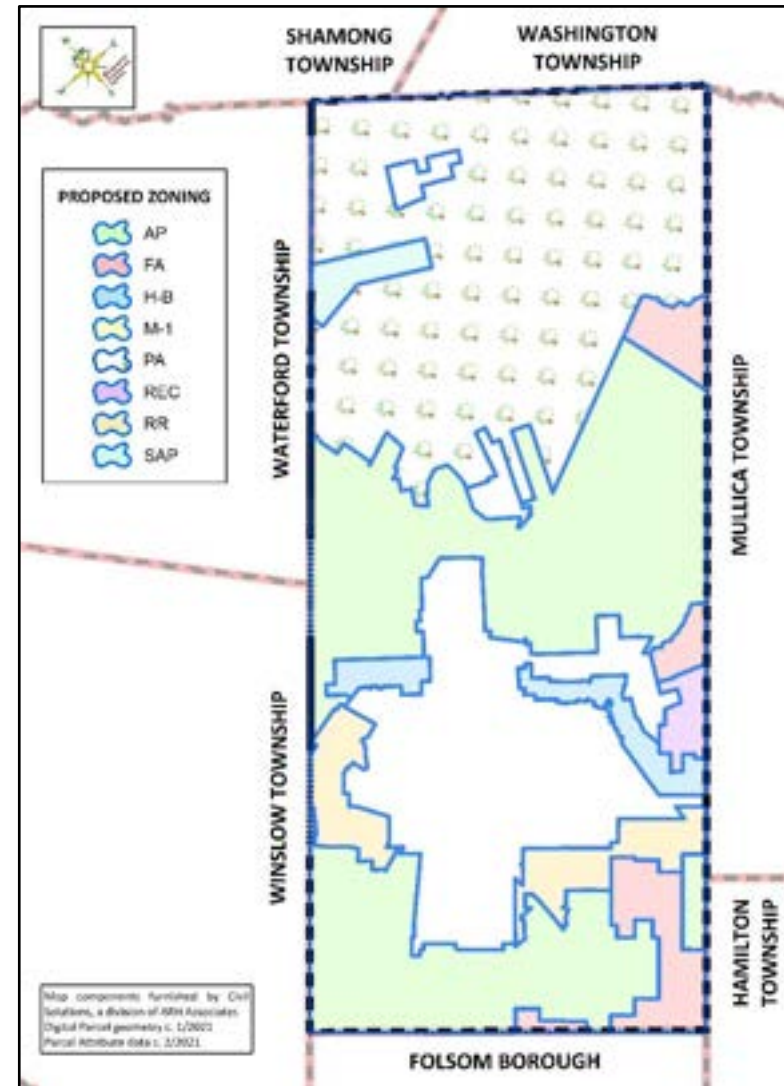
Hammonton has no tidal waters or adjacent shorelines.

This Element is not applicable to the Town.

8.3 RELATIONSHIPS TO OTHER PLANS

Pursuant to the *Municipal Land Use Law*³⁹⁴, a 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 (1) the master plans of contiguous municipalities, (2) the master plan of the county in which the



Master Plan Map 40
Municipalities Contiguous to Hammonton

³⁹⁴ N.J.S.A. 40:55D-28d



municipality is located, (3) the State Development and Redevelopment Plan... and (4) the district Solid Waste Management Plan required pursuant to the provisions of the "Solid Waste Management Act,"... C.13:1E-1 et seq. of the county in which the municipality is located.

8.3.1 MASTER PLANS OF CONTIGUOUS MUNICIPALITIES

Municipalities contiguous to Hammonton are:

- Shamong Township;
- Washington Township;
- Waterford Township;
- Winslow Township;
- Folsom Borough;
- Mullica Township; and
- Hamilton Township.

A. Shamong Township

Shamong's most-current Master Plan was adopted in 1988³⁹⁵. A Reexamination³⁹⁶ was adopted in 2013.

1. There are no apparent improvements / active land uses in the portion of Shamong adjacent to Hammonton.
2. Zoning for the portion of Shamong adjacent to Hammonton is (P) Preservation:³⁹⁷

³⁹⁸The Preservation Area District is the heart of the Pinelands environment and represents the most critical ecological region in the Pinelands. It is an area of significant environmental and economic values that are especially vulnerable to degradation. This large, contiguous, wilderness-like area of forest, transected by a network of pristine wetlands, streams and rivers, supports diverse plant and animal communities and is home to many of the Pinelands' threatened and endangered species. The area must be protected from development and land use that would adversely affect its long-term ecological integrity." [Pinelands CMP]

³⁹⁵ Not available for review.

³⁹⁶ Master Plan: Township of Shamong. Shamong Township Joint Land Use Board. 11/19/2013

³⁹⁷ Zoning Map, Township of Shamong, Burlington County, New Jersey. Prepared by Remington, Vernick & Arango Engineers. Last revised 12/31/2012.

³⁹⁸ Shamong Township 2023 Master Plan Reexamination: pp 21-22.





...The Preservation [Zone] comprises approximately 18,643.5 acres of Shamong, or 65% of the Township. However, approximately 86% of the Preservation [Zone] is public owned, primarily the Wharton Tract.

Permitted uses in the Preservation [Zoning] District shall be ... limited to:

- *Residential dwellings on lots of 3.2 acres, subject to the Cultural Housing provisions of the Land Development Ordinance;*
- *Agricultural employee housing as an element of an active agricultural or horticultural operation;*
- *Berry agriculture and horticulture of native plants and other agricultural activities compatible with the existing soil and water conditions that support traditional Pineland berry agriculture;*
- *Bee keeping;*
- *Forestry;*
- *Fish and wildlife management;*
- *Low-intensity recreational uses;*

- *Public service infrastructure, except that centralized wastewater treatment and collection facilities shall be permitted to service the Preservation District only in accordance with the Water Quality Standards of the Land Development Ordinance;*
- *Signs;*
- *Pinelands development credits;*
- *Expansion of intensive recreational uses;*
- *Single family detached houses on minimum lots of 1.0 acres, with Pinelands Development Credits, and subject to the Cultural Housing provisions of the Land Development Ordinance.*
- *Home occupation³⁹⁹;*
- *Wireless local communications facilities³⁹⁹.*

3. Master Plan Consistency

The only Master Plan or Master Plan Reexamination available for review for this Master

³⁹⁹ Permitted Conditional Use requiring a Conditional Use Permit.



Plan Update is Shamong’s 2013 Reexamination, which is silent regarding the Town of Hammonton.

Other than zoning line changes detailed in §6.4 herein, this Master Plan Update proposes no change to the section of Hammonton contiguous with Shamong. Accordingly, there is no change in the relationship between this Master Plan Update and Shamong’s 2013 Master Plan Reexamination.

B. Washington Township

Washington Township’s most-recent Master Plan was adopted in 2007⁴⁰⁰. This office was unable to locate any subsequent Reexamination.

1. The portion of the Township adjacent to Hammonton is the Wharton State Forest. There are no apparent improvements / active land uses in this area.

2. Zoning in the portion of the Township adjacent to Hammonton is (PP) Pinelands Preservation:⁴⁰¹

⁴⁰²The Preservation Area District is the heart of the Pinelands environment and represents the most critical ecological region in the Pinelands. It is an area of significant environmental and economic values that are especially vulnerable to degradation. This large, contiguous, wilderness like area of forest, transected by a network of pristine wetlands, streams and rivers, supports diverse plant and animal communities and is home to many of the Pinelands’ threatened and endangered species. The area must be protected from development and land use that would adversely affect its long-term ecological integrity (N.J.A.C. 7:50-5.13(a)).

The following uses are permitted in the Preservation Area District...

⁴⁰⁰ Washington Township Master Plan: Washington Township, Burlington County, NJ. Prepared by the Washington Township Planning Board. January 2007.

⁴⁰² Washington Township 2007 Master Plan: pp 5-6.

⁴⁰¹ Burlington County Wastewater Management Plan: Amending the Tri-County Water Quality Management Plan (Map 4M-36) Washington Township Zoning. Prepared by Burlington County Department of Resource Conservation (May 2017).



- Residential dwelling units in accordance with the cultural housing provisions of N.J.A.C. 7:50-5.32.
- Berry agriculture and horticulture of native plants.
- Forestry.
- Beekeeping.
- Fish and wildlife management.
- Low intensity recreation.
- Pinelands development credits.

The municipality has the discretion to allow[,] ... pursuant to N.J.A.C. 7:50-5.22(b):

- Agricultural employee housing.
- Campgrounds.
- Expansion of intensive recreation uses.
- Public service infrastructure.
- Continuation of existing resource extraction operations.
- Signs.
- Infill area of residential dwellings and commercial uses.
- Accessory uses.

- Home occupations.
- Local communication facilities, provided that the standards of N.J.A.C. 7:50-5.4(c) are met.
- Waste management facilities in accordance with N.J.A.C. 7:50-6, Part VII.

No residential dwelling unit shall be located on a lot of less than 3.2 acres, except as provided in N.J.A.C. 7:50-5.32.

Minimum lot areas for non-residential structures shall be determined by application of the standards contained in N.J.A.C. 7:50-6.84(a)4, provided that no such structure shall be located on a parcel of less than one acre.

3. Master Plan Consistency

The only references to Hammonton in the Township's 2007 Master Plan are:

- An acknowledgement that Hammonton is located to the west of the Township;
- That the boarder is comprised of the Wharton State Forest;



- That the zoning designation is Preservation Area; and
- That Hammonton's land management ordinance is compatible with Washington Township's plan.

Other than zoning line changes detailed in §6.4, herein, this Master Plan Update proposes no change to the section of Hammonton contiguous with Washington Township. Accordingly, there is no change in the relationship between this Master Plan Update and the Township's 2007 Master Plan Reexamination.

C. Waterford Township

Waterford Township's most-recent Master Plan was adopted in 2010⁴⁰³. A Reexamination was adopted in October 2022⁴⁰⁴.

1. The portion of Waterford adjacent to Hammonton is the Wharton State Forest. Other than agriculture,

recreation uses attendant to the Tuckahoe Turf Farm, and single-family development along Waterford Road, there are no apparent active land uses in the portion of Waterford adjacent to Hammonton.

2. Zoning in the portion of Waterford adjacent to Hammonton is (PD) Preservation (Public) and (AG) Agriculture (Business)⁴⁰⁵:

⁴⁰⁶Preservation Area

The Preservation Area District comprises the expansive Pine and Oak-dominated woodlands and forested floodplains of the Wharton State Forest, predominating the entire eastern portion of the Township. Comprising approximately 14,200 acres, or 61% of the Township's overall land mass, it is almost completely under the public domain. Only about 440 acres, or 0.3% of this entire Management Area is held privately.

⁴⁰³ Waterford Township Master Plan: Waterford Township, Camden County, NJ. Prepared by ARH Associates. October 2010 (Revised December 28, 2010).

⁴⁰⁴ Master Plan Reexamination Report, Waterford Township, Camden County, New Jersey (2021-2022). Author unknown. October 17, 2022.

⁴⁰⁵ Waterford Township Zoning Map, Prepared by ARH Associates. 12/28/2010.

⁴⁰⁶ Waterford Township 2010 Master Plan: Land Use Plan Element: p. 9.



[The PD Zone] ... *permits only cultural housing opportunities and low intensity uses compatible with the unique ecological conditions of this region, including:*

- *Berry Agriculture;*
- *Native Plant Horticulture*
- *Forestry*
- *Fish/ Wildlife Management*
- *Low Intensity Recreational Uses*

Given that the majority of land holdings within this District are in the public domain, opportunities for future private development activity within this District should be minimal.

⁴⁰⁷*Agricultural Production Area*

The [3] Agricultural Production Areas [cumulatively comprise] approximately 2,327 acres, of which 8.5% - 200 acres - are publicly held. These areas cumulatively comprise approximately 10% of the Township's overall land area.

In terms of locations, these areas are found in the southern corner of the Township along the municipal

*border with Winslow Township, as well as **along the Municipal / County boundary with the Town of Hammonton to the east.** Another discrete tract is situated north of Jackson Road, extending from Richards eastward to Tremont Avenues.*

Under the current Municipal Zoning Plan (176-129), these areas are zoned (AG - Agricultural District, and the regulations have been designed to sustain commercial agricultural uses, as well as a number of accessory uses generally supporting agricultural operations, inclusive of

- *Agriculture, as well as uses ancillary to farming operations, including processing facilities, commercial establishments (retail outlets for product sale), seasonal housing, etc.;*
- *Cultural housing;*
- *Forestry;*
- *Low intensity recreational uses;*
- *Residential uses at a density of 10 acres/unit as accessory to an active agricultural operation;*

⁴⁰⁷ Waterford Township 2010 Master Plan: Land Use Plan Element: pp. 10-11.



- *Conditional Uses, including airports supporting agricultural spraying operations, resource extraction, fish / wildlife management.*

Given the expansive size of this District, development activity in the form of cultural housing and uses customarily and incidentally associated with commercial agriculture should arise, albeit in a limited fashion.

3. Master Plan Consistency

a. The only references to Hammonton in the Township's 2010 Master Plan are:

- An acknowledgement that Hammonton is located to the east of the Township⁴⁰⁸;
- A recognition of the AtlantiCare Health Center (then under construction in Hammonton)⁴⁰⁹.
- A recognition that Waterford sends its 7th and 8th graders to the Hammonton

Middle School and its older students to the Hammonton High School⁴¹⁰.

- A recognition of the Hammonton Airport⁴¹¹.

b. Waterford's 2022 Reexamination is silent regarding Hammonton.

Other than zoning line changes detailed in §6.4 herein, this Master Plan Update proposes no change to the section of Hammonton contiguous with Waterford Township. Accordingly, there is no change in the relationship between this Master Plan Update and the Township's 2010 Master Plan or 2022 Reexamination.

D. Winslow Township

Winslow Township's most-recent comprehensive Master Plan was adopted in March 2000⁴¹².

⁴⁰⁸ Waterford Township 2010 Master Plan: Land Use Plan Element: pp. 11 & 21.

⁴⁰⁹ Waterford Township 2010 Master Plan: Community Facilities Element: p. 2.

⁴¹⁰ Waterford Township 2010 Master Plan: Community Facilities Element: p. 4.

⁴¹¹ Waterford Township 2010 Master Plan: Circulation Element (June 2010): p. 1.

⁴¹² Master Plan Reexamination Report, Phase II: Pinelands Area of Winslow Township Amendment. Prepared by CME Associates (December 2, 2020). (p. 1)



The most recent Reexamination Reports were adopted in 2016 for the non-Pinelands section of the Township⁴¹³ and 2019 for the Pinelands section of the Township⁴¹⁴, and an addendum to Phase I was adopted in February 2020, with an amendment thereto adopted in December 2020.

Neither the 2016, 2019 or 2020 documents are relevant to Hammonton.

1. Land uses in the portion of Winslow adjacent to Hammonton are a mix of undeveloped wooded lands, agriculture and pockets of single-family residential and limited commercial and light industrial uses.
2. Zoning in the portion of Winslow adjacent to Hammonton is (PA) Pinelands Agricultural⁴¹⁵.

While silent as to specifics, the 2019 Phase II Reexamination⁴¹⁶ describes Agricultural Production Areas as:

areas of active agricultural use, together with adjacent areas of prime and unique agricultural soils or soils of statewide significance, which are suitable for expansion of agricultural operations. In order to maintain agriculture as an essential element of the Pinelands region, the level and type of development must be controlled to prevent incompatible land uses from infringing upon these important land resources.

Article XI (Chapter 269) of the Winslow Zoning Ordinance provides, for the PA Zone:

*§296-47 Purpose.
...The purpose of the zoning regulations governing this district is to allow for the continuation or expansion of agricultural operations where lands are actively farmed or*

⁴¹³ Master Plan Reexamination Report, Phase I: Non-Pinelands Area of Winslow Township, Camden County, New Jersey. Prepared by CME Associates. March 17, 2016.

⁴¹⁴ Master Plan Reexamination Report, Phase II: Pinelands Area of Winslow Township. Prepared by CME Associates. July 1, 2019.

⁴¹⁵ Zoning District Map, Township of Winslow, Camden County, New Jersey. Prepared by Remington & Vernick Engineers. Last revised 5/13/2022.

⁴¹⁶ p. 10.



where lands are characterized by soils classified as prime, unique or of state-wide significance.

§296-48 Permitted Uses.

- *Detached single-family dwellings on ... 3.2 acre lots...*
- *Agriculture.*
- *Forestry.*
- *Residential dwelling units not to exceed a gross density of 1 unit per 10 acres [under certain conditions⁴¹⁷]*
- *Residential dwelling units at a gross density of 1 unit per 40 acres [under certain conditions⁴¹⁷]*
- *Agricultural employee housing as an element of, and accessory to, an active agricultural operation.*
- *Low-intensity recreational uses, [under certain conditions⁴¹⁷]*
- *Expansion of intensive recreational uses [under certain conditions⁴¹⁷]*
- *Agricultural commercial establishments, excluding*

supermarkets, restaurants and convenience stores [under certain conditions⁴¹⁷]

- *Agricultural products processing facilities.*
- *Public service infrastructure. Centralized waste water treatment and collection facilities shall be permitted to service the Agricultural Production District only...*
- *Pinelands resource-related industries, excluding resource extraction and uses that rely on sand or gravel as raw products [under certain conditions⁴¹⁷]*
- *Airports and heliports which are accessory to agricultural uses and are used exclusively for the storage, fueling, loading and operation of aircraft as a part of an on-going agricultural operation.*
- *Fish and wildlife management and wetlands management.*
- *Waste management facilities in accordance with N.J.A.C. 7:50-5.24(b)8 and 7:50-6, Part VII.*

⁴¹⁷ Omitted for brevity.





- *Pinelands development credits.*
- *Accessory uses incidental to any of the foregoing uses.*
- *Single-family detached dwellings on individual lots no less than 1 acre in size in accordance with §296-9.3.*

§296-49 Exemptions

- *Agricultural operations within the PA District shall be exempt from any Township ordinance or regulation which would have any of the following results:*
 - *Impose time limits on agricultural operations.*
 - *Inhibit efficient crop production.*
 - *Impose limits or restrictions on dust and odors.*

3. Master Plan Consistency

The only reference to Hammonton in the Township’s 2016 and 2019 Reexamination reports

is a recognition that Winslow “bisects the Township from Waterford / Chesilhurst to Hammonton”⁴¹⁸.

Other than zoning line changes detailed in §6.4 herein, this Master Plan Update proposes no change to the section of Hammonton contiguous with Winslow Township. Accordingly, there is no change in the relationship between this Master Plan Update and the Township’s 2016 and 2019 Reexaminations.

E. Folsom Borough

Folsom’s most-recent Master Plan was adopted in 2007. A Reexamination was undertaken in 2018⁴¹⁹.

1. Land uses in the portion of Folsom adjacent to Hammonton are a mix of undeveloped wooded lands, agriculture, and pockets of single-family residential, office, commercial and light industrial uses.

⁴¹⁸ Master Plan Reexamination Report, Phase II: Pinelands Area of Winslow Township. p. 6.

The 2000 Master Plan was not available for review for this Master Plan Update.

⁴¹⁹ Folsom Borough Master Plan Reexamination Report. Prepared by the New Jersey Department of Community Affairs. November 2018.



2. Zoning in the portion of Folsom adjacent to Hammonton is, variously⁴²⁰:

(RD) Rural Development⁴²¹

- *The Rural Development Area permits residential dwelling units at a net density of one unit per 3.2 acres (exclusive of wetlands).*
- *Municipalities may permit any use which is compatible with the essential character of the Pinelands environment including roadside retail and sales establishments, resource extraction, institutional uses, community commercial uses and agricultural uses.*

(AG) Agriculture⁴²¹

The Agricultural Production Area permits cultural housing, low density residential, agriculture, forestry, low intensity recreational uses, agricultural commercial establishments and agricultural processing facilities.

(VR) Village Residential⁴²¹

The Pinelands Village designation is the most permissive area within Folsom provided that the character and magnitude of the permitted uses are compatible with the existing structures.

Permitted Uses⁴²²

- *Detached single-family dwellings.*
- *Rest homes and convalescent homes, not to exceed 10 beds for patients.*
- *Churches and other places of worship, Sunday school buildings and parish houses ... [under certain conditions⁴²³]*
- *State-accredited public and parochial schools and colleges, private schools and colleges for academic instruction.*
- *Public recreational and community center buildings and grounds.*
- *Public libraries and museums.*

⁴²⁰ Borough of Folsom, Atlantic County, New Jersey Zoning Map. Prepared by Polistina Associates. 7/18/2007.

⁴²² §200-18

⁴²³ Omitted for brevity.

⁴²¹ Folsom Borough 2018 Master Plan Reexamination Report: p. 2



- *Parks and playgrounds.*
- *Private nonprofit recreational and community buildings, clubs, swimming pools and activities of a quasi-public, social, fraternal or recreational character...*
- *Buildings used exclusively by the federal, state, county or municipal government for public purposes but not including workshops, warehouses, storage yards or correctional institutions.*
- *Public utilities structures, but not including storage and maintenance uses and garages or power-generating facilities.*
- *Stables housing horses...*
- *Noncommercial dog kennels housing not more than 2 dogs on a 1-acre lot nor more than 6 dogs on any lot.*
- *All farms and agricultural activities and uses of land, including nurseries, livestock and poultry raising [under certain conditions⁴²³]*

Conditional Uses by Permit [under certain conditions⁴²³].

- *Uses similar in character, including accessory uses, to the above-described permitted uses.*
- *Nursery schools and day-care centers.*
- *Cemeteries.*
- *Neighborhood commercial uses.*

(VI) Village Industrial⁴²¹

The Pinelands Village designation is the most permissive area within Folsom provided that the character and magnitude of the permitted uses are compatible with the existing structures.

Permitted Uses⁴²²

- *Public buildings and grounds.*
- *Recreational uses.*
- *Buildings used exclusively by the federal, state, county or municipal government for public purposes.*
- *Public utilities.*
- *Forestry.*
- *Fish and wildlife management.*
- *Offices and office buildings.*
- *Storage and wholesale distribution centers and warehouses.*



- *Laboratories of an experimental, research or testing nature.*
- *Commercial uses.*
- *Agriculture.*
- *Retail, wholesale, service uses, taverns, restaurants, garden centers, hotels, motels, offices and like uses to serve Pinelands residents, travelers and the agricultural community.*
- *Agricultural-commercial uses, including farm markets, processing and packaging facilities, sales and services of machinery and implements and other retail and wholesale uses providing items necessary or related to agriculture.*

(F-20) Forest (20 acres) & (F-30) Forest (30 acres)⁴²¹

The Forest Area permits:

- Cultural housing.
- Low density residential.
- Agriculture.
- Forestry.
- Low intensity recreational uses.

- Other low intensity uses [under certain conditions⁴²³].

4. Master Plan Consistency

Pertinent to this Master Plan Update, the only references to Hammonton in Folsom’s 2018 Reexamination are⁴²⁴:

- A recognition that the Town borders the Borough to the north and that “*State Route 54 bisects the Black Horse Pike in Folsom and runs between Hammonton to the North and Buena to the South*”.
- A recognition that Folsom’s “very modest” 1.4% population growth (2007 – 2030) is “significantly lower” than the municipalities surrounding Folsom (including Hammonton).
- There are farms along the Borough’s northern border with Hammonton.
- Eleventh Street extends into Hammonton.
- As of 2017, a free Shuttle Service connected Folsom to the Hammonton Train Station.

⁴²⁴ pp. 3, 16, 18



Other than zoning line changes detailed in §6.4 herein, this Master Plan Update proposes no change to the section of Hammonton contiguous with Folsom. Accordingly, there is no change in the relationship between this Master Plan Update and the Borough's 2018 Master Plan Reexamination.

F. Mullica Township

Mullica's most-recent Master Plan was not available for this Master Plan Update. The most recent Master Plan Reexamination was adopted in 2010⁴²⁵.

1. Land uses in the portion of Mullica adjacent to Hammonton are a mix of undeveloped wooded lands, agriculture, and scattered single-family residential and light industrial uses.
2. Zoning in the portion of Mullica adjacent to Hammonton is, variously⁴²⁶:

(PA) Preservation Area⁴²⁷

Permitted Uses

- *Agricultural employee housing as an element of, and accessory to, an active agricultural operation subject to Planning Board approval.*
- *Berry agriculture and horticulture of native plants and other agricultural activities compatible with the existing soil and water conditions that support traditional Pinelands berry agriculture.*
- *Forestry.*
- *Beekeeping.*
- *Fish and wildlife management and wetlands management.*
- *Low-intensity recreational uses, under certain conditions.*
- *Expansion of intensive recreational uses, under certain conditions.*

⁴²⁵ Mullica Township Master Plan Re-Examination. Prepared By Marathon Engineering & Environmental Services, Inc.. November 3, 2010.

⁴²⁶ Zoning Map, Mullica Township, Atlantic County, New Jersey. Sciuillo Engineering Services. Draft 8/5/2019.

⁴²⁷ §144-124



- *Public service infrastructure that is necessary to serve only the needs of the Preservation Area District uses. Centralized wastewater treatment and collection facilities shall be permitted to service the Preservation Area District only in accordance with §144-110.*
- *Pinelands development credits.*
- *Home occupations, under certain conditions.*

*(AP) Agricultural Production⁴²⁸
Permitted Uses*

- *Residential dwelling units not to exceed a gross density of 1 unit per 10 acres, except as otherwise provided in this section, provided that:*
 - *The dwelling is accessory to an active agricultural operation;*
 - *The dwelling is for an operator or employee of the farm who is actively engaged in and essential to the agricultural operation;*

- *The dwelling is to be located on a lot that is under or qualified for agricultural assessment;*
- *The dwelling is located on a lot which has an active production history or where a farm management plan has been prepared...; and*

A residential lot has not been subdivided from the property within the previous 5 years unless the lot has been subdivided pursuant to §144-123DD.

- *No more than 1 lot may be created for a dwelling pursuant to this subsection at any one time.*
- *And subject to certain other conditions.:*
- *Residential dwelling units at a density of one unit per 3.2 acres, provided the conditions of §144-123DD are met.*
- *Agriculture.*

⁴²⁸ §144-125



- *Forestry.*
- *Agricultural employee housing as an element of, and accessory to, an active agricultural operation.*
- *Fish and wildlife management and wetlands management.*
- *Low-intensity recreational uses, under certain conditions.*
- *Expansion of intensive recreational uses, under certain conditions.*
- *Agricultural commercial establishments, excluding supermarkets, restaurants, and convenience stores, under certain conditions.*
- *Agricultural products processing facilities.*
- *Public service infrastructure. Centralized wastewater treatment and collection facilities shall be permitted to service the Agricultural Production District only in accordance with §144-110.*

Select Accessory Uses⁴²⁹

- *Detached single-family dwellings on 1-acre lots, in accordance with §144-123DD, and subject to certain other conditions.*

Conditional Uses

- *Pinelands resource-related industrial uses, excluding resource extraction and uses that only rely on sand or gravel as raw products, subject to certain conditions.*
- *Residential dwellings units at a gross density of unit per 40 acres, provided that:*
 - *The unit(s) [are] clustered on 1-acre lots;*
 - *The remainder of the parcel, including all contiguous lands in common ownership, which is not assigned to individual residential lots shall be permanently dedicated for agricultural uses through recordation of the restriction on the deed to the parcel; and*

⁴²⁹ Additional Accessory Uses eliminated for brevity.



- *The restriction on the deed to the parcel, including any rights to be redeemed for future residential development, shall be done in accordance with N.J.A.C. 7:50-5, Part IV, so as to sever any Pinelands Development Credits allocated to the parcel.*

*(FAR) Forest Area Residential⁴³⁰
Permitted Uses*

- *Agriculture;*
- *Forestry;*
- *Agricultural employee housing as an element of, and necessary to, an active agricultural operation and subject to Planning Board approval;*
- *Fish and wildlife management and wetlands management;*
- *Low-intensity recreational uses, under certain conditions.*
- *Expansion of intensive recreational uses, under certain conditions.*

- *Campgrounds, not to exceed 1 campsite per gross acre, provided that the campsites may be clustered at a net density not to exceed 10 campsites per acre and provided the campground is duly licensed by the Township. Campgrounds are subject to Planning Board approval.*
- *Continuation of existing resource extraction operations in accordance with N.J.A.C. 7:50-6, Part IV and §144-123Z.*
- *Public service infrastructure intended to primarily serve only the needs of the Pinelands. Centralized wastewater treatment and collection facilities in accordance with N.J.A.C. 7:50-6.84(a)2.*

Accessory Uses

- *Detached single-family dwellings in accordance with the Schedule of District Regulations, provided that clustering of the permitted dwellings shall be required in accordance with §144-123KK whenever 2 or more units are proposed.*

⁴³⁰ §144-136



- *Detached single-family dwellings on 3 2/10-acre lots in accordance with §144-123DD.*
- *Detached single-family dwellings on 1 acre lots, in accordance with §144-123DD.*
- *The owner of a parcel of land with a minimum of 20 acres shall be entitled to develop 1 single-family dwelling on the parcel, under certain conditions.*
- *Institutional uses including but not limited to schools in accordance with §144-123AA, half-way houses, mental health care facilities, private health care facilities, libraries, theaters, museums, all consistent with the provisions of N.J.A.C. 7:50-5.23(b)1, and subject to Planning Board Approval.*
- *Home occupation in accordance with §144-123K.*

- *Roadside retail sales and service establishments, under certain conditions.*

Conditional Uses

- *Pinelands resource related industrial uses, excluding resource extraction and uses that rely on sand or gravel as raw products, under certain conditions.*
- *Agricultural commercial establishments, excluding supermarkets, restaurants, and convenience stores, under certain conditions.*
- *Non-clustered residential dwelling units in residential developments of 2 or more single-family detached residential dwelling units in accordance with §144-123LL.*

(PT) Pinelands Town⁴³¹

Permitted Uses

- *Public and private education uses.*

⁴³¹ §144-129

All uses in the Pinelands Town are subject to the provisions of N.J.A.C. 7:50-5.27, which provides:

- Public service infrastructure necessary to support the use is available, or can be provided without any development in the PA and FAR Districts; and the character and magnitude of the use is compatible with existing structures and uses in the Township.

- No residential dwelling units or nonresidential use shall be located in a parcel of less than 1 acre unless served by a centralized wastewater treatment plant.
- Any municipal variance approval which grants relief from the density or lot area requirements for a residential or principal nonresidential use in the PT District shall require that Pinelands Development Credits be used for all dwelling units or lots in excess of that permitted without the variance.



- *Single-family detached residential, under certain conditions.*
- *Place of worship, subject to site plan review.*
- *Agricultural commercial establishments, (roadside stands).*
- *Retail sale facilities, retail food establishments, farm supply facilities, eating and drinking establishments.*
- *Light industrial, subject to planning approval (§144-123L).*
- *Commercial shopping centers subject to Planning Board Approval; vehicle, new vehicle sales and service establishments (§144-123I); gasoline service stations (§144-123I); automotive repair (§144-123HH).*
- *Parks, playgrounds, playfields, or recreational uses of land,*

subject to site plan approval, for other than municipally owned land. While municipal uses are permitted, they are not required to obtain site plan approval.

- *Professional offices subject to Planning Board Approval (§144-123W); medical complexes and nursing homes subject to Planning Board Approval (§144-123N).*
- *Vehicle impound lots, subject to site plan approval, with appropriate license from Township Committee, under certain conditions.*

(FARR) Forest Area Residential Receiving⁴³²

*(RDA) Rural Development Area⁴³³
Permitted Uses*

- *Residential dwelling units in accordance with the Schedule of District Regulations, provided that clustering of the permitted dwellings shall be*

⁴³² While included on the Township's Zoning Map and referenced in the Zoning Ordinance, there is not separated Zoning District in the version of Chapter 144 downloaded for this Master Plan Update.

Specific references to the FARR Zone found for this review address:

- Standards for Places of worship in the FAR and FARR Districts.
- Provisions addressing public utility substations in the PA, FAR, FARR, AP, RD and DVC Districts

- Permitting residential dwelling units on lots of 4 acres or more in accordance with the land transfer program, provided that the owner shall acquire and provide proof of ownership of sufficient noncontiguous acres located in FAR district outside the FARR areas to meet the 31-acre minimum bulk requirement.

⁴³³ §144-126





required in accordance with §144-123KK whenever 2 or more units are proposed.

- *Detached single-family dwellings on 1.0 acre lots, in accordance with §144-123DD, under certain conditions.*

Conditional Uses

- *Detached single-family dwellings on 1-acre lots, in accordance with §144-128.*
- *Nonclustered residential dwelling units in accordance with §144-123LL.*

5. Master Plan Consistency

Other than context, history and locational references to Hamilton, pertinent references to Hammonton in Mullica’s 2010 Reexamination are:

- a. In response to a 2002 recommendation that the Township pursue a sanitary sewer connection

for the Pinelands Town (PT) District with the Town of Hammonton⁴³⁴, the 2010 Reexamination stated:

Little progress has been made in actually constructing a sanitary sewer connection. An additional Pinelands Town (PT) District has been created at the Egg Harbor City boundary for a short distance along the White Horse Pike, also. The Atlantic County Department of Regional Planning is currently in discussion with the [New Jersey Department of Environmental Protection] to include the two areas of the Pinelands Town (PT) District within a sewer service area of the County’s Wastewater Management Plan.⁴³⁵

This Objective is restated as “[e]xplore the potential for and pursue a sanitary sewer

⁴³⁴ The rationale for this objection is stated in the 2010 Reexamination (p. 29) as:

Light industrial and commercial uses as well as residential uses are permitted within [the PT] district. This district ... has the most potential to obtain sanitary sewer service. Said service could be provided by a connection to the Hammonton Wastewater Treatment Facility or the Atlantic County Utility

Authority. There are currently no plans to make those connections. Although, the Atlantic County Division of Planning is proposing to locate this district within the sewer service area of the County’s Wastewater Management Plan.

⁴³⁵ Mullica Township 2010 Master Plan Reexamination. p. 6.



connection for the Pinelands Town (PT) District with the Town of Hammonton and with Egg Harbor City". [Hammonton is not pursuing this initiative at this time].

Other than zoning line changes detailed in §6.4 herein, this Master Plan Update proposes no change to the section of Hammonton contiguous with Mullica. Accordingly, there is no change in the relationship between this Master Plan Update and the Township's 2010 Master Plan Reexamination.

G. Hamilton Township

⁴³⁶Hamilton Township's original Master Plan was created in 1983. Reexaminations were undertaken in 1992, 1999, 2006 and 21012. Amendments were adopted in 2001, 2002, 2003, 2006 and 2007. Updates (i.e., additional components) were adopted in 2004.

Hamilton's most-recent Master Plan Reexamination was adopted in 2022⁴³⁷.

1. Land uses in the portion of Hamilton Township adjacent to Hammonton are a mix of undeveloped wooded lands, agriculture, and pockets of single-family residential uses.
2. Zoning in the portion of Hamilton Township adjacent to Hammonton is (FA-70) Forest Area and (AG) Agricultural Area⁴³⁸.

(FA-70) Forest Area⁴³⁹

[Forest Area] districts recognize that in Hamilton Township there are undisturbed forested portions of the Pinelands Protection Area which support characteristic Pinelands plant and animal species. These areas are an essential element of the Pinelands environment and are very sensitive to random and uncontrolled development. Some

⁴³⁶ Hamilton Township Comprehensive Management Plan. Prepared by Peter P. Karabashian Associates. (specific data not published).

⁴³⁷ Township of Hamilton, Atlantic County, New Jersey: Master Plan Reexamination Report. Prepared by Polistina Associates. March 4, 2022

⁴³⁸ Zoning Map, Township of Hamilton, Atlantic County, New Jersey Zoning Map, Prepared by Remington, Vernick & Walberg Engineers. Last revised 3/26/2018.

⁴³⁹ §203-27 et. seq.



parts of these districts are more suitable for development than others if such development proceeds in accordance with strict environmental performance standards.

Essentially, therefore, the Forest Areas of Hamilton Township represent a land mass most sensitive to intensive development. Accordingly, the controls set forth are designed to recognize the fundamental forest-like characteristics of these areas.

Permitted Uses

- *Agriculture⁴⁴⁰*
- *Agricultural commercial establishments*
- *Agriculture-related employee housing*
- *Forestry*
- *Campgrounds*
- *Home occupations*
- *Places of worship*

- *Low-intensity recreation, including sportmen's clubs and lodges*
- *Schools*
- *Clustered residential development*
- *Single-family residential on existing lots of record*
- *Nonclustered single-family residential as a Conditional Use*

(AG) Agricultural Area⁴⁴¹

It is the purpose of this district to protect areas of active agricultural use, together with adjacent areas of prime and unique agricultural soils suitable for expansion of agricultural operations.

The agricultural zones within the Township support and reinforce the community's environmental and agro-economic base, and the intent herein is to sustain these districts and uses within an environment that is compatible with the agricultural and environmental interests.

⁴⁴⁰ *Agricultural activities carried out in the Forest District, such as livestock raising for commercial purposes, where the conditions inherent to the use may exert a negative impact to surrounding lands uses, shall be organized and oriented so as to:*

○ *Maintain a minimum 50' side yard from any contiguous property line.*

○ *Maintain barns, corrals, etc., in a manner to minimize odor and breeding places for insects.*
○ *Such uses shall be limited to a minimum lot size of 20 acres.*

⁴⁴¹ §203-19 et. seq.





Permitted Uses

- *Agriculture*
- *Agricultural airfields*
- *Agricultural commercial establishments*
- *Agricultural processing*⁴⁴²
- *Agricultural employee housing*
- *Forestry*
- *Home occupations*
- *Low-intensity recreation, including hunting clubs and lodges*
- *Single-family residential*⁴⁴³
- *Pinelands development credits.*

3. Master Plan Consistency

The only reference to Hammonton in Hamilton Township’s 2022 Reexamination is a recognition that the Town is an “adjoining” municipality to the Township⁴⁴⁴.

Other than zoning line changes detailed in §6.4 herein, this Master Plan Update proposes no change to the section of Hammonton contiguous with Hamilton Township. Accordingly, there is no change in the relationship between this Master Plan Update and the Township’s 2022 Master Plan Reexamination.

⁴⁴² Except commercial livestock or poultry processing establishments.

⁴⁴³ Unless authorized pursuant to §203-202 of Article XVI, residential dwelling units at a gross density not exceeding 1 unit per 10 acres will be permitted, provided that:

- *The dwelling is accessory to an active agricultural operation.*
- *The dwelling is for an operator or employee of the farm who is actively engaged in and essential to the agricultural operation.*
- *The dwelling is to be located on a lot which is under or qualified for agricultural assessment.*
- *The dwelling is located on a lot which has an active production history or where a farm management plan has been prepared which demonstrates that the property will be farmed as a unit unto itself or as part of another farm operation in the area.*
- *A residential lot has not been subdivided from the property within the previous five years, unless the lot has been subdivided pursuant to §203-202A(5).*
- *No more than 1 [lot] may be created for a dwelling pursuant to this subsection at any one time.*

In addition, residential dwelling units at a gross density not exceeding one unit per 40 acres will be permitted, provided that:

- *The unit(s) shall be clustered on one-acre lots;*
- *The remainder of the parcel, including all contiguous lands in common ownership, which is not assigned to individual residential lots shall be permanently dedicated for agricultural uses through recordation of a restriction on the deed to the parcel; and*
- *The restriction on the deed to the parcel, including any rights to be redeemed for future residential development, shall be done in accordance with N.J.A.C. 7:50-5, Part IV, so as to sever any Pinelands development credits allocated to the parcel.*

⁴⁴⁴ p. 29.



8.3.2 ATLANTIC COUNTY MASTER PLAN

Atlantic County's current Master Plan⁴⁴⁵ was adopted in May 2018. The items addressed in this document include:

- Historic and Geographic Setting
- Planning Context
- Demographic Trends Since 2000
- Seasonal Population
- Regulatory Environment
- Land Use and Trends
- Goals And Objectives
- Housing
 - Population
 - Households
 - Poverty Status
 - Household Costs
 - Existing Housing Conditions
 - Accredited Affordable Units
- Transportation
 - Transportation System Overview
 - Public Transit
 - Freight Rail
 - Aviation
 - Air Quality
- Complete Streets
- Bicycle Facilities
- Policy Recommendations
- Infrastructure
 - Solid Waste Management
 - Wastewater Management
 - Water Supply
- Sustainability & Resiliency
 - Post-Sandy Conditions
 - Vulnerabilities
 - Asset Inventory
 - Strategic Recovery Planning Report
 - Significant Issues And Hazards
 - Sustainability and Resiliency Initiatives, Strategies, Goals and Objectives
- Open Space and Recreation
 - Overview
 - Goals And Objectives
 - Challenges
 - Funding Mechanisms
 - Inventory County, State and Federal Open Space Facilities and Municipal Parks
 - Historic Preservation
 - Needs Analysis
 - Recommendations

⁴⁴⁵ Atlantic County, New Jersey Master Plan. Prepared by Heyer, Gruel & Associates and Michael Baker International.



A. Master Plan Consistency

Goals, objectives and recommendations of the 2018 Atlantic County Master Plan that are pertinent to Hammonton and this Master Plan Update are:

1. Land Use

- *Influence State and Regional master plans to support the land use goals of Atlantic County, particularly with regard to the Pinelands Comprehensive Management Plan.*
- *Promote quality growth and development in areas where capital facilities are available.*
- *Promote lands for a diversity of economic development opportunities...*
- *Support efforts to revitalize neighborhoods and rehabilitate older housing stock.*
- *Discourage growth in areas that require unplanned extension of capital facilities.*
- *Promote a mix of housing types to support the demands of a changing population.*

2. Planning (Generally)

- *Incorporate principles of sustainability and resiliency into all aspects of County planning and policy development.*
- *Acknowledge the risks associated with climate change, sea level rise, and severe weather events, by applying lessons learned in the aftermath of Hurricane Irene, the Derecho of 2012, and Super Storm Sandy.*
- *Promote targeted growth and development in areas served by existing infrastructure outside flood prone areas, and encourage redevelopment of under-utilized urban, suburban, and rural sites.*
- *Coordinate County planning efforts with other entities including municipalities, improvement authorities, economic development agencies, and state agencies.*
- *Encourage the diversification of the County's economy and job creation by supporting business attraction and development initiatives.*



- *Promote the location of research and development businesses for mutual benefit of industry; job searchers and the colleges in Atlantic County.*
- *Capitalize on the Federal Aviation Administration William J. Hughes Technical Center and its continued expansion as an asset for industry and job attraction.*
- *Support the County's status as a tourist destination with a wide array of natural amenities and communities of interest.*
- *Promote safe and efficient transportation systems for access to the County and within the County, including air, rail and motor vehicle systems.*
- *Preserve and make more efficient use of existing roadway capacities by encouraging sound land use planning and highway access control.*
- *Promote sustainable design, management, and education related to the use of potable water and the treatment of wastewater.*
- *Preserve and enhance the quality of the natural resources of the County.*
- *Preserve selected critical natural areas supporting endangered species and wildlife habitat.*
- *Protect farmland within the County and promote the continued economic viability of farming.*
- *Preserve the historic and cultural resources in the County.*
- *Advocate for the preservation and protection of important natural resources while working to reevaluate the capacity of growth areas and the scope of permitted uses and activities within the Pinelands.*
- *Collaborate with constituent municipalities and outside jurisdictional entities to streamline the development process to make the County a more attractive place for investment.*
- *Continue to expand the County Park System and the recreation opportunities and facilities available to County residents and visitors.*



3. Transportation

- *Maintain and improve a circulation system that provides for the safe and efficient movement of traffic.*
- *Provide an energy-efficient transportation system that minimizes the negative effects of vehicular emissions on air quality.*
- *Protect natural and manmade resources from the negative effects of traffic and road improvements.*
- *Provide transportation choices for work, recreation and other trips for County residents and visitors.*
- *Promote economic development and tourism in the transportation planning process.*
- *Encourage the creation of a second track on NJ Transit's Atlantic City Line to provide improved freight rail and passenger rail service between Atlantic City **and Hammonton** and points between Atlantic County and Philadelphia.*
- *Encourage municipalities in Atlantic County with existing bus stations and/or rail terminals to apply for NJ Transit's Transit Village designation.*
- *Encourage the development of Transit Villages along the Atlantic City Line.*
- *Seek feasibility of additional public transit routes and more frequent service in areas of need.*
- *Continue to partner with Cross County Connection Transportation Management Association on shuttle services and any other technical and marketing support this organization can provide.*
- *Adopt a county-wide Complete Streets Policy to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options.*
- *Encourage all municipalities in Atlantic County to adopt Complete Streets policies to provide safe access for all users by designing and operating a*



comprehensive, integrated, connected multi-modal network of transportation options.

- *Continue to strengthen policies that create on and off-street pedestrian and bicycle infrastructure in line with the County's goal of promoting its natural environment.*
- *Encourage preservation of active rail facilities, historic rail facilities and other rail facility right-of-way for future rail and/or non-rail use.*
- *Encourage the preparation of a Bicycle and Pedestrian Master Plan for Atlantic County.*

4. Open Space and Recreation

- *Provide municipalities a portion of the County Open Space Tax Trust Fund in order to assist municipalities in the acquisition of parkland and the development of recreation areas.*
- *Identify programs between various levels of government that encourage and develop "partnerships" and "shared services".*

- *Continue to maximize revenues of the Open Space Tax levy by supporting the maximum rate allowed under law.*
- *Consider a new open space referendum to include tax funds for maintenance of County parks.*
- *Develop a Marketing plan to capitalize on the benefits of eco-tourism and staff to coordinate activities*
- *Develop recreation programs for a diverse resident and visitor population, including an aging population.*
- *Acquire and develop lands for public access to ... inland water resources.*
- *Acquire and develop lands that have historical and cultural significance or satisfy a special need.*
- *Acquire lands for conservation and protection of natural resources and infill areas that serve as greenways and linkages to existing Federal, State and County facilities.*



- *Prioritize land acquisitions which assist with the County's resiliency against natural disasters*

5. Sustainability & Resiliency

In the aftermath of Hurricane Irene (2011), Superstorm Sandy (2012), Winter Storm Jonas (2016) and additional weather events, resiliency and sustainability have become a focus of planning as the effects of climate change and the impacts associated with severe weather events have become more costly and profound.

A resilient community is able to absorb shocks of storms and natural disasters in a way that accrues minimal impact to its built environment and social fabric, while sustainability entails making decisions and taking actions in the present that do not negatively impact a community or population's future ability to thrive. Collectively, resiliency and sustainability encompasses a range of environmental, economic and social factors that contribute high quality places to live, work and invest.

The County Master Plan identified the following areas of focus for the development of local and County plans.

- *Ensuring that officials are knowledgeable and well trained.*
- *Dissemination of public information in an efficient manner.*
- *Accessibility of evacuation routes and location of refuge areas outside hazard areas.*
- *Issues with utility and cell phone service.*
- *Uneven and inconsistent bulkhead locations.*
- *Cost of insurance as a burden to housing affordability.*
- *Outdated or undersized storm water management infrastructure.*
- *Dune construction and property rights debates.*
- *Storm debris removal.*
- *Neighborhood character with elevated homes.*



- *Maintenance of high hazard dams, particularly Lake Lenape Dam.*
- *Wildfires.*
- *Drought.*

6. Infrastructure

- *...[C]ontinue to reexamine the Solid Waste Management Plan to assure that programs are meeting specific goals and objectives.*

It is imperative that the Solid Waste Management Plan be flexible to meet the dynamic nature of the solid waste industry.

... [C]ontinually review the Plan to assure its successful application to the community which it serves.

- *Assist and encourage source reduction programs and techniques in order to facilitate management of the County's waste flows.*

The ... per capita solid waste generation has a seasonal component that must be considered, therefore, it is essential that not only permanent residents but

seasonal residents also are educated on the source reduction initiatives.

- *Assist in the development of educational programs to effectuate public awareness on the importance of recycling.*

[C]ontinue to assist municipalities in educating the community on the importance of recycling and the reporting of same, as well as, source reduction and landfill capacities to assure proper application of the ... Solid Waste Management Plan.

- *Assist in the Household Hazardous Waste Collection program and the development of a permanent facility for same.*

These efforts should continue in order that the public is continually reinforced on the importance of proper disposal of these substances.

- *[C]ontinue to support in-county disposal of all solid waste. This is consistent with State policies of self-sufficiency.*



The ACUA should continue to promote the state policies of self-sufficiency and in-county disposal of all solid waste.

- **Wastewater Management**

- *Encourage the continued study and development of wastewater management plans as a cooperative effort among municipalities, the County, and other jurisdictional agencies.*

To be most effective, the wastewater management planning process needs to have consistent goals among those involved in the design, approval, and implementation phases of the plan.

- *Encourage and assist in the development of standardized methods for the reporting and recording of wastewater flow information.*

It is important that the recording and reporting of wastewater flows by municipalities and utility authorities follow a

standardized format in order that the County's Wastewater Management Plan can be prepared with the assurance that data analysis is based on consistent and quality information.

- *Assist in the development of alternative applications of treated wastewater.*

The utilization of treated wastewater for landscaping in Atlantic City should be explored in other areas of the County. The application of treated wastewater may be an alternative method of irrigation for plant nurseries, golf courses, and other land uses while providing a secondary benefit of recharging the aquifer.

- *Assist in the development of funding programs for wastewater management. It is important that funding is made available to not only the large-scale public projects that serve the majority of the population,*



but also to owners of individual septic systems that are not designed to the current standards, and have failed and are compromising public health.

- *Assist and educate residents in best management practices for individual onsite septic systems.*

The County Board of Health's documentation of septic system failures and problem areas suggests that not only should funding programs continue to correct and/or replace these systems, but that the public health would be benefited by the establishment of educational opportunities, whereby, residents can be assured that investments in the management of wastewater are being maintained at optimum levels.

- *Recognize that modular treatment technology may be necessary to meet groundwater quality standards.*

Throughout the Pinelands Area new and/or expanded point sources such as schools or commercial enterprises may require the implementation of modular treatment technology in order to meet the stringent groundwater criteria required by the Pinelands Comprehensive Management Plan.

- **Water Supply**

- *Assist in the quantification of the region's existing water supply.*

It is imperative that the existing dependable yield of the area water supply be determined so that plans can be developed and implemented that are flexible in providing alternative water supply resources for anticipated demands. In order to improve comprehensive water supply planning efforts, the County should request an Annual Water Quantity Report from the



NJDEP Division of Water Supply and Geoscience that summarizes the information contained in the New Jersey Water Transfer Data Model databases for all public community water purveyors, especially New Jersey American Water...

- *Assist in the development of an updated water model, monitoring program, and alternative water use implementation strategies.*

The existing water models need to be updated and a program of monitoring water supplies and use implemented to assure that the effects on the resource from current and projected demands can be accurately evaluated. This would facilitate development of effective water use strategies depending on the quantitative and qualitative conditions of the water supply.

- *Assist in the promotion and education of water conservation.*

The conservation of our water supply has a cumulative effect, whereby, everyone has a role to play in conserving this natural resource. Therefore, education in schools and proactive leadership from agricultural, commercial, and industrial users shall advance the awareness that the cumulative efforts of water conservation shall have far reaching benefits to the overall sustainability of the water supply.

- *Assist and encourage the development of wastewater recycling.*

The development of alternative uses of treated effluent as irrigation and recharge into the water table, as well as discharge into surface waters should be implemented on a regional basis. These strategies properly planned



and implemented shall reduce the adverse effects from the “mining” of water. This is important in both the Kirkwood-Cohansey aquifer and the Atlantic City 800-Foot Sands, whereas, stream flows can be properly maintained, as well as, stabilization of the advancing saltfront, respectively.

- *Assist in the development of land use strategies that mitigate adverse effects to our water resources from non-point source pollution.*

The effects of land use and associated non-point source pollution is an important aspect in the overall planning of our water resources. The implementation of effective land use planning and stormwater management practices, and wellhead protection programs shall all advance the quantity and quality of our water resources, as well as, benefit the recreational and ecological aspects of surface waters.

- *Assist in the development of a regional water supply and quality plan.*

The sustainability and quality of our water resources combined with wastewater management and land use planning, as well as, observed adverse trends such as, the cone of depression and inland migration of the saltfront implores us that we develop comprehensive plans based on a regional watershed perspective.

- *Encourage Flood protection and resiliency measures for all water supply facilities within a Flood Zone.*

Resiliency and flood protection measures may include building flood walls, raising and widening the berms, installing new flood gates, improving drainage mechanisms, installing a new low lift pump stations, or replacing emergency generators, as supported by the Army Corp of Engineers.



A comparison of the foregoing finds the Policy Statements, Supporting Strategies and recommendations in this Master Plan Update to be substantially consistent with the goals, objectives and recommendations of the 2018 Atlantic County Master Plan that are pertinent to the Town of Hammonton.

8.3.3 STATE DEVELOPMENT & REDEVELOPMENT PLAN⁴⁴⁶ / PINELANDS COMPREHENSIVE MANAGEMENT PLAN

A. While the MLUL requires that municipal Master Plans include a statement addressing the relationship of the Master Plan to the State Plan, Hammonton is located in the Pinelands.

The 1985 State Planning Act⁴⁴⁷ under which the State Plan was authorized recognizes “*the special statutory status*” of the New Jersey Pinelands under the Pinelands Protection Act. Under such Act, the State Planning Commission was required to rely on the Pinelands Comprehensive Management Plan and associated regulations in developing the State Plan.

In developing the State Plan, the State Planning Commission coordinated with the Pinelands Commission through a cross-acceptance process in order to develop the following policies.

1. Policy 1: Reliance on Plans and Regulations

Acknowledge the statutory treatment of the New Jersey Pinelands under the Pinelands Protection Act and the National Parks and Recreation Act and rely on the plans and regulations of the New Jersey Pinelands Commission to achieve the objectives of the State Plan.

2. Policy 2: Intergovernmental Coordination (State & Local)

Coordinate planning efforts so that there is consistency between the adopted plans, maps, programs and regulations of various levels of government, consistent with the objectives of the State Plan and promote utilization of the

⁴⁴⁶ State Plan: pp. 167-170 & 279.

⁴⁴⁷ N.J.S.A. 52:18A-196 et seq.



State Plan's Statewide Policies covering issues not addressed by the Pinelands Comprehensive Management Plan.

3. Policy 3: Intergovernmental Coordination

Coordinate planning efforts with the New Jersey Pinelands Commission so that the Pinelands Comprehensive Management Plan, municipal, county and regional plans, and CAFRA regulations, as amended are consistent within the Pinelands National Reserve.

4. Policy 4: Review of Potential Regional Impacts

Develop procedures for the review of developments that may have regional impacts affecting the Pinelands area, including proposals outside the bounds of the Pinelands, such as Regional Centers or highway corridor improvements or the expansion of facilities within the Pinelands, so that the objectives of the State Plan and the Pinelands Comprehensive Management Plan are met.

5. Policy 5: Water Resources / Aquifer Protection
Protect the Cohansey / Kirkwood aquifer system that underlies both the New Jersey Pinelands and substantial adjacent areas. Analyze the condition and capacity of the system to maintain the delicate ecological balance of the Pinelands, and also its ability to support diversions from the aquifer that are not recharged. Until this analysis is completed, viable alternate water supply systems rather than diversions are strongly recommended.

6. Policy 6: Public Investment Priorities

Coordinate management area policies of the Pinelands Comprehensive Management Plan and the State Plan to ensure that management area designations within the Pinelands receive state public investment priority equal to that of designations in the State Plan.

B. Pinelands Comprehensive Management Plan

While this Comprehensive Master Plan Update modifies certain Policy Statements and Supporting Strategies



for the Town of Hammonton, and recommends certain changes in Zoning District Boundary Lines, Permitted Uses and Building Controls for the Town, great pains were taken to maintain consistency with the Pinelands Comprehensive Management Plan.

Further, Town Planners recognize that Master Plans and related Ordinances for Pinelands municipalities require review and Certification by the Pinelands Commission to confirm consistency with the Comprehensive Management Plan.

- C. Based upon the totality of the forgoing, this Comprehensive Master Plan Update is fully consistent with the State Development & Redevelopment Plan, as effectuated through the Pinelands Comprehensive Management Plan.

8.3.4 SOLID WASTE MANAGEMENT ACT

As with all municipalities in the State, Hammonton is mandated by County and State regulations to actively manage garbage / rubbish, recyclable materials, and vegetative waste via regulating receptacles for private

waste collection, scheduling of collections, monitoring recyclable segregation, pick up and disposal of collected items, and pick up and disposal of vegetative materials.

Hammonton operates this program through the Department of Public Works.



9.0 EXHIBITS

9.1 HOUSING ELEMENT & FAIR SHARE PLAN

RESOLUTION NO. _____

**TOWN OF HAMMONTON PLANNING BOARD RESOLUTION
ADOPTING THE 2018 HOUSING ELEMENT AND FAIR SHARE PLAN**

WHEREAS, on March 10, 2015, the New Jersey Supreme Court issued its decision In the Matter of the Adoption of N.J.A.C. 5:96 and 5:97 by the New Jersey Council on Affordable Housing, 221 N.J. 1 (2015) (the "2015 Case"). In that decision, the New Jersey Supreme Court transferred primary jurisdiction over affordable housing matters from the New Jersey Council on Affordable Housing ("COAH") to the New Jersey Superior Court and established a transitional process for municipalities, like the Town of Hammonton, to file declaratory judgment actions seeking to declare their Housing Element and Fair Share Plan ("HEFSP") as being constitutionally compliant, and seeking similar protections to what they would have received if they had continued to proceed before COAH; and

WHEREAS, pursuant to N.J.S.A. 52:27D-313 and the 2015 Case, the New Jersey Superior Court has the authority to enter an Order granting protection and repose against exclusionary zoning litigation to a municipality that is in compliance with its affordable housing obligations under the Fair Housing Act, N.J.S.A. 52:27D-301, et seq.; and

WHEREAS, on July 7, 2015, the Town of Hammonton (the "Town") filed a declaratory judgment action with the New Jersey Superior Court seeking to declare its HEFSP as being constitutionally compliant and seeking protection and repose against exclusionary zoning litigation for a ten (10) year period (the "Declaratory Judgment Action"); and

WHEREAS, the Superior Court of New Jersey has ordered that municipalities that have filed declaratory judgment actions must adopt an updated HEFSP that addresses their affordable housing obligations; and

WHEREAS, the Town's Planning Consultant, Shirley M. Bishop, PP, has prepared an updated HEFSP dated July 20, 2018 (the "2018 HEFSP") that addresses the Town's affordable housing obligation, which is based on a Settlement Agreement that has been reached between the Town and the Fair Share Housing Center; and

WHEREAS, in accordance with N.J.S.A. 40:55D-13, the Planning Board has provided public notice of a hearing on the 2018 HEFSP, and such public hearing was held on August 1, 2018; and

WHEREAS, there were no public comments or questions regarding the 2018 HEFSP; and

WHEREAS, the Planning Board has reviewed the 2018 HEFSP and has determined that implementation of the 2018 HEFSP is in the public interest, would protect public health and safety and would promote the general welfare; and

WHEREAS, the Planning Board has reviewed the applicable, implementing ordinances for consistency review.

NOW, THEREFORE, BE IT RESOLVED by the Planning Board of the Town of Hammonton, Atlantic County, New Jersey, on this 1st day of August 2018, that the Planning Board hereby adopts the 2018 HEFSP, as an amendment to the Master Plan of the Town of Hammonton and recommends approval of the reviewed and consistent ordinances.

Edward H. Marinelli
EDWARD MARINELLI, CHAIRMAN

Kimberly Mac Lane
KIMBERLY MACLANE, SEC.

Date: 8/1/18

AUGUST 1, 2018

MOTION: Hozik SECOND: Pullia

BOARD VOTING IN FAVOR: Hozik, M. Messina, Perrito, V. Messina, Scipione, Olivo
Pullia, Brinkerhoff

BOARD OPPOSED: None

BOARD ABSTAINING: None

HOUSING ELEMENT

AND

FAIR SHARE PLAN

OF

THE TOWN OF HAMMONTON

ATLANTIC COUNTY

ADOPTED:AUGUST 1, 2018

HOUSING

ELEMENT

PLANNING BOARD

- Joseph Giraldo
- Michael Messina
- Salvatore Capelli
- Michael Hozik
- Mickey Pullia
- Ray Scipione
- Mayor Stephen DiDonato
- Edward Marinelli
- Gordon Pherribo

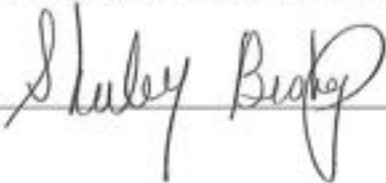
Planning Board Solicitor: James Schroeder, Esq.
○ Engineer: Adams, Rehman & Heggan
○ Secretary: Kim MacLane

Stephen DiDonato, Mayor

TOWN COUNCIL

- Tom Gribbin
- Steven Furgione
- Brooke Sacco
- Michael Torrissi
- Sam Rodio
- Joseph Giraldo
 - City Solicitor: Michael Malinsky, Esq.
 - Clerk: Frank Zuber

It is certified that all copies of this document are in conformance with the one signed and sealed by Shirley M. Bishop, P.P., License # 2575



Prepared By:
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**HAMMONTON TOWN, ATLANTIC COUNTY
HOUSING ELEMENT**

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**HAMMONTON TOWN, ATLANTIC COUNTY
HOUSING ELEMENT**

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HAMMONTON TOWN
ATLANTIC COUNTY

HOUSING ELEMENT

PREFACE

The Town of Hammonton is a traditional older community consisting of a mixed-use downtown area surrounded by single family and two family homes. Covering 41 square miles, Hammonton is surrounded by the Borough of Folsom and the Townships of Hamilton, Mullica, Shamong, Washington, Waterford and Winslow. Hammonton is known as the “Blueberry Capital of the World.”

A municipality's Housing Element must be designed to achieve the goal of providing affordable housing to meet the total 1987-2025 affordable housing need comprised of the Prospective Need obligation, the Prior Round obligation and the Present Need or Rehabilitation Share. The regulations of the Council on Affordable Housing (COAH) and the Fair Housing Act delineate a municipality's strategy for addressing its present and prospective housing needs, and, as such, each municipality's Housing Element must contain the following:

1. An inventory of the municipality's housing stock by age, condition, purchase or rental value, occupancy characteristics and type, including the number of units affordable to low and moderate income households and substandard housing capable of being rehabilitated;
2. A projection of the municipality's housing stock, including the probable future construction of low and moderate income housing, for the 10 years subsequent to the adoption of the housing element, taking into account, but not necessarily limited to, construction permits issued, approvals for development and probable residential development of lands;
3. An analysis of the municipality's demographic characteristics, including, but not limited to, household size, income level and age;
4. An analysis of the existing and probable future employment characteristics of the municipality;
5. A determination of the municipality's present and prospective fair share for low and moderate income housing and its capacity to accommodate its present and prospective housing needs, including its fair share for low and moderate income housing;

6. A consideration of the lands that are most appropriate for construction of low and moderate income housing and of the existing structures most appropriate for conversion to, or rehabilitation for, low and moderate income housing, including a consideration of lands of developers who have expressed a commitment to provide low and moderate income housing;
7. A map of all sites designated by the municipality for the production of low and moderate income housing and a listing of each site that includes its owner, acreage, lot and block;
8. The location and capacities of existing and proposed water and sewer lines and facilities relevant to the designated sites;
9. Copies of necessary applications for sewer service and water quality management plans submitted pursuant to Sections 201 and 208 of the Federal Clean Water Act, 33 U.S.C. §1251, et seq.;
10. A copy of the most recently adopted municipal master plan, and where required, the immediately preceding, adopted master plan;
11. For each designated site, a copy of the New Jersey Freshwater Wetlands map where available. When such maps are not available, municipalities shall provide appropriate copies of the National Wetlands Inventory maps provided by the U.S. Fish and Wildlife Service;
12. A copy of appropriate United States Geological Survey Topographic Quadrangles for designated sites; and
13. Any other documentation pertaining to the review of the municipal housing element as may be required.

I. INVENTORY OF HOUSING STOCK

A. Age

Thirty-five percent of Hammonton's housing stock was built before 1960. Hammonton has a total housing stock of 5,700 units. The median year that a structure was built in Hammonton was 1967, according to the 2010 American Community Survey.

TABLE 1
Age of Housing Units

<u>Dates of Construction</u>	<u>Structures</u>	<u>Percent of Total</u>
1939 or earlier	950	17
1940 – 1949	359	6
1950 – 1959	679	12
1960 – 1969	901	16
1970 – 1979	758	.13
1980 – 1989	469	08
1990 – 1999	564	10
2000 - 2010	1,020	18
TOTAL UNITS	5,700	1.00

Source: 2006-2010 American Community Survey 5-Year Estimates

Units built before 1960 and contain 1.01 or more persons per room are highly correlated with substandard housing indicators. This is an index utilized by COAH in determining the rehabilitation share. In Hammonton, 1,988 units or 35 percent of the housing stock was built before 1960. This is generally an important indicator in calculating Hammonton's rehabilitation share and explains why Hammonton's rehabilitation share is 184 units.

B. Condition

Rehabilitation Share is the total deficient housing signaled by selected housing unit characteristics unique to each community. It is assumed that units so indicated will be prime candidates for rehabilitation. Characteristics indicating a need for rehabilitation are:

- (1) Persons per Room. 1.01 or more persons per room in housing units built 1960 or before. These are old units that are overcrowded.
- (2) Plumbing Facilities. Inadequate plumbing sufficient for rehabilitation is indicated by incomplete plumbing facilities, i.e., lack of hot and cold piped water, flush toilet or bathtub/shower.
- (3) Kitchen Facilities. Inadequate kitchen facilities signaling rehabilitation are indicated by the non-presence of kitchen facilities within the unit, or the non-presence of one of three components: a sink with piped water, a stove or a refrigerator.

The age of Hammonton's housing stock has been presented in Table 1. Tables 2 through 4 address the other surrogates of deficient housing.

TABLE 2
Persons Per Room

Persons Per Room	Occupied	Owner Occupied	Renter Occupied
1.01 to 1.50	76	15	61
1.51 to 2.00	8	0	8
2.01 or more	0	0	0
TOTAL	84	15	69

Source: 2006-2010 American Community Survey 5-Year Estimates

TABLE 3
Plumbing Facilities

	<u>Total Units</u>
Complete plumbing facilities	5,611
Lacking complete plumbing facilities	89

Source: 2006-2010 American Community Survey 5-Year Estimates

TABLE 4
Kitchen Facilities

	<u>Total Units</u>
Complete kitchen facilities	5,615
Lacking complete kitchen facilities	85

Source: 2006-2010 American Community Survey 5-Year Estimates

Based on the above, it is determined that Hammonton has 184 housing units that are substandard and occupied by low and moderate-income households.

C. Purchase and Rental Value

Approximately 78 percent of the owner-occupied housing units in Hammonton had values between \$150,000 and \$399,999. The median value was \$253,300. This housing value is lower than \$357,000 for the state and also lower than the Atlantic County median value of \$264,400

TABLE 5
Owner-Occupied Housing
Unit Values

	<u>Units</u>	<u>Percent</u>
\$10,000 - \$14,999	13	0
\$15,000 - \$39,990	20	0
\$40,000 - \$49,999	0	0
\$50,000 - \$59,999	13	0
\$60,000 - \$69,999	15	0
\$70,000 - \$99,999	27	1
\$100,000 - \$124,999	78	2
\$125,000 - \$149,999	190	5
\$150,000 - \$174,999	392	10
\$175,000 - \$199,999	313	8
\$200,000 - \$249,999	852	22
\$250,000 - \$299,999	603	15
\$300,000 - \$399,999	891	23
\$400,000 - \$499,999	222	6
\$500,000 - \$749,999	215	6
\$750,000 - \$999,999	44	1
\$1,000,000 or more	17	0
TOTAL	3,905	100

Median Value \$253,300

Source: 2006-2010 American Community Survey 5-Year Estimates

D. Occupancy Characteristics and Types

Approximately 69 percent of the occupied housing in Hammonton is owner occupied, while only 31 percent of the housing is renter-occupied.

TABLE 7
Tenure and Vacancy

	Housing Units
Occupied:	
Owner Occupied	3,756
Renter Occupied	1,652
TOTAL OCCUPIED	5,408
Vacant:	
For rent	105
For sale only	48
Rented or sold, not occupied	23
For seasonal, recreational, or occasional use	20
Other vacant	111
TOTAL VACANT	307

Note: Total housing units do not match between tables due to varied data sources

Source: 2010 Census of Population and Housing

E. Units Affordable to Low and Moderate Income Households

Units are affordable to low and moderate-income households if the maximum sales price or rent is set within a specified formula as per the Uniform Housing Affordability Controls (UHAC) regulations, N.J.A.C.5:80-26.1 et seq. A moderate income household is a household whose gross family income is more than 50 percent of median income, but less than 80 percent of median income for households of the same size within the housing region. A low-income household is a household whose gross family income is equal to or less than 50 percent of median gross household income for a household of the same size within the housing region for Hammonton. Hammonton is in Region 6, which encompasses Atlantic, Cape May, Cumberland and Salem counties.

Using regional income limits adopted by COAH, a four person Atlantic County median household income is estimated at \$72,979. A moderate-income four-person household would earn a maximum of \$58,383 (80 percent of regional median) and a four-person low-income household would earn a maximum of \$36,490 (50 percent of regional median).

Income levels for one, two, three and four person households as of 2014 are given below:

TABLE 8
2014 Low and Moderate Regional Incomes

Income	1 person	2 persons	3 persons	4 persons
Median	\$51,085	\$58,383	\$65,681	\$72,979
Moderate	\$45,640	\$46,707	\$52,545	\$58,383
Low	\$25,543	\$29,192	\$32,841	\$36,490

Source: COAH, 2014 Income Limits

Based on the qualifying formula in N.J.A.C. 5:80-26, the monthly cost of shelter which includes mortgage (principal and interest), taxes, insurance and homeowners or condominium association fees, may not exceed 28 percent of gross monthly household income based on a five percent down payment. In addition, moderate-income sales units must be available for at least three different prices and low-income sales units available for at least two different prices. The maximum sales prices must now be affordable to households earning no more than 70 percent of median income. The sales prices must average 55 percent of median income.

Under UHAC regulations, rents including utilities, may not exceed 30 percent of gross monthly income. The average rent must now be affordable to households earning 52 percent of median income. The maximum rents must be affordable to households earning no more than 60 percent of median income. In averaging 52 percent, one rent may be established for a low-income unit and one rent for a moderate-income unit for each bedroom distribution. The utility allowance must be consistent with the utility allowance approved by HUD and utilized in New Jersey. In addition, 13 percent of new restricted rental housing must be affordable to households at 30 percent of median income.

Hammonton currently has the following low and moderate-income housing:

<u>Name</u>	<u>Number</u>	<u>Type</u>
Plymouth Place Apartments	128	Family Rentals
Silver Terrace	38	Senior Rentals
ARC (formerly Delta)	3 Bedrooms	Group Home
CIBC Foundation (Gwynedd)	3 Bedrooms	Group Home
ARC of Atlantic County	4 Bedrooms	Group Home
Hammonton Manor	9 Bedrooms	Residential Health Care

II. PROJECTION OF HOUSING STOCK

A. Building Permits

According to the New Jersey Department of Labor, Residential Building Permits Issued, (2000-2009), 723 new building permits were issued in Hammonton during this period. Between 2010 and 2014, 43 new building permits were issued.

B. Future Construction of Low and Moderate Income Housing

Hammonton will address the future construction of low and moderate income housing in the Fair Share Plan.

III. DEMOGRAPHIC CHARACTERISTICS

A. Population

The population in Hammonton increased by 17 percent between 1990 and 2000. Table 9 illustrates the figures.

TABLE 9
Population

Year	Population
2000	12,604
2010	14,791

Note: Total population does not match between tables due to varied data sources

Sources: 2000 and 2010 Census of Population and Housing

TABLE 10
Population Characteristics

SELECTED POPULATION CHARACTERISTICS

Forty-one percent of Hammonton’s residents are between the ages of 25 and 54.

<u>TOTAL POPULATION</u>	<u>Number</u>	
SEX		
Male	7,360	
Female	7,431	
 <u>AGE</u>		
	<u>Male</u>	<u>Female</u>
Under 5 years	515	415
5 to 14 years	990	901
15 to 19 years	503	477
20 to 24 years	467	392
25 to 44 years	2,026	1,880
45 to 54 years	1,098	1,098
55 to 59 years	443	436
60 to 64 years	394	390
65 to 74 years	457	613
75 to 84 years	344	499
85 years and over	123	330

Note: Total population does not match between tables due to varied data sources

Source: 2010 Census of Population and Housing

B. Household Size and Type

A household profile of Hammonton shows that there were 5,408 households with a total household population of 14,485 in 2010. The average number of persons per household was 2.68.

TABLE 11
Household Profile 2010

	<u>Total Number</u>
Households	5,408
Population of households	14,485
Persons per household	2.68

Note: Total households do not match between tables due to varied data sources

Source: 2010 Census of Population and Housing

TABLE 12
Household Type and Relationship

TOTAL	14,791
In family households:	12,412
householder:	3,757
Male	2,652
Female	1,105
Spouse	2,785
child:	4,772
Natural born/adopt	4,329
step	180
grandchild	263
other relatives	236
non-relatives	423
In non-family households:	2,073
householders living alone	1,353
householders not living alone	298
Non-relatives	422
In group quarters:	306
Institutionalized population	167
Non-institutionalized population	139

Source: 2010 Census of Population and Housing

TABLE 13
Type of Housing Units by Structure

Units in Structure

1, detached	4,000
1, attached	275
2	374
3 or 4	226
5 to 9	459
10 to 19	200
20 to 49	60
50 or more	98
Mobile home	8
Other	0
TOTAL	5,700

Note: Total housing units do not match between tables due to varied data sources

Source: 2006-2010 American Community Survey 5-Year Estimates

C. Income Level

The median household income in Hammonton is \$55,725 according to the 2010 American Community Survey, which is slightly higher than Atlantic County that is \$54,766, but lower than the state's median household income of \$69,811

TABLE 14
Household Income

<u>Household Income</u>	<u>Number</u>	<u>Percent</u>
\$0 –9,999	337	6
\$10,000-\$14,999	385	7
\$15,000-\$19,999	277	5
\$20,000-\$24,999	355	7
\$25,000-\$29,999	279	5
\$30,000-\$34,999	170	3
\$35,000-\$39,999	196	4
\$40,000-\$44,999	191	4
\$45,000-\$49,999	266	5
\$50,000-\$59,999	403	7
\$60,000-\$99,999	1,319	25
\$100,000-\$149,999	716	13
\$150,000-\$199,999	328	6
\$200,000 or more	157	3
TOTAL	5,379	100

Median Household Income \$55,725

Note: Total households do not match between tables due to varied data sources

Source: 2006-2010 American Community Survey 5-Year Estimates

D. Age

The age of Hammonton’s population has been discussed under Section III, Demographic Characteristics, A. Population.

E. Marital Status

In 2010, there were more women than men over the age of 15 years in Hammonton. There were 553 more males that never married than females. There were significantly more widows than widowers (575) and more divorced females than males.

TABLE 15
Sex by Marital Status - Persons 15 Years and over

Marital Status	Total	Male	Female
Total	12,009	5,824	6,185
Never Married	3,571	2,062	1,509
Now Married	6,433	3,221	3,212
Widowed	895	160	735
Divorced	1,110	381	729

Note: Total population does not match between tables due to varied data sources

Source: 2006-2010 American Community Survey 5-Years Estimates

IV. EXISTING AND PROBABLE FUTURE EMPLOYMENT CHARACTERISTICS

Of the 6,766 Hammonton residents employed in the civilian labor force, 43 percent are in agriculture, construction, manufacturing, wholesale trade, retail trade and transportation fields and approximately 23 percent are in educational, health and social services.

TABLE 16
Occupation
Employed Persons 16 Years and Over

	Male	Female	Total
Finance, insurance, real estate	158	206	364
Agriculture, construction, manufacturing, wholesale trade, retail trade, transportation	1,903	986	2,889
Information	35	19	54
Arts, entertainment, recreation, accommodation and food services	444	323	767
Professional, scientific and technical services	220	253	473
Educational, health and social services	409	1,171	1,580
Public administration	218	180	398
Other services	119	122	241
Total	3,506	3,260	6,766

Note: Total population does not match between tables due to varied data sources

Source: 2006-2010 American Community Survey 5-Year Estimates

TABLE 17
Covered Employment Status Within Hammonton- 2014

	Annual Avg. Units	Average
Agriculture, forestry, fishing and hunting	55	1,302
Construction	77	570

Manufacturing	17	307
Wholesale trade	29	472
Retail trade	78	1,132
Transportation and warehousing	.	.
Information	.	.
Finance and insurance	22	583
Real estate and rental and leasing	14	34
Professional and technical services	42	296
Administrative and waste services	40	511
Educational services	.	.
Health care and social assistance	66	1,061
Arts, entertainment, and recreation	9	91
Accommodation and food services	41	479
Other services, except public administration	61	390
Unclassified entities	.	.
PRIVATE SECTOR MUNICIPALITY TOTAL	584	7,463
FEDERAL GOVT MUNICIPALITY TOTAL	3	62
LOCAL GOVT MUNICIPALITY TOTAL	3	808

According to the New Jersey State Data Center, Hammonton had a covered employment number of 8,553 in 2014.

V. DETERMINATION OF TOTAL OBLIGATION FOR REHABILITATION AND PRIOR ROUND

A. Rehabilitation Share

Hammonton has a 145-unit rehabilitation share. The Town reserves the right to conduct a Structural Conditions Survey.

B. Total Obligation From Prior Round

Hammonton's Prior Round obligation is 257 units.

VI. PROSPECTIVE NEED OBLIGATION

According to the Settlement Agreement with Fair Share Housing Center (FSHC), Hammonton has a 384 unit Prospective Need Obligation. As the result of a vacant land analysis, that number was reduced to 276 and is called the realistic development potential (RDP) with the balance of 108 units becoming unmet need. Of the 276 unit RDP, 116 units are generated by properties that have immediate or near immediate access to sewer infrastructure. The remaining 160 units are durationally adjusted. The unmet need and the durationally number total 268 and will be addressed in the Fair Share Plan

HAMMONTON TOWN

FAIR SHARE PLAN

I. PREFACE

A municipality's affordable housing obligation is cumulative and includes affordable housing need for the period 1987 to 2025. The affordable housing obligation consists of three components:

- Present Need (Rehabilitation Share) (2010)
- Prior Round Obligation (1987-1999)
- Prospective Need 1999-2025)

A municipality's Rehabilitation Share is a measure of old, crowded, deficient housing that is occupied by low- and moderate- income households. Rehabilitation Share numbers from each prior round are replaced with the latest round number because the numbers are updated with each decennial census. Hammonton has a 145- unit Present Need

The Prior Round Obligation of 257 units is the municipal new construction obligation from 1987 to 1999.

The Prospective Need Obligation of 384 units covers the period from 1999 to 2025 and is the result of a Settlement Agreement with the Fair Share Housing Center (FSHC)

II. REHABILITATION SHARE

The purpose of a rehabilitation program is to renovate deficient housing units. Deficient housing units are defined as units with health and safety code violations that require the repair or replacement of a major system. A major system includes weatherization, roofing, plumbing, (including wells), heating, electricity, sanitary plumbing (including septic systems), lead paint abatement and/or load bearing structural systems. Upon rehabilitation, the housing deficiencies must be corrected and the unit must comply with the applicable Code standard.

Rental units cannot be excluded from a municipal rehabilitation program. There must be at least 10- year affordability controls placed on both owner-occupied units and rental units. For owner-occupied units, these controls must be in the form of a deed restriction and may also include a lien. Units rehabilitated after April 1, 2010 are eligible for credit against the Rehabilitation Share. The municipal investment for the rehabilitation of a unit must be at least \$10,000 per unit.

A municipality is also required to prepare and submit a rehabilitation manual that summarizes the administration of the rehabilitation program including an affirmative marketing plan. The affirmative marketing program must clearly describe the outreach efforts to be used in implementing the program.

Hammonton has a 145 unit rehabilitation obligation and has rehabilitated nine homes occupied by income eligible households between April 1, 2010 and the present. Exhibit A. The units were funded by the Community Development Block Grant Program (CDBG) and administered by the Atlantic County Improvement Authority (ACIA) Office of Community Development Rehabilitation Program. All units were either below code and raised to code or had a major system in need of repair. All rehabilitated homes had life liens. Hammonton intends to continue to participate in the Atlantic County program until the obligation is completed.

Please note that Hammonton intends to undertake the structural condition survey as 145 appears not to reflect the actual housing conditions in Hammonton.

To address the rental rehabilitation obligation, Hammonton will contract with TRIAD Associates, an experienced agency, to administer the program. Exhibit B

III. PRIOR ROUND OBLIGATION

COAH has determined that Hammonton's Prior Round Obligation is 257 units. However, FSHC does not recognize 47 prior cycle credits and as a result the entire Prior Round Plan had to be reconfigured and is presented below:

Name	Type	Units
Hammonton Manor	ALA	9 Bedrooms
Silver Terrace Apts.	Senior Rentals	38
Plymouth Place	Family Rentals	111
ARC Group Home #I	ALA	4 Bedrooms
Delta (now ARC) #II	ALA	3 Bedrooms
MMG Main Street	Family Rentals	8
M2-A Zone	Senior Rentals	18
CIBC Foundation (Gwynedd)	ALA	1
Rental Bonuses		65
	Total	257

1. Hammonton Manor

Hammonton Manor is a Residential Health Care Facility located at 11 N. Washington Street. The facility contains nine bedrooms and was originally licensed for 20 residents. A Residential Health Care Facility is an eligible housing activity for credit because it is open to the general public and provides an appropriate level of care. All residents must be ambulatory, without assistance, and be free of nursing care.

2. Silver Terrace Apartments

There are 38 age-restricted rental units at Silver Terrace. The units were funded by the old FMHA, that is now USDA Rural Development. Controls were placed on the complex on December 8, 1982. Attached is a letter from Nancy A. Kears, Senior Area Specialist, confirming the date of occupancy. Exhibit C.

3. Plymouth Place

Plymouth Place is a 128- unit non-age- restricted development, which is built and occupied. In conjunction with tax credits awarded by the Federal Low Income Tax Credit Program and a \$2.52 million grant from the New Jersey Balanced Housing Program, this rental complex is comprised of two and three bedroom affordable units.

According to Frank Sciarotta, Manager of Tax Credit Compliance at the New Jersey Housing and Mortgage Finance Agency (HMFA), Plymouth Place was occupied in 2001. All of the 128-units are eligible for credit. However, 111 will address the Prior Round Obligation.

4. The ARC of Atlantic County

The ARC home at 103 Winding Way came into existence in March 1992 and is licensed by DDD. The home contains four bedrooms.

5. Delta Community Supports, Inc. (Now ARC)

The group home located at 923 Central Avenue came into existence in May 1997 and is licensed by DDD. The home is currently administered by The ARC of Atlantic County. The home contains three bedrooms.

6. MMG- Main Street

Hammonton rezoned approximately 7.5 acres adjacent to the Plymouth Place development. This property, Block 4801, Lots 5,6 and 6.01, known as the MMG-Main

Street site, was rezoned at six units per acre with a 20 percent set-aside for affordable housing. An approval is in place and the site will yield 42 units of which eight will be affordable as low and moderate- income family rentals. Exhibit D.

7. M2-A District

The M2-A site was in Hammonton's certified Prior Round Plan as a 100 percent affordable site but now is an inclusionary zoning site.

All land in Hammonton is located in the Pinelands Area. The M2-A site is in the higher density Pinelands Town Management area which permits the proposed density of 10 units per acre. According to the Town's Engineer, the site has access to water and sewer, as do the adjacent streets, that could be extended into the site. The site was zoned as an inclusionary site with a 20 percent set-aside for affordable housing. The zoning ordinance is in Exhibit E.

8. CIBC Foundation (Gwynedd)

This is a single-family group home at 740 Bellevue Avenue that was originally thought to contain three bedrooms. Now, however, Hammonton has learned that there are four bedrooms in place. CIBC Foundation is located in Blue Bell, Pennsylvania and its mission is "to assist in community rehabilitation services for people with intellectual disabilities through housing and other support programs. The home was purchased in 1997 and is staffed by Community Delta Supports personnel.

IV. PROSPECTIVE NEED EXPLANATION

Hammonton is in the Pinelands and requires a vacant land adjustment due to environmental constraints in the Pinelands and limited vacant and available properties within the boundaries of the Pineland Town area. As a result, Hammonton has a realistic development potential (RDP) that is lower than the total Third Round Obligation. In addition, the Town's vacant land adjustment reflects a durational adjustment and lack of sewer availability to certain properties in the vacant land inventory. Hammonton's RDP is 276. The RDP has been calculated via a Vacant Land Adjustment included as Exhibit F.

Of the 276- unit RDP, 116 units are generated by properties that have immediate or near-immediate access to sewer infrastructure, while the remaining 160 units are durationally adjusted due to the requirement to construct a force main and/or pump station to access those properties. It is understood that construction is limited by DEP regulations and past Pinelands Commission decisions that constrain sewer construction in Hammonton.

V. IMPLEMENTATION OF PROSPECTIVE NEED OBLIGATION

A. Realistic Development Potential (RDP)

The following chart illustrates Hammonton's plan to address its 116 unit RDP.

Name	Type	Number
Plymouth Place	Family Rentals	17
Market to Affordable (Bee)	Family Rentals	7
Group Homes(Bee)	ALA	8
Silver Terrace	Extending Controls	37
Trocki Site	Family Rentals	3
CIBC Foundation/Gwynedd	ALA	2
ARC of Atlantic County	ALA	4
Market to Affordable	Family Rentals	5
New Group Home	ALA	4
Rental Bonus		29
	Total	116

1. Plymouth Place

Seventeen of the family rental units at Plymouth Place are surplus units and will be utilized to address the Prospective Need Obligation.

2. The ARC of Atlantic County

Hammonton entered into a Memorandum of Understanding (MOU) with the State in May 2012 to provide The ARC of Atlantic County with \$100,000 to create a four bedroom group home within an existing residence in Hammonton. The group home is known as the Beck House and is located at Block 3904, Lot 55 on Central Avenue.

3. Bee Settlement

The National Institute for Brownfields Redevelopment (NIBR) sued Hammonton for exclusionary zoning and reached an agreement in 2011. The agreement is detailed in a Limited Compliance Plan, Amendment to Fair

Share Plan, dated, January 10, 2011 Exhibit G. The settlement stated that NIBR would provide the applicable affordable housing set-aside for the development of 59 market-rate housing units. To realize the 15 affordable units, NIBR will provide an in-lieu contribution of \$40,000 per unit for a total contribution of \$600,000.

Although the affordable units are off-site, they will be phased in as the market rate units receive certificates of occupancy. NIBR has agreed to pay Hammonton \$600,000 to undertake a market to affordable program and housing for special needs population. The following outlines the terms of the phasing that was Court- approved:

Within three (3) months of the Town's receiving the initial \$200,000 of the total \$600,000 contribution, Hammonton will produce five affordable housing units through any combination of an approved contract with an experienced group home provider or an approved contract with a market-rate apartment owner. A contract with a group home provider will require closing on a suitable residential dwelling(s) within four months of the Town's approval of the contract.

Within three months of the Town's receiving the \$400,000 contribution, Hammonton will produce five additional affordable housing units (resulting in a total of 10 affordable units) through any combination of an approved contract with a market-rate apartment owner or a contract with a group home provider. The contract with the group home provider will require closing on a suitable residential dwelling(s) within four months of the Town's approval of the contract.

Within three months of the Town's receiving the total \$600,000 contribution, Hammonton will produce five additional affordable housing units (resulting in a total of 15 affordable units) through any combination of an approved contract with an experienced group home provider or an approved contract with a market-rate apartment owner. A contract with a group home provider will require closing on a suitable residential dwelling(s) within four months of the Town's approval of the contract.

4. Silver Terrace Apartments

The deed restriction on the Silver Terrace Apartments expired on December 8, 2002 and a new 28 year lien was placed on the property that runs to 2032.

COAH regulations require a 30 year deed restriction. The Vineland office of USRD has confirmed that the residents in place between 2002 and 2004 were all income eligible. As a result, the Silver Terrace Apartments qualify for third round credit because the controls were extended for 30 years. See attached letter in Exhibit H.

5. Trocki Site

The ordinance for the Trocki site was introduced on November 21, 2016 and adopted on December 19, 2016. The ordinance established the Inclusionary Development Zone (IDZ) that would result in three affordable family rental units. The ordinance is attached as Exhibit I.

6. CIBC Foundation (Gwynedd)

Two of the now four group home bedrooms will address the Third Round Obligation.

7. ARC of Atlantic County

The ARC of Atlantic County has agreed to provide a four bedroom group home. A copy of the letter is in Exhibit J. As per the request of ARC, the group home unit will come on line in 2020. At an agreed upon per bedroom subsidy of \$40,000, Hammonton will fund the group home via its affordable housing trust fund and/or municipal budget and/or bonding.

8. Market to Affordable Program

Hammonton will contract with TRIAD Associates, an experienced administrative agency, to administer five Market to Affordable family rental units. Exhibit K. The funding will come from either the affordable housing trust fund and/or municipal budget and/or bonding. Below is the implementation schedule:

2019- 1 Family Rental

2020- 1 Family Rental

2021- 1 Family Rental

2022- 1 Family Rental

2023- 1 Family Rental

9. New Group Home

Hammonton is proposing a new group home containing four bedrooms in an existing home in the Town. Hammonton will contract with an experience provider to have the new group home on line no later than 2022. The group home will be funded via the affordable housing trust fund and/or municipal budget and/ or bonding.

B. Unmet Need

The durationally adjusted need of 160 units plus the unmet need of 108 will be addressed through the following mechanisms:

- Block 2608, Lot 1 is owned by Hammonton. Block 2608, Lot 2 is privately owned by John E. and Angeline M. Jacobs of Hammonton. Exhibit L. Together, the lots total 2.84 acres. Both lots are available as both have clear title with no encumbrances. In addition, Mr. Jacobs has discussed selling the lot with the Town to be included as part of a redevelopment plan. The lots are approvable in that they will be the focus of a Redevelopment Plan for an inclusionary rental development at a minimum of 22 units/acre with a 15 percent set-aside. The lots are developable as they have access to public water and sewer along the Washington Street frontage. The lots are suitable in that they are in one of the downtown districts surrounded by residential and commercial uses. Block 26.08 Lot 1 has access from Washington Street and 11th Street while Block 2802 Lot 2 has access from Washington Street. This plan, which will include a process by which Hammonton will sell the Town-owned lot, will be adopted within one year of the approval of this Agreement at a Fairness Hearing or by June 1, 2019. The Town reserves the right to request an extension for good cause shown.
- Block 2902, Lot 12 is owned by Hammonton and contains 1.28 acres. Exhibit M. It is currently used as a highway garage that will be relocated. This site is approvable in that it will also be the focus of a Redevelopment Plan for an inclusionary rental development at a minimum of 22 units/acre with a 15 percent set-aside. This site has clear title and is available. The site has access to public water and sewer. Finally, the site is suitable in that it is adjacent to residential uses and a nearby public works building. Access is from Egg Harbor Road. This plan, which will include a process by which Hammonton will sell the Town-owned lot, will be adopted within one year of the approval of this Agreement at a Fairness Hearing or by June 1, 2019. The Town reserves the right to request an extension for good cause shown.
- The Town has adopted downtown zoning in Town Ordinances §§ 175-154.1 through-154.8. If any new multifamily residential development (including mixed-use development) is developed through this zoning (which will remain in place at least through July 1, 2025), the set aside for rental developments will be 15 percent and the set aside for for-sale developments will be 20 percent. This provision will not require residential or mixed-used development in the downtown other than where it is already permitted by existing ordinance which is included in the Affordable Housing Ordinance in Exhibit N.
- The Town will adopt an ordinance to address its unmet need and the requirements of N.J.S.A. 52:27D-329.9 requiring a mandatory affordable housing set aside for all new multifamily residential developments of five dwellings or more. Multifamily as used in this paragraph includes developments of units defined in Town Ordinance §§ 175-10 as single family attached, multifamily, and mixed-use, provided that for single family

attached developments, the set-aside will only apply to any developments of more than 10 dwellings. The set aside for rental developments will be 15 percent and the set aside for for-sale developments will be 20 percent. The ordinance will not apply to single family detached developments, for which there will be only a development fee required for developments of up to 10 dwellings and for which developments of more than 10 dwellings will be subject to the provision of N.J.S.A. 52:27D-329.9. The provisions of the ordinance will not apply to residential expansions, additions, renovations, replacement, or any other type of single family attached or detached residential development that does not result in a net increase of more than 10 dwellings which is included in the Affordable Housing Ordinance in Exhibit N.

VI. RELEVANT THIRD ROUND CALCULATIONS

Hammonton's RDP is 116 units. As such, the following calculations are relevant:

Low/Moderate Split: without rental bonuses = 87 actual units, of which 44 is the low income requirement. The Fair Share Plan provides for 66 low income units. Hammonton will ensure that at least 13 percent of affordable units will be affordable to very low income households: 13 percent of the 31 applicable units is four. The Hammonton plan has 16 very low income group home bedrooms and will provide two very low income family units. At least 25 percent of the RDP or 29 units will be met with rental units, including at least half as family rental units. Hammonton has all rental units addressing its RDP of which 32 will be family rental units.

VII. CONSIDERATION OF SITES NOT IN THE THIRD ROUND PLAN

There was one developer, White Horse ALR, LLC, who expressed an interest in providing an Assisted Living Facility on White Horse Pike. The developer proposed to convert a Ramada Motor Inn into 150 one bedroom units, all affordable senior units. In addition there would be 80 adult day care positions. At its July 18, 2018 meeting the Hammonton Town Planning Board approved a resolution that the Mayor and Council declare the White Horse Pike location as an Area in Need of Rehabilitation.

It should be noted that Hammonton currently has the maximum number of eligible senior units in its plan.

VIII. AFFIRMATIVE MARKETING PLAN

An Affirmative Marketing Plan is in Exhibit O and includes community organizations requested by FSHC.

IX. AFFORDABLE HOUSING ORDINANCE

An Affordable Housing Ordinance is in Exhibit N.

X. SPENDING PLAN

A Spending Plan is in Exhibit P.

XI. ADMINISTRATIVE AGENT

A Resolution designating the Administrative Agent is in Exhibit Q.

XII. MUNICIPAL HOUSING LIAISON

A Resolution designating the Municipal Housing Liaison is in Exhibit R.

XIII. RESOLUTION OF INTENT TO BOND

A Resolution of Intent to Bond is in Exhibit S.

XIV. DEVELOPMENT FEE ORDINANCE

A Development Fee Ordinance is in Exhibit T.

Please note, the Exhibits to the Fair Share Plan will be supplemented prior to adoption.

EXHIBIT A

HOUSING UNITS REHABED IN HAMMONTON, N.J. from 04/01/2010-06/30/2018

<u>Block/Lot (Date)</u>	<u>Address</u>	<u>Cost</u>	<u>Systems Replaced</u>
2709 / 40 (08/31/2010)	421 Peah Street, Hammonton	\$6,000.00	Structural work to porch/steps
3203 / 22 (4/15/2010)	545 Peach Street, Hammonton	\$8,250.00	Heating
2812 / 7 (07/18/2011)	230 Peach Street, Hammonton	\$24,900.00	Roof, Heating, Electrical
1102 / 44 (04/12/2012)	221 12 th Street, Hammonton	\$6,166.00	Septic Repairs
1102 / 37 (09/24/2013)	775 12 th Street, Hammonton	\$5,975.00	Roof
2908 / 4 (07/15/2014)	420 Central Avenue, Hammonton	\$13,050.00	Roof, Weatherization, Electric
2513 / 3 (01/27/2015)	9 Woodman Avenue, Hammonton	\$7,000.00	Roof / Trim
2201 / 63 (06/22/2015)	562 N. Fourth Street, Hammonton	\$6,637.00	Weatherization
3104 / 14 (06/22/2015)	518 Pratt Street, Hammonton	\$7,865.00	Roof / Trim

EXHIBIT B



July 19, 2018

Jerry Barberio, Business Administrator
Town of Hammonton
100 Central Avenue
Hammonton, NJ 08037

**RE: Authorization to Proceed
Town of Hammonton – Operating Manual for a Rental Rehabilitation Program**

Dear Mr. Barberio,

Please allow this letter to confirm that the Town of Hammonton has authorized TRIAD Associates to prepare an Operating Manual for a Rental Rehabilitation Program, including application forms/loan documents, and advertising/marketing materials as an authorized project.

It is agreed that for all services rendered by TRIAD Associates in connection with the application, including those set forth on Exhibit "A" hereto, TRIAD will be paid a total compensation of \$2,500.00.

Please indicate your confirmation of the foregoing by signing both copies of this letter where indicated. Please retain one copy for your records and return the other signed copy for our files.

Sincerely,

Michael L. Zumpino, Chairman/CEO
MZ/mm

Agreed to this ____ day of _____, 20__

TOWN OF HAMMONTON

By: _____

Attest/Witness

EXHIBIT A SCOPE OF SERVICES AND COMPENSATION

Attached to and made a part of the Agreement dated July 19, 2018 between **TRIAD ASSOCIATES** ("Consultant"), and **TOWN OF HAMMONTON** ("Principal").

For the following project, Principal agrees to retain Consultant to provide these services:

SCOPE OF SERVICES: The Consultant shall, upon the request of the Principal, in accordance with the provisions of the Fair Housing Act and the Uniform Housing Affordability Control (UHAC) regulations (N.J.A.C. 5:80-26.1 et seq.), complete the preparation of an Operating Manual for a Rental Rehabilitation program, including application forms/loan documents, advertising/marketing materials.

COMPENSATION: Principal shall provide compensation of \$2,500.00 for preparation of a Rental Rehabilitation Manual, including application forms/ loan documents and advertising/marketing materials.

METHOD OF PAYMENT: Principal agrees to pay Consultant in accordance with the following billing schedule:

- \$1,500.00 upon 50% completion
- \$1,000.00 upon submission of the completed manual.
- Principal shall process all invoices for payment upon receipt.

EXHIBIT C



United States Department of Agriculture
Rural Development
Vineland Area Office

April 26, 2012

Shirley M. Bishop, P.P., LLC
100 Overlook Drive, Floor 2
Princeton, NJ 08540

RE: Silver Terrace Apartments
Restrictive Use Provision

Dear Ms. Bishop:

The original Restrictive Use Provisions were for a period of 20 years beginning December 1982. In July 2004, an additional 28 year Restrictive Use Provisions was put in place. Our Restrictive Use Provisions require that the housing be made available to Very Low, Low and Moderate income households. This particular complex is considered an elderly project for elderly households which include a tenant or cotenant who is disabled or age 62 years or older. Persons with disabilities and their families are permitted to live in elderly housing. These restrictions have been in place since December 1982.

If you have any questions in regards to this matter, please contact our office at 856-205-1225 extension 4.

Sincerely,


NANCY A. KEARS
SENIOR AREA SPECIALIST

NAK/jes

1318 S Main Road, Building 5 • Suite A, Vineland, NJ 08360
Voice (856) 205-1225 • Fax (856) 205-0691
www.rurdev.usda.gov/nj/

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EXHIBIT D

Developer's Agreement

THIS AGREEMENT made this ____ day of _____, 2016, by and between the TOWN OF HAMMONTON (hereinafter "Town"), a municipal corporation of the State of New Jersey, having its offices at 100 Central Avenue, Hammonton, New Jersey 08512, and MMG Real Estate Holdings, LLC, a New Jersey Limited Liability Company (hereinafter "Developer"), having an address at 3005 Route 88, Point Pleasant, New Jersey 08742.

WITNESSETH:

WHEREAS, Developer is the owner of certain lands located in the Town of Hammonton, County of Atlantic, State of New Jersey, known as Block 4301, Lots 6 and 6.02 on the Hammonton Town Tax Map ("Subject Property"); and

WHEREAS, said property was the subject of Preliminary and Final Major Site Plan Approval and Design Waivers granted by the Hammonton Town Planning Board ("Board"), memorialized by Resolution of Approval dated June 15, 2006 (Preliminary) and memorialized by Resolution of Approval dated February 15, 2006 (Final), true and correct copies of which are attached hereto as Exhibit "A" and Exhibit "B"; and

WHEREAS, the Subject Property is a 7.066 acre parcel located in the R-3A Residential Zoning district with frontage on Main Road (Atlantic County Route 679); and

WHEREAS, the Developer plans to construct a 42 unit apartment complex on the Subject Property, to be built in two phases; and

WHEREAS, the Town and the Developer enter this Developer's Agreement to ensure that the conditions of the Planning Board's February 15, 2006 Resolution (Exhibit A), June 15, 2005 Resolution (Exhibit B), and June 15, 2016 Extension Resolution (Exhibit C) are satisfied and that the development is completed in accordance with the Board and Town requirements.

NOW, THEREFORE, in consideration of the mutual covenants and agreements herein contained, the legal sufficiency of which is hereby acknowledged, the Town and Developer hereby agree as follows:

1. Incorporation of Preambles. The preambles to this Agreement are incorporated herein by reference and made a part hereof.
2. Off-Tract Improvements. The Developer agrees to all Atlantic County requests for widening of the County Road or related roadway improvements.
3. Conditions of Approval. The Developer agrees to abide by all conditions of approval required by the Planning Board as set forth in Board's February 15, 2006 Resolution (Exhibit A), June 15, 2005 Resolution (Exhibit B), and June 15, 2016 Extension Resolution (Exhibit C). The Developer and Town agree that certain costs of operation shall be borne as follows:
 - a. Developer shall pay for the street lighting;
 - b. Developer and/or owner shall maintain the Subject Property, including, but not limited to any and all landscaping, improvements, stormwater management facilities, in good condition, free of refuse, debris and all grass shall be kept mowed as not to exceed six inches (6") in height; and

- c. Town of Hammonton shall pay for garbage collection and recycling.
4. Performance Guarantees/ Inspections. Developer, prior to the installation of any approved improvement, shall provide performance guarantees in amounts established by the Town Engineer, as set forth in the Adams, Rehmann & Heggan Associates, Inc. Site Improvement Estimate as Exhibit "D", in a form satisfactory to the Town Attorney, to ensure that the development's installation occurs pursuant to the approval received by the Board. Developer will pay all inspection fees as calculated and required by the Town Engineer. Bonding and inspection fee obligations may be addressed on a phase-by-phase basis.
5. Pre-Construction Approvals. Prior to starting construction, the Developer shall attend a preconstruction meeting with the Town Engineer and other interested parties, including but not limited to, the municipal construction department, and the municipal police department.
6. Affordable Housing. Developer's requirement to provide affordable housing is addressed in full with the construction of eight (8) affordable family rental housing units. These units shall be subject to income restrictions to assure same remains "affordable housing."
 - a. Affordable units shall comply with the New Jersey Barrier-Free Subcode accessibility requirements, N.J.A.C. 5:23.7, as required by the New Jersey Fair Housing Act, N.J.S.A. 52:27D-301, et seq.
 - b. Affordable units shall comply with the New Jersey Uniform Housing Affordability Controls set forth in N.J.A.C. 5:80-26.1, et seq.

- c. One (1) of the affordable housing units shall be affordable at thirty percent (30%) of median income.
 - d. The affordable housing units shall be developed and rented in accordance with the applicable UHAC and COAH regulations adopted as of the date of the adoption of the within Developer's Agreement.
 - e. The affordable housing units shall be dispersed in various buildings throughout the multi-family development. The affordable units shall be phased consistent with N.J.A.C. 5:93-5.6(d)
 - f. Consistent with UHAC, the Developer's agent/administrator Community Grants, Planning and Housing shall act as the administrative agent to be responsible for the administering of the affordable housing program and reporting to the Municipal Housing Liaison or the Town's designated affordable housing entity.
 - g. Controls on affordability shall expire in accordance with the applicable UHAC and COAH regulations adopted as of the date of adoption of this Developer's Agreement.
7. Limitation of Liability. If Developer defaults in the performance of its obligations under this Agreement, the Town may avail itself of all remedies available to it at law or in equity, including, but not limited to, specific performance and injunctive relief; provide, however, that under no circumstances shall any member or general or limited partner of Developer, or any officer, director, principal, general or limited partner, shareholder, employee or agent of any entity having an interest in Developer have any

personal liability for the performance of Developer's obligations under this Agreement or a default in such performance, nor shall any resort be had to the property of any such persons for the satisfaction of any claim against, or obligation of, Developer.

8. Binding Effect of Agreement and Resolution. The terms and conditions of this Agreement shall be construed as covenants running with the land and shall be binding upon the parties hereto and their respective transferees, successors and assigns. Developer acknowledges and agrees to be bound by the terms and conditions of this Agreement and the Resolution from the Board memorializing Developer's approval.
9. Notice of Mortgages. Within twenty (20) days of its recording in the Atlantic County Clerk's Office, the Developer shall provide to the Town a true copy of any mortgage encumbering the Subject Property, or any portion thereof. The Town, upon serving on Developer any notice of default with respect to this Agreement, shall at the same time serve by certified mail, return receipt requested, copies of such notice upon the holder of any mortgage encumbering the Subject Property, or any portion thereof. The Town represents that it will use its best efforts to give the notice called for by this paragraph, however, failure to give such notice shall not affect the Town's right pursuant to this Agreement. Any such mortgagee shall have the right to remedy the default, or cause the same to be remedied, within the time allowed to Developer therefore plus, in the case of monetary defaults, thirty (30) days, or if such non-monetary default is not capable of being cured in

such a period, such longer period as shall be necessary to cure such default, provided, however, that mortgagee shall promptly commence and thereafter diligently take such actions as are reasonably necessary to cure such default. The Town shall accept performance, by, or on behalf of any mortgagee as if the same had been performed by Developer. With respect to non-monetary defaults the curing of which requires entry upon the Property, there shall be added to the period otherwise provided for the cure of such default the additional period needed by the mortgagee, in the exercise of its reasonable diligence, to appoint a receiver, effectuate a foreclosure sale or to enter upon the Property. Nothing herein contained shall preclude the Town, subject to the provisions of this Paragraph 11, from exercising any rights or remedies under this Agreement with respect to any other default by Developer during the pendency of any foreclosure proceedings.

10. Terms of Agreement. Subject to the provisions of Paragraph 16, this Agreement may not be changed or modified for ten (10) years from the date of adoption of the Resolution, or until any extensions of the rights conferred by the Approval have expired, whichever last occurs.

11. Notices. All notices, approvals, consents and communications hereunder shall be sufficiently given in writing and delivered by hand or sent by registered mail, postage prepaid, or by Federal Express or other nationally recognized courier service which provides written confirmation of delivery to the sender, addressed to such party at its address first hereinabove set forth. Any party may, by notice as aforesaid, change its address for all subsequent

notices. Notices given in compliance with the foregoing provisions shall be deemed given on the date of receipt.

12. Non-Waiver. The failure of either party hereto to seek redress of violation, to insist upon the strict performance of any covenant, agreement, provision or condition of this Agreement shall not constitute a waiver thereof, and each party hereto shall have all remedies provided herein with respect to any subsequent act which would have originally constituted a violation.

13. Governing Laws. The Agreement is made pursuant to and shall be deemed by and construed in accordance with, the laws of the State of New Jersey.

14. Modifications. This Agreement contains the entire understanding of the parties with respect to the subject matter hereof and it may not be changed or modified orally, but only by a duly authorized written instrument signed by the parties hereto and in form suitable for recording.

15. Cooperation.

a. In the event of any legal action by a third party or any other governmental entity or official challenging the validity of any provision of this Agreement or the Resolution, the parties hereby agree, to the extent permitted by law, to fully cooperate in defending said action to uphold the validity and enforceability of this Agreement and the Resolution.

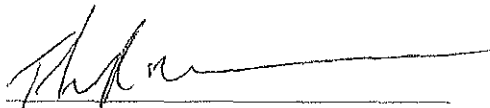
b. If any term or provision of this Agreement is held by a Court of competent jurisdiction to be invalid, void or unenforceable, all other provisions hereof shall nevertheless remain in full force and effect.

16. Further Assurances. Each party shall execute and deliver to the other all such other further instruments and documents as may be reasonably necessary to carry out this Agreement in order to provide and secure to any other party the full and complete enjoyment of its rights and privileges hereunder.

IN WITNESS WHEREOF, the parties have duly executed this Developers Agreement as of the day and year first above written.

WITNESS:

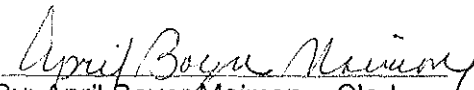
MMG Real Estate Holdings, LLC

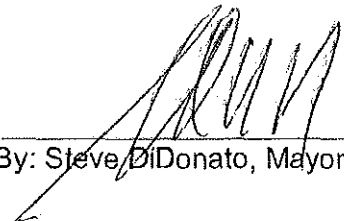

By: _____


By: Michael Colucci
Managing Member

ATTEST:

TOWN OF HAMMONTON IN THE
COUNTY OF ATLANTIC


By: April Boyer Maimone, Clerk


By: Steve DiDonato, Mayor

Dated: 2/27/17

EXHIBIT E

175-158. Multi-Use District.

[Amended 11-28-2011 by Ord. No. 23-2011]

A. The following uses are permitted in the M-2 Zoning District:

(1) Single-family detached/two-family dwellings and nonresidential uses as permitted in the R-1 Zoning District.

[Amended 9-28-2009 by Ord. No. 15-2009]

(2) ~~33~~ Offices, office buildings and retail and service uses, subject to the following:

[Amended 10-12-1987 by Ord. No. 13-1987]

(a) Minimum lot size: 10,000 square feet.

(b) Minimum lot width: 75 feet.

(c) Minimum front yard setback: 20 feet.

(d) Minimum side yard: 10 feet.

(e) Minimum rear yard: 20 feet.

(f) Maximum coverage: 75%.

(g) Maximum height: 30 feet.

(h) A planted twenty-foot buffer, as stipulated in § [175-91](#), shall be provided in addition to the required building setbacks when the site abuts a residential use.

(3) Light industrial uses permitted in the AP/CLI Zoning District subject to the bulk requirements for individual uses for District M-1.

[Amended 10-12-1987 by Ord. No. 13-1987]

B. The following are conditional uses in the M-2 District:

(1) Mixed use projects consisting of certain residential, i.e., single-family attached and multifamily units, commercial and office uses, subject to the following:

(a) Bulk requirements.

[Amended 10-12-1987 by Ord. No. 13-1987]

[1] Minimum tract size: three acres.

[2] Minimum frontage: 150 feet.

[3] Minimum building setback from tract perimeter: 25 feet, planted as stipulated in § [175-91](#).

[4] Maximum coverage: 60%.

[5] Maximum height: 35 feet.

(b) Distance requirements.

[Amended 10-12-1987 by Ord. No. 13-1987]

[1] Residential buildings shall conform to the distance requirements for similar uses in the RR Zoning Districts.

[2] A nonresidential or mixed use building shall in no case be located closer to another building than 30 feet or the height of the building, whichever is greater.

(c) Maximum density shall be four units per acre for single-family attached units and multifamily units. In no event may any of the units contain more than two bedrooms.

[Amended 10-12-1987 by Ord. No. 13-1987; 12-27-1999 by Ord. No. 35-1999]

(d) Nonresidential use may comprise 25% of the total floor area of the project with no reduction in total units required. Nonresidential use may be increased to 50% of the total floor area only through a reduction in units as follows: 1 dwelling unit shall be eliminated for every 1,000 square feet of nonresidential use over the twenty-five-percent base. (A three-acre parcel may include 36 attached dwellings at 1,200 square feet each and, therefore, 10,800 square feet of nonresidential use. The maximum nonresidential use would be 21,600 square feet with 26 dwellings.)

(e) All open areas shall be suitably landscaped and shall include appropriate recreational facilities, both active and passive.

(f) The design of the development shall include safe, convenient and attractive pedestrian access as follows:

[1] Between the tract's residential uses and the tract's nonresidential uses.

[2] Between the tract's uses and off-site commercial opportunities.

[3] Between the tract's uses and off-site existing or proposed mass transit opportunities and community facilities.

(g) This section has been designed to permit maximum flexibility to applicants in the design of a unique type of development. The Board shall review all plans with the view to providing the Town of Hammonton with the best feasible project in terms of economic, social and aesthetic impacts. All elements in §§ [175-62](#), [175-63](#), [175-91](#), [175-92](#) and [175-150B\(4\)](#) and other relevant sections shall be part of such evaluation.

[Amended 10-12-1987 by Ord. No. 13-1987]

C. No nonresidential use in the M-2 District shall be located on a parcel of less than one acre unless served by a centralized wastewater treatment plant.

[Added 6-28-1993 by Ord. No. 13-1993]

D. Additional permitted use. Within the M-2 District, age-restricted affordable housing pursuant to and in compliance with N.J.A.C. 5:93-1 et seq. shall be a permitted use. A density of 10 residential age-restricted units per acre shall be permitted, provided that the property is served by a centralized wastewater treatment plant. With the exception of specific units made available to on-site building superintendents, all residential units built pursuant to this subsection shall be age-restricted and affordable.

[Added 11-15-1999 by Ord. No. 24-1999 34]

E. The M2A District is hereby designated as Lot 1 in Block 2605. The M2A District shall exclusively permit age-restricted affordable housing pursuant to and in compliance with N.J.A.C. 5:93-1 et seq. A density of 10 residential age-restricted units per acre shall be permitted, provided that the property is served by a centralized wastewater treatment plant. With the exception of specific units made available to on-site building superintendents, all residential units built pursuant to this subsection shall be age-restricted and affordable.

[Added 11-15-1999 by Ord. No. 24-1999 35]

F. Age-restricted affordable housing in the M-2 zone shall be subject to the following bulk requirements:

[Added 11-15-1999 by Ord. No. 24-1999 36]

- (1) Minimum tract size: two acres.
- (2) Minimum frontage: 150 feet.
- (3) *Minimum building setback from tract perimeter: feet.* 37
- (4) Maximum coverage: 60%.
- (5) Maximum height: 35 feet.

EXHIBIT F

Parcel ID	Owner	Address	Area (Ac)	Parcel No.	Zone	Area (Ac)	Notes	Area (Ac)	Count	Count	Count	Count	Count	Count	Count
00003	00003 03	4111 N 2ND RD	2.47 AC	00003703	H8 AP	2.46	Useful, Veterans 500 Bldg, Preserv. No	0.01	8	0	1	0	0	0	0
00007	00007 01	285 W 18TH ST	1.8 AC	00007010	R4 AP	0.81	Useful 300 Bldg, 1 Acre Zone, 120' Lot	1.00	5	1	2	0	0	0	0
00008	00008 01	8024 N 18TH SQ	7.07 AC	00007700	R2	2.19	1 Acre Zone, Pres. Lot, Need Redevlop, Discharge	5.00	5	0	3	0	0	0	0
00009	00009 01	862 N 18TH RD	5.4 AC	00009000	AP R4 R3	2.57	3 Zone, Narrow Lot, Need Redevlop, Discharge, 1	2.00	1	1	4	0	0	0	0
00010	00010 02	548 N 18TH RD	1.25 AC	00010200	R4 R3	0.28	2 Zone, Narrow Lot, 1 Acre Zone, R4	1.00	1	1	5	0	0	0	0
00011	00011 02	685 12TH ST	2.65 AC	00011000	H8	2.10	Useful, Veterans 500 Bldg, Preserv. No	0.50	1	1	6	0	0	0	0
00012	00012 02	300 N 18TH RD	1.8 AC	00012000	R-3	-	1.20 Acre Zone	0.01	1	1	1	0	0	0	0
00013	00013 02	320 N CHEVY RD	1.04 AC	00013000	R-3	-	0.29 Acre Zone	1.00	4	1	1	0	0	0	0
00014	00014 02	120 N CHEVY RD	6.15 AC	00014000	R-4	0.05	0.29 Acre Zone, Need Redevlop, Discharge	3.00	5	4	1	0	0	0	0
00015	00015 02	50 N CHEVY RD	3.65 AC	00015000	H8	3.14	No Redevlop Permitted in H8 Zone, narrow lot	3.00	5	4	1	0	0	0	0
00016	00016 02	738 12TH ST	1.5 AC	00016000	H9	1.40	Pier Subdivision Approval	1.50	5	2	1	0	0	0	0
00017	00017 02	841 12TH ST	2.5 AC	00017000	H8	0.54	Grant to, need variances - Preserv. No	0.54	5	0	0	0	0	0	0
00018	00018 01	988 12TH ST	5.84 AC	00018000	H9	2.85	Corner lot, access company, Preserv. No	3.00	2	4	1	0	0	0	0
00019	00019 01	145 E 2ND SQ	4.82 AC	00019000	H9	0.57	Redevlop Permitted in H8 Zone	0.05	5	0	0	0	0	0	0
00020	00020 02	885 11TH ST	11.23 AC	00020000	H9	0.81	Preserv. No Redevlop Permitted in H8 Zone	0.81	1	1	1	0	0	0	0
00021	00021 02	710 12TH ST	1.85 AC	00021000	H8	1.82	Redevlop Permitted - Preserv. No	1.50	5	2	1	0	0	0	0
00022	00022 02	745 12TH ST	1.25 AC	00022000	H8	0.94	Permitted 2 Acre - Preserv. No Redevlop	0.84	5	2	1	0	0	0	0
00023	00023 02	700 B CHEVY RD	2.29 AC	00023000	H8	1.13	Need redvlop, discharge - Preserv. No	1.18	3	1	1	0	0	0	0
00024	00024 02	757 11TH ST	10.51 AC	00024000	H8	8.78	Redevlop Permitted in H8 Zone	0.05	5	0	0	0	0	0	0
00025	00025 02	757 11TH ST	1.29 AC	00025000	H8	1.28	Application for Redevlop development pending	0.05	5	0	0	0	0	0	0
00026	00026 02	217 E 2ND RD	2.80 AC	00026000	H8	2.56	Redevlop access to industrial zone	0.05	5	0	0	0	0	0	0
00027	00027 01	710 11TH ST	1.00 AC	00027000	H8	0.65	Useful 300 Bldg, Preserv. No	4.00	1	5	0	0	0	0	0
00028	00028 01	884 11TH ST	4.82 AC	00028000	H8	4.02	1 Acre Zone, 120' Lot Width, Building 0.65 Acre	0.88	1	0	0	0	0	0	0
00029	00029 02	828 11TH ST	1.92 AC	00029000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00030	00030 02	828 11TH ST	1.92 AC	00030000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00031	00031 02	828 11TH ST	1.92 AC	00031000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00032	00032 02	828 11TH ST	1.92 AC	00032000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00033	00033 02	828 11TH ST	1.92 AC	00033000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00034	00034 02	828 11TH ST	1.92 AC	00034000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00035	00035 02	828 11TH ST	1.92 AC	00035000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00036	00036 02	828 11TH ST	1.92 AC	00036000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00037	00037 02	828 11TH ST	1.92 AC	00037000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00038	00038 02	828 11TH ST	1.92 AC	00038000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00039	00039 02	828 11TH ST	1.92 AC	00039000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00040	00040 02	828 11TH ST	1.92 AC	00040000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00041	00041 02	828 11TH ST	1.92 AC	00041000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00042	00042 02	828 11TH ST	1.92 AC	00042000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00043	00043 02	828 11TH ST	1.92 AC	00043000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00044	00044 02	828 11TH ST	1.92 AC	00044000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00045	00045 02	828 11TH ST	1.92 AC	00045000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00046	00046 02	828 11TH ST	1.92 AC	00046000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00047	00047 02	828 11TH ST	1.92 AC	00047000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00048	00048 02	828 11TH ST	1.92 AC	00048000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00049	00049 02	828 11TH ST	1.92 AC	00049000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00050	00050 02	828 11TH ST	1.92 AC	00050000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00051	00051 02	828 11TH ST	1.92 AC	00051000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00052	00052 02	828 11TH ST	1.92 AC	00052000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00053	00053 02	828 11TH ST	1.92 AC	00053000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00054	00054 02	828 11TH ST	1.92 AC	00054000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00055	00055 02	828 11TH ST	1.92 AC	00055000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00056	00056 02	828 11TH ST	1.92 AC	00056000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00057	00057 02	828 11TH ST	1.92 AC	00057000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00058	00058 02	828 11TH ST	1.92 AC	00058000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00059	00059 02	828 11TH ST	1.92 AC	00059000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00060	00060 02	828 11TH ST	1.92 AC	00060000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00061	00061 02	828 11TH ST	1.92 AC	00061000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00062	00062 02	828 11TH ST	1.92 AC	00062000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00063	00063 02	828 11TH ST	1.92 AC	00063000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00064	00064 02	828 11TH ST	1.92 AC	00064000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00065	00065 02	828 11TH ST	1.92 AC	00065000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00066	00066 02	828 11TH ST	1.92 AC	00066000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00067	00067 02	828 11TH ST	1.92 AC	00067000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00068	00068 02	828 11TH ST	1.92 AC	00068000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00069	00069 02	828 11TH ST	1.92 AC	00069000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00070	00070 02	828 11TH ST	1.92 AC	00070000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00071	00071 02	828 11TH ST	1.92 AC	00071000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00072	00072 02	828 11TH ST	1.92 AC	00072000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00073	00073 02	828 11TH ST	1.92 AC	00073000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00074	00074 02	828 11TH ST	1.92 AC	00074000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00075	00075 02	828 11TH ST	1.92 AC	00075000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00076	00076 02	828 11TH ST	1.92 AC	00076000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00077	00077 02	828 11TH ST	1.92 AC	00077000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00078	00078 02	828 11TH ST	1.92 AC	00078000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00079	00079 02	828 11TH ST	1.92 AC	00079000	H8	1.22	Need Subdivision 2015	0.00	6	0	0	0	0	0	0
00080	00080 02	828 11TH ST	1.92 AC	00080000	H8	1.22	Need Subdivision 2015	0.00							

01403	00006	625 67H ST	0.24 AC	000167RAD	BERENAVIA, DORA	16.70	RR	10.70	1 Acre Zone, 120' Lot Width, Surface Water	0.05	5								
01404	00011	656 6 1ST RD	0.9 AC	000100RAD	FRANKEL, PAUL G R & KRISTIN L B	2.80	RR, R-3	5.80	Water Regulation 2015	0.05	6								
01502	00054	460 9 1ST RD	1.73 AC	00017200	BALTA, SYLVIA & JUDITH A	1.75	RR	1.75	Water 300' Buffer	0.05	6								
01503	00092	604 11 1ST RD	1.28 AC	000100RAD	JACQUE PHILIP A & CASSETTA FREDERICK	1.28	R-3, RR	-	1 Acre Zone, 120' Lot Width, unroad	1.00	5								
01511	00090	300 GOLDEN EAGLE DR	0.73 AC	000000RAD	CHACER, RICHARD L & CATHY ANN H	0.58	RR	0.58	1 Acre Zone, 120' Lot Width, Surface Water	0.05	6								
01601	00095 01	602 6 1ST RD	2 AC	000100RAD	FEDDA, DAVID & ALISON	2.01	RR	2.01	Water Regulation 2008	0.05	6								
01601	00095 02	624 6 1ST RD	2.27 AC	000100RAD	TULSTROM, CARL R JR & OLIVE E	2.27	RR	2.01	Water Regulation 2008	0.05	5								
01601	00097	605 5 1ST RD	0.9 AC	000100RAD	ELMS, WILLIAM & MERVINE SYMOND	0.98	RR	-	1 Acre Zone, 120' Lot Width	2.00	5								
01601	00043	723 7TH ST	1.2 AC	000000RAD	PRYNE, DONALD EBEL	2.10	RR	-	1 Acre Zone, 120' Lot Width	2.00	5								
01602	00013	148 GOLDEN EAGLE DR	0.93 AC	000000RAD	TOVIN, GUY MARCOTON	0.93	RR	0.93	1 Acre Zone, 120' Lot Width	0.05	6								
01603	00001	WEYMOUTH RD	0.7 AC	000100RAD	BECKMAN, JOHN EST & CATALOR	0.25	RR	0.25	1 Acre Zone, 120' Lot Width, AP zone outside	0.05	5								
01705	00001 01	128 E 1ST ST	2.38 AC	000100RAD	JACKSON, JOHN C & SYLVIA	2.16	RR, AP	0.25	1 Acre Zone, 120' Lot Width, AP zone outside	1.80	5								
01705	00001 02	135 E 1ST ST	2.25 AC	000100RAD	MARINELLA, JOHN C & SANDRA	2.75	RR, AP	0.25	1 Acre Zone, 120' Lot Width, AP zone outside	2.00	5								
01705	00001 03	141 E 1ST ST	1.99 AC	000100RAD	PISTAZZI, RONALD S	1.97	RR, AP	0.27	1 Acre Zone, 120' Lot Width, AP zone outside	1.60	5								
01705	00001 04	242 E 1ST ST	1.94 AC	000100RAD	JEANNEPER, JOHN C & SANDRA	1.48	RR, AP	0.09	1 Acre Zone, 120' Lot Width, AP zone outside	1.50	5								
01705	00006 01	64 RAVEN AVE	1 AC	000100RAD	CANDOLFI, BRUCE E & BRITA M	1.60	RR	-	1 Acre Zone, 120' Lot Width	1.00	5								
01705	00006 02	100 RAVEN AVE	1.29 AC	000100RAD	BERNARDI, ANDREA J	1.27	RR	-	1 Acre Zone, 120' Lot Width	1.00	5								
01706	00001	129 E 1ST ST	1.59 AC	000100RAD	HILLTOP ESTATES LLC	1.19	RR	-	1 Acre Zone, 120' Lot Width	1.00	5								
01706	00002	132 E 1ST ST	3.22 AC	000100RAD	CHRISTOPHER, DENNIS	3.73	RR	-	1 Acre Zone, 120' Lot Width	2.00	5								
01706	00003 01	65 RAVEN AVE	1.72 AC	000100RAD	CHRISTOPHER, DENNIS J	3.18	RR	-	1 Acre Zone, 120' Lot Width	2.00	5								
01706	00004 03	111 RAVEN AVE	0.66 AC	000100RAD	CONNO, ARTHUR	0.98	RR	-	1 Acre Zone, 120' Lot Width	1.00	5								
01706	00005	131 RAVEN ST	1.82 AC	000100RAD	HILLTOP ESTATES LLC	1.92	RR	0.20	1 Acre Zone, 120' Lot Width, AP zone outside	10.00	5								
01707	00016 04	551 N 2ND HANSON RD	2.24 AC	000100RAD	CONNO, RICHARD & JUAN	2.16	RR	-	1 Acre Zone, 120' Lot Width	1.00	3								
01707	00017	553 N 2ND HANSON RD	1.73 AC	000100RAD	ROSSO, ELIZABETH	0.34	R-3	-	0.50 Acre Zone, 120' Lot Width	0.50	3								
01708	00021	541 N CHEVY RD	1 AC	000100RAD	LAPLACA, CHARLES & CENTRA	0.99	R-3	-	0.50 Acre Zone, 120' Lot Width	0.50	1								

01704	00004	625 N CHEW RD	2.27 AC	000223400	CLINCO, LINDA ANN ETALS	2.29	R-1	-	0.58 Acre Zone, 120' Lot Width	1.00	3	2
01708	00004	625 N CHEW RD	1.94 AC	000212400	CLINCO, FRANK BR ETALS	1.32	R-3	-	0.58 Acre Zone, 120' Lot Width	0.50	3	0
01708	00005	625 N CHEW RD AT EGG HARBOR	2.48 AC	000224900	TAYLOR, JAMES S & THERESA A	2.55	RR, M-3	-	0.5811 Acre, Lot Depth Constraint, Wetland Revised	1.00	3	1
01708	00006	1547 N CHEW RD AT EGG HARB	1.3 AC	000150000	GELETKA, VICKI S	1.41	PR	1.41	1 Acre Zone, Lot Depth Constraint, Not Subdivided by lot and survey	0.00	6	0
01708	00007	1345 V 15TH ST	301.08 X 115.195	000000000	MELLO, ANTHONY A BOUNIE L	0.01	RR	-	1 Acre Zone, 120' Lot Width	0.51	5	0
01708	00009	481-447 14TH ST	0.20 000000 188	000000000	CELLA, LINDA S & CALABRIA J	1.88	RR	-	1 Acre Zone, 120' Lot Width, Lot 101	1.00	4	2
01708	00001	480 14TH ST	5.78 AC	000000000	MOLLON, ANTHONY A TRASHY J	5.89	RR	2.59	1 Acre Zone, 120' Lot Width, Limited Frontage, Wetland, Roadway, Drainage	3.00	5	4
01002	00010 01	443 OLD FORBES RD	1.73 AC	000017000	BSG REAL ESTATE HOLDINGS LLC	1.73	AP, RR	1.73	Minor Subdivision 2000	0.00	5	0
01002	00010 02	445 OLD FORBES RD	1.39 AC	000019000	BSG REAL ESTATE HOLDINGS LLC	1.38	AP, RR	1.38	Minor Subdivision 2000	0.00	5	0
01002	00010 03	446 OLD FORBES RD	2.1 AC	000019100	BSG REAL ESTATE HOLDINGS LLC	1.21	AP, RR	1.21	Minor Subdivision 2000	0.00	6	0
01002	00023	347 OLD FORBES RD	2.45 AC	000024000	GRANICK, ANGELO JR & FRANCO, LUC	2.45	AP, RR	1.45	1 Acre Zone, 120' Lot Width, Wetland, Inception Grant, Water	1.00	4	1
01002	00023	348 N WHITE HORSE PK 1100 X 500.4	0.900000000	000000000	POLICASTRO, ANTHONIO & FRANK ESTYATE	1.24	RR	0.24	Presently no Residential Permitted in RR Zone, Removal of Site	1.00	3	1
01002	00024	350 N WHITE HORSE PK 1000X2.5	0.900000000	000013000	POLICASTRO, ANTHONIO & FRANK ESTYATE	1.24	RR	0.24	Presently no Residential Permitted in RR Zone, Removal of Site	1.00	3	2
01002	00025 01	669 N 3100 ST	1.43 AC	000014000	DI OROLANDO, LINDA	1.25	R-2, RR	-	0.58 Acre Zone & 1 Acre Zone, 120' Lot Width	0.50	5	0
01002	00027 01	651 N 3200 ST	0.534 AC	000015000	GRANASSO, JOSEPH C & LILIA	0.21	RR	0.21	1 Acre Zone, 120' Lot Width, Roadway, Drainage	2.00	5	4
01002	00013 02	448 OLD FORBES RD	1.59 AC	000016000	MANDELUCCI, ANTONIO	1.77	RR	-	1 Acre Zone, 120' Lot Width	1.00	1	1
01002	00016 02	525 VALMONT ST	4.29 AC	000029000	CONNO, WILLIAM A NICOLE	4.20	RR	-	1 Acre Zone, Limited Frontage, Assumed Easement	1.00	6	0
01002	00018	445 VALMONT ST	0.600000000	000000000	PINTO, CHRISTOPHER J	1.40	R-3, NS	-	0.58 Acre Zone & 1 Acre Zone, Limited Lot Width, 45' 120' Width, Wetland Requiring	1.00	3	1
01002	00026	407 VALMONT ST	2.69 AC	000026000	DE SORDI, FRANK A FRANCESI	2.69	R-3, RR	1.20	0.58 Acre Zone & 1 Acre Zone, 120' Width, Roadway Drainage	1.50	3	2
01002	00027 02	245 VALMONT ST	1.55 AC	000015000	BARTOLOME, CHARLES	1.53	R-3, RR	-	0.58 Acre Zone & 1 Acre Zone, 120' Width	1.00	3	1
01002	00028 01	323 VALMONT ST	0.4 AC	000004000	VELOZQUEZ, DANIE MARINA	0.24	R-3	0.24	Minor Subdivision 2000	0.00	6	0
01002	00028 02	323 VALMONT ST	59 AC	000005000	GATTINER, DIANA	0.60	R-3	0.60	Minor Subdivision 2000	0.00	6	0
01001	00008 02	600 N CHEW RD	116.000000 1.440	000014000	BUCCH, GUY F & KHERIENYA	1.16	R-3	-	0.58 Acre Zone, 120' Lot Width, Roadway, Drainage	0.50	1	0
01001	00008 03	607 N 13TH RD	3.660000	000008000	BUCCH, GUY F	3.66	R-3	1.28	0.58 Acre Zone, 120' Lot Width, Drainage	2.20	2	3
01001	00022	464 N CHEW RD	1.18 AC	000011800	ZAZONE, ANTHONY R A BEVERLY E	1.18	R-3	-	1.58 Acre Zone, 120' Lot Width	0.50	1	0

Parcel ID	Address	Area (Ac)	Owner	Area (Ac)	Zone	Area (Ac)	Description	Area (Ac)	Count	Count	Count
01802	421 N CHRYL RD	61 AC	DESTASO, JOANTHAN	0.61	R-3	0.61	Major Subdivision 2014, Dually Yards	0.00	6	0	0
01902	616 ANDRUSCH AVE	100326.44 SQ. FT.	CAMPBELL, ROBERT	0.62	R-3	-	0.29 Acre Zone, 120' Lot Width	0.66	1	0	0
01902	610 ANDRUSCH AVE	100327.88 SQ. FT.	CAMPBELL, ROBERT J	0.65	R-3	-	0.59 Acre Zone, 120' Lot Width	0.59	1	0	0
01902	60625 01 670 ANDRUSCH AVE	2 AC	CAMPBELL, ROBERT	0.61	R-3	-	0.29 Acre Zone, 120' Lot Width	0.59	1	0	0
02001	627 N 580 WASSON RD	67250.88 SQ. FT.	REZETTE, GASTIN S & ROBERT A	0.60	R-3	-	0.29 Acre Zone, 120' Lot Width	0.59	1	0	0
02001	604 N 580 WASSON RD	100320.59 SQ. FT.	REZETTE, GASTIN S & ROBERT A	0.70	R-3	-	0.29 Acre Zone, 120' Lot Width	0.59	1	0	0
02003	418 N 280 ST AT SCHWELL	15871.68 SQ. FT.	GRASSO, FRANK & GREGORY	0.51	R-2	-	0.29 Acre Zone, 100' Lot Width, Building 120' Lot Width	0.50	1	0	0
02101	414 14TH ST	29 AC	WALTER, EDWARD S	0.50	R-3	0.50	0.29 Acre Zone, 2017 Home Construction	0.00	5	0	0
02101	420 14TH ST	29 AC	WALTER, EDWARD S	0.50	R-3	0.50	0.29 Acre Zone, 2017 Home Construction	0.00	6	0	0
02101	201 FRANKLIN ST	1.99 AC	FRANKE, FRED & MARGARET	1.47	R-3	-	0.50 Acre Zone, 120' Lot Width, Vertical Yards	1.18	3	1	0
02104	323 NORTH ST	60035.00 SQ. FT.	CONTRINO, JOSEPH JR	0.67	R-3	-	0.29 Acre Zone, 120' Lot Width	0.58	1	0	0
02104	672 4TH ST	3.58 AC	DMR REALTY ASSOC LLC	3.66	R-3	0.63	0.29 Acre Zone, 120' Lot Width	1.70	2	0	0
02104	384 WALNUT ST	1 AC	DMR REALTY ASSOC LLC	0.53	R-3	-	0.29 Acre Zone, 120' Lot Width	0.58	1	0	0
02201	551 N 380 ST	1.97 AC	FREDESCO, VIN J & K BALISKUNJAN M	1.95	R-2	1.48	Wellness, Wellness 300 ft Building and 100 ft Wellness for access	0.00	4	0	0
02201	551 N 380 ST	2.22 AC	FREDESCO, VIN J & K BALISKUNJAN M	2.97	R-2	1.50	Wellness 300 ft Building, 0.25 Acre Zone, Psychology, Wellness	0.00	2	1	0
02201	517 N 380 ST	0.97 AC	3RD ST HOMES LLC	0.59	R-2	0.59	Major Subdivision Apr. Est. 2017, Buldr	0.00	5	0	0
02201	543 N 380 ST	1.00 AC	3RD ST HOMES LLC	1.01	R-2	1.01	Major Subdivision Apr. Est. 2017, Buldr	0.00	6	0	0
02201	543 N 380 ST	2.57 AC	3RD ST HOMES LLC	3.50	R-2	3.50	Major Subdivision Apr. Est. 2017, Buldr	0.00	8	0	0
02201	543 N 380 ST	4.14 AC	3RD ST HOMES LLC	4.03	R-2	4.03	Major Subdivision Apr. Est. 2017, Buldr	0.00	4	0	0
02201	453 SUNDERS AVE	0.58 AC	DAPO MARTINDALE INC	0.58	R-1, R-2	-	0.29 Acre Zone, 60' Lot Width, 0.29 Acre Zone, Building Lot 425, Wellness Review, 0.29 Acre Zone, 100' Lot Width	0.25	3	0	0
02201	111 JUNIPER LN	2.39 AC	PIZZOPPOLI, LUC	2.37	R-2	0.87	0.29 Acre Zone, 100' Lot Width, Recreatory	1.48	3	0	0
02201	110 JUNIPER LN	5.00 AC	PIZZOPPOLI, LUC	5.15	R-2	2.68	Wellness 300 ft Building, 0.29 Acre Zone, 100' Lot Width, Recreatory, Wellness	2.00	3	0	0
02201	888 PARKVIEW AVE	4.24 AC	CASSELL, FRANK T JR	4.23	R-1, R-3	1.89	0.29 Acre Zone, 120' Lot Width, Recreatory, Wellness	2.33	2	0	0
02201	753 PARKVIEW AV	1.12 AC	WADSWORTH PARK CONDO ASSOC	1.12	R-1, R-1	1.12	Recreatory, Green Area, Public Use, Comp Development, Well-Being	0.00	5	0	0

Parcel ID	Address	Area (AC)	Owner	Area (AC)	Zone	Area (AC)	Notes	Area (AC)	Count	Count	Count
02580	151 FRONT ST	1.32 AC	UNKNOWN	0.98	DT2	0.98	Partial Use Area for NJ Transit Train Station, Condoning District, Residentially Zoned (R-1) in DT-2 Zone	0.00	5	0	0
03401	HARBOR DR	4.83 AC	HARBORWOOD ASSOC A LIMITED PROP INC	3.91	M2	3.91	Waldens, Waldens 300 r buffer & Duplissa	0.00	5	0	0
02001	HARBOR DR	4.83 AC	HARBORWOOD ASSOC A LIMITED PROP INC	0.51	M2	0.51	Condo Reservoir, not habitable	0.00	5	0	0
02001	WALKER A 3RD ST	7.23 AC	VEREFOUNT W R EST	7.22	R-1	7.22	Waldens, Waldens 300 r Buffer	0.00	5	0	0
02101	651 E PLAINVIEW ST	2.93 AC	ELTON MICHAEL J S MICHELE	0.85	R-1	0.85	Waldens, Waldens 300 r Buffer	0.00	5	0	0
02101	621 E PLAINVIEW ST	1.42 AC	INGRAM, JOSEPH F & ANNA MARIE	1.27	R-1	1.27	Waldens, Waldens 300 r Buffer	0.00	5	0	0
02102	643 BELLEVUE AVE	2.05 AC	WILSON, DAVID	1.73	R-1	1.73	0.29 Acre Zone, Undeveloped	0.00	5	0	0
02104	514 E PLAINVIEW ST	0.23 AC	RODOLFO, BERGAMOTTI, VACCARELLI, ELIZABETH	0.89	R-1	-	0.29 Acre Zone, 80' Lot Width, 60' Frontage	0.25	1	0	0
02104	520 SPRUCE ST	0.81 AC	MICHAEL, JEFFREY	0.68	R-1	-	0.29 Acre Zone, 80' Lot Width, 60' Frontage, 60'30" Street, can build 1 SFD	0.25	1	0	0
02101	555 CENTRAL AVE	5.92 AC	AVASTVISA JULIE ET AL S	0.55	GM-1	-	0.29 Acre Zone, 80' Lot Width, 60' Frontage, 60'30" Street, can build 1 SFD	0.25	1	0	0
02101	520 GREENWOOD DR	2.19 AC	VAURO, MARIE ESTATE	2.14	GM-1	1.15	0.29 Acre Zone, 80' Lot Width, 60' Frontage, 60'30" Street, can build 1 SFD	0.25	2	1	0
02101	451 CENTRAL AVE	2.9 AC	BERNARDI, SWEETLAND, & VOLPE LLC	2.81	GM-1	1.78	0.29 Acre Zone, 80' Lot Width, 60' Frontage, 60'30" Street, can build 1 SFD	0.25	2	2	0
02101	775 BELLEVUE AVE	5.01 AC	GIBASE, CHRISTOPHER A FRANK	0.82	GM-1	-	0.29 Acre Zone, 80' Lot Width, 60' Frontage, 60'30" Street, can build 1 SFD	0.25	1	0	0
02101	102 SPRUCE ST	1.02 AC	WENDY, ALFRED A, RICHARD	0.97	GM-2	0.97	Waldens, Waldens 300 r Buffer	0.00	5	0	0
02101	172 LINDA AVE	5.2 AC	WHITE HORSE REALTY HOLDINGS LLC	0.51	R-1	-	0.29 Acre Zone, 80' Lot Width, 150' Frontage, 60'30" Street, can build 1 SFD	0.25	1	0	0
02101	172 LINDA AVE	10.22 AC	WHITE HORSE REALTY HOLDINGS LLC	0.55	R-1	-	0.29 Acre Zone, 80' Lot Width, 60' Frontage, 60'30" Street, can build 1 SFD	0.25	1	0	0
02101	65 LINDA AVE	2.35 AC	JACOBS, ANTHONY R	2.09	R-1	2.09	Waldens, Waldens 300 r Buffer	0.00	5	0	0
02101	175 BRADDOCK AVE	5.03 AC	PAZANOS, RICHARD V (C/O) DR ADRIANO	0.81	R-1	0.81	0.29 Acre Zone, 80' Lot Width, 60' Frontage, 60'30" Street, can build 1 SFD	0.25	5	0	0
02101	644 S EGGS WALKER DR	2.1 AC	ATLANTIC BUILDERS OF BRADDOCK INC	0.77	M-1	0.77	Waldens 300 r Buffer	0.00	5	0	0
02101	170 11TH ST REAR	2.23 AC	SALVATORE, JOSEPH J JR	4.11	M-2	4.11	Waldens, Waldens 300 r Buffer	0.00	5	0	0
02101	282 11TH ST	3.0 X 6.95	TOWN OF HAMMONTON	0.52	M-2	0.52	Old Suburban Sqd, Bldg Dem	0.00	5	0	0
02101	400 S GRAND ST	4.09 AC	WHITEHALL LABORATORIES INC	4.72	M-1	4.72	Waldens, Waldens 300 r Buffer	0.00	5	0	0
02101	101 0TH ST	2.1 AC	KATHLEEN & ANTHONY PROPERTIES LLC	2.09	M-1	1.08	Waldens 300 r Buffer, Presently No Residentially Zoned, 10' Lot Width, 60' Frontage, 60'30" Street, can build 1 SFD	1.08	3	1	0
02101	328 11TH ST	1.47 AC	WALDEN HOLDING	1.47	M-2	1.47	Shennaker Beds and Condo Buffer, not habitable	0.00	5	0	0
02101	312 S GRAND ST	1.32 AC	DE CICCO, ANTHONY A, DIVISE	2.07	R-3	-	0.29 Acre Zone, 100' Lot Width, 60' Frontage, 60'30" Street, can build 1 SFD	0.25	3	0	0

03712	00011	411 HARTWELL AVE	150X144.8	00000314	SCOLA JOHN & LINDA G	0.01	R-3	-	0.01	3	0	0
03712	00004	316 S 1ST RD	85 AC	00000350	RODD ANTHONY J	0.05	R-3	-	0.05	1	0	0
03713	00011	442 HARTWELL AVE	150 X 145	00000351	SCOLA JOHN E & LINDA	0.01	R-3	-	0.01	3	0	0
03716	00004 01	409 10TH ST	350.3X132	00001073	WYATT MARY JOAN	1.08	R-3	1.08	0.00	5	0	0
03716	00016	615 S 1ST RD	178 AC	00015926	CARNESELE RICHARD A & APRIL L	1.08	R-3	-	1.16	3	0	0
03718	00016	450 S GRAND ST	720 X 959 PR	00001006	BERGANTO HENRY ESTAB	2.08	R-3	2.08	0.00	5	0	0
03716	00018 00	417 10TH ST	440X160 PR	00000700	BERGANTO JOHN A PATRICIA	0.07	R-3	0.07	0.00	4	0	0
03801	00012	222 PARK AVE (REAR)	112.15 X 211.20	00000502	SLS CAPITAL INVESTMENTS LLC	0.57	R-1	-	0.00	8	0	0
03801	00014	PARK AVE	554 AC	00000500	PARK AVE CONDOMINIUM CORP	4.88	R-1	4.88	0.00	8	0	0
03801	00008	230 CENTRAL AVE	131X250	00000544	ORVILLE PAUL & JOANNE	0.69	R-1	0.49	0.20	1	0	0
03801	00016 01	808B CENTRAL AVE	65 AC	00000500	MASSARELLI MARIO A	0.62	R-1	-	0.69	4	0	0
03801	00061 02	800 CENTRAL AVE	65 AC	00000500	LETTERFIELD ALLEN J & KAREN S	0.55	R-1	-	0.25	1	0	0
03801	00081 03	800 CENTRAL AVE	1.30 AC	00001800	JFU REAL ESTATE LLC	1.35	R-1	-	0.25	1	0	0
03801	00054	816 CENTRAL AVE	7.25 AC	00012801	MAXVA TRUSTEE CORP ANNE	1.23	R-1	-	0.25	4	0	0
03801	00005	206 S WHITE HORSE PKW	225X210 PR	00000006	THOMPSON-HULLER REALTY GROUP LLC	0.88	H8	-	0.25	1	0	0
03801	00006	287 S WHITE HORSE PKW	1.32 AC	00001200	POLO JACK TRUST & CORPCC, M	1.29	H8	-	0.25	1	0	0
03801	00009	80 MAIN RD	100X246	00000510	LOHREMAN PAMELA B	0.54	H8	-	0.25	3	0	0
03801	00021	202 MAIN RD	100X246	00000516	LOHREMAN PAMELA B	0.53	H8	-	0.25	3	0	0
03802	5	234 S SENGORVE AVE	573 AC	00007300	ZACHRY INC	3.45	H8	2.87	0.25	3	0	0
03802	5	234 S SENGORVE AVE	573 AC	00007300	ZACHRY INC	1.95	H8	1.41	0.25	3	0	0
03803	00006	5 WHP AT PLEASANT HILLS	181 X 191 RR	00000000	GHANNI VINCENT	0.57	H8	0.08	0.25	1	0	0
03803	00009	28 PLEASANT HILLS RD	112X175	00000705	GHANNI VINCENT	0.57	H8	-	0.57	1	0	0
03804	00014 01	132 BROOKDAVE	1.12X240	00011420	CAPONI MAZARENDO & CARNELA	1.11	R-1	-	0.00	6	0	0
03804	00014 02	144 BROOKDAVE	537 AC	00000510	CAPONI MAZARENDO & CARNELA	0.54	R-1	-	0.00	4	0	0
03804	00015 01	150 BROOKDAVE	368 AC	00000509	BOUD ROBERT & MICHELLE	3.65	R-1	-	0.25	4	0	0

EXHIBIT G

#R082A-2011
RESOLUTION AUTHORIZING THE EXECUTION OF THE SETTLEMENT AGREEMENT

NIBR, L.L.C. v. Town of Hammonton, et als, Docket No ATL-L-7378-06

WHEREAS the COAH committee of Mayor and Council and the Town Solicitor and Planning Board Solicitor have negotiated the terms of a final Settlement Agreement of the builder's remedy lawsuit brought by NIBR L.L.C. v. Town of Hammonton, et als, Docket No ATL-L-7378-06; and

WHEREAS, minor changes have been made to the agreement in order render same satisfactory to both Plaintiff and the Town of Hammonton; and

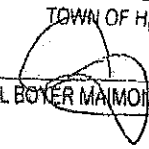
WHEREAS, execution of the agreement by the Mayor on behalf of the governing body and by the developer will commence the process of bringing this matter to a conclusion; and

WHEREAS, good cause exists for the recommendation to execute the agreement.

NOW THEREFORE it is on this 25th day of July, 2011 resolved that Mayor and Council do hereby authorize Mayor Stephen DiDonato, on behalf of the governing body, to execute the Settlement Agreement conditioned upon the Plaintiff having agreed to executive an actually executing same.

Adopted: July 25, 2011

THE FOREGOING DOCUMENT IS HEREBY CERTIFIED
BY ME TO BE A TRUE AND CORRECT COPY OF THE
TOWN OF HAMMONTON


APRIL BOYER MAIMONE, MUNICIPAL CLERK

**NIBR, L.L.C. - TOWN OF HAMMONTON
MOUNT LAUREL LITIGATION
SETTLEMENT AGREEMENT**

THIS MOUNT LAUREL SETTLEMENT AGREEMENT ("Settlement Agreement" and/or "Agreement") is entered into on this 25th day of July, 2011 by and between National Institute for Brownfields Redevelopment ("NIBR, L.L.C."), c/o Fox Rothschild, LLP, 1301 Atlantic Avenue, Atlantic City, New Jersey 08401 (Plaintiff); the **TOWN OF HAMMONTON**, a Municipal corporation of the State of New Jersey, with offices at 100 Central Avenue, Hammonton, New Jersey 08037 ("Town" and/or "Hammonton"); and the **TOWN OF HAMMONTON PLANNING BOARD**, a duly constituted Planning Board as defined by law, with offices at 100 Central Avenue, Hammonton, New Jersey 08037 (the "Planning Board"). The Plaintiff, the Town, and the Planning Board are collectively referred to herein as the "Parties".

BACKGROUND

1. The Plaintiff is the owner of an equitable interest in approximately 6 acres of land in the Town of Hammonton, County of Atlantic and State of New Jersey that is identified on the Town of Hammonton's Tax Maps as

Block 2413,	Lots 13 and 16;
Block 2415,	Lot 8;
Block 2416,	Lot 1* and Lot 19;
Block 2417,	Lot 1;
Block 2418,	Lots 1*, 2**, 3, 4, 7*** and 8 (the "Parcel", "Tract", or

"Property"). Plaintiff's ownership of the non-Town lots shall be a prerequisite to Plaintiff commencing any development pursuant to the terms of this Agreement.

* (currently owned by the Town of Hammonton)

** (currently owned by John Bee, Managing Member, in his individual capacity. Mr. Bee has agreed to execute all documents necessary to transfer ownership to NIBR, LLC.)

*** (ownership uncertain. Project can be completed without Plaintiff's ownership of this parcel. Plaintiff will make a good faith effort to acquire clear title to Lot 7 and the Town will assist him in those efforts, to the extent necessary.)

2. The Plaintiff desires to fund the production of affordable housing within the Town of Hammonton through a contribution in-lieu of constructing affordable housing on-site, as set forth herein, in accordance with So. Burl. Co. NAACP v. Township of Mount Laurel, 92 N.J. 158 (1983) ["Mount Laurel II"] and the New Jersey Fair Housing Act, N.J.S.A. 52:27D-301, *et seq.* ["FHA"].
3. The Plaintiff filed exclusionary zoning litigation against the Town and the Planning Board, in the matter captioned NIBR, L.L.C. v. TOWN OF HAMMONTON, et als., Docket No. ATL-L-7378-06 (Mount Laurel) [the "Litigation"] which is currently pending before the Superior Court.
4. The Plaintiff alleges that the Town has not satisfied its Third Round affordable housing obligation as assigned by the New Jersey Council on Affordable Housing ("COAH") under Mount Laurel II and the FHA and was thus in violation of its constitutional and statutory mandates entitling the Plaintiff to builder's remedy relief.
5. The Parties thereafter engaged in extensive planning discussions with respect to a mutually-agreeable development with an affordable housing financial contribution as set forth herein.
6. These discussions have resulted in an understanding with respect to the Plaintiff's builder's remedy entitlements and the agreed-upon development of the Property by the Town and the Planning Board as documented and memorialized within this Settlement Agreement which the Parties intend to jointly submit to the Superior Court for review and approval.

NOW, THEREFORE, in consideration of the mutual covenants, promises and agreements contained herein, to which the Parties agree to be legally bound, the Parties agree to settle Plaintiff's builder's remedy litigation as follows:

SECTION I

INCORPORATION OF BACKGROUND

1.1 **Incorporation.** The "Background" set forth hereinabove is herewith incorporated by reference herein as if set forth herein at length.

SECTION II

THE LAND USE CONCEPT FOR THE INCLUSIONARY DEVELOPMENT OF THE PLAINTIFF'S PROPERTY

2.1 The Parties' Intent. The Parties acknowledge that the Property is in the Mixed Use Zoning District ("MD") and that they are presented with the unique opportunity to plan for the site-specific development of the Property in a responsible fashion to (a) create the realistic opportunity for the prompt provision of affordable housing via a phased in-lieu financial contribution to the Town of Hammonton affordable housing fund, and (b) promote sound local, regional and state land use planning objectives.

2.2 The Land Use Plan. The intentions of the Parties as expressed above are intended to be implemented by the Town's adoption of an Ordinance that is attached hereto and incorporated by reference herein as **Exhibit "A"** establishing zoning standards that shall be applicable to the Property upon approval of this Agreement by the Superior Court to facilitate the development of the property as generally depicted in the Conceptual Site Plan (as hereafter defined) under date of 11/13/2009 and revised to 11/10/2010 (the "Conceptual Site Plan"), that is attached hereto and incorporated by reference herein as **Exhibit "B"**. The Parties acknowledge that they have reviewed the Conceptual Site Plan and have found it to be acceptable.

2.3 Adoption of Amended Master Plan and the Zoning Ordinance and Submission of Same to the Pinelands Commission for Review and Certification. To the extent it is still required, the Town and the Planning Board agree to amend the Master Plan consistent with the intent of this Agreement in accordance with the Municipal Land Use Law, N.J.S.A. 40:55D-1, et seq. ("MLUL") within forty-five (45) days of the date of the Court's approval of the Agreement. Thereafter, the Town shall immediately introduce the Ordinance at first reading and refer same to the Planning Board for a Master Plan consistency review pursuant to N.J.S.A. 40:55D-26(a). The Planning Board shall transmit its Master Plan consistency report to the Town prior to the second reading and public hearing on the Ordinance. The Town shall then adopt the Ordinance at second reading and (a) publish notice of adoption in accordance with law, and (b) file a copy of the Ordinance with the County Planning Board in accordance with N.J.S.A. 40:55D-16. Plaintiff shall be responsible to make all required submissions to the Pinelands Commission to obtain its approval of this Project, to the extent required by law.

2.4 Public Notification and Comment. Subject to Section 2.3 above, the adoption of the Ordinance and the Amended Master Plan shall be accomplished in accordance with the applicable public notification and comment requirements. In the event that the Town, after consideration of the public's concerns, elects to not adopt the Ordinance, and/or the Planning Board, after consideration of the public's concerns, elects not to adopt the Amended Master Plan, the Plaintiff may elect to terminate this Agreement, the parties shall hold each other harmless, the Parties shall be restored to the status quo ante, and the Mount Laurel litigation shall resume at the point that it existed as of the date of this Agreement.

SECTION III

MAXIMUM NUMBER OF RESIDENTIAL UNITS AND THE PLAINTIFF'S AFFORDABLE HOUSING OBLIGATION(S)

3.1 The Total Development. The Parties agree that the Plaintiff shall be permitted to construct a maximum of fifty-nine (59) for sale residential family dwelling units, not to exceed a gross density of 10 units per acre on the Property (the "Development"). The majority of the units shall contain two (2) bedrooms and no unit shall exceed three (3) bedrooms. The Development shall be in an attached townhouse style with no more than eight (8) units per building (with the exception of two (2) buildings which shall be permitted to contain eleven (11) and twelve (12) units, respectively, if the conditions set forth in the Ordinance attached as Exhibit "A" are satisfied). The exteriors shall be consistent with those attached as **Exhibit "C"** (as represented to the Town by the Developer in April, 2010). The Development may be constructed in a maximum of five (5) phases and each phase shall contain a majority of two bedroom units.

3.2 The Affordable Housing Obligation and Contribution. The Plaintiff will provide a 25% off-site affordable housing setaside for the development of 59 market-rate housing units. Thus, 15 affordable units are required to be provided off-site in Hammonton through an in-lieu contribution of \$40,000.00 per affordable unit for a total contribution of six hundred thousand dollars (\$600,000.00). Plaintiff agrees to make an affordable housing in-lieu contribution to the Town of Hammonton in the amount of six hundred thousand dollars (\$600,000.00) based on calculations prepared and/or reviewed by Plaintiff's and Defendant's respective affordable housing consultants designed to reflect an amount

necessary to provide for the affordable housing in the Town of Hammonton through a market-to-affordable program and through the provision of special needs housing as is set forth more fully in the Town's compliance report which will be the subject of a limited Court compliance hearing. For purposes of this settlement agreement, the Town will create the opportunity for the production of a maximum of 15 affordable housing units (consistent with the ratio set forth in this paragraph) that shall comply with COAH's regulations at N.J.A.C. 5:97 et seq. and the Uniform Housing Affordability Controls ("UHAC") at N.J.A.C. 5:80-26.1 et seq., both as may be subsequently modified by rule or law. Plaintiff shall have the option of satisfying its obligation pursuant to this paragraph by tendering an amount equivalent to 1/59th (\$10,169.49) at the time of issuance of a Certificate of Occupancy for each unit developed. By virtue of paying a contribution in-lieu of constructing affordable units on-site, the entire development is exempt from the payment of affordable housing residential development fees. In addition, although the Appellate Division in its October 8, 2010 decision invalidated COAH's third round growth share methodology and portions of COAH's third round regulations (stayed by the Supreme Court of New Jersey on January 18, 2011), to the extent a growth share methodology is determined to be valid in the future by a court of competent jurisdiction, then this entire development (59 market-rate and 15 affordable units) will not generate a third round growth share obligation.

3.3 Attached as **Exhibit "D"** is a Good Faith Estimate prepared by Plaintiff's engineer and planner and modified by the Town's engineer. The Parties shall fully cooperate in seeking and obtaining grants from the State of New Jersey for roads, curbs, sidewalks and lighting for the Development, and use grant monies received in accordance with a conceptual site plan that the Parties mutually agree supports the Development. Plaintiff and the Town have engaged in a continuing dialogue during the spring of 2011 and the Town believes that it shall be in a favorable position to obtain grants totaling approximately one hundred thousand dollars (\$100,000.00) largely attributable to the paving of West End Avenue on the westerly edge of the development. Plaintiff acknowledges that Plaintiff shall continue to have the responsibility to perform trench restoration work at this location (on West End Avenue from Pleasant Street to the westerly edge of the development). Similarly, the seepage pit on Pleasant Street for

stormwater management (\$5,000.00) per Exhibit "D" may also be covered by a grant available to the Town. In the event that either grant is not obtained, the parties agree to continue their negotiations in good faith to determine if there are any other infrastructure improvements which may be covered by grants available to the Town. To the extent that grants are not received for whatever reason, the Plaintiff shall be responsible for satisfying the cost of all offsite infrastructure improvements necessitated by this Development. Notwithstanding anything herein to the contrary, any and all costs and fees associated with any and all grant applications as contemplated in this section (3.3) shall be paid by Plaintiff. The parties agree that any failure to obtain grants shall not relieve the parties of their respective rights and responsibilities hereunder.

SECTION IV

DEVELOPMENT AND BUILDING APPROVALS

4.1 **Site Specific Zoning Measures.** The Parties acknowledge the unique and beneficial development opportunity that is presented with respect to the Property and agree that certain variances and waivers from the Town of Hammonton Land Use Ordinance, as well as relaxation from other local and regional land use ordinances or regulations may be required to allow for the intended site-specific development of the Property as set forth in this Agreement. In order to permit the intended agreed-upon development of the Property, Planning Board shall fully cooperate with the Plaintiff in granting waivers and/or variances that may be reasonably necessary to permit the construction of the Development on the Property that is substantially similar to the Conceptual Site Plan (Exhibit B) and the photographs and architectural renderings depicting Townhouses, the height of which shall be in full compliance with the Town building height ordinance (maximum 37'- it is anticipated that Plaintiff's plans for three story units will be accommodated within this height maximum. In any event, the ordinance height limit and not the number of stories desired by Plaintiff shall control) and which shall have an exterior similar to those depicted in the photographs attached as (Exhibit C), which Defendant has already reviewed and endorsed. The Plaintiff shall provide on site recreational amenities in the form of an interior walking path consistent with the Conceptual Site Plan. At the Town's option, the Town shall have the authority to waive

construction of the interior walking path and, instead, require Plaintiff to make a ten thousand dollar (\$10,000.00) contribution to the Town's Recreation Fund. The Planning Board shall likewise grant reasonable waiver and variance requests including waivers pertaining to the submission of the community, fiscal, environmental and traffic impact assessments in connection with all applications at the time of preliminary approval. However, the environmental, traffic and fiscal impact assessments shall be provided as conditions of preliminary approval (i.e. required to be submitted and approved by the Town prior to Plaintiff applying for final approval). Notwithstanding anything contained herein to the contrary, the Parties hereby agree that a site plan application is required to be submitted to the Planning Board only to ensure compliance with this Agreement, Residential Site Improvements Standards, the Stormwater Management Rules and the buffer agreement for fencing, planting and rerouting the access road to the Modern Property as agreed to by the developer.

4.2 Subsequent Development Approvals and Plaintiff's Subchapter 10 Entitlements.

The Planning Board shall conduct all reviews of the Plaintiff's applications for preliminary and final subdivision, site plan and/or variance approvals strictly in accordance with the Municipal Land Use Law, N.J.S.A. 40:55D-1, et seq. ("MLUL"), COAH's rules, and this Settlement Agreement and Plaintiff shall be afforded all expedition and cost-reduction rights, entitlements and benefits accorded to inclusionary developers under COAH's Rules [N.J.A.C. 5:97- 10.1, et seq.]. In this regard, the Parties specifically agree that the Planning Board will schedule such Special Meetings as may be necessary to accommodate the "action time periods" in the MLUL and shall provide the Plaintiff with preferential treatment on regular agenda reviews. Moreover, the Board agrees to apply the uniform Residential Site Improvement Standards ("RSIS") to the whole Development. The municipality shall support the project in subsequent applications to the Pineland's Commission and the State of New Jersey.

4.3 Expiration of Approvals.

All development approvals granted for this project by the Town of Hammonton and/or any of its municipal boards shall expire at a date consistent with the New Jersey Municipal Land Use Law (N.J.S.A. 40:55-1 et seq.).

SECTION V

REAL PROPERTY PURCHASE FROM HAMMONTON & CONSIDERATION

5.1 Hammonton agrees to sell Block 2416, Lot 1 (+/- .7 acres) and Block 2418, Lot 1 (+/- .5 acres), both shown on the Official tax map of the Town of Hammonton (both parcels shall collectively hereafter be referred to as the "Town Property") to NIBR, subject to the terms of both this Settlement Agreement and the provisions of an agreement of sale to be executed by the Parties. The terms of the agreement of sale will include the total purchase price for the Town Property being ONE HUNDRED THOUSAND DOLLARS (\$100,000.00), with a five percent (5%) deposit against the purchase price, and Plaintiff having sixty (60) months from the effective date of the agreement of sale to close title to the Town Property. NIBR acknowledges that Block 2416, Lot 1 may have environmental contamination thereon and, notwithstanding that fact, has agreed to purchase same. NIBR further acknowledges that the agreement of sale shall contain an environmental hold harmless and indemnification clause confirming that NIBR shall be solely responsible for any and all remediation of this parcel. Simultaneously with and as a condition to the Town's conveyance of the Deed to these parcels, Plaintiff shall execute a first mortgage to the Town in an amount equal to the outstanding balance at that time. If the Developer fails to tender a monthly mortgage payment within fifteen (15) days of its due date, Defendant shall be permitted to withhold issuance of any pending Certificate(s) of Occupancy until all mortgage payments in arrears are brought current.

SECTION VI

BACK TAXES

6.1. The parties acknowledge that Plaintiff is obligated to pay to the Town the sum of two hundred seven thousand dollars (\$207,000.00) representing unpaid interest on back taxes owed to the Town (the "Outstanding Taxes"). It is agreed and understood that the Outstanding Taxes will be paid in 59 equal payments, or such other number of equal payments as determined by the total number of units approved and constructed as part of the Development, with all payments payable at the closing of a Unit (i.e \$207,000.00 divided by 59 units equals \$3,508.47 paid at each unit closing to the Defendant).

However, notwithstanding anything contained herein to the contrary, the Plaintiff shall begin making monthly payments of \$1,725.00 no later than the first business day of July 1, 2013. Thereafter, the Plaintiff shall make 59 consecutive monthly payments of \$1,725.00, with the balance of the Outstanding Taxes (\$103,500.00) due on the first business day of July, 2018 (unless paid sooner in conjunction with the closings).

SECTION VII

REDEVELOPMENT

7.1 The Defendant, at its sole cost and expense, shall take any and all steps necessary and required to designate the Property as a Redevelopment Area, in accordance with the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1, et seq. In addition, the Defendant shall adopt a Redevelopment Plan for the Property in accordance with the Concept Site Plan, designate a redevelopment entity for the Property, and name the Plaintiff as the Redeveloper. The terms "Redevelopment Area", "Redevelopment Plan" and "Redeveloper" shall have the meanings as provided in Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1, et seq.

7.2 The Defendant shall defer all utility connection fees (\$2,000.00 for sewer, \$1,500.00 for water, plus \$1,200.00 for each meter) until the date a Certificate of Occupancy issues for an individual unit. The total costs for all the utility connections shall not exceed \$4,700.00 per unit x 59 units, for a total of \$277,300.00.

SECTION VIII

COURT APPROVAL OF SETTLEMENT AGREEMENT

8.1 **Court Approval of Agreement Required.** The Parties acknowledge that this Settlement Agreement requires Court approval pursuant to applicable Mount Laurel decisional law subsequent to the Court conducting Fairness Hearings upon adequate notice to the protected class and the general public. As such, the Parties shall jointly pursue the scheduling of a Fairness Hearing (with the Plaintiff to file all notices associated with same and shall carbon copy the Court Master on those notices) and a limited

Compliance Hearing with the Court at which time the Agreement shall be submitted to the Court for its review and approval. Upon the scheduling of the Hearing Date, the Town shall comply with all Notice requirements imposed or directed by the Court and shall fully support and endorse approval of this Agreement at the Hearing. If the Court has not approved this Settlement Agreement within one hundred fifty (150) days of the date on which the documents were submitted to the Court, the Plaintiff and the Town shall have the option of terminating the Agreement and continuing with litigation.

8.2 Defense of Agreement and Payment of Costs. The Parties shall fully cooperate with each other to secure Court approval of this Agreement and to defend said approval against all challenges and/or appeals pursued by third-parties. The Town shall promptly notify the Plaintiff and the Court's Master of all challenges and appeals. Each Party shall be responsible for their own costs and expenses in securing Court approval and defending the Court's Judgment approving this Agreement. The parties shall share the Court Master's fee on a fifty-fifty basis for those billings incurred up to and including the fairness hearing in this matter. The Town shall be responsible to the Master's fees associated with third round compliance issues.

8.3 Third Round Compliance. Notwithstanding that there is pending legislation or other potential changes to the affordable housing laws in the State of New Jersey; the parties wish to proceed with this Agreement. Any future changes in the affordable housing laws shall not impact this Agreement unless the parties otherwise agree. The Plaintiff shall interact and cooperate with the Town subsequent to the Court's approval of this Agreement with respect to the Town's efforts to prepare and secure Court approval of its cumulative third round Housing Element and Fair Share Plan (collectively "Compliance Plan") in a continuing effort to vindicate, the rights of the protected class.

8.4 Reservation of Rights with respect to Sewer and Water Issues with the Town of Hammonton. The parties shall enter into a separate agreement with respect to reservation of sewer and water capacity on a priority basis for this development which will produce funding for affordable housing to help Hammonton address its fair share affordable housing obligation. Neither the Town nor the Planning Board shall take any action to preclude the Plaintiff from asserting its rights and Mt. Laurel entitlements with respect to

reservation of sewer and water capacity. A separate letter from the Town Engineer's office shall be supplied to Plaintiff and attached as Exhibit "E". The parties agree that should the Town be limited in any respect in its ability to grant sewer and/or water permits, that Plaintiff shall be the first applicant to be awarded those rights at such time as the State of New Jersey has lifted its restriction on same.

8.5 Continued Immunity. Nothing contained herein shall preclude the Defendant from requesting a grant of continued immunity from exclusionary zoning suits while it brings its affordable housing plan into compliance with New Jersey's affordable housing rules and regulations, once approved by the court.

SECTION IX

DEFAULT

9.1 Violation and Default. In the event that any Party shall fail to perform any undertaking required to be performed by it pursuant to the terms of this Settlement Agreement, unless such obligation is waived in writing by the Party or Parties for whose benefit such obligation was intended, such failure to perform shall constitute an event of default under this Settlement Agreement. In the event of default, the non-defaulting Party shall have available any and all rights and remedies that may be provided in law or in equity, including, but not limited to the right of specific performance and/or the right to bring a motion in aid of litigant's rights. Prior to such proceedings, there shall be an opportunity to cure said alleged default as follows: (i) the benefited Party shall notify the defaulting Party of such alleged default specifying the nature of the default, (ii) the defaulting Party shall thereafter have ten (10) business days or such reasonable period of time as may be necessary to effect a cure; (iii) the benefited Party shall promptly notify the defaulting party of its acceptance of the proposed cure, or its alternative election to seek judicial remedies.

SECTION X

NOTICES

10.1 Third-Party Actions. The Parties and their respective counsel agree to immediately provide each other with notice of any lawsuits, actions or governmental proceedings, threatened or pending, which the Parties may reasonably believe could impact Plaintiffs Development.

102 Notice by and Among the Parties. All notices required under this Agreement shall be in writing and shall be given by facsimile or by certified mail, return receipt requested, or by recognized overnight personal carriers with certified proof of receipt. All notices shall be deemed received upon the date of delivery which is set forth in the mailing certifications by the mail or delivery services used, and all times for performance based upon such notices, shall be from the date set forth in such proof of delivery. The persons and entities to receive notice shall be as the following or any designated successor:

To the Plaintiff: NIBR, LLC
Attn: John Bee
120 Washington Street
Hammonton, NJ 08037
Telecopier: 732-353-5141
Email: Tapashb@aol.com

With copy to: Nicholas T. Menas, Esquire
Fox Rothschild LLP
1301 Atlantic Avenue
Atlantic City, NJ 08401
Telecopier: 609-348-6834

To the Town: April Maimone, Town Clerk
Town of Hammonton
100 Central Avenue
Hammonton, New Jersey 08037
Telecopier: 609-567-4302

With copy to: Brian Howell, Esquire
Solicitor, Town of Hammonton
231 Bellevue Avenue
P.O. Box 679
Hammonton, NJ 08037
Telecopier: 609-561-6306

To the Planning Board: Edward Marinella, Chairman
Town of Hammonton
100 Central Avenue
Hammonton, New Jersey 08037
Telecopier: 609-567-4302

With copy to: Michael J. Malinsky, Esquire
401 New Road, Suite 104
Linwood, New Jersey 08221
Telecopier: 609-926-3104

SECTION XI

MISCELLANEOUS

11.1 Captions. Captions and titles to this Agreement are inserted for the purposes of convenience and reference only, and are in no way to be construed as limiting or modifying the scope and intent of the various purposes and provisions of this Agreement.

11.2 Cooperation. The Parties expressly agree to cooperate with each other in order to effectuate and carry out the purposes of this Agreement in addition to the Mount Laurel Doctrine, the FHA, and COAH's Rules.

11.3 Waiver. Each of the Parties waives all rights to challenge the validity and enforceability of this Agreement. Failure to enforce provisions or obligations in this Agreement by any Party shall not be construed as a waiver of these provisions and obligations.

11.4 Entire Agreement. This Agreement and its prefatory statements, background recitals and exhibits constitute the entire Agreement between the Parties. No representative, agent or employee of any Party has been authorized to make any representation and/or promises that are not contained herein or to otherwise modify, amend, vary or alter the terms hereof except as stated herein. No modifications, amendments, variations or alternations shall be binding unless reduced to writing and signed by the Parties.

11.5 Validity. In the event that one or more of the provisions of this Agreement shall be held to be invalid, unenforceable or void, the Parties shall within thirty (30) days of such determination, attempt to restructure this Agreement consistent with its underlying intent. If the Parties fail to resolve such a restructuring, any party may seek Court review and a ruling to restructure the Agreement in a legally acceptable manner reflecting the underlying intent of the Parties as expressed herein.

11.6 Preparation. The Parties acknowledge that this Agreement has been jointly prepared by the Parties' attorneys as a means of settling Mount Laurel litigation. Therefore, this Agreement shall be construed on parity among the Parties and any presumption for resolving ambiguities against the drafter shall not apply.

11.7 Construction. This Agreement shall be construed, governed and enforced in accordance with the laws of the State of New Jersey and the regulations of COAH. Jurisdiction with respect to any

litigation related to this Agreement by way of enforcement or post-judgment relief shall exclusively be in the Superior Court of New Jersey. Service of any Complaint or judgment enforcement proceedings may be affected consistent with the terms hereof for the delivery of notices. The Parties hereby waive formal service of process. Process may be affected by written notice pursuant to the terms hereof for notices. The Parties expressly waive a trial by jury in any such litigation.

11.8 Dispute Resolution. The parties agree to submit any disputes over the interpretation of this Agreement or the development of the Property to implement the objectives of this Agreement in writing to the Court's Master, if one is so appointed, to attempt to resolve the disputes before petitioning the Court for post-judgment relief pursuant to Section 10.7 (above). Unless otherwise provided herein, the Master's determinations and recommendations shall be given serious consideration to resolve the matter at hand to attempt to obviate the need for further judicial involvement. However, the Master's recommendations and determinations shall be nonbinding and shall not preclude post-judgment relief.

11.9 Parties Bound and Assignment. The Agreement shall inure to the benefit of and be binding upon the Parties hereto and their respective successors and assigns. The Plaintiff shall expressly be permitted to sell and convey one or more phases or sections of its Development to other developers and/or users who shall be entitled to rely upon and enforce this Agreement as to the remaining Parties. Advanced written permission to sell and assign is not intended and shall not be required.

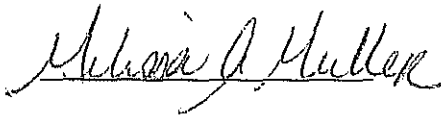
11.10 Holiday and Weekends — Time for Performance. Should any such date, on or before which the performance of any act is required under the terms of the Agreement, fall on a Saturday, Sunday, legal holiday and/or generally recognized religious holiday in the State of New Jersey (such as Christmas, Good Friday, etc.), the date for performance shall be extended to and shall occur on the next succeeding business day. All references to "days" shall be deemed to refer to calendar days unless the context clearly and unequivocally requires otherwise. Except as otherwise set forth herein, any act to be performed on or before a certain day shall be deemed to be required to be performed on or before 5:00 p.m., on the day set forth and, if performed after 5:00 p.m., shall be deemed not to have been performed on said date.

11.11 Counterpart Signature. This Agreement may be executed simultaneously or in one or more

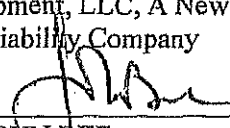
counterparts, each of which, when so executed and delivered, shall constitute an original, fully enforceable counterpart for all purposes. Facsimile counterparts shall be accepted and enforceable. Immediately upon the delivery of a facsimile counterpart, the sending Party shall deliver a counterpart with the original execution page.

IN WITNESS WHEREOF, the Parties hereto have set their hands and seals the day and year appearing below their names.

Witness:

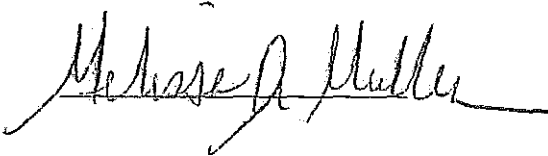


National Institute for Brownfields
Redevelopment, LLC, A New Jersey
Limited Liability Company

By: 
JOHN BEE,
Managing Member

Date: 7/25/11

Attest:

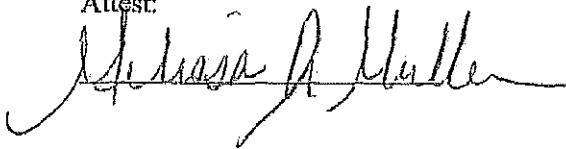


TOWN OF HAMMONTON
A Municipal Corporation of the
State of New Jersey

By: 
STEPHEN DIDONATO
Mayor

Date: 7/25/11

Attest:



TOWN OF HAMMONTON PLANNING BOARD

By: 
EDWARD MARINELLA
Chairman

Date: 7/25/11

EXHIBIT H



United States Department of Agriculture
Rural Development
Vineland Area Office

April 26, 2012

Shirley M. Bishop, P.P., J.L.C
100 Overlook Drive, Floor 2
Princeton, NJ 08540

RE: Silver Terrace Apartments
Restrictive Use Provision

Dear Ms. Bishop:

The original Restrictive Use Provisions were for a period of 20 years beginning December 1982. In July 2004, an additional 28 year Restrictive Use Provisions was put in place. Our Restrictive Use Provisions require that the housing be made available to Very Low, Low and Moderate income households. This particular complex is considered an elderly project for elderly households which include a tenant or cotenant who is disabled or age 62 years or older. Persons with disabilities and their families are permitted to live in elderly housing. These restrictions have been in place since December 1982.

If you have any questions in regards to this matter, please contact our office at 856-205-1225 extension 4.

Sincerely,

NANCY A. KEARS
SENIOR AREA SPECIALIST

NAK/jes

1318 S Main Road, Building 5 • Suite A, Vineland, NJ 08360
Voice (856) 205-1225 • Fax (856) 205-0591
www.rurdev.usda.gov/vi/

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EXHIBIT I

**ORDINANCE #12-2016
INCLUSIONARY DEVELOPMENT ZONE (IDZ)**

The Zoning Map is amended to designate Block 1201, Lots 5 & 5.01 as the Inclusionary Development Zone (“IDZ”).

Section 175-142 is amended to add the IDZ Inclusionary Development Zone, to the ordinance.

There is hereby added a Section 175- 158.1. Inclusionary Development Zone.

Section A. Purpose and Intent.

1. The Town of Hammonton recognizes the need for affordable housing that can be offered as rentals for the target population who require smaller, more reasonably priced accommodations such as one-, two- and three-bedroom living facilities. It is the intent of this Ordinance to create a realistic opportunity for the construction of a portion of the low-and moderate-income housing obligation of the Town of Hammonton under New Jersey’s Fair Housing Act, N.J.S.A. 52:27D-301 et. seq.; the rules of the New Jersey Council on Affordable Housing, N.J.A.C. 5:93-1 et. seq. (the “Rules”); and the Mount Laurel Doctrine.

2. This ordinance shall apply specifically to the existing rental development along 12th Street (Route 54) on Block 1201, Lots 5 & 5.01 (the “Property”), as shown on the concept plan prepared by Duffy Dolcy McManus & Roesch, dated October 15, 2015 (“Concept Plan”), attached as Exhibit “A”.

3. This Ordinance acknowledges that 52 apartments currently exist on the Property, and that it is the intent of this Ordinance to control development on the Property for an additional 84 rental units (as defined herein) for a total no greater than 136 rental units. This Ordinance creates a IDZ implementing the Concept Plan referenced above, designed to increase an existing rental development to a total of up to 136 rental units, with a 15% set-aside of any new units that are constructed to be designated as affordable rentals that will be governed by controls on affordability that will terminate in accordance with the applicable Uniform Housing Affordability Controls, N.J.A.C. 5:80-26.1 et seq. (“UHAC”) requirements and the Rules.

Section B. General Provisions. Because this Ordinance provides specialized regulations for housing types, land use, improvements, site planning, and building design within the IDZ, the standards and requirements of this Ordinance supersede and replace all conflicting provisions in the Town of Hammonton Developmental Ordinance and Zoning Ordinance, except for the stormwater management regulations found in Article XVII, the air quality, fire management, fish and wildlife, historic and cultural preservation, water quality, and wetlands regulations found in Article XII and Pinelands Development Credit regulations found in Article XIII of the Town of Hammonton Land Development Ordinance. Specifically, the following provisions of the Town of

Hammonton Development Ordinances are applicable to the IDZ Zone: 1) Article XVII; 2) §175-89(B)(1); 3) §175-107(A); and 4) §175-145(E)(12)(a). All ordinances of the Town of Hammonton that are inconsistent with the provisions of this Ordinance are superseded by the provisions of this Ordinance.

Section C. Permitted uses.

The following uses are permitted in the IDZ Zoning District.

1. All uses permitted in the H-B Highway Business Zoning District.
2. Dwelling Unit/Apartment, Multiple –Family.

Section D. Accessory uses.

The following accessory uses are permitted in the IDZ Zoning District.

1. All accessory uses permitted in the H-B Highway Business Zoning District.
2. In multi-family development, accessory uses may include:
 - a. Private, passive or active recreational facilities, including, but not limited to, a community building.
 - b. Stormwater facilities.
 - c. Signage subject to Section 175-161(D)(4).
 - d. Fences and hedges subject to Sections 175-98 and 175-137
 - e. Parking subject to the New Jersey Residential Site Improvements Standards (“RSIS”).
 - f. Other accessory uses and structures normally considered incidental to apartment and/or multifamily buildings, i.e., refuse enclosures, sheds for maintenance equipment and HVAC units.
 - g. Except as set forth herein, all accessory uses and structures shall be permitted within the setback areas for principal buildings and comply with Section 175-87.

Section E. Signs. Signs for the multi-family residential development shall conform to Section 175-161D (4), except that sign setbacks shall be no less than 15 feet from a right of way.

Section F. Bulk standards related to non-residential development shall be the same as those established in the H-B Highway Business Zoning District.

Section G. Bulk standards related to multi-family residential development:

1. Maximum residential density. 12 dwelling units per gross acre. This Ordinance acknowledges that there are currently 52 existing apartment units on the Property. The maximum number of new units permissible in the zone is 84 units. The total maximum number of all units shall be no greater than 136 units.
2. Maximum impervious coverage: 75%
3. Minimum front yard setback for principal buildings: 65 feet
4. Minimum side yard setback for principal buildings: 40 feet
5. Minimum rear yard setback for principal buildings: 20 feet
6. Minimum parking setback: 10 feet (between buildings and parking areas)
7. Maximum building height: 45 feet or 3 stories
8. Minimum space between buildings: No building shall be closer than 50 feet to any other building.
9. Common open space. 15% of the gross tract area. All common open space shall be set aside as permanent common open space to be owned and/or maintained by the property owners or the management entity of the multifamily buildings.
10. Recreation area. A clubhouse or community building with a minimum size of 2,800 sf. and a tot lot shall be provided. Additional recreational activities may be provided. All recreational activities shall be subordinated to the residential character of the development, and no advertising shall be permitted. Architectural elevations and floor plans shall be provided at the time of application for site plan review for the clubhouse or community building.
11. On-site parking and site access.
 - a. Parking shall be regulated by New Jersey Residential Site Improvement Standards (RSIS).
 - b. On-site parking facilities shall be limited to passenger vehicles of permanent residents and their guests. Storage of trucks, boats, trailers, etc., shall be prohibited.

- c. Design controls applicable for on-site parking facilities are set forth in the site plan and subdivision regulations found in §175-118 except that in order to maintain the character of the existing community curbing is not required.
 - d. Sidewalks shall be provided to reasonably connect the residential units to the parking area and shall be consistent with the Concept Plan.
 - e. A secondary ingress/egress shall be provided on Commence Way.
 - f. Community Building. Parking spaces shall be no closer than 5 feet to the building. The drive aisle shall be no closer than 15 feet to the street line except for the access driveway.
12. Landscaping. Landscaping shall conform to §175-136.
13. Lighting. Lighting shall conform to §175-112, which includes the requirement to design lighting to prevent glare upon surrounding properties.
14. Refuse storage. The refuse storage areas shall be suitably located and screened and arranged for access and ease of collection and shall not be part of, restrict or occupy any parking aisle. Refuse storage structures may be erected in the side and rear yard areas only, and the required setback shall be 1/2 that required for principal buildings.
15. Buffer. The buffer area shall be provided in accordance with the requirements of Section 175-91, except that storm drainage facilities may be located within the buffer area. The buffers shall be located along all side and rear lot lines. The width of the buffer shall be a minimum of 20 feet.
16. Building Design. The design of the new buildings and units shall be a similar in appearance and style as the rendering attached as Exhibit "B".
17. Affordable Housing Requirements.
- a. Fifteen percent (15%) of all new units constructed shall be provided as affordable housing units. The affordable housing units shall be constructed as rentals.
 - b. Affordable units shall comply with the New Jersey Barrier-Free Subcode accessibility requirements, N.J.A.C. 5:23.7, as required by the New Jersey Fair Housing Act, N.J.S.A. 52:27D-301, et seq.
 - c. The affordable housing units shall be developed and rented in accordance with the applicable UHAC and COAH regulations adopted as of the date of the adoption of this Ordinance.

- d. The affordable housing units shall be dispersed in various buildings throughout the multi-family development. The affordable units shall be phased consistent with N.J.A.C. 5:93-5.6(d).
- e. Consistent with UHAC, the developer (or its agent) may act as the administrative agent to be responsible for the administering of the affordable housing program and reporting to the Municipal Housing Liaison or the Town's designated affordable housing entity.
- f. Controls on affordability shall expire in accordance with the applicable UHAC and COAH regulations adopted as of the date of the adoption of this Ordinance.

Section H. Rehabilitation Requirements for Existing Five (5) Buildings.

1. In conjunction with the new construction of the multi-family residential development contemplated under this Ordinance provision, the five (5) existing multi-family residential buildings shall be rehabilitated to conform as much as practicable in light of the requirement for the elimination of cost-generative features. The rehabilitation of the existing buildings shall be phased with the new construction. For purposes of this ordinance, rehabilitation shall mean cosmetic and architectural design features to the existing buildings exterior that complement the new construction style. The five (5) existing buildings after rehabilitation shall look substantially similar to the elevation attached hereto as Exhibit "C".

2. The existing five (5) buildings on the Property shall be rehabilitated in accordance with the following phasing schedule:

New Building Certificate of Occupancy (CO) Issued	Required Completion of Rehabilitation of Existing Five (5) Buildings
Building #1	0
Building #2	1 of the existing buildings completed
Building #3	3 of the existing buildings completed
Building #4	5 of the existing buildings completed

A Certificate of Occupancy shall not be issued for any of the new buildings constructed unless and until the corresponding number of existing buildings, in accordance with the chart above, have been completely rehabilitated. Notwithstanding the foregoing, deviations from the phasing schedule shall be permitted upon application to the Planning Board for good cause, so long as the rehabilitation of the existing buildings is completed before the last Certificate of Occupancy is issued for the new construction.

Section I. Cost-Generation and Development Review Process.

The Planning Board shall conduct its review of any multi-family residential development application in the IDZ Zoning District in accordance with N.J.A.C. 5:93-10 et. seq.

Introduced: November 21, 2016

Adopted: December 19, 2016



State of New Jersey
 THE PINELANDS COMMISSION
 PO Box 359
 New Lisbon, NJ 08064
 (609) 894-7300
 www.nj.gov/pinelands



Chris Christie
 Governor

Kim Guadagno
 Lt. Governor

General Information: Info@njpinelands.state.nj.us
 Application Specific Information: AppInfo@njpinelands.state.nj.us

Sean W. Earlen
 Chairman

Nancy Wittenberg
 Executive Director

December 28, 2016

April Boyer Maimone
 Municipal Clerk/Registrar
 Town of Hammonton
 100 Central Avenue
 Hammonton, NJ 08037

Dear Ms. Maimone,

Thank you for providing the Pinelands Commission with a certified copy of amended Ordinance 12-2016, adopted December 19, 2016. Under the regulations that we administer (N.J.A.C. 7:50-3.45), the Executive Director is required to determine whether this ordinance relates to any of the standards of the Pinelands Comprehensive Management Plan (CMP). If so, Commission review of amended Ordinance 12-2016 must be completed before it may take effect.

Amended Ordinance 12-2016 establishes Section 175-158.1, "IDZ Inclusionary Development Zone", within the Code of the Town of Hammonton. The ordinance specifies that the new zoning district is to include Block 1201, Lots 5 & 5.01, which were previously located in the HB (Highway Business) District. Said lots contain an existing, 52-unit apartment complex. The intent of the ordinance is to allow for the development of an additional 84 units, for a total of up to 136 units. The affected lots are within a Pinelands Town management area.

As such, amended Ordinance 12-2016 does relate to certain CMP standards. However, the Executive Director has determined that the ordinance raises no substantial issues with respect to these CMP standards. Therefore, amended Ordinance 12-2016 requires no further Commission review and may take effect as otherwise provided by law.

If you have any questions or concerns, please contact Ms. Susan Grogan of our staff.

Sincerely,

Larry L. Liggett
 Director, Land Use & Technology Programs

LLL/SRG/DBL/CHT

- c: Honorable Steve DiDonato, Mayor (via email)
- Michael Malinsky, Hammonton Town Solicitor (via email)
- Patricia Berenato, Hammonton Town Planning Board Secretary (via email)

EXHIBIT J

EXHIBIT K



June 25, 2018

Jerry Barberio
Business Administrator
Town of Hammonton
100 Central Avenue
Hammonton, NJ 08037

Re: Proposal for Market to Affordable Program Implementation Services
Town of Hammonton

Dear Mr. Barberio:

Enclosed please find a Proposal to provide **Market to Affordable Program and Administrative Agent Services** for the Town of Hammonton. All services provided are to be in accordance with the provisions of the Fair Housing Act and the Uniform Housing Affordability Control (UHAC) regulations (N.J.A.C. 5:80-26.1 et seq.).

Our professional team has extensive experience carrying out a multitude of affordable housing related tasks including, but not limited to: Administrative Agent services, Market to Affordable Program Management and Implementation, preparation of Affirmative Action Plans, preparation of monitoring reports and Certifications for previous round affordable housing credits. Additionally, our professional team specializes in securing extraordinary resources to support the successful implementation of housing projects and objectives. Strategic planning with "action agendas" that address affordable housing goals is the hallmark of Triad's success

Triad's staff has attended and successfully completed all required COAH continuing education opportunities, including Modules 1 through V of the COAH Education Program. Triad Associates currently provides Administrative Agent services to and/or is the designated Administrative Agent for the following municipalities and private developers:

New Jersey Office

1301 W. Forest Grove Rd., Vineland, NJ 08360
P 856.690.9590 F 856.690.5622

Pennsylvania Office

309 W. Glenside Ave., Glenside, PA 19038
P 215.576.1950 F 215.576.1940

Web

www.triadincorporated.com

- Borough of Berlin
- City of Brigantine Beach
- City of Burlington
- Cherry Hill Township (Cherry Hill Partners)
- Cinnaminson Township (K-Land, LLC)
- Borough of Clayton (Fernmoor Homes)
- Delanco (John Zell)
- Borough of Glassboro
- Township of Mansfield
- Township of Medford
- Township of Monroe
- Borough of Paulsboro
- Princeton (ROI Property Management)
- 2058 South Shore, LLC (Upper Township)
- Township of Upper
- City of Vineland
- Borough of Woodbine
- Washington Township, Gloucester County
- Borough of West Cape May
- Township of West Deptford
- Township of Willingboro
- Winslow Township (Tim Schaeffer Development)

On behalf of Triad Associates, I would like to thank you for the opportunity to provide your client with an effective and creative solution to their affordable housing staffing needs. We strongly believe that we can provide the experience and expertise necessary to assist with the implementation of the Hammonton Market to Affordable Housing Program.

If in your review of our proposal you have any questions, please feel free to contact me at (856) 690-9590 or via email at mzumpino@triadincorporated.com.

Sincerely,



Michael L. Zumpino
Chairman / CEO

Cc: Katherine Packowski, Senior Associate
Enclosure

PROFESSIONAL SERVICE AGREEMENT

This Professional Service Agreement (“Agreement”) made June 20, 2018 between **TRIAD ADVISORY SERVICES, INC.** (trading as **TRIAD ASSOCIATES**), 1301 W. Forest Grove Road, Vineland, New Jersey 08350 (“Consultant”) and **TOWN OF HAMMONTON**, 100 Central Avenue, Hammonton, New Jersey 08037 (“Principal”).

The Principal desires to engage the professional services of Consultant as described in “Exhibit A – Description of Project and Scope of Services” (the “Services”), attached and made a part of this Agreement, and

The Consultant is willing to perform the Services for the Principal upon the terms and conditions stated below.

In consideration of the mutual covenants and agreements set forth below, Consultant and Principal agree as follows:

1. The Principal shall provide to the Consultant information and documentation that the Consultant may require to render properly the services provided for in this Agreement. Such information or documentation may include planning, economic and engineering studies, reports or analyses, codes and ordinances, environmental assessments, property appraisals, capital improvement and other development plans and programs, data on housing conditions and current community development activities, maps, correspondence and other pertinent materials.
2. Performance of the Services in a timely manner by Consultant is expressly conditioned upon the furnishing to Consultant by the Principal of information and documentation pursuant to Paragraph 1 of this Agreement and the timely performance of all other obligations required of the Principal in this Agreement. Notwithstanding anything elsewhere to the contrary in this Agreement, the Consultant shall not be responsible for any delays in performance of the Services caused by the failure or delay of the Principal in performance of its obligations under this Agreement, actions or inaction of any governmental agency, or any other cause beyond the control of the Consultant.
3. The Principal and Consultant each agree at all times to exert their best efforts to complete the Services (as described in Exhibit A) in a professional and timely manner.
4. In the event that the Consultant is prevented from performing this Contract by circumstances beyond its control, then any obligations owing by the Consultant to the Principal shall be suspended without liability for the period during which the Consultant is so prevented.
5. In the event that the Principal claims that Consultant is in default of this Agreement or has failed to fulfill in a timely and proper manner its obligations under this Agreement, then the Principal agrees that it will not exercise any right or remedy for default unless it shall have first given written notice thereof to Consultant, and Consultant shall have failed, within fifteen (15) days thereafter to actively and diligently, in good faith, proceed with the Contract and the correction of the default. Consultant reserves the right to terminate this Agreement at any time by providing Principal with 30 days written notice.

6. This Agreement constitutes the entire Agreement between parties and supersedes all prior or contemporaneous agreements and understandings (either oral or written).
7. No covenant or condition not expressed in this Agreement shall be effective to interpret, change or restrict this Agreement.
8. Except as otherwise provided in this Agreement, no change, termination or attempted waiver of any of the provisions of this Agreement shall be binding on their respective heirs, administrators, executors, personal representatives, successors and assigns.
9. Nothing in this Agreement, expressed or implied, shall be construed to confer upon or to give to any person or entity, other than the Principal and the Consultant, their respective heirs, administrators, executors, personal representatives, successors and assigns, and their respective shareholders, or any of them, any rights or remedies under this Agreement.
10. This Agreement shall be construed and interpreted according to the laws of the **STATE OF NEW JERSEY**.
11. Consultant shall comply with all federal, state, county and municipal laws, regulations and ordinances applicable to Consultant or the work in the states and municipalities where the work is to be performed.
12. As compensation for the Services to be performed under this Agreement, Principal agrees to pay Consultant and Consultant agrees to accept for the Services, the compensation outlined in "Exhibit B – Compensation and Method of Payment" that is attached and made a part of this Agreement.
13. This contract may not be assigned by the Principal in whole or in part, without the prior written consent of Consultant.
14. Consultant reserves the right to cease performance under this Agreement due to:
 - a. Principal's nonpayment of compensation as required by Exhibit B;
 - b. Principal's failure to pay invoices within 45 days of receipt;
 - c. Failure of Principal to provide information and documentation outlined in Section 1 of the Professional Services Agreements.
15. Except for the non-payment of Consultant's compensation under this Agreement, Principal and Consultant agree to submit any dispute under this Agreement to binding arbitration. Principal and Consultant shall bear their own costs for presentation of their case to the arbitration.
16. Consultant reserves the right to institute legal proceedings to collect unpaid compensation for services rendered under this Agreement. In the event that Consultant is successful in obtaining a judgment against Principal, the Principal shall also be responsible for the Consultant's legal fees and costs related to the collection action.

17. In the event that the Principal is a county or municipal government, or county or municipally created entity, the chief financial officer of the government entity shall certify that the funds are available to pay the compensation of this Agreement.
18. In the event that the Principal is the state, county or municipal government, or a state, county or municipally created entity, a resolution approving this Agreement from the governing body shall be attached to this Agreement as the next lettered Exhibit.
19. All subsequent modifications or amendments to this Agreement shall be attached to this Agreement as the next lettered Exhibit. In the event that the Principal is the state, county or municipal government, or a state, county or municipally created entity, a resolution approving the amendment or modification to this Agreement from the governing body shall be attached to this Agreement as the next lettered Exhibit. The chief financial officer of the applicable government entity shall also certify that funds are available to pay the compensation required by the modification or amendment to this Agreement.
20. Failure of Consultant to enforce any provision of this Agreement is not a waiver by Consultant of that provision in the Agreement.
21. Notices and payments pursuant to this Agreement shall be given in writing by ordinary mail to the parties of the following addresses:

To the Consultant:	To the Principal(s):
TRIAD ASSOCIATES 1301 W. Forest Grove Road Vineland, New Jersey 08350	TOWN OF HAMMONTON 100 Central Avenue Hammonton, New Jersey 08037
Attention: Michael Zumpino Chairman/CEO	Attention: Jerry Barberio Business Administrator

or to such other address as the parties may hereafter designate by notice given in accordance with the terms of this Paragraph. Notice or payments sent through courier service, or private overnight delivery service also comply with the terms of this paragraph.

The Consultant and Principal executed this Agreement as of the date first above written.

For TRIAD ASSOCIATES

Witness/Attest

Michael Zumpino
Chairman/CEO

Date: _____

For TOWN OF HAMMONTON

Witness/Attest

By:

Date: _____

BILLING CONTACT INFORMATION:

Triad Associates will submit all invoices associated with this Agreement to the Principal's designated department staff member identified below.

Please Print

Name/Title: _____

Billing Address: _____

Email Address: _____

Phone No. _____

Fax No. _____

CERTIFICATION OF FUNDS

I am the Chief Financial Officer (or equivalent) for the Principal and I certify that funds are available and set aside to pay for the services under this Agreement.

Signature

Date

Print Name & Title

EXHIBIT A

DESCRIPTION OF THE PROJECT AND SCOPE OF SERVICES

Attached to and made a part of the Agreement dated June 20, 2018 between TRIAD ASSOCIATES (“Consultant”), and TOWN OF HAMMONTON (“Principal”).

For the following project, Principal agrees to retain Consultant to provide these services:

SCOPE OF SERVICES: Market to Affordable Rental Program and Implementation Services

MARKET TO AFFORDABLE FOR RENT PROGRAM IMPLEMENTATION SERVICES – Five (5) units

1. Market to Affordable For Rent Program Implementation Services: The Consultant will provide consultation, technical assistance and implementation services in matters relating to the Municipality’s Five (5) unit Market to Affordable Rental Program. The Consultant shall undertake the necessary analyses, applications and related activities to accomplish the following activities in accordance with DCA/Court requirements. The program shall be implemented in accordance with the Municipality’s Housing Element and Fair Share Plan and in accordance with N.J.A.C. 5:93, including but not limited to:
 - a. Preparation of an Market to Affordable Program Guidelines
 - b. Development of a Marketing Program and Landlord Pamphlet to solicit applications and interest from potential landlords
 - c. Establish program guidelines for the provision of subsidies to Property Owners for the creation of Market to Affordable Program units. Monitor the distribution of the program subsidy, the oversight of securing the certificates of occupancy, qualifying properties, handling application forms, overseeing the filing deed restrictions, and filing monitoring reports to the Municipality and DCA/Courts.
 - d. Preparation of estimates for the amount of subsidy to be provided to landlords. The Municipality will provide funds from its Affordable Housing Trust Funds to the Landlords to be used for the Rental Subsidy. The subsidy amount will be based upon the affordability of the proposed units. The municipality shall provide a minimum of \$25,000 per unit to subsidize each moderate-income unit and/or \$30,000 per unit to subsidize the each low-income unit, with additional subsidy depending on the market prices or rents in a municipality. (Note: The Municipality will receive COAH credit for the unit when the unit is occupied by a tenant who was selected through the affirmative marketing process. As a result, there may be a lag time between when the Deed Restrictions were recorded and the Municipality receives their credit).
 - e. All applications from Landlords and subsidy amounts to be forwarded to the Municipality for review and approval.
 - f. Establishment of affordable rents in accordance with COAH guidelines. The maximum rent for a moderate-income unit shall be affordable to households earning no more than 50 percent of median income and the maximum rent for a low-income unit shall be affordable to households earning no more than 44 percent of median income
 - g. The units shall be certified to be in sound condition as a result of an inspection performed by a licensed building inspector.

- v. Ensuring the issuance of Continuing Certificates of Occupancy or certifications pursuant to N.J.A.C. 5:80-26.10.
- d. Resale and Rental
 - i. Instituting and maintaining an effective means of communicating information between owners and the Administrative Agent regarding the availability of restricted units for resale or rental; and
 - ii. Instituting and maintaining an effective means of communicating information to low- and moderate-income households regarding the availability of restricted units for resale or re-rental.
- e. Processing Requests from Unit Owners
 - i. Reviewing and approving requests from owners of restricted units who wish to take out home equity loans or refinance during the term of their ownership;
 - ii. Reviewing and approving requests to increase sales prices from owners of restricted units who wish to make capital improvements to the units that would affect the selling price, such authorizations to be limited to those improvements resulting in additional bedrooms or bathrooms and the cost of central air conditioning systems;
 - iii. Notifying the Municipality of an owner's intent to sell a restricted unit; and
 - iv. Processing requests and making determinations on requests by owners of restricted units for hardship waivers.
- f. Enforcement
 - i. Securing annually from municipalities lists of all affordable housing units for which tax bills are mailed to absentee owners, and notifying all such owners that they must either move back to their unit or sell it;
 - ii. Securing from all developers and sponsors of restricted units, at the earliest point of contact in the processing of the project or development, written acknowledgement of the requirement that no restricted unit can be offered, or in any other way committed, to any person, other than a household duly certified to the unit by the Administrative Agent;
 - iii. The posting annually in all rental properties, including two-family homes, of a notice as to the maximum permitted rent together with the telephone number of the Administrative Agent where complaints of excess rent can be made;
 - iv. Sending annual mailings to all owners of affordable dwelling units, reminding them of the notices and requirements outlined in N.J.A.C. 5:80-26.18(d)4;
 - v. Establishing a program for diverting unlawful rent payments to the municipality's affordable housing trust fund or other appropriate municipal fund approved by the DCA;
 - vi. Establishing a rent-to-equity program;
 - vii. Creating and publishing a written operating manual, as approved by DCA, setting forth procedures for administering such affordability controls; and
 - viii. Providing annual reports to DCA as required.
- g. The Consultant shall have authority to take all actions necessary and appropriate to carry out its responsibilities hereunder.

3. **Municipality's Responsibilities.** The Municipality shall:
 - a. Provide to the Administrative Agent the name, title and telephone number of the municipal official designated as the Municipal Housing Liaison to the Administrative Agent on all matters related to this Agreement;
 - b. Ensure that applicable local ordinances are not in conflict with, and enable efficient implementation of, the Rules and the provisions of this Agreement;
 - c. Monitor the status of all restricted units in the Municipality's Fair Share Plan;
 - d. Compile, verify, and submit annual reports as required by DCA/Courts;
 - e. Coordinate meetings with affordable housing providers and Consultant, as applicable;
 - f. Develop an Affirmative Marketing Plan and distribute to the Consultant;
 - g. Ensure that all restricted units are identified as affordable within the tax assessor's office and any Municipal Utility Authority (MUA). The municipality and MUA shall promptly notify the Consultant of a change in billing address, payment delinquency of two billing cycles, transfer of title, or institution of a writ of foreclosure on all affordable units; and
 - h. Provide all reasonable and necessary assistance to the Consultant in support of efforts to enforce provisions of the Act, the Rules, deed covenants, mortgages, court decisions or other authorities governing the affordability control services to be provided under the Agreement.
4. **Agency Enforcement and Delegation:** Under this Agreement, the Principal delegates to the Consultant, and the Consultant accepts, the primary responsibility for enforcing the substantive provisions of the Act and the Rules. However, if the Consultant fails to Act, the Principal shall retain ultimate responsibility for ensuring effective compliance with the Rules and the Consultant will come under the supervision of the Principal.
5. **Assignment of Affordable Housing Units:** This Agreement shall govern the provision of affordability control services for the following affordable housing units located within the individual municipalities that fall under the jurisdiction of the Act: Units to be specified upon receipt of Substantive Certification for the Municipality's Third Round Plan.
6. **Public Records:** Records received, retained, retrieved, or transmitted under the terms of this contract may constitute public records of the individual municipalities as defined by N.J.S.A. 47:3-16, and are legal property of the individual municipalities. The Consultant named in this contract must agree to administer and dispose of such records in compliance with the State's public records laws and associated administrative rules.

EXHIBIT B COMPENSATION AND METHOD OF PAYMENT

Attached to and made a part of the Agreement dated June 20, 2018 between TRIAD ASSOCIATES (“Consultant”), and TOWN OF HAMMONTON (“Principal”).

Principal agrees to pay the Consultant as follows:

COMPENSATION: The Principal shall provide compensation for the implementation of a Five (5) unit Market to Affordable Rental Program and Affordable Housing Administrative Agent services provided in Exhibit A according the following fee schedule which includes all travel, clerical and related expenses:

I. MARKET TO AFFORDABLE PROGRAM/ADMINISTRATIVE AGENT SERVICES

A. Market to Affordable Program for Five (5) Rental Units: Landlord Outreach and Program Administration

	<u>Service</u>	<u>Fee</u>	<u>Paid By</u>
Landlord Information Packet, Marketing to Landlords, Processing Landlord/Owner Agreements & Deed Restrictions	a. Program Consultant will be paid a fee for the following services: Preparation of Landlord Information Packets, Marketing to Landlords, Processing Landlord/Owner Agreements and Deed Restrictions	\$115.00 per hour not to exceed \$4,000 per year	Town of Hammonton

B. Administrative Agent Services for Five (5) Rental Units:

	<u>Service</u>	<u>Fee</u>	<u>Paid By</u>
General Administration / Waiting List	a. Program Consultant will be paid a fee for the following services: Maintain an applicant pool and waiting list for the Re-rental of Units.	\$100.00 per month(not to exceed \$1,200 per year)	Town of Hammonton
Affirmative Marketing	b. Consultant will be paid for Affirmative Marketing to Renters, completion of randomization process (lottery) and the establishment of an applicant pool for the Five rental units.	\$1,500.00 Lump sum fee plus 100% reimbursement for all direct costs associated with marketing, as needed, including but not limited to advertising fees, printing and postage. Direct costs not to exceed \$300.	Town of Hammonton
Initial and Re-Rental Applicant Qualification	c. Program Consultant will be paid a fee for the completion of each Eligibility Certification or Denial in accordance with the Scope of Services in Exhibit A for the Five rental units.	\$750.00 per Certification or Denial	Property Owner/ Developer/ Landlord

C. General Administrative Agent Services provided to the Municipality

	Service	Fee	Paid By
General Administrative Agent Fees	a. Program Consultant will be paid a fee for the provision of General Oversight services, manual preparation, development of new programs, and the provision of services necessary for compliance with Court ordered requirements, in accordance with the Scope of Services in Exhibit A	\$115.00 per hour not to exceed \$3,000 per year	Town of Hammonton

METHOD OF PAYMENT:

- Monthly invoices will be submitted for services performed by the Consultant for the provision of all Market to Affordable/Administrative Agent Services identified in Exhibit A.
- Principal shall process all invoices for payment upon receipt.

UNSPECIFIED SERVICES: Consultant shall invoice at the hourly rate effective at the time of service. These rates include all clerical and related services. Unspecified services will be performed upon prior authorization from the Principal.

OVERNIGHT DELIVERY AND CERTIFIED MAIL SERVICES: Consultant's compensation excludes charges for sending items via overnight delivery services (e.g., UPS, FedEx, USPS Express Mail Service, USPS Certified mail, or other similar services) to the Principal or on behalf of the Principal to other parties. Consultant will charge the Principal the actual cost of these services.

COPIES: Consultant shall provide the appropriate number of copies of applications/study/ work product necessary to meet submission requirements of the funding source. Consultant will also provide one (1) complimentary hard copy and one (1) PDF copy of final application, study or final work product for the Principal's file.

EXHIBIT L

SHEET 25



CONDOMINIUM BLOCK 2606 LOT 1

AREA	MEASUREMENT	PERCENTAGE	AREA	PERCENTAGE
1	100.00	100%	100.00	100%
2	100.00	100%	100.00	100%
3	100.00	100%	100.00	100%
4	100.00	100%	100.00	100%
5	100.00	100%	100.00	100%
6	100.00	100%	100.00	100%
7	100.00	100%	100.00	100%
8	100.00	100%	100.00	100%
9	100.00	100%	100.00	100%
10	100.00	100%	100.00	100%
11	100.00	100%	100.00	100%
12	100.00	100%	100.00	100%
13	100.00	100%	100.00	100%
14	100.00	100%	100.00	100%
15	100.00	100%	100.00	100%
16	100.00	100%	100.00	100%
17	100.00	100%	100.00	100%
18	100.00	100%	100.00	100%
19	100.00	100%	100.00	100%
20	100.00	100%	100.00	100%

1/4 acre of group

CONDOMINIUM BLOCK 2607 LOT 6

AREA	MEASUREMENT	PERCENTAGE	AREA	PERCENTAGE
1	100.00	100%	100.00	100%
2	100.00	100%	100.00	100%
3	100.00	100%	100.00	100%
4	100.00	100%	100.00	100%
5	100.00	100%	100.00	100%
6	100.00	100%	100.00	100%
7	100.00	100%	100.00	100%
8	100.00	100%	100.00	100%
9	100.00	100%	100.00	100%
10	100.00	100%	100.00	100%
11	100.00	100%	100.00	100%
12	100.00	100%	100.00	100%
13	100.00	100%	100.00	100%
14	100.00	100%	100.00	100%
15	100.00	100%	100.00	100%
16	100.00	100%	100.00	100%
17	100.00	100%	100.00	100%
18	100.00	100%	100.00	100%
19	100.00	100%	100.00	100%
20	100.00	100%	100.00	100%

SHEET 29

SHEET 37

THIS TAX MAP SUPERSEDES THE TAX MAP APPROVED APRIL 23, 1977, NEW JERSEY DEPARTMENT OF TAXATION SERIAL NUMBER 554

PENDING STATE APPROVAL

TAX MAP TOWN OF HAMMONTON

NEW JERSEY
APRIL 23, 1977

CHARLES A. ATKINSON

REGISTERED LAND SURVEYOR
NEW JERSEY DEPARTMENT OF TREASURY
6000 MAIN STREET, SUITE 200
MORRISTOWN, NEW JERSEY 07960
CON-100000000

EXHIBIT M

SHEET 26

SHEET 28

SHEET 27



SHEET 37

EXHIBIT N

**AN ORDINANCE AMENDING CHAPTER 175, ARTICLES VII AND XIII OF THE
GENERAL ORDINANCES OF THE TOWN OF HAMMONTON TO ADDRESS THE
REQUIREMENTS OF THE FAIR HOUSING ACT AND THE UNIFORM HOUSING
AFFORDABILITY CONTROLS (UHAC) REGARDING COMPLIANCE WITH THE
TOWN'S AFFORDABLE HOUSING OBLIGATIONS**

BE IT ORDAINED by the governing body of the Town of Hammonton, Atlantic County, New Jersey, that the Code of the Town of Hammonton is hereby amended to include provisions addressing Hammonton's constitutional obligation to provide for its fair share of low- and moderate-income housing, as directed by the Superior Court and consistent with N.J.A.C. 5:93-1, et seq., as amended and supplemented, N.J.A.C. 5:80-26.1, et seq., as amended and supplemented, and the New Jersey Fair Housing Act of 1985. This Ordinance is intended to provide assurances that low- and moderate-income units ("affordable units") are created with controls on affordability over time and that low- and moderate-income households shall occupy those units. This Ordinance shall apply except where inconsistent with applicable law.

The Town of Hammonton Planning Board has adopted a Housing Element and Fair Share Plan pursuant to the Municipal Land Use Law at N.J.S.A. 40:55D-1, et seq. The Housing Element and Fair Share Plan have been endorsed by the governing body. This Ordinance implements and incorporates the adopted and endorsed Housing Element and Fair Share Plan and addresses the requirements of N.J.A.C. 5:93-1, et seq., as amended and supplemented, N.J.A.C.5:80-26.1, et seq. as amended and supplemented, and the New Jersey Fair Housing Act of 1985.

On the first anniversary of the entry of the Order granting Hammonton a Final Judgment of Compliance and Repose in IMO Application of the Town of Hammonton, Docket No. ATL-L-1573-15, and every anniversary thereafter through the end of the Repose period, the Town shall provide annual reporting of its Affordable Housing Trust Fund activity to the New Jersey Department of Community Affairs, Council on Affordable Housing or Local Government Services, or other entity designated by the State of New Jersey, with a copy provided to Fair Share Housing Center and posted on the municipal website, using forms developed for this purpose by the New Jersey Department of Community Affairs, Council on Affordable Housing or Local Government Services. The reporting shall include an accounting of all Affordable Housing Trust Fund activity, including the source and amount of funds collected and the amount and purpose for which any funds have been expended.

On the first anniversary of the entry of the Order granting Hammonton a Final Judgment of Compliance and Repose in IMO Application of the Town of Hammonton, Docket No.: ATL-L-1573-15, and every anniversary thereafter through the end of the Repose period, the Town shall provide annual reporting of the status of all affordable housing activity within the municipality through posting on the municipal website, with copies provided to Fair Share Housing Center, using forms previously developed for this purpose by the Council on Affordable Housing or any other forms endorsed by the Court-appointed Special Master and Fair Share Housing Center.

For the midpoint realistic opportunity review due on July 1, 2020, as required pursuant to N.J.S.A. 52:27D-313, the Town shall post on its municipal website, with copies provided to Fair Share Housing Center, a status report as to its implementation of its Plan and an analysis of whether any unbuilt sites or unfulfilled mechanisms continue to present a realistic opportunity. Such posting shall invite any interested party to submit comments to the municipality, with copies provided to Fair Share Housing Center, regarding whether any sites no longer present a realistic opportunity and should be replaced. Any interested party may by motion request a hearing before the Court regarding these issues.

For the review of very low income housing requirements required by N.J.S.A. 52:27D-329.1, within 30 days of the third anniversary of the entry of the Order granting Hammonton a Final Judgment of Compliance and Repose in IMO Application of the Town of Hammonton, Docket No.: ATL-L-1573-15, and every third year thereafter, the Town will post on its municipal website, with copies provided to Fair Share Housing Center, a status report as to its satisfaction of its very low income requirements, including the family very low income requirements referenced herein. Such posting shall invite any interested party to submit comments to the municipality, with copies provided to Fair Share Housing Center, on the issue of whether the municipality has complied with its very low income housing obligation.

SECTION I

§175-162 Purpose.

The purpose of this ordinance is to provide for and regulate affordable housing in the Town.

A. Definitions.

The following terms when used in this Ordinance shall have the meanings given in this Section:

ACT

The Fair Housing Act of 1985, P.L. 1985, c. 222 (N.J.S.A. 52:27D-301 et seq.)

ADAPTABLE

Constructed in compliance with the technical design standards of the Barrier Free Subcode, N.J.A.C. 5:23-7.

ADMINISTRATIVE AGENT

The entity designated by the Town to administer affordable units in accordance with this Ordinance, N.J.A.C. 5:93, and UHAC (N.J.A.C. 5:80-26).

AFFIRMATIVE MARKETING

A regional marketing strategy designed to attract buyers and/or renters of affordable units pursuant to N.J.A.C. 5:80-26.15.

AFFORDABILITY AVERAGE

The average percentage of median income at which new restricted units in an affordable housing development are affordable to low- and moderate-income households.

AFFORDABLE

A sales price or rent level that is within the means of a low- or moderate-income household as defined within N.J.A.C. 5:93-7.4, and, in the case of an ownership unit, that the sales price for the unit conforms to the standards set forth in N.J.A.C. 5:80-26.6, as may be amended and supplemented, and, in the case of a rental unit, that the rent for the unit conforms to the standards set forth in N.J.A.C. 5:80-26.12, as may be amended and supplemented.

AFFORDABLE HOUSING DEVELOPMENT

A development included in or approved pursuant to the Housing Element and Fair Share Plan or otherwise intended to address the Town’s fair share obligation, and includes, but is not limited to, an inclusionary development, a municipal construction project or a 100 percent affordable housing development, group homes, residential health care facility, extending controls and a Market to Affordable Program.

AFFORDABLE HOUSING PROGRAM(S)

Any mechanism in a municipal Fair Share Plan prepared or implemented to address a municipality’s fair share obligation.

AFFORDABLE UNIT

A housing unit proposed or created pursuant to the Act and approved for crediting by the Court and/or funded through an affordable housing trust fund.

AGENCY

The New Jersey Housing and Mortgage Finance Agency established by P.L. 1983, c. 530 (N.J.S.A. 55:14K-1, et seq.).

AGE-RESTRICTED UNIT

A housing unit designed to meet the needs of, and exclusively for, the residents of an age-restricted segment of the population such that: 1) all the residents of the development wherein the unit is situated are 62 years of age or older; or 2) at least 80 percent of the units are occupied by one person who is 55 years of age or older; or 3) the development has been designated by the Secretary of the U.S. Department of Housing and Urban Development as “housing for older persons” as defined in Section 807(b)(2) of the Fair Housing Act, 42 U.S.C. § 3607.

ALTERNATIVE LIVING ARRANGEMENTS

A structure in which households live in distinct bedrooms, yet share kitchen and plumbing facilities, central heat and common areas. Alternative living arrangements include, but are not limited to: transitional facilities for the homeless; Class A, B, C, D and E boarding homes as regulated by the State of New Jersey Department of Community Affairs; residential health care facilities as regulated by the New Jersey

Department of Health; group homes for the developmentally disabled and mentally ill as licensed and/or regulated by the New Jersey Department of Human Services; and congregate living arrangements.

CERTIFIED HOUSEHOLD

A household that has been certified by an Administrative Agent as a low-income household or moderate-income household.

DCA

The State of New Jersey Department of Community Affairs.

DEFICIENT HOUSING UNIT

A housing unit with health and safety code violations that requires the repair or replacement of a major system. A major system includes weatherization, roofing, plumbing (including wells), heating, electricity, sanitary plumbing (including septic systems), lead paint abatement and/or load bearing structural systems.

DEVELOPMENT

The division of a parcel of land into two or more parcels, the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any use or change in the use of any building or other structure, or of any mining, excavation or landfill, and any use or change in the use of any building or other structure, or land or extension of use of land, for which permission may be required pursuant to N.J.S.A. 40:55D-1, et seq.

INCLUSIONARY DEVELOPMENT

A development containing both affordable units and market rate units. This term includes, but is not limited to: new construction, the conversion of a non-residential structure to residential use and the creation of new affordable units through the gut rehabilitation or reconstruction of a vacant residential structure.

LOW-INCOME HOUSEHOLD

A household with a total gross annual household income equal to 50 percent or less of the **regional** median household income **by household size**.

LOW-INCOME UNIT

A restricted unit that is affordable to a low-income household.

MAJOR SYSTEM

The primary structural, mechanical, plumbing, electrical, fire protection, or occupant service components of a building which include but are not limited to, weatherization, roofing, plumbing (including wells), heating, electricity, sanitary plumbing (including septic systems), lead paint abatement and load bearing structural systems.

MARKET-RATE UNITS

Housing not restricted to low- and moderate-income households that may sell or rent at any price.

MEDIAN INCOME

The median income by household size for the applicable housing region, as adopted annually by COAH or a successor entity approved by the Court.

MODERATE-INCOME HOUSEHOLD

A household with a total gross annual household income in excess of 50 percent but less than 80 percent of the **regional** median household income **by household size**.

MODERATE-INCOME UNIT

A restricted unit that is affordable to a moderate-income household.

MULTIFAMILY UNIT

A structure containing five or more dwelling units.

NON-EXEMPT SALE

Any sale or transfer of ownership other than the transfer of ownership between husband and wife; the transfer of ownership between former spouses ordered as a result of a judicial decree of divorce or judicial separation, but not including sales to third parties; the transfer of ownership between family members as a result of inheritance; the transfer of ownership through an executor's deed to a class A beneficiary and the transfer of ownership by court order.

RANDOM SELECTION PROCESS

A process by which currently income-eligible households are selected for placement in affordable housing units such that no preference is given to one applicant over another except for purposes of matching household income and size with an appropriately priced and sized affordable unit (e.g., by lottery).

REGIONAL ASSET LIMIT

The maximum housing value in each housing region affordable to a four-person household with an income at 80 percent of the regional median as defined by duly adopted Regional Income Limits published annually by COAH or a successor entity.

REHABILITATION

The repair, renovation, alteration or reconstruction of any building or structure, pursuant to the Rehabilitation Subcode, N.J.A.C. 5:23-6.

RENT

The gross monthly cost of a rental unit to the tenant, including the rent paid to the landlord, as well as an allowance for tenant-paid utilities computed in accordance with allowances published by DCA for its Section 8 program. In assisted living residences, rent does not include charges for food and services.

RESTRICTED UNIT

A dwelling unit, whether a rental unit or an ownership unit, that is subject to the affordability controls of N.J.A.C. 5:80-26.1, as amended and supplemented, but does not include a market-rate unit financed under UHORP or MONI.

UHAC

The Uniform Housing Affordability Controls set forth in N.J.A.C. 5:80-26, et seq.

VERY LOW-INCOME HOUSEHOLD

A household with a total gross annual household income equal to 30 percent or less of the **regional** median household income **by household size**.

VERY LOW-INCOME UNIT

A restricted unit that is affordable to a very low-income household.

WEATHERIZATION

Building insulation (for attic, exterior walls and crawl space), siding to improve energy efficiency, replacement storm windows, replacement storm doors, replacement windows and replacement doors, and is considered a major system for purposes of a rehabilitation program.

B. Applicability.

The provisions of this Ordinance shall apply to all affordable housing developments and affordable housing units that currently exist and that are proposed to be created within the Town of Hammonton pursuant to the Town’s most recently adopted Housing Element and Fair Share Plan.

C. Alternative Living Arrangements.

1. The administration of an alternative living arrangement shall be in compliance with N.J.A.C. 5:93-5.8 and UHAC, with the following exceptions:
 - i. Affirmative marketing (N.J.A.C. 5:80-26.15), provided, however, that the units or bedrooms may be affirmatively marketed by the provider in accordance with an alternative plan approved by the Court.
 - ii. Affordability average and bedroom distribution (N.J.A.C. 5:80-26.3).
2. With the exception of units established with capital funding through a 20-year operating contract with the Department of Human Services, Division of Developmental Disabilities, alternative living arrangements shall have at least 30 year controls on affordability in accordance with UHAC, unless an alternative commitment is approved by the Court.

- i. The service provider for the alternative living arrangement shall act as the Administrative Agent for the purposes of administering the affirmative marketing and affordability requirements for the alternative living arrangement.

D. Zoning:

1. All Downtown Districts [§175-154.4(DT-1), §175-154.5(DT-2), §175-154.6(DT-3), §175-154.7(DT-4)]
 - a. Any new multifamily unit development (including mixed-use development) in the Downtown Zoning Districts (§175-154.4-§175-154.7) shall comply with the following:
 - i. A minimum of fifteen percent (15%) of the total number of units shall be set aside as affordable housing units if the affordable units will be for rent. If the calculation of the total number of affordable units required yields a fraction of less than 0.5 then either a pro-rated payment in lieu or one additional unit shall be provided. If the calculation of the total number of affordable units required yields a fraction greater than 0.5, the obligation shall be rounded up and the additional unit shall be provided.
 - ii. A minimum of twenty percent (20%) of the total number of units shall be set aside as affordable housing units if the affordable units will be for sale. If the calculation of the total number of affordable units required yields a fraction of less than 0.5, then either a pro-rated payment in lieu or one additional unit shall be provided. If the calculation of the total number of affordable units required yields a fraction of greater than 0.5, the obligation shall be rounded up and the additional unit shall be provided.
 - iii. The provisions of this Ordinance shall not apply to residential expansions, additions, renovations, replacement, or any other type of residential development that does not result in a net increase in the number of dwellings of five or more.
 - iv. At least half of all affordable units shall be affordable to low income households, and the remainder may be affordable to moderate income households. Within rental developments, at least thirteen percent (13%) of the affordable units shall be affordable to very low income households, with the very low income units counted as part of the low income requirement.
 - v. The above provisions shall not be construed to require residential or mixed-use development in a Downtown Zoning District other than where it is already permitted.

2. All Zoning Districts of the Town of Hammonton except the Gateway Zoning Districts (§175-154.1-§175-154.3) and Downtown Zoning Districts (§175-154.4-§175-154.7).
 - a. All new multifamily unit development which includes the development of units defined in §175-10 as multifamily and mixed use, that contain five (5) or more dwelling units; and all new multifamily unit development that consists of single family attached units as defined in §175-10, that contain more than ten (10) dwelling units shall comply with the following:
 - i. A minimum of fifteen percent (15%) of the total number of units shall be set aside as affordable housing units if the affordable units will be for rent. If the calculation of the total number of affordable units required yields a fraction of less than 0.5 then either a pro-rated payment in lieu or one additional unit shall be provided. If the calculation of the total number of affordable units required yields a fraction greater than 0.5, the obligation shall be rounded up and the additional unit shall be provided.
 - ii. A minimum of twenty percent (20%) of the total number of units shall be set aside as affordable housing units if the affordable units will be for sale. If the calculation of the total number of affordable units required yields a fraction of less than 0.5, then either a pro-rated payment in lieu or one additional unit shall be provided. If the calculation of the total number of affordable units required yields a fraction of greater than 0.5, the obligation shall be rounded up and the additional unit shall be provided.
 - iii. The provisions of this Ordinance shall not apply to residential expansions, additions, renovations, replacement, or any other type of: 1) single family attached development that does not result in a net increase of more than ten (10) dwelling units; or 2) residential development, other than single family attached, that does not result in a net increase in the number of dwellings of five (5) or more.
 - iv. At least half of all affordable units shall be affordable to low income households, and the remainder may be affordable to moderate income households. Within rental developments, at least thirteen percent (13%) of the affordable units shall be affordable to very low income households, with the very low income units counted as part of the low income requirement.
 - v. The above provisions shall not apply to single family detached developments of up to ten (10) dwelling units which shall be subject to the residential development fee set forth in §175-50.1; and to single family detached developments of more than ten (10) dwelling units which shall be subject to the provisions of N.J.S. 52:27D-329.9.
 - vi. The above provisions shall not be construed to require residential or mixed-use development in a Zoning District other than where it is already permitted.

vii. The above provisions shall only be applicable to those parcels served by a centralized wastewater treatment plant.

E. Phasing Schedule for Inclusionary Zoning.

1. In inclusionary developments the following schedule shall be followed:

Maximum Percentage of Market-Rate Units Completed	Minimum Percentage of Low- and Moderate-Income Units Completed
25	0
25+1	10
50	50
75	75
90	100

F. New Construction.

1. Low/Moderate Split and Bedroom Distribution of Affordable Housing Units:

- a. The fair share obligation shall be divided equally between low- and moderate-income units, except that where there is an odd number of affordable housing units, the extra unit shall be a low income unit. At least 13 percent of all restricted rental units shall be very low income units (affordable to a household earning 30 percent or less of median income). The very low income units shall be counted as part of the required number of low income units within the development.
- b. At least 25 percent of the obligation shall be met through rental units, including at least half in rental units available to families.
- c. A maximum of 25 percent of the Town's obligation may be met with age restricted units. At least half of all affordable units in the Town's plan shall be available to families.
- d. In each affordable development, at least 50 percent of the restricted units within each bedroom distribution shall be low-income units.
- e. Affordable developments that are not age-restricted shall be structured in conjunction with realistic market demands such that:
 - i. The combined number of efficiency and one-bedroom units shall be no greater than 20 percent of the total low- and moderate-income units;
 - ii. At least 30 percent of all low- and moderate-income units shall be two bedroom units;

- iii. At least 20 percent of all low- and moderate-income units shall be three bedroom units; and
- iv. The remaining units may be allocated among two and three bedroom units at the discretion of the developer.
- f. Affordable developments that are age-restricted shall be structured such that the number of bedrooms shall equal the number of age-restricted low- and moderate-income units within the inclusionary development. This standard may be met by having all one-bedroom units or by having a two-bedroom unit for each efficiency unit.

2. Accessibility Requirements:

- a. The first floor of all restricted townhouse dwelling units and all restricted units in all other multistory buildings shall be subject to the technical design standards of the Barrier Free SubCode, N.J.A.C. 5:23-7 and the following:
- b. All restricted townhouse dwelling units and all restricted units in other multistory buildings in which a restricted dwelling unit is attached to at least one other dwelling unit shall have the following features:
 - i. An adaptable toilet and bathing facility on the first floor; and
 - ii. An adaptable kitchen on the first floor; and
 - iii. An interior accessible route of travel on the first floor; and
 - iv. An adaptable room that can be used as a bedroom, with a door or the casing for the installation of a door, on the first floor; and
 - v. If not all of the foregoing requirements in b.1) through b.4) can be satisfied, then an interior accessible route of travel must be provided between stories within an individual unit, but if all of the terms of paragraphs b.1) through b.4) above have been satisfied, then an interior accessible route of travel shall not be required between stories within an individual unit; and
 - vi. An accessible entranceway as set forth at P.L. 2005, c. 350 (N.J.S.A. 52:27D-311a, et seq.) and the Barrier Free SubCode, N.J.A.C. 5:23-7, or evidence that Hammonton has collected funds from the developer sufficient to make 10 percent of the adaptable entrances in the development accessible:

- a. Where a unit has been constructed with an adaptable entrance, upon the request of a person with disabilities who is purchasing or will reside in the dwelling unit, an accessible entrance shall be installed.
- b. To this end, the builder of restricted units shall deposit funds within the Town of Hammonton's Affordable Housing Trust Fund sufficient to install accessible entrances in 10 percent of the affordable units that have been constructed with adaptable entrances.
- c. The funds deposited under paragraph 2(b)(vi)(b) above shall be used by the Town of Hammonton for the sole purpose of making the adaptable entrance of an affordable unit accessible when requested to do so by a person with a disability who occupies or intends to occupy the unit and requires an accessible entrance.
- d. The developer of the restricted units shall submit a design plan and cost estimate to the Construction Official of the Town of Hammonton for the conversion of adaptable to accessible entrances.
- e. Once the Construction Official has determined that the design plan to convert the unit entrances from adaptable to accessible meet the requirements of the Barrier Free SubCode, N.J.A.C. 5:23-7, and that the cost estimate of such conversion is reasonable, payment shall be made to the Town's Affordable Housing Trust Fund in care of the Town Chief Financial Officer who shall ensure that the funds are deposited into the Affordable Housing Trust Fund and appropriately earmarked.
- f. Full compliance with the foregoing provisions shall not be required where an entity can demonstrate that it is "site impracticable" to meet the requirements. Determinations of site impracticability shall be in compliance with the Barrier Free SubCode, N.J.A.C. 5:23-7.

3. Design:

- a. In inclusionary developments, to the extent possible, low- and moderate-income units shall be integrated with the market units.
- b. In inclusionary developments, low- and moderate-income units shall have access to all of the same common elements and facilities as the market units.

4. Maximum Rents and Sales Prices:

- a. In establishing rents and sales prices of affordable housing units, the Administrative Agent shall follow the procedures set forth in UHAC, utilizing the regional income limits established by COAH or a successor entity.
- b. The maximum rent for restricted rental units within each affordable development shall be affordable to households earning no more than 60 percent of median income, and the average rent for restricted rental units shall be affordable to households earning no more than 52 percent of median income.
- c. The developers and/or municipal sponsors of restricted rental units shall establish at least one rent for each bedroom type for both low-income and moderate-income units, provided that at least 13 percent of all low- and moderate-income rental units shall be affordable to very low-income households, earning 30 percent or less of the regional median household income, **with such very low income units counting toward the low income housing requirement.**
- d. The maximum sales price of restricted ownership units within each affordable development shall be affordable to households earning no more than 70 percent of median income, and each affordable development must achieve an affordability average of 55 percent for restricted ownership units; in achieving this affordability average, moderate-income ownership units must be available for at least three different sales prices for each bedroom type, and low-income ownership units must be available for at least two different sales prices for each bedroom type.
- e. In determining the initial sales prices and rent levels for compliance with the affordability average requirements for restricted units other than assisted living facilities and age-restricted developments, the following standards shall be used:
 - i. A studio shall be affordable to a one-person household;
 - ii. A one-bedroom unit shall be affordable to a one and one-half person household;
 - iii. A two-bedroom unit shall be affordable to a three-person household;
 - iv. A three-bedroom unit shall be affordable to a four and one-half person household; and

- v. A four-bedroom unit shall be affordable to a six-person household.
- f. In determining the initial sales prices and rents for compliance with the affordability average requirements for restricted units in assisted living facilities and age-restricted developments, the following standards shall be used:
 - i. A studio shall be affordable to a one-person household;
 - ii. A one-bedroom unit shall be affordable to a one and one-half person household; and
 - iii. A two-bedroom unit shall be affordable to a two-person household or to two one-person households.
- g. The initial purchase price for all restricted ownership units shall be calculated so that the monthly carrying cost of the unit, including principal and interest (based on a mortgage loan equal to 95 percent of the purchase price and the Federal Reserve H.15 rate of interest), taxes, homeowner and private mortgage insurance and condominium or homeowner association fees do not exceed 28 percent of the eligible monthly income of the appropriate size household as determined under N.J.A.C. 5:80-26.4, as may be amended and supplemented; provided, however, that the price shall be subject to the affordability average requirement of N.J.A.C. 5:80-26.3, as may be amended and supplemented.
- h. The initial rent for a restricted rental unit shall be calculated so as not to exceed 30 percent of the eligible monthly income of the appropriate size household, including an allowance for tenant paid utilities, as determined under N.J.A.C. 5:80-26.4, as may be amended and supplemented; provided, however, that the rent shall be subject to the affordability average requirement of N.J.A.C. 5:80-26.3, as may be amended and supplemented.
- i. The price of owner-occupied low- and moderate-income units may increase annually based on the percentage increase in the regional median income limit for each housing region. In no event shall the maximum resale price established by the Administrative Agent be lower than the last recorded purchase price.
- j. The rent of low- and moderate-income units may be increased annually based on the permitted percentage increase in the Housing Consumer Price Index for the United States. This increase shall not exceed nine percent in any one year. Rents for units constructed pursuant to low- income housing tax credit regulations shall be indexed pursuant to the regulations governing low- income housing tax credits.

G. Utilities.

1. Affordable units shall utilize the same type of heating source as market units within an inclusionary development.
2. Tenant-paid utilities included in the utility allowance shall be set forth in the lease and shall be consistent with the utility allowance approved by HUD for its Section 8 program.

H. Occupancy Standards.

1. In referring certified households to specific restricted units, the Administrative Agent shall, to the extent feasible and without causing an undue delay in the occupancy of a unit, strive to:
 - a. Provide an occupant for each bedroom;
 - b. Provide children of different sexes with separate bedrooms;
 - c. Provide separate bedrooms for parents and children; and
 - d. Prevent more than two persons from occupying a single bedroom.

I. Control Periods for Restricted Ownership Units and Enforcement Mechanisms.

1. Control periods for restricted ownership units shall be in accordance with N.J.A.C. 5:80-26.5, as may be amended and supplemented, and each restricted ownership unit shall remain subject to the requirements of this Ordinance for a period of at least thirty (30) years, until Hammonton takes action to release the unit from such requirements; prior to such action, a restricted ownership unit shall remain subject to the requirements of N.J.A.C. 5:80-26.1, as may be amended and supplemented.
2. The affordability control period for a restricted ownership unit shall commence on the date the initial certified household takes title to the unit.
3. Prior to the issuance of the initial certificate of occupancy for a restricted ownership unit and upon each successive sale during the period of restricted ownership, the Administrative Agent shall determine the restricted price for the unit and shall also determine the non-restricted, fair market value of the unit based on either an appraisal or the unit's equalized assessed value without the restrictions in place.
4. At the time of the initial sale of the unit, the initial purchaser shall execute and deliver to the Administrative Agent a recapture note obligating the purchaser (as well as the purchaser's heirs, successors and assigns) to repay, upon the first non-exempt sale after the unit's release from the restrictions set forth in this Ordinance, an amount equal to the difference between the unit's non-restricted fair market value and its restricted price, and

the recapture note shall be secured by a recapture lien evidenced by a duly recorded mortgage on the unit.

5. The affordability controls set forth in this Ordinance shall remain in effect despite the entry and enforcement of any judgment of foreclosure with respect to restricted ownership units.
6. A restricted ownership unit shall be required to obtain a Continuing Certificate of Occupancy or a certified statement from the Construction Official stating that the unit meets all Code standards upon the first transfer of title following the removal of the restrictions provided under N.J.A.C. 5:80-26.5(a), as may be amended and supplemented.

J. Price Restrictions for Restricted Ownership Units, Homeowner Association Fees and Resale Prices.

1. Price restrictions for restricted ownership units shall be in accordance with N.J.A.C. 5:80-26.1, as may be amended and supplemented, including:
 - a. The initial purchase price for a restricted ownership unit shall be approved by the Administrative Agent.
 - b. The Administrative Agent shall approve all resale prices, in writing and in advance of the resale, to assure compliance with the foregoing standards.
 - c. The master deeds of inclusionary developments shall provide no distinction between the condominium or homeowner association fees and special assessments paid by low- and moderate-income purchasers and those paid by market purchasers.
 - d. The owners of restricted ownership units may apply to the Administrative Agent to increase the maximum sales price for the unit on the basis of anticipated capital improvements. Eligible capital improvements shall be those that render the unit suitable for a larger household or the addition of a bathroom.

K. Buyer Income Eligibility.

1. Buyer income eligibility for restricted ownership units shall be in accordance with N.J.A.C. 5:80-26.1, as may be amended and supplemented, such that low-income ownership units shall be reserved for households with a gross household income less than or equal to 50 percent of median income and moderate-income ownership units shall be reserved for households with a gross household income less than 80 percent of median income.
2. Notwithstanding the foregoing, however, the Administrative Agent may, upon approval by the Town Council, and subject to the Court's approval, permit moderate-income purchasers to buy low-income units in housing markets if the Administrative Agent determines that there is an insufficient number of eligible low-income purchasers to

permit prompt occupancy of the units. All such low-income units to be sold to moderate-income households shall retain the required pricing and pricing restrictions for low-income units.

3. A certified household that purchases a restricted ownership unit must occupy it as the certified household's principal residence and shall not lease the unit; provided, however, that the Administrative Agent may permit the owner of a restricted ownership unit, upon application and a showing of hardship, to lease the restricted unit to another certified household for a period not to exceed one year.
4. The Administrative Agent shall certify a household as eligible for a restricted ownership unit when the household is a low-income household or a moderate-income household, as applicable to the unit, and the estimated monthly housing cost for the particular unit (including principal, interest, taxes, homeowner and private mortgage insurance and condominium or homeowner association fees, as applicable) does not exceed 33 percent of the household's eligible monthly income.

L. Limitations on Indebtedness Secured by Ownership Unit; Subordination.

1. Prior to incurring any indebtedness to be secured by a restricted ownership unit, the owner shall apply to the Administrative Agent for a determination in writing that the proposed indebtedness complies with the provisions of this Section, and the Administrative Agent shall issue such determination prior to the owner incurring such indebtedness.
2. With the exception of First Purchase Money Mortgages, neither an owner nor a lender shall at any time cause or permit the total indebtedness secured by a restricted ownership unit to exceed 95 percent of the maximum allowable resale price of the unit, as such price is determined by the Administrative Agent in accordance with N.J.A.C.5:80-26.6(b).

M. Capital Improvements To Ownership Units.

1. The owners of restricted ownership units may apply to the Administrative Agent to increase the maximum sales price for the unit on the basis of capital improvements made since the purchase of the unit. Eligible capital improvements shall be those that render the unit suitable for a larger household or that adds an additional bathroom. In no event shall the maximum sales price of an improved housing unit exceed the limits of affordability for the larger household.
2. Upon the resale of a restricted ownership unit, all items of property that are permanently affixed to the unit or were included when the unit was initially restricted (for example, refrigerator, range, washer, dryer, dishwasher, wall-to-wall carpeting) shall be included in the maximum allowable resale price. Other items may be sold to the purchaser at a reasonable price that has been approved by the Administrative Agent at the time of the signing of the agreement to purchase. The purchase of central air conditioning installed subsequent to the initial sale of the unit and not included in the base price may be made a condition of the unit resale provided the price, which shall be subject to 10-year, straight-

line depreciation, has been approved by the Administrative Agent. Unless otherwise approved by the Administrative Agent, the purchase of any property other than central air conditioning shall not be made a condition of the unit resale. The owner and the purchaser must personally certify at the time of closing that no unapproved transfer of funds for the purpose of selling and receiving property has taken place at the time of or as a condition of resale.

N. Control Periods for Restricted Rental Units.

1. Control periods for restricted rental units shall be in accordance with N.J.A.C. 5:80-26.11, as may be amended and supplemented, and each restricted rental unit shall remain subject to the requirements of this Ordinance for a period of at least 30 years, until Hammonton takes action to release the unit from such requirements. Prior to such action, a restricted rental unit shall remain subject to the requirements of N.J.A.C. 5:80-26.1, as may be amended and supplemented.

2. Deeds of all real property, that include restricted rental units shall contain deed restricted language. The deed restriction shall have priority over all mortgages on the property, and the deed restriction shall be filed by the developer or seller with the records office of the County of Atlantic. The deed shall also identify each affordable unit by apartment number and/or address and whether that unit is designated as a very low, low or moderate income unit. Neither the unit nor its affordability designation shall change throughout the term of the deed restriction. A copy of the filed document shall be provided to the Administrative Agent within, 30 days of the receipt of a Certificate of Occupancy.

3. A restricted rental unit shall remain subject to the affordability controls of this Ordinance despite the occurrence of any of the following events:

a. Sublease or assignment of the lease of the unit;

b. Sale or other voluntary transfer of the ownership of the unit; or

c. The entry and enforcement of any judgment of foreclosure on the property containing the unit.

O. Rent Restrictions for Rental Units; Leases.

1. A written lease shall be required for all restricted rental units and tenants shall be responsible for security deposits and the full amount of the rent as stated on the lease. A copy of the current lease for each restricted rental unit shall be provided to the Administrative Agent.

2. No additional fees or charges shall be added to the approved rent (except, in the case of units in an assisted living residence, to cover the customary charges for food and services) without the express written approval of the Administrative Agent.

3. Application fees (including the charge for any credit check) shall not exceed five percent of the monthly rent of the applicable restricted unit and shall be payable to the Administrative Agent to be applied to the costs of administering the controls applicable to the unit as set forth in this Ordinance.
4. No rent control ordinance or other pricing restriction shall be applicable to either the market units or the affordable units in any development in which at least 15 percent of the total number of dwelling units are restricted rental units in compliance with this Ordinance.

P. Tenant Income Eligibility.

1. Tenant income eligibility shall be in accordance with N.J.A.C. 5:80-26.13, as may be amended and supplemented, and shall be determined as follows:
 - a. Very low-income rental units shall be reserved for households with a gross household income less than or equal to 30 percent of median income.
 - b. Low-income rental units shall be reserved for households with a gross household income less than or equal to 50 percent of median income.
 - c. Moderate-income rental units shall be reserved for households with a gross household income less than 80 percent of median income.
2. The Administrative Agent shall certify a household as eligible for a restricted rental unit when the household is a very low-income household, low-income household or a moderate-income household, as applicable to the unit, and the rent proposed for the unit does not exceed 35 percent (40 percent for age-restricted units) of the household's eligible monthly income as determined pursuant to N.J.A.C. 5:80-26.16, as may be amended and supplemented; provided, however, that this limit may be exceeded if one or more of the following circumstances exists:
 - a. The household currently pays more than 35 percent (40 percent for households eligible for age-restricted units) of its gross household income for rent, and the proposed rent will reduce its housing costs;
 - b. The household has consistently paid more than 35 percent (40 percent for households eligible for age-restricted units) of eligible monthly income for rent in the past and has proven its ability to pay;
 - c. The household is currently in substandard or overcrowded living conditions;
 - d. The household documents the existence of assets with which the household proposes to supplement the rent payments; or

- e. The household documents reliable anticipated third-party assistance from an outside source such as a family member in a form acceptable to the Administrative Agent and the owner of the unit.
3. The applicant shall file documentation sufficient to establish the existence of the circumstances in 1.a. through 2.e. above with the Administrative Agent, who shall counsel the household on budgeting.

Q. Municipal Housing Liaison.

1. The Town of Hammonton shall appoint a specific municipal employee to serve as a Municipal Housing Liaison responsible for administering the affordable housing program, including affordability controls, the Affirmative Marketing Plan, monitoring and reporting, and, where applicable, supervising any contracted Administrative Agent. Hammonton shall adopt an Ordinance creating the position of Municipal Housing Liaison. Hammonton shall adopt a Resolution appointing a Municipal Housing Liaison. The Municipal Housing Liaison shall be appointed by the governing body and may be a full or part time municipal employee. The Municipal Housing Liaison shall be approved by the Court and shall be duly qualified through a training program sponsored by Affordable Housing Professionals of New Jersey before assuming the duties of Municipal Housing Liaison.
2. The Municipal Housing Liaison shall be responsible for oversight and administration of the affordable housing program for Hammonton, including the following responsibilities which may not be contracted out to the Administrative Agent:
 - a. Serving as Hammonton's primary point of contact for all inquiries from the State, affordable housing providers, Administrative Agents and interested households;
 - b. Monitoring the status of all restricted units in Hammonton's Fair Share Plan;
 - c. Compiling, verifying and submitting annual monitoring reports as may be required by the Court;
 - d. Coordinating meetings with affordable housing providers and Administrative Agents, as needed; and
 - e. Attending continuing education opportunities on affordability controls, compliance monitoring and affirmative marketing at least annually and more often as needed.
3. Subject to the approval of the Court, the Town of Hammonton shall designate one or more Administrative Agent(s) to administer newly constructed affordable units in accordance with UHAC. An Operating Manual for each affordable housing program shall be provided by the Administrative Agent(s) to be adopted by resolution of the governing body and subject to approval of the Court. The Operating Manual(s) shall be

available for public inspection in the office of the Town Clerk, in the office of the Municipal Housing Liaison, and in the office(s) of the Administrative Agent(s). The Municipal Housing Liaison shall supervise the contracting Administrative Agent(s).

R. Administrative Agent.

The Administrative Agent shall be an independent entity serving under contract to and reporting to the municipality. For new sale and rental developments, all of the fees of the Administrative Agent shall be paid by the owners of the affordable units for which the services of the Administrative Agent are required. For resales, single family homeowners and condominium homeowners shall be required to pay three percent of the sales price for services provided by the Administrative Agent related to the resale of their homes. That fee shall be collected at closing and paid directly to the Administrative Agent. The Administrative Agent shall perform the duties and responsibilities of an Administrative Agent as set forth in UHAC, including those set forth in Sections 5:80-26.14, 16 and 18 thereof, which include:

1. Affirmative Marketing:

- a. Conducting an outreach process to affirmatively market affordable housing units in accordance with the Affirmative Marketing Plan of the Town of Hammonton and the provisions of N.J.A.C. 5:80-26.15; and
- b. Providing counseling or contracting to provide counseling services to low- and moderate-income applicants on subjects such as budgeting, credit issues, mortgage qualification, rental lease requirements, and landlord/tenant law.

2. Household Certification:

- a. Soliciting, scheduling, conducting and following up on interviews with interested households;
- b. Conducting interviews and obtaining sufficient documentation of gross income and assets upon which to base a determination of income eligibility for a low- or moderate-income unit;
- c. Providing written notification to each applicant as to the determination of eligibility or non-eligibility;
- d. Requiring that all certified applicants for restricted units execute a certificate substantially in the form, as applicable, of either the ownership or rental certificates set forth in Appendices J and K of N.J.A.C. 5:80-26.1 et seq.;
- e. Creating and maintaining a referral list of eligible applicant households living in the housing region and eligible applicant households with members working in the housing region where the units are located; and

- f. Employing a random selection process as provided in the Affirmative Marketing Plan of the Town of Hammonton when referring households for certification to affordable units.
3. Affordability Controls:
- a. Furnishing to attorneys or closing agents forms of deed restrictions and mortgages for recording at the time of conveyance of title of each restricted unit;
 - b. Creating and maintaining a file on each restricted unit for its control period, including the recorded deed with restrictions, recorded mortgage and note, as appropriate;
 - c. Ensuring that the removal of the deed restrictions and cancellation of the mortgage note are effectuated and properly filed with the Atlantic County Register of Deeds or County Clerk's office after the termination of the affordability controls for each restricted unit;
 - d. Communicating with lenders regarding foreclosures; and
 - e. Ensuring the issuance of Continuing Certificates of Occupancy or certifications pursuant to N.J.A.C. 5:80-26.10.
4. Resales and Rerentals:
- a. Instituting and maintaining an effective means of communicating information between owners and the Administrative Agent regarding the availability of restricted units for resale or rental; and
 - b. Instituting and maintaining an effective means of communicating information to low- and moderate-income households regarding the availability of restricted units for resale or re-rental.
5. Processing Requests from Unit Owners:
- a. Reviewing and approving requests for determination from owners of restricted units who wish to take out home equity loans or refinance during the term of their ownership that the amount of indebtedness to be incurred will not violate the terms of this Ordinance;
 - b. Reviewing and approving requests to increase sales prices from owners of restricted units who wish to make capital improvements to the units that would affect the selling price, such authorizations to be limited to those improvements resulting in additional bedrooms or bathrooms and the depreciated cost of central air conditioning systems;
 - c. Notifying the municipality of an owner's intent to sell a restricted unit; and

- d. Making determinations on requests by owners of restricted units for hardship waivers.

6. Enforcement:

- a. Securing annually from the municipality a list of all affordable housing units for which tax bills are mailed to absentee owners, and notifying all such owners that they must either move back to their unit or sell it;
- b. Securing from all developers and sponsors of restricted units, at the earliest point of contact in the processing of the project or development, written acknowledgement of the requirement that no restricted unit can be offered, or in any other way committed, to any person, other than a household duly certified to the unit by the Administrative Agent;
- c. The posting annually in all rental properties, including two-family homes, of a notice as to the maximum permitted rent together with the telephone number of the Administrative Agent where complaints of excess rent or other charges can be made;
- d. Sending annual mailings to all owners of affordable dwelling units, reminding them of the notices and requirements outlined in N.J.A.C. 5:80-26.18(d)4;
- e. Establishing a program for diverting unlawful rent payments to the municipality's Affordable Housing Trust Fund; and
- f. Creating and publishing a written operating manual for each affordable housing program administered by the Administrative Agent, to be approved by the Town Council and the Court, setting forth procedures for administering the affordability controls.

7. Additional Responsibilities:

- a. The Administrative Agent shall have the authority to take all actions necessary and appropriate to carry out its responsibilities hereunder.
- b. The Administrative Agent shall prepare monitoring reports for submission to the Municipal Housing Liaison in time to meet any monitoring requirements and deadlines imposed by the Court.
- c. The Administrative Agent shall attend continuing education sessions on affordability controls, compliance monitoring, and affirmative marketing at least annually and more often as needed.

S. Affirmative Marketing Requirements.

1. The Town of Hammonton shall adopt by resolution an Affirmative Marketing Plan, subject to approval of the Court that is compliant with N.J.A.C. 5:80-26.15, as may be amended and supplemented.
2. The Affirmative Marketing Plan is a regional marketing strategy designed to attract buyers and/or renters of all majority and minority groups, regardless of race, creed, color, national origin, ancestry, marital or familial status, gender, affectional or sexual orientation, disability, age or number of children to housing units which are being marketed by a developer, sponsor or owner of affordable housing. The Affirmative Marketing Plan is intended to target those potentially eligible persons who are least likely to apply for affordable units in that region. In addition, as a result of the Settlement Agreement with FSHC, the Affirmative Marketing Plan shall require the notification of the New Jersey State NAACP, Mizpah, the NAACP Atlantic City and Cape May Branches, FSHC, and the Latino Action Network of affordable housing opportunities. It is a continuing program that directs marketing activities toward Housing Region 6 and is required to be followed throughout the period of restriction.
3. The Affirmative Marketing Plan shall provide a regional preference for all households that live and/or work in Housing Region 6, comprised of Atlantic Cape May, Cumberland and Salem Counties.
4. The municipality has the ultimate responsibility for adopting the Affirmative Marketing Plan and for the proper administration of the Affirmative Marketing Program, including initial sales and rentals and resales and re-rentals. The Administrative Agent designated by the Town of Hammonton shall implement the Affirmative Marketing Plan to assure the affirmative marketing of all affordable units.
5. In implementing the Affirmative Marketing Plan, the Administrative Agent shall provide a list of counseling services to low- and moderate-income applicants on subjects such as budgeting, credit issues, mortgage qualification, rental lease requirements, and landlord/tenant law.
6. The Affirmative Marketing Plan shall describe the media to be used in advertising and publicizing the availability of housing. In implementing the Affirmative Marketing Plan, the Administrative Agent shall consider the use of language translations where appropriate.
7. The affirmative marketing process for available affordable units shall begin at least four months (120 days) prior to the expected date of occupancy.
8. Applications for affordable housing shall be available in several locations, including, at a minimum, the County Administration Building and/or the County Library for each county within the housing region; the municipal administration building and the municipal library in the municipality in which the units are located; and the developer's

rental office. Pre-applications shall be emailed or mailed to prospective applicants upon request.

9. The costs of advertising and affirmative marketing of the affordable units shall be the responsibility of the developer, sponsor or owner.

T. Enforcement of Affordable Housing Regulations.

1. Upon the occurrence of a breach of any of the regulations governing the affordable unit by an Owner, Developer or Tenant, the municipality shall have all remedies provided at law or equity, including but not limited to foreclosure, tenant eviction, a requirement for household recertification, acceleration of all sums due under a mortgage, recuperation of any funds from a sale in violation of the regulations, injunctive relief to prevent further violation of the regulations, entry on the premises, and specific performance.
2. After providing written notice of a violation to an Owner, Developer or Tenant of a low- or moderate-income unit and advising the Owner, Developer or Tenant of the penalties for such violations, the municipality may take the following action(s) against the Owner, Developer or Tenant for any violation that remains uncured for a period of 60 days after service of the written notice:
 - a. The municipality may file a court action pursuant to N.J.S.A. 2A:58-11 alleging a violation or violations of the regulations governing the affordable housing unit. If the Owner, Developer or Tenant is adjudged by the Court to have violated any provision of the regulations governing affordable housing units the Owner, Developer or Tenant shall be subject to one or more of the following penalties, at the discretion of the Court:
 - i. A fine of not more than \$500.00 per day or imprisonment for a period not to exceed 90 days, or both, provided that each and every day that the violation continues or exists shall be considered a separate and specific violation of these provisions and not a continuation of the initial offense; In the case of an Owner who has rented a low- or moderate-income unit in violation of the regulations governing affordable housing units, payment into the City of Linwood Affordable Housing Trust Fund of the gross amount of rent illegally collected;
 - ii. In the case of an Owner who has rented a low- or moderate-income unit in violation of the regulations governing affordable housing units, payment of an innocent tenant's reasonable relocation costs, as determined by the Court.
 - b. The municipality may file a court action in the Superior Court seeking a judgment that would result in the termination of the Owner's equity or other interest in the unit, in the nature of a mortgage foreclosure. Any such judgment shall be

enforceable as if the same were a judgment of default of the First Purchase Money Mortgage and shall constitute a lien against the low- or moderate-income unit.

- i. The judgment shall be enforceable, at the option of the municipality, by means of an execution sale by the Sheriff, at which time the low- and moderate-income unit of the violating Owner shall be sold at a sale price which is not less than the amount necessary to fully satisfy and pay off any First Purchase Money Mortgage and prior liens and the costs of the enforcement proceedings incurred by the municipality, including attorney's fees. The violating Owner shall have his right to possession terminated as well as his title conveyed pursuant to the Sheriff's sale.
- ii. The proceeds of the Sheriff's sale shall first be applied to satisfy the First Purchase Money Mortgage lien and any prior liens upon the low- and moderate-income unit. The excess, if any, shall be applied to reimburse the municipality for any and all costs and expenses incurred in connection with either the court action resulting in the judgment of violation or the Sheriff's sale. In the event that the proceeds from the Sheriff's sale are insufficient to reimburse the municipality in full as aforesaid, the violating Owner shall be personally responsible for the full extent of such deficiency, in addition to any and all costs incurred by the municipality in connection with collecting such deficiency. In the event that a surplus remains after satisfying all of the above, such surplus, if any, shall be placed in escrow by the municipality for the Owner and shall be held in such escrow for a maximum period of two years or until such earlier time as the Owner shall make a claim with the municipality for such. Failure of the Owner to claim such balance within the two-year period shall automatically result in a forfeiture of such balance to the municipality. Any interest accrued or earned on such balance while being held in escrow shall belong to and shall be paid to the municipality, whether such balance shall be paid to the Owner or forfeited to the municipality.
- iii. Foreclosure by the municipality due to violation of the regulations governing affordable housing units shall not extinguish the restrictions of the regulations governing affordable housing units as the same apply to the low- and moderate-income unit. Title shall be conveyed to the purchaser at the Sheriff's sale, subject to the restrictions and provisions of the regulations governing the affordable housing unit. The Owner determined to be in violation of the provisions of this plan and from whom title and possession were taken by means of the Sheriff's sale shall not be entitled to any right of redemption.
- iv. If there are no bidders at the Sheriff's sale, or if insufficient amounts are bid to satisfy the First Purchase Money Mortgage and any prior liens, the municipality may acquire title to the low- and moderate-income unit by satisfying the First Purchase Money Mortgage and any prior liens and crediting the violating owner with an amount equal to the difference between

the First Purchase Money Mortgage and any prior liens and costs of the enforcement proceedings, including legal fees and the maximum resale price for which the low- and moderate-income unit could have been sold under the terms of the regulations governing affordable housing units. This excess shall be treated in the same manner as the excess which would have been realized from an actual sale as previously described.

- v. Failure of the low- and moderate-income unit to be either sold at the Sheriff's sale or acquired by the municipality shall obligate the Owner to accept an offer to purchase from any qualified purchaser which may be referred to the Owner by the municipality, with such offer to purchase being equal to the maximum resale price of the low- and moderate-income unit as permitted by the regulations governing affordable housing units.
- vi. The Owner shall remain fully obligated, responsible and liable for complying with the terms and restrictions of governing affordable housing units until such time as title is conveyed from the Owner.

U. Appeals.

Appeals from all decisions of an Administrative Agent appointed pursuant to this Ordinance shall be filed in writing with the Court.

SECTION II

A. Chapter 175, Article VII, Section 175.50.1 is amended as set forth below.

1. §175-50.1(C) is changed to read as follows:

C. Non-residential development fees. Notwithstanding any other provision of this §175-50.1, developers shall pay development fees on non-residential development in accordance with the Statewide Non-residential Development Fee Act, N.J.S. 40:55D-8.1 through 40:55D-8.7, as amended and supplemented.

SECTION III

All Ordinances or parts of Ordinances inconsistent herewith are repealed as to such inconsistencies.

SECTION IV

If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

SECTION V

This Ordinance shall take effect upon passage and publication as provided by law.

PASSED:

ADOPTED:

Frank Zuber, Municipal Clerk

Stephen DiDonato, Mayor

EXHIBIT O

EXHIBIT P

Affordable Housing Trust Fund Spending Plan

Town of Hammonton, Atlantic County

August 2018

INTRODUCTION

The Town of Hammonton has prepared a Housing Element and Fair Share plan that addresses its regional fair share of the affordable housing need in accordance with the Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.), the Fair Housing Act (N.J.S.A. 52:27D-301) and the regulations of the Council on Affordable Housing (COAH) (N.J.A.C. 5:97-1 et seq. and N.J.A.C. 5:96-1 et seq.). A development fee ordinance creating a dedicated revenue source for affordable housing was approved by COAH on July 11, 2002 and adopted by the municipality on August 6, 2002. The ordinance establishes the Town of Hammonton affordable housing trust fund for which this spending plan is prepared.

As of June 30, 2018, the Town of Hammonton has collected \$210,755.44, expended \$209,936.28 resulting in a balance of \$819.16. All development fees, payments in lieu of constructing affordable units on site, funds from the sale of units with extinguished controls, and interest generated by the fees are deposited in a separate interest-bearing affordable housing trust fund in the Capital Bank for the purposes of affordable housing. These funds shall be spent in accordance with N.J.A.C. 5:97-8.7-8.9 as described in the sections that follow.

The Town of Hammonton first petitioned COAH for substantive certification on January 19, 1999, received Second Round Substantive Certification on November 23, 1999 and received prior approval to maintain an affordable housing trust fund on July 11, 2002.

1. REVENUES FOR CERTIFICATION PERIOD

To calculate a projection of revenue anticipated during the period of Compliance and Repose, the Town of Hammonton considered the following:

(a) Development fees:

1. Residential and nonresidential projects which have had development fees imposed upon them at the time of preliminary or final development approvals;
2. All projects currently before the planning and zoning boards for development approvals that may apply for building permits and certificates of occupancy; and
3. Future development that is likely to occur based on historical rates of development.

(b) Payment in lieu (PIL):

Actual and committed payments in lieu (PIL) of construction from developers as follows:

N/A

(c) Other funding sources:

No other funds have been or are anticipated to be collected.

(d) Projected interest:

Interest on the projected revenue in the municipal affordable housing trust fund at the current average interest rate of one percent.

SOURCE OF FUNDS	PROJECTED REVENUES-HOUSING TRUST FUND - 2018 THROUGH 2025											
				2018	2019	2020	2021	2022	2023	2024	2025	Total
(a) Development fees:				00.00	35,000	50,000	35,000	50,000	35,000	50,000	35,000	\$290,000
1. Approved Development												
2. Development Pending Approval												
3. Projected Development												
(b) Payments in Lieu of Construction												
(c) Other Funds (Specify source(s))												
(d) Interest – 1%				00.00	350	500	350	500	350	500	350	\$2,900
Total				00.00	35,350	50,500	35,350	50,500	35,350	50,500	35,350	\$292,900

The Town of Hammonton projects a total of \$292,900.00 in revenue to be collected between January 1, 2019 and December 31, 2025. All interest earned on the account shall accrue to the account to be used only for the purposes of affordable housing.

2. ADMINISTRATIVE MECHANISM TO COLLECT AND DISTRIBUTE FUNDS

The following procedural sequence for the collection and distribution of development fee revenues shall be followed by the Town of Hammonton:

(a) Collection of development fee revenues:

Collection of development fee revenues shall be consistent with the Town of Hammonton's development fee ordinance for both residential and non-residential developments in accordance with COAH's rules and P.L.2008, c.46, sections 8 (C. 52:27D-329.2) and 32-38 (C. 40:55D-8.1 through 8.7).

(b) Distribution of development fee revenues:

The governing body shall adopt a resolution authorizing the expenditure of development fee revenues consistent with the approved spending plan. Once a request has been approved by resolution, the CFO shall release the requested revenue from the trust fund for the specific use approved in the governing body's resolution.

3. DESCRIPTION OF ANTICIPATED USE OF AFFORDABLE HOUSING FUNDS

(a) **Rehabilitation and new construction programs and projects (N.J.A.C. 5:97-8.7)**

The Town of Hammonton will dedicate the following trust funds:
(see detailed descriptions in Fair Share Plan) as follows:

Rental Rehabilitation: \$ 20,000.00
Market to Affordable Program: \$ 40,000.00
Group Home Bedrooms: \$77,722.46

(b) **Affordability Assistance (N.J.A.C. 5:97-8.8)**

Projected minimum affordability assistance requirement:

Actual development fees + Interest through 6/30/2018		\$210,755.44
	+	
Development fees projected 2019-2025	+	\$290,000.00
Interest projected 2019-2025	+	\$ 2900.00
Less housing activity expenditures through 6/30/2018	-	\$163,007.53
Total	=	\$340,647.91
30 percent requirement	x 0.30 =	\$102,194.37
Less Affordability assistance expenditures through 6/30/2018	-	00.00
PROJECTED MINIMUM Affordability Assistance Requirement through 12/31/2025	=	\$102,194.37
PROJECTED MINIMUM Very Low-Income Affordability Assistance Requirement through 12/31/2025	÷ 3 =	\$ 34,064.79

The Town of Hammonton will dedicate \$102,194.37 from the affordable housing trust fund to render units more affordable, including \$ 34,064.79 to render units more affordable to households earning 30 percent or less of median income by region, as follows:

Subsidize low income rental units to very low income units and subsidizing moderate income units to become low income units.

(c) Administrative Expenses (N.J.A.C. 5:97-8.9)

The Town of Hammonton projects that \$ 53,802.33 will be available from the affordable housing trust fund to be used for administrative purposes. Projected administrative expenditures, subject to the 20 percent cap, are as follows:

Administrative costs may include the costs of salaries and benefits for municipal employees including the municipal housing liaison and support staff, or consultants' fees necessary to develop or implement municipal housing programs such as the preparation of amendments to the housing element and fair share plan, the implementation of the affirmative marketing program, the costs of income qualifying households and of monitoring implementation.

ADMINISTRATIVE EXPENSE CALCULATION		
Actual fees and interest thru 6/30/18		\$210,755.44
Projected Development Fees and interest 2019 thru 2025	+	\$292.900
Payments-In-Lieu of Taxes and other deposits thru 1/9/18	+	00.00
Less RCA expenditures thru 12/31/08	-	00.00
Total For Admin. Calculation	=	\$503,655.41
20% Maximum for Admin Expense	x .20	\$100.731.08
Less Admin thru 6/30/18	-	\$ 46,928.75
Available for Admin 6/30/18 thru 12/31/2025	=	\$ 53,802.33

4. EXPENDITURE SCHEDULE

The Town of Hammonton intends to use affordable housing trust fund revenues for the creation and/or rehabilitation of housing units. Where applicable, the creation/rehabilitation funding schedule below parallels the implementation schedule set forth in the Housing Element and Fair Share Plan and is summarized as follows.

Program <i>[Individually list programs and projects e.g. Rehab, Accessory Apartments, for-sale and rental municipally sponsored, etc].</i>	Number of Units Projected	Funds Expended and/or Dedicated	PROJECTED EXPENDITURE SCHEDULE 2018 -2025									
			2018	2019	2020	2021	2022	2023	2024	2025	Total	
Market to Affordable	2			20,000	20,000							40,000
Group Homes	(90%)				77,722.46							77,722.46
Rental Rehabilitation	1			20,000								20,000
Total Programs												137,722.46
Affordability Assistance												102,194.37
Administration												53,802.33
Total												293,719.16

5. EXCESS OR SHORTFALL OF FUNDS

Pursuant to the Housing Element and Fair Share Plan, the governing body of the Town of Hammonton has adopted a resolution agreeing to fund any shortfall of funds required for implementing the Rental Rehabilitation Program Market to Affordable Program and the Group Home Bedroom Program. In the event that a shortfall of anticipated revenues occurs, the Town of Hammonton will utilize municipal funds and/or will bond for any shortfall.

No excess funds are anticipated.

6. BARRIER FREE ESCROW

Collection and distribution of barrier free funds shall be consistent with the Town of Hammonton's Affordable Housing Ordinance, Section B Accessible Townhouse Units and in accordance with N.J.A.C. 5:97-8.5.

SUMMARY

The Town of Hammonton intends to spend affordable housing trust fund revenues pursuant to N.J.A.C. 5:97-8.7 through 8.9 and consistent with the housing programs outlined in the adopted housing element and fair share plan.

The Town of Hammonton has a balance of \$819.16 as of June 30, 2018 and anticipates an additional \$292,900 in revenues before the expiration of its Judgement of Compliance and Repose for a total of \$293,719.16. The municipality will dedicate \$137,722.46 to a Rental Rehabilitation Program, a Group Home Program and a Market to Affordable Program; \$102,194.37 to render units more affordable and \$53,802.33 to administrative costs. Any shortfall of funds will be offset by municipal funds and/or bonding. No excess funds are anticipated.

Balance as of 6/30/2018	\$ 819.16
PROJECTED REVENUE 2019-2025	
Development fees	+ \$290,000
Payments in lieu of construction	+ \$00.00
Other funds	+ \$00.00
Interest	+ \$2,900
TOTAL REVENUE	= \$293,719.16
EXPENDITURES	
Funds used for Rental Rehabilitation	- \$20,000
Funds used for New Construction	
1. Market to Affordable	- \$40,000
2. Group Home Bedrooms	- \$77,722.46
3.	- \$
4.	- \$
5.	- \$
6.	- \$
7.	- \$
8.	- \$
9.	- \$
10.	- \$
Affordability Assistance	- \$102,194.37
Administration	- \$ 53,802.33
Excess Funds for Additional Housing Activity	= \$0.00
	- \$
	- \$
	- \$
TOTAL PROJECTED EXPENDITURES	= \$293,719.16
REMAINING BALANCE	= \$0.00

EXHIBIT Q

RESOLUTION No.

**A RESOLUTION APPOINTING AN ADMINISTRATIVE AGENT IN THE TOWN OF
HAMMONTON**

WHEREAS, the governing body of the Town of Hammonton filed a Declaratory Judgement Action in July 2015 requesting a Judgment of Compliance and Repose; and

WHEREAS, the Town of Hammonton's Fair Share Plan promotes an affordable housing program pursuant to the Fair Housing Act (N.J.S.A. 52: 27D-301, et seq.), the Uniform Housing Affordability Controls (UHAC) and the Council on Affordable Housing(COAH)'s Prior Round Substantive Rules (N.J.A.C. 5:93-1, et seq.) and;

WHEREAS, pursuant to N.J.A.C 5:80-26.1 et seq., the Town of Hammonton is required to appoint an Administrative Agent for the administration of the Town of Hammonton's affordable housing programs; and

WHEREAS, the Town of Hammonton has contracted with TRIAD Associates to serve as Administrative Agent.

NOW THEREFORE BE IT RESOLVED, by the governing body of the Town of Hammonton in the County of Atlantic, and the State of New Jersey, that TRIAD Associates is hereby appointed by the Governing Body of the Town of Hammonton as the Administrative Agent for the administration of the affordable housing programs, pursuant to and in accordance with the Municipal Code of the Town of Hammonton and the Housing-Element and Fair Share Plan.

EXHIBIT R

RESOLUTION APPOINTING A MUNICIPAL HOUSING LIAISON

WHEREAS, the Governing Body of the Town of Hammonton filed a Declaratory Judgment Action in July 2015 requesting a Judgment of Compliance and Repose; and

WHEREAS, the Town of Hammonton's Fair Share Plan promotes affordable housing programs pursuant to the Fair Housing Act (N.J.A. 52:27D-301, et seq.) and COAH's Second Round Substantive Rules (N.J.A.C. 5:93-1, et seq.); and

WHEREAS, pursuant to N.J.A.C. 5:80-26.1 et seq., the Town of Hammonton is required to appoint a Municipal Housing Liaison for the administration of the Town of Hammonton's affordable housing programs.

NOW THEREFORE BE IT RESOLVED, by the Town of Hammonton in the County of Atlantic and the State of New Jersey that Frank Zuber is hereby appointed by the governing body of the Town of Hammonton as the Municipal Housing Liaison for the administration of the affordable housing programs.

EXHIBIT S

EXHIBIT T

§ 175-50.1. Development fees.

[Added 6-17-2002 by Ord. No. 28-2002; amended 8-26-2002 by Ord. No. 32-2002]

A. In *Holmdel Builder's Ass'n v. Holmdel Township*, 121 N.J. 550 (1990), the New Jersey Supreme Court determined that mandatory development fees are authorized by the Fair Housing Act of 1985, N.J.S.A. 52:27d-30l et seq., and the State Constitution subject to the Council on Affordable Housing's (COAH) adoption of rules. The purpose of this section is to establish standards for the collection, maintenance and expenditure of development fees pursuant to COAH's rules. Fees collected pursuant to this section shall be used for the sole purpose of providing low- and moderate-income housing. This section shall be interpreted within the framework of COAH's rules on development fees.

B. Residential development fees. Developers shall pay a development fee of $\frac{1}{2}$ of 1% of the equalized assessed value for residential development within all zoning districts in the Town of Hammonton, provided no increased density is permitted.

[Amended 8-23-2004 by Ord. No. 21-2004]

C. (Reserved) Editor's Note: Former Subsection C, Nonresidential development fees, was repealed 8-23-2004 by Ord. No. 21-2004.

D. Eligible exaction, ineligible exaction and exemptions.

(1) Developers of low- and moderate-income units shall be exempt from paying development fees.

(2) Developers that have received preliminary or final approval prior to the effective date of this section shall be exempt from paying a development fee unless the developer seeks a substantial change in the approval, or a developer who has agreed to pay development fee and has included the resolution of approval.

(3) Developers of churches, schools, religious organizations and qualified nonprofit organizations facilities, together with additions to existing residential and commercial structures, shall be exempt from paying a development fee.

(4) A developer shall be exempt from the payment of the development fee in the event that the residential development occurs after an existing structure has been raised and only if the new residential development is of the same intensity as the previous use.

[Added 8-23-2004 by Ord. No. 21-2004]

E. Payment.

[Amended 8-23-2004 by Ord. No. 21-2004]

(1) Developers shall pay no less than 50% of the calculated development fee to the Town of Hammonton at the issuance of building permits.

(2) At the time of the issuance of certificates of occupancy, the developer shall pay the balance of the calculated development fee to the Town.

(3) The developer shall be responsible for paying the difference between the fees paid at the time of the issuance of the building permit and that calculated at the time of the issuance of the certificate of occupancy.

F. Housing trust fund.

(1) There is hereby created an interest-bearing housing trust fund in Fleet Bank for the purpose of receiving development fees from residential and nonresidential developers. All development fees paid by developers pursuant to this section shall be deposited in this fund. No money shall be expended from the housing trust fund unless the expenditure conforms to a spending plan approved by COAH.

(2) If COAH determines that the Town of Hammonton is not in compliance with COAH rules on development fees, COAH is authorized to direct the manner in which all development fees collected pursuant to this section shall be expended. Such authorization is pursuant to this section, COAH's rules on development fees and the written authorization from the governing body to the Fleet Bank.

G. Use of funds.

(1) Money deposited in a housing trust fund may be used for any activity approved by COAH for addressing the Town of Hammonton's low- and moderate-income housing obligation. Such activities may include, but are not necessarily limited to, housing rehabilitation, new construction, regional contribution agreements, the purchase of land for low- and moderate-income housing, extensions and/or improvements of roads and infrastructure to low- and moderate-income housing sites, assistance designed to render units more affordable to low- and moderate-income households and administrative costs necessary to implement the Town of Hammonton's housing element. The expenditure of all money shall conform to a spending plan approved by COAH.

(2) At least 30% of the revenues collected shall be devoted to render units more affordable unless exempt as per N.J.A.C. 5:93-8-16(c). Examples of such activities include, but are not limited to, down payment and closing cost assistance, low-interest loans and rental assistance.

(3) No more than 20% of the revenues shall be expended on administrative costs necessary to develop, revise or implement the housing element. Examples of eligible administrative activities include personnel, consultant services, space costs, consumable supplies and rental or purchase of equipment directly associated with plan development or plan implementation.

(4) Development fee revenues shall not be expended to reimburse the Town of Hammonton for housing activities that preceded a first or second round substantive certification.

H. Expiration. This section shall expire if:

(1) COAH revokes substantive certification of this section;

(2) The substantive certification/judgment of repose expires prior to the Town of Hammonton's filing an adopted housing element with COAH, petitioning for substantive certification or receiving COAH's approval of this section.



9.2 HAMMONTON MUNICIPAL AIRPORT: AIRPORT MASTER PLAN UPDATE

HAMMONTON MUNICIPAL AIRPORT

**AIRPORT
MASTER PLAN
UPDATE**



DRAFT REPORT

January 2021

PREPARED BY



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0. Introduction

0.1 Context of the Study

The Town of Hammonton hired DY Consultants to prepare a Master Plan Update at Hammonton Municipal Airport. The need for this study in part is a result of previous findings that the removal of tree obstructions in the Runway 21 approach was impractical and infeasible. This master plan examines a series of alternatives associated with Runway 3-21 in an effort to minimize the trimming or removal of trees classified as obstructions within the various approach surfaces to the Runway 21 end, many of which fall within the Wharton State Forest, the largest state forest in New Jersey. Tree removal off the Runway 21 end falls under the jurisdiction of both the NJ Department of Environmental Protection and the New Jersey Pinelands Commission.

The master plan evaluates the entire airport through the “lens” of 2020, a year wracked by the economic impacts and fall-out of a global coronavirus pandemic across the U.S. Still, while recovery make take years, it will occur. This master plan addresses the long-term future of Hammonton Municipal Airport.

Information from previous studies and projects undertaken by the Town of Hammonton at the airport were reviewed thoroughly and where appropriate incorporated into this master plan. This master plan is in accord with FAA designs and standards such as Advisory Circular (AC) 150/5300-13A, *Airport Design* and AC 150/5070-6B, *Airport Master Plans*, and the ALP Review Checklist in *Standard Procedure for FAA Review and Approval of Airport Layout Plans (ALPs)*.

0.2 Executive Summary

0.2.1. Background

Hammonton Municipal Airport (N81) is a public-use airport located in the Town of Hammonton in the south-central portion of New Jersey in Atlantic County. Runway 3-21, the sole runway at N81, is 3,600-ft long and 75-ft wide and consists of an asphalt surface rehabilitated in 2012. The existing terminal building is owned by the Town of Hammonton and leased to Star Aero Avionics LLC, the Airport’s sole fixed base operator (FBO). There are four hangars owned by the Town of Hammonton and leased for aircraft storage. Overall, 26 aircraft are based at N81 as of May 2020.

0.2.2. Forecast

A forecast of aviation activity at N81 was conducted for the years 2018 through 2038. Aviation activity can be affected by a multitude of factors and events that occur at the local, regional and national level (Covid-19, for example). Consequently, forecasts cannot always accurately predict year-to-year activity but are intended to be used for planning purposes. The forecasts were developed to provide guidance for long-term capacity needs and used the best available

information at the time. The forecast for the Airport was computed for different aviation activity metrics:

- Based Aircraft
- Annual Aircraft Operations
- Peak Period Activity

In fall 2018, a mail survey of Airport users and tenants was conducted as part of the forecasting effort. A combination of the survey results and analyses of historical data and FAA forecasts lead to the development of three different future scenarios. The preferred scenario was created by combining key components of two scenarios (Table 0-1).

Table 0-1 Forecast Summary

	Base Year (2018)	Base Year + 1 yr	Base Year + 5 yrs	Base Year + 10 yrs	Base Year + 15 yrs	Base Year + 20 yrs
Itinerant Operations	8,870	8,888	8,959	9,049	9,653	10,297
Local Operations	10,254	10,275	10,357	10,461	11,159	11,903
Total Operations	19,124	19,162	19,316	19,510	20,811	22,200
Peak Hour Operations	13	13	13	13	14	15
Based Aircraft						
Single Engine (Nonjet)	9	9	9	9	10	11
Multi Engine (Nonjet)	15	15	15	16	16	17
Jet Engine	-	-	-	-	-	-
Helicopter	2	2	2	2	2	2
TOTAL	26	26	26	27	28	30

0.2.3. Facility Requirements

Based on the forecast, the critical aircraft will remain the Piper Cheyenne II (a B-I Small aircraft) for the 20-year planning period reflected in this master plan. However, for planning purposes beyond 20 years and for any major development considered for the west side of the Airport, it is recommended that the Beech King Air F90 (a B-II Small aircraft) be considered the critical design aircraft. Considering real estate and space constraints on the east side of the airport, it is proposed that future development on the east side continue to be based on B-I Small design standards whereas future development on the west side be designed following B-II Small standards. Such an approach interjects flexibility into the master plan and allows for growth in future aircraft sizes at N81.

After identification of the main airport deficiencies and assessment of airport needs, proposed improvements to airport facilities – Airside, Terminal Area, Landside – were developed, as presented in Table 0-2.

Table 0-2 Facility Requirements Summary

Facility	Recommendation
<i>Airfield</i>	
Runway Length	Clear the Runway 21 approach obstructions to maintain the existing 3,601-foot runway length
Wind Coverage	Consider restrictions on operations when crosswinds exceed recommended standards for continued operations on Runway 3-21
Pavement Design Strength	Rehabilitate Taxiways A and B; redesign/relocate Taxiway C to meet current FAA design standards
<i>Terminal Area</i>	
Terminal Building	Expand/modernize existing terminal and consider new terminal building on the west side as development occurs there
Conventional Hangars	Provide five new hangars
Maintenance Hangars	A second hangar might be needed to support the activity growth
T-hangar Units	Provide 17 T-hangars
Based Aircraft Apron	Consider additional tie-downs for larger aircraft as west side of airport develops; consider additional helicopter parking positions (west side)
Transient Aircraft Apron	
<i>Landside</i>	
Access Road	Relocate Academy Drive at intersection with Columbia Road; repave Academy Drive
Automobile Parking	Provide 55 additional parking spaces to meet projected demand
<i>Support Facilities</i>	
Fuel Storage	Evaluate fuel farm for modernization or replacement and possible expansion
Helicopter Facilities	Provide two helicopter parking positions on the east side (short term); consider additional helicopter parking positions on the west side as development occurs there

0.2.4. Preferred Alternative

The alternatives development and evaluation process was guided by the goals of addressing facility deficiencies and achieving the Airport’s strategic vision for N81. This process involved the identification of a range of alternatives, evaluation of the strengths and weakness of these alternatives, and the selection and refinement of the Preferred Alternative. The recommendations made in the Preferred Alternative are intended to serve as a planning tool for Hammonton Municipal airport to address long-term facility needs to accommodate projected aviation activity for 2038.

The key elements of the recommended Preferred Alternative (Figure 0-1) include the following:

- Maintain runway length by clearing the Runway 21 approach, which entails coordinating with landowners for access permissions and easement options and with relevant NJ agencies for environmental permitting.
- Accommodate new individual hangars
- Develop T-hangar units and additional tie-down positions
- Improve/expand existing fuel tank farm
- Renovate the existing terminal building
- Realign Taxiway C to meet FAA standards
- Realign Academy Drive



Figure 0-1 Preferred Alternative (beyond the 20-year plan)

A phasing plan was developed to implement the various proposed improvements recommended in the Preferred Alternative. The first phase in the implementation would focus on the east side to take advantage of the existing infrastructure and synergies here. Phase 2 would focus on the west side and represent a future new Hammonton Municipal Airport. This phase would develop the west side to B-II Small standards with a new terminal, apron, T-hangars and corporate hangars, airport access, parking lots, fuel farm, and new taxiway and taxilanes. This phase dutifully serves as a springboard to further development beyond the 20-year planning horizon of this master plan and accommodates additional growth well into the future.

1. Inventory of Existing Conditions

The inventory is a key chapter to any airport master plan as it provides important information on the airport's history and current operational conditions. It also places the airport in its national, regional and local context.

This chapter provides detailed information regarding the existing conditions of the Airport. The data were collected from the 2005 Airport Master Plan, a number of previously developed studies including previous field and obstruction surveys; property and tenant records; environmental documents and findings; and information and documents provided by the Town of Hammonton. The data are presented in two major sections: one section addressing airport infrastructure and conditions, the second addressing the Airport in its setting.

1.1 Airport Infrastructure and Conditions

1.1.1 Airport History

The Airport is owned and administered by the Town of Hammonton through an appointed Airport Commission. The Airport is situated approximately 3 miles northeast of the town center, a driving time of about 6-7 minutes. The Airport in both its local and regional settings is depicted in Figure 1-1.



Figure 1-1 Hammonton Municipal Airport in its Local and Regional Settings

In 1966, a group of aviation-minded citizens solicited the Mayor and governing body of Hamilton to initiate a feasibility study for the construction of a municipal airport. Following the selection of a site in the northeastern section of Hamilton adjacent to Wharton State Forest, the Town submitted a grant request to the Federal Aviation Administration (FAA) in December 1966 for land acquisition and construction of a 3,000-ft long by 50-ft wide runway on the site. Construction began in 1968 and included terminal area facilities (hangar, aircraft apron and fuel) constructed by Wings, Inc., the then fixed base operator (FBO). The Airport officially opened in September 1970.

In the late 1990s, Runway 3-21 was extended to 3,600 ft and widened to 75 ft, its present dimensions. Major cracks in the runway and taxiways were repaired and the surfaces seal-coated in 2005, followed by a major rehabilitation (mill and pavement overlay, crack repair, new pavement markings) of the runway in 2012. A hangar was added in 2015 and a major obstruction removal (tree clearing) project undertaken in 2017.

Most improvements at the Airport are funded with federal funds through the FAA Airport Improvement Program (AIP), supplemented in varying degrees with funds from the State of New Jersey and Town of Hammonton. AIP grants to the Airport for the federal fiscal years over the period 2005-2019 are tabulated in Table 1-1. For FY2020, the Airport is intending to use \$396,250 in AIP entitlement funding for two projects: i) design for taxiway habilitation and ii) purchase of snow removal equipment.¹

Hammonton Municipal Airport (FAA identifier "N81") today is classified within the National Plan of Integrated Airport Systems (NPIAS) as a **Nonprimary Local Airport**. A local airport supplements its host and nearby communities by providing access to markets within a state or immediate region. Local airports are most often located near larger population centers, but not necessarily in metropolitan or micropolitan areas. Most of the flying at local airports is by piston aircraft in support of business and personal needs. These airports typically accommodate flight training, fueling, emergency services and charter passenger service.²

¹ Letter dated March 5, 2020 from Frank Zuber, Hammonton Town Clerk, to James Kunza, Civil Engineer/PM, FAA Harrisburg Airport District Office.

² Such a designation requires the airport to meet one of two criteria: i) public owned and 10 or more instrument operations and 15 or more based aircraft, or ii) public owned and 2,500 or more annual enplanements. The Hammonton Airport meets the first criteria. Source: U.S. Secretary of Transportation, Report to Congress / National Plan of Integrated Airport Systems (NPIAS) / 2019-2023, Appendix A: All Existing NPIAS Airports (2019-2023), September 2018, https://www.faa.gov/airports/planning_capacity/npias/reports/media/NPIAS-Report-2019-2023-Appendix-A.pdf (accessed April 12, 2020).

Table 1-1 FAA Airport Improvement Program Grants to N81, FY2005 – FY2019

Fiscal Year	Grant Sequence Number	Grant Amount	Work Description
2005	9	\$98,597	Conduct Environmental Study
2005	10	\$96,972	Install Perimeter Fencing
2006	11	\$775,094	Construct Apron
2007	12	\$604,656	Construct Apron
2007	13	\$55,281	Remove Obstructions
2008	14	\$151,035	Install Perimeter Fencing, Rehabilitate Access Road
2009	15	\$279,148	Improve Access Road, Install Perimeter Fencing
2009	16	\$121,192	Rehabilitate Runway 3-21
2010	17	\$649,685	Rehabilitate Runway 3-21
2012	18	\$138,663	Rehabilitate Runway Lighting 3-21, Rehabilitate Taxiway Lighting
2013	19	\$203,977	Remove Obstructions, Update Miscellaneous Study
2014	20	\$325,302	Remove Obstructions
2014	21	\$62,963	Conduct Miscellaneous Study
2015	22	\$149,832	Remove Obstructions
2017	23	\$207,097	Remove Obstructions
2017	24	\$208,453	Update Airport Master Plan Study
2019	25	\$87,300	Install Perimeter Fencing not required by 49 CFR 1542

Source: Federal Aviation Administration, "AIP Grants to NJ Airports, 2005-2019," https://www.faa.gov/airports/aip/grant_histories/lookup/ (accessed April 13, 2020).

The Airport is classified as a **General Service Airport** in the current New Jersey State Aviation System Plan (SASP). Major characteristics of General Service Airports include an Airport Reference Code (ARC) of B-I or greater; a minimum primary runway length 3,500 ft; a runway strength of 12,500 lbs; a full parallel taxiway; navigational aids allowing for a non-precision approach; various visual aids including a rotating beacon, lighted wind cone/segmented circle, REILs; lighting including MIRLs and taxiway lighting/reflectors; and facilities such as a paved aircraft parking apron, aircraft storage units, public building area (e.g., terminal, FBO facility).³ However, the SASP recommends the Airport be upgraded to an Advanced Service Airport. Further discussion of this recommendation is in Section 1.2.3 below.

³ Wilbur Smith Associates, State Airport System Plan, prepared for the NJ Department of Transportation, February 2007, <https://www.state.nj.us/transportation/freight/aviation/documents/EntireSASPDocument.pdf> (accessed April 16, 2020).

1.1.2 Infrastructure

Summaries of key data elements and infrastructure at N81 are presented in Tables 1-2 and 1-3.

Table 1-2 Key Elements at Hammonton Municipal Airport

Location	
FAA Identifier	N81
Lat/Long	39-40-02.9000N 074-45-27.8000W 39-40.048333N 074-45.463333W 39.6674722,-74.7577222 (estimated)
Elevation	64.6 ft. / 19.7 m (surveyed)
Variation	12° 8' W (2020)
From city	3 miles NE of Hammonton, NJ
Time zone	UTC -4 (UTC -5 during Standard Time)
Zip code	08037
Airport Operations	
Airport use	Open to the public
Activation date	12/1969
Control tower	no
ARTCC	Washington Center
FSS	Millville Flight Service Station
NOTAMs facility	MIV (NOTAM-D service available)
Attendance	0800-DUSK
Wind indicator	lighted
Segmented circle	no
Lights	ACTVT REIL RWY 03 & 21; MIRL RWY 03/21 - 123.5. VGSI CONS.
Beacon	white-green (lighted land airport); operates sunset to sunrise
Airport Communications	
CTAF/UNICOM	122.7
WX AWOS-AV	122.7
ATLANTIC CITY APPROACH	134.25
ATLANTIC CITY DEPARTURE	134.25
WX ASOS at ACY (15 nm SE)	Phone (609) 272-9311
WX ASOS at VAY (17 nm N)	119.325 (609-267-1176)
GCO	121.725

Table 1-2, continued**Nearby radio navigation aids**

VOR radial/distance	VOR name	Freq	Var	
VCN r061/12.4	CEDAR LAKE VOR/DME	115.20	10W	
ACY r337/15.2	ATLANTIC CITY VORTAC	117.15	10W	
CYN r249/17.5	COYLE VORTAC	113.40	10W	
GXU r212/21.8	MC GUIRE VORTAC	110.60	12W	
OOD r096/25.3	WOODSTOWN VORTAC	112.80	10W	
RBV r211/34.3	ROBBINSVILLE VORTAC	113.80	10W	
SIE r012/34.4	SEA ISLE VORTAC	114.80	09W	
ARD r179/35.8	YARDLEY VOR/DME	108.20	10W	
DQO r101/39.2	DUPONT VORTAC	114.00	10W	
NDB name	Hdg/Dist	Freq	Var	ID
RAINBOW	060/23.0	363	11W	RNB
LAKEHURST	232/29.8	396	11W	NEL
AMBLER	151/36.7	275	12W	ING

Airport Services

Fuel available	100LL JET-A
Parking	hangars and tiedowns
Airframe service	Major
Powerplant service	Major
Bottled oxygen	None
Bulk oxygen	None

Source: Airnav.com, <https://www.airnav.com/airport/N81> (accessed April 12, 2020).

Table 1-3 Runway and Instrument Approach Information

Dimensions	3600 x 75 ft. / 1098 x 23 m	
Surface	asphalt, in good condition	
Weight bearing capacity	Single wheel 12.0	
Runway edge lights	medium intensity	
	RUNWAY 3	RUNWAY 21
Latitude	39-39.763368N	39-40.333083N
Longitude	074-45.570430W	074-45.357193W
Elevation	64.1 ft.	57.5 ft.
Traffic pattern	left	left
Runway heading	029 magnetic, 016 true	209 magnetic, 196 true
Markings	nonprecision, in good condition	nonprecision, in good condition
Visual slope indicator	2-light PAPI on left (3.50 degrees glide path)	2-light PAPI on left (3.25 degrees glide path)
Runway end identifier lights	yes	yes
Touchdown point	yes, no lights	yes, no lights
Obstructions	61 ft. trees, 725 ft. from runway, 270 ft. right of centerline, 81 slope to clear +30 FT TREES 190-240 FT L 70-170 FT FROM THLD.	40 ft. trees, 210 ft. from runway, 150 ft. right of centerline +50 FT TREES 150 FT R 0-200 FT FROM THLD.

Source: Airnav.com, <https://www.airnav.com/airport/N81> (accessed April 12, 2020).

Runways, Taxiways, Aprons

Runway 3-21, the sole runway at N81, is 3,600-ft long and 75-ft wide and consists of an asphalt surface (Figure 1-2). The runway has a pavement strength of 12,000 pounds single-wheel loading. Non-precision markings are in good condition. The runway is outfitted with medium intensity runway lights (MIRLs) and runway end identifier lights (REILs).

Visual aids include 2-light precision approach path indicators (PAPIs) on both runway ends.

The runway was rehabilitated in 2012. Rehabilitation work included milling an average 2 inches of existing bituminous surface course and overlay with 2 inches of new bituminous surface course. Work also included repairs of severe cracks down to subbase, installation of pavement relief joints, and new pavement markings.



Figure 1-2 Existing Airside Facilities

Runway 3-21 is accessed by a 40-ft-wide full-length parallel taxiway (Taxiway A) with an asphalt surface. The taxiway centerline is 200 ft from the runway centerline. A system of three 40-ft-wide connector taxiways (Taxiways B, C and D) arranged 90 degrees perpendicular to the runway provide access to aprons and the terminal building (Figure 1-2).

The taxiways are equipped with medium intensity taxiway edge lights and have centerline marking and hold marking signs.

The airport has two asphalt aprons, one to the north and one to the south of the existing hangar and terminal buildings (Figure 1-2). The north apron is 22,950 square yards (sy) and 32 spaces (26 tie-downs for smaller aircraft, 6 tie-downs for larger aircraft). The south apron is 6,935 sy with nine tie-down spaces for smaller aircraft. The aprons have been at capacity for some time. Apron improvements have been implemented in recent years. Most of the area along Taxiway A is paved to provide aircraft tie-down spaces.

A NJDOT-sponsored Pavement Condition Index (PCI) inspection was performed in 2014 at the Airport to assess the condition of airport pavement. The inspection indicated that airport pavement, as a whole, was in satisfactory condition with an average PCI of 76. Most of the airside pavement was in either good (39%) or satisfactory (37%) condition, with the remaining pavement (23%) in poor condition. With respect to branch type/use, Runway 3-21 is in good condition, most of the taxiway pavement (93%) is in poor condition, and the apron is in satisfactory condition.⁴

Specifically, Taxiway A is rated as poor with a PCI value of 44; Taxiway B, poor with a PCI value of 52; Taxiway C, fair with a PCI value of 60; and Taxiway D, good with a PCI value of 94. The working condition of both aprons is rated as satisfactory with a PCI value of 79.⁵

⁴ Advanced Infrastructure Design, Inc., *2014 Pavement Condition Index (PCI) Report / Hammonton Municipal Airport (N81)*, May 2015, prepared for the New Jersey Department of Transportation.

⁵ Ibid.

Overall, 92% of the pavement area is affected by climatic/durability factors and the remaining 8% by distresses in the "Other" category, e.g., oil spillage and depression. M/H longitudinal and transverse cracking and M-block cracking are the predominant distresses observed on the airside pavement in terms of PCI deducts. Weathering is the most significant distress on Taxiway D and the apron.⁶

Signage and Markings

Runway 3-21 has nonprecision markings in good condition. Signage consists of lighted taxiway location/holding position signs with associated taxiway markings, and lighted direction/runway exit signs.

Navigation Aids: Visual

Navigation aid (NAVAID) systems are visual and instrument-based, and pilots are responsible for interpreting and using such systems without Air Traffic Control (ATC) assistance.

Rotating Beacon, Lighting Windsock

The Airport is equipped with a SuperUnicom rotating beacon (white-green) that operates sunset to sunrise, a lighted windsock and a wind tee.

Precision Approach Path Indicator (PAPI)

Both approaches at N81 are configured with 2-light PAPIs. A PAPI is a light array positioned beside the runway and near the landing threshold. Its color-coded lights provide a visual indication of an aircraft's position relative to the designated glide slope for the runway.

Runway End Identifier Lighting (REIL)

Both runway ends are equipped with REILs, which consist of a flashing white high-intensity light installed at each approach end corner of a runway. The lights are directed toward the approach zone and are intended to assist a pilot in identifying the runway threshold. The REILs can be activated through CTAF radio channels.

Runway and Taxiway Lights

Runway 3-21 is equipped with Medium Intensity Runway Lights (MIRLs) and medium intensity taxiway lights, which can be activated through CTAF radio channels.

⁶ Ibid.

Navigation Aids: Instrument-Based

Instrument approach procedure charts, commonly referred to as approach plates, are the printed charts of instrument approach procedures that pilots use to fly instrument approaches during instrument flight rules (IFR) operations. There are two published approach plates for N81: VOR-B and RNAV (GPS) RWY 3; both are presented in Appendix A.

VOR-B

The VOR-B approach to the Runway 21 end uses a signal from the Cedar Lake VOR/DME located in Millville, NJ to provide horizontal data to the Runway 21 approach end. For ADG B aircraft, the minimum descent altitude (MDA) is 560 ft above ground level (AGL) with one-mile visibility (Table 1-4).

RNAV (GPS) RWY 3

The **Global Positioning System (GPS)** is a navigation system that uses space-based satellites to provide location and time information in all weather conditions, anywhere on or near the earth where there is an unobstructed line of sight to four or more GPS satellites. It is maintained by the U.S. federal government and is freely accessible to anyone with a GPS receiver.

It is the technological underpinning of the **Next Generation Air Transportation System (NextGen)**, the new National Airspace System now being implemented in stages by the FAA and other key agencies. NextGen is a satellite-based air traffic control system whereas the system being phased out is a ground-based one. GPS technology shortens air routes, saves time and fuel, reduces traffic congestion and delays, increases capacity, and enables air traffic controllers to monitor and manage aircraft with greater safety margins.

MDA and visibility minimums for the RNAV (GPS) approach to the Runway 3 end are noted in Table 1-4.

Landside Facilities

All of the N81 landside facilities are located east of Runway 3-21 and accessed from Academy Drive, a two-lane, two-way roadway connecting to Airport Road (County Route 693) (Figure 1-3), also known as Columbia Road. Airport Road connects to the arterials Trenton Road (U.S. Route 206) to the west and Nesco Road (County Route 542) to the southeast.

Table 1-4 Instrument Approach and Departure Procedures at N81

Approach	Category	Visibility Minimums ¹ (miles)	Minimum Descent Altitude ¹ (feet AGL ²)
VOR-B	Circling	1	560
RNAV (GPS) RWY 3	LNAV MDA	1	480
	Circling	1	540

Departure	
RWY 3	Climb heading 034° to 600 ft before turning left
RWY 21	Trees 1,572 ft from DER, 526 ft left of centerline, 100 ft AGL/163 ft MSL. Trees 3,201 ft from DER, 911 ft right of centerline, 100 ft AGL/166 ft MSL.

Notes: 1. Category B aircraft
 2. AGL = above ground level

Source: Airnav.com, www.airnav.com (accessed April 16, 2020).



Figure 1-3 Existing Landside Facilities

Terminal Building

The existing terminal building is owned by the Town of Hammonton (Figure 1-4) and leased to Star Aero Avionics LLC, the Airport's sole fixed base operator (FBO). The terminal building is a single-story, metal structure approximately 3,040 sf in area. It provides a lobby and lounge for pilots and passengers; administrative offices; pilot briefing room; vending machine area; restrooms; and a café/restaurant. Nine parking spaces are provided, including one handicapped space. Star Aero operates an approved training school and provides fueling facilities and major airframe and powerplant repair and maintenance services.



Figure 1-4 Terminal Building

Hangars

There are four hangars owned by the Town of Hammonton and leased for aircraft storage. Two hangars accommodating one aircraft each are located adjacent to the terminal building. A larger conventional hangar (approx. 80 ft by 100 ft) is located north of the terminal (Figure 1-5). This hangar is leased to the FBO and used for aircraft storage (8-10 aircraft depending on size and type), aircraft maintenance and flight training. A fourth hangar, constructed in 2015 and located north of the terminal building, is leased to New Jersey State Police and houses a medevac helicopter (Figure 1-6). All hangars are located in Figure 1-3.



Figure 1-5 Maintenance Hangar



Figure 1-6 State Trooper Hangar

Fuel Storage/Tanks

Two fuel tanks are located between the NJ State Trooper-leased hangar and the maintenance hangar (Figure 1-3). Both major types of aviation fuel, AVGAS or 110LL and Jet-A, are available. Fuel is stored in two 4,000-gallon above ground tanks and two 10,000-gallon above ground tanks. Total fuel storage capacity is 28,000 gallons.

Stormwater Management System

The outline of existing stormwater management system at N81 is shown in the Figure 1-7.



Figure 1-7 Existing Stormwater Management System at N81

Specifics of the stormwater management system are as follows:

- DS-1 is a drainage system consisting of 94 linear feet (lf) of 18-inch-diameter Reinforced Concrete Pipe (RCP) with an 18-inch flared end section. This system drains the basin formed by the runway and Taxiways A and B and inlets east of DS-1.
- DS-2 consists of four (4) 24-in RCP pipes of 80 lf length each. All are fitted with flared end sections at both ends. This system collects drainage from both the main apron and the basin formed by the runway and Taxiways B and C.
- DS-3 consists of 100 lf of 24 inch by 18 inch Horizontal Elliptical Reinforced Concrete Pipe with flared end sections on both ends. This system permits stormwater to flow between two airfield basins formed by the runway and connector taxiways.
- DS-4 consists of 60 lf of 24-inch Corrugated Metal Pipe (CMP) flared end sections on both ends. This system drains stormwater collected in the end basin formed by the runway and Taxiways A and C towards a watershed north of the Runway 21 end.

- DS-5 consists of 90 lf of 18-inch trench drainpipe immediately in front of the maintenance hangar. It drains stormwater from the hangar apron and is connected to DS-6.
- DS-6 consists of 40 lf of 8-inch Polyvinyl Chloride (PVC) pipe that collects water flows DS-5 and transmits the a system draining off-airport.

Meteorological Conditions

Meteorological characteristics and conditions of the airport environs are important components for safe aircraft operations at N81. Historical data on weather conditions, such as prevailing wind speed and direction, play important roles in determining the orientation and number of runways to be constructed. In addition, the occurrence of critical combinations of weather ceilings and visibility should be considered to determine if the airport requires specific types of navigational aids (NAVAIDS).

Currently, Hammonton Municipal Airport does not have its own weather station to collect weather data at the Airport. Accordingly, weather data for the Town of Hammonton and Atlantic City International Airport (approx. 18 miles southeast of N81) were obtained and reviewed from online databases maintained by the National Oceanic & Atmospheric Administration (NOAA), National Climatic Data Center (NCDC) and others.⁷

Wind Condition

Historical wind data for the period January 1, 2015 to January 31, 2017 were obtained and analyzed early in this effort for the weather station at Atlantic City International Airport (ACY).⁸ Analysis revealed that the wind speeds at ACY are generally consistent with average wind speeds and patterns for the United States as a whole, with higher wind speeds in the winter and lower wind speeds in the summer. Contrary to that general pattern, however, the highest wind speed and highest wind gust in the period studied occurred in July 2016, where the maximum wind speed recorded was 99 mph and the maximum wind gust recorded was 100 mph. Wind speed averaged 9 mph and wind gusts averaged 26 mph for the study period.

Precipitation

Precipitation data from the NOAA/NCDC database were obtained and analyzed for the Town of Hammonton for three calendar years – 2015, 2016 and 2017 – early in this study effort. Analysis of the data indicates the average annual precipitation was 46.62 inches, which a portion of that occurring in the form of snow in the months December through March. Maximum total rainfall

⁷ Online climatic database of the National Oceanic & Atmospheric Administration and National Climatic Data Center at www.ncdc.noaa.gov. An online database by Weather Underground at <https://www.wunderground.com>.

⁸ Weather Underground, <https://www.wunderground.com>.

occurs in the months of June and July, with the highest recorded monthly rainfall (4.60 inches) occurring in June 2015.

Temperature

Analysis of temperature data obtained from the NOAA/NCDC database for the three calendar years 2015-2017 indicates that Hammonton experienced its lowest temperatures in the months November through March and its warmest temperatures in the months June through October. The highest temperature recorded was 98° F in August and the lowest temperature recorded was -1° F in February.

Obstructions

The most recent obstruction analysis took place in 2013-2014 funded by FAA AIP Grant #3-34-0017-019-2013. Obstructions were known to exist both on- and off-airport property. Particular attention was given to the approach surfaces to Runway 21 as much of this area falls within Wharton State Forest, the largest state forest within New Jersey. In addition, a lease between the NJ Department of Environmental Protection (NJDEP) and the Town of Hammonton for a small portion of the state forest encompassing the N81 Runway Protection Zone was to expire on June 1, 2014. A second goal of the study was to begin negotiations with NJDEP for a lease renewal or access easement to perhaps a larger area of state forest to permit obstruction removal.

Surfaces analyzed in the obstruction study included the following:

- FAR Part 77 Surfaces (Primary Surface, Approach Surface, Horizontal Surface, Conical Surface, Transitional Surface)
- Threshold Siting Surfaces (TSS)
- Precision Approach Path Indicator (PAPI) Obstacle Clearance Surface (OCS)
- Airport Surfaces (Runway Safety Area, Runway Object Free Area, Runway Protection Zone)

Aerial photogrammetry was gathered inflight on September 19, 2013. Subsequent analyses revealed numerous obstructions to the various surfaces, as depicted in Figure 1-8.⁹

Objects identified in orange in Figure 1-8 represent on-airport penetrations to any of the surfaces analyzed; those in blue represent off-airport penetrations to any surface; and those in grey reflect objects included in the obstruction survey but do not penetrate any of the surfaces analyzed.

Following the identification and mapping of penetrations, a period of intense coordination among the Town of Hammonton, FAA, NJDEP and the New Jersey Pinelands Commission took place of many months. An important distinction was made between penetrations located on-airport property and those off-airport property.

⁹ The figure is excerpted from "Obstruction Survey and Analysis & Land Access Agreement Negotiation – Narrative Report," November 2014, prepared by DY Consultants for the Town of Hammonton.

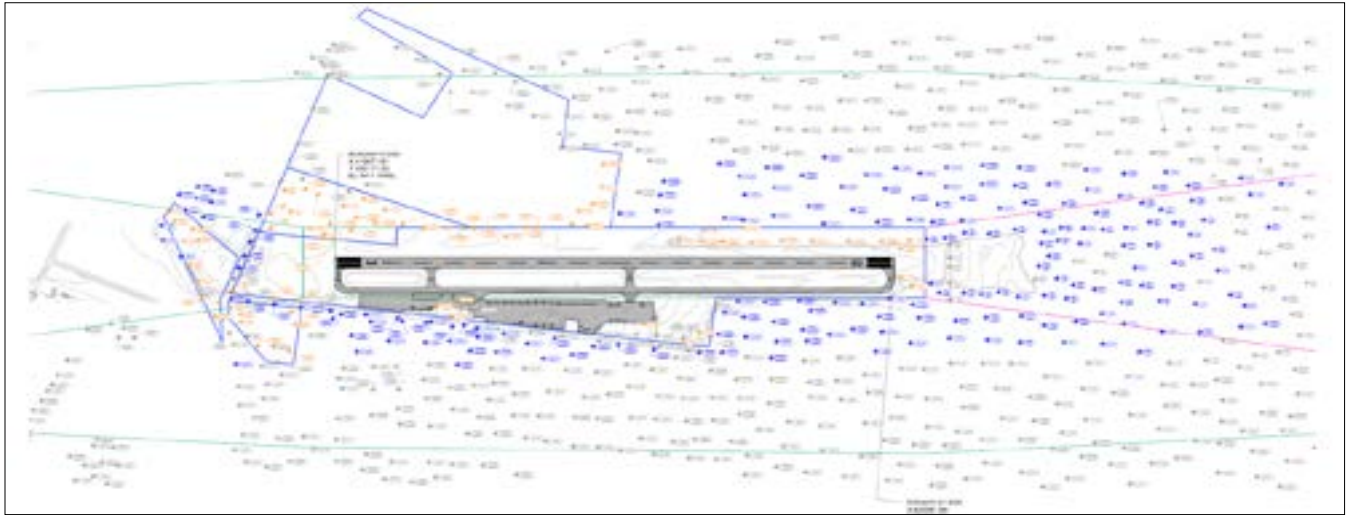


Figure 1-8 Penetrations to Various Surfaces at N81

On-Airport Penetrations

On-airport penetrations were removed in a 2017 obstruction removal project involving four work areas (Work Areas 1, 2, 3 and 4, Figure 1-9). The penetrations in these four areas represent the orange-colored penetrations in Figure 1-8. Work in Work Areas 1, 2 and 3 entailed removing or trimming trees within the Part 77 primary surface. Within Work Areas 1 and 3 trees were *removed* to existing grade, while within Work Area 2 trees were *trimmed* to an elevation at or below the primary surface elevation.

Penetrating trees across Airport Road (also known as Columbia Road) in Work Area 4 were *trimmed* to be below the Part 77 approach surface. The removal of penetrating trees in all four work areas was completed without any permanent disturbance to the existing ground.

Off-Airport Penetrations

Off-airport penetrations to the critical threshold siting surface and Part 77 approach surface were identified in a densely-forested area of about 40 acres off the Runway 21 approach end. This area is within the Wharton State Forest and falls under the jurisdiction of both NJDEP and the New Jersey Pinelands Commission. Removing penetrating trees in this area required additional environmental analyses, including measures to comply with the rules and regulations of the NJDEP Green Acres Program (N.J.A.C. 7:36).

A qualified environmental firm was engaged and environmental work progressed in two phases: phase 1 entailed a *qualitative* assessment of tree mortality associated with tree topping, while phase 2 involved a *quantitative* assessment of tree removal as rules implementing the Green Acre Program require compensation for the removal of trees greater than six inches in diameter at breast height (DBH).



Figure 1-9 Obstruction Removal Program, 2017

The phase 1 assessment is documented in a report dated October 2014.¹⁰ The report states that while obstruction removal will occur throughout the 40-acre area, tree trimming will be most extensive at the south end of the area in close proximity to Runway 3-21, and conversely less extensive toward the north end of the area. The most extensive tree trimming areas closest to the runway were mapped and determined to be five acres in area. Tree mortality within these five acres was judged to be high given the amount of trimming required.

The phase 2 quantitative assessment followed shortly in December 2014. The assessment entailed 10 days of field effort by several foresters and others. A total of 1,136 trees greater than 6-inches DBH with a combined basal area¹¹ of approx. 94,000 square inches (sq in) was identified. Of the 1,136 trees, 810 (71%) were pitch pine (*Pinus rigida*), 155 (14%) were Atlantic white cedar (*Chamaecyparis thyoides*), and the remainder other species (red maple, sassafras, black gum, oak, other). Over 600 trees with various defects, e.g., extensive vine encumbrance, dieback/die-off, truck scars, crown death, and so forth, were noted, and deducting these defective trees, as permitted in the Green Acre Program, yielded a net effected basal area of 81,222 sq in. Following the prescriptive sections of the Green Acres Program rules, replacement costs for all trees to be removed and/or expected to die from extensive trimming were estimated at \$6,463,500.¹²

In subsequent discussions with NJDEP representatives, the Town was informed that the policy regarding easements within Wharton State Forest had changed to one requiring that easements be purchased at prevailing market rates (as opposed to the \$1/year payment in the easement

¹⁰ Amy S. Greene Environmental Consultants, Inc., "Hammonton Municipal Airport – Proposed Obstruction Removal Qualitative Tree Mortality Assessment," October 21, 2014.

¹¹ Basal area is the cross-sectional area of trees at breast height (4.5 ft above ground).

¹² Amy S. Greene Environmental Consultants, Inc., letter correspondence dated December 22, 2014 from Thomas S. Brodde, Amy S. Greene Environmental Consultants, Inc., to Lyor Dahan, DY Consultants. Subject heading of letter reads in part: "Green Acres Tree Survey, Hammonton Municipal Airport."

expiring June 1, 2014). However, NJDEP representatives did state that a one-time-event right-of-entry form may be viable for limited obstruction removal. Such an option will be pursued at some point in the future.

Historical and Current Aviation Activity

Twenty-six (26) aircraft are based at N81 (Table 1-5). Additional historical, current and forecast aviation activity at N81 are presented in Chapter 2 Forecast of Aviation Demand.

Table 1-5 Based Aircraft at N81

N-Number¹	Engine	Manufacturer & Model	AAC	ADG	TDG	MTOW (lb)
N190CA	Multi	PIPER PA-42	B	I	2	12,050
N401JT	Multi	PIPER PA-42-720	B	I	2	11,200
N753GS	Multi	HAWKER BEECHCRAFT CORP-C90GTI	B	II	1A	10,485
N410CA	Multi	PIPER PA-31T2	B	I	1A	9,474
N303TS	Multi	PIPER PA-31T2	B	I	1A	9,474
N14886	Multi	PIPER PA-31T1	B	I	1A	8,700
N78MM	Multi	BEECH B-60	B	I	1A	6,775
N776DR	Multi	BEECH B-60	B	I	1A	6,775
N326TC	Multi	BEECH 60	B	I	1A	6,775
N700WZ	Multi	PIPER AIRCRAFT CORP PA-60-700P	B	I	1A	6,315
N250S	Multi	PIPER PA-60-602P	B	I	1A	6,000
N601HB	Multi	PIPER AEROSTAR 601P	B	I	1A	6,000
N22EE	Multi	PIPER AEROSTAR 602P	B	1	1A	6,000
N712CA	Helicopter	AEROSPATIALE AS355F2	NA	NA	NA	5,600
N26JJ	Multi	BEECH E-55	A	I	1A	5,300
N337JS	Multi	CESSNA 337D	B	I		4,400
N644RC	Single	BEECH G-35	A	I	1A	3,125
N2223U	Single	CESSNA 182T	A	I	1A	3,100
N5690P	Helicopter	ENSTROM F-28C	NA	NA	NA	2,600
N3049M	Single	PIPER PA-28-161	A	I	1A	2,440
N7320W	Single	PIPER PA-28-180	A	I	1A	2,400
N55803	Single	PIPER PA-28-180	A	I	1A	2,400
N9769J	Single	PIPER PA-28-180	A	I	1A	2,400
N9305K	Single	PIPER PA-28-140	A	I	1A	2,150
N55731	Single	PIPER PA-28-140	A	I	1A	2,150
N266AM	Single	AIRCRAFT MFG & DEVEL CO CH2000	A	I		1,692

KEY **AAC** Aircraft Approach Category **ADG** Airplane Design Group
 TDG Taxiway Design Group **MTOW** Maximum Takeoff Weight

Note: 1. Original data from FBO included five deregistered aircraft, which have been removed from this listing.
 Source: Email dated May 24, 2020 from FBO to Frank Zuber, Town of Hammonton.

1.1.3 Airport Survey

Early in this effort a survey was distributed to key stakeholders at N81. Three responses were received. All gave relatively high marks to airport facility conditions and operations. All three responses requested a longer runway length (one citing 5,200 ft, the other citing 5,250 ft) and additional hangars.

1.2 Airport Setting

1.2.1 Physical Setting

Hammonton Municipal Airport is in the Town of Hammonton, a municipality within Atlantic County and the south-central part of New Jersey. The Town and Airport are situated roughly halfway between Atlantic City, New Jersey, and Philadelphia, Pennsylvania, the two most populous cities in the vicinity: approximately 35 miles/40 min driving time from Atlantic City and roughly 37 miles/43 min driving time from Philadelphia, Pennsylvania (Figure 1-1).

The Town of Hammonton is locally known as the “Blueberry Capital of the World” as a large portion of blueberries produced in New Jersey come from and around the town. The town is served with good ground transportation facilities including rail that connects to major cities like Atlantic City and Philadelphia. Notwithstanding its location within the Atlantic Coastal Plain and thus largely flat in terrain, the highest point in Atlantic County is located along the major railroad route within the Town of Hammonton.¹³

The Town is located within the Pinelands National Reserve, which encompasses approximately 1.1 million acres and covers portions of seven New Jersey counties. Development within the Pinelands is regulated by the Pinelands Comprehensive Management Plan as implemented by the New Jersey Pinelands Commission. The Airport is bordered to the north and east by Wharton State Forest, the largest single tract of land (122,463 acres) under the jurisdiction of the NJ Division of Parks and Forestry.

In February 2013 DY Consultants completed an environmental assessment (EA) of seven future projects at the airport including obstruction removal, a new parallel taxiway west of Runway 3-21, and new apron and hangars on the west side of the airfield. In April 2013 FAA approved the EA. A copy of the chapter listing current environmental conditions in and around the airport is provided in Appendix B.

The EA concluded that the projects, especially the tree removal and trimming for obstruction removal within the Pinelands portion of Wharton State Forest, would require subsequent reviews and approvals by the Pinelands Commission and NJDEP. There would be minimal impacts to wetlands buffers. Impacts to forest vegetation from the projects would require mitigation, and project-specific stormwater management plans and a reforestation plan (per the requirements

¹³ Wikipedia, “Hammonton, New Jersey,” https://en.wikipedia.org/wiki/Hammonton,_New_Jersey (accessed April 18, 2020).

of the New Jersey No Net Loss Reforestation Act) would be required as part of subsequent permit approvals.

1.2.2 Select Socioeconomic Data

Select socioeconomic data for the Town of Hammonton, Atlantic County, New Jersey and the United States are listed in Table 1-6. Regarding population estimates as of July 1, 2018, both the Town of Hammonton and Atlantic County have lost population in relation to the April 1, 2010 population base from the 2010 U.S. Census, whereas New Jersey and the U.S. as a whole have gained population. The population of Hammonton is slightly older than that of Atlantic County and New Jersey, and less diversified by race. Homeownership is greater in Hammonton (71.0% vs. 67.4% in Atlantic County, the closest entity). The median price of an owner-occupied housing unit in Hammonton, \$246,600, is 13 percent greater than in Atlantic County but 25 percent lower than in New Jersey as a whole. The median household income (in 2018 dollars) is \$71,313, a level 19 percent greater than in Atlantic County but approx. 10 percent lower than in New Jersey. Reflecting in part the town's equidistance from the main population and employment centers of Philadelphia and Atlantic City, mean travel times are higher for workers in Hammonton than those in Atlantic County as a whole.

Table 1-6 Select Socioeconomic Data for Hammonton, Atlantic County, New Jersey, and U.S.

Fact	Hammonton	Atlantic County	New Jersey	United States
Population estimates, July 1, 2018, (V2018)	14,085	265,429	8,908,520	327,167,434
Population estimates base, April 1, 2010, (V2018)	14,767	274,521	8,791,962	308,758,105
Population, percent change - April 1, 2010 (estimates base) to July 1, 2018, (V2018)	-4.60%	-3.30%	1.30%	6.00%
Population, Census, April 1, 2010	14,791	274,549	8,791,894	308,745,538
Persons under 5 years, percent	3.00%	5.40%	5.80%	6.10%
Persons under 18 years, percent	23.20%	21.20%	21.90%	22.40%
Persons 65 years and over, percent	18.30%	17.90%	16.10%	16.00%
Female persons, percent	51.10%	51.60%	51.10%	50.80%
White alone, percent	82.10%	71.10%	72.00%	76.50%
Black or African American alone, percent	3.10%	17.10%	15.00%	13.40%
Owner-occupied housing unit rate, 2014-2018	71.00%	67.40%	63.90%	63.80%
Median value of owner-occupied housing units, 2014-2018	\$246,600	\$218,300	\$327,900	\$204,900
Median selected monthly owner costs -with a mortgage, 2014-2018	\$2,066	\$1,979	\$2,439	\$1,558
Median selected monthly owner costs -without a mortgage, 2014-2018	\$921	\$890	\$1,031	\$490
Median gross rent, 2014-2018	\$1,182	\$1,094	\$1,295	\$1,023

Households, 2014-2018	5,127	99,874	3,213,362	119,730,128
Persons per household, 2014-2018	2.66	2.63	2.71	2.63
High school graduate or higher, percent of persons age 25 years+, 2014-2018	85.80%	86.90%	89.50%	87.70%
Bachelor's degree or higher, percent of persons age 25 years+, 2014-2018	25.20%	27.40%	38.90%	31.50%
With a disability, under age 65 years, percent, 2014-2018	9.10%	9.30%	6.60%	8.60%
Persons without health insurance, under age 65 years, percent	12.80%	9.60%	8.70%	10.00%
In civilian labor force, total, percent of population age 16 years+, 2014-2018	64.70%	64.80%	65.50%	62.90%
Mean travel time to work (minutes), workers age 16 years+, 2014-2018	28.5	24.3	31.7	26.6
Median household income (in 2018 dollars), 2014-2018	\$71,313	\$59,989	\$79,363	\$60,293
Per capita income in past 12 months (in 2018 dollars), 2014-2018	\$34,096	\$31,366	\$40,895	\$32,621
All firms, 2012	1,317	21,211	792,088	27,626,360
Population per square mile, 2010	361.8	494.1	1,195.50	87.4
Land area in square miles, 2010	40.89	555.7	7,354.22	3,531,905.43

Source: U.S. Census Bureau, "QuickFacts for Hammonton, Atlantic County, New Jersey, United States," <https://www.census.gov/quickfacts/fact/table/atlanticcountynewjersey,NJ,US,hammontontownnewjersey/PST045219> (accessed April 18, 2020).

1.2.3 Airport Service Area

The **Airport Service Area** encompasses the geographical area to be served primarily by the airport and reflects the geographical influence of the airport. Generally, the service area for general aviation airports is represented by a closed boundary of 20-mile radius from the airport, or a 30-minute drive from the airport.¹⁴ The area includes the most likely markets of surrounding businesses, potential passengers and airplane owners to be served by the airport. The estimated airport service area for N81 encompasses parts of Atlantic and Camden counties and is depicted in Figure 1-10.

¹⁴ Wilbur Smith Associates, *op. cit.*

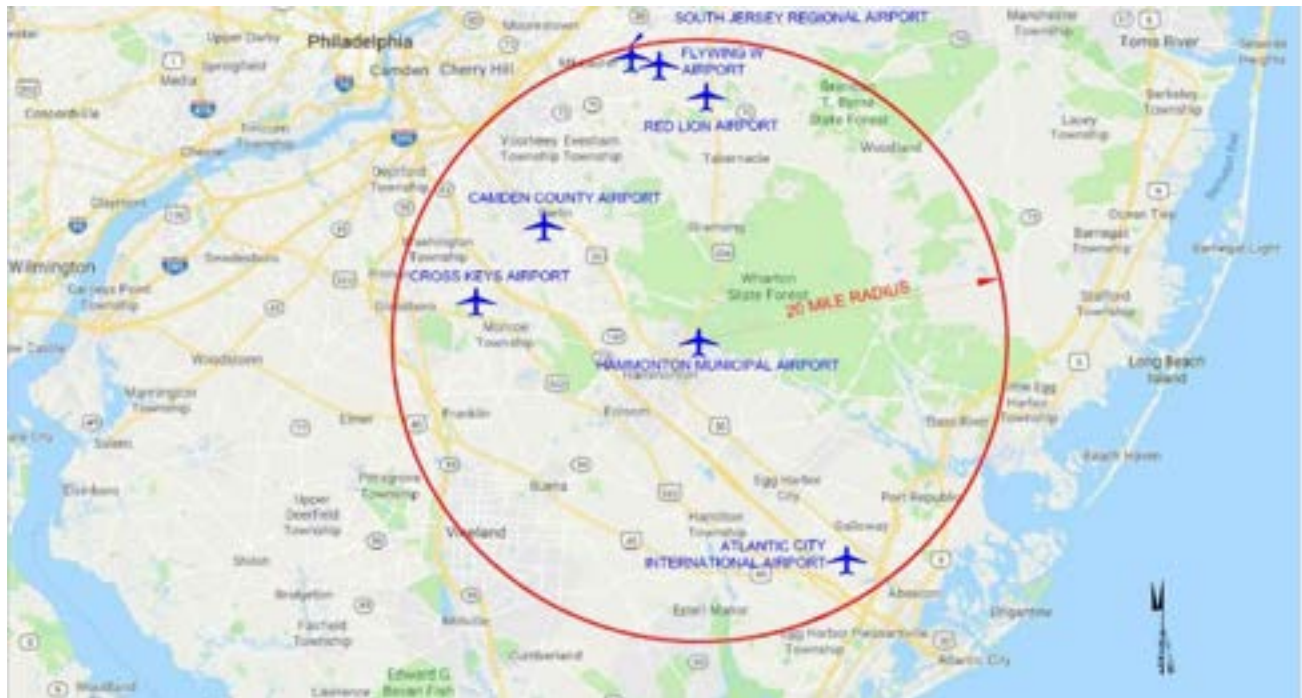


Figure 1-10 N81 Airport Service Area

Source: Google Maps (base map)

For general aviation airports, a useful indicator is the location of pilots who base their aircraft at the airport and the location of competing airport facilities. Other factors include shifts in population and employment centers. Hammonton has experienced residential, commercial and industrial expansion along U.S. Route 30 and the Atlantic City Expressway from areas to the west (Camden and Philadelphia) and east (Atlantic City), respectively. The Town is active in efforts to attract new residents and businesses to the community, and these efforts will continue well into the future.

As illustrated in Figure 1-10, a number of other general aviation airports fall within the N81 airport service area, reflecting overlapping service areas and interjecting an element of competition for the same markets within these overlapping service areas. In such instances, which are not infrequent, the facilities at each airport play a key role in this competition. For instance, a business with a small business jet may opt for an airport with a runway length and nav aids that permit takeoffs and landings in adverse weather conditions. A private aircraft owner may opt for an airport with T-hangar facilities as opposed to one with just tie-down parking. The choice of basing an aircraft at one airport vs. another may simply come down to proximity and ease of access.

Facilities at the five general aviation airports and one commercial service airport within the N81 airport service area are presented in Table 1-7. Of note, four of the five general aviation airports are privately-owned and only one, South Jersey Regional Airport in Mount Holly, NJ, has a longer runway than N81 (3,881 ft vs. 3,600 ft).

Table 1-7 Airports Within the N81 Airport Service Area

Airport & Location ¹	FAA ID	Approximate Mileage to Hammonton		Longest Runway Dimensions (ft) (length x width)	Instrument Approach	Published Approaches
		Air (nm)	Ground (mi)			
Camden County Airport ² /Berlin, NJ	19N	11	16.5	3,094 x 45	Non-Precision Approach	VOR, GPS
Cross Keys Airport ² Cross Keys, NJ	17N	13	19.5	3,500 x 50	Non-Precision Approach	VOR, GPS
Red Lion Airport ² Vincentown, NJ	JY73	14	18.4	2,880 x 50	None	None
Atlantic City Intl Airport Atlantic City, NJ	ACY	15	21.0	10,000 x 150	Precision Approach	HI-ILS, ILS/LOC, RNP, GPS, VOR/DME, HI-VOR/DME, VOR
Flying W Airport ² Lumberton, NJ	N14	16	23.5	3,496 x 75	Non-Precision Approach	VOR, GPS
South Jersey Regional Airport Mount Holly, NJ	VAY	17	24.5	3,881 x 50	Non-Precision Approach	VOR, GPS

Legend

DME	Distance Measuring Equipment	GPS	Global Positioning System
ILS	Instrument Landing System	LOC	Localizer
RNP	Required Navigation Position	VOR	Very High Frequency Omnidirectional Range

Notes: 1. Airports with unpaved runways are not listed.
2. Privately-owned

Source: Airnav.com, www.airnav.com (accessed April 18, 2020).

The coverage provided to New Jersey residents by the state’s seven Advanced Service airports was examined in the 2007 New Jersey State Aviation System Plan (SASP). Approximately 82 percent of the state’s population then resided within a 30-minute drive time of an Advanced Service airport, well short of the SASP’s goal of 100 percent coverage. The SASP further stated that approximately 35 percent of the state’s land area fell outside a 30-minute drive time from an Advanced Service airport.¹⁵

¹⁵ Wilbur Smith Associates, *op. cit.* The seven Advanced Service Airports in New Jersey are Essex County, Millville Municipal, Monmouth Executive, Morristown Municipal, Robert J. Miller (also known as Ocean County Airport), South Jersey Regional, and Teterboro.

The SASP identified 11 areas – called coverage area voids in the plan – within the state that fell outside the stated parameters for access to an Advanced Service airport. Portions of the Hammonton Municipal Airport service area fell within Coverage Area Void 9, consisting of the southeastern corners of both Camden and Gloucester counties (Figure 1-11). The SASP stated that New Castle Henry County Airport in Delaware provided Advanced Service airport coverage to the western portion of Gloucester County. Options for improving Advanced Service airport coverage in Coverage Area Void 9 included constructing a new Advanced Service airport or upgrading one or more airports identified in a list of General Service and Basic Service airports in Atlantic, Camden, Cumberland and Gloucester counties: Camden County, Cross Keys, Southern Cross, Hammonton Municipal, Vineland-Downstown, Rudy’s, and Kroelinger.¹⁶

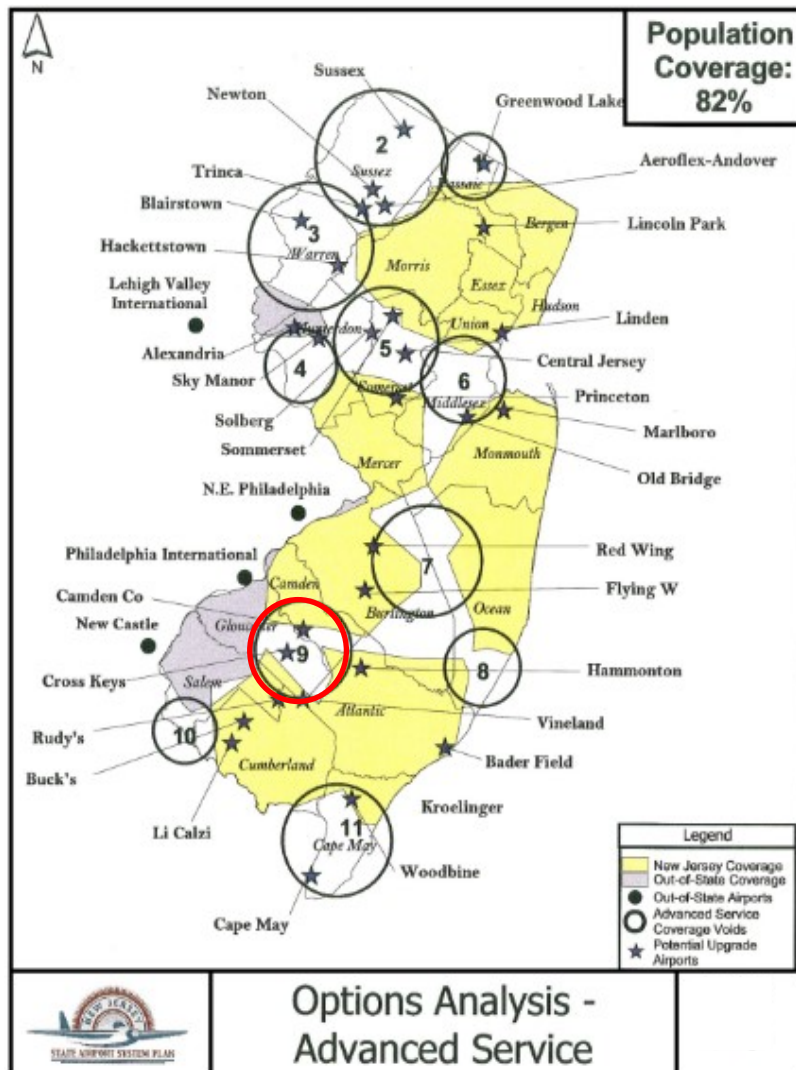


Figure 1-11 Coverage Area Voids in Relation to Advanced Service Airports

Source: Wilbur Smith Associates, *State Airport System Plan*, prepared for the NJ Department of Transportation, February 2007.

¹⁶ Wilbur Smith Associates, *op. cit.*

Upgrading Hammonton Municipal Airport to the Advanced Service Airport functional level is the final recommendation for improving Advanced Service coverage in Coverage Area Void 9. Of the seven airports examined for upgrade potential, Hammonton Municipal Airport's expansion potential and existing infrastructure made it the most feasible option. Improving Advanced Service coverage in this area was deemed important because existing coverage provided in Salem County and Gloucester County was provided by an out-of-state airport, New Castle Henry County Airport in Delaware. In addition, Advanced Service coverage provided to Camden and Burlington counties was provided in part by South Jersey Regional Airport, although SASP concludes that it was unlikely that this airport could meet the facility and service objectives of a fully-functioning Advanced Service Airport. These two factors supported the recommended upgrade to Hammonton Municipal Airport.

Major characteristics of Advanced Service Airports include an Airport Reference Code (ARC) of C-II or greater; a minimum primary runway length 5,000 ft and width of at least 100 ft; a runway strength of 30,000 lbs; a full parallel taxiway; navigational aids allowing for a precision approach; various visual aids including a rotating beacon, lighted wind cone/segmented circle, REILs; lighting including MIRLs and MITLs; and facilities such as a paved aircraft parking apron, aircraft storage units, public building area (e.g., terminal, FBO facility).¹⁷

1.2.4 Economic Impact

As NJDOT periodically reviews and updates the New Jersey State Airport System Plan, it includes revisions to the economic impacts and contributions of the system airports. These economic data are frequently cited by the state, municipalities, members of the airport community, businesses and individuals as providing key inputs to important business decisions. Airports play a vital role in state and local economies, not only providing transportation for residents, businessmen and women, and visitors but also serving as key economic drivers.

The most recent study, published in September 2016, analyzes on-airport tenant and visitor economic impacts and contributions using 2013 data.¹⁸ On-airport tenant impacts/contributions include those businesses located on-airport property and/or businesses with a direct interest in airport operations. Visitor impacts include secondary businesses, such as hotels, restaurants and entertainment, which are affected by visitors who arrive via New Jersey airports.

New Jersey airports generate the following total impacts:

- Over 60,000 commercial service jobs
- Over 12,800 general aviation jobs
- Over \$4.6 billion in commercial service payroll
- Over \$890 million in general aviation payroll
- Over \$15.5 billion in total commercial service output

¹⁷ Wilbur Smith Associates, *op. cit.*

¹⁸ AECOM Technical Services, Inc., *New Jersey Statewide Airport Economic Impact Study*, prepared for the NJ Department of Transportation, September 2016, https://www.state.nj.us/transportation/freight/aviation/documents/EIS_Summary.pdf (accessed April 18, 2020).

- Approximately \$2.9 billion in total general aviation output
- Over **\$18 billion** in total commercial service + general aviation output, reflecting **3.7 percent of New Jersey’s total economy**

N81 ranks No. 33 of 37 general aviation airports in total output at \$9.36 million.¹⁹

1.2.5 Zoning and Land Use

The land use map of Hammonton Municipal Airport environs indicates that much of the land surrounding the airport is forest (Wharton State Forest) and wetlands while to the west and south lie agricultural land (Figure 1-12). The airport is located within the jurisdiction of the New Jersey Pinelands National Reserve, which encompasses approximately 1.1 million acres. Future development within the Pinelands National Reserve is guided by the New Jersey Pinelands Comprehensive Management Plan administered by the New Jersey Pinelands Commission.



Figure 1-12 Land Use in Hammonton Municipal Airport Environs

¹⁹ AECOM Technical Services, Inc., *op. cit.*

According to the Town of Hammonton Municipal Zoning Ordinance, the bulk of the Airport is located within the Agricultural Production/Compatible Light Industry (AP/CLI) zoning district, while some of the Airport lies within the Agricultural Production (AP) zoning district (Figure 1-13). Most of the land north and east of the airport is Wharton State Forest which lies within the Preservation Area (PA) zoning district.

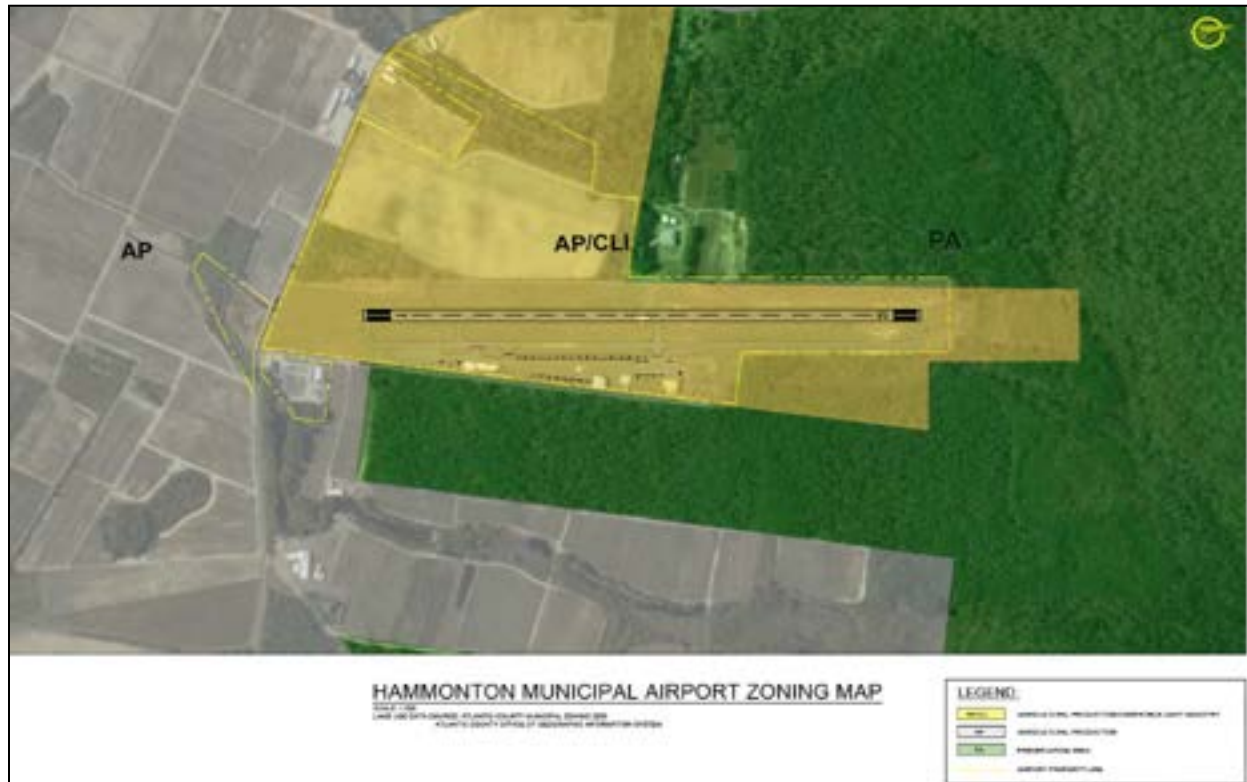


Figure 1-13 Zoning in Hammonton Municipal Airport Environs

1.2.6 FAA Planning and Design Standards

Planning improvements to N81 requires the selection of a critical or design aircraft, one where a selection of three parameters – Aircraft Approach Category (AAC), Airplane Design Group (ADG) and Taxiway Design Group (TDG) – represents a collection of aircraft operating at N81. These parameters represent the aircraft that are intended to be accommodated by airport facilities.

The selected AAC, ADG, and approach visibility minimums are combined to form the Runway Design Code (RDC) of a runway. The RDC provides the information needed to determine certain design standards that apply. The first component, depicted by a letter, is the AAC and relates to aircraft approach speed (operational characteristics). The second component, depicted by a Roman numeral, is the ADG and relates to either the aircraft wingspan or tail height (physical characteristics), whichever is most restrictive, of the largest aircraft expected to operate on the runway and taxiways adjacent to the runway. The third component relates to the visibility

minimums expressed by RVR values in feet of 1200, 1600, 2400, 4000, and 5000 (corresponding to lower than 1/4 mile, lower than 1/2 mile but not lower than 1/4 mile, lower than 3/4 mile but not lower than 1/2 mile, lower than 1 mile but not lower than 3/4 mile, and not lower than 1 mile, respectively). Table 1-8 lists the details of AAC, ADG and approach visibility minimums.

Table 1-8 AAC, ADG and Approach Visibility Minimums

Aircraft Approach Category (AAC)		
AAC	VREF /Approach Speed	
A	Approach speed less than 91 knots	
B	Approach speed 91 knots or more but less than 121 knots	
C	Approach speed 121 knots or more but less than 141 knots	
D	Approach speed 141 knots or more but less than 166 knots	
E	Approach speed 166 knots or more	
Airplane Design Group (ADG)		
Group	Tail Height (ft)	Wingspan (ft)
I	< 20	< 49
II	20 - < 30	49 - < 79
III	30 - < 45	79 - < 118
IV	45 - < 60	118 - < 171
V	60 - < 66	171 - < 214
VI	66 - < 80	214 - < 262
Visibility Minimums		
RVR (ft)¹	Instrument Flight Visibility Category (statute mile)	
5000	Not lower than 1 mile	
4000	Lower than 1 mile but not lower than ¾ mile	
2400	Lower than 3/4 mile but not lower than 1/2 mile	
1600	Lower than 1/2 mile but not lower than 1/4 mile	
1200	Lower than 1/4 mile	

Note: 1. RVR values are not exact equivalents.

Source: Federal Aviation Administration, Advisory Circular 150/5300-13A, *Airport Design*, February 26, 2014.

Generally, runway standards are related to aircraft approach speed, aircraft wingspan and designated or planned approach visibility minimums. Runway to taxiway and taxiway/taxilane to taxiway/taxilane separation standards are related to ADG, TDG and approach visibility minimums.

The existing Critical Aircraft is the Piper Cheyenne, a popular general aviation aircraft manufactured by Piper Aircraft, Inc., headquartered in Vero Beach, FL. (Note: The ultimate or future Critical Aircraft is developed in Chapter 2 Forecast of Aviation Demand.) The Cheyenne

prototype first flew in 1969. Designated the PA-31T-620, it was essentially a turboprop evolution of the Piper PA-31 Navajo. FAA certification was granted on May 3, 1972, and the original Cheyenne model produced from 1974 to 1977.²⁰

In the late 1970s, Piper management decided against developing a light business jet to compete with the Cessna Citation I and instead upgraded a Cheyenne variant by outfitting it two 1,000 hp Honeywell high performance turboprop engines. Designated the Cheyenne IV (PA-42-1000), it received FAA certification in 1984. Forty-four of this Cheyenne variant were built until 1991 and 37 remain in service in 2018. Due to its top speed over 400 mph, it was renamed Cheyenne 400LS when Lear Siegler owned Piper and later renamed simply Cheyenne 400.²¹

Key dimensions of the Cheyenne variants are as follows: wingspan, 42.69-47.67 ft; length, 34.67-43.40 ft; tail height, 12.75-17.00 ft; MTOW, 8,700-12,050 lbs. The Cheyenne variants are designated B-I aircraft. Given the characteristics of the Cheyenne variants and the published approach visibility minimums at N81, a Runway Design Code of B-I-5000 is applicable to both runway ends. The resultant airport design standards for this RDC are listed in Table 1-9.

Table 1-9 Airport Design Standards for N81 (Existing)

	Design Standards	Existing Conditions	Compliance (C)/ Non-Comp. (NC)
<i>Visibility Minimums</i>	Not Lower than 1 Mile	Not Lower than 1 Mile	
<i>Runway</i>	Rwy 3 & Rwy 21	Rwy 3 & Rwy 21	
AIRPORT DATA			
Aircraft Approach Category (AAC)	B	B	C
Airplane Design Group (ADG)	I Small Aircraft	I Small Aircraft	C
Runway Visual Range (RVR)	5000	5000	C
Runway Design Code (RDC)	B-I-5000	B-I-5000	C
Airport elevation, MSL (feet)	64.6	64.6	C
RUNWAY DESIGN DIMENSIONS (feet)			
Runway width	60	75	C
Runway shoulder width	10	n/a	C
Runway Safety Area (RSA)			
Width	120	120	C
Length beyond departure end	240	240	C
Length prior to threshold	240	240	C
Runway Object Free Area (ROFA)			
Width	250	250	C
Length beyond departure end	240	240	C

²⁰ Wikipedia.com, "Piper PA-42 Cheyenne," https://en.wikipedia.org/wiki/Piper_PA-42_Cheyenne (accessed April 21, 2020).

²¹ Wikipedia.com, *op. cit.*

	Design Standards	Existing Conditions	Compliance (C)/ Non-Comp. (NC)
<i>Visibility Minimums</i>	Not Lower than 1 Mile	Not Lower than 1 Mile	
<i>Runway</i>	Rwy 3 & Rwy 21	Rwy 3 & Rwy 21	
Length prior to threshold	240	240	C
Runway Obstacle Free Zone (ROFZ)			
Width	250	250	C
Length beyond departure end	200	200	C
Approach Runway Protection Zone (RPZ)			
Inner width	250	250	C
Outer width	450	450	C
Length	1,000	1,000	C
Departure Runway Protection Zone (RPZ)			
Inner width	250	250	C
Outer width	450	450	C
Length	1,000	1,000	C
Threshold Siting Surface ¹			
Distance from threshold (A)	200	200	C
Inner width (B)	400	400	C
Outer width (C)	3,400	3,400	C
Length1 (D)	10,000	10,000	C
Length2 (E)	0	0	C
Slope	20:1	20:1	C
Runway centerline to:			
Holding position	125	125	C
Parallel taxiway/taxilane centerline	150	200	C
Aircraft parking area	125	265	C

Note: 1. Runway Type 4, Table 3-2, "Engineering Brief No. 99, Changes to Tables 3-2 and 3-4 of Advisory Circular 150/5300-13A, *Airport Design*," September 20, 2018.

Source: Federal Aviation Administration, Advisory Circular 150/5300-13A, *Airport Design*, February 26, 2014. Federal Aviation Administration, "Engineering Brief No. 99, Changes to Tables 3-2 and 3-4 of Advisory Circular 150/5300-13A, *Airport Design*," September 20, 2018.

Taxiway and taxilane design standards are linked both to ADG and the **Taxiway Design Group (TDG)**. TDG relates to the undercarriage dimensions of the aircraft. Taxiway/taxilane width and fillet standards, and in some instances, runway to taxiway and taxiway/taxilane separation requirements, are determined by TDG. TDG is determined using Figure 1-1 in FAA AC 150/5300-13A, *Airport Design*. The dimensions of the Piper Cheyenne 400 place it in TDG-2. The relevant taxiway design standards for TDG-2 at N81 are presented in Table 1-10.

Table 1-10 Taxiway Design Standards at N81 (Existing)

Standard¹	Design Standards (ft)	Compliance (C)/ Non-Comp. (NC)
Taxiway width	35	C
Taxiway edge safety margin	7.5	C
Taxiway shoulder width	15	C
Taxiway Safety Area	49	C
Taxiway Object Free Area	89	C
Taxilane Object Free Area	79	C
Taxiway centerline to parallel taxiway/taxilane centerline	70	C
Taxiway centerline to fixed or movable object	44.5	C
Taxilane centerline to parallel taxilane centerline	64	C
Taxilane centerline to fixed or movable object	39.5	C
Taxiway wingtip clearance	20	C
Taxilane wingtip clearance	15	C

Note: 1. Data for ADG-I and TDG-2.

Source: Federal Aviation Administration, Advisory Circular 150/5300-13A, *Airport Design*, February 26, 2014.

Another important set of airport planning criterion are those set forth in Code of Federal Regulations (CFR), Title 14: Aeronautics and Space, Part 77 – Safe, Efficient Use, and Preservation of the Navigable Airspace. These criteria establish notice requirements to FAA regarding certain proposed construction or the alteration of existing structures; define obstruction standards; set a process for aeronautical studies of obstructions to air navigation or navigational facilities; and list the procedures to follow in petitioning the FAA for discretionary review of determinations, revisions and extensions of determinations.

The relevant Part 77 surfaces at N81 are listed in Table 1-11.

Table 1-11 Part 77 Surfaces at N81

<i>Runway</i>	Runway 3 & Runway 21
<i>Approach</i>	Nonprecision
Surface	Dimension
Horizontal Surface	Airport elevation (64.6 ft) + 150 ft = 214 ft MSL. Connecting arcs of 10,000 ft off primary surface of both runway ends.
Conical Surface	Surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 ft
Primary Surface	
Width	500 ft
Length beyond rwy end	200 ft
Approach Surface	
Inner width	500 ft
Outer width	3,500 ft
Length	10,000 ft
Slope	34:1
Transitional Surface	Surfaces extending outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7:1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

Source: Code of Federal Regulations (CFR), Title 14: Aeronautics and Space, Part 77 – Safe, Efficient Use, and Preservation of the Navigable Airspace.

The existing configuration and layout of N81 will be assessed against the above planning and design standards in Chapter 3 Facility Requirements.

2. Forecast of Aviation Demand

2.1 Introduction

Critical components of a general aviation airport master plan are future demand projections of aircraft operations and based aircraft. The purpose of forecasting is to estimate future levels of aviation traffic in order to assess the ability of the existing Airport's facilities to accommodate projected demand. By comparing the demand for future facilities with existing facilities, it is possible to identify future projects that may be considered in the Master Plan. Based aircraft forecasts largely establish the need for aircraft parking and storage space (e.g., aprons, hangars), while operations forecasts mainly help determine the need for airside improvements.

The standard planning period for an airport master plan is 20 years. The projections of based aircraft and aircraft operations are developed over that timeframe and used to develop the proposed airport improvements described in the Master Plan. The Airport's last Master Plan was completed in October 2003.

Operations at Hammonton Municipal Airport totaled 19,124 operations from March 2017 through March 2018.¹ The Airport has 26 based aircraft, with nine (9) single-engine aircraft, fifteen (15) multi-engine and two (2) helicopters.²

The 2003 Master Plan and recent national, state and local forecasts were reviewed as a preliminary step in generating forecasts for the Airport, as well as local conditions specific to the Airport. The sections below describe the forecasting process and results. In addition, this forecast was prepared at the same time as the evolving impacts of the COVID-19 public health emergency. As a result, this forecast is based on historical data and existing forecast available at the time this document was prepared.

This chapter will describe various forecasting methods and will inventory recent national and regional aviation forecasts that are considered relevant for the development of the forecast for the Airport. The preferred methodology will be explained and the forecasts for the Airport will be computed for different aviation activity metrics:

- Based Aircraft
- Annual Aircraft Operations
- Peak Period Activity

2.2 Existing Forecasts

¹ FAA Airport Master Record, accessed November 2018.

² Airport information received in May 2020.

2.2.1 User Survey

In fall 2018, a mail survey of users of the Airport was conducted as part of the forecasting effort. The purpose of the survey was to determine how users operate at the Airport and what improvements could be made to increase the operational efficiency of the Airport.

The survey initially targeted 14 entities that have based aircraft at the Airport, but the survey was only distributed to eight entities for various reasons. Of the eight entities sent the survey, three submitted responses (38% response rate). Two of the three respondents indicated a need for additional large hangar space at the Airport, and two of the three respondents indicated a need for a longer runway.

2.2.2 FAA National, State and Airport Growth Predictions

2018 FAA Aerospace Forecast

The FAA annually publishes a national Aerospace Forecast for a 20-year horizon, with the forecast published in March 2018 used in the forecasts for this master plan.³ For the General Aviation (GA) sector, the national forecast projects an increase in turbine-powered GA aircraft and a decrease in piston-powered GA aircraft, both in aircraft and hours flown. The piston category includes single- and multi-engine piston aircraft, and the turbine category includes turboprops and turbo-jets.

General Aviation Aircraft Fleet

The FAA Aerospace Forecast notes that from 2010 to 2017 piston aircraft (single- and multi-engine) have been decreasing, while turbine aircraft (turboprop, jet) have been increasing. The forecast assumes these trends will continue, with piston aircraft forecasted to further decrease and turbine aircraft to further increase through 2038. Table 2-1 provides the historic and future growth rates by aircraft category and the overall total percentage change.

Table 2-1 GA Based Aircraft Fleet: Historic and 20-Year Forecast (2010-2038)

		Average Annual Growth (%)		Total Growth (%)	
		2010 - 2017	2018 - 2038	2010 - 2017	2018 - 2038
Piston	Single-Engine	-1.0	-1.0	-6.5	-17.3
	Multi-Engine	-2.9	-0.4	-18.6	-8.1
	Total Piston	-1.2	-0.9	-7.82	-16.5
Turbine	Turbo-prop	0.1	1.7	0.6	39.8
	Jet	2.9	2.2	22.5	54.2
	Total Turbine	1.7	2.0	12.7	48.6

Source: FAA Aerospace Forecast FY2018-2038.

³ Federal Aviation Administration, *FAA Aerospace Forecast – Fiscal Years 2018-2038*.

General Aviation Aircraft Activity

The same trends identified for aircraft in the FAA forecast have also been identified for aircraft activity. The forecast provides insights and forecasts for hours flown by aircraft type. From 2010-2017, piston aircraft experienced a reduction in hours flown whereas turbine aircraft experienced an increase. This trend was also forecast to continue through 2038. Table 2-2 provides the historic and future growth rates of hours flown by aircraft type, and also lists the overall change in hours flown.

Table 2-2 GA Aircraft Hours Flown: Historic and 20-Year Forecast (2010-2038)

		Average Annual Growth (%)		Total Growth (%)	
		2010 - 2017	2018 - 2038	2010 - 2017	2018 - 2038
Piston	Single-Engine	-0.3	-1.1	-2.3	-19.9
	Multi-Engine	-1.2	-0.3	-8.3	-5.4
	Total Piston	-0.5	-1.0	-3.1	-18.1
Turbine	Turbo-prop	2.0	1.8	15.0	41.6
	Jet	3.4	2.7	26.6	70.4
	Total Turbine	2.9	2.4	21.9	59.9

Source: FAA Aerospace Forecast FY2018-2038.

FAA Terminal Area Forecasts

FAA also annually publishes the Terminal Area Forecast (TAF), forecasting both based aircraft per facility (GA airports) and the number of local and itinerant operations per year. However, the TAF does not provide information by aircraft propulsion type (piston/turbine). The TAF study covers every airport in the country, whether equipped with an FAA tower or not, and also provides forecasts at the state level. The TAF for N81 as well as that for the State of New Jersey were reviewed as part of this study.

2018 FAA NJ State Terminal Area Forecast

The TAF for the State of New Jersey presented here was published in April 2018 and shows an increase of 6.73% in the number of total based aircraft in NJ between 2018 and 2038 (Average Annual Growth (AAG) = 0.3%). In terms of GA operations, the TAF projects the following by aircraft category by 2038:

- Itinerant Operations⁴ Total increase of 4.25% (AAG = 0.2%)
- Local Operations⁵ Total increase of 2.95% (AAG = 0.1%)
- Total Operations Total increase of 3.62% (AAG = 0.2%)

⁴ Itinerant operations are those that land at an airport arriving from outside the airport area or depart from an airport and leave the airport area.

⁵ Local operations are those that remain in the local traffic pattern, execute simulated instrument approaches or low passes at the airport, and operations to or from the same airport within a designated practice area within a 20-miles radius of the tower.

2018 FAA Hammonton Municipal Airport Terminal Area Forecast

The TAF for the Airport used in this analysis was published in April 2018 and has a base year of 2016. The based aircraft and operations values listed in the base year of the forecast are:

- Based Aircraft 23
- Itinerant Operations 7,500
- Local Operations 8,400
- Total Operations 15,900

The TAF for the Airport forecasts zero growth for both based aircraft and operations through 2038. In addition, due to the pandemic, the FAA will likely update the TAF for Hammonton Municipal Airport when an FAA-approved forecasts is finalized for this Master Plan.

The May 2020 based aircraft count will be used as the base year value for the forecast in this Master Plan.

2.3 Traditional Forecast Methods

2.3.1 Trend-line Analysis

This technique generates forecasts through the analysis of trends. One disadvantage to this technique is that the accuracy of future projections can be easily skewed. For example, if operations at an airport decreased over a 10-year period, then increased over the next 10-year period, the trend analysis could be used to show either growth or decline, depending on the base year selected.

Additionally, the trend-line model does not consider an airport's potential development; instead, the forecasts are based exclusively on past activity levels. FAA records indicate a decline in based aircraft and constant level of operations at Hammonton over the past five years; therefore, a trend-line analysis would merely show the same. Since the forecast for Hammonton should incorporate potential future services and facilities, a trend-line model would not be useful for this Master Plan.

2.3.2 Regression Analysis

Simple regression analysis is used to examine how one dependent variable is affected by one or more independent variables. For example, regression can be used to determine how the number of based aircraft at an airport is affected by local population and/or employment levels.

The local population and number of based aircraft at Hammonton have both remained relatively unchanged over the last 10 years. Since the local population is not anticipated to substantially change over the planning period, a regression analysis would predict that based aircraft will also remain generally unchanged. Similar to the trend-line analysis, regression analysis does not consider an airport's potential future development. Therefore, a regression analysis would not be useful for this Master Plan.

2.4 2003 Master Plan – Model and Results

The results of the forecast developed in the 2003 Master Plan were reviewed and compared with the national, state and Airport trends described in the FAA Aerospace and Terminal Area Forecasts. Results for based aircraft are shown in Table 2-3, and for aircraft operations in Table 2-4.

Table 2-3 Comparison of Based Aircraft Forecasts

Year	FAA Aerospace Forecast ¹ (Piston AAG)	FAA Aerospace Forecast ¹ (Turbine Aircraft AAG)	FAA TAF ² (NJ State Growth Rate)	FAA TAF ² (Hammonton)	2003 Airport Master Plan
2018 ³	26	26	26	23	67
2023	25	29	26	23	70
2028	24	32	27	23	---
2033	23	35	27	23	---
2038	22	39	28	23	---
Avg Annl Growth	-0.9%	+2.0%	+0.3%	0.0%	+0.75%

Notes

1. FAA Aerospace Forecast – Fiscal Years 2018-2038.
2. FAA Terminal Area Forecast, issued April 2018.
3. Based aircraft (26) for 2018 were assumed based on the airport information received in May 2020.

The Table 2-3 clearly shows that the forecast developed for 2018 as part of the 2003 Master Plan is higher than the 2018 actual number. The 2008 financial turmoil in the U.S. and its impact on General Aviation are potential reasons for the Airport not reaching the higher levels predicted in 2003. For aircraft operations (Table 2-4), the same observation holds true.

Table 2-4 Comparison of Aircraft Operation Forecasts

Year	FAA Aerospace Forecast ¹ – Hours Flown (Piston AAG)	FAA Aerospace Forecast ¹ – Hours Flown (Total Turbine aircraft AAG)	FAA TAF ² (NJ State GA growth rate)	FAA TAF ² (Hammonton)	2003 Airport Master Plan
2018	19,124 ³	19,124 ³	19,124 ³	19,124 ³	43,550
2023	18,187	21,507	19,316	19,124	45,500
2028	17,295	24,187	19,510	19,124	---
2033	16,448	27,201	19,706	19,124	---
2038	15,642	30,591	19,904	19,124	---
Avg Annl Growth	-1.0%	2.4%	0.2%	0.0%	0.88%

Notes

1. FAA Aerospace Forecast – Fiscal Years 2018-2038.
2. FAA Terminal Area Forecast, issued April 2018.
3. FAA Airport Master Record, accessed November 2018.

2.5 Local Factors

The FAA Aerospace and TAF forecasts do not incorporate factors unique to the local Hammonton environment that could influence growth at the Airport. A number of factors have been identified through discussions with Airport management that could cause an increase in based aircraft and/or operations at the Airport.

2.5.1 New Hangars

As referenced earlier by the survey results, there is known demand for additional hangar space at the Airport from existing tenants. Airport management has also indicated that entities that are not currently tenants have also requested hangar space at Hammonton. As of May 2020, a waiting list of 15 represents a demand for 16 new hangars. Therefore, if additional hangar space were provided at the Airport, it is likely that the number of based aircraft would increase, and correspondingly, the number of operations as well. In addition, two current tenants signed airport hangar lease agreements in January 2020 to construct two new hangars, each 50-feet wide, 45-feet deep, and 18-feet high.

2.5.2 Attractive Airspace for GA Pilots

The airspace surrounding the Airport is attractive to GA pilots due to its lack of congestion compared to other GA airports in the state. The airspace in New Jersey metropolitan areas has been growing rapidly in congestion and many of the reliever airports in northern NJ have been analyzed to be at capacity, including Teterboro Airport and Morristown Municipal

Airport.⁶ Hammonton Municipal Airport could offer less congested airspace to GA pilots and could therefore be an attractive option to many.

2.5.3 Cargo and Corporate Operations

Hammonton is known as the “Blueberry Capital of the World.” In an average year, approximately 50 million pounds are harvested in Atlantic County.⁷ Airport management has indicated that there is potential for the Airport to begin providing cargo service transporting local blueberries to market. As of January 2019, the Airport supports operations related to crop protection services for local farmers but does not support fruit cargo operations.

In terms of corporate operations, there are two prominent entities with large offices located in Hammonton: New Jersey Manufacturers Insurance and the headquarters of Kramer Beverage Company. Both entities are reported to be consolidating operations in the Hammonton area and expanding their presence. These two large entities could bring in corporate clients to the area, who may utilize the Airport in the future.

2.5.4 Airport Restaurant

In 2016, the Apron Café opened at the Airport serving the aviation and local community. According to Airport management, it has helped draw itinerant operations for what is known in the aviation industry as the “\$100 hamburger” – a reason/justification for a GA pilot to fly. It is estimated that the restaurant draws 150-200 transient operations on a good weather weekend, and that traffic for the restaurant has been increasing through word of mouth advertising. At this time, there are no official records/surveys indicating that the restaurant could be the reason of additional itinerant operations but as word continues to spread, there is the potential for operations to further increase, and potentially trigger a need for additional parking for transient aircraft.

2.5.5 Control Tower Operations (CTO) Program

In cooperation with the local community college, a CTO program is being developed that will be associated with the Airport. It is anticipated that the program will most likely bring additional based aircraft and operations to the airport. The increase would all be new users comprised of students and trainers associated with the program.

Because there is uncertainty whether some or all of these local factors will come to fruition, they were not directly included in an airport-specific forecast.

⁶ “Professional Opinion Regarding Role of Solberg Airport,” DY Consultants, December 2013

⁷ “What makes Hammonton the 'blueberry capital of the world'? A look inside during season's peak.”, NJ.com, June 2015

2.6 Preferred Methodology

2.6.1 General Observations

- Due to the lack of accurate data and information regarding past activity at the airport, the two traditional methods – trend-line analysis and regression analysis – are unlikely to provide meaningful results.
- FAA provides through its Aerospace Forecast and Terminal Area Forecasts valuable information about trends in the General Aviation industry on a national, state and local (TAF only) level. The information contained in these two forecasts helped develop the forecast scenarios in this Master Plan.

2.6.2 Selected Methodology

After a review of national and state trends in General Aviation, the Terminal Area Forecasts, traditional forecast methods, and local conditions and historical data, a preferred forecast methodology was selected. This section aims to explain how the preferred methodology was used to forecast based aircraft and total operations at the Airport through the planning period (2018-2038).

Three scenarios were developed and evaluated for these forecasts. The consideration of multiple cases and the development of more than one scenario are generally encouraged by the FAA to increase the flexibility of any planning effort associated with an airport master plan. One scenario is based on data extracted from the national Aerospace Forecast, one from the State of NJ TAF GA sector, and the third is the average of the two. The three scenarios are explained in detail below.

Scenario 1 – FAA Aerospace Forecast Turbine-Engine Growth Rates

The FAA National Aerospace Forecast turbine-engine growth rates were used in Scenario 1 for based aircraft and operations. As noted earlier, the FAA forecast predicts that over the next 20 years both turbine aircraft and activity (hours flown) will increase at AAG rates of 2.0% and 2.4%, respectively. The Scenario 1 AAG rates are:

- Based Aircraft, AAG 2.0%
- Aircraft Operations, AAG 2.4%

Scenario 2 – FAA TAF NJ State GA Growth Rates

FAA NJ TAF GA sector growth rates were used in Scenario 2 for based aircraft and operations. The NJ TAF forecasts a 0.3% AAG for based aircraft and a 0.2% AAG for GA operations. This represents a low growth scenario for the Airport and puts its growth in line with that expected for the state overall. In addition, this scenario is consistent with airport historical trends. The Scenario 2 AAG rates are:

- Based Aircraft, AAG 0.3%
- Aircraft Operations, AAG 0.2%

Scenario 3 – Medium Growth Rates

Scenario 3 assumes growth rates fall between the high rates projected in Scenario 1 and the low rates projected in Scenario 2. This represents a middle ground scenario. The Scenario 3 AAG rates are:

- Based Aircraft, AAG 1.2%
- Aircraft Operations, AAG 1.3%

2.7 Forecast Results

Applying the growth rates from the three scenarios leads to based aircraft at the Airport ranging from 28 to 39 in 2038, and annual operations ranging from approximately 20,000 to approximately 31,000. Table 2-5 and Table 2-6 summarize the results of the based aircraft forecasts and operations forecasts, respectively, for each of the three scenarios.

Table 2-5 Based Aircraft Forecasts

	2018	2023	2028	2033	2038
Scenario 1 AAG = 2.0%	26 ¹	29	32	35	39
Scenario 2 AAG = 0.3%	26 ¹	26	27	27	28
Scenario 3 AAG = 1.2%	26 ¹	28	29	31	33

Note

1. Source: Airport information received in May 2020.

Table 2-6 Aircraft Operations Forecasts

	2018	2023	2028	2033	2038
Scenario 1 AAG = 2.4%	19,124 ¹	21,532	24,243	27,295	30,731
Scenario 2 AAG = 0.2%	19,124 ¹	19,316	19,510	19,706	19,904
Scenario 3 AAG = 1.3%	19,124 ¹	20,400	21,761	23,212	24,761

Note

1. FAA Airport Master Record, accessed November 2018.

Figures 2-1 and 2-2 compare the based aircraft and operations forecast scenarios, respectively, with Airport TAF. However, the TAF forecasts include base year values for based aircraft and operations from 2016, which are less than the values recorded at the Airport. Therefore, to provide a more valid comparative analysis, the TAF base year values are set equal to those at the Airport in 2018 and are grown at the TAF growth rates.

For airports with 100,000 annual operations or 100 based aircraft (conditions not applicable to Hammonton airport), the FAA usually requires additional information on any airport forecasts that differ by more than 10 percent with the FAA TAF in the 5-year period, or by more than 15 percent in the 10-year period. As depicted in the two figures, Scenario 2 and Scenario 3 fall within the acceptable spreads while Scenario 1 does not.

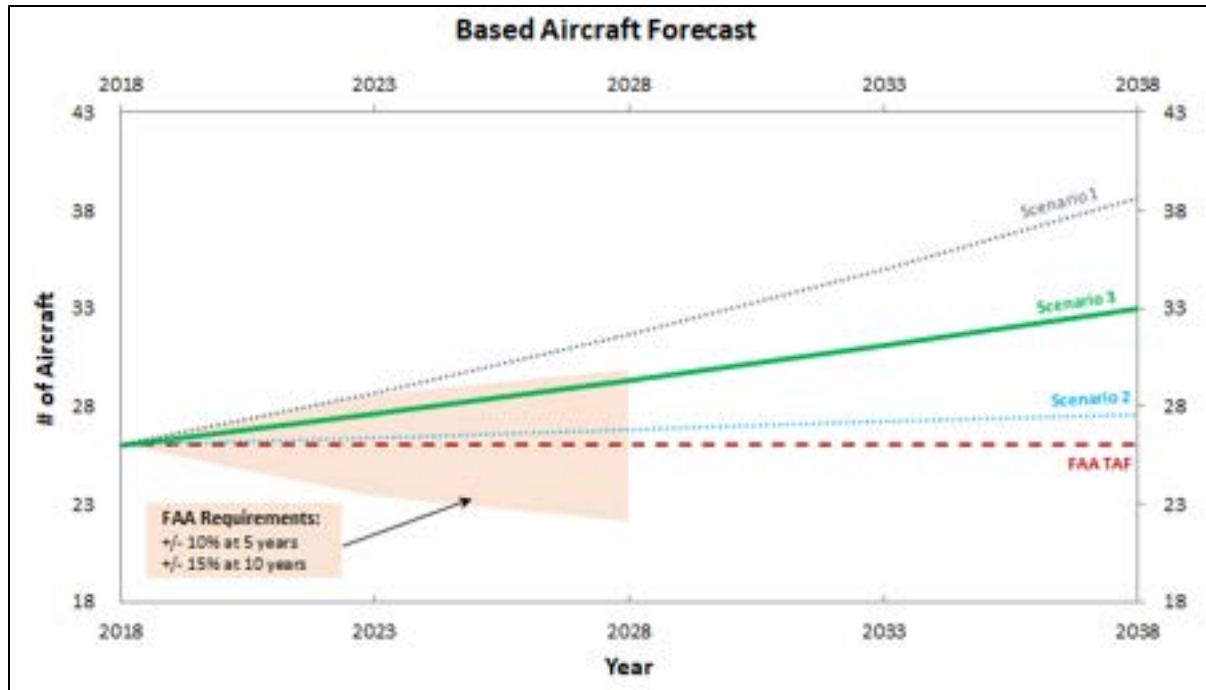


Figure 2-1 Based Aircraft Forecast Scenarios, 2018-2038

Note: Comparison with FAA Terminal Area Forecast included for reference only.

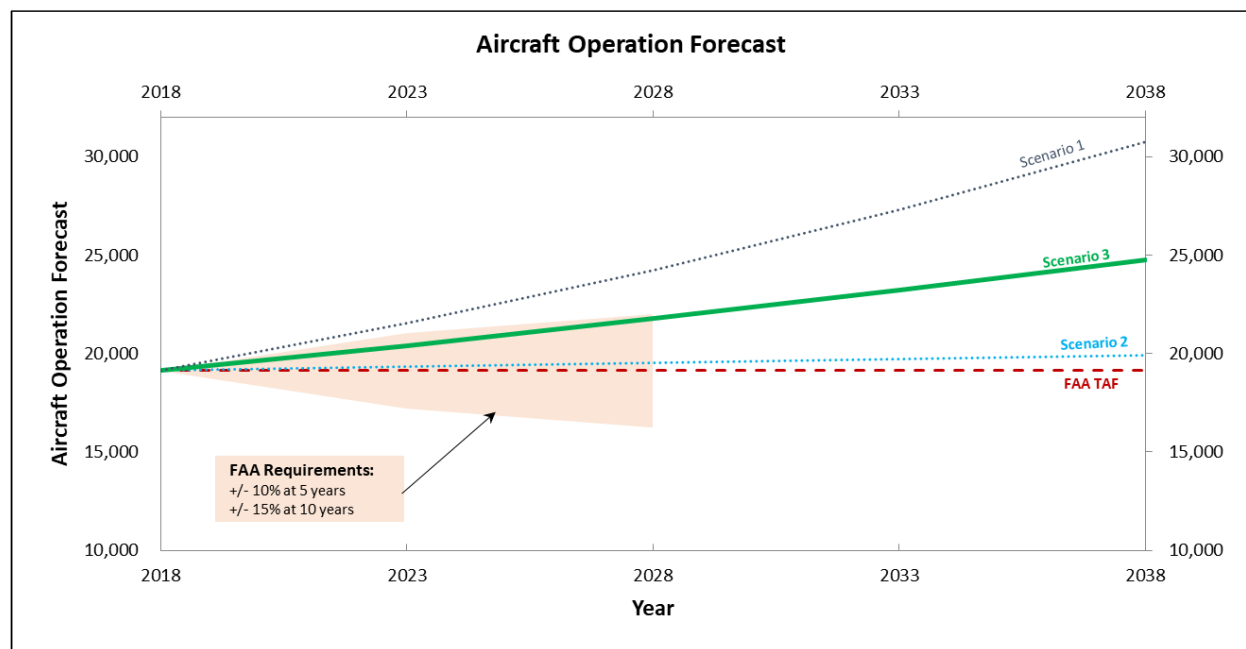


Figure 2-2 Aircraft Operations Forecast Scenarios, 2018-2038

Note: Comparison with FAA Terminal Area Forecast included for reference only.

2.8 Peak Period Activity

Peak period operations represent the number of operations that could occur during times of peak activity. The peak month is the month that experiences the most operations within the year, while the peak hour is the hour when the most activity occurs within an average day during the peak month.

Due to favorable weather and tourism, Hammonton experiences its greatest demand during the summer months. However, since the airport does not keep any log of operations, both peak month and peak hour operations were estimated for this Master Plan Update using the following assumptions:

- The average day of the peak month (ADPM) is calculated using the annual number of operations divided by an average daily demand ratio of 290, as recommended in FAA AC 150-5060-5, *Airport Capacity and Delay*.
- The number of operations during the peak month is assumed to be 31 times the number of operations during the ADPM.
- Total peak hour operations at the Airport equate to 20% of the operations experienced on an average day in the peak month.

Table 2-7 provides the peak activity forecasts for Hammonton for the three forecast scenarios.

Table 2-7 Peak Period Forecasts

	2018	2023	2028	2033	2038
Scenario 1					
Annual	19,124 ¹	21,532	24,243	2,918	30,731
Peak Month ²	2,044	2,302	2,591	2,918	3,285
Peak Hour ³	13	15	17	19	21
Scenario 2					
Annual	19,124 ¹	19,316	19,510	19,706	19,904
Peak Month ²	2,044	2,065	2,086	2,106	2,128
Peak Hour ³	13	13	13	14	14
Scenario 3					
Annual	19,124 ¹	20,400	21,761	23,212	24,761
Peak Month ²	2,044	2,181	2,326	2,481	2,647
Peak Hour ³	13	14	15	16	17

- Notes
1. FAA Airport Master Record, accessed November 2018.
 2. (ADPM Ops) x 31.
 3. (ADPM Ops) x 0.2.

2.9 Forecast Summary

FAA recommends consideration of a range of activity forecasts as part of an airport master plan. Having a range of forecast activity allows airports to develop plans flexible enough to respond to a range of future activity levels.

The forecasts prepared for this airport master plan led to the following conclusions and scenarios for the based aircraft and operations at Hammonton Municipal Airport:

2.9.1 Scenario 1: FAA Aerospace Forecast Turbine Engine Rates – High Growth Scenario

- Based Aircraft 20-year AAG = +2.0%
The number of based aircraft at Hammonton will follow the national trends predicted by the FAA Aerospace Forecast for General Aviation (GA) fixed wing turbine engine aircraft.
- Aircraft Operations 20-year AAG = +2.4%
The number of aircraft operations at Hammonton will follow the national trends predicted by the FAA for General Aviation (GA) fixed wing turbine engine aircraft operating hours.

2.9.2 Scenario 2: FAA NJ State TAF Forecast for GA – Low Growth Scenario

- Based Aircraft 20-year AAG = +0.3%
The number of based aircraft at Hammonton will follow the state trend predicted by the FAA TAF for the General Aviation (GA) sector in the State of New Jersey.
- Aircraft Operations 20-year AAG = +0.2%
The number of aircraft operations at Hammonton will follow the state trend predicted by the FAA TAF for the General Aviation (GA) sector in the State of New Jersey.

2.9.3 Scenario 3: Blended Average Forecast – Medium Growth Scenario

- Based Aircraft 20-year AAG = +1.2%
The number of based aircraft at Hammonton will follow the average of based aircraft growth rates described in Scenarios 1 and 2.
- Aircraft Operations 20-year AAG = +1.3%
The number of operations at the Airport will follow the average of based aircraft growth rates described in Scenarios 1 and 2.

2.10 Preferred Scenario

At small GA airports historical trends are of considerable value and frequently serve as good references and predictors of future activity levels. It is recommended that Scenario 2, the low growth scenario, be selected for the 10-year period 2018-2028, reflecting a forecast based on historical trends and current conditions.

For the period 2029-2038, Scenario 3, the medium growth scenario, is recommended. Although piston aircraft have been and are expected to continue to decline, there are reasons to expect long-term growth in GA activity at the Airport. This is due to the Airport's strategic location and other local reasons.

At this point, the forecast does not reflect the impacts of the COVID-19 since this is an on-going effort at the same time as the pandemic still evolves.

Table 2-8 summarizes the forecasts for the 20-year period 2018-2038. Table 2-9 compares these forecasts to the FAA TAF.

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Table 2-8 Forecast Summary for the 20-year Period 2018-2038

A. Forecast Levels and Growth Rates												
Base Year: 2018												
	Base Yr. Level	Base Yr.+1yr.	Base Yr.+5yrs.	Base Yr.+10yrs.	Base Yr.+15yrs.	Base Yr.+20yrs.	Average Annual Compound Growth Rates (%)					
							Base Yr. to +1	Base Yr. to +5	Base Yr. to +10	Base Yr. to +15	Base Yr. to +20	
Passenger Enplanements												
Air Carrier	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Commuter	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
TOTAL	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Operations												
<u>Itinerant</u>												
Air carrier	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Commuter/air taxi	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Total Commercial Operations	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
General aviation	8,870	8,888	8,959	9,049	9,653	10,297	0.2	0.2	0.2	1.3	1.3	1.3
Military	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
<u>Local</u>												
General aviation	10,254	10,275	10,357	10,461	11,159	11,903	0.2	0.2	0.2	1.3	1.3	1.3
Military	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
TOTAL OPERATIONS	19,124	19,162	19,316	19,510	20,811	22,200	0.2	0.2	0.2	1.3	1.3	1.3
Instrument Operations	-	-	-	-	-	-	-	-	-	-	-	-
Peak Hour Operations	13	13	13	13	14	15	0.2	0.2	0.2	1.3	1.3	1.3
Cargo/mail (enplaned + deplaned tons)	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Based Aircraft												
Single Engine (Nonjet)	9	9	9	9	10	11	0.3	0.3	0.3	1.2	1.2	1.2
Multi Engine (Nonjet)	15	15	15	16	16	17	0.3	0.3	0.3	1.2	1.2	1.2
Jet Engine	-	-	-	-	-	-	-	-	-	-	-	-
Helicopter	2	2	2	2	2	2	-	-	-	-	-	-
Other	-	-	-	-	-	-	0.3	0.3	0.3	1.2	1.2	1.2
TOTAL	26	26	26	27	28	30	0.3	0.3	0.3	1.2	1.2	1.2

B. Operational Factors

	Base Yr. Level	Base Yr. +1yr.	Base Yr. +5yrs.	Base Yr. +10yrs.	Base Yr. +15yrs.	Base Yr. +20yrs.
Average aircraft size (seats)						
Air carrier	NA	NA	NA	NA	NA	NA
Commuter	NA	NA	NA	NA	NA	NA
Average enplaning load factor						
Air carrier	NA	NA	NA	NA	NA	NA
Commuter	NA	NA	NA	NA	NA	NA
GA operations per based aircraft	NA	NA	NA	NA	NA	NA

Table 2-9 Master Plan and TAF Forecasts

	Year	Master Plan Forecast	TAF (2019)¹	MP/TAF (% Diff.)
Total Operations				
Base Year	2018	19,124	19,124	0
Base Year + 5 yrs	2023	19,316	19,124	1
Base Year + 10 yrs	2028	19,510	19,124	2
Base Year + 15 yrs	2033	20,811	19,124	8.8
Base Year + 20 yrs	2038	22,200	19,124	16.1

Note: 1. TAF data are on a U.S. Government fiscal year basis (October through September).

2.11 Critical Aircraft

The Critical Aircraft determination is an important aspect of airport planning and design at airports. It sets dimensional requirements, such as the separation distance between taxiways and runways, and the size of certain areas protecting the safety of aircraft operations and passengers. An accurate Critical Aircraft determination i) matches aircraft operational area dimensions to the most demanding aircraft that regularly use the runways, taxiways, and apron areas, and ii) helps ensure the proper development of airport facilities and appropriate federal investments in airport facilities.

The critical aircraft is defined as the most demanding aircraft type, or grouping of aircraft with similar characteristics, that make regular use of the airport. Regular use is considered at least 500 annual operations, including both itinerant and local operations but excluding touch-and-go operations. An operation is either a takeoff or landing.⁸

FAA makes a distinction between an existing critical aircraft and a future critical aircraft. The existing critical aircraft is determined based on current aeronautical uses at the airport, and the future critical aircraft is determined with an FAA-approved forecast that accounts for expected changes in the fleet.⁹

The current Airport Layout Plan (ALP) (2004) lists the following as the existing and future critical aircraft:

- Existing Piper Cheyenne (AAC: B | ADG: I | Small Aircraft Exclusively)
- Ultimate Cessna Citation VII (AAC: B | ADG: II)

2.11.1 Existing Critical Aircraft

The existing critical aircraft at an airport is based upon current aeronautical use. To determine operation volume by aircraft type at the Hammonton airport, the FAA Traffic Flow Management System Counts (TFMSC) system was utilized. The TFMSC database records IFR flight operations and captures operations by aircraft that are IFR-capable, but not operations by aircraft not equipped with IFR equipment. Although not all flights are recorded, larger aircraft, which are regularly the focus group in a critical aircraft determination, are assumed to be recorded in TFMSC.

However, at N81 only a limited number of operations were recorded by the TFMSC database. These operations are presented Table 2-10 by Aircraft Design Group (ADG) and aircraft type. No aircraft or ADG reached 500 operations, the annual operations threshold to determine the critical aircraft. The most frequently recorded aircraft type was the Piper Cheyenne 2, which is the critical aircraft listed on the existing ALP. Although the aircraft does not reach the 500-

⁸ Federal Aviation Administration, Advisory Circular 150/5000-17, *Critical Aircraft and Regular Use Determination*, June 20, 2017.

⁹ Ibid.

operations threshold, it is the most frequently flown aircraft recorded in TFMSC and is selected as the existing critical aircraft.

Table 2-10 TFMSC Operations

ADG / Aircraft Type	2013	2014	2015	2016	2017	2018¹
I/PAY2 - Piper Cheyenne 2	1		3	21	29	35
I/PAY1 - Piper Cheyenne 1		5	2	3	6	17
I/BE9L - Beech King Air 90	1	1	21	13	15	12
I/Cessna Skyhawk 172/Cutlass	15	4	7	3	11	6
I/PA31 - Piper Navajo PA-31	20	6	4	3	5	5
I/AEST - Piper Aero Star	17	21	26	19	10	4
I/BE33 - Beech Bonanza 33	1	2	1		1	4
Total, ADG I	151	126	127	103	140	114
II/AC50 - Aero Commander 500		2				
II/Gulfstream Commander 1000		2				
II/ASTR - IAI Astra 1125						
II/BE20 - Beech 200 Super King	2	2	2			
II/Raytheon 300 Super King Air			1	1		
II/BE90 - Beech King Air 90			5			
II/BE9T - Beech F90 King Air						
II/C208 - Cessna 208 Caravan						
II/C25B - Cessna Citation CJ3	2					
II/C550 - Cessna Citation II/Bravo						
II/PC12 - Pilatus PC-12			2			
Total, ADG II	4	7	11	1		
No Data	28	32	25	19	9	8

Note: 1. 2018 data is through the month of August.

2.11.2 Future Critical Aircraft

When determining the future critical aircraft, it is important to account for any changes that have a likelihood to occur at the Airport. As discussed above, there are a number of local factors that could influence the operational environment at the Airport and attract larger turbine aircraft. However, due to a lack of data, it is recommended to keep the Piper Cheyenne 2 (B-I Small) as the future critical aircraft for the 20-year master plan.

Nevertheless, the tenant survey responses indicated a potential interest for larger aircraft operations. In particular, some tenants expect elevated levels of use by turboprop aircraft and one survey responder indicated it would fly 200 operations per year in a B-II aircraft (Beech King Air C90). However, while one responder does not make a sound basis for a forecast, especially one of only 200 operations per year, it does indicate some potential future activity at N81.

Therefore, beyond the 20-year plan, the Beech King Air C90, a B-II Small Aircraft, should be considered as the future critical aircraft. The upgrade in the future critical aircraft comes with relatively few changes in design standards but provides considerable flexibility in responding to future development and market conditions regarding N81.

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3 Facility Requirements

3.1 Introduction

As Hammonton Municipal Airport (N81) continues to evolve, it is crucial to evaluate the ability of the existing facilities to accommodate the forecast level of aviation activity (projected demand) as presented in Chapter 2 Forecast of Aviation Demand. To do so, it is necessary to assess the ability of the existing airport facilities, described in Chapter 1 Inventory of Existing Conditions, to meet current and future aviation demand. Accordingly, demand capacity analyses were conducted to compare the aviation forecast and the capabilities of the existing facilities to accommodate the projected level of market driven demand and identify potential capacity shortfalls.

In Federal Aviation Administration (FAA) Advisory Circular (AC) 150-5070-6B, *Airport Master Plans*, FAA identifies the following factors that should be considered during the establishment of facility requirements during the master planning process:¹

- Capacity shortfalls
- Enhanced security requirements mandated by the Transportation Security Administration (TSA)
- Updated standards developed and adopted by the FAA and other regulatory agencies
- Airport sponsor's strategic vision for the airport
- Outdated condition, arrangement, or functionality of existing facilities

As stated above, a number of different factors are used to determine facility requirements. In instances where there is a conflict between the results of the demand capacity analyses and the Airport sponsor's strategic vision, the latter generally overrides the former. Maintaining runway length is a major element of the Airport sponsor's strategic vision, and therefore takes a high priority in determining the future runway length at N81.

The five factors noted above were considered in the process of determining future facility requirements for N81. This Facility Requirements chapter covers the necessary improvements or additions to airport facilities based on design criteria established by the FAA as related to the following major functional elements of the Airport:

- Airside
- Terminal Area
- Landside

¹ Federal Aviation Administration, AC 150/5070-6B, *Airport Master Plans*, Paragraph 801.c., November 30, 2018.

3.2 Regulations and Standards

3.2.1 Standards Used

The last Master Plan for Hammonton Municipal Airport was completed in 2003. Since then, regulations and standards have evolved and changed and research studies providing new guidance conducted. The demand capacity analyses and facility requirements analyses conducted for this master plan follow direction and guidance provided by numerous current sources, including:

- FAA Advisory Circulars such as:
 - AC 150/5300-13A, *Airport Design*
 - AC 150/5060-5, *Airport Capacity and Delay*
 - AC 150/5325-4B, *Runway Length Requirements for Airport Design*
- FAA memoranda, policies and engineering briefs
- Research projects conducted by the Airport Cooperative Research Program (ACRP). The main ACRP reports consulted were *ACRP Report 113 - General Aviation Facility Planning* and *ACRP Report 79 - Evaluation of Airfield Capacity*.

3.2.2 Design Standards

FAA AC 150/5300-13A sets mandatory standards and recommendations for civil airport design based on the Airport Reference Code (ARC), the Airport Design (or Critical) Aircraft, and the Runway Design Codes (RDC). In AC 150/5300-13A, the FAA defines the ARC as an “airport designation that signifies the airport’s highest Runway Design Code (RDC), minus the third component (visibility) of the RDC.” Based upon this definition, Hammonton Municipal Airport is currently a B-I airport. The first letter component designates the Aircraft Approach Category (AAC). The second Roman numeral component is the Airplane Design Group (ADG), which is related to wingspan and tail height. Aircraft Approach Category B designates aircraft with an approach speed less than 121 knots. Airplane Design Group I categorizes aircraft with a tail height less than 20 feet (ft) and a wingspan between 49 and 79 ft.

As defined in AC 150/5300-13A, “[a]n aircraft with characteristics that determine the application of airport design standards for a specific runway, taxiway, taxilane, apron, or other facility (such as Engineered Materials Arresting System [EMAS]). This aircraft can be a specific aircraft model or a composite of several aircraft using, expected, or intended to use the airport or part of the airport. (Also called ‘critical aircraft’ or ‘critical design aircraft.’).” The existing Critical Aircraft for N81 is the Piper Cheyenne II, a B-I Small aircraft.

Based on analyses presented in Chapter 2, the future critical aircraft will remain the Piper Cheyenne II for the 20-year planning period reflected in this master plan. However, beyond the 20 years and for major development considered on the west side of the Airport, it is recommended that the Beech King Air F90 (a B-II Small aircraft) be considered the critical

design aircraft. Considering real estate and space constraints on the east side of the airport, it is proposed that future development on the east side be based on B-I Small design standards whereas future development on the west side be designed following B-II Small standards. Such an approach interjects flexibility into the master plan and allows for growth in future aircraft sizes at N81.

The Airport Reference Code and the Critical Aircraft are used for planning and design only and do not limit the size and type of aircraft that can operate safely at the Airport.

3.3 Airside Facilities

Airfield facilities include runways, taxiways, and navigation and visual aids.

3.3.1 Runway System

Runway Length

Runway length requirements depend on the critical aircraft used at the airport. FAA AC 150/5325-4, *Runway Length Requirements for Airport Design*, provides guidelines for determining a required runway length. Key inputs in the runway length analyses include the following:

- Airport Elevation (MSL): **64.6 ft**
- Mean daily maximum temperature of the hottest month at the airport: **87° F**
- Approach Speed of the Critical Aircraft: **>50 knots**
- Number of passenger seats: **Less than 10 passengers**

The required runway length to serve 100 percent of (B-I Small/B-II Small) aircraft of less than 10 passengers fleet is 3,600 ft. The current runway length is 3,600 ft; thus, the airport meets the runway length requirements for the planning period. However, according to the most recent obstruction analysis from 2014, off-airport penetrations to the critical threshold siting surface and Part 77 approach surface were identified in a densely-forested area of about 40 acres off the Runway 21 approach end. As a result, it is recommended to clear those obstructions from the Runway 21 approach in order to maintain the 3,601-foot runway length.

Runway Width

The current runway width of 75 ft exceeds the FAA standards for ARC B-I Small aircraft. It is recommended that the width be maintained.

Runway Capacity

By 2038, the demand capacity will represent only 14 percent of the Annual Service Volume (ASV) (Table 3-1); therefore, demand is not expected to exceed capacity throughout the planning period. Accordingly, the current airfield configuration is sufficient to meet the anticipated demand through 2038.

Table 3-1 Airfield Capacity, 2038

Operations vs. Capacity							
Year	Annual Ops	Peak Month	Annl Service Volume	% Annl Service Volume	Peak Hour Ops	Hourly Capacity	% Hourly Capacity
2018	19,124	2044	156,600	12	13	60	22
2023	19,316	2065	156,600	12	13	60	22
2028	19,510	2086	156,600	12	13	60	22
2033	20,811	2225	156,600	13	14	60	24
2038	22,200	2373	156,600	14	15	60	26

Wind and Weather Conditions

A detailed wind analysis was conducted based on wind conditions and their relationship to Runway 3-21. Ten years of wind speed and direction data (2010-2019) collected by the National Climatic Data Center for Atlantic City International Airport, which is located approximately 15 nautical miles southeast of Hammonton Municipal Airport, was utilized in this analysis.

FAA guidelines provide for a crosswind limit of 12 miles per hour (mph) (10.5 knots) for ARC A-I and ARC B-I aircraft. These crosswind limits are appropriate for the aircraft operating and expected to operate at the Airport through the planning horizon. Table 1-2 summarizes the runway wind coverage for all-weather and Instrument Flight Rules (IFR) conditions.

Table 1-2 Wind Conditions and Runway Coverage

Runway	All Weather		IFR	
	12 mph (10.5 knots)	15 mph (13 knots)	12 mph (10.5 knots)	15 mph (13 knots)
Runway 3-21	87.32%	92.27%	87.73%	92.73%

The results for all-weather conditions indicate that Runway 3-21 provides 87.3 percent wind coverage under a 12-mph crosswind limit, increasing to 92.3 percent for a 15-mph crosswind. These values are less than the FAA-recommended 95 percent crosswind coverage capability and indicate that a second crosswind runway be considered.

The wind analysis indicates that due to variability in wind speed and direction a single runway alignment to provide at least 95 percent wind coverage with a 12-mph crosswind component is not achievable. This serves to underscore the need for a crosswind runway at the Airport. However, considering the limited ability to provide a crossing runway due to the existing physical constraints at the airport, a new crosswind runway is not recommended. Much of the area for a new runway would have to be carved from the existing Wharton State Forest, an unlikely prospect.

Runway Lighting

Runway 3-21 is equipped with Medium Intensity Runway Lights and both runway ends are equipped with REILs.

Pavement Strength and Conditions

According to a 2014 PCI study, the overall pavement condition at the airport is currently satisfactory with an average PCI of 76. The runway has a PCI of 93, which is considered good condition.² It meets the requirements for the planning period but the pavement condition should be continually monitored.

3.3.2 Taxiway System

Taxiway Capacity

Runway 3-21 is accessed by a 40-ft-wide full-length parallel taxiway (Taxiway A) with an asphalt surface. The taxiway centerline is 200 ft from the runway centerline. A system of three 40-ft-wide connector taxiways (Taxiways B, C and D) arranged 90 degrees perpendicular to the taxiway provide access to aprons and the terminal building.

The current full-length parallel taxiway is sufficient to meet the anticipated demand for 2038 from a capacity standpoint. However, considering potential future improvements on the west side of the airport, an additional taxiway will be needed to access this new area of the Airport.

Pavement Strength and Conditions

According to the 2014 PCI report, Taxiway A is rated in poor condition with a PCI of 44. It is the same conclusion for Taxiway B with a PCI of 52.³ As a result, a rehabilitation of Taxiways A and B is recommended.

Taxiway Standards

According to the AC 150/5300-13A, airport engineers are not to “design taxiways to lead directly from an apron to a runway without requiring a turn.” As a result, Taxiway C does not comply with standards, and it is recommended that Taxiway C be realigned to meet FAA design standards.

3.3.3 Navigational and Visual Aids

Visual Aids

The Airport currently provides a SuperUnicom rotating beacon, a lighted windsock, a wind tee and 2-light PAPIs and REILs on each runway end.

² Advanced Infrastructure Design, Inc., *2014 Pavement Condition Index (PCI) Report / Hammonton Municipal Airport (N81)*, May 2015, prepared for the New Jersey Department of Transportation.

³ Ibid.

Navigational Aids

There are currently two published approach plates for N81: VOR-B (for Runway 21 approach) and RNAV (GPS) RWY 3.

A summary of recommendations regarding the N81 runway, taxiways, and navigation and visual aids is presented in Table 3-3.

Table 3-3 Airfield Facility Recommendations

Airfield Facility	Existing	Future (2038)	Recommendations
Runway System			
Runway Length	3,601 ft	3,601 ft	Clear obstruction to maintain the runway length
Runway Width	75 ft	60 ft	Maintain existing width
Runway Lighting	MIRL	MIRL	----
Wind Conditions	<95%	>95%	Restrictions on operations when crosswinds exceed recommended standards for continued operations on Rwy 3-21
Pavement Strength and Condition	Strength: Condition: 93 PCI (2014)	Preventive maintenance to continue	Preventive maintenance to continue
Taxiway System			
Parallel Taxiway	Full parallel taxiway on the east side	<ul style="list-style-type: none"> ▪ Rehabilitation of Taxiways A and B ▪ Redesign of Taxiway C ▪ New partial or full parallel taxiway on the west side. 	<ul style="list-style-type: none"> ▪ Rehabilitation of Taxiways A and B ▪ Redesign of Taxiway C ▪ New partial or full parallel taxiway on the west side.
Taxiway Width	40 ft	40 ft	----
Taxiway Lighting	MITL	MITL	
Navigational/Visual Aids			
2-light PAPIs	Yes	Yes	----
SuperUnicom Rotating Beacon	Yes	Yes	----
Windsock and Wind Tee	Yes	Yes	----
REILs	Yes	Yes	----
Instrument Approach	VOR-B approach to RWY 21; RNAV (GPS) RWY 3	VOR-B approach to RWY 21; RNAV (GPS) RWY 3	----

3.4 Terminal Area

The terminal area of any airport generally includes a terminal and other airport buildings; apron; conventional and T-hangars; maintenance facilities; and fuel farms, among others.

3.4.1 Terminal Building

A general aviation terminal building provides space for management offices, flight planning, pilot lounges, restrooms, and other needs of pilots, passengers and employees. It may consist of a separate building or a space attached to hangar buildings. It can also include non-aeronautical services such as restaurant, rental car counters and more. According to *ACRP Report 113 - Guidebook on General Aviation Facility Planning*, an accepted methodology for calculating general aviation terminal building requirements is as follows:

$$\text{(Peak Hour Operations)} \times 2.5 \times \text{(100-150 sf)} = \text{Building Square Footage (sf)}$$

To determine the amount of space needed for a terminal building, a frequently used guideline is to use the product of the above methodology or 500 square feet (sf), whichever is greater. A low case and a high case scenario are calculated in Table 3-4.

Table 3-4 Terminal Building Requirements, 2038

Peak Hour Operations	15
x 2.5	38 [Factor1]
Low Case (100 sf x Factor1)	3,800 sf
High Case (150 sf x Factor1)	5,625 sf

Between 3,800 sf and 5,625 sf of terminal building space are required for the planning period. The existing terminal building of 3,040 sf does not meet the future requirements. An expansion of the existing or a new terminal building is recommended to meet the requirements for the planning period.

3.4.2 Hangar Requirements

In addition to common practices to estimate future hangar demand, recent communications with Airport senior management have conveyed a current need for 15-20 T-hangars.

The following set of assumptions has been developed in order to evaluate the future hangar demand by aircraft type:

Assumptions

- 25 percent of single engine aircraft will be stored in conventional hangars
- 55 percent of single engine aircraft will be stored in T-hangars
- 20 percent of single engine aircraft will park on the apron (tie-downs)
- 40 percent of multi engine aircraft will be stored in conventional hangars
- 50 percent of multi engine aircraft will be stored in T-hangars
- 10 percent of multi engine aircraft will park on the apron
- 100 percent of helicopters will be stored in conventional hangars (existing conditions)

Other considerations from typical practices and reference books such as ACRP Report 113 have been studied. In particular, the following guidelines have been considered:

- A planning guideline for number of based aircraft parking positions should be between 10 percent and 25 percent of based aircraft.
- Many State Airport System plans that have guidance on storage of based aircraft recommend that 75 - 100 percent be stored in hangars.

By 2038, the hangar requirements have been estimated to include eight conventional hangar and 17 T-hangars. In addition, five based aircraft will be parked at apron tie-down positions by 2038 (Table 3-5).

Table 3-5 Hangar Requirements, 2038

Aircraft Type	Based Aircraft	Storage/Parking		
		Conventional Hangar	T-hangar	Apron Tie-down
Single Engine (Nonjet)	11	0 (0%)	8 (75%)	3 (25%)
Multi Engine (Nonjet)	17	6 (40%)	9 (50%)	2 (10%)
Jet Engine	0	0%	0%	0%
Helicopter	2	2 (100%)	0%	0%
Other	0	0%	0%	0%
Total	30	8 (27%)	17 (57%)	5 (17%)

Conventional Hangars

To estimate the approximate area required for conventional hangars, the space requirements/factors presented in Table 3-6 were assumed.

Table 3-6 Conventional Hangar Requirements, 2038

	Number of Aircraft	Space Requirement	Total (sf)
Single Engine (Nonjet)	0	1,050 sf/aircraft	0
Multi Engine (Nonjet)	6	1,600 sf/aircraft	9,600
Jet Engine	0	-	0
Helicopter	2	1,600 sf/helicopter	3,200
Other	0	-	0
Total	8	-	12,800

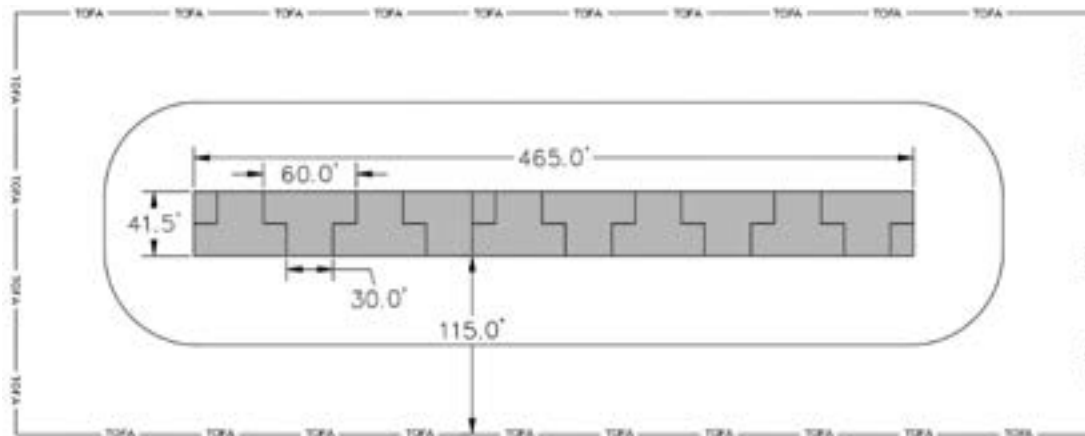
Six conventional hangars and two helicopter hangars totaling 12,800 sf are projected to be needed by 2038. Currently, the airport has two conventional hangars and one helicopter hangar. Additional hangars will be needed to accommodate the demand for the planning period.

Maintenance Hangar/FBO

Frequently used criteria compute FBO and maintenance areas at 10 percent of the total conventional hangar area demand or 5,000 sf, whichever is greater. Using these criteria, 5,000 sf of maintenance hangar/FBO area would be needed in 2038. However, it has been indicated that the maintenance activity has recently drastically grown at the airport and thus, an additional maintenance hangar would help the activity to continue.

T-hangar Units

Seventeen (17) aircraft are projected to require T-hangar units in 2038. These include eight single-engine and nine multi-engine aircraft. Typical T-hangar layouts for B-II Small and B-I



Small aircraft are depicted in Figures 3-1 and 3-2, respectively.

Table 3-7 Transient Aircraft Requirements, 2038

Peak Month Total Operations	2,373
Itinerant % of Peak Month Total Operations	47%
Peak Month Transient Operations	1,115
Peak Month Average Day Transient Operations	36
Peak Month Busy Day Transient Operations (ADPM +10%)	40
Required Transient Tie-down Positions	20

The summary table below shows the existing and future facility requirements for the terminal area.

Table 3-8 Terminal Area Facilities, 2038

Facility	Existing Conditions (2018)	Future Requirement (2038)	Recommendation
Conventional Hangars	3	8	5 new hangars
Maintenance Hangars	1 @ 7,020 sf	2	A second maintenance hangar would help the growth
T-hangar Units	0	17	17 T-hangars
Based Aircraft Apron Transient Aircraft Apron	41 tie-downs	20 tie-downs (min)	Additional tie-downs may be needed by 2038 to accommodate larger aircraft (west side)
Terminal Building	3,040 sf	3,800 sf – 5,625 sf	Short-Term: Renovate existing Terminal building Long-Term: Provide new Terminal building

3.5 Landside Facilities

Landside facilities include airport access roads and parking facilities.

3.5.1 Airport Access

All of the N81 landside facilities are located east of Runway 3-21 and accessed from Academy Drive, a two-lane, two-way roadway connecting to Columbia Road (County Route 693), also known as Airport Road. According to the 2014 Obstruction study, five (5) poles from the road

are obstructions to the approach surface to Runway 3. Accordingly, it is recommended to relocate a portion of Academy Drive to remove it from interfering with the approach surface. At the time of relocation, repaving all of Academy Drive should be considered.

3.5.2 Automobile Parking

The airport currently has 17 automobile parking positions but some are unpaved areas used for parking. Following recommendations in *ACRP Report 113 - Guidebook on General Aviation Facility Planning*, the parking requirements listed in Table 3-9 are derived.

Table 3-9 Automobile Parking Requirements, 2038

Facility	Parking Spaces Required	No. of Spaces Recommended
Terminal Building (or FBO Building)	2.5 spaces per peak hour + minimum 5 spaces for offices	43
Conventional Hangar (Box Hangar)	1 space per 1,000 sf	13
T-hangar	1 space for 50% of units	9
Maintenance Hangar	1 space per 1,000 sf	7
Total		72

A total of 72 parking spaces (maximum) are projected to be required by 2038. Currently, the airport does not meet this requirement.

3.6 Support Facilities

3.6.1 Fuel Storage

The existing fuel tank system is reaching the end of its useful life. As indicated by the FBO operator, fuel consumption is currently roughly 10-15,000 gallons per month. It is recommended that the existing fuel tank system be evaluated further for modernization or replacement and possible expansion. As airport operations increase and the west side of the airport is developed, a second fuel farm on the west side of the airport should be considered.

3.6.2 Helicopter Facilities

Discussions with N81 senior management and the FBO operator highlighted a recent increase of helicopter operations and the need for additional helicopter parking positions at the airport. On a short-term basis, it is recommended to provide two helicopter parking positions on the east side. On a long-term basis (and depending on future need), additional helicopter parking positions may be considered on the west side of the airport as it is developed. The critical design helicopter is the Sikorsky S-76, a medium-size commercial utility helicopter manufactured by the Sikorsky Aircraft Corporation.

3.7 Facility Requirements Summary

This chapter evaluated the existing facilities at N81 and listed future recommendations to meet facility requirements over the 20-year planning horizon. Table 3-10 provides a summary of these recommendations.

Table 3-10 Facility Requirements Summary

Facility	Recommendation
Airfield	
Runway Length	Clear the Runway 21 approach obstructions to maintain the existing 3,601-foot runway length
Wind Coverage	Consider restrictions on operations when crosswinds exceed recommended standards for continued operations on Runway 3-21
Pavement Design Strength	Rehabilitate Taxiways A and B; redesign/relocate Taxiway C to meet current FAA design standards
Terminal Area	
Terminal Building	Expand/modernize existing terminal and consider new terminal building on the west side as development occurs there
Conventional Hangars	Provide five new hangars
Maintenance Hangars	A second hangar might be needed to support the activity growth
T-hangar Units	Provide 17 T-hangars
Based Aircraft Apron	Consider additional tie-downs for larger aircraft as west side of airport develops; consider additional helicopter parking positions (west side)
Transient Aircraft Apron	
Landside	
Access Road	Relocate Academy Drive at intersection with Columbia Road; repave Academy Drive
Automobile Parking	Provide 55 additional parking spaces to meet projected demand
Support Facilities	
Fuel Storage	Evaluate fuel farm for modernization or replacement and possible expansion
Helicopter Facilities	Provide two helicopter parking positions on the east side (short term); consider additional helicopter parking positions on the west side as development occurs there

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4. Development and Evaluation of Alternatives

4.1 Introduction

This chapter presents and recommends airport development options for Hammonton Municipal Airport in accordance with the facility requirements identified in Chapter 3 as well as the strategic vision for the airport.

The goal of this chapter is to develop a recommended alternative that addresses projected capacity deficits, provides operational improvements and is flexible enough to adjust to unforeseen events in the future.

4.2 Overview of the Process

In developing a variety of alternatives in line with the forecast traffic for the planning period, the following overall framework was pursued:

- Different airside alternatives and configurations of the runway and taxiways were considered and evaluated.
- The existing East Side apron and taxilane layouts (Figure 4-1) were optimized to provide needed improvements to B-I Small design standards in the foreseeable near term.
- Development of a future West Side of the airport (Figure 4-1) to B-II Small standards to accommodate growth beyond the near term and perhaps beyond the 20-year planning horizon of this master plan.



Figure 4-1 East and West Side Development Areas

4.3 Strategic Vision for the Airport

The airport vision is to consolidate and improve the existing services offered at the airport in order to increase the airport's traffic and revenue. The airport is viewed as a potential economic engine driving growth and development in the Greater Hammonton Area.

The vision includes four main elements:

- Maintain the existing 3,600-foot runway length
- Increase conventional and T-hangar capacity
- Enhance the level of service by renovating and expanding existing facilities including the terminal and restaurant
- Grow maintenance services and training opportunities at the airport

4.4 Facility Requirements

The main facility requirements (Chapter 3 Facility Requirements) are the following:

- Airside
 - Maintain existing runway length (3,600 ft)
 - Rehabilitate Taxiways A and B
 - Accommodate growing numbers of helicopter operations
- Terminal Area
 - Provide additional conventional hangars and T-hangars
 - Provide additional tie-downs
 - Rehabilitate the existing terminal/build a new terminal (future)
 - Replace/upgrade the existing fuel tanks
- Landside Area
 - Relocate and repave the existing airport access road
 - Provide additional car parking positions

Considering those facility requirements, multiple alternatives have been developed.

4.5 Airside Alternatives

4.5.1 Runway Options

The existing runway does not provide enough wind coverage and a second crossing runway is needed. However, considering existing conditions and constraints (much of the land required for a crosswind runway falls within the Wharton State Forest), it is not recommended to build a second runway.

Obstructions to approach surfaces are critical for safe airport operations. According to the most recent obstruction analysis from 2014, off-airport penetrations to the critical threshold siting surface were identified in a densely-forested area of about 40 acres off the Runway 21 approach end. One of the main objectives of this master plan being to maintain the existing runway length of 3,600 ft, it is recommended to protect the threshold siting surface from obstructions. It represents a total of 18 obstruction clusters (each obstruction representing the tallest penetration within a 100-ft-by-100-ft grid) penetrating the threshold siting surface, and four of these fall within the runway protection zone (RPZ), as shown on Figure 4-2.

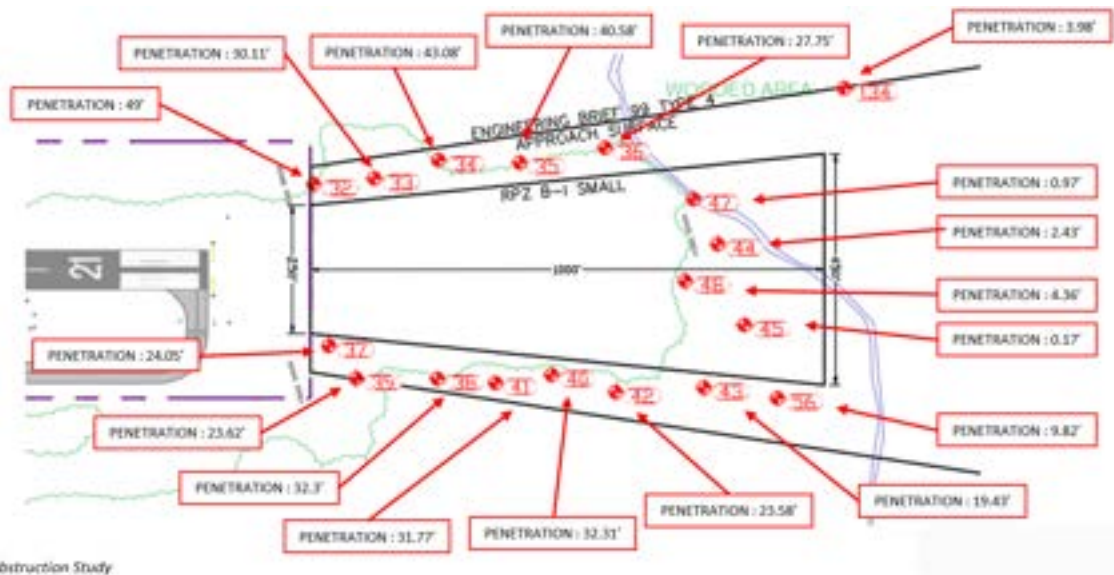
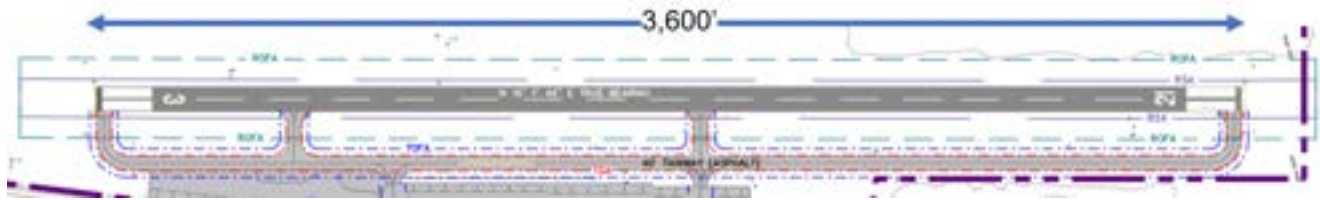


Figure 4-2 Obstructions within the Runway 21 Approach

As a result, the following alternatives are proposed:

Option 1 Existing Conditions and Tree-trimming



Option 1 maintains the existing conditions in terms of runway length but requires removal or trimming of trees (18 tree clusters) penetrating the Runway 21 approach surface. This option is in line with the airport's vision and will enhance safe operations by removing the obstructions. Since much of the area with obstructing trees falls within the Wharton State Forest, Hammonton will have to coordinate with the New Jersey Department of Environmental Protection (NJDEP) to trim the trees.

Option 2 Displaced Threshold and Limited Tree-trimming



In recognition of the difficulties in obtaining access to the Wharton State Forest for tree-trimming/removal and the related time and expense, Option 2 is presented. It consists of a displaced threshold of up to 980 ft in order to clear all existing obstructions off the Runway 21 end. The main disadvantage of this option is the reduction of landing distance available to 2,620 ft, which limits the viability and utility of the runway, particularly in instances of inclement weather. Takeoff distance would remain at 3,600 ft. However, this option allows limited tree-trimming/removal, which would reduce cost and lessen environmental impacts to the Wharton State Forest.

Option 3 Displaced Threshold and Runway Shift



Option 3 shifts the runway 980 ft to the south in order to maintain the existing 3,600 ft of available landing distance. As a result, the available runway takeoff distance increases to 4,580 ft, which increases the viability and attractiveness of the airport as it permits an increased range of aircraft to operate at the airport. Several disadvantages of this option are required property acquisition off the Runway 3 end, the required relocation of Columbia Road, and

obstruction removal off the Runway 3 end. Advantages of this option are maintenance of the 3,600 ft of landing distance available for a landing to the Runway 21 end; an increase of 980 ft (to 4,580 ft) in the landing distance available for a landing to the Runway 3 end; and a significant increase in the attractiveness, viability, and utility of the runway.

4.5.2 Taxiway Options

Taxiways A and B are in poor condition with Pavement Condition Index (PCI) values of 44 and 52, respectively. It is recommended that both taxiways be rehabilitated. Taxiway C, a stub taxiway linking the apron to Taxiway A and Runway 3-21, does not meet current design standards as it allows direct access to the runway from the apron, increasing the risk of a runway incursion. It is recommended that Taxiway C be realigned and located closer to the maintenance hangar, where it will better serve future development planned to the north of the maintenance hangar.

In terms of capacity, the existing full-length parallel Taxiway A provides sufficient capacity for the future forecasted traffic. A second parallel taxiway will be needed to develop the West Side of the airport.

4.6 Landside Alternatives

4.6.1 East Side

Since the existing airport infrastructure is located on the East Side of the airport, it is recommended that this area be rationalized and optimized before developing the West Side. There is considerable development area remaining on the East Side, sufficient to accommodate growth in the short-term. Accordingly, several development options, consisting of moderate development to improve existing facilities and accommodate future demand in the short-term, are proposed. All new development on the East Side will be designed for B-I Small aircraft.

Constraints and Existing Conditions

The existing East Side of the airport represents a very constrained area bounded by the runway/taxiway environment, Columbia Road, Academy Drive, and Wharton State Forest (Figure 4-3). The following constraints were considered in developing landside alternatives:

- Existing airport property limit
- Existing facilities including multiple hangars, a terminal, a maintenance hangar and a fuel farm
- The close location of the apron to the runway, triggering careful evaluation of the Part 77 primary and transitional surfaces
- Six future hangars located south of the existing state police hangar, which will replace eight existing tie-down positions

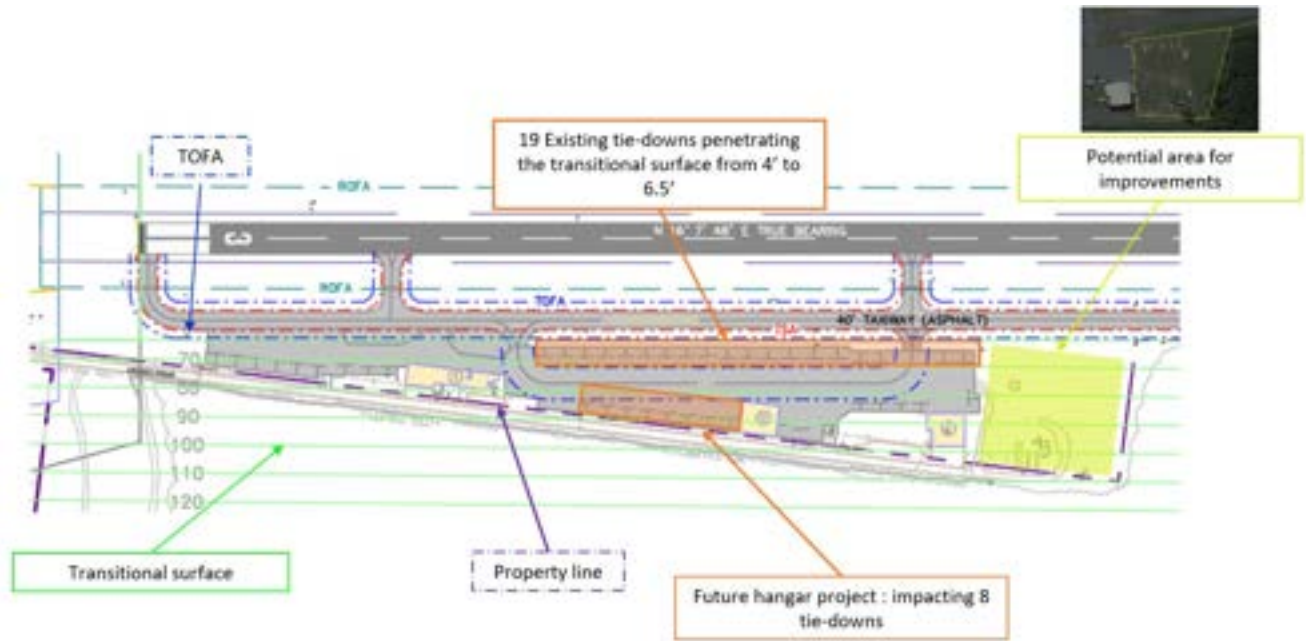


Figure 4-3 East Side Constraints

Nineteen (19) existing tie-down parking positions penetrate the transitional surface by 4 - 6-1/2 ft when aircraft are parked at these positions. In order to mitigate the penetration, a redesign/reconfiguration of the parking positions is developed to minimize, but not eliminate, penetrations to the transitional surface (Figures 4-4 and 4-5). Accommodating the six future hangars, TOFA associated with a relocated taxilane, and a relocated Taxiway C (see Section 4.6.2 Option 1 below), the revised parking layout – with the front of the aircraft facing the runway – now totals 23 aircraft (+4 over existing numbers) and reduces/minimizes aircraft tail penetration to a range of 0.88 - 4 ft.

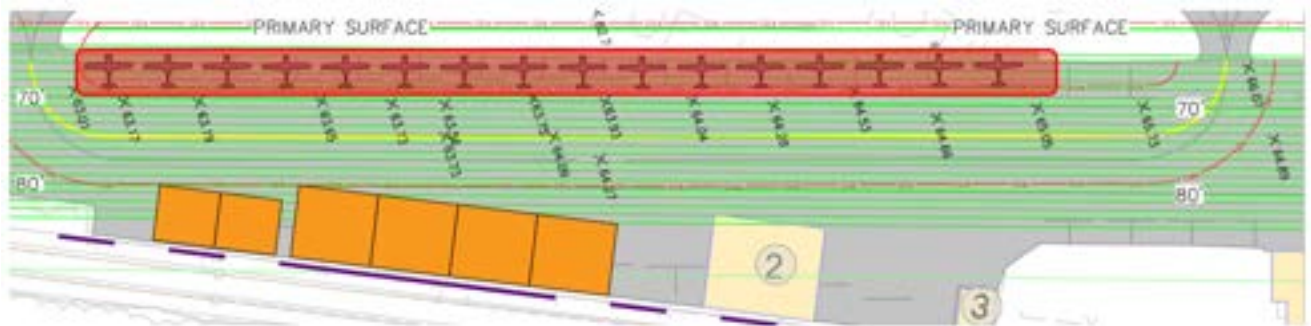


Figure 4-4 Revised Parking Layout (16 positions)

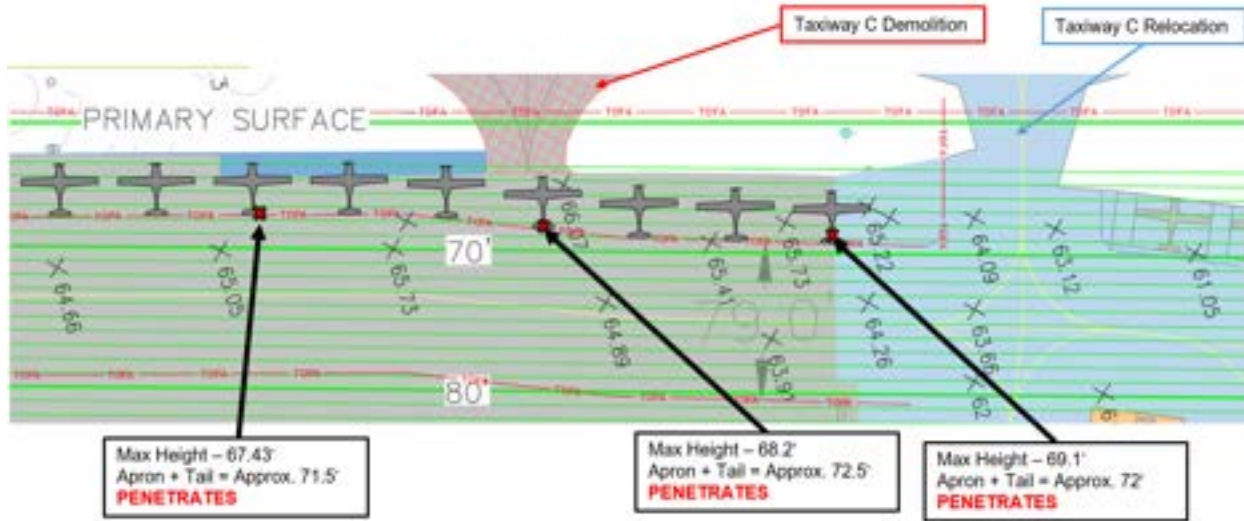


Figure 4-5 Revised Parking Layout (7 positions)

4.6.1.1 Option 1

Option 1 (Figure 4-6) consists of the following:

- Relocation of Taxiway C portion. According to FAA AC 150/5300-13A, *Airport Design*, it is recommended to “not design taxiways to lead directly from an apron to a runway without requiring a turn. Such configurations can lead to confusion when a pilot typically expects to encounter a parallel taxiway but instead accidentally enters a runway.” Accordingly, it is recommended to shift Taxiway C to the north. Such a move allows seven new tie-down positions (Figure 4-5) to be constructed.
- Two (2) helicopter parking positions will be located next to the existing terminal.
- Construct maintenance hangar. A second maintenance hangar can be built adjacent to the existing one, practically doubling the space available for maintenance activity at the airport.
- Sixteen (16) car parking positions will be added for hangar tenants and others.
- A realigned Academy Drive.

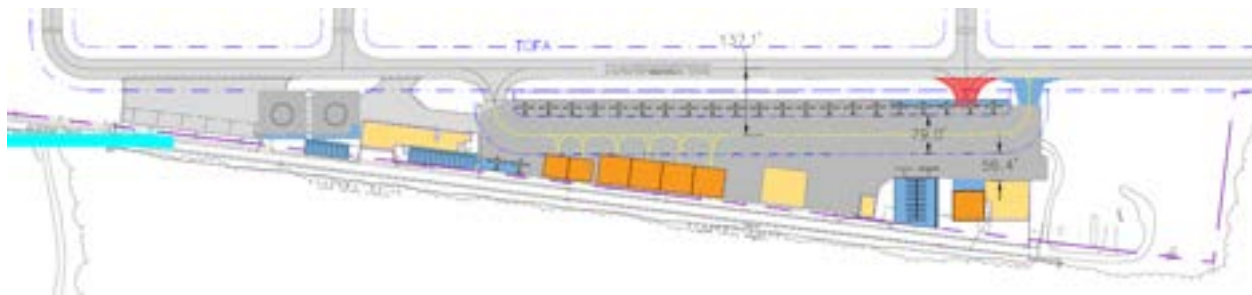


Figure 4-6 East Side Option 1

4.6.1.2 Option 2

In addition to the improvements of Option 1, Option 2 extends the apron to the north of the current maintenance hangar. As indicated in Figure 4-7, this new apron could provide either 16 PA42 positions (in black) or 20 DA-40 positions (in pink), depending on the demand.

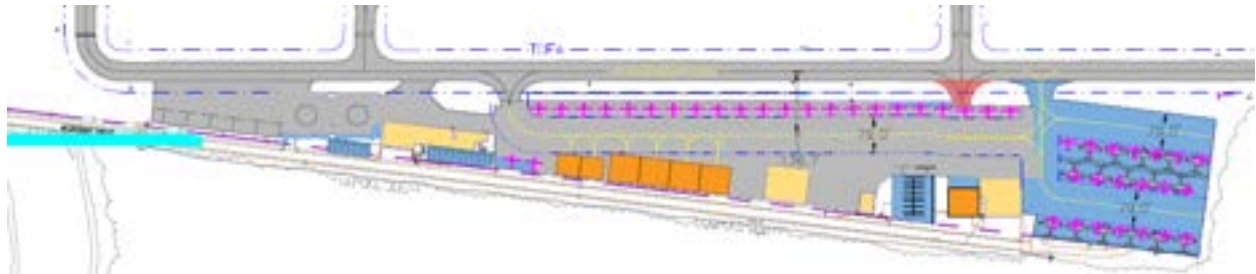


Figure 4-7 East Side Option 2

4.6.1.3 Option 3

In addition to the improvements of Option 1, Option 3 uses the north portion of the airport for T-hangars, tie-downs and related taxilanes. Airport management cites a need for 15-20 T-hangars, and the airport maintains a future tenant waiting list. Option 3 adds two 4-unit T-hangars, seven DA-40 tie-down positions, one PA42 tie-down position, and the necessary taxilanes (Figure 4-8).



Figure 4-8 East Side Option 3

4.6.2 West Side Alternatives

The west side of the airport represents the future of the airport, particularly when development capacity is reached on the east side. The west side provides greenfield development but requires capital outlays for infrastructure, e.g., access roadway, utilities, apron, taxiway and taxilanes, aircraft parking, a west side terminal, and others. To allow greater flexibility in the future, it is recommended that the west side be designed to accommodate B-II Small aircraft such as the King Air C90.

4.6.2.1 Option 1

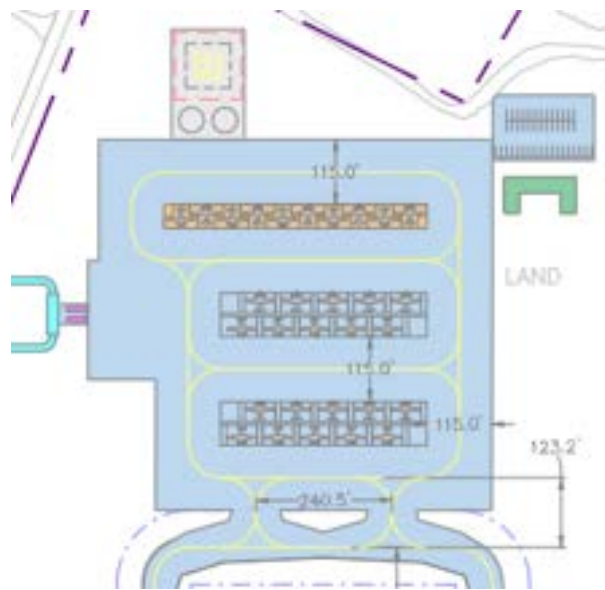


Figure 4-9 West Side Option 1

West Side Option 1 (Figure 4-9) consists of the minimum facilities necessary to accommodate new airport growth and development on a greenfield site. It includes:

- Terminal
- Fuel farm
- Helipad and two helicopter parking positions
- One (1) 10-unit T-hangar designed for B-II Small aircraft, i.e., King Air C90
- Twenty (20) tie-down positions for B-II Small aircraft
- Vehicle parking for 35
- Access roadways and utility infrastructure
- Partial new parallel taxiway and taxilanes

The perceived advantages of West Side Option 1 are:

- Realistic development that can accommodate all required facilities
- Feasible construction phasing
- Centered terminal provides flexibility for long-range expansion

Disadvantages are:

- Terminal not centered with the apron during this phase
- Terminal hidden from Columbia Road and distant from runway environment

4.6.2.2 Option 2

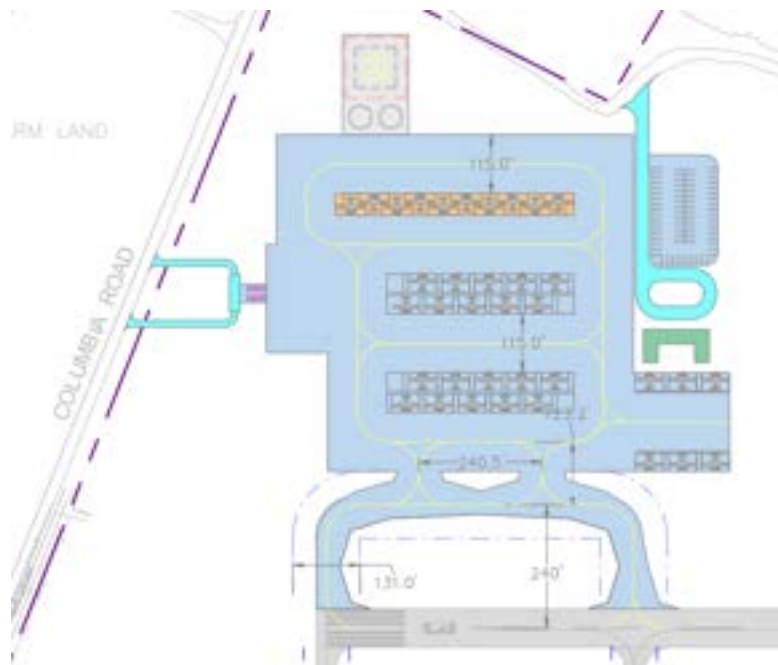


Figure 4-10 West Side Option 2

Option 2 (Figure 4-10) differs from Option 1 only in the location of the terminal. This option provides a more central terminal much closer to the runway environment.

The perceived advantages of this option are:

- Realistic development that can accommodate all required facilities
- Feasible construction phasing
- Centered/central terminal with long-range expansion capability and views to the runway

Perceived disadvantages are few:

- Terminal hidden from Columbia Road

4.6.2.3 Option 3

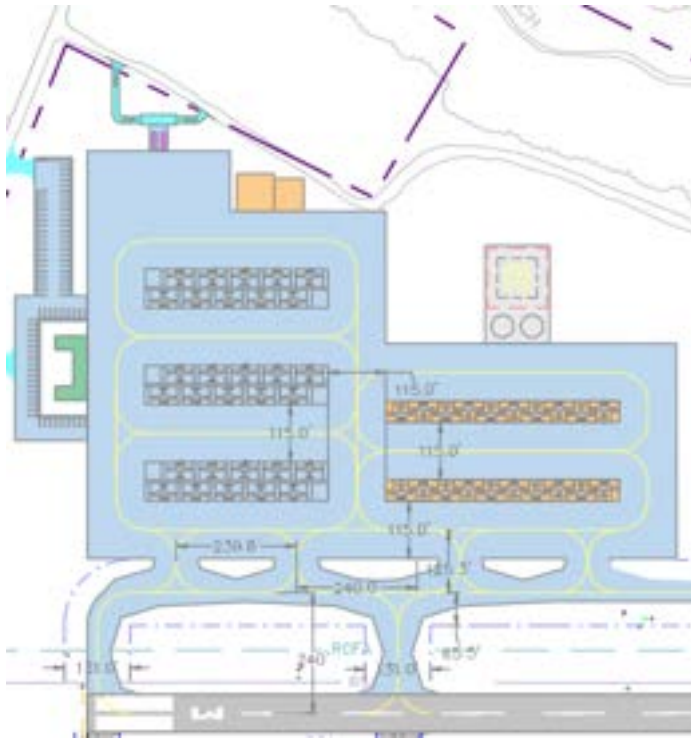


Figure 4-11 West Side Option 3

Option 3 (Figure 4-11) differs in many ways from Options 1 and 2. It positions the terminal at the extreme southern edge of the new west side development to provide good visibility and direct access from Columbia Road. This option includes:

- Terminal
- Fuel farm
- Helipad and two (2) helicopter parking positions
- Two (2) 10-unit T-hangars for B-II Small aircraft, i.e., King Air C90
- Two (2) conventional hangars
- Thirty (30) tie-down positions for B-II Small aircraft
- Vehicle parking for 70
- Additional space available for other facilities
- Access roadways and utility infrastructure
- Partial new parallel taxiway and taxilanes

The perceived advantages of this option are:

- Easily accommodates future growth and development
- Terminal visible from Columbia Road, providing great exposure to the airport

The perceived disadvantages are:

- Terminal is not centered and offers limited views of the runway environment
- Requires more parallel taxiway compared to Options 1 and 2
- More challenging construction phasing

4.6.2.4 Option 4



Figure 4-12 West Side Option 4

Option 4 (Figure 4-12) depicts a potential large-scale west side development. This option has the terminal centered around multiple new facilities including:

- Terminal
- Fuel farm
- Helipad and two (2) helicopter parking positions
- Four (4) 5-unit T-hangars for B-II Small aircraft, i.e., King Air C90
- Two (2) conventional hangars
- Thirty (30) tie-down positions for B-II Small aircraft
- Vehicle parking for 104
- Additional space available for other facilities
- Access roadways and utility infrastructure

- Partial new parallel taxiway and taxilanes

The perceived advantages are:

- Can accommodate more than the required facilities

Perceived disadvantages include:

- Relatively high development cost
- Terminal is not centered and is remote from the runway environment
- Less flexibility for long-range expansion
- Requires more parallel taxiway length compared to other options
- More challenging construction phasing

4.6.2.5 Option 5

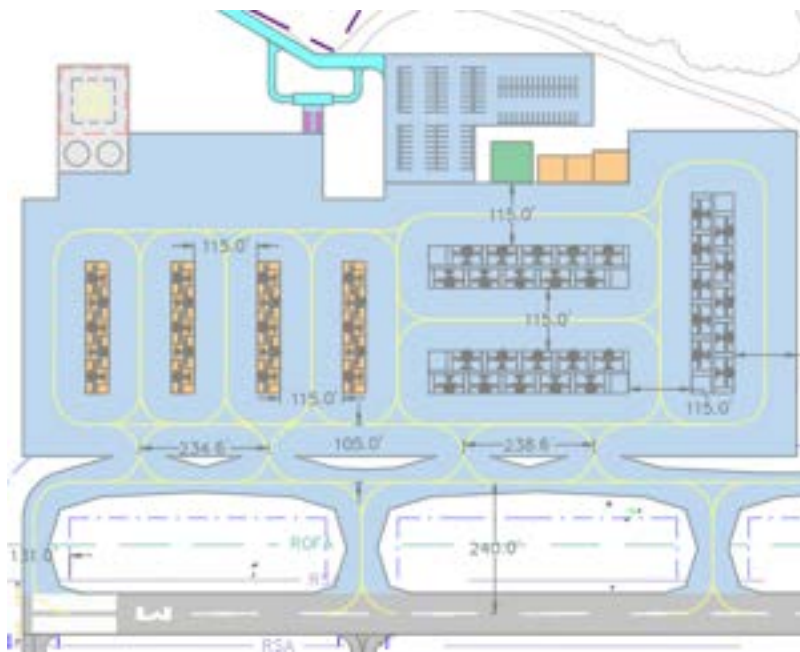


Figure 4-13 West Side Option 5

Option 5 (Figure 4-13) depicts another potential large-scale west side development at the airport. This option has the terminal centered around multiple new facilities including:

- Terminal
- Fuel farm
- Helipad and two (2) helicopter parking positions
- Four (4) 5-unit T-hangars for B-II Small aircraft, i.e., King Air C90
- Three (3) conventional hangars

- Thirty (30) tie-down positions for B-II Small aircraft
- Vehicle parking for 114 spots
- Additional space available for other facilities
- Access roadways and utility infrastructure
- Partial new parallel taxiway and taxilanes

4.6.2.6 Option 6

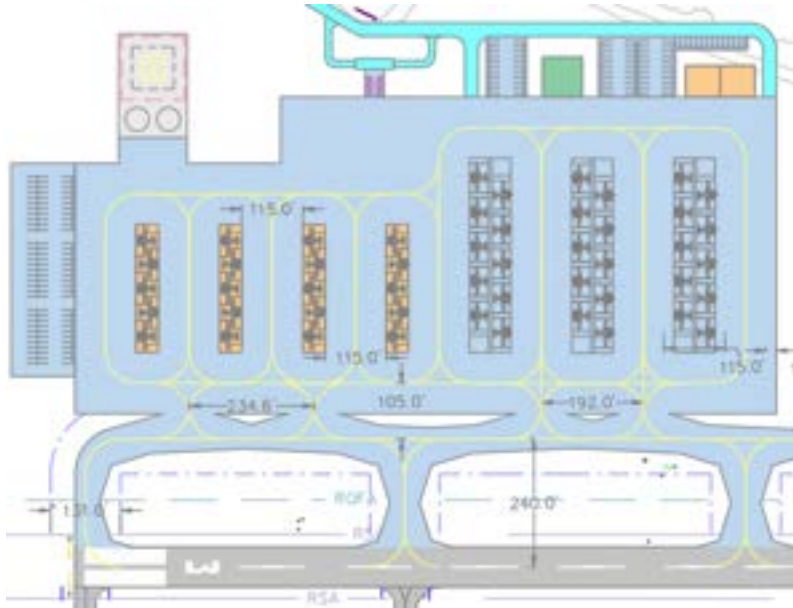


Figure 4-14 West Side Option 6

Option 6 (Figure 4-14) depicts another large-scale potential west side development at the airport. This option has the terminal centered around multiple new facilities including:

- Terminal
- Fuel farm
- Helipad and two (2) helicopter parking positions
- Four (4) 5-unit T-hangars for B-II Small aircraft, i.e., King Air C90
- Two (2) conventional hangars
- Thirty (30) tie-down positions for B-II Small aircraft
- Vehicle parking for 114 spots
- Additional space available for other facilities
- Access roadways and utility infrastructure
- Partial new parallel taxiway and taxilanes

4.7 Evaluation and Preferred Alternative

The development of options for Hammonton Municipal Airport was based on multiple factors such as facility requirements, development constraints, development opportunities, construction phasing, and probable costs. The selection of the preferred alternative weighs the accommodation of facility requirements, operational efficiency and safety, and the financial underpinnings of the various options and alternatives.

4.7.1 Evaluation Criteria

As recommended in FAA AC 150-5070-6B, *Airport Master Plans*, the evaluation of the different options considered the following criteria:

- Operational Performance (capacity, capability, and efficiency)
 - Number of tie-downs, conventional hangars, T-hangars
 - Airport access and roadways
 - Fuel farm
 - Maintenance hangar
 - Terminal building
 - Helicopter facility
- Best Planning Practices (best practices for safety and security, best on- and off-airport use, accommodate growth for planning period and beyond, balance between airport elements, flexibility to adjust to unforeseen future changes)
 - Meet future needs
 - Meet FAA standards
 - Allow for projected growth
 - Provide flexibility to adjust to unforeseen changes
 - Meet airport vision
 - Establish construction feasibility and phasing
 - Meet New Jersey regulations

4.7.2 Recommended Airside Development

The selection of an airside option is the first step in the development of an ALP. Section 4.5.1 proposed the 3 following options.

Table 4-1: Airside Development Options

	Option 1	Option 2	Option 3
Main Projects	Existing conditions (3,600' length) and tree trimming	Displaced Threshold and limited tree trimming	Displaced Threshold and runway shift
Pros	Maintain the existing runway length	Require minimum tree trimming	Maintain the existing runway length
Cons	Extensive tree trimming	Can reduce drastically the runway length and limit operations	Require land acquisition and relocation of Columbia road

Following the airport vision, the main objective is to maintain the runway length of 3,600 feet. In doing so, airport management should plan for obstruction removal in the Runway 21 approach. The preferred airside option is **Option 1 Existing Conditions and Tree-trimming**.

4.7.3 Recommended East Side Development

The following options have been developed for the East side of the airport.

Table 4-2: East Side Development options

	Option 1	Option 2	Option 3
Main Projects	<ul style="list-style-type: none"> -Relocation of Taxiway C - Two new helicopter positions - Second maintenance hangar - New parking lot - Realignment of Academy Drive - Improvement of existing terminal building and fuel farm 	<ul style="list-style-type: none"> -Relocation of Taxiway C - Two new helicopter positions - Second maintenance hangar - New parking lot - Realignment of Academy Drive - Improvement of existing terminal building and fuel farm - New North apron area including 16 PA-42 tie-downs or 20 DA-40 tie-downs. 	<ul style="list-style-type: none"> -Relocation of Taxiway C - Two new helicopter positions - Second maintenance hangar - New parking lot - Realignment of Academy Drive - Improvement of existing terminal building and fuel farm - New North apron area including two 4-unit T-hangars, seven DA-40 and one PA-42 tie-downs or 20 DA-40 tie-downs.

The airport has an immediate need for T-hangars. Accordingly, **East Side Option 3** is selected as the preferred option for the east side (Figure 4-16). This option adds two 4-unit T-hangars, seven DA-40 tie-down positions, one PA42 tie-down position, and the necessary taxilanes on the last open development site on the east side.



Figure 4-15 East Side Preferred Option

The full East Side Preferred Option (East Side Option 3):

1. Accommodates six (6) new individual hangars.
2. Relocates a taxiway through the existing apron, placing TOFA (79 ft for B-I Small aircraft) at the face of the six new hangars.
3. Retains a row of existing tie-down parking positions by adjusting them to nose-in positions to minimize penetration of the Part 77 transitional surface.
4. Maintains open space adjacent to the existing State Police hangar to accommodate future expansion.
5. Accommodates a future new hangar and/or expansion of the existing maintenance hangar.
6. Provides additional auto parking throughout the east side.
7. Develops the greenfield area north of the maintenance hangar as a mixed-used development of t-hangars and tie-downs.
8. Improves/expands existing fuel tank farm.
9. Provides two helicopter parking positions near existing terminal.
10. Adds additional aircraft tie-down positions where space is available.
11. Renovates existing airport terminal.
12. Realigns Taxiway C to meet current FAA airport design standards.
13. Clears runway approaches and maintains the runway length of 3,600 ft. Off-airport obstructions are to be addressed through coordination with landowners for access and permissions and relevant NJ agencies for environmental permitting.
14. Realigns Academy Drive and redesigns the Academy Drive-Columbia Road intersection to minimize penetrations to Part 77 primary and transitional surfaces.
15. Rehabilitates Taxiways A and B.

16. Purchases land and/or secures aviation easements ensuring airport control of development within the Runway Protection Zones (RPZs) (B-I Small aircraft standards) off both runway ends.

4.7.4 Recommended West Side Development

The following options have been developed for the West side of the airport.

Table 4-3: West Side Development Options

	Option 1	Option 2	Option 3
Main Projects	Multiple new facilities: - Terminal - Fuel farm - Helipad - 10-unit T-hangar - 20 tie-downs - Partial new parallel taxiway - Access road and parking lot	Multiple new facilities: - Central Terminal - Fuel farm - Helipad - 10-unit T-hangar - 26 tie-downs - Partial new parallel taxiway - Access road and parking lot	Multiple new facilities: - Terminal facing Columbia road - Fuel farm - Helipad - Two 10-unit T-hangar - 30 tie-downs - Partial new parallel taxiway - Access road and parking lot
	Option 4	Option 5	Option 6
Main Projects	Multiple new facilities: - Central Terminal - Fuel farm - Helipad - Four 5-unit T-hangars - Two Conventional hangars - 30 tie-downs - Partial new parallel taxiway - Access road and parking lot	Multiple new facilities: - Central Terminal - Fuel farm - Helipad - Four 5-unit T-hangars - Three Conventional hangars - 30 tie-downs - Partial new parallel taxiway - Access road and parking lot	Multiple new facilities: - Central Terminal - Fuel farm - Helipad - Four 5-unit T-hangars - Two Conventional hangars - 30 tie-downs - Partial new parallel taxiway - Access road and parking lot

Considering the 20-year planning period, **West Side Option 2** (Figure 4-17) is the preferred option for development of the west side. This option accommodates a reasonable amount of development within the planning period and serves as a sound basis for further build-out of the west side.

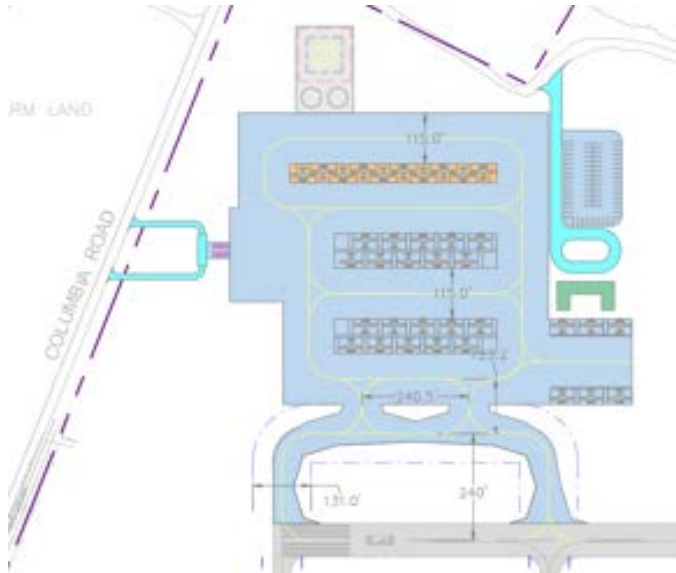


Figure 4-16 West Side Preferred Option

The West Side Preferred Option (West Side Option 2) consists of the following new construction:

1. Terminal
2. Fuel farm
3. Helipad and two helicopter parking positions
4. One (1) 10-unit T-hangar designed for B-II Small aircraft, i.e., King Air C90
5. Twenty (20) tie-down positions for B-II Small aircraft
6. Vehicle parking for 35
7. Access roadways and utility infrastructure
8. Partial new parallel taxiway and taxilanes
9. Airport promotion and advertising to foster and support airport growth.

The strength of the West Side Preferred Option is the central location of the future terminal. This location clearly establishes the terminal as the nerve center of the west side. It allows ready access to aircraft parking and its relationship to the runway environment ensures a great level of service for airport customers, particularly those dining in the terminal restaurant. In the long-term, this layout allows the airport to expand even more, adding additional T-hangars and tie-down positions to the north of the terminal (Figure 4-18).

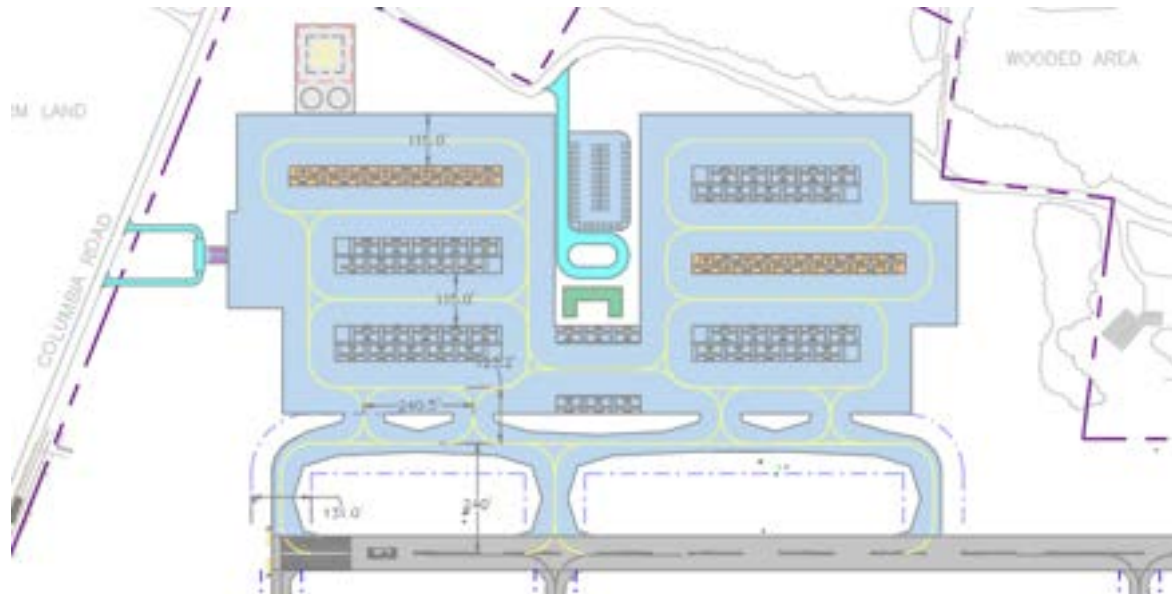


Figure 4-17 West Side Preferred Option – Beyond the planning period

4.7.5 Preferred Alternative

Overall, the preferred alternative will be the following:



Figure 4-18 Preferred Alternative

4.8 Early Environmental Impacts

A series of preliminary analyses is conducted during the master planning process to identify potential impacts that may result from the implementation of the Preferred Alternative, depicted in Figure 4-18. The intent of these analyses is to provide information as early as possible as to potential surveying, permitting, and mitigation that may be required to implement the Preferred Alternative. This would enable the Airport sponsor to incorporate these efforts into the design and construction phases in order to reduce delays in implementation. If the implementation of any of the recommended projects were to be pursued, they would be subject to further environmental processing in accordance with federal, state, and local environmental requirements.

In 2013, DY Consultants has conducted an environmental assessment (EA) for the short-term airport improvement projects from the previous ALP from 2005. The previous ALP proposed the construction of landside and airside facilities on the West side of the airport including new apron area, T-hangars, access road and parallel taxiway. It also recommended the relocation of Academy Drive and the obstruction removal on and off airport.

The EA was prepared in accordance with the requirements of the FAA order 5050.4B and FAA order 1050.1E, which has been recently updated to FAA order 1050.1F. In particular, the EA evaluated the potential impacts of the West side construction on the environment. It could be assumed that the same potential impacts will have to be considered for this new preferred alternative. The main environmental impacts to consider are the following:

- Compatible Land Use: In order to allow for future development of the Beanfield area (West side of the airport), the town of Hammonton had made a commitment to the Pinelands Commission to allow for about 37.72 acres to be rezoned from Agricultural Production /Compatible Light Industrial (AP/CLI) to Agricultural Production (AP).
- Water Quality: Prior to development of the facilities on the West side, the appropriate storm water detention facilities will have to be constructed to ensure proper runoff.
- Wetlands: The obstruction removal at the RWY 21 end would result in disturbance of wetlands. The relocation of Academy Drive would also occur within a disturbed area of wetland transition area but would not produce a significant impact to wetlands.
- Fish, wildlife, and plants: The development of the West Side of the airport would impact some habitat of two species of grassland birds. The obstruction removal might also impact migratory birds.
- Department of Transportation Act: The obstruction removal on the RWY 21 end would have potential impacts on the Wharton State Forest. Coordination with the NJDEP and the Pinelands commission will take place.
- Other potential impacts on elements such as noise, air quality or waste managements don't seem to be significant for this study.

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5. Project Phasing Plan

The proposed airport master plan will be implemented in two phases over the 20-year planning period, with a third phase assumed beyond the next 20 years. The phases were established according to the existing and projected levels of aviation activity to support the short- and long-range needs of the airport. Since this update is being published a few years into the 20-year planning period, the dates of the phases have been adjusted to 2020-2040. The phases are as follows:

- Phase 1 Jan 1 2020 – Dec 31 2029
- Phase 2 Jan 1 2030 – Jan 1 2040
- Phase 3 Beyond the 20-year period, i.e., beyond Jan 1 2040

5.1. Development Strategy

The preferred alternative conforms to a proposed three-phase development strategy presented in Figure 5-1. Phase 1 focuses on optimizing the east side where an existing infrastructure is in place. Phase 2 initiates a migration of development and activity to the west side of the airport, a greenfield development area representing the new and future Hammonton Municipal Airport. Phase 3 reflects the continued build-out of the west side of the airport capitalized by future public-private partnerships, private capital and key public investments in airport infrastructure.



Figure 5-1 Development Strategy

In accordance with guidelines described in FAA AC 150/5070-6B, *Airport Master Plans*, the facilities implementation plan also includes projects that are not directly associated with the Preferred Alternative. Such projects include those that have already been incorporated into the airport's Capital Improvement Plan (CIP) or those for which major tenants have expressed their willingness to move forward.

5.1.1 Phase 1

Phase 1, which represents improvements to be completed in the short-term, will be focused on the east side. The objective here is to capitalize on the existing infrastructure.

The first phase includes the following improvements (Figure 5-2):

1. Rehabilitate Taxiways A and B and realign taxiway on existing apron assuming a TOFA of 79 ft for B-I Small aircraft. Retain row of existing tie-down positions by adjusting/restriping the positions to nose-in positions to minimize penetration to the Part 77 transitional surface.
2. Accommodate six new individual hangars.
3. Clear runway approaches and maintain the 3,600-foot runway length. Off-airport obstructions to be addressed through coordination with land owners and relevant agencies for environmental permitting. Purchase land or secure aviation easements ensuring airport control of development within Runway Protection Zones (RPZs) (B-I Small aircraft dimensional standards).
4. Develop open area north of maintenance hangar as mixed-used development of T-hangars and tie-down positions including additional auto parking.
5. Realign Taxiway C to meet current airport design standards.
6. Renovate existing airport terminal and improve/expand existing fuel tank farm.
7. Accommodate future new hangar and/or expansion of existing maintenance hangar.
8. Provide two helicopter parking positions near existing terminal.
9. Realign Academy Drive and redesign Columbia Road-Academy Drive intersection to minimize penetrations to Part 77 primary and transitional surfaces.

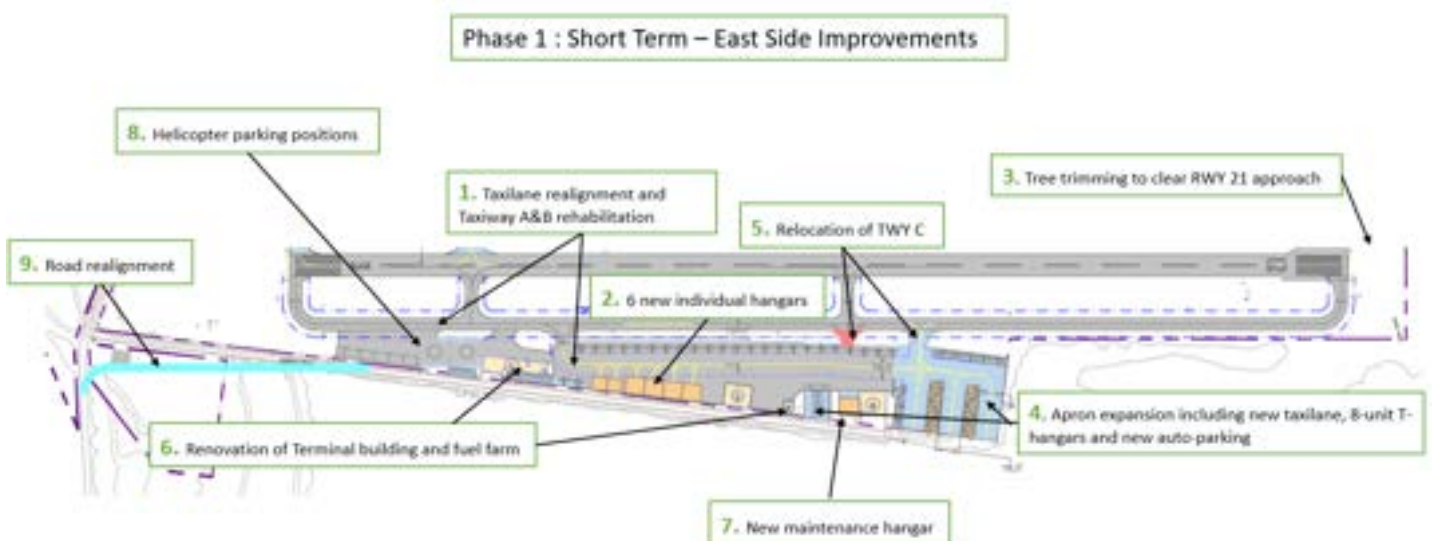


Figure 5-2 Short-Term East Side Improvements

5.1.2 Phase 2

Considering the 20-year planning period, Phase 2 will be focused on the west side. This phase represents a viable “down payment” so-to-speak on development of the west side of the airport, envisioned as the focus and main area of future airport activity and development. This phase dutifully serves as a springboard to further development beyond the 20-year planning horizon of this master plan.

Phase 2 includes the following improvements (Figure 5-3):

1. New terminal building, access road, utilities and parking lot.
2. Apron extension including additional tie-down positions to meet the facility requirements, new fuel farm and new parallel taxiway and related taxilanes.
3. One (1) 10-unit T-hangar.
4. New helipad and two helicopter parking positions.
5. Turn-around pad located at Runway 21 end.
6. Airport promotion and advertising to support airport growth and development.

The strength of Phase 2 development is the central location of the future terminal. This location clearly establishes the terminal as the nerve center of the west side. It allows ready access to aircraft parking and its relationship to the runway environment ensures a great level of service for airport customers, particularly those dining in the terminal restaurant. In the long-term, this layout allows the airport to expand even more, adding additional T-hangars and tie-down positions to the north of the terminal (Figure 5-4).



Figure 5-3 Mid-Long Term West Side Development Phase 1

5.1.3 Phase 3

On a very long-term perspective, i.e., beyond the 20-year timeframe of this master plan, Phase 3 allows the airport to expand even more on the west side, adding additional T-hangars and tie-down positions to the north of the terminal (Figure 5-4).



Figure 5-4 Very Long-Term West Side Development Phase 2

5.2. Estimated Project Costs

Cost estimates are developed for projects planned for the 20-year planning period (Phases 1 and 2). Unit costs used in developing the cost estimates were gathered from industry standards and recent projects in the region. The cost estimates are developed at a planning level, using the dimensions and areas reflected in the conceptual designs of the master plan. Cost estimates should be reevaluated at the time of project initiation.

The following assumptions are used:

- All costs are expressed in 2020 US dollars (\$).
- A 20 percent contingency is assessed on the total of design and construction costs in recognition of the variability of projects at the planning stage.

Implementation of the phasing scheme is dependent on the future availability of federal and state funding, private capital and development initiatives, and the Town of Hammonton's financial resources. For these and sundry other reasons, the recommended phasing must remain flexible and be adaptable to changing circumstances. A phasing scheme for the recommended airside and landside projects organized by priority is provided in Table 5-1.

Table 5-1 Phase 1 Cost Estimates

Project No.	Project	Cost Element	Description/ Justification	Dimensions or Unit(s)	Cost
1	Taxilane realignment	Design	Realignment of the existing taxilane to prepare for the construction of the six new hangars	1,150 sq ft	\$1,610
		Marking		1,150 sq ft	\$8,050
	Taxiway rehabilitation	A Design and Construction	Included in the current Airport CIP	152,837 sq ft	\$897,582
	Taxiway rehabilitation	B Design and Construction	Recommended based on the 2014 PCI analysis	6,450 sq ft	\$37,880
2	Six new individual hangars	Design and Construction	Financed by developer/hangar tenants	19,724 sq ft	\$2,169,640
3	Secure aviation easements ensuring airport control of development	Environmental planning and permitting	Environmental planning and permitting for the removal of off-airport obstructions to Runway 21 approach (assuming the reapproval of the EA)	4.13 acres	\$30,000
	Tree trimming (18 trees)	Obstruction Removal		4.13 acres	\$82,600
4	Apron extension including taxilane to access T-hangars and 8 tie-downs	Design and Construction	Extension of the existing apron to provide additional hangar and aircraft parking	90,120 sq ft	\$2,027,700
	8-unit T-hangar	Design and Construction		8 bays	\$480,000
	Auto parking	Design and Construction		377 sq ft	\$4,645
5	Relocation of Taxiway C	Design	Included in the current CIP to meet FAA design standards	3,324 sq ft	\$38,378
		Pavement Removal		3,324 sq ft	\$199,440
		Pavement Construction		3,324 sq ft	\$14,773
6		Design		3,040 sq ft	\$109,4404

Project No.	Project	Cost Element	Description/ Justification	Dimensions or Unit(s)	Cost
	Renovate existing terminal building	Construction	Renovation of the existing terminal building to improve level of service	3,040 sq ft	\$912,000
	Construction of additional capacity/ replacement of current fuel farm		Repair and/or replacement of existing fuel farm	28,000 gal	\$560,000
7	Maintenance hangar (1)	Design	Design and construction of a second maintenance hangar	3,850 sq ft	\$50,820
		Construction		3,850 sq ft	\$423,500
8	Helicopter parking positions (2)	Design	Design and construction of two helicopter parking positions on the existing apron	20,000 sq ft	\$16,800
		Construction		20,000 sq ft	\$140,000
9	Relocation of Academy Drive	Design	Relocation of Academy Drive to minimize penetrations to Part 77 surfaces	1000 lf	\$135,000
		Construction		1000 lf	\$1,350,000
		Pavement removal		1,805 sq yd	\$16,245
				Subtotal	\$9,811,702
				Contingency (20%)	\$1,962,340
				TOTAL	\$11,774,043

Table 5-2 Phase 2 Cost Estimates

Project No.	Project	Cost Element	Description/ Justification	Dimensions or Unit(s)	Cost	
1	New terminal building	Design	This project, the first step in the development of the west side, includes a new terminal building, access road and parking lot	5,625 sq ft	\$281,250	
		Construction		5,625 sq ft	\$2,812,500	
	New auto parking	Design		27,700 sq ft	\$30,470	
		Construction		27,700 sq ft	\$304,700	
	New access road	Design		1,000 lf	\$135,000	
		Construction		1,000 lf	\$1,350,000	
2	Apron extension including taxiway, taxilanes and 26 tie-downs	Design and Construction	Design/construction of a portion of a parallel taxiway, a new apron with 26 tie-downs and taxilanes, and a new fuel farm	454,210 sq ft	\$10,219,725	
		New taxiway		Design	64,000 sq ft	\$384,000
				Construction	64,000 sq ft	\$3,840,000
	Marking/Lighting			1,626 lf	\$894,300	
	Construction of new fuel farm	Design		28,000 gal	\$56,000	
		Construction		28,000 gal	\$560,000	
	3	10-unit T-hangar		Design and Construction	Installation of a 10-unit T-hangar	10-unit T-hangar
4	Helipad	Design and Construction	Design/construction of a helipad and two (2) parking positions	25,100 sq ft	\$564,750	
		Marking		3,720 LF	\$26,040	
5	Turnaround pad	Design	Design/construction of a turnaround pad at the Runway 21 end	8,503 sq ft	\$61,221	
		Construction		8,503 sq ft	\$510,180	
				Subtotal	\$22,630,137	
				Contingency (20%)	\$4,526,027	
				TOTAL	\$27,156,164	

5.3. Capital Improvement Plan (CIP)

The function of the cost estimates is to enable an airport sponsor to develop a funding plan to support the proposed airport improvements. As outlined in FAA AC 150-5070-6B, *Airport Master Plans*, the documentation of an airport's planned capital improvement projects and their proposed funding sources are to be presented in the form of a Capital Improvement Plan (CIP).

The airport sponsor prepares an CIP each year for submittal to the FAA. The ACIP process is used by FAA to prioritize its funding program on a statewide basis in light of system-wide considerations, which include both safety and capacity. Planning-level cost estimates are used in the FAA ACIP. It should be noted that the ACIP does not constitute a commitment on behalf of the FAA, NJDOT or the Town of Hammonton to fund any of the projects.

The CIP lists the priority of projects over a 5-year planning period and includes a breakdown of project costs by funding source. Currently, grant-eligible projects can receive up to 90 percent funding from the FAA and the remaining funding from the New Jersey Department of Transportation and from local or other stakeholders. In particular, hangars may be funded and constructed by an individual/developer/other, with a land lease paid to the airport. Additionally, the projects on the ACIP will typically require environmental approvals prior to implementation. The latest version of the 5-year ACIP is provided on the following page. This ACIP is still subject to change.



**HAMMONTON MUNICIPAL AIRPORT
ACIP 2021-2026
PROPOSED MODEL**

Date: 11/30/20

Federal Aviation Administration										Airport Capital Improvement Plan	
1. Airport: Hammonton Municipal Airport					2. State: New Jersey		3. NPIAS No.: 3-34-0017		4. LOCID: N81		
5. Project Description & year (By funding year in priority order)	Work Code	NPR (C)	Federal Funds 90%		State Funds NJDOT	Other Sponsor	Total \$	Environmental Status	Start Date	Completion Date	
			Entitlement*	Discr/State Appr							
2021											
2021-1 Snow Removal Equipment <i>Replacement of Old Snow Removal Equipment</i>	SA-EQ-SN	84	\$40,419	\$0	\$2,246	\$2,246	\$44,910	CATEX - 5/1/2019	Jul-21	Sep-21	
2021-2 Install Airport Fencing - Construction <i>Fence to Encompass the Recently Acquired Beanfield Development Area</i>	SA-EQ-WH	82	\$312,413	\$0	\$17,356	\$17,356	\$347,125	CATEX - 2018	Jul-21	Oct-21	
2022											
2022-1 Acquire Easement for Runway 21 End Approach Phase I <i>Removal of Obstructions within RW 21 End Approach Surfaces and RSA (upon completion of Master Plan)</i>	SA-RW-OB	88	\$194,500	\$399,500	\$33,000	\$33,000	\$660,000	CATEX - Pending	Jul-22	Oct-22	
2023											
2023-1 Runway 21 End Obstructions/Marking/Lighting Removal Phase II - Design <i>Removal of Obstructions within RW 21 End Approach Surfaces and RSA (upon completion of Master Plan)</i>	SA-RW-OB	88	\$64,620	\$0	\$3,590	\$3,590	\$71,800	CATEX - Pending	Jul-23	Nov-23	
2023-2 Taxiway A Rehabilitation/Marking - Construction <i>Rehabilitation of 35' wide 3,600' long Taxiway</i>	RE-TW-CO	74	\$85,380	\$614,620	\$38,889	\$38,889	\$777,778	CATEX -2020	Jul-23	Oct-23	
2024											
2024-1 Runway 21 End Obstructions/Marking/Lighting Removal Phase III - Construction <i>Removal of Obstructions within RW 21 End Approach Surface and RSA</i>	SA-RW-OB	88	\$139,500	\$0	\$7,750	\$7,750	\$155,000	CATEX	Jul-24	Oct-24	
2024-2 Apron Rehabilitation - Design (Middle Section) <i>Rehabilitation of Middle Section of Apron</i>	RE-AP-IM	65	\$10,500	\$117,783	\$7,127	\$7,127	\$142,536	CATEX - Pending	Jul-24	Nov-24	
2025											
2025-1 Apron Rehabilitation - Construction (Middle Section) <i>Rehabilitation of 35' wide 3,600' long Taxiway</i>	RE-AP-CO	67	\$150,000	\$867,183	\$56,510	\$56,510	\$1,130,203	CATEX - Pending	Jul-25	Oct-25	
2026											
2026-1 Apron Rehabilitation - Design (North and South Sections) <i>Rehabilitation of North and South Apron Sections</i>	RE-AP-IM	65	\$10,500	\$90,736	\$5,624	\$5,624	\$112,485	CATEX - Pending	Jul-26	Nov-26	
2026-2 Taxiway C Realignment - Design <i>60' portion of Taxiway C to be realigned to meet standards</i>	ST-TW-SH	66	\$104,400	\$0	\$5,800	\$5,800	\$116,000	CATEX - 2018	Jul-26	Nov-26	

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6. Airport Layout Plan

According to the Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5070-6B, *Airport Master Plans*, an Airport Layout Plan (ALP) outlines a blueprint for airport development by depicting proposed facility improvements. The ALP provides guidelines by which the airport sponsor can ensure that development adheres to airport design standards and safety requirements and is consistent with airport and community land use plans. The ALP is a public document and once approved enables the airport sponsor and the FAA to plan for facility improvements at the airport.

Airport master plan procedures dictate that the FAA review the set of ALP documents, in addition to the aviation activity forecast, to determine whether appropriate for approval.

6.1 Airport Layout Plan Drawing Set

The Airport Layout Plan (ALP) Drawing Set was prepared in accordance with the following FAA guidance materials:

- FAA Advisory Circular 150/5300-13A, *Airport Design*
- FAA Advisory Circular 150/5070-6B, *Airport Master Plans*
- FAA Engineering Brief 95, *Additional Siting and Survey Considerations for Precision Approach Path Indicator (PAPI) and Other Visual Glide Slope Indicators (VGSI)*
- FAA Engineering Brief 99A, *Changes to Tables 3-2 and 3-4 of Advisory Circular 150/5300-13A, Airport Design*
- Federal Aviation Regulations, Part 77, *Objects Affecting Navigable Airspace*
- FAA Eastern Region Airport Layout Plan (ALP) Policy

The ALP drawing set for the Hammonton Municipal Airport Master Plan Update is comprised of 11 sheets, as follows:

- 0 Cover Sheet
- 1 Data Sheet
- 2 Existing Airport Layout Plan
- 3 Proposed Airport Layout Plan
- 4 Part 77 Airspace Plan
- 5 Part 77 Airspace Plan Data
- 6 Runway 03 Inner Portion of the Approach Surface Drawing
- 7 Runway 21 Inner Portion of the Approach Surface Drawing
- 8 Terminal Area Drawing

- 9 Land Use Drawing
- 10 Exhibit "A" - Airport Property Inventory Maps

The ALP drawing Set is presented in Appendix D of this report. Narrative descriptions of the drawings are provided below.

6.2 Existing Airport Layout Plan

The Existing Airport Layout Plan (Sheet 2) illustrates the airport facilities at Hammonton Municipal Airport as they currently exist. It also shows the dimensions of existing facilities, FAA design standards, and property boundaries.

6.3 Proposed Airport Layout Plan

The Proposed Airport Layout Plan (Sheet 3) illustrates the recommended facilities and future design standards as well as existing facilities. The major recommended airfield and landside improvements depicted on Sheet 2 include the following:

- Short-term: Development on the east side of the airport
 - Taxiway rehabilitation
 - New individual hangars and maintenance hangar
 - Expansion of the apron including additional tie-down positions, T-hangars, and a parking lot.
 - Renovation of the existing terminal building and fuel farm facility
- Long-term: Development of the west side of the airport
 - New terminal building, access road, utilities and parking lot
 - New parallel taxiway and taxilanes
 - New apron with tie-down positions and T-hangars
 - New fuel farm
 - Helipad and helicopter parking positions

6.4 Airspace Drawings

The airspace drawings (Sheets 4 and 5) illustrate the different federal criteria and airspace regulations in place to provide a safe and efficient environment for aircraft operations at N81. The airspace drawings are based upon 14 CFR Part 77 regulations which specify a set of imaginary surfaces that, when penetrated, designate an object as being an obstruction affecting

navigable airspace. In addition, these drawings show proposed conditions according to the proposed ALP. More details concerning the dimension and layout of the Part 77 surfaces can be found in Sheets 4 and 5.

Sheets 6 and 7 show the inner portion of the approach surfaces to each runway end. These drawings also illustrate the approach surfaces specified by the threshold siting criteria from FAA "Engineering Brief 99A – Updates to Tables 3-2 and 3-4 of Advisory Circular 150/5300-13A, *Airport Design*." The Threshold Siting Surface (TSS) is used to determine if an approach to the landing threshold is clear of obstructions. The TSS off both runway ends is a Type 4, defined as follows: "Approach end of runways expected to accommodate instrument approaches having visibility greater than or equal to 3/4 statute mile." The dimensional standards with reference to Table 3-2 and Figure 1 of FAA Engineering Brief 99A are: A = 200 ft; B = 400 ft; C = 3,400 ft; D = 10,000 ft; E = 0 ft; Slope = 20:1.

Obstructions to approach surfaces are critical for safe airport operations. The data reveal numerous on- and off-airport obstructions, primarily trees, to both the current and recommended future approach surfaces. Removal of all obstructions within the primary and approach surfaces is recommended. The removal of obstructions located on private property would require permission from the respective owners and temporary or permanent (preferred) avigation easements. Since a lease between the NJ Department of Environmental Protection (NJDEP) and the Town of Hammonton for a small portion of the Wharton State Forest encompassing the Runway Protection Zone off the Runway 21 end expired June 1, 2014, any future access to the state forest falling within the RPZ and/or within the approach surface will require a new lease or access easement. Accordingly, a necessary first step to obstruction removal off the Runway 21 end is negotiations with NJDEP for a lease renewal or access easement. In addition, removing penetrating trees in this area will require additional environmental analyses, including measures to comply with the rules and regulations of the NJDEP Green Acres Program (N.J.A.C. 7:36).

6.5 Land Use Map and Exhibit A

To encourage future land use compatibility and to minimize impacts to sensitive land uses, an Airport Land Use Map and Exhibit A were developed (Sheets 9 and 10). These plans provide general guidance for future development in the vicinity of the airport and show the current and future airport property boundary.

As discussed in Chapter 1 Inventory of Existing Conditions, much of the land surrounding the airport is forest (Wharton State Forest) and wetlands, while to the west and south lie agricultural land. The airport is located within the jurisdiction of the New Jersey Pinelands National Reserve, which encompasses approximately 1.1 million acres. Future development within the Pinelands National Reserve is guided by the New Jersey Pinelands Comprehensive Management Plan administered by the New Jersey Pinelands Commission.

Runway 3-21 is to remain in its present configuration for the duration of the planning period, and the fleet mix and numbers of operations at the airport are projected not to change significantly from those present in 2005. Accordingly, the noise contours depicted in an earlier ALP (dated 2005) are considered sufficiently accurate to be brought forward to this ALP.

Federal regulations require the use of the Day-Night Average Noise Level (DNL) metric to determine if aircraft noise impacts are significant. The DNL 65 dB contour extends just beyond the airport property limits; however, it does not encompass any noise-sensitive areas. (Note: Off-airport land uses falling within the DNL 65 dB contour include the Wharton State Forest and agricultural Lands). Thus, no significant noise impacts are anticipated at the airport during the 20-year planning period.

The exhibit A drawing illustrates the existing airport property as well as future potential easements. Currently, the airport does not own all the property within the RPZs.

List of Appendices

Appendix A	Published Instrument Approach Plates
Appendix B	Existing Environment in and around Airport
Appendix C	Tenants Survey
Appendix D	Airport Layout Plan Drawing Set and SOP checklists

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Appendix A

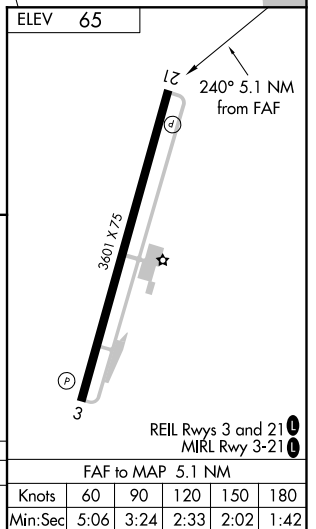
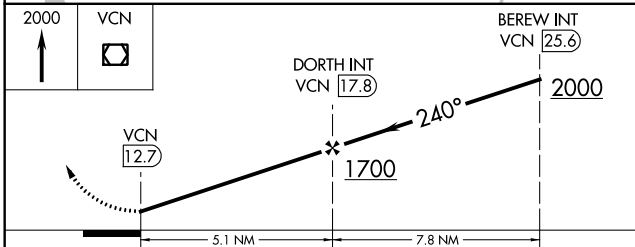
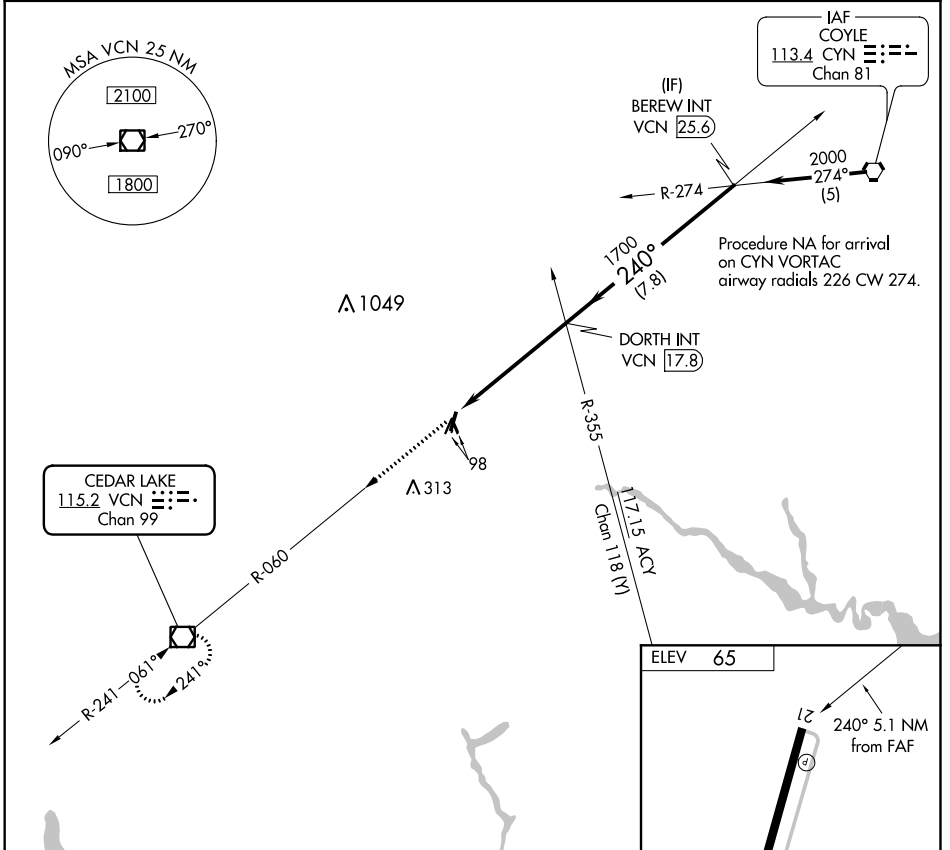
Published Instrument Approach Plates

VOR/DME VCN 115.2 Chan 99	APP CRS 240°	Rwy Idg TDZE Apt Elev N/A N/A 65
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VOR-B
HAMMONTON MUNI (N81)

<p>▼ Procedure NA at night. When local altimeter setting not received, use Atlantic City altimeter setting and increase all MDAs 40 feet.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 2000 direct VCN VOR/DME and hold.</p>
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AWOS-AV 122.7	ACY ASOS 125.725 316.15	ATLANTIC CITY APP CON 134.25 292.2	GCO 121.725	UNICOM 122.7 (CTAF)	123.5 ①
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CATEGORY	A	B	C	D	FAF to MAP 5.1 NM					
CIRCLING	560-1	495 (500-1)	560-1½ 495 (500-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2: 26 MAR 2020 to 23 APR 2020

NE-2: 26 MAR 2020 to 23 APR 2020

APP CRS	Rwy Idg	3601
029°	TDZE	65
	Apt Elev	65

RNAV (GPS) RWY 3

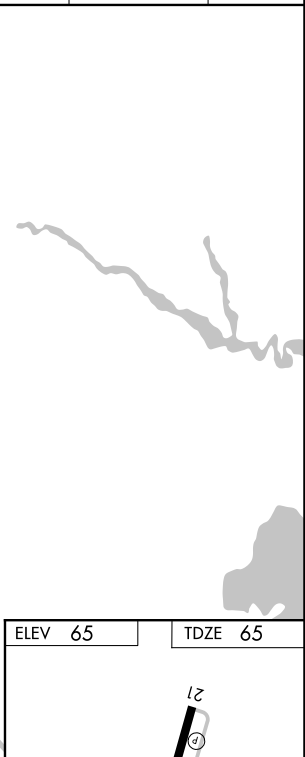
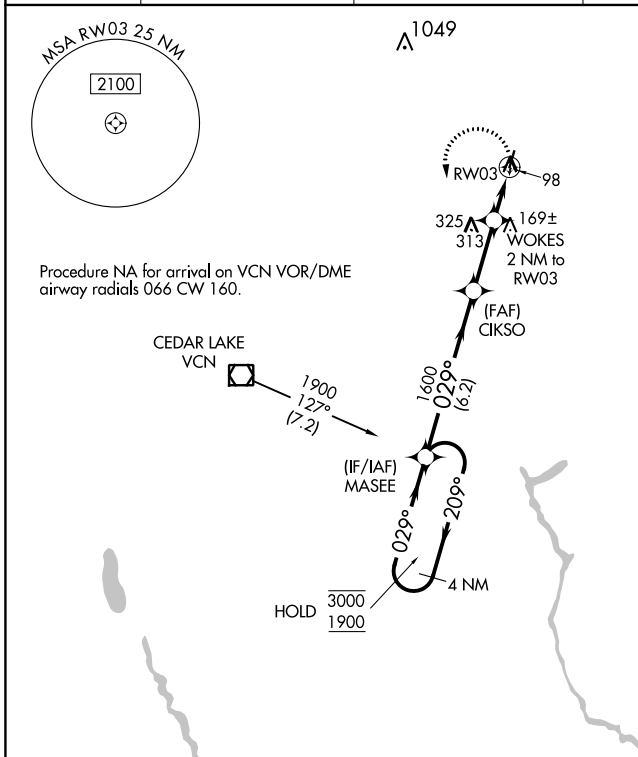
HAMMONTON MUNI (N81)

RNP APCH.

▼ Procedure NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA.
 ▲ NA When local altimeter setting not received, use Atlantic City altimeter setting and increase all MDA 40 feet.

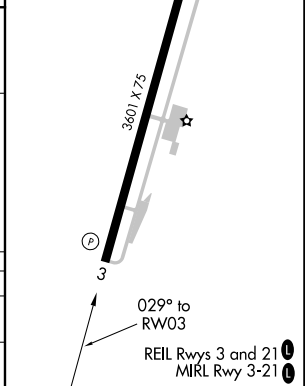
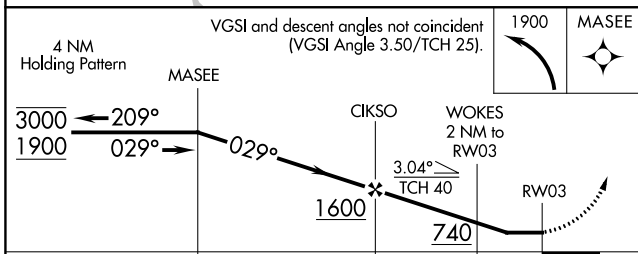
MISSED APPROACH: Climbing left turn to 1900 direct MASEE and hold.

AWOS-AV 122.7	ACY ASOS 125.725 316.15	ATLANTIC CITY APP CON 134.25 292.2	GCO 121.725	UNICOM 122.7 (CTAF)	123.5
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NE-2, 26 MAR 2020 to 23 APR 2020

NE-2, 26 MAR 2020 to 23 APR 2020



CATEGORY	A	B	C	D
LNNAV MDA	480-1	415 (500-1)	480-1¼ 415 (500-1¼)	NA
CIRCLING	540-1	475 (500-1)	560-1½ 495 (500-1½)	NA

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Appendix B

Existing Environment in and around Airport

Environmental Assessment Short-Term Airport Improvement Projects

Final Report

Prepared for
Town of Hammonton

By
DY Consultants
401 Franklin Avenue, Suite 318
Garden City, NY 11530

February 2013

This Environmental Assessment becomes a Federal document when evaluated and signed
by the Responsible FAA official.


Responsible FAA Official


Title


Date

4.0 *AFFECTED ENVIRONMENT*

The purpose of this chapter is to describe the existing conditions surrounding the Hammonton Municipal Airport.

4.1 Study Area

The Airport is located in the Town of Hammonton, in the northern portion of Atlantic County. The Airport property consists of Block 5702, Lots 10, 11, 12, 13, and 14 and Block 5301, Lot 31. In addition, the Airport sponsor (the Town of Hammonton) recently acquired Block 5702, Lot 15.01. Figure 4-1 presents the current Airport layout and facilities.

The Airport's only access point is on Academy Drive, off of Columbia Road. Academy Drive defines the eastern boundary of the property. Columbia Road intersects with Rt-206, providing access to the Atlantic City Expressway to the south and I-95 to the north (see Figure 4-2). Currently, Hangar Road, a dirt road that intersects with Columbia Road west of Runway 3-21, provides limited access to the undeveloped portion of the Airport property west of the runway.

Hammonton Municipal Airport lies within the Mullica River (above Basto River) Watershed, within Watershed Management Area 14 (Mullica).

The Town of Hammonton is located within the Pinelands National Reserve, a 1.1 million-acre area covering portions of seven (7) counties and all or parts of fifty-six (56) municipalities. In order to "preserve, protect, and enhance the natural and cultural resources of the Pinelands National Reserve, and to encourage compatible economic and other human activities consistent with that purpose" all development within the Pinelands is governed by the Pinelands Commission and the Pinelands Comprehensive Management Plan (CMP).

The Airport property is zoned agricultural production/compatible light industrial (AP/CLI). The “Master Wire” property (the area of the proposed relocation of Academy Drive) is zoned Agricultural Production (AP). Permitted uses in the AP zoning district include residential dwelling units, agriculture, forestry, low intensity recreational uses, public service infrastructure, and accessory uses. Permitted uses in the AP/CLI zoning district include all those in the AP zoning district, as well as airport facilities, and light industrial uses including distribution centers, warehouses, enclosed services and maintenance facilities, business offices and similar activities. Wharton State Forest is zoned Preservation Area (PA). Permitted uses within PA zoning district include residential dwelling units (restrictions on lot size), berry agriculture and horticulture and other supporting agricultural activities, forestry, beekeeping, fish and wildlife management, low intensity recreational uses, public service infrastructure, signs, and accessory uses. Figure 4-3 shows the zoning on and in the vicinity of the Airport.

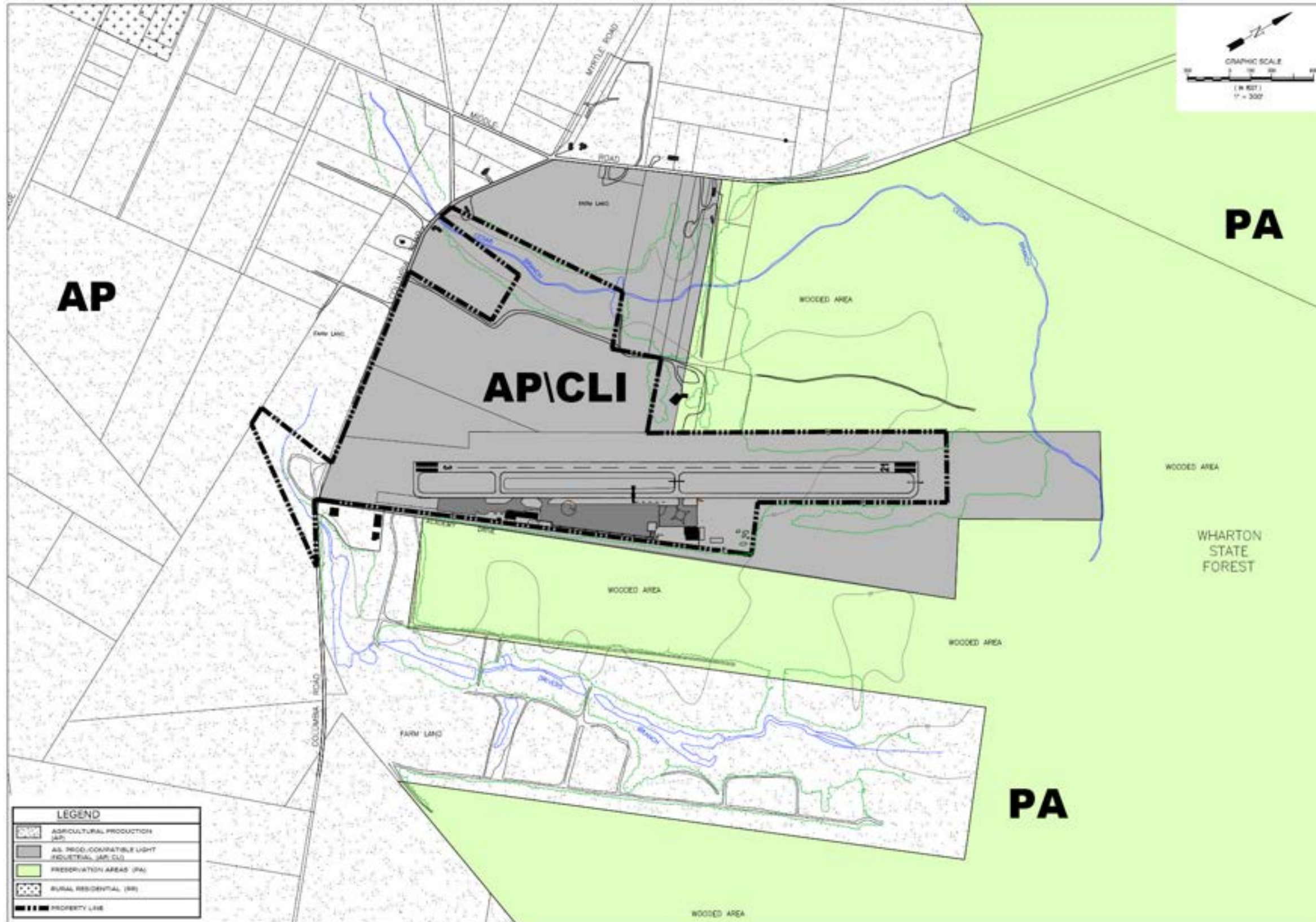
Land use in the Town of Hammonton is under the jurisdiction of the local Planning Board and Zoning Board of Adjustment. In addition, the Municipal Land Use Legislation must be consistent with the Pinelands Comprehensive Management Plan.

Airport Safety Zone. The NJDOT has long worked with local communities to create a balance between airports and the residences that surround them. The Airport Safety Zone provides a buffer between airports and residences.

The Airport Safety Zone consists of a Runway Subzone, two Runway End Subzones, and two Clear Zones. The Runway Subzone consists of a rectangle with the same centerline and length as the runway. The width of the Runway Subzone is 2,350 feet. The Runway End Subzone consists of trapezoids on either end of the Runway Subzone along the flight approach and departure path. The Runway End Subzone extends 3,000 feet from the end of the Runway Subzone, with an inner width of 2,350 feet and the outer width of 850 feet. The Runway Clear Zone (found inside the Runway End Subzone) is a trapezoidal area that extends 1,000 feet from the end of the Runway Subzone. The base of the Clear Zone is co-located with the end of the Runway Subzone and has a width of 250 feet. The final width is 450 feet.

Permitted land uses (as per NJAC Chapter 62, “Air Safety and Zoning,” Subchapter 5- Land Use Ordinance Standards) work to enhance safety and quality of life and include the following:

- Residential single family dwelling units on a three acre lot (except in a Clear Zone)
- Airpark with minimum lot size of three acres (except in a Clear Zone)
- Open Space
- Airport
- Transportation
- Commercial (except in a Clear Zone)
- Industrial (except in a Clear Zone)



Source: Zoning Map, Town of Hammonton, Atlantic County, New Jersey
Figure 4-3. Zoning Map

Prohibited land uses include:

- Residential dwelling units on lots less than three acres in size
- Planned unit developments and multi-family dwellings
- Hospitals
- Schools
- Above ground bulk tank storage of compressed flammable or compressed toxic gasses and liquids
- Above ground bulk tank storage of flammable or toxic gases and liquids (in the Runway End Subzones only)
- Above grade major utility transmission lines and/or mains
- Uses that may attract birds, including land fills.

4.3 Noise Exposure

Per Order 1050.1E, “No noise analysis is needed for proposals involving Design Group I and II airplanes (wingspan less than 79 feet) in Approach Categories A through D (landing speed less than 166 knots) operating at airports whose forecast operations in the period covered by the EA do not exceed 90,000 annual propeller operations (247 average daily operations) or 700 jet operations (2 average daily operations).” Hammonton Airport has approximately 70 aircraft based at the Airport with approximately 15,750 annual operations. Forecasts taken from the 2005 ALP Update indicate an increase in the total annual operations to 19,250 by the year 2023 (see Appendix A for forecast update).

4.4 Air Quality

An air quality analysis is generally required if the planned development/ proposed action involves construction of a new airport on a new site. No air quality analysis for compliance with National Ambient Air Quality Standards (NAAQS) is required if the airport is a commercial service airport with less than 1.3 million passengers and less than 180,000 general aviation operations forecast annually; or if the airport is a general aviation airport that has less than 180,000 operations forecast annually. These guidelines come from FAA Order AEE-100/ AEE 120, *Air Quality Procedures for Civilian Airports & Air Force Bases*.

The operations forecast for 2023 are 19,250, which is well below the threshold of 180,000 operations for general aviation airports. See Appendix A for the updated annual aircraft operations forecasts.

However, pursuant to the Clean Air Act, the Airport is located in a non-attainment area for one of USEPA’s six priority pollutants. Atlantic County is in a non-attainment area for 8-hour ozone. All other criteria pollutants are in attainment. Since the proposed projects are not exempt or presumed to conform, a General Conformity applicability analysis is necessary as part of any NEPA determination.

4.5 Water Quality

Per Order 1050.1E, “The Federal Water Pollution Control Act, as amended (commonly referred to as the Clean Water Act), provides the authority to establish water quality standards, control discharges, develop waste treatment management plans and practices, prevent or minimize loss of wetlands, location with regard to an aquifer or sensitive ecological area such as wetlands area, and regulate other issues concerning water quality.”

Hammonton Municipal Airport lies within the Mullica River (above Basto River) Watershed, within Watershed Management Area 14 (Mullica). The Cedar Brook runs through the western-most point of the Airport property. Driver’s Branch runs to the east of the property. Both streams feed into the Great Swamp Branch that continues south and east within Wharton State Forest.

As with most of the state of New Jersey, Atlantic County lies over a sole source aquifer, as designated by the U.S. EPA. Hammonton Municipal Airport is located on the Coastal Plain aquifer that encompasses over half of the state. A sole source aquifer system is a sole or principal drinking water resource for the area.

Flood Plains

Executive Order 11988 defines a flood plain as “the lowland area and relatively flat areas adjoining inland and coastal water including flood prone areas of offshore islands, including at a minimum, the area subject to a 1% or greater chance of flooding in a given year; i.e. that area that would be inundated by a 100-year flood.”

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for the Town of Hammonton shows flood zones located along the Cedar Brook and Driver’s Branch (see Figure 4-4). Zone A indicates areas of 100-year flood; base flood elevations and flood hazard factors not determined. Zone A1-A30 designates areas of 100-year flood; base flood elevations and flood hazard factors determined. Zone B represents areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood. Zone C (no shading) is areas of minimal flooding.

Only the most western portion of the Airport property is within the flood hazard area. As shown in Figure 4-4, the delineation of the flood plains does not extend to Wharton State Forest, immediately adjacent to the Airport property to the north and east. All applicable agencies and organizations have been contacted regarding the mapping of Flood Zone A, which includes the Cedar Brook and reaches into the Wharton State Forest. These agencies included FEMA, Wharton State Forest, Atlantic County Planning & Zoning, and the Town of Hammonton Planning & Zoning. Each of these organizations relies on FEMA to delineate the appropriate flood areas. However, FEMA does not delineate State Forest Land and therefore there is no mapping of the flood plains located within the Wharton State Forest.

In addition, a request for flood mapping was requested from the New Jersey Department of Environmental Protection (DEP) Bureau of Dam Safety and Flood Control. The DEP also confirmed that their office did not possess a delineation of the Cedar Brook at this location.

The NJDEP has adopted the Flood Hazard Control Act rules (NJAC 7:13) which provides standards towards the development in flood hazard areas and riparian zones. The intent of these rules are to protect the public from flooding, preserve the quality of surface waters and protects wildlife and vegetation that are located within such zones. Within the Act, it provides methods toward delineating the Flood Hazard Area Zones and the Riparian Zones. The Department has delineated waterways within the State of New Jersey and they are listed in Appendix 2 of the Act. Appendix 2 notes that the Cedar Brook, in the Town of Hammonton, is delineated between Wharton State Forest and Liberty Street. There is no delineation available for the Cedar Brook, on the Wharton State Forest property.

The Act also provides five other methods of delineating flood zones, which are very extensive and involved. Should a waterway not be delineated by the Department, this effort would require a study of the stream's profile and cross sections (at 100 feet intervals). The delineation would include surveying the stream bed and performing hydrologic and hydraulic computations utilizing drainage models, such as the TR-55 and the HEC models. A study of the Cedar Brook would be a large undertaking and is outside the scope of the Environmental Assessment study.

For the purposes of this study, DY Consultants is capable of making assumptions towards the approximate boundaries of the flood zones. DY would base the mapping and assumptions upon sound engineering principles. Information from both upstream and downstream flood mapping of the Cedar Brook and utilizing topographic mapping with contour information to determine 100 year flood plain elevations would be instrumental in our assessment of the flood zones. For the purposes of this study, this approach would provide a strong level of confidence to the reviewers of this study.

DY Consultants, utilizing its engineering judgment, prepared a floodplain within the Wharton State forest, where flood mapping was not available, and inputted its estimated floodplain into the existing USGS maps. The FEMA map has a section of the Cedar Brook where a flood study was performed and the flood hazard factors were determined and flood elevations are labeled along its reach. Also the USGS map has delineated wetlands boundary within this unmapped section of FEMA at Wharton State Forest. Based on this information and the existing topography obtained during several projects at the airport, we have provided a delineation of the approximate 100 year flood boundary within the Wharton State Forest lands and the Hammonton Municipal Airport (see Figure 4-5).

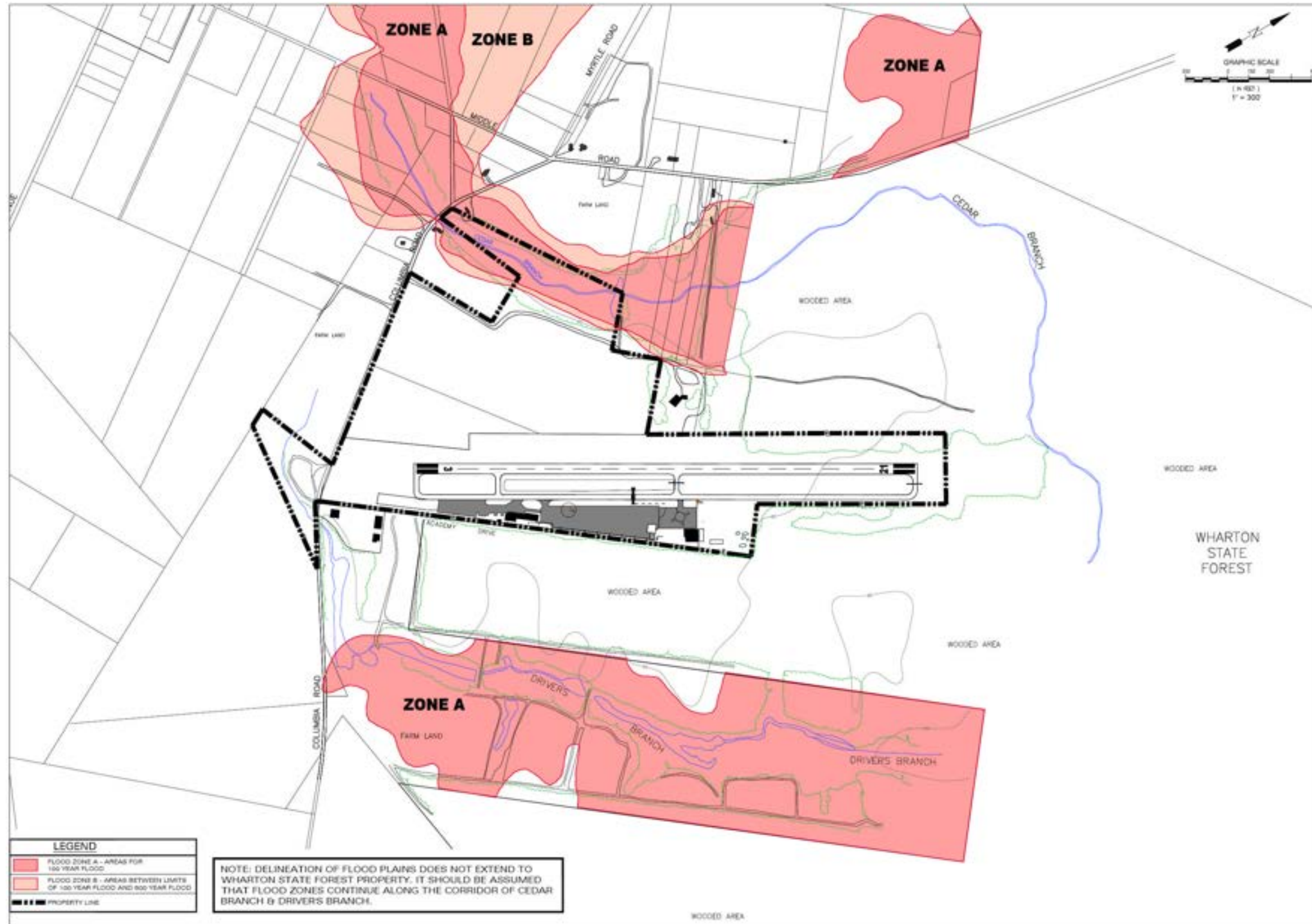


Figure 4-4. FEMA Delineated Flood Plains



Figure 4-5. Consultant Estimated Flood Plains

4.6 Wetlands

Wetlands are defined in Executive Order 11990, Protection of Wetlands, as “those areas that are inundated by surface or ground water with a frequency sufficient to support and under normal circumstances does or would support a prevalence of vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction.”

A wetlands delineation was performed for the Airport property and its vicinity (see Figure 4-6). The delineation has been approved by the Pinelands Commission. The wetlands cover similar areas to the floodplains, along the Cedar Brook and Driver’s Branch. Except for at the most western point of the property where Cedar Brook is located, there are no wetlands within the Airport property boundary. Wetlands are immediately adjacent to the Airport at the Runway 21 end. These are forested wetlands and since they contain some habitat for threatened and endangered species, would be considered exceptional resource wetlands. However, within the Pinelands Reserve, all wetlands have a default transition area of 300 feet.

4.7 U.S. Department of Transportation Act, Section 4(f)

Per Order 1050.1E, “Section 4(f) of the DOT Act, which is codified and renumbered as Section 303(c) of 49 U.S.C., provides that the Secretary of Transportation will not approve any program or project which requires the use of any publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, State or local significance or land from an historic site of national, State, or local significance, as determined by the officials having jurisdiction thereof, unless there is no feasible and prudent alternative to the use of such land and such program, and the project includes all possible planning to minimize harm resulting from the use.”

The Hammonton Municipal Airport is surrounded to the west, north and east by Wharton State Forest (see Figure 4-7). Wharton is the single largest tract of land within the New Jersey State Park System. It covers an area of 115,111 acres in portions of Atlantic, Burlington, and Camden counties. The Airport and Wharton State Forest have established a long-standing cooperative relationship that has allowed the Airport to have access to the forest property for maintenance of necessary clear areas. A lease agreement between the Town of Hammonton and the NJDEP Division of Parks and Forestry dated June 1, 1994 gives the Airport permission to clear the 8 acre trapezoid north of the Runway 21 end for the purposes of obstruction removal (effective for 20 years; see copy in Appendix B). In addition, the lease allows the Airport to remove trees and brush to provide a 7 to 1 transition slope beginning 100 feet each side of the centerline of the runway.

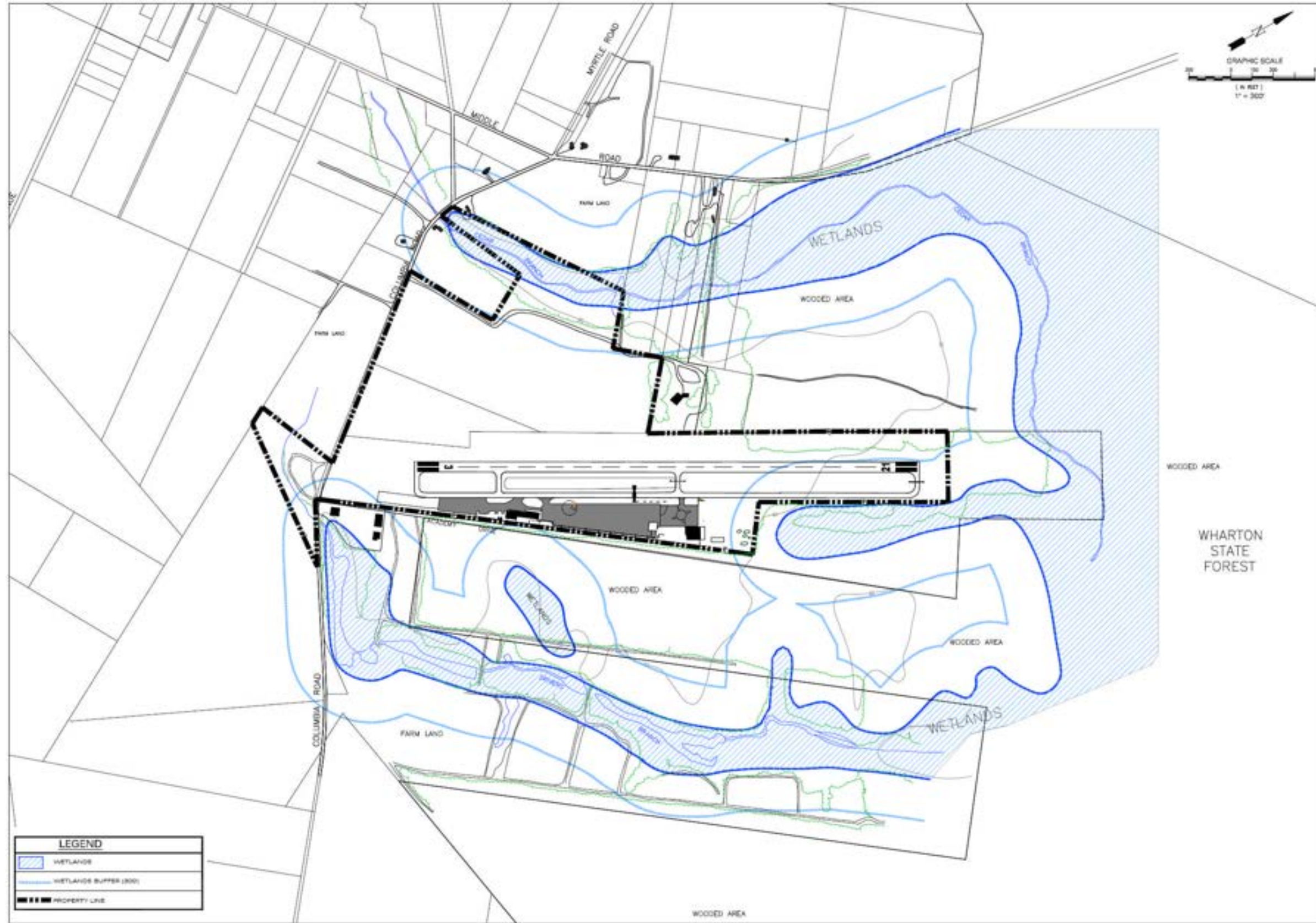


Figure 4-6. Wetlands

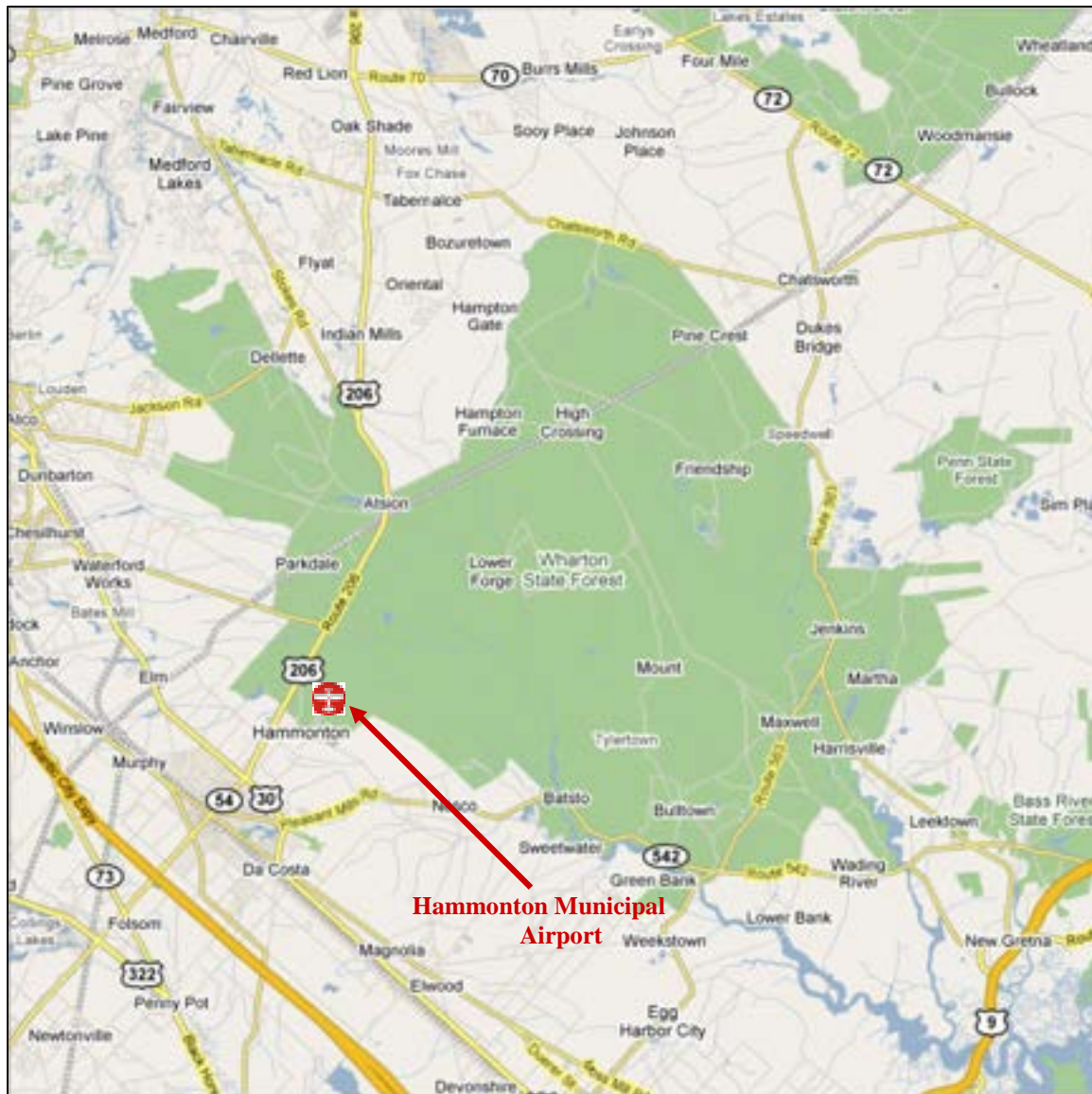


Figure 4-7. Wharton State Forest

4.8 Historic, Architectural, Archaeological and Cultural Resources

The National Historic Preservation Act (NHPA) of 1966 establishes the Advisory Council on Historic Preservation (ACHP) and the National Register of Historic Places (NRHP) within the National Park Service (NPS). Section 106 requires Federal agencies to consider the effects of their undertakings on properties on or eligible for inclusion in the NRHP. Compliance with section 106 requires consultation with the ACHP and the State Historic Preservation Officer (SHPO).

The only listed historic property in Hammonton as per the National Register of Historic Places is the William L. Black House, located at 458 Bellevue Ave, approximately 3.5 miles from the Airport. A review of the NJSHPO website indicates that there are no districts, buildings,

structures or archaeological sites listed as eligible or potentially eligible for listing in the New Jersey Register of Historic Places or the National Register of Historic Places (NJRHP/NRHP). Correspondence with the New Jersey SHPO dated April 19, 2006 indicated that there are no historic properties affected within the project's area of potential effects (see Appendix B for correspondence). No further Section 106 consultation is required.

4.9 Biotic Communities

The Airport property includes development (buildings, paved runway and taxiway, paved aircraft and vehicle parking areas) and associated modified habitat (maintained mowed turf along the runway and taxiway) that has been cleared of woody growth. Undeveloped areas consist of upland and wetland forest, scrub-shrub/emergent wetlands, and agricultural lands.

Wander Ecological Consultants performed two habitat evaluations of the Airport property. The 2006 assessment of the "beanfield" tract west of the runway was to evaluate potential impacts on threatened and endangered (T&E) species from development of the area (see Appendix C). The 2008 site investigation surveyed the entire Airport property and evaluated the impact from all of the projects in the Proposed Action (see Appendix D).

The "beanfield" tract was almost entirely cleared for agriculture 2006 but has not been planted for the past several years. The western portion of the tract includes upland successional field dominated by Chinese Lespedez (*Lespedeza bicolor*) and multiflora rose. In addition, there are wetlands along Cedar Brook that are partly herbaceous (dominated by common reed (*Phragmites australis*)) and partly forested (dominated by red maple (*Acer rubrum*)). As an active agricultural field, the "beanfield" tract provided very little habitat for wildlife of any kind. Since it has been dormant and become more overgrown over the past several years, some species of grassland birds have been spotted.

The off-site area where obstruction removal is proposed consists of upland and wetland forested areas. The upland forests are dominated by pitch pine (*Pinus rigida*) with a dense understory of scrub oak (*Quercus ilicifolia*) and black huckleberry (*Gaylussacia baccata*). The wetland forests are dominated by red maple (*Acer rubrum*), blackgrum (*Nyssa sylvatica*), pitch pine, sweet pepperbush (*Clethra alnifolia*) and highbush blueberry (*Vaccinium corymbosum*).

4.10 Threatened and Endangered Species

Section 7 of the Endangered Species Act requires that each federal agency "insure that any action authorized, funded, or carried out by such agency... is not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of habitat of such species which is determined by the Secretary... to be critical..."

Correspondence from the U.S. Department of Interior (USDOJ), Fish and Wildlife Service (FWS) indicates that the following federally listed species are located in the vicinity of the Airport and field surveys for the presence or absence of the species is requested – Bog turtle, swamp pink, Knieskern's beaked-rush, American chaffseed, and Bog asphodel.

Correspondence with the NJDEP Division of Fish and Wildlife in early 2006 indicated that a long list of herptile and bird species had been reported in the vicinity of the Airport. The potential presence of so many T&E species in the vicinity of the Airport is primarily due to the fact that the Airport abuts Wharton State Forest, a very large area of undisturbed forest habitat. However, more recent correspondence (spring 2008) indicated that NJDEP only has concern with the Pine Barrens treefrog.

The New Jersey Pinelands Commission has records of Northern pine snake, Timber rattlesnake, Cooper's hawk, red-shouldered hawk, red-headed woodpecker, Pine Barrens treefrog, and Barred owl in the vicinity of the Airport.

Details of the habitat evaluation findings can be found in Appendices C and D. The following is a summary for each of the species of concern:

- Swamp pink (Federally threatened) – The wetland forest at the northeastern end of the runway do not include surface streams or drainageways, or permanent surface water that characterizes the habitat of the species. In addition, no plants were observed during multiple site visits.
- Knieskern's beaked-rush (Federally threatened) –The plant typically occurs in early successional wetland habitats, often on bog iron substrate or mud deposits adjacent to slow moving streams. In the appropriate wetland pockets in the vicinity of the project sites only White Beaked-rush was observed.
- American chaffseed (Federally endangered) – Although potentially suitable habitat appears to be present near the project sites, no plants were observed during site visits during the species' bloom period.
- Bog asphodel (Federal candidate species) – The open wetlands in the vicinity of the Airport were searched; however, none were observed.
- Bog turtle (Federally threatened) – No habitat is present in or near any of the proposed project areas. Soils in the small patches of emergent wetlands were firm and peaty, not muddy, and had no permanent surface water present.
- Northern pine snake and Timber rattlesnake – Wharton State Forest provides a very large area of suitable habitat for both species; however, no individuals were observed during any site visit and there was no evidence of nesting.
- Pine Barrens treefrog – A single specimen was heard calling during a 2004 survey for the construction of the security fence; however, it has not been heard during subsequent surveys and may have been dispersing from more suitable offsite habitat.
- Cooper's hawk – The species was observed on at least two occasions during the breeding season. It probably nests in the offsite mature White Pine grove northeast of the "beanfield" tract. This area would not be impacted by the Proposed Action.
- Red-headed woodpecker – No breeding habitat is present within or near any of the impact areas.
- Barred owl and Red-shouldered hawk – A very large area of wetland forest that could provide habitat for both species is present just north of the site in Wharton State Forest. No large stick nests that might belong to the red-shouldered hawks were observed on-site and no large trees with suitable cavities for Barred owl nests were found.

Grassland birds are not addressed by the Natural Heritage Program; however, the Landscape Project indicated the site may be suitable for some species. During the 2006 site visit, no species were observed; however, since the area has not been disturbed by agricultural activity in several years and has been allowed to grow into a more upland successional field, it has provided a more accommodating habitat for a pair of breeding grasshopper sparrows and a territorial male Dickcissel.

4.11 Coastal Zone Management Program and Coastal Barriers

The Coastal Area Facility Review Act (CAFRA) applies to projects near coastal waters in the southern part of New Jersey. The law divides the CAFRA area into pieces or zones, and regulates different types of development in each zone. Generally, the closer you are to the water, the more likely it is that development will be regulated. The CAFRA law regulates almost all development activities involved in residential, commercial, or industrial development, including construction, relocation and enlargement of buildings or structures; and all related work, such as excavation, grading, shore protection structures and site preparation.

Hammonton Municipal Airport lies outside the New Jersey coastal zone, therefore the no action, proposed action, and reasonable alternatives would not affect coastal zones or barriers.

4.12 Wild and Scenic Rivers

Per Order 1050.1E, “The President’s 1979 Environmental Message Directive on Wild and Scenic Rivers (August 2, 1979) directs Federal agencies to avoid or mitigate adverse effects on rivers identified in the Nationwide Rivers Inventory as having potential for designation under the Wild and Scenic Rives Act.” There are two wild and scenic rivers in New Jersey – the Great Egg Harbor River and the Maurice River. The Airport does not lie within close proximity to either of those rivers; therefore, there will be no adverse effects on rivers identified in the Nationwide Rivers Inventory. In addition, the Pinelands CMP designates certain rivers as wild and scenic rivers and scenic corridors of special significance to the Pinelands. There are no listed rivers in the vicinity of the Airport.

Because of the distance of the Airport from these rives, the no action, proposed action, and reasonable alternatives would not affect wild and scenic rivers.

4.13 Farmland

Per FAA Order 1050.1E, “the Farmland Protection Policy Act (FPPA) regulates Federal actions with the potential to convert farmland to non-agricultural uses.” The purpose is to preserve land considered to be prime, unique, or statewide or locally important farmland.

The Airport property is surrounded to the south and west by agricultural land. The “beanfield” tract that was acquired by the Airport several years ago and is the proposed location for the development of additional aircraft storage and parking facilities was formerly farmland. However, the land is not considered “prime or unique” farmland per the Natural Resource Conservation Service, nor is it considered Statewide or locally important farmland.

The Airport property is made up of Downer (DoA) and Hammonton (HaA) series soils.

The Downer series consists of very deep well-drained soils on uplands. They formed in acid moderately coarse textured coastal plain sediments. Typically these soils have a dark grayish brown loamy sand surface layer 18 inches thick. The subsoil from 18 to 30 inches is yellowish brown sandy loam. The substratum from 30 to 40 inches is loose loamy sand. Below 40 inches, the range includes stratified layers of gravel to sandy clay loam. Slopes range from 0 to 30 percent. Figure 4-8 shows the soil types on and around the airport.¹

The Hammonton series consists of very deep, moderately well drained soils on uplands. They formed in acid moderately coarse-textured coastal plain sediments. Typically, these soils have a very dark grayish brown loamy sand surface layer 8 inches thick and a yellowish brown loamy sand subsurface layer from 8 to 18 inches. The subsoil from 18 to 36 inches is mottled yellowish brown sandy loam. The substratum from 36 to 60 inches is loose brownish yellow sand. Slopes range from 0 to 5 percent.

¹ From Natural Resource Conservation Service Soil Interpretation Record.



Source: Soil Survey of Atlantic County, New Jersey

Note: Yellow indicates approximate location of Runway 3-21, Hammonton Municipal Airport.

Figure 4-8. Soil Survey

Appendix C

Tenants Survey



AIRPORT USER SURVEY

HAMONTON MUNICIPAL AIRPORT

UPDATE AIRPORT MASTER PLAN STUDY



The Town of Hammonton is conducting a study to update the Airport Master Plan. The Airport Master Plan is guiding document for future use and development of the airport. The purpose of this study is to evaluate the existing airport facilities and forecast the airport future needs to better serve the people and community of the Town of Hammonton and surrounding area. The data collected through this survey will greatly assist in making decisions for the airport improvements.

Please complete the survey questionnaire taking few minutes. Ignore the questions that do not apply to you.

Please complete the survey to the best of your ability:

1. How long have you been a user of the airport?

0-1 years 1-5 years 5-10 years >10 years

2. What type of aircraft do you own/operate? _____

Aircraft Make/Model	N-number (Optional)
PIPER CHEYENNE TURBO PROP	
BOEHM DUAL CABIN CLUSTER TRAW	

3. Is your aircraft based at N81?

Yes No

If "No" at which airport your aircraft is based? (Please specify) _____

4. Is there any specific reason why you don't base your aircraft at Hammonton Municipal Airport?
(Select all that apply)

Inconvenient Location Cost of Hangar Lack of Suitable Hangar
 Inadequate Runway Length Others (Please specify) I do

5. Do you rent a space at N81? Yes No

If "Yes" please specify the type.

Tie-down Hangar T-Hangar

6. What is the primary flight activity?

Business Pleasure Flight Training Medevac Others (Please Specify) _____

7. Please specify the approximate number of current annual operations at Hammonton Municipal Airport.

Total: 150 (Local Operation: 35 Itinerant Operation: 115)

8. Are you predicting any changes in your aircraft or fleets in next 5 years? Yes No

If "Yes", Please specify the change.

Based Aircraft Transient Aircraft

9. How would you rate runway/taxiway pavement conditions?

Excellent Good Fair Poor Reasons (if any) _____

10. How would you rate runway/taxiway availability?
 Excellent Good Fair Poor *Reasons (if any)* _____

11. Is runway 03-21 length at N81 adequate for wet and dry condition for your most demanding aircraft at desired weight?
 Wet/icy condition: Yes No If "No" what is the required length? 5250' ft.
 Dry condition: Yes No If "No" what is the required length? 5250 ft.

12. Please indicate the basis of your runway length requirements:
 Pilot Operating Handbook Insurance Requirements
 Company Policy Other (Please specify) SAFETY BALANCED FIELD

13. How would you rate runway/taxiway lighting conditions?
 Excellent Good Fair Poor *Reasons (if any)* _____

14. How would you rate apron pavement conditions?
 Excellent Good Fair Poor *Reasons (if any)* _____

15. How would you rate apron parking space facility?
 Excellent Good Fair Poor Need for more space

16. How would you rate aircraft storage/parking/tie-down space availability?
 Excellent Good Fair Poor N/A

17. Would you rate hangar space availability at N81 as sufficient? *NEED MORE LARGE HANGERS AND PERSONAL HANGERS*
 Yes No If "No" Please explain _____

18. Do you use existing instrument approaches? Yes No
 If "No" Please specify the reasons? _____

19. Do you experience any obstructions to visual approach for Runway 21? Yes No
 If "Yes" Please specify the type of obstruction? TREES

20. Would you rate the existing visual aids available at N81 as satisfactory? Yes No
 If "No" Please specify the reason? VASE NOT GOOD OR RELIABLE

21. How would you rate the fuel availability at N81?
 Excellent Good Fair Poor *Reasons (if any)* _____

22. How would you rate overall experience at N81?
 Excellent Good Needs Improvements Poor

23. Would you consider the space in the terminal building adequate for your operations? Yes No

24. How would you rate the availability and efficiency of vehicular ground access to, and parking at the airport?
 Excellent Good Fair Poor N/A

25. Do you know of other businesses in your local community currently using aviation and who might prefer to use Hammonton Municipal Airport? Yes No

If "Yes" please provide the business name, address and contact information for survey information so we can contact them. I will have them contact you

Additional Feedback:

- What facilities would you need to operate or improve your operations at N81?

LONGER RUNWAY; MORE RAMP SPACE FOR THE FBO; MORE HANGER SPACE

- Please provide any additional comments or concerns about Hammonton Municipal Airport.

THIS IS A GREAT AIRPORT WITH A LOT OF POTENTIAL. IT'S GROWN OVER THE LAST 7 YEARS BECAUSE OF FAA AIRSPACE CHANGES CONSIDERED FOR THE NORTH-EAST, THIS AIRPORT HAS THE OPPORTUNITY TO REALLY GROW BUT HAS TO HAVE AT LEAST 5250' OF RUNWAY TO TAKE ADVANTAGE OF THOSE OPPORTUNITIES

Business/Personal Information (Will be kept confidential)

Name: FREDERICKA TOCCO Occupation: ATTORNEY

Street Address: 1735 MARLETT ST City: Phila State: PA Zip Code: 19103

Phone No: 215-377-5031 Email: fred.tocco@icemiller.com

May we contact you with any specific questions about this user survey? Yes No

Thank you for taking the time to complete this survey. Every survey response received will greatly help us to perform airport master plan update study.

Please return the completed survey to:

Monir Haggag
Project Manager
40 Wall Street, Suite 500
New York, NY 10005
edurak@dyconsultants.com



AIRPORT USER SURVEY

HAMONTON MUNICIPAL AIRPORT

UPDATE AIRPORT MASTER PLAN STUDY



The Town of Hammonton is conducting a study to update the Airport Master Plan. The Airport Master Plan is guiding document for future use and development of the airport. The purpose of this study is to evaluate the existing airport facilities and forecast the airport future needs to better serve the people and community of the Town of Hammonton and surrounding area. The data collected through this survey will greatly assist in making decisions for the airport improvements.

Please complete the survey questionnaire taking few minutes. Ignore the questions that do not apply to you.

Please complete the survey to the best of your ability:

1. How long have you been a user of the airport?

- 0-1 years 1-5 years 5-10 years >10 years

2. What type of aircraft do you own/operate? _____

Aircraft Make/Model	N-number (Optional)
BE97L	75365

3. Is your aircraft based at N81?

- Yes No

If "No" at which airport your aircraft is based? (Please specify) _____

4. Is there any specific reason why you don't base your aircraft at Hammonton Municipal Airport?
(Select all that apply)

- Inconvenient Location Cost of Hangar Lack of Suitable Hangar
 Inadequate Runway Length Others (Please specify) _____

5. Do you rent a space at N81? Yes No

If "Yes" please specify the type.

- Tie-down Hangar T-Hangar

6. What is the primary flight activity?

- Business Pleasure Flight Training Medevac Others (Please Specify) _____

7. Please specify the approximate number of current annual operations at Hammonton Municipal Airport.

Total: 100 (Local Operation: 100 Itinerant Operation: _____)

8. Are you predicting any changes in your aircraft or fleets in next 5 years? Yes No

If "Yes", Please specify the change.

- Based Aircraft Transient Aircraft

9. How would you rate runway/taxiway pavement conditions?

- Excellent Good Fair Poor Reasons (if any) _____

10. How would you rate runway/taxiway availability?

Excellent Good Fair Poor *Reasons (if any)* _____

11. Is runway 03-21 length at N81 adequate for wet and dry condition for your most demanding aircraft at desired weight?

Wet/icy condition: Yes No If "No" what is the required length? 5200 ft.
Dry condition: Yes No If "No" what is the required length? 5200 ft.

12. Please indicate the basis of your runway length requirements:

Pilot Operating Handbook Insurance Requirements
 Company Policy Other (Please specify) EXPERIENCE

13. How would you rate runway/taxiway lighting conditions?

Excellent Good Fair Poor *Reasons (if any)* _____

14. How would you rate apron pavement conditions?

Excellent Good Fair Poor *Reasons (if any)* _____

15. How would you rate apron parking space facility?

Excellent Good Fair Poor Need for more space

16. How would you aircraft storage/parking/tie-down space availability?

Excellent Good Fair Poor N/A

17. Would you rate hangar space availability at N81 as sufficient?

Yes No If "No" Please explain I AM IN COMMUNITY MANUAL

18. Do you use existing instrument approaches? Yes No

If "No" Please specify the reasons? _____

19. Do you experience any obstructions to visual approach for Runway 21? Yes No

If "Yes" Please specify the type of obstruction? _____

20. Would you rate the existing visual aids available at N81 as satisfactory? Yes No

If "No" Please specify the reason? _____

21. How would you rate the fuel availability at N81?

Excellent Good Fair Poor *Reasons (if any)* _____

22. How would you rate overall experience at N81?

Excellent Good Needs Improvements Poor

23. Would you consider the space in the terminal building adequate for your operations? Yes No

24. How would you rate the availability and efficiency of vehicular ground access to, and parking at the airport?

Excellent Good Fair Poor N/A

25. Do you know of other businesses in your local community currently using aviation and who might prefer to use Hammonton Municipal Airport? Yes No
If "Yes" please provide the business name, address and contact information for survey information so we can contact them.

Additional Feedback:

- What facilities would you need to operate or improve your operations at N81?

LONGER RUNWAY

- Please provide any additional comments or concerns about Hammonton Municipal Airport.

FBO IS GREAT.

Business/Personal Information (Will be kept confidential)

Name: THOMAS DUFFY Occupation: LAWYER
Street Address: ONE LIBERTY PL City: PHILA State: PA Zip Code: 19103
Phone No: 215-238-8700 Email: TJD@DUFFYFIRM.COM
May we contact you with any specific questions about this user survey? Yes No

Thank you for taking the time to complete this survey. Every survey response received will greatly help us to perform airport master plan update study.

Please return the completed survey to:

Monir Haggag
Project Manager
40 Wall Street, Suite 500
New York, NY 10005
edurak@dyconsultants.com



AIRPORT USER SURVEY

HAMONTON MUNICIPAL AIRPORT UPDATE AIRPORT MASTER PLAN STUDY



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Please complete the survey questionnaire taking few minutes. Ignore the questions that do not apply to you.

Please complete the survey to the best of your ability:

1. How long have you been a user of the airport?

- 0-1 years
 1-5 years
 5-10 years
 >10 years

2. What type of aircraft do you own/operate? _____

Aircraft Make/Model	N-number (Optional)
Piper PA-28-180	

3. Is your aircraft based at N81?

- Yes
 No

If "No" at which airport your aircraft is based? (Please specify) _____

4. Is there any specific reason why you don't base your aircraft at Hammonton Municipal Airport?
(Select all that apply)

- Inconvenient Location
 Cost of Hangar
 Lack of Suitable Hangar
 Inadequate Runway Length
 Others (Please specify) _____

5. Do you rent a space at N81?

If "Yes" please specify the type.

- Tie-down
 Hangar
 T-Hangar

6. What is the primary flight activity?

- Business
 Pleasure
 Flight Training
 Medevac
 Others (Please Specify) _____

7. Please specify the approximate number of current annual operations at Hammonton Municipal Airport.

Total: _____ (Local Operation: _____ Itinerant Operation: _____)

8. Are you predicting any changes in your aircraft or fleets in next 5 years? Yes No

If "Yes", Please specify the change.

- Based Aircraft
 Transient Aircraft

9. How would you rate runway/taxiway pavement conditions?

- Excellent
 Good
 Fair
 Poor
 Reasons (if any) _____

10. How would you rate runway/taxiway availability?

Excellent Good Fair Poor Reasons (if any) _____

11. Is runway 03-21 length at N81 adequate for wet and dry condition for your most demanding aircraft at desired weight?

Wet/icy condition: Yes No If "No" what is the required length? _____ ft.
Dry condition: Yes No If "No" what is the required length? _____ ft.

12. Please indicate the basis of your runway length requirements:

Pilot Operating Handbook Insurance Requirements
 Company Policy Other (Please specify) N/A.

13. How would you rate runway/taxiway lighting conditions?

Excellent Good Fair Poor Reasons (if any) _____

14. How would you rate apron pavement conditions?

Excellent Good Fair Poor Reasons (if any) _____

15. How would you rate apron parking space facility?

Excellent Good Fair Poor Need for more space

16. How would you aircraft storage/parking/tie-down space availability?

Excellent Good Fair Poor N/A

17. Would you rate hangar space availability at N81 as sufficient?

Yes No If "No" Please explain No hangars Available

18. Do you use existing instrument approaches? Yes No

If "No" Please specify the reasons? _____

19. Do you experience any obstructions to visual approach for Runway 21? Yes No

If "Yes" Please specify the type of obstruction? _____

20. Would you rate the existing visual aids available at N81 as satisfactory? Yes No

If "No" Please specify the reason? _____

21. How would you rate the fuel availability at N81?

Excellent Good Fair Poor Reasons (if any) _____

22. How would you rate overall experience at N81?

Excellent Good Needs Improvements Poor

23. Would you consider the space in the terminal building adequate for your operations? Yes No

24. How would you rate the availability and efficiency of vehicular ground access to, and parking at the airport?

Excellent Good Fair Poor N/A

25. Do you know of other businesses in your local community currently using aviation and who might prefer to use Hammonton Municipal Airport? Yes No
If "Yes" please provide the business name, address and contact information for survey information so we can contact them.

Additional Feedback:

- What facilities would you need to operate or improve your operations at N81?

Hangers

- Please provide any additional comments or concerns about Hammonton Municipal Airport.

Needs Management that is strategic in aviation

Business/Personal Information (Will be kept confidential)

Name: _____ Occupation: *Mechanic*

Street Address: _____ City: _____ State: _____ Zip Code: _____

Phone No: *609-839-2684* Email: *02one8147@AOL.com*

May we contact you with any specific questions about this user survey? Yes No

Thank you for taking the time to complete this survey. Every survey response received will greatly help us to perform airport master plan update study.

Please return the completed survey to:

Monir Haggag
Project Manager
40 Wall Street, Suite 500
New York, NY 10005
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Appendix D

Airport Layout Plan Drawing Set

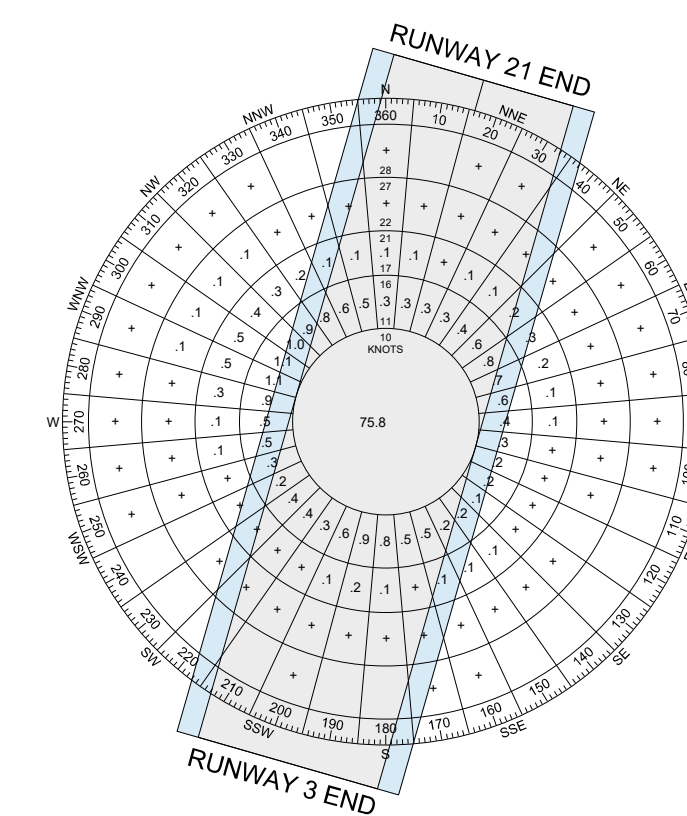
RUNWAY DATA TABLE

ITEM	EXISTING		ULTIMATE	
	RUNWAY 03	RUNWAY 21	RUNWAY 03	RUNWAY 21
UTILITY RUNWAY	YES	YES	YES	YES
RUNWAY END COORDINATES (MSL)				
LATITUDE	39° 39' 45.80" N	39° 40' 19.99" N	39°39'45.80" N	39°40'19.99" N
LONGITUDE	74° 45' 34.23" W	74° 45' 21.43" W	74°45'34.23" W	74°45'21.43" W
ELEVATION (MSL)	64.1'	57.5'	64.1'	57.5'
RUNWAY LENGTH	3,600'	3,600'	3,600'	3,600'
RUNWAY WIDTH	75'	75'	75'	75'
RUNWAY SHOULDER	N/A	N/A	N/A	N/A
PAVEMENT SURFACE TYPE	ASPHALT/ GROOVED	ASPHALT/ GROOVED	ASPHALT/ GROOVED	ASPHALT/ GROOVED
PAVEMENT STRENGTH				
SINGLE WHEEL	12,000 LB	12,000 LB	12,000 LB	12,000 LB
STRENGTH BY PCN	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
RUNWAY DESIGN CODE (RDC)	B-I	B-I	B-I	B-I
APPROACH RUNWAY REFERENCE CODE (APRC)	B-I-5000	B-I-5000	B-I-5000	B-I-5000
DEPARTURE RUNWAY REFERENCE CODE (DPRC)	B-I	B-I	B-I	B-I
OBJECT FREE ZONE (OFZ)	NO OFZ PENETRATIONS	NO OFZ PENETRATIONS	NO OFZ PENETRATIONS	NO OFZ PENETRATIONS
TRUE BEARING	N 16° 7' 48" E	N 16° 7' 48" E	N 16° 7' 48" E	N 16° 7' 48" E
RUNWAY HIGH POINT ELEVATION	64.6'	64.6'	64.6'	64.6'
RUNWAY LOW POINT ELEVATION	57.5'	57.5'	57.5'	57.5'
EFFECTIVE RUNWAY GRADIENT	0.2%	0.2%	0.2%	0.2%
PERCENT(%) WIND COVERAGE	87.32% @ 10.5 KNOTS (12 MPH)	87.32% @ 10.5 KNOTS (12 MPH)	87.32% @ 10.5 KNOTS (12 MPH)	87.32% @ 10.5 KNOTS (12 MPH)
LINE OF SIGHT VIOLATIONS	NO	NO	NO	NO
MAXIMUM GRADE CHANGE	0.26%	0.26%	0.26%	0.26%
MAXIMUM GRADE	0.48%	0.48%	0.48%	0.48%
DISPLACED THRESHOLD	NO	NO	NO	NO
DISPLACED THRESHOLD ELEVATION (MSL)	N/A	N/A	N/A	N/A
14 CFR PART 77 APPROACH SURFACE TYPE	NON-PRECISION (A)	NON-PRECISION (A)	NON-PRECISION (A)	NON-PRECISION (A)
14 CFR PART 77 APPROACH SURFACE SLOPE	34:1	34:1	34:1	34:1
THRESHOLD SITING SURFACE TYPE ⁷	TYPE 4	TYPE 4	TYPE 4	TYPE 4
DEPARTURE SURFACE ⁷	YES	YES	YES	YES
VISIBILITY MINIMUMS (RVR, STATUTE MILE)	5,000', 1 SM	5,000', 1 SM	5,000', 1 SM	5,000', 1 SM
VISUAL APPROACH AIDS	PAPI-2	PAPI-2	PAPI-2	PAPI-2
INSTRUMENT APPROACH AIDS	VOR-A, VOR-B, GPS	VOR-A, VOR-B, GPS	VOR-A, VOR-B, GPS	VOR-A, VOR-B, GPS
TYPE OF AERONAUTICAL SURVEY REQUIRED FOR APPROACH	VERTICAL GUIDANCE	VERTICAL GUIDANCE	VERTICAL GUIDANCE	VERTICAL GUIDANCE
RUNWAY LIGHTING	REIL, MIRL	REIL, MIRL	REIL, MIRL	REIL, MIRL
RUNWAY MARKING	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION
TOUCHDOWN ZONE ELEVATION	64.6'	64.6'	64.6'	64.6'
APPROACH RUNWAY PROTECTION ZONE (RPZ)				
LENGTH	1,000'	1,000'	1,000'	1,000'
INNER WIDTH	250'	250'	250'	250'
OUTER WIDTH	450'	450'	450'	450'
DEPARTURE RUNWAY PROTECTION ZONE (RPZ)				
LENGTH	1,000'	1,000'	1,000'	1,000'
INNER WIDTH	250'	250'	250'	250'
OUTER WIDTH	450'	450'	450'	450'

AIRPORT DATA TABLE

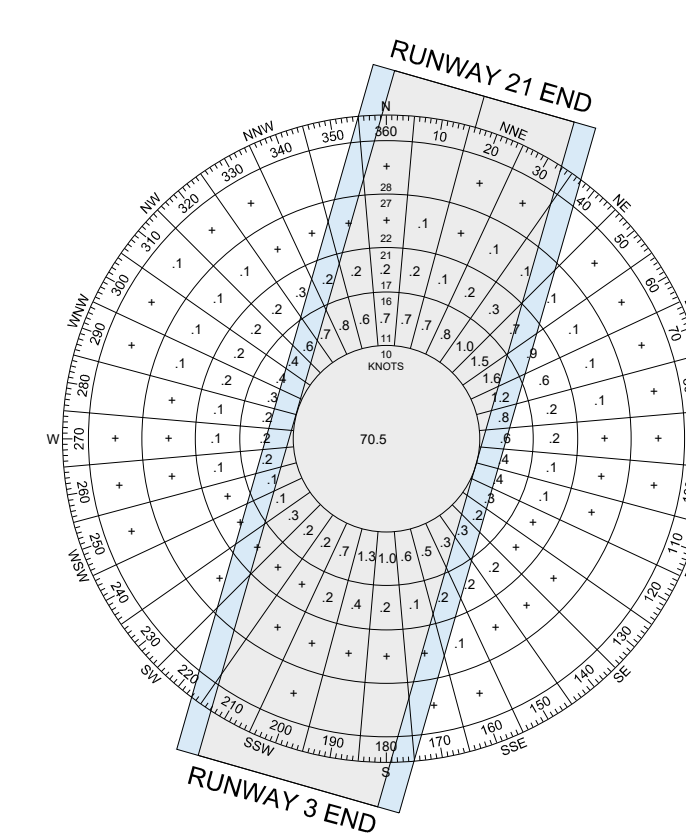
ITEM	EXISTING	PROPOSED
AIRPORT ELEVATION (MSL)	64.6'	64.6'
AIRPORT REFERENCE POINT		
LATITUDE	39° 40' 02.90" N	39° 40' 02.90" N
LONGITUDE	74° 45' 27.83" W	74° 45' 27.83" W
MEAN MAXIMUM TEMPERATURE	87° F (JULY)	87° F (JULY)
AIRPORT/TERMINAL NAVAIDS	LIGHTED WIND-TREE, REIL, PAPI (BOTH ENDS), WINDSOCK, ROTATING BEACON, VOR-A, VOR-B, GPS	LIGHTED WIND-TREE, REIL, PAPI(BOTH ENDS), WINDSOCK, ROTATING BEACON, VOR-A, VOR-B, GPS
MAGNETIC VARIATION	12° 8' W CHANGING 0° 2' E / YEAR	12° 8' W CHANGING 0° 2' E / YEAR
DATE OF MAGNETIC VARIATION	JULY 2020 (NGDC)	JULY 2020 (NGDC)
NPIAS SERVICE LEVEL	GENERAL AVIATION	GENERAL AVIATION
STATE SERVICE LEVEL	GENERAL SERVICE	GENERAL SERVICE
AIRPORT REFERENCE CODE (ARC)	B-I	B-I
CRITICAL AIRCRAFT	PIPER CHEYENNE II	PIPER CHEYENNE II
TAXIWAY LIGHTING	MITL(C/L)	MITL (C/L)
TAXIWAY MARKING	TCL	TCL
AIRPORT PERIMETER FENCE HEIGHT	6'	6'
MISCELLANEOUS FACILITIES	AWOS, SUPERUNICOM	AWOS, SUPERUNICOM

ALL WEATHER



WINDROSES

IFR



ALL WEATHER WIND COVERAGE	
CROSSWIND COMPONENT	PERCENT COVERAGE
10.5 KNOTS	87.32%
13 KNOTS	92.27%

IFR WIND COVERAGE	
CROSSWIND COMPONENT	PERCENT COVERAGE
10.5 KNOTS	87.73%
13 KNOTS	92.73%

AIRPORT REFERENCE CODE (ARC) : B-I
DATA SOURCE : 724070 ATLANTIC CITY INTERNATIONAL ANNUAL PERIOD RECORD 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019

BASIC AIRPORT LAYOUT PLAN AND DATA TABLE ABBREVIATIONS

AC	AIRCRAFT	ILS	INSTRUMENT LANDING SYSTEM	OFA	OBJECT FREE AREA	RVR	RUNWAY VISUAL RANGE
ARP	AIRPORT REFERENCE POINT	LDA	LANDING DISTANCE AVAILABLE	OFZ	OBSTACLE FREE ZONE	RVZ	RUNWAY VISIBILITY ZONE
ASD	ACCELERATE-STOP DISTANCE	LOC	LOCALIZER	OL	OBSTRUCTION LIGHT	TCL	TAXIWAY CENTERLINE LIGHTS
AWOS	AUTOMATED WEATHER OBSERVING SYSTEMS	MIRL	MEDIUM INTENSITY RUNWAY LIGHTS	PAPI	PRECISION APPROACH PATH INDICATOR	TDZE	TOUCHDOWN ZONE ELEVATION
CAT	CATEGORY	MSL	MEAN SEA LEVEL	RCL	RUNWAY CENTERLINE LIGHTS	TODA	TAKEOFF DISTANCE AVAILABLE
COPTER	HELICOPTER APPROACH PROCEDURE	N/A	NOT APPLICABLE	REIL	RUNWAY END IDENTIFICATION LIGHTS	TORA	TAKEOFF RUN AVAILABLE
DME	DISTANCE MEASURING EQUIPMENT	NDB	NON-DIRECTIONAL BEACON	RNAV	AREA NAVIGATION	TSS	THRESHOLD SITING SURFACE
GPS	GLOBAL POSITIONING SYSTEM	NGDC	NATIONAL GEOPHYSICAL DATA CENTER	ROFA	RUNWAY OBJECT FREE AREA	WS	WINDSOCK
GL	GLIDE SLOPE	NPIAS	NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS	RPZ	RUNWAY PROTECTION ZONE		

SAFETY AREAS

ITEM	EXISTING		PROPOSED	
	RUNWAY 03	RUNWAY 21	RUNWAY 03	RUNWAY 21
RUNWAY SAFETY AREA (RSA)				
LENGTH BEYOND DEPARTURE END	240'	240'	240'	240'
WIDTH	120'	120'	120'	120'
RUNWAY OBJECT FREE AREA (ROFA)				
LENGTH FROM RUNWAY END	240'	240'	240'	240'
WIDTH	250'	250'	250'	250'
RUNWAY OBSTACLE FREE ZONE (ROFZ)				
LENGTH FROM RUNWAY END	200'	200'	200'	200'
WIDTH	250'	250'	250'	250'

EXISTING AIRFIELD TAXIWAY SYSTEM

TAXIWAY NAME	TAXIWAY WIDTH	TAXIWAY EDGE SAFETY MARGIN	TAXIWAY SHOULDER WIDTH	TAXIWAY SAFETY AREA	TAXIWAY OBJECT FREE AREA
A	40'	N/A	N/A	49'	89'
B	40'	N/A	N/A	49'	89'
C	40'	N/A	N/A	49'	89'
D	40'	N/A	N/A	49'	89'

PROPOSED AIRFIELD TAXIWAY SYSTEM

TAXIWAY NAME	TAXIWAY WIDTH	TAXIWAY EDGE SAFETY MARGIN	TAXIWAY SHOULDER WIDTH	TAXIWAY SAFETY AREA	TAXIWAY OBJECT FREE AREA
E	35'	7.5'	N/A	79'	131'
F	35'	7.5'	N/A	79'	131'
G	35'	7.5'	N/A	79'	131'
H	35'	7.5'	N/A	79'	131'
J	35'	7.5'	N/A	79'	131'
K	35'	7.5'	N/A	79'	131'
L	35'	7.5'	N/A	79'	131'

- DATA SOURCE NOTES:
- MEAN MAX TEMPERATURE AND AIRPORT MAGNETIC VARIATION DATA FROM NOAA (NGD).
 - ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).
 - ALL VERTICAL DATUM IS NAVD 88 AND HORIZONTAL DATUM IS NAD 83.
 - RUNWAY END COORDINATES, ELEVATIONS, AND TRUE BEARINGS (BASED ON GEODETIC AZIMUTH USED FOR AERONAUTICAL NAVIGATION) SHOWN ON THIS SHEET ARE AS PUBLISHED IN THE FAA 5010 DATABASE.
 - RUNWAYS WITHOUT PUBLISHED DECLARED DISTANCES, THE DECLARED DISTANCES ARE EQUAL TO PHYSICAL LENGTH OF THE RUNWAY UNLESS THERE IS A DISPLACED THRESHOLD. IN SUCH CASE, THE LDA IS SHORTEN BY THE LENGTH OF THE THRESHOLD DISPLACEMENT.
 - RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS ARE BASED ON AIRCRAFT IN AIRPORT REFERENCE CODE (ARC) B-I, AND RUNWAY APPROACH VISIBILITY MINIMUMS NOT LOWER THAN 1 MILE.
 - N/A DENOTES NOT APPLICABLE.
 - REFER TO FAA ENGINEERING BRIEF 99A, TABLE 3-2 FOR DETAILS ON THE TYPES OF APPROACH AND DEPARTURE SURFACES, ALSO CALLED THRESHOLD SITING SURFACES (TSS).
 - NO OBJECTS ARE LOCATED INSIDE THE TAXIWAY / TAXILANE SAFETY AREA AND TAXIWAY / TAXILANE OBJECT FREE AREA.
 - ACCORDING TO FAA ADVISORY CIRCULAR 150/5300-13A, AIRPORT DESIGN, TAXILANE CENTERLINE TO FIXED OR MOVABLE OBJECT DISTANCE FOR ADG-1 IS 39.5 FT.

DECLARED DISTANCES

	EXISTING		PROPOSED	
	RUNWAY 03	RUNWAY 21	RUNWAY 03	RUNWAY 21
TORA	3,600'	3,600'	3,600'	3,600'
TODA	3,600'	3,600'	3,600'	3,600'
ASDA	3,600'	3,600'	3,600'	3,600'
LDA	3,600'	3,600'	3,600'	3,600'
APPROACH END RSA LENGTH	240'	240'	240'	240'
STOP END RSA LENGTH	240'	240'	240'	240'
RSA LENGTH	4,080'	4,080'	4,080'	4,080'
DATE OF APPROVAL				

EXISTING FACILITIES TABLE

NO.	FACILITY DESCRIPTION	TOP ELEVATION
1	HANGAR AND TERMINAL	80'
2	STATE TROOPER HANGAR	80'
3	FUEL TANKS	80'
4	MAINTENANCE HANGAR	80'

MODIFICATIONS OF DESIGN STANDARDS

NO.	STANDARD MODIFIED	FAA STANDARDS	CONDITION	PROPOSED ACTION	DATE APPROVED
NO EXISTING OR PROPOSED MODS ON FILE					

PREPARED BY:



DY CONSULTANTS
40 WALL STREET, SUITE 500
NEW YORK, NY 10005
TEL 212.635.3838 F 516.625.9816
www.dyconsultants.com

REVISION			REVISION			REVISION		
DATE:	BY:	NOTES:	DATE:	BY:	NOTES:	DATE:	BY:	NOTES:

DRAFT

NORTH ARROW:
NOT APPLICABLE

SCALE:
NOT APPLICABLE

Hammonton Municipal Airport
Hammonton, New Jersey



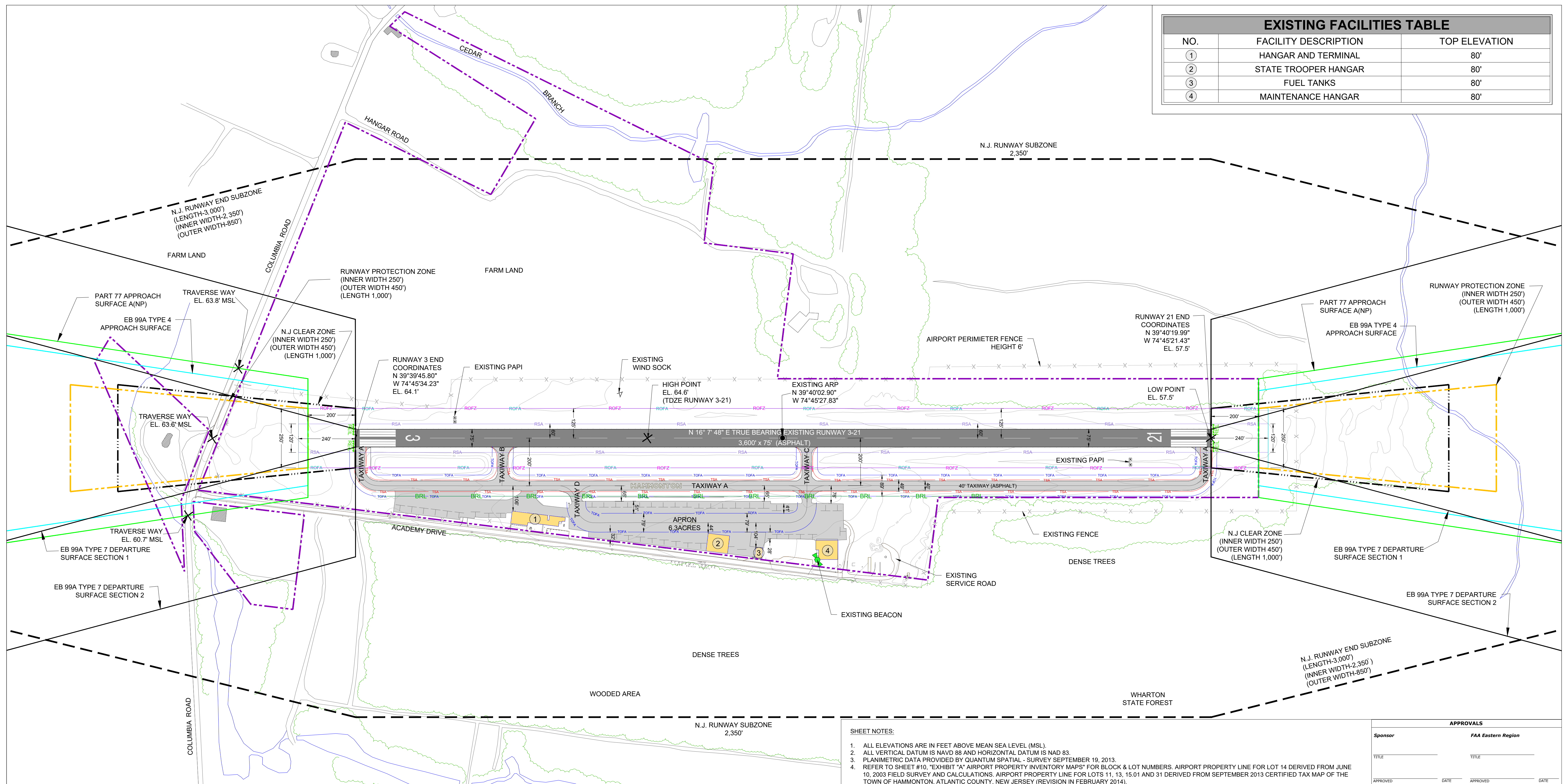
AIRPORT LAYOUT PLAN

SHEET TITLE: **DATA SHEET**

DATE: 01/19/2021
SCALE: N/A

01 OF 10

EXISTING FACILITIES TABLE		
NO.	FACILITY DESCRIPTION	TOP ELEVATION
①	HANGAR AND TERMINAL	80'
②	STATE TROOPER HANGAR	80'
③	FUEL TANKS	80'
④	MAINTENANCE HANGAR	80'



LEGEND			
AIRPORT PROPERTY LINE	— — — — —	RUNWAY OBSTACLE FREE ZONE (ROFZ)	— — — — —
PART 77 APPROACH SURFACE	— — — — —	RUNWAY PROTECTION ZONE (RPZ)	— — — — —
EB 99A APPROACH SURFACE	— — — — —	TAXIWAY SAFETY AREA (TSA)	— — — — —
EB 99A TYPE 7 DEPARTURE SURFACE	— — — — —	TAXIWAY OBJECT FREE AREA (TOFA)	— — — — —
RUNWAY SAFETY ARE (RSA)	— — — — —	N.J. AIRPORT SAFETY ZONE	— — — — —
RUNWAY OBJECT FREE AREA (ROFA)	— — — — —	N.J. AIRPORT CLEAR ZONE	— — — — —
ROADS	— — — — —	FENCE	— — — — —
BUILDING	■	VEGETATION LINE	— — — — —
WATER LINE	— — — — —	AIRPORT BEACON	●
AIRPORT WIND CONE	☼	AIRPORT REFERENCE POINT (ARP)	●
CONTOURS	— — — — —	PAPI	□ □ □ □
APPROACH LIGHT SYSTEM	— — — — —	BUILDING RESTRICTION LINE	— — — — —

- SHEET NOTES:**
- ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).
 - ALL VERTICAL DATUM IS NAVD 88 AND HORIZONTAL DATUM IS NAD 83.
 - PLANIMETRIC DATA PROVIDED BY QUANTUM SPATIAL - SURVEY SEPTEMBER 19, 2013.
 - REFER TO SHEET #10, "EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAPS" FOR BLOCK & LOT NUMBERS. AIRPORT PROPERTY LINE FOR LOT 14 DERIVED FROM JUNE 10, 2003 FIELD SURVEY AND CALCULATIONS. AIRPORT PROPERTY LINE FOR LOTS 11, 13, 15.01 AND 31 DERIVED FROM SEPTEMBER 2013 CERTIFIED TAX MAP OF THE TOWN OF HAMMONTON, ATLANTIC COUNTY, NEW JERSEY (REVISION IN FEBRUARY 2014).
 - REFER TO SHEET #1, "DATA SHEET" FOR RUNWAY SAFETY AREA, RUNWAY OBJECT FREE AREA, RUNWAY OBSTACLE FREE ZONE DIMENSIONS, TAXIWAY DETAIL DIMENSIONS, RUNWAY SHOULDER WIDTH AND TOUCHDOWN ZONE ELEVATION.
 - REFER TO SHEET #6 - #7, "INNER PORTION OF THE APPROACH SURFACE DRAWINGS" FOR APPROACH AND DEPARTURE SURFACES, AND PAPI OBSTACLE CLEARANCE SURFACES.
 - REFER TO SHEET #8, "TERMINAL AREA PLAN" FOR TERMINAL AREA APRON DIMENSIONS.
 - THERE ARE NO OFZ PENETRATIONS.
 - THERE ARE NO EXISTING MODIFICATION TO STANDARDS.
 - ALL TAXIWAY HOLDING POSITION MARKINGS ARE A MINIMUM OF 125' FROM RUNWAY CENTERLINE.
 - EXISTING 6' HIGH FENCE LINE.
 - ALL LOCAL ZONING AND AIRSPACE PROTECTION IS GOVERNED BY NEW JERSEY STATUTES TITLE 16, DEPARTMENT OF TRANSPORTATION, CHAPTER 62, AIR SAFETY AND ZONING.
 - BUILDING RESTRICTION LINE FOR EAST SIDE OF AIRPORT IS SET AT TAXIWAY "A" TAXIWAY OBJECT FREE AREA.
 - TRAVERSE WAYS ELEVATION ARE ACTUAL ELEVATIONS. REFER TO SHEETS #6 - #7, "INNER PORTION OF THE APPROACH SURFACE DRAWINGS", FOR ADJUSTMENTS (23' FOR RAILWAYS, 17' FOR INTERSTATE HIGHWAYS, 15' FOR OTHER PUBLIC ROADS, OR 10' FOR PRIVATE ROADS).

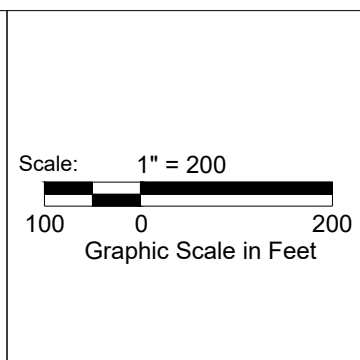
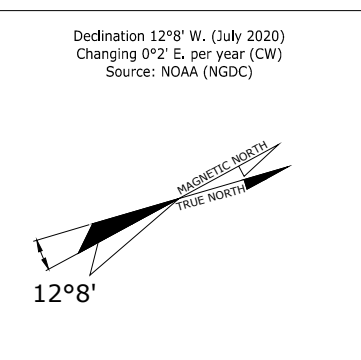
APPROVALS			
Sponsor	FAA Eastern Region		
TITLE	TITLE		
APPROVED	DATE	APPROVED	DATE

PREPARED BY:

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REVISION			REVISION			REVISION		
DATE	BY	NOTES	DATE	BY	NOTES	DATE	BY	NOTES

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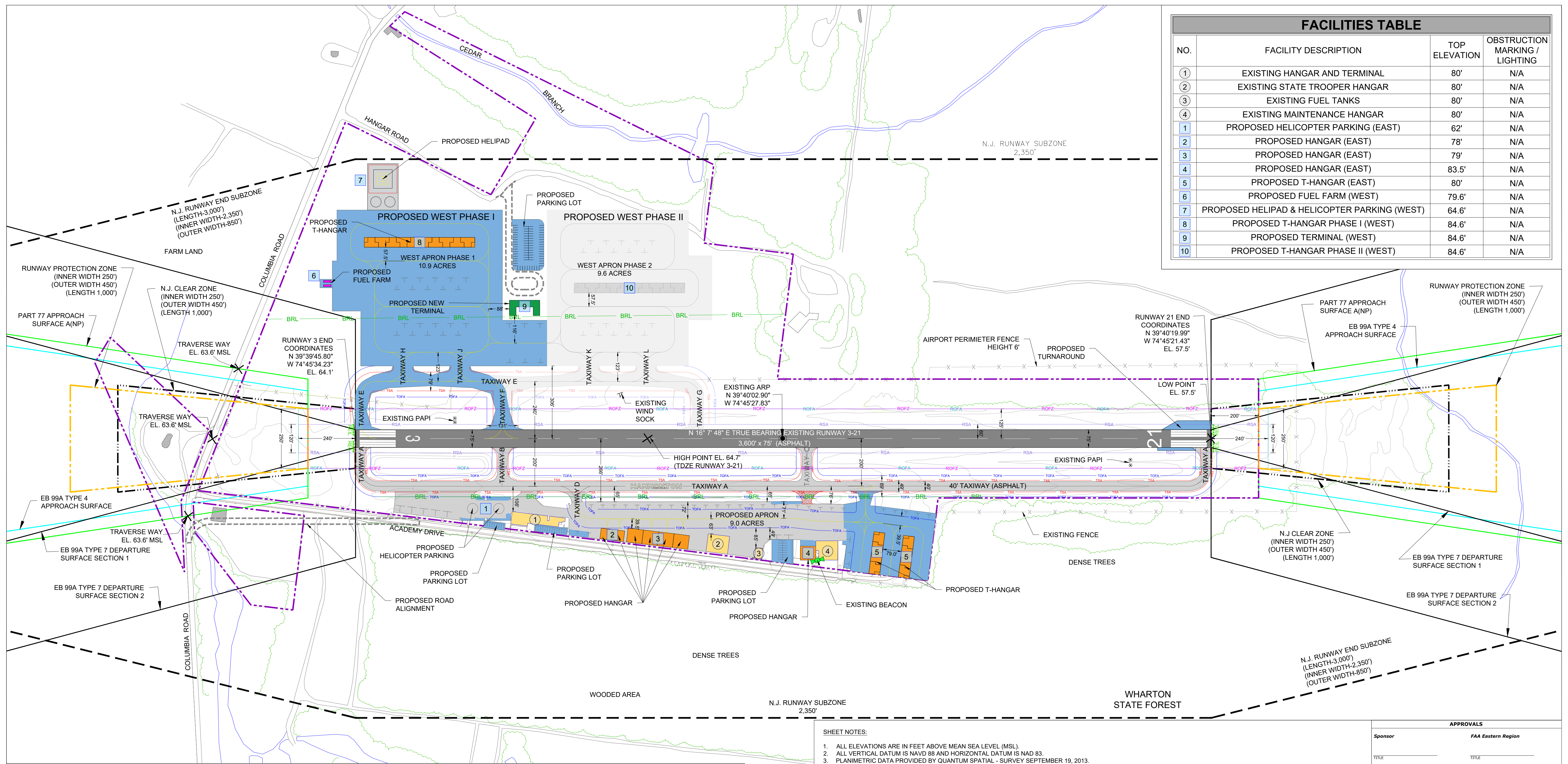
Hammonton Municipal Airport
Hammonton, New Jersey

AIRPORT LAYOUT PLAN

EXISTING AIRPORT LAYOUT PLAN

02 OF 10

FACILITIES TABLE			
NO.	FACILITY DESCRIPTION	TOP ELEVATION	OBSTRUCTION MARKING / LIGHTING
①	EXISTING HANGAR AND TERMINAL	80'	N/A
②	EXISTING STATE TROOPER HANGAR	80'	N/A
③	EXISTING FUEL TANKS	80'	N/A
④	EXISTING MAINTENANCE HANGAR	80'	N/A
①	PROPOSED HELICOPTER PARKING (EAST)	62'	N/A
②	PROPOSED HANGAR (EAST)	78'	N/A
③	PROPOSED HANGAR (EAST)	79'	N/A
④	PROPOSED HANGAR (EAST)	83.5'	N/A
⑤	PROPOSED T-HANGAR (EAST)	80'	N/A
⑥	PROPOSED FUEL FARM (WEST)	79.6'	N/A
⑦	PROPOSED HELIPAD & HELICOPTER PARKING (WEST)	64.6'	N/A
⑧	PROPOSED T-HANGAR PHASE I (WEST)	84.6'	N/A
⑨	PROPOSED TERMINAL (WEST)	84.6'	N/A
⑩	PROPOSED T-HANGAR PHASE II (WEST)	84.6'	N/A



LEGEND			
AIRPORT PROPERTY LINE	TAXIWAY SAFETY AREA (TSA)	VEGETATION LINE	PROPOSED ROAD
PART 77 APPROACH SURFACE	TAXIWAY OBJECT FREE AREA (TOFA)	WATER LINE	PROPOSED PAVEMENT
EB 99A APPROACH SURFACE	N.J. AIRPORT SAFETY ZONE	AIRPORT BEACON	PROPOSED HANGAR
EB 99A TYPE 7 DEPARTURE SURFACE	N.J. AIRPORT CLEAR ZONE	AIRPORT WIND CONE	PROPOSED NEW TERMINAL
RUNWAY SAFETY ARE (RSA)	BUILDING RESTRICTION LINE	AIRPORT REFERENCE POINT (ARP)	PROPOSED TAXIWAY/TAXILANE CENTERLINE
RUNWAY OBJECT FREE AREA (ROFA)	ROADS	CONTOURS	PAVEMENT REMOVAL
RUNWAY OBSTACLE FREE ZONE (ROFZ)	FENCE	PAPI	
RUNWAY PROTECTION ZONE (RPZ)	BUILDING	APPROACH LIGHT SYSTEM	

- SHEET NOTES:**
- ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).
 - ALL VERTICAL DATUM IS NAVD 88 AND HORIZONTAL DATUM IS NAD 83.
 - PLANIMETRIC DATA PROVIDED BY QUANTUM SPATIAL - SURVEY SEPTEMBER 19, 2013.
 - REFER TO SHEET #10, "EXHIBIT 'A' AIRPORT PROPERTY INVENTORY MAPS" FOR BLOCK & LOT NUMBERS. AIRPORT PROPERTY LINE FOR LOT 14 DERIVED FROM JUNE 10, 2003 FIELD SURVEY AND CALCULATIONS. AIRPORT PROPERTY LINE FOR LOTS 11, 13, 15.01 AND 31 DERIVED FROM SEPTEMBER 2013 CERTIFIED TAX MAP OF THE TOWN OF HAMMONTON, ATLANTIC COUNTY, NEW JERSEY (REVISION IN FEBRUARY 2014).
 - REFER TO SHEET #1, "DATA SHEET" FOR RUNWAY SAFETY AREA, RUNWAY OBJECT FREE AREA, RUNWAY OBSTACLE FREE ZONE DIMENSIONS, TAXIWAY DETAIL DIMENSIONS, RUNWAY SHOULDER WIDTH AND TOUCHDOWN ZONE ELEVATION.
 - REFER TO SHEET #6 - #7, "INNER PORTION OF THE APPROACH SURFACE DRAWINGS" FOR APPROACH AND DEPARTURE SURFACES AND PAPI OBSTACLE CLEARANCE SURFACES.
 - REFER TO SHEET #8, "TERMINAL AREA PLAN" FOR TERMINAL AREA APRON DIMENSIONS AND PROPOSED WEST SIDE DEVELOPMENT FACILITIES.
 - THERE ARE NO OFZ PENETRATIONS.
 - THERE ARE NO EXISTING MODIFICATION TO STANDARDS.
 - ALL TAXIWAY HOLDING POSITION MARKINGS ARE A MINIMUM OF 125' FROM RUNWAY CENTERLINE.
 - EXISTING 6' HIGH FENCE LINE. EXISTING FENCE LINE IN THE LOCATION OF PROPOSED STRUCTURES AND PAVEMENTS ARE TO BE RELOCATED.
 - ALL LOCAL ZONING AND AIRSPACE PROTECTION IS GOVERNED BY NEW JERSEY STATUTES TITLE 16, DEPARTMENT OF TRANSPORTATION, CHAPTER 62, AIR SAFETY AND ZONING.
 - BUILDING RESTRICTION LINE FOR EAST SIDE OF AIRPORT IS SET AT TAXIWAY 'A' TAXIWAY OBJECT FREE AREA. BUILDING RESTRICTION LINE FOR WEST SIDE OF AIRPORT IS SET TO ALLOW 35' HEIGHT STRUCTURE WITHOUT PENETRATING PART 77 TRANSITIONAL SURFACE.
 - RAILWAYS ELEVATION ARE ACTUAL ELEVATIONS. REFER TO SHEETS #6 - #7, "INNER PORTION OF THE APPROACH SURFACE DRAWINGS", FOR ADJUSTMENTS (23' FOR RAILWAYS, 17' FOR INTERSTATE HIGHWAYS, 15' FOR OTHER PUBLIC ROADS, OR 10' FOR PRIVATE ROADS).
 - BUILDING HEIGHTS FOR PROPOSED FACILITIES ARE ESTIMATED FOR PLANNING PURPOSE.

APPROVALS			
Sponsor	FAA Eastern Region		
TITLE	TITLE	TITLE	TITLE
APPROVED	DATE	APPROVED	DATE

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REVISION			REVISION			REVISION		
DATE	BY	NOTES	DATE	BY	NOTES	DATE	BY	NOTES

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Dedication 12°8' W. (July 2020)
Changing 0°2' E. per year (CW)
Source: NOAA (NGDC)

Scale: 1" = 200'
100 0 200
Graphic Scale in Feet

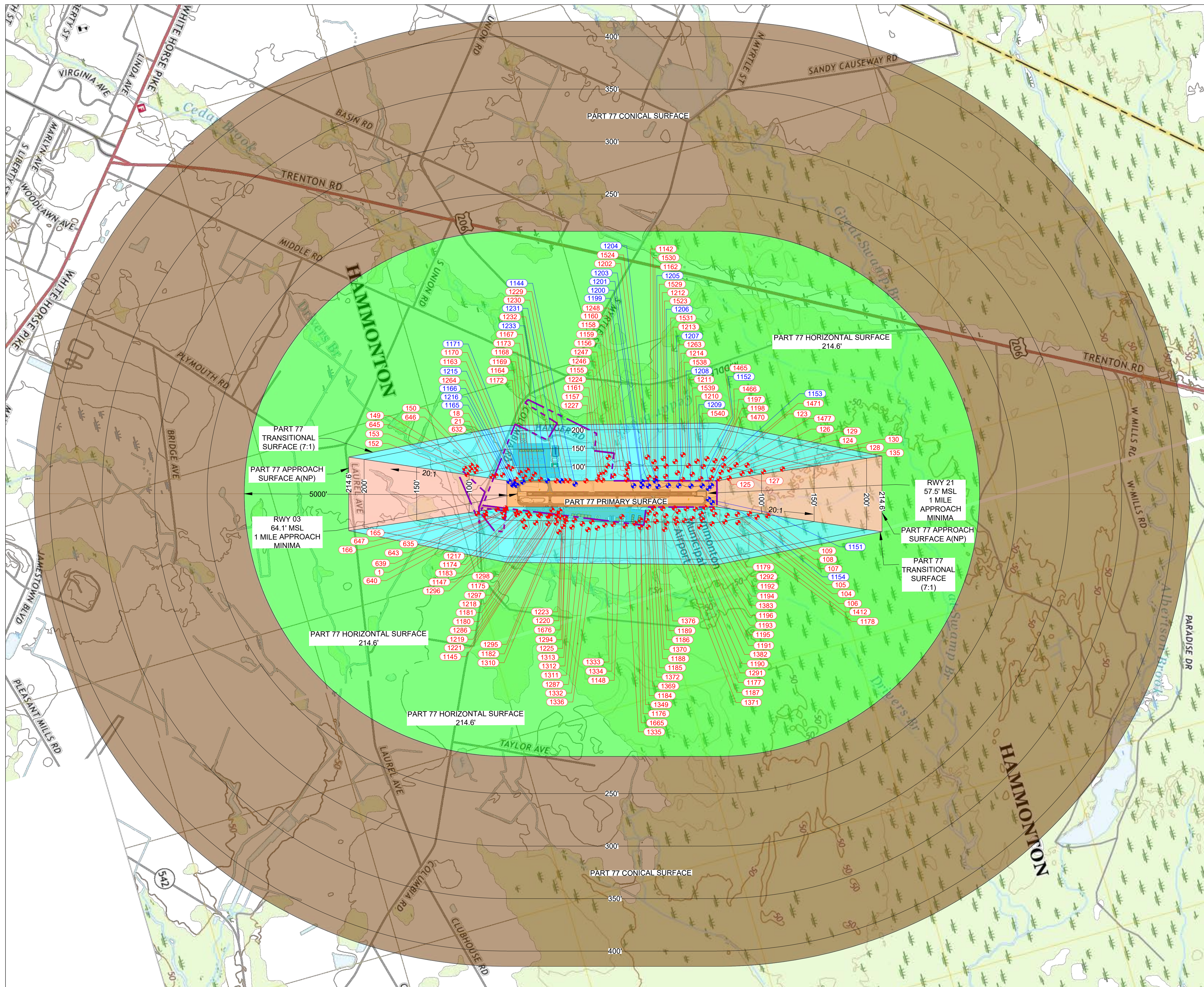
Hammonton Municipal Airport
Hammonton, New Jersey

AIRPORT LAYOUT PLAN

PROPOSED AIRPORT LAYOUT PLAN

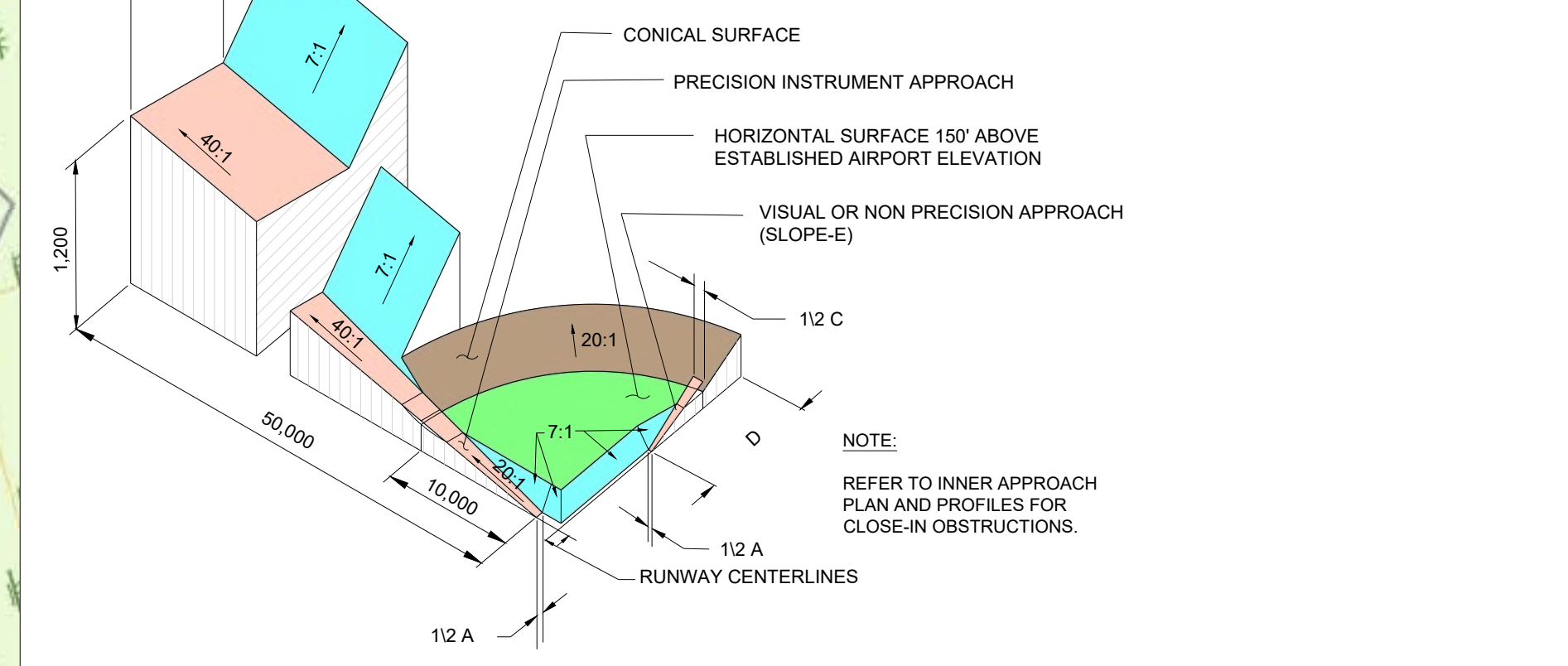
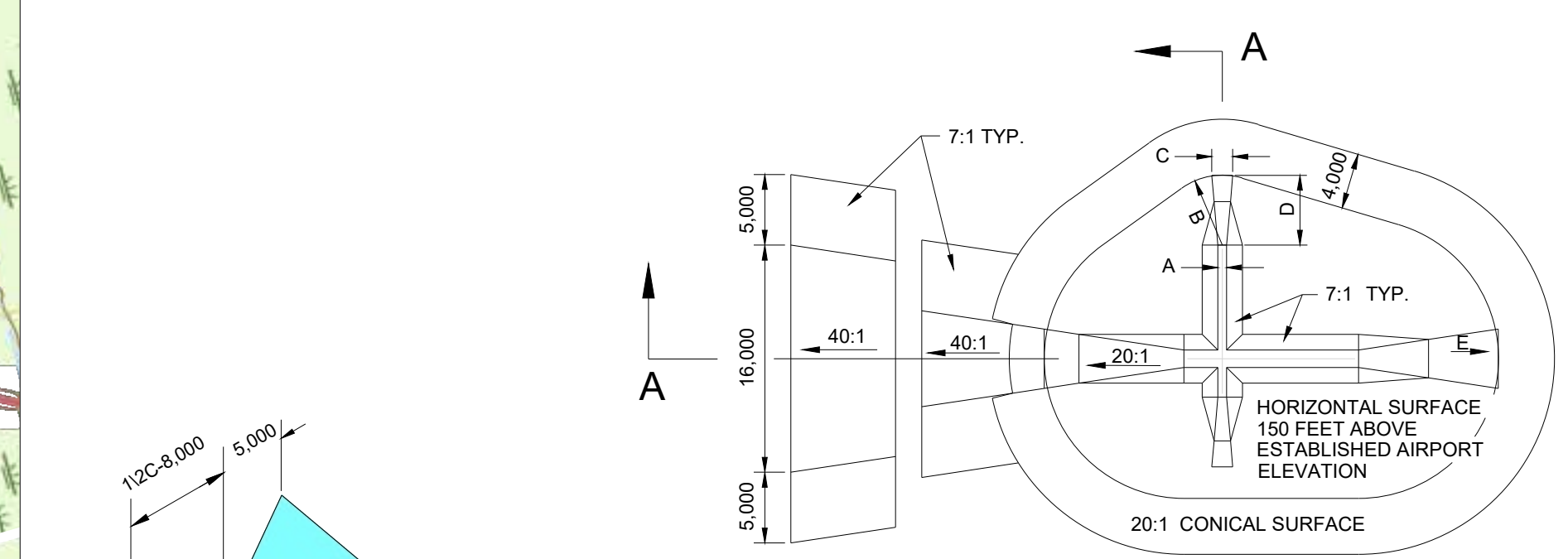
SHEET TITLE:

03 OF 10



OBSTRUCTION IDENTIFICATION SURFACES FEDERAL AVIATION REGULATIONS PART 77						
DIM	ITEM	VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY		PRECISION INSTRUMENT RUNWAY
		A	B	A	B	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1

CHART NOTES:
 A - UTILITY RUNWAYS
 B - RUNWAYS LARGER THAN UTILITY
 C - VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
 D - VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
 * - PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



SECTION A-A
PART 77 ISOMETRIC

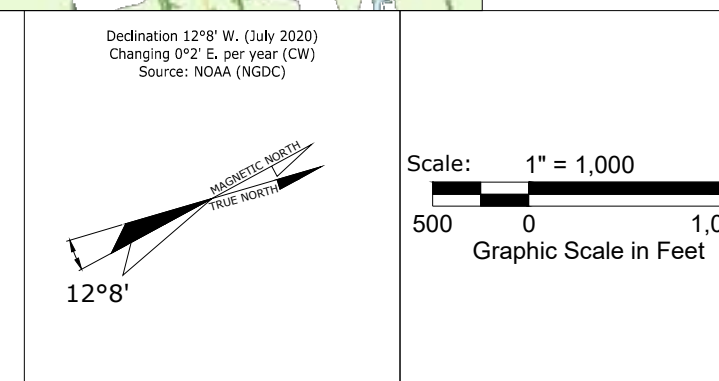
LEGEND	
AIRPORT PROPERTY LINE (EXISTING)	--- ---
FAR PART 77 APPROACH SURFACE	Light Blue Shaded Area
FAR PART 77 PRIMARY SURFACE	Light Orange Shaded Area
FAR PART 77 TRANSITIONAL SURFACE	Light Green Shaded Area
FAR PART 77 HORIZONTAL SURFACE	Light Blue Shaded Area
FAR PART 77 CONICAL SURFACE	Light Brown Shaded Area
OBSTRUCTION MARKER (PART 77 TRANSITIONAL SURFACE)	Red Circle with XXX
OBSTRUCTION MARKER (PART 77 PRIMARY SURFACE)	Blue Circle with XXX

- NOTES:
- ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).
 - ALL VERTICAL DATUM IS NAVD 88 AND HORIZONTAL DATUM IS NAD83.
 - PLANIMETRIC AND OBSTRUCTION DATA PROVIDED BY QUANTUM SPATIAL - SURVEY SEPTEMBER 19, 2013.
 - IN GENERAL TERMS, OBJECTS WITHIN THE OBJECT FREE AREA (OFA) ARE TO BE REMOVED. TREES OUTSIDE THE OFA THAT PENETRATES THE PART 77 APPROACH SURFACES HAVE THE OPTION TO BE TRIMMED OR REMOVED. BUILDINGS WITH SIGNIFICANT CONCENTRATION OF PEOPLE WITHIN THE RUNWAY PROTECTION ZONE (RPZ) AND WITHIN AIRPORT PROPERTY NEED TO BE REMOVED.
 - A TREE MAINTENANCE PROGRAM SHOULD BE IMPLEMENTED IN ORDER TO KEEP GROWING FOLIAGE BELOW THE PART 77 SURFACES, PARTICULARLY IN THE RUNWAY APPROACH SURFACE AREAS.
 - AIRPORT ELEVATION IS 64.6'.
 - REFER TO SHEET #1, "DATA SHEET" FOR RUNWAY END ELEVATIONS.
 - REFER TO SHEET #5, "PART 77 AIRSPACE PLAN DATA" FOR OBSTRUCTION DATA TABLES.
 - REFER TO SHEET #6 - #7, "INNER PORTION OF THE APPROACH SURFACE DRAWINGS" FOR OBSTRUCTIONS NOT DISPLAYED ON PART 77 AIRSPACE SHEETS.
 - REFER TO SHEET #10, "EXHIBIT 'A' AIRPORT PROPERTY INVENTORY MAPS" FOR BLOCK & LOT NUMBERS AND PROPERTY EASEMENT LINE, AIRPORT PROPERTY LINE FOR LOT 14 DERIVED FROM JUNE 10, 2003 FIELD SURVEY AND CALCULATIONS, AIRPORT PROPERTY LINE FOR LOTS 11, 13, 15 01 AND 31 DERIVED FROM SEPTEMBER 2013 CERTIFIED TAX MAP OF THE TOWN OF HAMMONTON, ATLANTIC COUNTY, NEW JERSEY (REVISION IN FEBRUARY 2014).
 - USGS TOPOGRAPHIC MAP OBTAINED FROM USGS.GOV, 2019.

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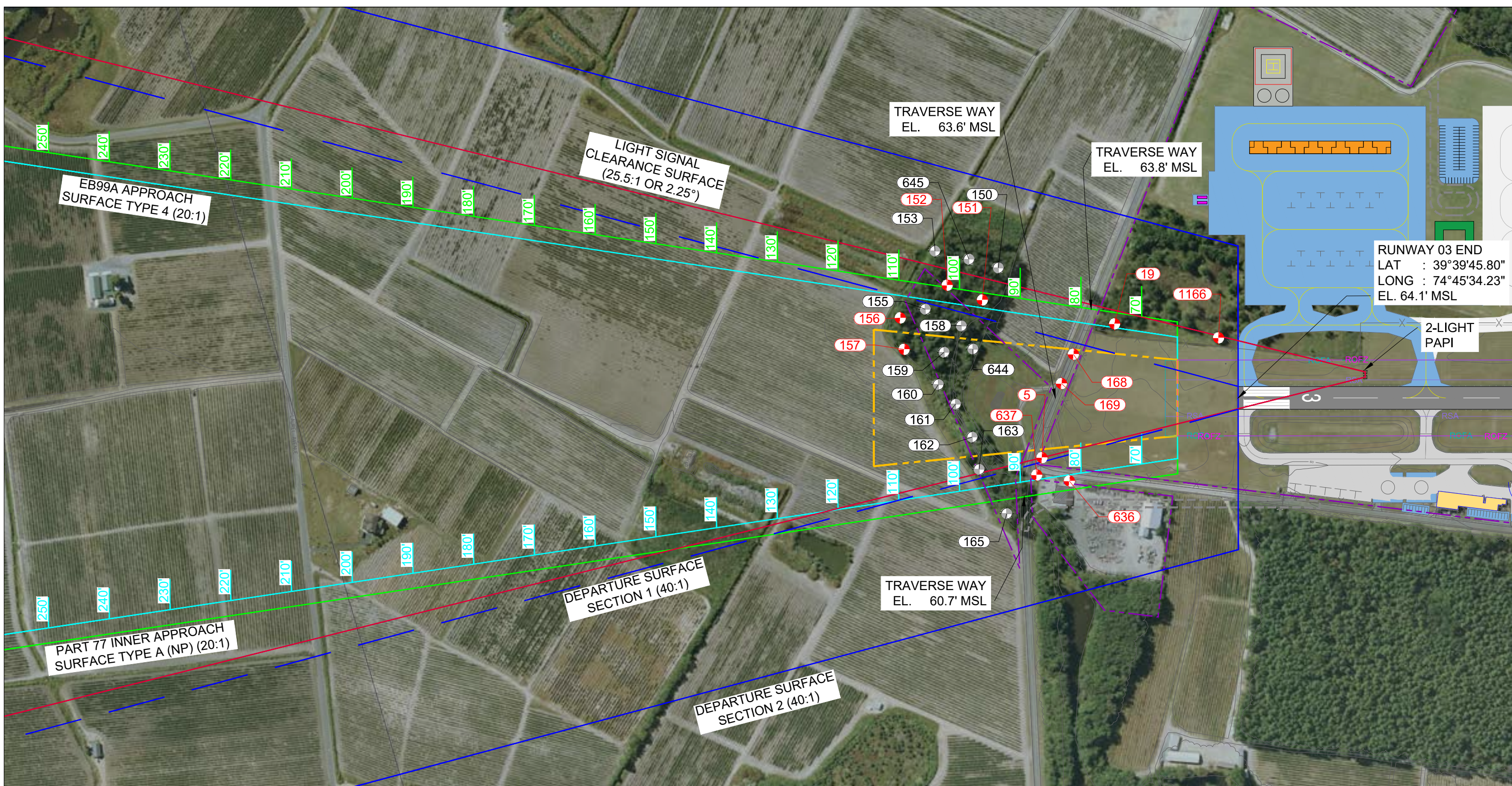
REVISION	DATE	BY	NOTES

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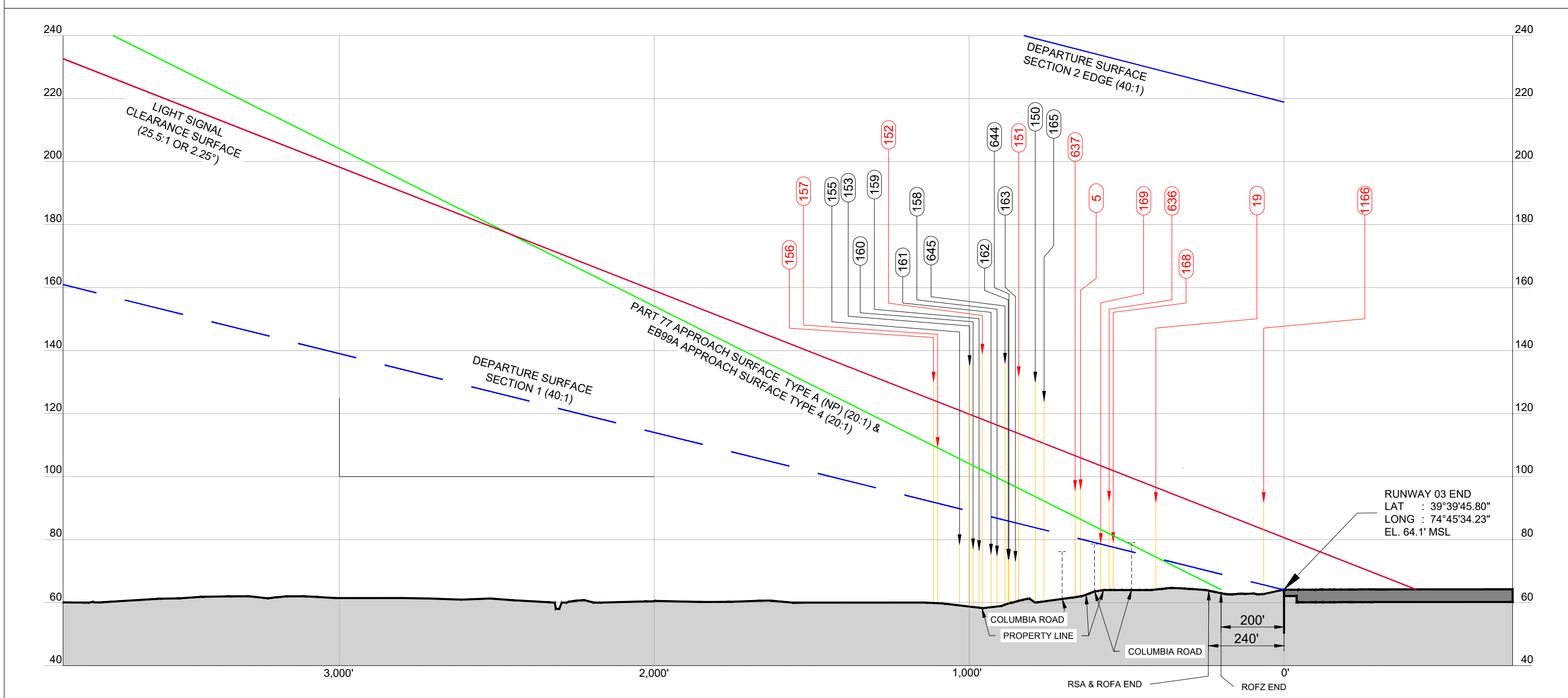
Hammonton Municipal Airport
 Hammonton, New Jersey

JOB DESCRIPTION:
AIRPORT LAYOUT PLAN
 SHEET TITLE:
PART 77 AIRSPACE PLAN
 DRAWN BY: JC
 CHECKED BY: MG
 APPROVED BY: LD
 SHEET: **04 OF 10**
 DATE: 01/19/2021
 SCALE: 1"=1,000'



RUNWAY 03 INNER APPROACH PLAN VIEW

SCALE: 1" = 300'



RUNWAY 03 INNER APPROACH PROFILE VIEW

SCALE: 1" = 30' (VERTICAL)
1" = 300' (HORIZONTAL)

LEGEND	
AIRPORT PROPERTY LINE	---
FAR PART 77 APPROACH SURFACE TYPE A (NP) (20:1)	---
ENGINEERING BRIEF 99A APPROACH SURFACE (20:1)	---
DEPARTURE SURFACE SECTION 1 (40:1)	---
DEPARTURE SURFACE SECTION 2 (40:1)	---
PAPI LIGHT SIGNAL CLEARANCE SURFACE	---
RUNWAY SAFETY ARE (RSA)	---
RUNWAY OBJECT FREE AREA (ROFA)	---
RUNWAY OBSTACLE FREE ZONE (ROFZ)	---
RUNWAY PROTECTION ZONE (RPZ)	---
FENCE	---
CONTOURS	---
15' BUFFER FOR OTHER PUBLIC ROADS	---
OBSTRUCTION MARKER - PLAN VIEW (EXISTING / FUTURE)	XXX
OBSTRUCTION MARKER - PROFILE VIEW (EXISTING / FUTURE)	XX

RUNWAY 03 END OBSTRUCTION DATA

OBJECT DATA		RUNWAY 03 OBSTRUCTION DISPOSITION CHART												
OBSTRUCTION ID	DESCRIPTION	TOP ELEVATION (MSL)	DISTANCE TO RUNWAY END	OFFSET FROM RUNWAY CENTERLINE	FAR PART 77 20:1 APPROACH SURFACE TYPE A (NP)		20:1 EB99A APPROACH SURFACE TYPE 4		40:1 DEPARTURE SURFACE		25.5:1 LIGHT SIGNAL CLEARANCE SURFACE		OBSTRUCTION LOCATED ON OR OFF AIRPORT	PROPOSED DISPOSITION
					SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION		
5	POLE	96.07'	446.23'	195.57'	96.41'	9.66'	96.41'	9.66'	80.26'	15.82'	106.37'	NO PENETRATION (-10.30)	ON	CG OR REL/LOW OR DD
19	TREE	91.89'	407.07'	243.84'	74.45'	17.53'	N/A	N/A	105.82'	NO PENETRATION (-13.83)	96.39'	NO PENETRATION (-5.00)	ON	REMOVE / TRIM
150	TREE	130.22'	789.88'	426.52'	N/A	N/A	N/A	N/A	142.91'	NO PENETRATION (-11.79)	N/A	N/A	OFF	REMOVE / TRIM
151	TREE	151.93'	842.39'	322.82'	96.22'	35.71'	N/A	N/A	104.42'	27.51'	114.63'	17.90'	OFF	REMOVE / TRIM
152	TREE	136.08'	558.38'	371.28'	N/A	N/A	N/A	N/A	113.03'	26.05'	118.58'	20.50'	OFF	REMOVE / TRIM
153	TREE	135.45'	958.64'	483.78'	N/A	N/A	N/A	N/A	147.02'	NO PENETRATION (-11.57)	N/A	N/A	OFF	REMOVE / TRIM
155	TREE	78.67'	1,030.41'	292.31'	105.82'	NO PENETRATION (-27.02)	105.82'	NO PENETRATION (-27.02)	89.85'	NO PENETRATION (-11.25)	121.46'	NO PENETRATION (-42.86)	ON	REMOVE / TRIM
156	TREE	130.24'	1,113.94'	263.54'	109.76'	20.49'	109.76'	20.49'	91.62'	38.32'	124.84'	5.90'	OFF	REMOVE / TRIM
157	TREE	100.48'	1,100.20'	169.97'	109.11'	0.38'	109.11'	0.38'	91.60'	17.80'	124.19'	NO PENETRATION (-14.70)	OFF	REMOVE / TRIM
158	TREE	75.00'	911.79'	237.23'	99.69'	NO PENETRATION (-24.69)	99.69'	NO PENETRATION (-24.69)	66.89'	NO PENETRATION (-11.89)	118.81'	NO PENETRATION (-42.47)	ON	REMOVE / TRIM
159	TREE	76.70'	968.36'	180.49'	102.52'	NO PENETRATION (-26.82)	102.52'	NO PENETRATION (-26.82)	88.30'	NO PENETRATION (-11.60)	119.04'	NO PENETRATION (-42.34)	ON	REMOVE / TRIM
160	TREE	77.30'	987.62'	44.02'	103.49'	NO PENETRATION (-26.19)	103.49'	NO PENETRATION (-26.19)	88.79'	NO PENETRATION (-11.49)	119.77'	NO PENETRATION (-42.47)	OFF	REMOVE / TRIM
161	TREE	75.60'	820.68'	29.36'	100.64'	NO PENETRATION (-26.04)	100.64'	NO PENETRATION (-26.04)	87.39'	NO PENETRATION (-11.76)	117.49'	NO PENETRATION (-41.69)	ON	REMOVE / TRIM
162	TREE	74.60'	975.90'	139.91'	97.90'	NO PENETRATION (-23.90)	97.90'	NO PENETRATION (-23.90)	85.99'	NO PENETRATION (-11.99)	115.29'	NO PENETRATION (-41.59)	ON	REMOVE / TRIM
163	TREE	73.30'	853.01'	235.20'	96.75'	NO PENETRATION (-23.45)	96.75'	NO PENETRATION (-23.45)	85.42'	NO PENETRATION (-12.12)	114.44'	NO PENETRATION (-41.74)	ON	REMOVE / TRIM
165	TREE	124.09'	762.00'	381.09'	N/A	N/A	N/A	N/A	128.39'	NO PENETRATION (-4.26)	N/A	N/A	ON	REMOVE / TRIM
168	PRIMARY ROAD	79.28'	542.81'	143.76'	81.24'	NO PENETRATION (-1.96)	81.24'	NO PENETRATION (-1.96)	77.67'	1.81'	102.28'	NO PENETRATION (-23.00)	OFF	CG OR REL/LOW OR DD
169	PRIMARY ROAD	78.99'	582.12'	47.36'	83.21'	NO PENETRATION (-4.22)	83.21'	NO PENETRATION (-4.22)	78.64'	0.34'	103.79'	NO PENETRATION (-24.80)	OFF	CG OR REL/LOW OR DD
636	POLE	92.40'	555.79'	273.30'	81.89'	10.51'	N/A	N/A	109.59'	NO PENETRATION (-13.76)	N/A	N/A	OFF	CG OR REL/LOW OR DD
637	POLE	66.80'	680.43'	253.79'	87.27'	8.53'	87.27'	8.53'	93.17'	2.63'	N/A	N/A	OFF	CG OR REL/LOW OR DD
644	TREE	73.90'	873.60'	161.12'	97.78'	NO PENETRATION (-23.88)	97.78'	NO PENETRATION (-23.88)	85.94'	NO PENETRATION (-12.04)	115.31'	NO PENETRATION (-41.41)	ON	REMOVE / TRIM
645	TREE	136.19'	866.38'	456.84'	N/A	N/A	N/A	N/A	145.23'	NO PENETRATION (-9.04)	N/A	N/A	OFF	REMOVE / TRIM
1166	TREE	91.57'	64.62'	198.04'	N/A	N/A	N/A	N/A	112.16'	NO PENETRATION (-20.59)	83.47'	8.10'	ON	REMOVE / TRIM

NOTES:

- ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).
- ALL VERTICAL DATUM IS NAVD 88 AND HORIZONTAL DATUM IS NAD 83.
- PLANIMETRIC AND OBSTRUCTION DATA PROVIDED BY QUANTUM SPATIAL - SURVEY SEPTEMBER 19, 2013.
- IN GENERAL TERMS, OBJECTS WITHIN THE OBJECT FREE AREA (OFA) ARE TO BE REMOVED. TREES OUTSIDE THE OFA THAT PENETRATES THE PART 77 APPROACH SURFACES HAVE THE OPTION TO BE TRIMMED OR REMOVED, BUILDINGS WITH SIGNIFICANT CONCENTRATION OF PEOPLE WITHIN THE RUNWAY PROTECTION ZONE (RPZ) AND WITHIN AIRPORT PROPERTY NEED TO BE REMOVED.
- A TREE MAINTENANCE PROGRAM SHOULD BE IMPLEMENTED IN ORDER TO KEEP GROWING FOLIAGE BELOW THE PART 77 SURFACES, PARTICULARLY IN THE RUNWAY APPROACH SURFACE AREAS.
- AIRPORT ELEVATION IS 64.6'.
- N/A DENOTES NOT APPLICABLE.
- THE PART 77 20:1 APPROACH SURFACE FOR RUNWAY 03 IS THE SURFACE DESCRIBED IN FEDERAL AVIATION REGULATION 14 CFR PART 77 FOR NON-PRECISION INSTRUMENT RUNWAY FOR UTILITY RUNWAYS (TYPE A). THE DIMENSIONAL STANDARDS WITH REFERENCE TO FAR 14 CFR PART 77 SHALL BE: LENGTH=5,000', INNER WIDTH=500', OUTER WIDTH=2,000'.
- THE 20:1 EB99A APPROACH SURFACE FOR RUNWAY 03 ARE BASED ON RUNWAY TYPE 4 IN FAA ENGINEERING BRIEF 99A TABLE 3-2 FOR APPROACH END OF RUNWAYS EXPECTED TO ACCOMMODATE INSTRUMENT APPROACHES HAVING VISIBILITY GREATER THAN OR EQUAL TO 3/4 1 STATUTE MILE. THE DIMENSIONAL STANDARDS WITH REFERENCE TO TABLE 3-2 SHALL BE: A = 200', B = 400', C = 3,400', D = 10,000', AND E=0'.
- REFER TO FAA ENGINEERING BRIEF 99A FOR 40:1 DEPARTURE SURFACES STANDARDS ALONG WITH THE DEFINITIONS OF SECTIONS 1 & 2. THE DIMENSIONAL STANDARDS WITH REFERENCE TO TABLE 3-2 SHALL BE: A = RUNWAY WIDTH (RW), B = 500'-1/2 RW, C = 7,512', D = 12,152', AND E=6,160'.
- REFER TO FAA ENGINEERING BRIEF 95 FOR PAPI LIGHT SIGNAL CLEARANCE SURFACE STANDARDS.
- REFER TO SHEET #1, "DATA SHEET" FOR RUNWAY END ELEVATIONS.
- CG OR REL/LOW OR DD. THE MITIGATION OPTION INCLUDES ONE OF THE FOLLOWING: (CG); PUBLICATION OF A NON-STANDARD CLIMB GRADIENT THAT WILL PROTECT THE 40:1 DEPARTURE SURFACE; (REL/LOW); RELOCATE THE OBSTACLE OUTSIDE THE DEPARTURE SURFACE OR LOWER THE OBSTACLE BELOW THE DEPARTURE SURFACE; (DD); APPLY DECLARED DISTANCES ON THE TORA AND TODA IF THE PREVIOUS MITIGATION OPTIONS ARE NOT APPLICABLE.
- EXISTING 6' HIGH FENCE LINE. EXISTING FENCE LINE IN THE LOCATION OF PROPOSED STRUCTURES AND PAVEMENTS ARE TO BE RELOCATED.
- REFER TO SHEET #10, "EXHIBIT 'A' AIRPORT PROPERTY INVENTORY MAPS" FOR BLOCK & LOT NUMBERS AND PROPERTY EASEMENT LINE. AIRPORT PROPERTY LINE FOR LOT 14 DERIVED FROM JUNE 10, 2003 FIELD SURVEY AND CALCULATIONS. AIRPORT PROPERTY LINE FOR LOTS 11, 13, 15.01 AND 31 DERIVED FROM SEPTEMBER 2013 CERTIFIED TAX MAP OF THE TOWN OF HAMMONTON, ATLANTIC COUNTY, NEW JERSEY (REVISION IN FEBRUARY 2014).
- OBJECTS IDENTIFIED AS "FUTURE" REPRESENT TREES THAT ARE LOCATED UP TO 12.5 FT BELOW A DEFINED SURFACE. WHILE THEY DO NOT PENETRATE A SURFACE AT PRESENT, THEY WILL WITHIN FIVE OR FEWER YEARS, ASSUMING A GROWTH RATE OF 2.5 FT PER YEAR (SOURCE: FAA ENGINEERING BRIEF 91, MANAGEMENT OF VEGETATION IN THE AIRPORT ENVIRONMENT, NOVEMBER 15, 2013).
- ANY POINT 5 FEET ABOVE THE RUNWAY CENTERLINE IS MUTUALLY VISIBLE WITH ANY OTHER POINT 5 FEET ABOVE THE RUNWAY CENTERLINE THAT IS LOCATED AT A DISTANCE THAT IS LESS THAN ONE HALF THE LENGTH OF THE RUNWAY.
- THE OBSTRUCTION DATA ON RUNWAY 3 END HAVE BEEN UPDATED FOLLOWING THE AS BUILD SURVEY RECEIVED IN 2017 FROM JOHNSON DESIGN ASSOCIATES INC. THE AS BUILD IS BASED ON THE OBSTRUCTION REMOVAL/TRIMMING THAT OCCURRED IN 2017.

PREPARED BY:

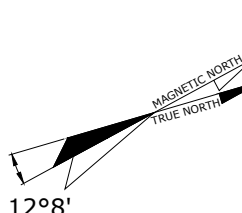


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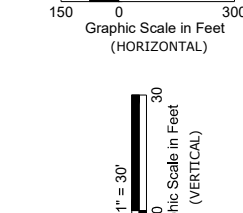
REVISION			REVISION			REVISION		
DATE	BY	NOTES	DATE	BY	NOTES	DATE	BY	NOTES

DRAFT

Declination 121°E W, (July 2020)
Changing PPT E. per year (CW)
Source: NOAA (NCEC)



Scale: 1" = 300'

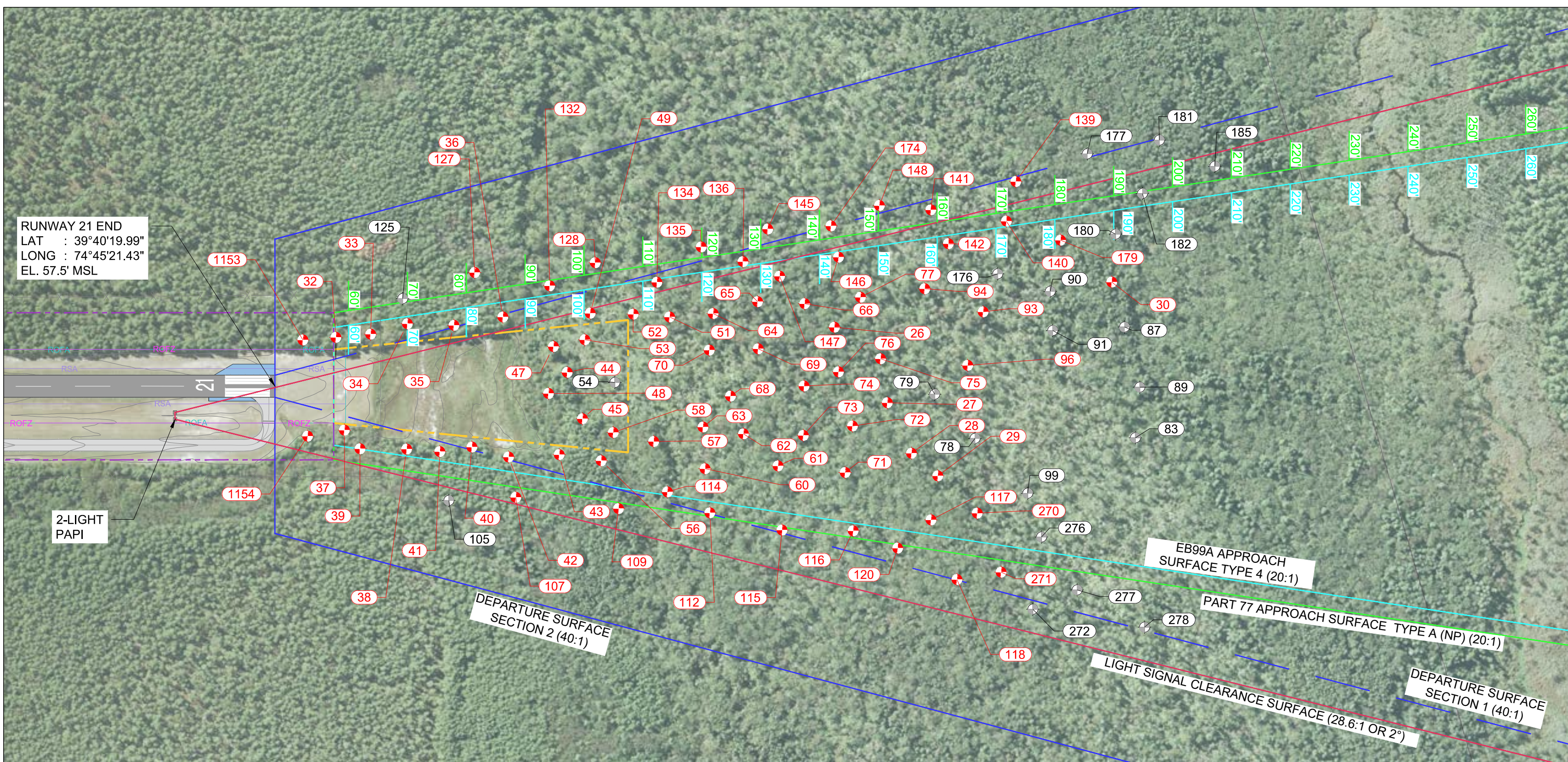


Hammonton Municipal Airport
Hammonton, New Jersey



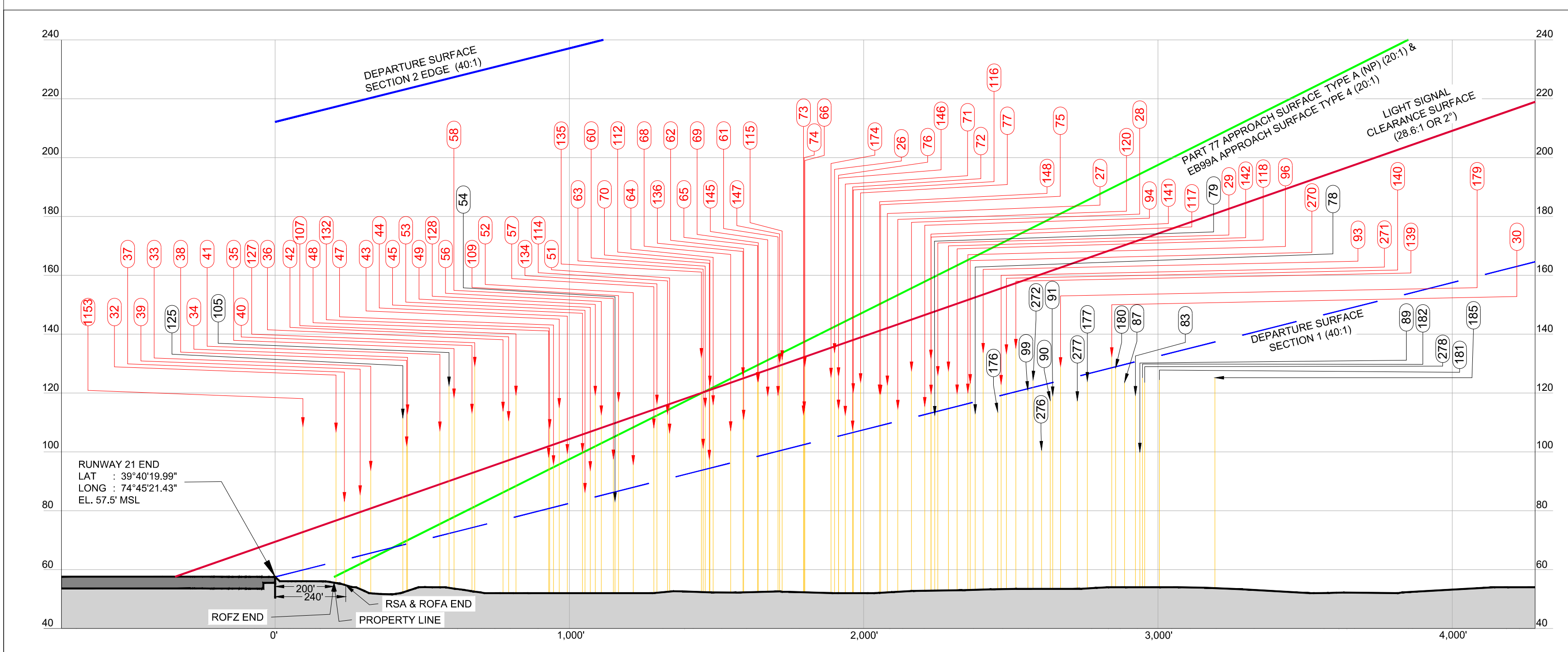
JOB DESCRIPTION:
AIRPORT LAYOUT PLAN
Hammonton, New Jersey
SHEET TITLE:
INNER PORTION OF THE APPROACH SURFACE - RUNWAY 03

DRAWN BY: JC
DATE: 01/19/2021
CHECKED BY: MG
SCALE: 1"=300'
APPROVED BY: LD
SHEET:
06 OF 10
DRAWING NO.:



RUNWAY 21 INNER APPROACH PLAN VIEW

SCALE: 1" = 300'



RUNWAY 21 INNER APPROACH PROFILE VIEW

SCALE: 1" = 30' (VERTICAL)
 1" = 300' (HORIZONTAL)

NOTES:

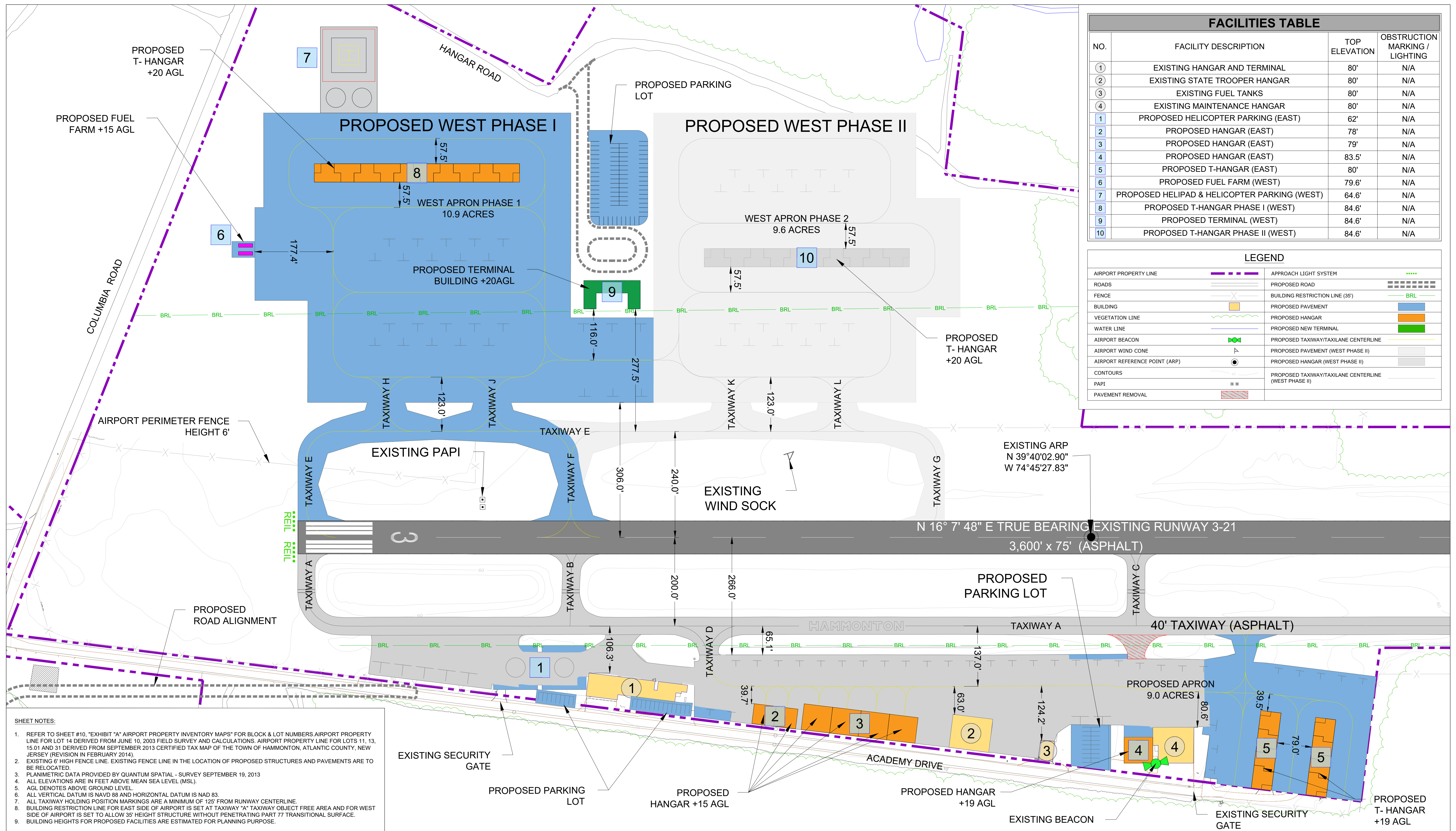
- AIRPORT ELEVATION IS 64.6' EXISTING 6' HIGH FENCE LINE.
- IN GENERAL TERMS, OBJECTS WITHIN THE OBJECT FREE AREA (OFA) ARE TO BE REMOVED. TREES OUTSIDE THE OFA THAT PENETRATES THE PART 77 APPROACH SURFACES HAVE THE OPTION TO BE TRIMMED OR REMOVED. BUILDINGS WITH SIGNIFICANT CONCENTRATION OF PEOPLE WITHIN THE RUNWAY PROTECTION ZONE (RPZ) AND WITHIN AIRPORT PROPERTY NEED TO BE REMOVED.
- A TREE MAINTENANCE PROGRAM SHOULD BE IMPLEMENTED IN ORDER TO KEEP GROWING FOLIAGE BELOW THE PART 77 SURFACES, PARTICULARLY IN THE RUNWAY APPROACH SURFACE AREAS.
- NA DENOTES NOT APPLICABLE.
- THE PART 77 20:1 APPROACH SURFACE FOR RUNWAY 21 IS THE SURFACE DESCRIBED IN FEDERAL AVIATION REGULATION 14 CFR PART 77 FOR NON-PRECISION INSTRUMENT RUNWAY FOR UTILITY RUNWAYS (TYPE A). THE DIMENSIONAL STANDARDS WITH REFERENCE TO FAR 74 CFR PART 77 SHALL BE: LENGTH=5,000', INNER WIDTH=500', OUTER WIDTH=2,000'.
- THE 20:1 EB99A APPROACH SURFACE FOR RUNWAY 21 ARE BASED ON RUNWAY TYPE 4. IN FAA ENGINEERING BRIEF 99A TABLE 3-2 FOR APPROACH END OF RUNWAYS EXPECTED TO ACCOMMODATE INSTRUMENT APPROACHES HAVING VISIBILITY GREATER THAN OR EQUAL TO 3/4 1 STATUTE MILE. THE DIMENSIONAL STANDARDS WITH REFERENCE TO TABLE 3-2 SHALL BE: A = 200', B = 400', C = 3,400', D = 10,000', AND E=0'.
- REFER TO FAA ENGINEERING BRIEF 99A FOR 40:1 DEPARTURE SURFACES STANDARDS ALONG WITH THE DEFINITIONS OF SECTION 18.2. THE DIMENSIONAL STANDARDS WITH REFERENCE TO TABLE 3-2 SHALL BE: A = RUNWAY WIDTH (RW), B = 500'-1/2 RW, C = 2,512', D = 12,152', AND E=6,160'.
- REFER TO FAA ENGINEERING BRIEF 95 FOR PAPI LIGHT SIGNAL CLEARANCE SURFACE STANDARDS.
- REFER TO SHEET #1, "DATA SHEET" FOR RUNWAY END ELEVATIONS.
- ALL VERTICAL DATUM IS NAVD 88 AND HORIZONTAL DATUM IS NAD 83.
- ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).
- PLANIMETRIC AND OBSTRUCTION DATA PROVIDED BY QUANTUM SPATIAL - SURVEY SEPTEMBER 19, 2013.
- REFER TO SHEET #10, "EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAPS" FOR BLOCK & LOT NUMBERS AND PROPERTY EASEMENT LINE.
- AIRPORT PROPERTY LINE FOR LOT 14 DERIVED FROM JUNE 10, 2003 FIELD SURVEY AND CALCULATIONS. AIRPORT PROPERTY LINE FOR LOTS 11, 13, 15, 01 AND 01 DERIVED FROM SEPTEMBER 2013 CERTIFIED TAX MAP OF THE TOWN OF HAMMONTON, ATLANTIC COUNTY, NEW JERSEY (REVISION IN FEBRUARY 2014).
- OBJECTS IDENTIFIED AS "FUTURE" REPRESENT TREES THAT ARE LOCATED UP TO 12.5 FT BELOW A DEFINED SURFACE. WHILE THEY DO NOT PENETRATE A SURFACE AT PRESENT, THEY WILL WITHIN FIVE OR FEWER YEARS, ASSUMING A GROWTH RATE OF 2.5 FT PER YEAR (SOURCE: FAA ENGINEERING BRIEF 91, MANAGEMENT OF VEGETATION IN THE AIRPORT ENVIRONMENT, NOVEMBER 15, 2013).
- ANY POINT 5 FEET ABOVE THE RUNWAY CENTERLINE IS MUTUALLY VISIBLE WITH ANY OTHER POINT 5 FEET ABOVE THE RUNWAY CENTERLINE THAT IS LOCATED AT A DISTANCE THAT IS LESS THAN ONE HALF THE LENGTH OF THE RUNWAY.

LEGEND

AIRPORT PROPERTY LINE	---
FAR PART 77 APPROACH SURFACE TYPE A (NP) (20:1)	---
ENGINEERING BRIEF 99A APPROACH SURFACE (20:1)	---
DEPARTURE SURFACE SECTION 1 (40:1)	---
DEPARTURE SURFACE SECTION 2 (40:1)	---
PAPI LIGHT SIGNAL CLEARANCE SURFACE	---
RUNWAY SAFETY ARE (RSA)	---
RUNWAY OBJECT FREE AREA (ROFA)	---
RUNWAY OBSTACLE FREE ZONE (ROFZ)	---
RUNWAY PROTECTION ZONE (RPZ)	---
FENCE	---
CONTOURS	---
OBSTRUCTION MARKER - PLAN VIEW (PENETRATING / FUTURE)	XXX
OBSTRUCTION MARKER - PROFILE VIEW (PENETRATING / FUTURE)	XXX

RUNWAY 21 END OBSTRUCTION DATA

OBSTRUCTION ID	DESCRIPTION	TOP ELEVATION (MSL)	DISTANCE TO RUNWAY END	OFFSET FROM RUNWAY CENTERLINE	FAR PART 77 20:1 APPROACH SURFACE TYPE A (NP)		20:1 EB99A APPROACH SURFACE TYPE 4		40:1 DEPARTURE SURFACE		28.6:1 LIGHT SIGNAL CLEARANCE SURFACE		OBSTRUCTION LOCATED ON OR OFF AIRPORT	PROPOSED DISPOSITION
					SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION		
25	TREE	133.83	1,901.03	316.13	142.59	NO PENETRATION (-8.72)	142.59	NO PENETRATION (-8.72)	105.02	28.87	137.33	NO PENETRATION (-3.92)	OFF	REMOVE / TRIM
27	TREE	122.82	2,060.73	355.34	151.24	NO PENETRATION (-28.73)	151.24	NO PENETRATION (-28.73)	109.52	13.30	143.82	NO PENETRATION (-25.81)	OFF	REMOVE / TRIM
28	TREE	127.62	2,162.70	295.81	155.83	NO PENETRATION (-28.03)	155.83	NO PENETRATION (-28.03)	115.62	16.04	146.52	NO PENETRATION (-18.86)	OFF	REMOVE / TRIM
29	TREE	126.09	2,282.12	145.79	160.11	NO PENETRATION (-34.05)	160.11	NO PENETRATION (-34.05)	113.80	12.26	146.65	NO PENETRATION (-23.56)	OFF	REMOVE / TRIM
30	TREE	132.44	2,843.29	196.57	189.66	NO PENETRATION (-47.22)	189.66	NO PENETRATION (-47.22)	128.58	3.86	170.24	NO PENETRATION (-37.81)	OFF	REMOVE / TRIM
32	TREE	106.84	206.99	18.23	97.89	48.99	57.89	48.99	86.37	20.47	N/A	N/A	OFF	REMOVE / TRIM
33	TREE	93.87	325.19	63.78	119.88	63.78	127.97	63.78	112.46	82.19	N/A	N/A	OFF	REMOVE / TRIM
34	TREE	113.09	450.11	30.12	70.00	43.08	70.00	43.08	86.34	26.71	N/A	N/A	OFF	REMOVE / TRIM
35	TREE	118.44	608.09	165.92	77.89	40.55	77.89	40.55	74.83	43.61	N/A	N/A	OFF	REMOVE / TRIM
36	TREE	113.93	774.43	301.44	86.21	27.72	86.21	27.72	76.89	33.08	N/A	N/A	OFF	REMOVE / TRIM
37	TREE	83.26	828.19	23.97	93.97	23.97	93.97	23.97	78.29	4.62	92.29	NO PENETRATION (-14.29)	OFF	REMOVE / TRIM
38	TREE	102.12	447.29	379.40	69.86	32.26	69.86	32.26	86.92	15.20	86.92	NO PENETRATION (-15.54)	OFF	REMOVE / TRIM
39	TREE	85.94	289.14	317.57	61.99	23.59	61.99	23.59	NO PENETRATION (-10.84)	81.06	4.48	NO PENETRATION (-10.84)	OFF	REMOVE / TRIM
40	TREE	113.23	689.21	268.11	80.99	32.28	80.99	32.28	74.22	39.01	84.33	NO PENETRATION (-6.1)	OFF	REMOVE / TRIM
45	TREE	99.87	1,044.70	243.94	93.73	0.18	93.73	0.18	99.73	16.26	107.47	NO PENETRATION (-17.58)	OFF	REMOVE / TRIM
42	TREE	110.73	793.79	1,392.34	87.18	23.55	87.18	23.55	77.34	33.39	98.66	NO PENETRATION (-12.50)	OFF	REMOVE / TRIM
43	TREE	115.19	965.81	897.40	95.79	19.40	95.79	19.40	81.69	10.60	104.69	NO PENETRATION (-8.26)	OFF	REMOVE / TRIM
44	TREE	99.54	992.98	369.98	97.19	2.39	97.19	2.39	82.32	18.97	93.44	NO PENETRATION (-6.1)	OFF	REMOVE / TRIM
46	TREE	95.87	1,044.70	243.94	93.73	0.18	93.73	0.18	99.73	16.26	107.47	NO PENETRATION (-17.58)	OFF	REMOVE / TRIM
47	TREE	95.74	946.20	511.44	94.82	0.94	94.82	0.94	81.19	14.59	104.04	NO PENETRATION (-8.26)	OFF	REMOVE / TRIM
48	TREE	96.30	929.57	348.60	93.97	4.33	93.97	4.33	80.73	17.57	103.40	NO PENETRATION (-5.12)	OFF	REMOVE / TRIM
49	TREE	93.74	1,071.29	30.17	101.07	NO PENETRATION (-7.32)	101.07	NO PENETRATION (-7.32)	84.28	9.46	108.34	NO PENETRATION (-14.64)	OFF	REMOVE / TRIM
51	TREE	106.50	1,340.60	140.32	114.54	NO PENETRATION (-4.04)	114.54	NO PENETRATION (-4.04)	91.32	16.48	117.80	NO PENETRATION (-11.20)	OFF	REMOVE / TRIM
52	TREE	95.77	1,217.22	37.89	108.38	NO PENETRATION (-12.89)	108.38	NO PENETRATION (-12.89)	87.93	7.84	113.47	NO PENETRATION (-17.7)	OFF	REMOVE / TRIM
53	TREE	86.37	1,053.14	129.40	100.16	NO PENETRATION (-13.78)	100.16	NO PENETRATION (-13.78)	83.83	2.54	107.77	NO PENETRATION (-21.37)	OFF	REMOVE / TRIM
54	TREE	83.18	1,154.98	132.47	105.29	NO PENETRATION (-22.07)	105.29	NO PENETRATION (-22.07)	86.37	NO PENETRATION (-3.15)	111.30	NO PENETRATION (-28.12)	OFF	REMOVE / TRIM
56	TREE	112.71	1,108.60	200.83	102.93	NO PENETRATION (-4.93)	102.93	NO PENETRATION (-4.93)	85.21	27.90	109.66	NO PENETRATION (-3.03)	OFF	REMOVE / TRIM
57	TREE	108.36	1,286.92	55.83	111.86	NO PENETRATION (-4.59)	111.86	NO PENETRATION (-4.59)	89.37	11.86	115.86	NO PENETRATION (-7.66)	OFF	REMOVE / TRIM
58	TREE	97.70	1,149.65	227.38	104.99	NO PENETRATION (-7.28)	104.99	NO PENETRATION (-7.28)	86.24	11.46	111.10	NO PENETRATION (-13.41)	OFF	REMOVE / TRIM
60	TREE	115.30	1,461.82	304.07	120.59	NO PENETRATION (-5.28)	120.59	NO PENETRATION (-5.28)	94.04	21.26	122.00	NO PENETRATION (-6.74)	OFF	REMOVE / TRIM
61	TREE	119.31	1,709.33	264.48	130.97	NO PENETRATION (-13.65)	130.97	NO PENETRATION (-13.65)	100.23	16.08	130.61	NO PENETRATION (-11.34)	OFF	REMOVE / TRIM
62	TREE	111.17	1,591.82	127.18	127.18	NO PENETRATION (-15.83)	127.18	NO PENETRATION (-15.83)	97.28	13.86	136.57	NO PENETRATION (-15.36)	OFF	REMOVE / TRIM
63	TREE	101.33	1,454.50	166.03	120.23	NO PENETRATION (-18.90)	120.23	NO PENETRATION (-18.90)	98.69	7.47	121.73	NO PENETRATION (-20.43)	OFF	REMOVE / TRIM
64	TREE	116.12	1,488.84	176.99	121.84	NO PENETRATION (-5.62)	121.84	NO PENETRATION (-5.62)	94.72	21.40	122.92	NO PENETRATION (-6.83)	OFF	REMOVE / TRIM
65	TREE	124.69	1,639.63	212.36	129.49	NO PENETRATION (-4.83)	129.49	NO PENETRATION (-4.83)	98.49	26.18	128.29	NO PENETRATION (-3.87)	OFF	REMOVE / TRIM
66	TREE	128.27	1,798.90	207.62	137.69	NO PENETRATION (-8.28)	137.69	NO PENETRATION (-8.28)	102.46	26.32	133.81	NO PENETRATION (-4.4)	OFF	REMOVE / TRIM
68	TREE	107.27	1,547.92	335.65	124.90	NO PENETRATION (-17.63)	124.90	NO PENETRATION (-17.63)	96.20	11.07	125.07	NO PENETRATION (-17.76)	OFF	REMOVE / TRIM
69	TREE	123.99	1,641.93	148.91	129.60	NO PENETRATION (-5.61)	129.60	NO PENETRATION (-5.61)	98.59	25.44	128.29	NO PENETRATION (-4.31)	OFF	REMOVE / TRIM
70	TREE	97.99	1,476.79	213.60	121.29	NO PENETRATION (-23.70)	121.29	NO PENETRATION (-23.70)	94.39	3.20	122.49	NO PENETRATION (-24.91)	OFF	REMOVE / TRIM
71	TREE	113.69	1,342.60	158.99	144.39	NO PENETRATION (-31.83)	144.39	NO PENETRATION (-31.83)	106.94	4.69	138.59	NO PENETRATION (-26.96)	OFF	REMOVE / TRIM
72	TREE	107.54	1,962.50	206.99	148.62	NO PENETRATION (-38.08)	148.62	NO PENETRATION (-38.08)	106.90	0.98	139.54	NO PENETRATION (-31.96)	OFF	REMOVE / TRIM
73	TREE	112.71	1,795.53	221.89	137.28	NO PENETRATION (-24.56)	137.28	NO PENETRATION (-24.56)	102.38	10.33	133.71	NO PENETRATION (-20.95)	OFF	REMOVE / TRIM
74	TREE	114.03	1,797.89	240.29	137.39	NO PENETRATION (-23.36)	137.39	NO PENETRATION (-23.36)	102.44	11.59	133.73	NO PENETRATION (-19.71)	OFF	REMOVE / TRIM
75	TREE	119.70	2,057.59	232.13	150.39	NO PENETRATION (-30.68)	150.39	NO PENETRATION (-30.68)	106.94	10.78	142.80	NO PENETRATION (-23.12)	OFF	REMOVE / TRIM
76	TREE	114.64	1,914.44	47.84	143.64	NO PENETRATION (-28.68)	143.64	NO PENETRATION (-28.68)	108.37	9.27	143.64	NO PENETRATION (-23.12)	OFF	REMOVE / TRIM
77	TREE	123.66	1,999.38	110.34	146.97	NO PENETRATION (-23.31)	146.97	NO PENETRATION (-23.31)	107.23	16.43	140.46	NO PENETRATION (-16.78)	OFF	REMOVE / TRIM
78	TREE	113.10	2,378.94	176.79	166.48	NO PENETRATION (-43.36)	166.48	NO PENETRATION (-43.36)	116.97	NO PENETRATION (-3.87)	154.04	NO PENETRATION (-40.94)	OFF	REMOVE / TRIM
79	TREE	112.49	2,241.59	26.76	169.57	NO PENETRATION (-47.06)	169.57	NO PENETRATION (-47.06)	113.53	NO PENETRATION (-1.54)	149.24	NO PENETRATION (-36.75)	OFF	REMOVE / TRIM
80	TREE	119.31	2,123.72	132.19	183.68	NO PENETRATION (-44.48)	183.68	NO PENETRATION (-44.48)	123.96	NO PENETRATION (-11.38)	130.69	NO PENETRATION (-44.48)	OFF	REMOVE / TRIM
81	TREE	123.66	2,896.50	201.61	191.83	NO PENETRATION (-46.17)	191.83	NO PENETRATION (-46.17)	129.60	NO PENETRATION (-6.00)	171.76	NO PENETRATION (-48.1)	OFF	REMOVE / TRIM
82	TREE	119.09	2,938.76	2.86	194.43	NO PENETRATION (-75.34)	194.43	NO PENETRATION (-75.34)	130.94	NO PENETRATION (-11.81)	173.58	NO PENETRATION (-54.49)	OFF	REMOVE / TRIM
89	TREE	117.58	2,634.18	322.60	179.20	NO PENETRATION (-41.65)	179.20	NO PENETRATION (-41.65)	123.30	NO PENETRATION (-6.80)	162.99	NO PENETRATION (-45.4)	OFF	REMOVE / TRIM
91	TREE	119.30	2,142.93	139.69	187.83	NO PENETRATION (-40.48)	187.83	NO PENETRATION (-40.48)	123.96	NO PENETRATION (-4.41)	153.24	NO PENETRATION (-44.48)	OFF	REMOVE / TRIM
93	TREE	133.89	2,406.30	113.98	167.82	NO PENETRATION (-33.92)	167.82	NO PENETRATION (-33.92)	117.66	16.23	154.99	NO PENETRATION (-21.11)	OFF	REMOVE / TRIM
94	TREE	115.53	2,207.83	135.08	157.89	NO PENETRATION (-42.36)	157.89	NO PENETRATION (-42.36)	112.69	2.84	148.03	NO PENETRATION (-32.53)	OFF	REMOVE / TRIM
96	TREE	120.09	2,353.92	24.37	165.19	NO PENETRATION (-45.10)	165.19	NO PENETRATION (-45.10)	116.34	3.79	153.19	NO PENETRATION (-33.07)	OFF	REMOVE / TRIM
98	TREE	125.89	2,157.84	174.87	175.89	NO PENETRATION (-54.48)	175.89	NO PENETRATION (-54.48)	160.29	NO PENETRATION (-12.80)	160.29	NO PENETRATION (-39.34)	OFF	REMOVE / TRIM
105	TREE	122.50	990.96	335.60	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	OFF	REMOVE / TRIM
107	TREE	119.42	818.60	168.30	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	OFF	REMOVE / TRIM
109	TREE	117.22	1,167.39	135.26	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	OFF	REMOVE / TRIM
110	TREE	122.77	1,478.69	166.99	121.38	NO PENETRATION (-42.36)	121.38	NO PENETRATION (-42.36)	94.44	26.33	122.90			



FACILITIES TABLE			
NO.	FACILITY DESCRIPTION	TOP ELEVATION	OBSTRUCTION MARKING / LIGHTING
①	EXISTING HANGAR AND TERMINAL	80'	N/A
②	EXISTING STATE TROOPER HANGAR	80'	N/A
③	EXISTING FUEL TANKS	80'	N/A
④	EXISTING MAINTENANCE HANGAR	80'	N/A
1	PROPOSED HELICOPTER PARKING (EAST)	62'	N/A
2	PROPOSED HANGAR (EAST)	78'	N/A
3	PROPOSED HANGAR (EAST)	79'	N/A
4	PROPOSED HANGAR (EAST)	83.5'	N/A
5	PROPOSED T-HANGAR (EAST)	80'	N/A
6	PROPOSED FUEL FARM (WEST)	79.6'	N/A
7	PROPOSED HELIPAD & HELICOPTER PARKING (WEST)	64.6'	N/A
8	PROPOSED T-HANGAR PHASE I (WEST)	84.6'	N/A
9	PROPOSED TERMINAL (WEST)	84.6'	N/A
10	PROPOSED T-HANGAR PHASE II (WEST)	84.6'	N/A

LEGEND			
AIRPORT PROPERTY LINE	---	APPROACH LIGHT SYSTEM
ROADS	---	PROPOSED ROAD	---
FENCE	X-X	BUILDING RESTRICTION LINE (35')	---
BUILDING	■	PROPOSED PAVEMENT	■
VEGETATION LINE	~	PROPOSED HANGAR	■
WATER LINE	---	PROPOSED NEW TERMINAL	■
AIRPORT BEACON	⬢	PROPOSED TAXIWAY/TAXILANE CENTERLINE	---
AIRPORT WIND CONE	⬢	PROPOSED PAVEMENT (WEST PHASE II)	■
AIRPORT REFERENCE POINT (ARP)	●	PROPOSED HANGAR (WEST PHASE II)	■
CONTOURS	~	PROPOSED TAXIWAY/TAXILANE CENTERLINE (WEST PHASE II)	---
PAPI	⊞		
PAVEMENT REMOVAL	▨		

- SHEET NOTES:**
- REFER TO SHEET #10, "EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAPS" FOR BLOCK & LOT NUMBERS. AIRPORT PROPERTY LINE FOR LOT 14 DERIVED FROM JUNE 10, 2003 FIELD SURVEY AND CALCULATIONS. AIRPORT PROPERTY LINE FOR LOTS 11, 13, 15, 01 AND 31 DERIVED FROM SEPTEMBER 2013 CERTIFIED TAX MAP OF THE TOWN OF HAMMONTON, ATLANTIC COUNTY, NEW JERSEY (REVISION IN FEBRUARY 2014).
 - EXISTING 6' HIGH FENCE LINE. EXISTING FENCE LINE IN THE LOCATION OF PROPOSED STRUCTURES AND PAVEMENTS ARE TO BE RELOCATED.
 - PLANIMETRIC DATA PROVIDED BY QUANTUM SPATIAL - SURVEY SEPTEMBER 19, 2013
 - ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).
 - AGL DENOTES ABOVE GROUND LEVEL.
 - ALL VERTICAL DATUM IS NAVD 88 AND HORIZONTAL DATUM IS NAD 83.
 - ALL TAXIWAY HOLDING POSITION MARKINGS ARE A MINIMUM OF 125' FROM RUNWAY CENTERLINE.
 - BUILDING RESTRICTION LINE FOR EAST SIDE OF AIRPORT IS SET AT TAXIWAY "A" TAXIWAY OBJECT FREE AREA AND FOR WEST SIDE OF AIRPORT IS SET TO ALLOW 35' HEIGHT STRUCTURE WITHOUT PENETRATING PART 77 TRANSITIONAL SURFACE.
 - BUILDING HEIGHTS FOR PROPOSED FACILITIES ARE ESTIMATED FOR PLANNING PURPOSE.

PREPARED BY:

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REVISION	DATE	BY	NOTES

DRAFT

Dedication 12°8' W. (July 2020)
Changing 0.2" E. per year (CW)
Source: NOAA (NGSC)

Scale: 1" = 100'
50 0 100
Graphic Scale in Feet

Hammonton Municipal Airport
Hammonton, New Jersey

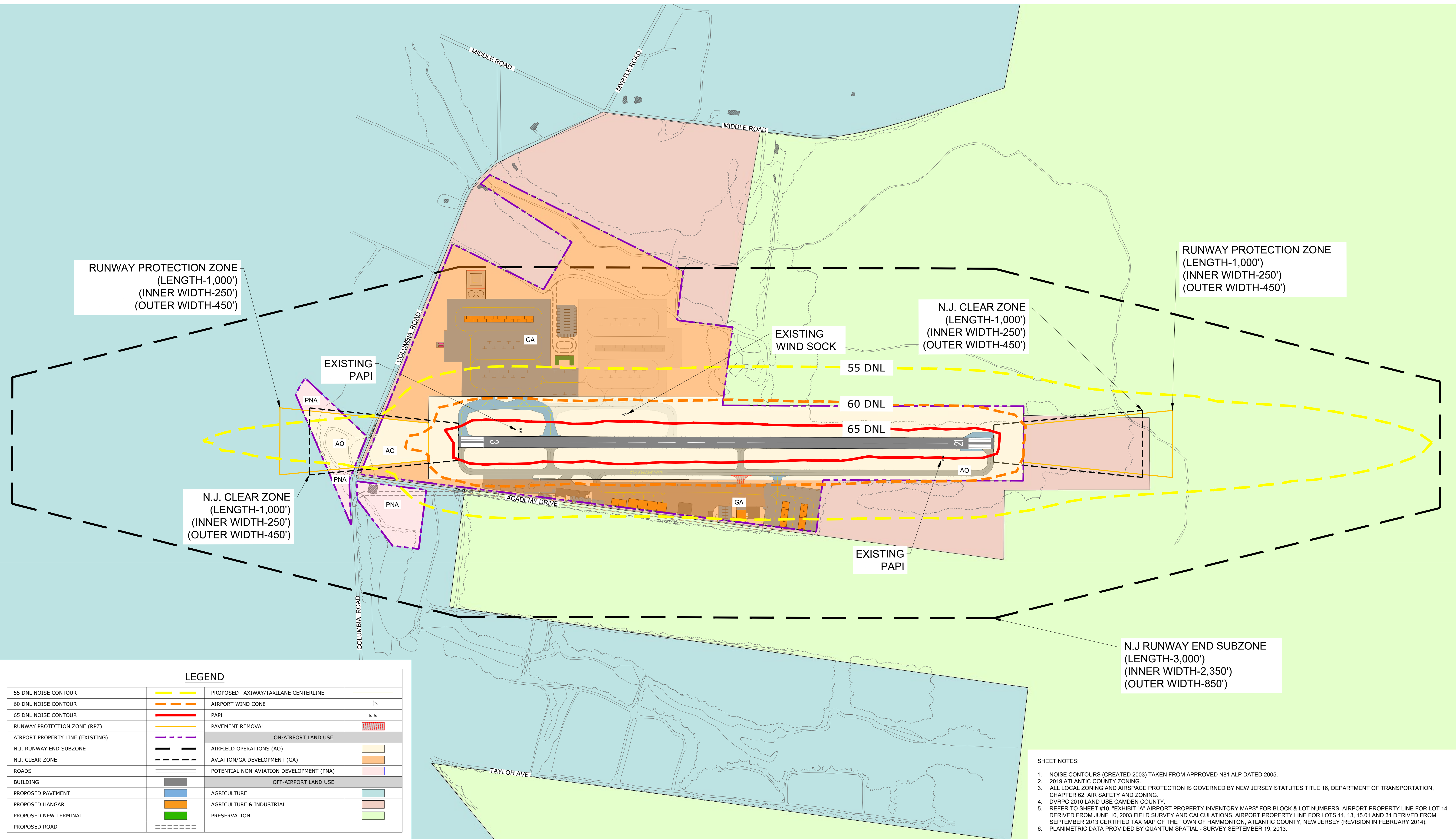
AIRPORT LAYOUT PLAN

TERMINAL AREA PLAN

08 OF 10

JOB DESCRIPTION:

DRAWN BY: JC DATE: 01/19/2021
CHECKED BY: MG SCALE: 1"=100'
APPROVED BY: LD
SHEET: 08 OF 10
DRAWING NO: []



RUNWAY PROTECTION ZONE
(LENGTH-1,000')
(INNER WIDTH-250')
(OUTER WIDTH-450')

RUNWAY PROTECTION ZONE
(LENGTH-1,000')
(INNER WIDTH-250')
(OUTER WIDTH-450')

N.J. CLEAR ZONE
(LENGTH-1,000')
(INNER WIDTH-250')
(OUTER WIDTH-450')

N.J. CLEAR ZONE
(LENGTH-1,000')
(INNER WIDTH-250')
(OUTER WIDTH-450')

N.J. RUNWAY END SUBZONE
(LENGTH-3,000')
(INNER WIDTH-2,350')
(OUTER WIDTH-850')

LEGEND			
55 DNL NOISE CONTOUR		PROPOSED TAXIWAY/TAXILANE CENTERLINE	
60 DNL NOISE CONTOUR		AIRPORT WIND CONE	
65 DNL NOISE CONTOUR		PAPI	
RUNWAY PROTECTION ZONE (RPZ)		PAVEMENT REMOVAL	
AIRPORT PROPERTY LINE (EXISTING)		ON-AIRPORT LAND USE	
N.J. RUNWAY END SUBZONE		AIRFIELD OPERATIONS (AO)	
N.J. CLEAR ZONE		AVIATION/GA DEVELOPMENT (GA)	
ROADS		POTENTIAL NON-AVIATION DEVELOPMENT (PNA)	
BUILDING		OFF-AIRPORT LAND USE	
PROPOSED PAVEMENT		AGRICULTURE	
PROPOSED HANGAR		AGRICULTURE & INDUSTRIAL	
PROPOSED NEW TERMINAL		PRESERVATION	
PROPOSED ROAD			

- SHEET NOTES:**
- NOISE CONTOURS (CREATED 2003) TAKEN FROM APPROVED N81 ALP DATED 2005.
 - 2019 ATLANTIC COUNTY ZONING.
 - ALL LOCAL ZONING AND AIRSPACE PROTECTION IS GOVERNED BY NEW JERSEY STATUTES TITLE 16, DEPARTMENT OF TRANSPORTATION, CHAPTER 62, AIR SAFETY AND ZONING.
 - DVRC 2010 LAND USE CAMDEN COUNTY.
 - REFER TO SHEET #10, "EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAPS" FOR BLOCK & LOT NUMBERS. AIRPORT PROPERTY LINE FOR LOT 14 DERIVED FROM JUNE 10, 2003 FIELD SURVEY AND CALCULATIONS. AIRPORT PROPERTY LINE FOR LOTS 11, 13, 15.01 AND 31 DERIVED FROM SEPTEMBER 2013 CERTIFIED TAX MAP OF THE TOWN OF HAMMONTON, ATLANTIC COUNTY, NEW JERSEY (REVISION IN FEBRUARY 2014).
 - PLANIMETRIC DATA PROVIDED BY QUANTUM SPATIAL - SURVEY SEPTEMBER 19, 2013.

PREPARED BY:

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40 WALL STREET, SUITE 500
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REVISION			REVISION			REVISION		
DATE	BY	NOTES	DATE	BY	NOTES	DATE	BY	NOTES

DRAFT

Destination: 12° 8' W (July 2020)
Changing 9° 2' E per year (CW)
Source: NOAA (NGDC)

Scale: 1" = 300'
150 0 300
Graphic Scale in Feet

Hammonton Municipal Airport
Hammonton, New Jersey

AIRPORT LAYOUT PLAN

LAND USE PLAN

09 OF 10

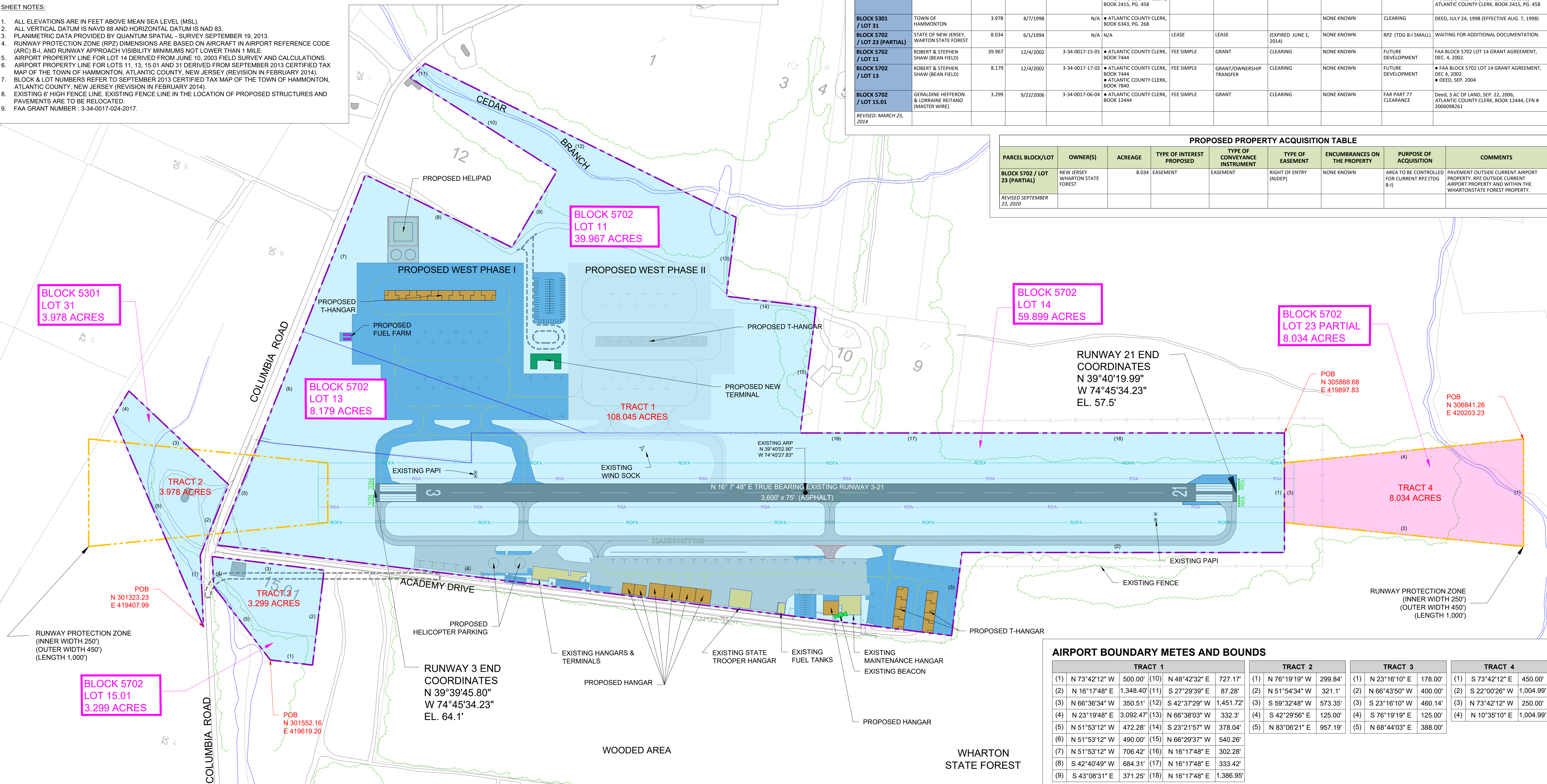
DATE: 01/19/2021
SCALE: 1"=300'
DRAWN BY: JC
CHECKED BY: MG
APPROVED BY: LD
SHEET: 09 OF 10
DRAWING NO: [] [] [] [] [] [] [] [] [] []

LEGEND			
AIRPORT PROPERTY LINE	ROADS	AIRPORT WIND CONE	PROPOSED PAVEMENT
RUNWAY SAFETY ARE (RSA)	FENCE	AIRPORT REFERENCE POINT (ARP)	PROPOSED HANGAR
RUNWAY OBJECT FREE AREA (ROFA)	BUILDING	PAPI	PROPOSED NEW TERMINAL
RUNWAY PROTECTION ZONE (RPZ)	VEGETATION LINE	APPROACH LIGHT SYSTEM	PROPOSED TAXIWAY/TAXILANE CENTERLINE
PROPOSED EASEMENT	WATER LINE	PROPOSED ROAD	
AIRPORT PROPERTY	AIRPORT BEACON	PAVEMENT REMOVAL	

- SHEET NOTES:**
- ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).
 - ALL VERTICAL DATUM IS NAVD 88 AND HORIZONTAL DATUM IS NAD 83.
 - PLANIMETRIC DATA PROVIDED BY QUANTUM SPATIAL - SURVEY SEPTEMBER 19, 2013.
 - RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS ARE BASED ON AIRCRAFT IN AIRPORT REFERENCE CODE (ARC) B-I, AND RUNWAY APPROACH VISIBILITY MINIMUMS NOT LOWER THAN 1 MILE.
 - AIRPORT PROPERTY LINE FOR LOT 14 DERIVED FROM JUNE 10, 2003 FIELD SURVEY AND CALCULATIONS.
 - AIRPORT PROPERTY LINE FOR LOTS 11, 13, 15.01 AND 31 DERIVED FROM SEPTEMBER 2013 CERTIFIED TAX MAP OF THE TOWN OF HAMMONTON, ATLANTIC COUNTY, NEW JERSEY (REVISION IN FEBRUARY 2014).
 - BLOCK & LOT NUMBERS REFER TO SEPTEMBER 2013 CERTIFIED TAX MAP OF THE TOWN OF HAMMONTON, ATLANTIC COUNTY, NEW JERSEY (REVISION IN FEBRUARY 2014).
 - EXISTING 6' HIGH FENCE LINE. EXISTING FENCE LINE IN THE LOCATION OF PROPOSED STRUCTURES AND PAVEMENTS ARE TO BE RELOCATED.
 - FAA GRANT NUMBER: 3-34-0017-024-2017.

CURRENT PROPERTY TABLE											
PARCEL BLOCK/LOT	OWNER(S)	ACREAGE	DATE OF ACQUISITION/RELEASE	GRANT/PROJECT NUMBER/YEAR	LIBER & PAGE	TYPE OF INTEREST ACQUIRED	TYPE OF CONVEYANCE INSTRUMENT	TYPE OF EASEMENT	ENCUMBRANCE ON THE PROPERTY	PURPOSE OF ACQUISITION	SOURCE OF DATA
BLOCK 5702 / LOT 14	TOWN OF HAMMONTON	59.899	2/9/1968	N/A	ATLANTIC COUNTY CLERK, BOOK 2415, PG. 12 ATLANTIC COUNTY CLERK, BOOK 2415, PG. 315 ATLANTIC COUNTY CLERK, BOOK 2415, PG. 318 ATLANTIC COUNTY CLERK, BOOK 2415, PG. 321 ATLANTIC COUNTY CLERK, BOOK 2415, PG. 458	FEE SIMPLE	DEED	N/A	NONE KNOWN	AERONAUTICAL USE	DEED, 6.42 AC. OF LAND, FEB. 24, 1968, ATLANTIC COUNTY CLERK, BOOK 2415, PG. 312 DEED, 3.70 AC. OF LAND, FEB. 24, 1968, ATLANTIC COUNTY CLERK, BOOK 2415, PG. 315 DEED, 22.60 AC. OF LAND, FEB. 24, 1968, ATLANTIC COUNTY CLERK, BOOK 2415, PG. 318 DEED, 12.11 AC. OF LAND, FEB. 24, 1968, ATLANTIC COUNTY CLERK, BOOK 2415, PG. 321 DEED, 17.125 AC. OF LAND, FEB. 9, 1968, ATLANTIC COUNTY CLERK, BOOK 2415, PG. 458
BLOCK 5301 / LOT 31	TOWN OF HAMMONTON	3.978	8/7/1998	N/A	ATLANTIC COUNTY CLERK, BOOK 6343, PG. 268				NONE KNOWN	CLEARING	DEED, JULY 24, 1998 (EFFECTIVE AUG. 7, 1998)
BLOCK 5702 / LOT 23 (PARTIAL)	STATE OF NEW JERSEY, WARTON STATE FOREST	8.034	6/1/1994	N/A	N/A	LEASE	LEASE	(EXPIRED JUNE 1, 2014)	NONE KNOWN	RPZ (TDG B-I SMALL)	WAITING FOR ADDITIONAL DOCUMENTATION.
BLOCK 5702 / LOT 11	ROBERT & STEPHEN SHAW (BEAN FIELD)	39.967	12/4/2002	3-34-0017-15-01	ATLANTIC COUNTY CLERK, BOOK 7444	FEE SIMPLE	GRANT	CLEARING	NONE KNOWN	FUTURE DEVELOPMENT	FAA BLOCK 5702 LOT 14 GRANT AGREEMENT, DEC. 4, 2002.
BLOCK 5702 / LOT 13	ROBERT & STEPHEN SHAW (BEAN FIELD)	8.179	12/4/2002	3-34-0017-17-02	ATLANTIC COUNTY CLERK, BOOK 7444 ATLANTIC COUNTY CLERK, BOOK 7840	FEE SIMPLE	GRANT/OWNERSHIP TRANSFER	CLEARING	NONE KNOWN	FUTURE DEVELOPMENT	FAA BLOCK 5702 LOT 14 GRANT AGREEMENT, DEC 4, 2002. DEED, SEP. 2004
BLOCK 5702 / LOT 15.01	GERALDINE HEFFERON & LORRAINE REITANO (MASTER WIRE)	3.299	9/22/2006	3-34-0017-06-04	ATLANTIC COUNTY CLERK, BOOK 12444	FEE SIMPLE	GRANT	CLEARING	NONE KNOWN	FAR PART 77 CLEARANCE	DEED, 3 AC. OF LAND, SEP. 22, 2006, ATLANTIC COUNTY CLERK, BOOK 12444, CFN # 2006098261

PROPOSED PROPERTY ACQUISITION TABLE									
PARCEL BLOCK/LOT	OWNER(S)	ACREAGE	TYPE OF INTEREST PROPOSED	TYPE OF CONVEYANCE INSTRUMENT	TYPE OF EASEMENT	ENCUMBRANCES ON THE PROPERTY	PURPOSE OF ACQUISITION	COMMENTS	
BLOCK 5702 / LOT 23 (PARTIAL)	NEW JERSEY WHARTON STATE FOREST	8.034	EASEMENT	EASEMENT	RIGHT OF ENTRY (NIDEP)	NONE KNOWN	AREA TO BE CONTROLLED FOR CURRENT RPZ (TDG B-I)	PAVEMENT OUTSIDE CURRENT AIRPORT PROPERTY. RPZ OUTSIDE CURRENT AIRPORT PROPERTY AND WITHIN THE WHARTON STATE FOREST PROPERTY.	



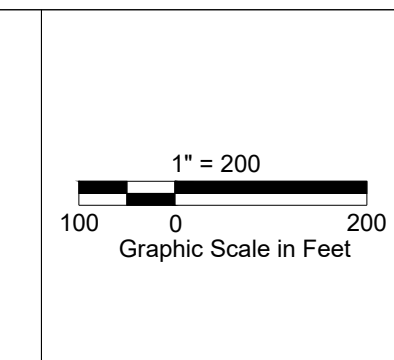
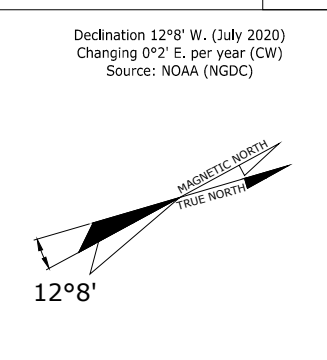
AIRPORT BOUNDARY METES AND BOUNDS															
TRACT 1				TRACT 2				TRACT 3				TRACT 4			
(1)	N 73°42'12" W	500.00'	(10)	N 48°42'32" E	727.17'	(1)	N 76°19'19" W	299.84'	(1)	N 23°16'10" E	178.00'	(1)	S 73°42'12" E	450.00'	
(2)	N 16°17'48" E	1,348.40'	(11)	S 27°29'39" E	87.28'	(2)	N 51°54'34" W	321.1'	(2)	N 66°43'50" W	400.00'	(2)	S 22°00'26" W	1,004.99'	
(3)	N 66°36'34" W	350.51'	(12)	S 42°37'29" W	1,451.72'	(3)	S 59°32'48" W	573.35'	(3)	S 23°16'10" W	460.14'	(3)	N 73°42'12" W	250.00'	
(4)	N 23°19'48" E	3,092.47'	(13)	N 66°38'03" W	332.3'	(4)	S 42°29'56" E	125.00'	(4)	S 76°19'19" E	125.00'	(4)	N 10°35'10" E	1,004.99'	
(5)	N 51°53'12" W	472.28'	(14)	S 23°21'57" W	378.04'	(5)	N 83°06'21" E	957.19'	(5)	N 68°44'03" E	388.00'				
(6)	N 51°53'12" W	490.00'	(15)	N 66°29'37" W	540.26'										
(7)	N 51°53'12" W	706.42'	(16)	N 16°17'48" E	302.28'										
(8)	S 42°40'49" W	684.31'	(17)	N 16°17'48" E	333.42'										
(9)	S 43°08'31" E	371.25'	(18)	N 16°17'48" E	1,386.95'										

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DATE	BY	NOTES	REVISION	DATE	BY	NOTES	REVISION	DATE	BY	NOTES	REVISION

DRAFT



JOB DESCRIPTION:

AIRPORT LAYOUT PLAN

SHEET TITLE: EXHIBIT "A" - AIRPORT PROPERTY INVENTORY MAPS

10 OF 10

DRAWN BY: JC DATE: 01/19/2021
CHECKED BY: MG SCALE: 1"=200'
APPROVED BY: LD SHEET:
SHEET NO: []



**FAA
Airports**

ARP SOP 2.00

Effective Date:
October 1, 2013

Standard Operating Procedure (SOP)

Standard Procedure for FAA Review and Approval of Airport Layout Plans (ALPs)

1. PURPOSE

This SOP establishes uniform procedures for reviewing and approving Airport Layout Plans (ALPs). ALPs are drawings used to graphically depict current and future airport facilities. Standards for ALPs can be found in Advisory Circular 150/5070-6B, Airport Master Plans. The term Airport Layout Plan typically refers to a single document or drawing covering the entire airport. It also refers to the set of drawings which typically consists of:

- a.** Cover Sheet
- b.** ALP Drawing
- c.** Data Sheet
- d.** Facilities Layout Plan
- e.** Terminal Area Plan (as needed)
- f.** Airport Airspace Drawing
- g.** Inner Portion of the Approach Surface Drawing
- h.** Airport Land Use Drawing
- i.** Off-Airport Land Use Drawing (as needed)
- j.** Airport Property Map / Exhibit A
- k.** Runway Departure Surface Drawing
- l.** Utility Drawing
- m.** Airport Access Plans
- n.** Other Plan

2. SCOPE

The scope of this SOP is limited to ALP review and approval. This SOP is not intended to discuss or describe every action related to ALPs. The primary content of this SOP is an instructive review checklist (Appendix A), standard ALP approval letters (Appendix B), and a General ALP Process Chart (Appendix C). This SOP does not address electronic or eALPs.

3. CANCELLATION

This SOP does not cancel a previous version.

4. APPLICABLE REGULATIONS, POLICY, AND GUIDANCE

Requirements identified within this SOP originate in or are further described in various FAA directives including Orders, regulations, and Advisory Circulars. See the latest editions.

- a. FAA Advisory Circular 150/5070-6, Airport Master Plans
- b. FAA Advisory Circular 150/5190-4, A Model Zoning Ordinance to Limit Height of Objects Around Airports
- c. FAA Advisory Circular 150/5200-33, Hazardous Wildlife Attractants on or Near Airports
- d. FAA Advisory Circular 150/5300-13A, Airport Design
- e. FAA Advisory Circular 150/5300-16, General Guidance and Specifications for Aeronautical Surveys
- f. FAA Advisory Circular 150/5300-18, General Guidance and Specifications for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information System (GIS) Standards
- g. FAA Advisory Circular 150/5320-6, Airport Pavement Design and Evaluation
- h. FAA Advisory Circular 150/5325-4, Runway Length Requirements for Airport Design
- i. FAA Advisory Circular 150/5335-5, Standardized Method of Reporting Airport Pavement Strength - PCN
- j. FAA Advisory Circular 150/5340-1, Standards for Airport Markings
- k. FAA Advisory Circular 150/5340-30, Design and Installation Details for Airport Visual Aids
- l. FAA Order 1100.5C, FAA Organization – Field
- m. FAA Order 1100.154A, Delegations of Authority
- n. SW FAA Order 1100.53F, Delegation of Authority – Airports Division – Regional Components
- o. FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions
- p. FAA Order 5100.38C, Airport Improvement Program Handbook
- q. FAA Order 5200.8, Runway Safety Area Program
- r. FAA Order 5200.11, FAA Airports (ARP) Safety Management System
- s. FAA Order 5300.1, Modifications to Agency Airport Design, Construction, and Equipment Standards
- t. FAA Order 5500.1, Passenger Facility Charge
- u. FAA Order 5750.16, Siting Criteria for Instrument Landing Systems
- v. FAA Order 6480.4, Airport Traffic Control Tower Siting Criteria
- w. FAA Joint Order JO 7400.2, Procedures for Handling Airspace Matters
- x. FAA Order 8260.3, United States for Terminal Instrument Procedures (TERPS)

- y. FAA Order 8260.19, Flight Procedures and Airspace
- z. 14 CFR 77, Safe, Efficient Use, And Preservation of the Navigable Airspace

5. ALP REQUIREMENTS AND OBJECTIVES

An ALP is required by statute to be up-to-date. This derives directly from Title 49 U.S.C. 47107(a)(16). Grant Assurance No. 29 obligates an airport sponsor to “keep up to date at all times a layout plan of the airport,” and also to receive FAA approval of any ALP update, revision, or modification. Further, any proposed AIP or PFC funded projects must be on an approved ALP. The AIP Handbook (FAA Order 5100.38C, Paragraph 300.c.) states, “A current airport layout plan (ALP) that depicts the proposed project and which has FAA approval from the standpoint of safety, utility, and efficiency of the airport shall be required before a development project is approved.”

6. DISTRIBUTION

This SOP is distributed to the Federal Aviation Administration (FAA) Airports Organization (ARP) and all interested parties. The SOP will be available electronically on the Airports section of the FAA website.

7. CHANGE TABLE

Date of Change	SOP Version	Page Changed	Reason for Change



Benito DeLeon
Director, Airport Planning and Programming



Byron K. Huffman
Manager, Alaskan Region Airports Division



Jim A. Johnson
Manager, Central Region Airports Division



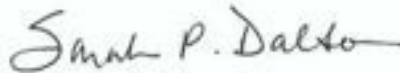
Debbie Roth
Manager, Eastern Region Airports Division



Susan Mowery-Schalk
Manager, Great Lakes Region Airports Division



Mary T. Walsh
Manager, New England Region Airports Division



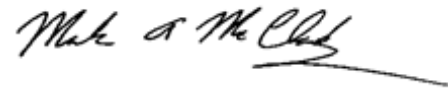
Sarah P. Dalton
Manager, Northwest Mountain Region Airports Division



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Manager, Southwest Region Airports Division



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Manager, Western-Pacific Region Airports Division

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1. ROLES AND RESPONSIBILITIES

The responsibilities of the FAA Office of Airports (ARP) staff in approving ALPs may begin long before an ALP is started. The idea to create or update an ALP may come from the Airport Sponsor, the FAA, or the State Aviation Agency. Once a decision has been made to update the ALP, Airport Sponsors typically hire a consultant for this effort. After a consultant has been engaged, a scope of services is normally prepared that outlines the project scope, anticipated deliverables, schedule, etc.

During the preparation of the project scope for the ALP the informational review checklist (Appendix A) may be used as a guiding source; however, the extensive size of the informational checklist should not indicate a lengthier or more extensive ALP. The informational checklist was developed for airports of every size and complexity. Where the airport is smaller and with less complex facilities, the ALP should be scoped to only include those drawings needed to document those facilities. The other pages of the ALP Review Checklist should be marked 'not applicable', with the project scope coordinated in advance with the FAA to seek concurrence. In short, don't be scared by the length or size of the ALP Review Checklist. It may look menacing, but it actually reduces workload by providing specific criteria to bring numerous requirements into one laundry list.

When the ALP is prepared, it should be reviewed in detail by the Airport Sponsor. When the ALP meets the requirements of the consultant, the Sponsor, and FAA standards, including environmental requirements for ALP approval as detailed in FAA Order 5050.4B (see Appendix B), it can be submitted to FAA for internal coordination and approval. Note that new and updated ALPs are subject to FAA's Safety Management System (SMS); see FAA Order 5200.11.

The following have responsibilities for ALPs:

- a.** Airport Sponsor (for our purpose here) is an entity that owns or controls an airport. They initiate consultant services, develop scopes of work, and review ALPs.
- b.** Consultant (for our purpose here) is a private or public company providing technical expertise and assistance to the Airport Sponsor such as preparing ALPs. A consultant is typically employed to develop the ALP.
- c.** State Agency (for our purpose here) is an organization of state government dealing with transportation or aviation. They may also be the Airport Sponsor in some states. They initiate consultant services, develop scopes of work, and review ALPs. States within the State Block Grant Program (SBGP) may also approve ALPs on behalf of the FAA.
- d.** The Office of Airports or the Airports District Office (ADO) is responsible for implementing the overall Airport Improvement Program (AIP). In reference to ALPs, ARP reviews; initiates coordination of airspace studies of airport proposals; conducts the necessary internal circularization; consolidates and resolves comments; develops and forwards the FAA determination to the Airport Sponsor/proponent. The Airports Division has approval authority for ALPs.
- e.** The applicable Air Traffic Service Area office is responsible for evaluating the ALP proposal from the standpoint of safe and efficient use of airspace by aircraft.

f. The applicable Flight Procedures Team office is responsible for evaluating the ALP proposals to determine impacts on instrument procedures and whether aircraft instrument operations can be conducted safely.

g. The applicable Flight Standards Division is responsible for reviewing ALP proposals to determine the safety of aeronautical operations, and of persons and property on the ground. The local Flight Standards District Office (FSDO) is responsible for reviewing part 157 proposals for seaplane bases and heliports.

h. The applicable Technical Operations Service Area Office is responsible for reviewing ALP proposals including:

(1) Reviewing engineering studies on airport proposals to evaluate their effects upon commissioned and/or proposed NAVAIDs.

(2) Conducting electromagnetic studies to evaluate the effect existing and/or proposed objects will have upon air navigation and communications facilities.

(3) Reviewing and evaluating line-of-sight (shadow) studies on existing and/or proposed objects to determine impact on control tower visibility as provided by the airport sponsor.

(4) Highlighting frequency management problems and reserving frequencies.

2. PROCEDURES AND PROCESS

A graphic depiction of the ALP process can be found in Appendix C. During the preparation of an ALP, the FAA Airport Planner or Project Manager is expected to answer questions and provide guidance. A review of a draft ALP provides a time-saving opportunity to resolve any issues identified by the Office of Airports prior to the document being circulated for FAA review.

Once an ALP arrives at the FAA, it should include (1) any required narrative report, and (2) a completed review checklist (Appendix A) with indication that it has already been reviewed by the preparer of the drawings and the Airport Sponsor. Only then will FAA initiate review of the document. The document shall then be circulated for review via the Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) system. Electronic drawings and documents in PDF format can be uploaded to the OE/AAA system by the Airport Sponsor when directed to do so by the FAA. In general, unless there is a change in location of a structure, ALP changes solely to document as-built conditions do not need an airspace review or a narrative report. New ALPs or ALP updates requires airspace review and a narrative report.

Other FAA lines of business comment on the ALP within the OE/AAA system. Every comment shall be reviewed by the FAA Airport Planner or Program Manager in detail. Each comment should be determined valid and appropriate. Internal FAA comments frequently need to be rewritten in plain language. Only then should comments be forwarded to the airport sponsor in the form of a final FAA comment letter, which includes the airspace determination. A separate airspace approval letter like the one issued by the OE/AAA system is not required. Once corrections to the ALP are made, the document should be ready for approval.

2.1. Approval

The ALP Drawing must be stamped and signed indicating conditional, unconditional, or mixed approval. Approval types are described in Appendix B. Conditional approval is given for ALPs that have not yet completed an environmental analysis under the National Environmental Policy Act (NEPA). Unconditional approval is given only when NEPA has been completed. Mixed approval is given when some elements of the ALP have had a completed NEPA review while others haven't. Those elements are approved and can be implemented. Other elements not covered by the NEPA document are conditionally approved and cannot be unconditionally approved until the NEPA process is completed.

The aeronautical study number (ASN) and date of approval letter should also be noted. ALP approval must be done in a manner that satisfies both FAA and Airport Sponsor needs. For example, if a Sponsor requires an FAA Approval on every page of the ALP set, we should comply with that requirement. At least two sets of the ALP need original signatures: one for the FAA and one for the airport sponsor. The sponsor should contact their FAA Airport Planner or Program Manager for the required number of original signed and electronic ALPs.

Copies of the ALP approval letter should be uploaded and used to close the aeronautical case in the OE/AAA system. The ARP PM/Planner is responsible for keeping the OE/AAA database current at all times with any proposed runway data changes such as for new runways or extensions.

2.1.1. Approval Authority

The authority to approve ALPs has been delegated to the field offices. ADO Managers can retain approval authority or may delegate.

2.2. Distribution

Once the ALP is signed, copies can be distributed pursuant to local procedures with an emphasis on distributing electronic documents.

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Critical Design Aircraft or Family of Aircraft:

	Make	Model	Annual Itinerant Operations
Existing	Piper	Cheyenne 2	N/A
Future	Piper	Cheyenne 2	N/A

Forecasted Year: 2038

Airport Reference Code (ARC): B-I

Runway Design Code (RDC) & Runway Reference (RRC):


Runway	RDC	RRC
Runway 03	B-I	APRC: B-I-5000, DPRC: B-I
Runway 21	B-I	APRC: B-I-5000, DPRC: B-I

Approach Minimums:

Rwy End	Minimum	Rwy End	Minimum
Runway 03	5,000', 1 SM		
Runway 21	5,000', 1 SM		

Runways (Existing and Future):

Runway	Existing		Future		Departure Surface (Y or N/A)
	Length (ft)	Width (ft)	Length (ft)	Width (ft)	
Runway 03	3,600'	75'	3,600'	75'	Y
Runway 21	3,600'	75'	3,600'	75'	Y

For the balance of the checklist, enter a mark ( or X) to confirm inclusion.

A.1. Narrative Report

Narrative Report					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
A. Executive Summary – A concise summary of the findings/ recommendations of the master planning effort or changes to the ALP. This should include a description of planned projects, an implementation plan/timeline, and identification of benchmarks or actions that will be conducted to either verify the original planning assumptions or proceed with project implementation.	From AC 150/5070-6, Section 202: An accompanying ALP Narrative Report should explain and document those changes and contain at least the following elements: <ul style="list-style-type: none"> – Basic aeronautical forecasts. – Basis for the proposed items of development. – Rationale for unusual design features and/or modifications to FAA Airport Design Standards. – Summary of the various stages of airport development and layout sketches of the major items of development in each stage. – An environmental overview to document environmental conditions that should be considered in the identification and analysis of airport development alternatives and proposed projects. 	X			
1. Identify Projects along with description		X			
2. Create a Timeline for each Project		X			
3. Identify and List:					
a. Proposed Projects (e.g., Hangar development)		X			
b. Milestones/ Triggering Events (e.g., 1. All hangars are full, 2. There is a waiting list long enough to fill a new development, 3. Hangars have reached their useful life, etc.)		X			
c. Action items/Next Steps (e.g., 1. Maintain log and gather data, 2. Discuss plan with ADO, 3. Coordinate with ADO regarding potential for inclusion in FAA ACIP (Airports Capital Improvement Program), 4. Identify funding sources.)		X			
d. Funding Plan		Capital Improvement Plan for the forecast horizons. See AC 150/5070-6, Chapter 11. Only a rough, order-of-magnitude report is needed in the executive summary.	X		

Narrative Report					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
B. Basic aeronautical forecasts (0-5, 6-10, 11-20 years): Basic aeronautical forecasts (0-5, 6-10, 11-20 years):	Forecasts of future levels of aviation activity as approved by the FAA. These projections are used to determine the need for new or expanded facilities. See AC 150/5070-6, Chapter 7.	X			
1. Total annual operations	Total local and itinerant aircraft operations at the airport.	X			
2. Annual itinerant operations by all aircraft	Itinerant operations by aircraft that leaves the local airspace, generally 25 miles or more from the airport. See AC 150/5070-6, Chapter 7, Section 702.a. and Figure 7-2.	X			
3. Annual itinerant operations by current critical aircraft			X		
4. Annual itinerant operations by future critical aircraft			X		
5. Number of based aircraft	Aircraft that use the subject airport as a home base, i.e., have hangar or tie-down space agreements. See AC 150/5070-6, Chapter 7, Section 702.a. and Figure 7-2.	X			
6. Annual instrument approaches	Number of instrument approaches expected to be executed during a 12-month period. See AC 150/5070-6, Chapter 7, Section 702.a. and Figure 7-2.		X		
7. Number of enplanements	See AC 150/5070-6, Chapter 7, Section 702.a. and Figure 7-2.			X	

Narrative Report					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
8. Critical Aircraft (also referred as “design aircraft” or “critical design aircraft)	The critical aircraft is the most demanding aircraft identified in the forecast that will use the airport. Federally funded projects require that the critical aircraft will make substantial use of the airport in the planning period. Substantial use means either 500 or more annual itinerant operations or scheduled service. The critical aircraft may be a single aircraft or a composite of the most demanding characteristics of several aircraft. Provide the aircraft, AAC, and ADG. (e.g. Boeing 737-400, C-III) See AC 150/5300-13A, Paragraph 105(b) and FAA Order 5090.3C, 3-4.	X			
9. Runway Design Code (RDC)	Describe the RDC for each runway. For the purpose of airport geometric design, each runway will contain a RDC which signifies the design standards to which the runway is to be built. The RDC consists of three parameters: Aircraft Approach Category (AAC), Airplane Design Group (ADG) and the approach visibility minimums. These parameters represent the aircraft that are intended to be accommodated by the airport, regardless of substantial use. See AC 150/5300-13A, Paragraph 105(c).	X			
10. Runway Reference Code (RRC)	Describe the RRC for each runway. The RRC describes the current operational capabilities of a runway where no special operating procedures are necessary. The RRC consists of the same three components as the RDC, but is based on planned development and has no operational application. See AC 150/5300-13A, Paragraph 318.	APRC and DPRC instead			
C. Alternatives/Proposed Development		X			

Narrative Report					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
11. Explanation of proposed development items	Specific projects can be described as project listings on a master table, on individual project data sheets, or in projects booklets.	X			
12. Discuss near-term and future Approach Procedure Requirements or effects (e.g., LPV, Circling, etc.)	Based on existing or forecast usage. See FAA Order 7400.2, Figures 6-6-3 and 6-3-9.	X			
13. Navigational Aids or Other Equipment Needs (e.g., Approach Lights, Wind Cones, AWOS, etc.)	The need for new or additional navigational aids is a function of the fleet mix, the percentage of time that poor weather conditions are present, and the cost to the users of not being able to use the airport while it is not accessible.	X			
14. Wind coverage. Is it adequate for existing and future runway layouts? Has wind data been updated?	This analysis determines if additional runways are needed to provide the necessary wind coverage. Reference AC 150/5300-13A, Appendix 2 for guidance on wind coverage analysis techniques.	X			
D. Modification to Standards.	Any approved nonconformance to FAA standards, other than dimensional standards for RSAs and OFZs, require FAA approval. A description of all approved modification to standards shall be provided. See AC 150/5300-13A, Paragraph 106(b) and FAA Order 5300.1.	X			
E. Obstruction Surfaces (14 CFR Part 77 and Threshold Siting Surface)	Reference 14 CFR Part 77 and AC 150/5300-13A, Paragraph 303.	X			
F. Runway Protection Zone	A description of any incompatible land uses inside the RPZ shall be provided. Prior to including new or modified land use in the RPZ, the Regional and ADO staff must consult with the National Airport Planning and Environmental Division, APP-400. This policy is exempt from existing land uses in the RPZ. See AC 150/5300-13A, Paragraph 310 and FAA memorandum dated September 27, 2012.	X			

Narrative Report					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
G. Development summary (including sketches, schedules, and cost estimates) for stages of construction for: Development summary (including sketches, schedules, and cost estimates) for stages of construction for:	Documentation provided should include any electronic spreadsheets and files to facilitate in modifying the financial plan on an as-needed basis.	X			
15. Development Projects Completed Since Last ALP		X			
16. 0-5 years		X			
17. 6-10 years		X			
18. 11-20 years		X			
H. Shadow or line-of-sight study for towered airports (negative or positive statements are required).	Reference FAA Order 6480.4. This can be from the Airway Facilities Tower Integration Laboratory (AFTIL) or simpler GIS-generated studies.			X	
I. Letters of coordination with all levels of government, as needed.	Affected private and/or governmental groups, agencies, commissions, etc., that may have input on the plans. See AC 150/5070-6, Chapter 3.			X	
J. Wildlife Hazard Management Issues Review (in narrative).	Reference AC 150/5200-33.	X			
K. Preliminary Identification of Environmental Features	Potential or known features only. Further environmental analysis will be necessary. Reference FAA Order 5050.4B. Begin framework for NEPA analysis.	X			
19. Major airport drainage ditches		X			
20. Wetlands		X			
21. Flood Zones		X			
22. Historic or Cultural features		X			
23. Section 4(f) features		X			

Narrative Report					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
24. Flora/Fauna		X			
25. Natural Resources		X			
26. Etc. (other features identified in Order 5050.4B)		X			
L. Note Action Items from Runway Safety Program Office	List and note status of items from Runway Safety Program Office or Runway Safety Action Plan.			X	
M. Declared Distance (DD)	The narrative on declared distances is used to aid in understanding the maximum distances available and suitable for meeting takeoff, rejected takeoff, and landing distances performance requirements for turbine powered aircraft. The narrative shall also provide clarification on why declared distances have been implemented. Declared distances data must be listed for all runway ends. The TORA, TODA, ASDA, and LDA will be equal to the runway length in cases where a runway does not have displaced thresholds, stopways, or clearway, and have standard RSAs, ROFAs, RPZs, and TSS. Reference AC 150/5300-13A, Paragraph 323.	X			
Remarks					

A.2. Title Sheet

- The scale of the Title Sheet should be developed to include the items listed below.
- The minimum size for the final drawing set is 22” X 34” (ANSI D) and 24” X 36” (ARCH D). Coordinate use of 34” x 44” (ANSI E) and 26” X 48” (ARCH E) with FAA. Color drawings may be acceptable if they are still usable if reproduced in grey scale.

Title Sheet					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
A. Title and revision blocks	Each drawing in the Airport Layout Plan drawing set shall have a Title and Revision Block. For drawings that have been updated, e.g., as-builts, the revision block should show the current revision number and date of revision.	X			
B. Airport sponsor approval block	Provide an approval block for the sponsoring authority's representative to sign. Include space for name, title, and date.	X			
C. Date of ALP (date the airport sponsor signs the ALP)	The month and year of signature prominently shown near the title.	X			
D. Index of sheets (including revision date column)	Airport Layout Drawing, Airport Airspace Drawing, Inner Portion of the Approach Surface Drawing, Terminal Area Drawing, Land Use Drawing, Airport Property Map, Airport Departure Surface, etc.	X			
E. State Aeronautics Agency Approval Block (as needed)	Provide an approval block for the sponsoring authority's representative to sign. Include space for name, title, and date.	X			
F. State outline with county boundaries. County in which airport is located should be highlighted.	Provide as needed.	X			
G. Location map (general area)		X			
H. Vicinity map (specific airport area)		X			
Remarks					

A.3. Airport Data Sheet

- For smaller airports, some of the ALP sheets may be combined if practical and approved FAA.

Airport Data Sheet					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
A. Title and Revision Blocks	Each drawing in the Airport Layout Plan drawing set shall have a Title and Revision Block. For drawings that have been updated, e.g., as-builts, the revision block should show the current revision number and date of revision.	X			
B. Wind Rose (all weather and IFR) with appropriate airport reference code and runway orientation depicted, crosswind coverage, and combined coverage, source of wind information and time period covered (for IFR runways applicable minimums should be included):	Assembly and analysis of wind data to determine ultimate runway orientation and also provides the operational impact of winds on existing runways. If instrument procedures are present or will be requested then both all-weather and instrument meteorological condition wind roses are required. See AC 150/5300-13A, Appendix 2.	X			
1. 10.5, 13, 16, 20 knots wind rose (based on appropriate airport reference code)	When a runway orientation provides less than 95 percent wind coverage for any aircraft forecasted to use the airport on a regular basis, a crosswind runway is recommended. The 95 percent wind coverage is computed on the basis of the crosswind not exceeding 10.5 knots for Airport Reference Codes A-I and B-I, 13 knots for Airport Reference Codes A-II and B-II, 16 knots for Airport Reference Codes A-III, B-III, and C-I through D-III, and 20 knots for Airport Reference Codes A-IV through D-VI. See also AC 150/5300-13A, Paragraph 302(c)(3) and AC 150/5300-13A, Appendix 2.	X			
2. Percentage of wind coverage/crosswind		X			
3. Source of data	Wind data may be obtained from NOAA at http://www.ncdc.noaa.gov/ Reference AC 150/5300-13A, Appendix 2, Paragraph A2-5 and A2-6.	X			

Airport Data Sheet					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
4. Age of data (last 10 consecutive years of data with most current data no older than 10 years)	Data must be from the latest 10-year period from the reporting station closest to the airport. Reference AC 150/5300-13A, Appendix 2, Paragraph A2-5.	X			
C. Airport Data Table					
1. ARC for Airport	List the Airport Reference Code (ARC) for airport. 5300-13AARC is an airport designation that signifies the airport's highest Runway Design Code (RDC), minus the third (visibility) component of the RDC. Reference AC 150/5300-13A.	X			
2. Mean maximum temperature of hottest month	List the mean maximum temperature and the hottest month for the airport location as listed in "Monthly Station Normals of Temperature, Precipitation, and Heating and Cooling Degree-Days" (Climatography of the United States No. 81). See AC 150/5325-4, 506.b.	X			
3. Airport elevation (highest point of the landing areas, nearest 0.1 foot) – using North American Vertical Datum of 1988 (NAVD88)	List the Airport Elevation, the highest point on an airport's usable runway expressed in feet above mean sea level (MSL). Use NAVD88. Reference AC 150/5300-13A, Paragraph 102(g) All elevations shall be in NAVD88. A note shall be put on the Airport Layout Drawing that denotes that the NAVD88 vertical control datum was used.	X			
4. Airport Navigational Aids, including ownership (NDB, TVOR, ASR, Beacon, etc.)	List the electronic aids available at the airport.	X			

Airport Data Sheet					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
5. Airport reference point coordinates, nearest second (existing, future if appropriate, and ultimate) - NAD83	List the Airport Reference Point, the latitude and longitude of the approximate center of the airport. Use the North American Datum of 1983 (NAD83) coordinate system. See AC 150/5300-13A, Paragraph 207. All latitude/longitude coordinates shall be in NAD83. A note shall be put on the Airport Layout Drawing that denotes that the NAD83 coordinate system was used.	X			
6. Miscellaneous facilities (taxiway lighting, lighted wind cone(s), AWOS, etc.) [Including type/model and any facility critical areas]	List any other facilities available at the airport.	X			
7. Airport Reference Code and Critical Aircraft (existing & future)	List the existing and ultimate Airport Reference Code and Critical Aircraft, the most demanding aircraft identified in the forecast that will use the airport. Federally funded projects require that critical design airplanes have at least 500 or more annual itinerant operations at the airport (landings and takeoffs are considered as separate operations) for an individual airplane or a family grouping of airplanes. See AC 150/5325-4, 102.a.(8) and AC 150/5070-6, 702.a. Indicated dimensions for wingspan and undercarriage, along with approach speed.	X			
8. Airport magnetic variation, date and source	Magnetic declination may be calculated at http://www.ngdc.noaa.gov/geomag-web/#declination . This model is using the latest World Magnetic Model which has an Epoch Year of 2010. See FAA Order 8260.19, "Flight Procedures and Airspace." Chapter 2, Section 5, for further information.	X			
9. NPIAS service level (GA, RL, P, CS, etc.)	See FAA Order 5090.3C.	X			

Airport Data Sheet					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
10. State equivalent service role	As applicable pursuant to State Aviation Department System Plan.	X			
D. Runway Data Table	The Runway Data Table should show information for both existing and ultimate runways.				
1. Runway identification (Include identifying runways that are "utility")	A column for each runway end should be present. List the runway end number and if pavement strength is less than 12,500 pounds (single-wheel), then note as utility.	X			
2. Runway Design Code (RDC)	5300-13A The first component, depicted by a letter, is the AAC and relates to aircraft approach speed (operational characteristics). The second component, depicted by a Roman numeral, is the ADG and relates to either the aircraft wingspan or tail height (physical characteristics); whichever is more restrictive. The third component relates to the visibility minimums expressed by RVR values in feet of 1200, 1600, 2400, and 4000. List the RDC for each runway. See AC 150/5300-13A, Paragraph 105(c).	X			
3. Runway Reference Code (RRC)	The RRC describes the current operational capabilities of a runway where no special operating procedures are necessary. Like the RDC, it is composed of three components: AAC, ADG, and visibility minimums. List the RRC for each Runway. See AC 150/5300-13A, Paragraph 318.	X			
4. Pavement Strength & Material Type	Indicate the runway surface material type, e.g., turf, asphalt, concrete, water, etc.				
a. Strength by wheel loading	List the existing and ultimate design strength of the landing surface. See AC 150/5320-6, Chapter 3.	X			
b. Strength by PCN	See AC 150/5335-5.			X	

Airport Data Sheet					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
c. Surface treatment	Note any surface treatment: grooved, PFC, etc.	X			
5. Effective Runway Gradient (%) Author to note maximum grade within runway length. Note to included statement that the runway meets line of sight requirements	List the maximum longitudinal grade of each runway centerline. See AC 150/5300-13A, Paragraph 313.	X			
6. Percent (%) Wind Coverage (each runway)	List the percent wind coverage for each runway for each Aircraft Approach Category. See AC 150/5300-13A, Appendix 2.	X			
7. Runway dimensions (length and width)	Dimensions determined for the Critical Design Aircraft by using graphical information in AC 150/5325-4.	X			
8. Displaced Threshold	Provide the pavement elevation of the runway pavement at any displaced threshold. See AC 150/5300-13A, Paragraph 303(2).	X			
9. Runway safety area dimensions (actual existing and design standard)	List the existing and ultimate dimensions of the Runway Safety Area (RSA). See AC 150/5300-13A, Paragraph 307.	X			
10. Runway end coordinates (NAD83) (include displaced threshold coordinates, if applicable) to the nearest 0.01 second and 0.1 foot of elevation.	Show the latitude and longitude of the threshold center and end of pavement (if different) to the nearest .01 of a second and 0.1 foot of elevation.	X			
11. Runway lighting type (LIRL, MIRL, HIRL)	List the existing and ultimate type of runway lighting system for each runway, e.g., Reflectors, Low Intensity Runway Lighting (LIRL), Medium Intensity Runway Lighting (MIRL), or High Intensity Runway Lighting (HIRL). LIRLs will typically not be shown for new systems. See AC 150/5340-30, Ch. 2.	X			

Airport Data Sheet					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
12. Runway Protection Zone (RPZ) Dimensions	List the existing and ultimate Runway Protection Zone (RPZ) dimensions. See AC 150/5300-13A, Paragraph 310. Prior to including new or modified land use in the RPZ, the Regional and ADO staff must consult with the National Airport Planning and Environmental Division, APP-400. This policy is exempt from existing land uses in the RPZ. See AC 150/5300-13A, Paragraph 310 and FAA memorandum dated September 27, 2012.	X			
13. Runway marking type (visual or basic, non-precision, precision)	Indicate the existing and ultimate pavement markings for each runway. See AC 150/5340-1, Section 2.	X			
14. 14 CFR Part 77 approach category (50:1; 34:1; 20:1) Existing and Future	List the existing and ultimate approach surface slope. See FAA Order 7400.2, Figures 6-6-3 and 6-3-9.	X			
15. Approach Type (precision, non-precision, visual)	List the existing and ultimate Part 77 Approach Use Types. See FAA Order 7400.2, Figures 6-6-3 and 6-3-9.	X			
16. Visibility minimums (existing and future)	List the existing and ultimate visibility minimums for each runway. See AC 150/5300-13A, Table 1-3.	X			
17. Type of Aeronautical Survey Required for Approach (Vertically Guided, not Vert. Guided)	List the type of aeronautical survey required for the visibility minimums given. See AC 150/5300-18, Section 2.7 and AC 150/5300-13A, Table 3-4 and Table 3-5.	X			
18. Runway Departure Surface (Yes or N/A)"	Determine applicability of 40:1 Departure Obstacle Clearance Surface (OCS) as defined in Paragraph 303(c) of AC 150/5300-13A.	X			

Airport Data Sheet					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
19. Runway Object Free Area	List the existing and ultimate dimensions of the Runway Object Free Area (OFA). See AC 150/5300-13A, Paragraph 309. Objects non-essential for air navigation or aircraft ground maneuvering purposes must not be placed in the ROFA, unless a modification to standard has been approved.	X			
20. Obstacle Free Zone	The OFZ clearing standard precludes aircraft and other object penetrations, except for frangible NAVAIDs that need to be located in the OFZ because of their function. Modification to standards does not apply to the OFZ. List the Runway OFZ, Inner-approach OFZ, Inner-transitional OFZ, and Precision OFZ if applicable.	X			
21. Threshold siting surface (TSS)	List the existing and ultimate threshold siting surface (i.e. approach and departure surfaces). Identify any objects penetrating the surface. If none, state "No TSS Penetrations". Reference AC 150/5300-13A, Paragraph 303.	X			
22. Visual and instrument NAVAIDs (Localizer, GS, PAPI, etc.)	List the existing and ultimate visual navigational aids serving each runway.	X			
23. Touchdown Zone Elevation	List the highest runway centerline elevation in the existing and ultimate first 3000 feet from landing threshold. See FAA Order 8260.3, Appendix 1.	X			
23. Taxiway and Taxilane width	List the existing and ultimate width of the taxiways and taxilane. Reference AC 150/5300-13A, Paragraph 403 and Table 4-2.	X			
24. Taxiway and Taxilane Safety Area dimensions	List the existing and ultimate taxiway and taxilane safety area dimensions. Reference AC 150/5300-13A, Paragraph 404(c) and Table 4-1.	X			

Airport Data Sheet					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
25. Taxiway and Taxilane Object Free Area	List the existing and ultimate taxiway and taxilane object free area dimensions. Reference AC 150/5300-13A, Paragraph 404(b) and Table 4-1.	X			
26. Taxiway and Taxilane Separation	List any objects located inside the Taxiway/Taxilane Safety Area and Taxiway/Taxilane Object Free Area. Also provide the distance from the taxiway/taxilane centerline to the fixed or movable object. Reference Paragraph 404(a) and Table 4-1.	X			
27. Taxiway/Taxilane lighting	List the existing and ultimate type of taxiway lighting system, e.g., Reflectors, Low Intensity Taxiway Lighting (LITL), Medium Intensity Taxiway Lighting (MITL), or High Intensity Taxiway Lighting (HITL). LITLs will typically not be shown for new systems. See AC 150/5340-30, Chapter 4.	X			
28. Identify the vertical and horizontal datum	All latitude/longitude coordinates shall be in North American Datum of 1983 (NAD 83). A note shall be put on the Airport Layout Drawing that denotes that the NAD 83 coordinate system was used. All elevations shall be NAVD88. A note shall be put on the Airport Layout Drawing that denotes that the NAVD88 vertical control datum was used.	X			
E. Modification to Standards Approval Table (if applicable, a separate written request, including justification, should accompany the modification to standards). Show: Approval Date/ Airspace Case No. / Standard to be Modified / Description	Provide a table to list all FAA approved Modifications to Standards. See AC 150/5300-13A, Paragraph 106(b), and FAA Order 5300.1. List "None Required" on the table if no Modifications have yet been proposed or approved.	X			

Airport Data Sheet					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
F. Declared Distances Table	Required even if Declared Distances are not in effect. Declared distances are only to be used for runways with turbine-powered aircraft. The TORA, TODA, ASDA, and LDA will be equal to the runway length in cases where a runway does not have displaced thresholds, stopways, or clearways, and have standard RSAs, ROFAs, RPZs, and TSS. Reference AC 150/5300-13A, Paragraph 323.	X			
1. Take Off Run Available (TORA)	List the runway length declared available and suitable for the ground run of an airplane taking off, i.e., Take Off Run Available (TORA). The TORA may be reduced such that it ends prior to the runway to resolve incompatible land uses in the departure RPZ, and/or to mitigate environmental effects. Reference AC 150/5300-13A, Paragraph 323(d)(1).	X			
2. Take Off Distance Available (TODA)	List the length of remaining runway or clearway (CWY) beyond the far end of the TORA ADDED TO the TORA. The resulting sum is the Take Off Distance Available (TODA) for the runway. The TODA may be reduced to mitigate penetrations to the 40:1 instrument departure surface, if applicable. The TODA may also extend beyond the runway end through the use of a clearway Reference AC 150/5300-13A, Paragraph 323(d)(2).	X			
3. Accelerate Stop Distance Available (ASDA)	5300-13A List the length the length of runway plus stopway (if any) declared available and suitable for satisfying accelerate-stop distance requirements for a rejected takeoff. Additional RSA and ROFA can be obtained by reducing the ASDA. Reference AC 150/5300-13A, Paragraph 323(d)(3).	X			

Airport Data Sheet					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
4. Landing Distance Available (LDA)	5300-13A List the length of runway declared available and suitable for satisfying landing distance requirements. The LDA may be reduced to satisfy the approach RPZ, RSA, and ROFA requirements. Reference AC 150/5300-13A, Paragraph 323(e).	X			
G. Legend	Provide a Legend that identifies all symbols and line types used on the drawing. Lines must be clear and readable with sufficient scale and quality to discern details.			X	
Remarks					

A.4. Airport Layout Plan Drawing

- For smaller airports, some of the ALP sheets may be combined if practical and approved by FAA.
- Two, or more, sheets may be necessary for clarity, existing and proposed. The reviewer should be able to differentiate between existing, future, and ultimate development. If clarity is an issue, some features of this drawing may be placed in tabular format. North should be pointed towards the top of the page or to the left. (scale 1”=200’ to 1”=600’)

Airport Layout Plan Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
A. Title and Revision Blocks	Each drawing in the Airport Layout Plan drawing set shall have a Title and Revision Block. For drawings that have been updated, e.g., as-builts, the revision block should show the current revision number and date of revision.	X			
B. Space for the FAA approval stamp	Leave a blank four-inch by four-inch area for the FAA approval stamp.	X			
C. Layout of existing and proposed facilities and features:	To assure full consideration of future airport development in 14 CFR Part 77 studies, airport owners must have their plans on file with the FAA. The necessary plan data includes, as a minimum, planned runway end coordinates, elevation, and type of approach for any new runway or runway extension. See AC 150/5300-13A, Paragraph 106.	X			
1. True and magnetic North arrow with year of magnetic declination	Magnetic declination may be calculated at http://www.ngdc.noaa.gov/geomag-web/#declination . This model is using the latest World Magnetic Model which has an Epoch Year of 2010. See FAA Order 8260.19, "Flight Procedures and Airspace." Chapter 2, Section 5, for further information.	X			
2. Airport reference point – locate by symbol a Lat./Long. To nearest second (existing, future, and ultimate) NAD 83	List the Airport Reference Point, the latitude and longitude of the approximate center of the airport. Use the NAD 83 coordinate system. See AC 150/5300-13A, Paragraph 207.	X			
3. Wind cones, segmented circle, beacon, AWOS, etc.	Show as applicable pursuant to AC 150/5300-13A, Chapter 6.	X			

Airport Layout Plan Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
4. Contours (showing only significant terrain differences)	Topography, budget, and future uses of the base mapping, will dictate what intervals of topographical contours to use on the maps. Topographic issues may be important in the alternatives analysis, which may require that reduced contour intervals be used. See AC 150/5070-6, 1005.	X			
5. Elevations: All NAVD88	All latitude/longitude coordinates shall be in NAD83/NAVD88.	X			
a. Runway – existing, future, and ultimate ends (nearest 0.1 ft.)	Show the latitude and longitude of the threshold center and end of pavement.	X			
b. Touchdown Zone Elevation (highest point in first 3,000 ft. of runway)	List the highest runway centerline elevation in the existing and ultimate first 3000 feet from landing threshold. See FAA Order 8260.3, Appendix 1.	X			
c. Runway high/low points (existing and future)	For all runways identify high and low points (centerline) and provide elevation information.	X			
d. Label runway/runway intersection elevations	Label the pavement elevation of runway intersections where the centerlines cross.			X	
e. Displaced Thresholds (if any)	Label the pavement elevation and coordinates of the runway pavement at any displaced threshold. See AC 150/5300-13A, Paragraph 303(a)(2).			X	
f. Roadways & Railroads (where they intersect Approach surfaces, the extended runway centerline, and at the most critical points)	Provide elevation information for the traverse ways' centerline elevation where they intersect the Part 77 Approach surfaces (existing and ultimate). Note whether this elevation is the actual elevation or the traverseway elevation plus the traverseway adjustment (23' for railways, 17' for interstate highways, 15' for other public roads, or 10' for private roads). See also 14 CFR Part 77.	X			

Airport Layout Plan Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
g. Structures, Buildings, and Facilities	All buildings on the Airport Layout Drawing should be identified by an alphanumeric character. List these identifiers in a table and give a description of the building. If no Terminal Area drawing is done, also include the top of structure elevation in MSL. If any of the structures violate any airport or approach surfaces give an ultimate disposition to remedy the violation. Don't forget navigation aid shelters, AWOS/ASOS, RVRs, PAPIs, Fueling systems, REILs, etc. Also identify the structure use (hangar, FBO, crew quarters, etc.), as needed. Some lesser objects may be identified by symbols in the legend.	X			
h. Define features to include: trees streams, water bodies, etc.	Provide information and delineate trees, streams, water bodies, etc., on or near airport property and approach surfaces.	X			
6. Runway Details					
a. Runway Design – runway length, runway width, shoulder width, blast pad width, blast pad length, and cross wind component. (existing, future, and ultimate)	AC 150/5325-4 describes procedures for establishing the appropriate runway length. AC 150/5300-13A, Table 3-4 and Table 3-5 provides the minimum runway length. AC 150/5300-13A, Table 3-8 provides the standard dimensions of the runway width, shoulder width, blast pad width, blast pad length, and crosswind component based on RDC. Clearly denote the runway numbers at the thresholds. Show location of existing and future threshold lights.	X			
b. Orientation – true bearing to nearest 0.01 second (and runway numbers)	Show the true bearing to the nearest .01 of a degree of the runway centerline.	X			

Airport Layout Plan Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
c. End Coordinates – existing, future, and ultimate degrees, minutes, seconds (to the nearest 0.01 second)	Show the latitude and longitude of the threshold center and end of pavement (if different) to the nearest .01 of a second.	X			
d. Runway Safety Areas (RSA) – actual, existing, future, and ultimate (including dimensions)	Show the extents of the existing and ultimate RSA 5300-13A. Reference AC 150/5300-13A, Paragraph 307.	X			
e. Runway Object Free Areas (ROFA)	Show the extents of the existing and ultimate ROFA. Reference AC 150/5300-13A, Paragraph 309.	X			
f. Precision Obstacle Free Zone (POFZ)	Show the extents of the existing and ultimate POFZ. Reference AC 150/5300-13A, Paragraph 308(d).			X	
g. Obstacle Free Zone (OFZ)	Show the extents of the existing and ultimate OFZ. Reference AC 150/5300-13A, Paragraph 308.	X			
h. Clearways and Stopways	Show any/all clearways and stopways/overruns and the markings used to denote these areas. See AC 150/5300-13A, Paragraph 311 and 312; and AC 150/5340-1, Section 2, Paragraph 14.			X	
i. Runway Protection Zone (RPZ) - Dimensions (existing, future, and ultimate)	Show existing and ultimate RPZ. See AC 150/5300-13A, Paragraph 310. Show the existing and ultimate protective area/zone type of ownership. Identify any incompatible objects and activities inside the RPZ. Prior to including new or modified land use in the RPZ, the Regional and ADO staff must consult with the National Airport Planning and Environmental Division, APP-400. This policy is exempt from existing land uses in the RPZ. See AC 150/5300-13A, Paragraph 310 and FAA memorandum dated September 27, 2012.	X			

Airport Layout Plan Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
j. 14 CFR Part 77 Approach Surfaces	Show the portion of the existing and ultimate approach surfaces that are over airport and adjacent property and identify the approach surface dimensions and slope. See FAA Order 7400.2, Figure 6-3-9.	X			
k. Threshold Siting Criteria: Approach/Departure Surface (existing, future, and ultimate) 5300-13A	Determine and identify pursuant to AC 150/5300-13A, Paragraph 303(b) and 303(c).	X			
l. Terminal Instrument Procedures (TERPS) surface and TERPS GQS, if applicable.	Determine and identify pursuant to AC 150/5300-13A, Paragraph 303(a)(4)(a), Table 3-4, and Table 3-5. Reference FAA Order 8260.3.			X	
m. Navigation Aids (NAVAIDS) – PAPI, ILS, GS, LOC, ALS, MALSR, REIL, etc., (plus facility critical area's)	Show all NAVAIDS and provide clearance distances from runways, taxiways, etc. Reference AC 150/5300-13A, Chapter 6.	X			
n. Marking – thresholds, hold lines, etc.	Show on the runway the type and location of markings, existing and ultimate. See AC 150/5340-1, Section 2.	X			
o. Displaced threshold coordinates and elevation	Show the latitude, longitude, and the pavement elevation of the runway pavement at any displaced threshold. See AC 150/5300-13A, Paragraph 303(a)(2).5300-13A.			X	
p. Runway centerline separation distances	Show the runway centerline separation distances to parallel runway centerline, holding position, parallel taxiway/taxilane centerline, aircraft parking area, and helicopter touchdown pad, if applicable. Reference AC 150/5300-13A, Paragraph 321 and Table 3-8.	X			
7. Taxiway Details	Show the taxiway centerline separation distances to parallel taxiway/taxilane centerlines, fixed or movable objects.	X			

Airport Layout Plan Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
a. Dimensions – width (existing & ultimate)	Taxiway width based on Taxiway Design Group (TDG). See AC 150/5300-13A, Table 4-2.	X			
b. Taxiway Edge Safety Margin (TESM)	TESM dimension based on TDG. See AC 150/5300-13A, Table 4-2.	shown on the data sheet			
c. Taxiway Shoulder Width	Taxiway shoulder width based on TDG. See AC 150/5300-13A, Table 4-2.			X	
b. Taxiway/Taxilane Object Free Area (TOFA)	TOFA width based on Taxiway Design Group (TDG). TOFA extend the entire length of taxiway. See AC 150/5300-13A, Table 4-1.	X			
c. Taxiway/Taxilane Safety Area (TSA)	TSA width based on TDG. TSA extend the entire length of taxiway. See AC 150/5300-13A, Table 4-1.	X			
d. Taxiway/Taxilane Centerline Separation from:					
i. Runway centerline	Show the distance from centerline of runway to centerline of taxiway. See AC 150/5300-13A, Table 4-1.	X			
ii. Parallel taxiway	Show the distance from centerline of taxiway to centerline of parallel taxiway. See AC 150/5300-13A, Table 4-1.	X			
iii. Aircraft parking	Show the distance from centerline of taxiway to marked aircraft parking/tie downs. See AC 150/5300-13A, Table 4-1.	X			
iv. Fixed or Movable Objects	Show the distance from centerline of taxiway to airport objects such as buildings, facilities, poles, etc. See AC 150/5300-13A, Table 4-1.	X			
8. Fences (identify height)	Show the location of existing and ultimate fences and identify height.	X			

Airport Layout Plan Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
9. Aprons					
a. Dimensions (square footage, dimension, or length and width)	Include dimensions of apron and distance from runway and taxiway centerlines. Apron should be sized using activity forecast and the apron design spreadsheet. See AC 150/5300-13A, Chapter 5 and FAA Engineering Brief No. 75.	X			
b. Identify aircraft tie-down layout	Show proposed tie-down layout on the apron area. See AC 150/5300-13A, Figure A5-1, AC 20-35, and AC 150/5340-1.	X			
c. Identify Special Use Areas (e.g., deicing or aerial application areas on or near apron)	Show as applicable and pursuant to representative ACs.	X			
10. Roads	Label all roads.	X			
11. Legend	Provide a Legend that identifies all symbols and line types used on the drawing. Lines must be clear and readable with sufficient scale and quality to discern details.	X			
12. Items to be identified with distinct line types	Use distinct line types to identify different items and differentiate between existing and ultimate.	X			
a. NAVAID Critical Areas (Glide Slope, Localizer, AWOS, ASOS, VOR, RVR, etc.)	Show the critical area outline for all Instrument Landing System and other electronic Navigational Aids located on the airport. See AC 150/5300-13A, Chapter 6 for general guidance and FAA Order 5750.16 for critical area dimensions.	X			
b. Building Restriction Lines 5300-13A(BRL)	The BRL is the line indicating where airport buildings must not be located, limiting building proximity to aircraft movement areas. See AC 150/5300-13A, Paragraph 213(a).	X			
c. Runway Visibility Zone (RVZ)	Show the RVZ for the existing and ultimate airport configurations. See AC 150/5300-13A, 305(c).			X	

Airport Layout Plan Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
d. Airport Property Lines and Easements (existing, future, and ultimate)	Show the airport property boundaries, including easements, for the existing and ultimate airport configurations.	X			
13. Survey Documentation					
a. Survey Monuments (PACS/SACS, see AC 150/5300-16)	Show the location of all established survey monuments located on or near the airport property. Identify Primary and Secondary Airport Control Stations (PACS/SACS) if they exist. See AC 150/5300-16. Show the location of all section corners on or near the airport property.		X		
b. Offsets, stations, etc.	Show as applicable.		X		
14. Any Air Traffic Control Tower (ATCT) line of sight/shadow study areas (use separate sheet if necessary)	Reference FAA Order 6480.4.			X	
15. General Aviation development area (e.g., fuel facilities, FBO, hangars, etc.) – greater detail can be shown on the terminal area drawing	Show as applicable.	X			
16. Facilities and movement areas that are to be phased out, if any, are described	Show as applicable.	X			
Remarks					

A.5. Airport Airspace Drawing

- A required drawing.
- Scale 1” = 2000’ plan view, 1” = 1000’ approach profiles, 1”=100’ (vertical) for approach profiles.
- 14 CFR Part 77, Objects Affecting Navigable Airspace, defines this as a drawing depicting obstacle identification surfaces for the full extent of all airport development. It should also depict airspace obstructions for the portions of the surfaces excluded from the Inner Portion of the Approach Surface Drawing.

Airport Airspace Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
A. Title and Revision Block	Each drawing in the Airport Layout Plan drawing set shall have a Title and Revision Block. For drawings that have been updated, e.g., as-builts, the revision block should show the current revision number and date of revision.	X			
B. Plan view (based on ultimate runway lengths) Include location of water or sewage facilities if inside horizontal surface.					
1. U.S. Geological Survey (USGS) Quad Sheet for base map	Use the most current USGS Quadrangle(s) as a base map for the airspace drawing.	X			
2. Runway end numbers	Show the ultimate runways and runway numbers. Contact the FAA before renumbering existing runways.	X			
3. Part 77 Surfaces (Horizontal, Conical, Transition, based on ultimate). Including elevations at the point where surfaces change.	Show the extents of the Part 77 imaginary surfaces. For airports that have precision approach runways show balance of the 40,000’ approach on a second sheet, if necessary. See 14 CFR Part 77.19.	X			
4. 50’ elevation contours on sloping surfaces (NAVD88)	Show contour lines on all sloping Part 77 imaginary surfaces. See 14 CFR Part 77.19.	X			
5. Top elevations of penetrating objects for the inner portion of the approach surface drawing	Identify by unique alphanumeric symbol all objects beyond the Runway Protection Zones that penetrate any of the Part 77 surfaces. See 14 CFR Part 77.		Shown on drawings 6 and 7		
6. Note specifying height restriction (ordinances/statutes)	List any local zoning restrictions that are in place to protect the airport and surrounding airspace. See AC 150/5190-4.			X	
7. North Arrow with	Magnetic declination may be	X			

Airport Airspace Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
magnetic declination and year	calculated at http://www.ngdc.noaa.gov/geomag-web/#declination . This model is using the latest World Magnetic Model which has an Epoch Year of 2010. See FAA Order 8260.19, "Flight Procedures and Airspace." Chapter 2, Section 5, for further information.				
C. Profile view					
1. Airport Elevation	List the Airport Elevation, the highest point on an airport's usable runway expressed in feet above mean sea level (MSL). Use NAVD88 datum. See AC 150/5300-13A, Chapter 1, Paragraph 102(g).		Shown on drawings 6 and 7		
2. Composite Ground Profile along extended Runway Centerline (Representing the composite profile, based on the highest terrain across the width and along the length of the approach surface)	Depict the ground profile along the extended runway centerline representing the composite profile, based on the highest terrain across the width and along the length of the approach surface.		Shown on drawings 6 and 7		
3. Significant objects (bluffs, rivers, roads, schools, towers, etc.) and elevations	Identify all significant objects (roads, rivers, railroads, towers, poles, etc.) within the approach surfaces, regardless of whether or not they are obstructions. Use the objects' same alphanumeric identifier that was used on the plan view. Identify the top elevations of all significant objects (roads, rivers, railroads, towers, poles, etc.) within the approach surfaces, regardless of whether or not they are obstructions.		Shown on drawings 6 and 7		
4. Existing, future, and ultimate runway ends and approach slopes	Show existing and ultimate runway ends and FAR Part 77 approach surface slopes. See 14 CFR Part 77.19.		Shown on drawings 6 and 7		
D. Obstruction Data Tables (identify obstacles not depicted on the Inner Portion of the Approach Surface Drawing)					
1. Object identification number	Identify all significant objects (roads, rivers, railroads, towers, poles, etc.) within the approach	X			

Airport Airspace Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
	<p>surfaces, regardless of whether or not they are obstructions. Use the objects alphanumeric identifier that was used on the plan view.</p> <p>Identify the top elevations of all significant objects (roads, rivers, railroads, towers, poles, etc.) within the approach surfaces, regardless of whether or not they are obstructions.</p>				
2. Description	Provide a brief description of the object, e.g., Power Pole, Cell Tower, Natural Gas Flare, etc.	X			
3. Date of Obstruction Survey	Provide the date of latest obstruction survey.	X			
4. Ground Surface Elevation	Provide the ground surface elevation (MSL) at the base of each object.		X		
5. Object Elevation	List the above ground level (AGL) height and the top of object elevation (above mean sea level / AMSL / MSL) for each object.	X			
6. Amount of surface penetration	List the surface that is penetrated and the amount the object protrudes above the surface. See 14 CFR Part 77.	X			
7. Proposed or existing disposition of the obstruction	Provide a proposed or existing disposition of the object to remedy the penetration. See AC 70/7460-1.				
a. Proposed Disposition (existing)		X			
b. Proposed Disposition (future)		X			
Remarks					

A.6. Inner Portion of the Approach Surface Drawing

- A required drawing.
- Scale 1”=200’ Horizontal, 1”=20’ Vertical, two sheets may be necessary for clarity. Typically, the plan view is on the top half of the drawing and the profile view is on the bottom half. Views should be drawn from the runway threshold to a point on the approach slope 100 feet above the runway threshold elevation, at a minimum, or the limits of the RPZ, whichever is further.
- Drawings containing the plan and profile view of the inner portion of the approach surface to the runway and a tabular listing of all surface penetrations. The drawing will depict the obstacle identification approach surfaces contained in 14 CFR Part 77, Objects Affecting Navigable Airspace. The drawing may also depict other surfaces, including the threshold-siting surface, Glideslope Qualification Surface (GQS), those surfaces associated with United States Standards for Instrument Procedures (TERPS), or those required by the local FAA office or state agency. The extent of the approach surface and the number of airspace obstructions shown may restrict each sheet to only one runway end or approach.

Inner Portion of the Approach Surface Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
A. Title and Revision Block	Each drawing in the Airport Layout Plan drawing set shall have a Title and Revision Block. For drawings that have been updated, e.g., as-builts, the revision block should show the current revision number and date of revision.	X			
B. Plan View (existing, future, and ultimate)					
1. Inner portion of approach surface	Show the area from the runway threshold out to where the ultimate approach surface slope is 100 feet above the threshold elevation.	X			
2. Aerial photo for base map	Use an aerial photograph for the base map.	X			
3. Objects (identified by numbers)	Identify all significant objects (roads, rivers, railroads, towers, poles, etc.) within the approach surfaces, regardless of whether or not they are obstructions using an alphanumeric character.	X			
4. Property line within approaches	Show the property lines that are within the area/portion of airport shown.	X			

Inner Portion of the Approach Surface Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
5. Road & railroad elevations, plus movable object heights	Provide elevation information for the traverse ways' centerline elevation where they intersect the Part 77 Approach surfaces (existing and ultimate). Note whether this elevation is the actual elevation or the traverse way elevation plus the traverse way adjustment (23' for railways, 17' for interstate highways, 15' for other public roads, or 10' for private roads). See also 14 CFR Part 77.	X			
6. Part 77 Approach Surface clearance over Roads and Railroads at the most critical points, the Centerline and Edge of the surface.	Provide elevation information for the traverse ways where they intersect the edges and centerline of the Part 77 Approach surfaces (existing and ultimate). Note whether this elevation is the actual elevation or the traverseway elevation plus the traverseway adjustment (23' for railways, 17' for interstate highways, 15' for other public roads, or 10' for private roads). See also 14 CFR Part 77.	X			
7. Physical end of runway, end number, elevation (NAVD88) Nearest 0.1 foot	Show the existing and ultimate runway end, runway number, and the elevation of the threshold center.	X			
8. Airport Design Surfaces					
a. Runway Safety Area	Show the extents of the existing and ultimate Runway Safety Area (RSA). See AC 150/5300-13A, Paragraph 307 and Table 3-8.	X			
b. Runway Object Free Area	Show the extents of the existing and ultimate Object Free Area (OFA). See AC 150/5300-13A, Paragraph 309 and Table 3-8.	X			
c. Runway Obstacle Free Zone (OFZ)	Show the extents of the existing and ultimate OFZ which includes the inner-approach OFZ, inner-transitional OFZ, and the Precision OFZ (POFZ), if applicable. See AC 150/5300-13A, Paragraph 308.	X			

Inner Portion of the Approach Surface Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
d. Runway Protection Zone (RPZ)	Show the extents of the existing and ultimate RPZ. Prior to including new or modified land use in the RPZ, the Regional and ADO staff must consult with the National Airport Planning and Environmental Division, APP-400. This policy is exempt from existing land uses in the RPZ. See AC 150/5300-13A, Paragraph 310, Table 3-5 and FAA memorandum dated September 27, 2012.	X			
e. NAVAID critical area	Show the critical area outline for all Instrument Landing System and other electronic Navigational Aids located on the airport. See AC 150/5300-13A, Chapter 6 for general guidance and FAA Order 5750.16 for critical area dimensions.			X	
9. Ground contours	Show ground contour lines in 2', 5', or 10' intervals. Topographic issues may be important in the alternatives analysis, which may require that reduced contour intervals be used. See AC 150/5070-6, Paragraph 1005.	X			
10. North arrow with magnetic declination and year	Magnetic declination may be calculated at http://www.ngdc.noaa.gov/geomag-web/#declination . This model is using the latest World Magnetic Model which has an Epoch Year of 2010. See FAA Order 8260.19, Chapter 2, Section 5, for further information.	X			
C. Profile view					
1. Existing and proposed runway centerline ground profile (list elevations at runway ends & at all points of grade changes) (representing the composite profile based on the highest terrain across the width and along the length of the approach surface)	Depict the ground profile along the extended runway centerline representing the composite profile, based on the highest terrain across the width and along the length of the approach surface to where the ultimate approach surface slope is 100 feet above the threshold elevation. A more effective presentation may be a rendering of a composite critical profile.	X			

Inner Portion of the Approach Surface Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
2. Future development from plan view	Identify future development using same alphanumeric identifier that was used on the plan view.	X			
3. Part 77 Approach/transition surface; existing and future VASI/PAPI siting surface	Show the boundaries of the existing and ultimate Part 77 Approach Surface. See FAA Order 7400.2, Figure 6-3-9, See also 14 CFR Part 77.	X			
4. Threshold Siting Surface	Depict any applicable siting requirements pursuant to Table 3-2 of FAA AC 150/5300-13A.	X			
5. Terrain in approach area (fences, streams, etc.)	Show all significant terrain(fences, streams, mountains, etc.) within the approach surfaces, regardless of whether or not they are obstructions	X			
6. Objects – identify the controlling object (same numbers as plan view)	Show all significant objects (roads, rivers, railroads, towers, sign and power poles, etc.) within the approach surfaces, regardless of whether or not they are obstructions. Identify the objects using same alphanumeric identifier that was used on the plan view.	X			
7. Cross section of road & railroad	Show the cross-section of any roads and/or railroads that cross the area shown. Indicate cross section elevations of roads and railroads at edges and extended centerlines that cross the area shown.	X			
8. Existing and proposed property and easement lines	Show the airport property boundaries, including easements, for the existing and ultimate airport configurations. AC 5300-13A Note easements for pipelines and residential through the fence gateways.	X			
D. Obstruction tables for each approach surface (surface should be identified)	A separate table for each runway end must be used to enhance information clarity.	X			
1. Object identification number	List each object by the same alphanumeric symbol used in the plan view.	X			

Inner Portion of the Approach Surface Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
2. Description	Provide a brief description of the object, e.g., Power Pole, Cell Tower, Natural Gas Flare, etc.	X			
3. Date of Obstruction Survey and Survey Accuracy	Provide the date of latest obstruction survey.	X			
4. Surface Penetrations	5300-13A For any object that penetrates the Part 77 surface, the approach surface, or the obstacle free zone, describe the vertical length the object protrudes.	X			
5. Proposed disposition of surface penetrations	Provide a proposed disposition of the object to remedy the penetration as described in item 4 above. See AC 70/7460-1 for Part 77 violations. "Removal" and/or "Lower" should be listed for any Airports safety area/zone violations. See AC 150/5300-13A, Paragraph 303 and 308.	X			
6. Object elevation	List the Above Ground Level (AGL) height and the top of object elevation in MSL for each object.	Top EL only			
7. Triggering Event (e.g., a runway extension) – Timeframe/expected date for removal	List the surface that is penetrated and the amount the object protrudes above the surface. See 14 CFR Part 77 and AC 150/5300-13A, Paragraphs 303 and 308.	X			
8. Allowable approach surface elevation (if applicable)		X			
9. Amount of approach surface penetration (if applicable)		X			
10. Proposed disposition of approach surface obstruction (if applicable)	Provide a proposed disposition of the object to remedy the penetration. See AC 70/7460-1 for Part 77 violations. "Removal" and/or "Lower" should be listed for any Airports safety area/zone violations. See AC 150/5300-13A, Paragraph 303.	X			

Inner Portion of the Approach Surface Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
11. Obstacle Free Zone (OFZ)	Determine and depict the applicable OFZ surfaces, see AC 150/5300-13A, Paragraph 308. Provide a proposed disposition of the object to remedy the penetration. Note: Modification to the OFZ standard is not permitted.	X			
E. Runway Centerline Profile	This may be shown on the Inner Portion of the Approach Surface drawing if there is space to show the runway and Runway Safety Area in sufficient detail otherwise a separate sheet may be necessary. At a minimum this drawing is to show the full length of the runway and Runway Safety Area including: runway elevations, runway and Runway Safety Area gradients, all vertical curves, and a line representing the 5' line-of-sight. See AC 150/5300-13A, Paragraph 305.	X			
1. Scale	The vertical scale of this drawing must be able to show the separation of the runway surface and the 5' Line-of-Sight line. See AC 150/5300-13A, Paragraph 305.	X			
2. Elevation	Show runway elevations, runway and Runway Safety Area gradients, and all vertical curve data. See AC 150/5300-13A, Paragraph 318.	X			
3. Line of Sight	The vertical scale of this drawing must be able to show the separation of the runway surface and the 5' Line-of-Sight line. See AC 150/5300-13A, Section 305.	X			
Remarks					

A.7. Runway Departure Surface Drawing

- Required where applicable. For each runway that is designated for instrument departures.
- This drawing depicts the applicable departure surfaces as defined in Paragraph 303 of FAA AC 150/5300-13A. The surfaces are shown for runway end(s) designated for instrument departures.
- 40:1 for Instrument Procedure Runways (Scale, 1" = 1000' Horizontal, 1" = 100' Vertical, Out to 10,200' beyond Runway threshold) 62.5:1 for Commercial Service Runways (Scale, 1" = 2000' Horizontal, 1" = 100' Vertical, Out to 50,000' beyond Runway threshold).
- Contact the FAA if the scale does not allow the entire area to fit on a single sheet. The depiction of the One Engine Inoperative (OEI) surface is optional; it is not currently required.

Runway Departure Surface Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
A. Title and Revision Blocks	Each drawing in the Airport Layout Plan drawing set shall have a Title and Revision Block. For drawings that have been updated, e.g., as-builts, the revision block should show the current revision number and date of revision.	X			
B. Plan view (existing & future)	See AC 150/5300-13A, Paragraph 303(c).				
1. Aerial Photo for base map	Use an aerial photograph for the base map. A USGS 7.5 minute series map is also acceptable.	X			
2. Runway end numbers and elevations (nearest 1/10 of a foot)	Show the existing and ultimate runway end, runway number, and the elevation of the threshold center. For runways that have a clearway, depict this surface and the relocated departure surface. Reference AC 150/5300-13A, Paragraph 303(c)(1).	X			
3. 50' elevation contours on sloping surfaces (NAVD88)	Show contour lines on the Part 77 imaginary surfaces. See 14 CFR Part 77.19.	X			
4. Depict property line, including easements	Show the property line(s) that are within the area/portion of airport shown.	X			
5. Identify, by numbers, all traverse ways with elevations and computed vertical clearance in the departure surface	Identify all significant objects (roads, rivers, railroads, towers, poles, etc.) within the departure surfaces, regardless of whether or not they are obstructions using unique alphanumeric characters.	X			

Runway Departure Surface Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
6. Ground contours	Show ground contour lines in 2', 5', or 10' intervals. Topographic issues may be important in the alternatives analysis, which may require that reduced contour intervals be used.	X			
C. Profile view (existing & future)					
1. Ground profile	Depict the ground profile along the extended runway centerline representing the composite profile, based on the highest terrain across the width and along the length of the departure surface to extents of the surface dimensions.	X			
2. Significant objects (bluffs, rivers, roads, buildings, fences, structures, etc.)	Show all significant objects (roads, rivers, railroads, towers, poles, etc.) within the approach surfaces, regardless of whether or not they are obstructions using an alphanumeric character.	X			
3. Identify obstructions with numbers on the plan view	Identify the objects using same alphanumeric identifier that was used on the plan view.	X			
4. Show roads and railroads with dashed lines at edge of the departure surface	Show the cross-section of any roads and/or railroads that cross the area shown.	X			
D. Obstruction Data Tables					
1. Object identification number	Identify all significant objects (roads, rivers, railroads, towers, poles, etc.) within the departure surfaces, regardless of whether or not they are obstructions using unique alphanumeric characters. List each object by the same alphanumeric symbol used in the plan view.	X			
2. Description	Provide a brief description of the object, e.g., Power Pole, Cell Tower, Tree, Natural Gas Flare, etc.	X			
3. Object Elevation	List the Above Ground Level (AGL) height and the top of object elevation in MSL for each object.	X			

Runway Departure Surface Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
4. Amount of surface penetration	List the object protrudes above the departure surface. See AC 150/5300-13A, Paragraph 303(c).	X			
5. Proposed or existing disposition of the obstruction	Provide a proposed disposition of the object to remedy the penetration. See AC 150/5300-13A, Paragraph 303(c).	X			
6. Separate table for each departure surface	A separate table for each runway end must be used to enhance information clarity.	X			
Remarks					

A.8. Terminal Area Drawing

- Scale 1”=50’ or 1”=100’. Plan view of aprons, buildings, hangars, parking lots, roads.
- This plan consists of one or more drawings that present a large-scale depiction of areas with significant terminal facility development. Such a drawing is typically an enlargement of a portion of the ALP. At a commercial service airport, the drawing would include the passenger terminal area, but might also include general aviation facilities and cargo facilities. See AC 150/5300-13A, Appendix 5.
- Use scale that allows the extent of the terminal/FBO apron area to best fit the chosen sheet size, e.g., typical GA airports may be able to use 1”=50’ scale on a 22” X 34” sheet, but a complex hub airport with multiple terminal areas may require a 1”=100’ scale on a 36” X 48” sheet. Contact FAA if an airport layout requires scaling or sheet sizing other than what is listed.
- This drawing is not needed at every airport type and is therefore optional.

Terminal Area Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
A. Title and Revision Blocks	Each drawing in the Airport Layout Plan drawing set shall have a Title and Revision Block. For drawings that have been updated, e.g., as-builts, the revision block should show the current revision number and date of revision.	X			
B. Building data table	All buildings on the Airport Layout Drawing should be identified by an alphanumeric character. List these identifiers in a table and give a description of the building. If no Terminal Area drawing is done, also include the top of structure elevation in MSL. Show the location of existing and ultimate hangars. Include dimensions of apron and distance from runway and taxiway centerlines. See AC 150/5300-13A, Appendix 5. Show the elevation of the highest point of each structure.	X			
1. Structure identification number		X			
2. Top elevation of structures (AMSL)		X			
3. Obstruction marking/lighting (existing/future)		X			
C. Buildings to be removed or relocated noted	If any of the structures violate any airport or approach surfaces give an ultimate disposition to remedy the violation.			X	
D. Fueling facilities, existing and future	Show the location of existing and ultimate fueling facilities. Include dimensions of apron and distance from runway and taxiway centerlines.	X			

Terminal Area Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
E. Air carrier gates positions shown (existing/future)	Show the existing and ultimate air carrier gate positions. See AC 150/5300-13A, Chapter 5.			X	
F. Existing and future security fencing with gates	Show the existing and ultimate security fencing and gates. See AC 150/5300-13A, Paragraph 606.	X			
G. Building restriction line (BRL)	Show the Building Restriction Line (BRL) that is within the area/portion of airport shown. The BRL identifies suitable building area locations on airports. This should be located where the Part 77 surfaces are at 35' above the airport elevation unless a different height is coordinated with the FAA. See AC 150/5300-13A, Paragraph 213(a).	X			
H. Taxiway or Taxilane centerlines designated	Show centerlines of all taxiway and taxilanes within the area/portion of airport shown.	X			
I. Dimensions					
1. Clearance Dimensions between runway, taxiway, and taxilane centerlines and hangars, buildings, aircraft parking, and other objects.	Show the location of existing and ultimate apron. Include dimensions of apron and distance from runway and taxiway centerlines. Apron should be sized using activity forecast and the apron design spreadsheet. See AC 150/5300-13A, Chapter 5 and FAA Engineering Brief No. 75.	X			
2. Dimensions of aprons, taxiways, etc. Apron/Hangar areas that do not meet dimensional standards of the critical aircraft should be identified and the wingspan/design group of the aircraft that can use that area depicted. Include tie down location with clearances	Show the dimensions between existing and ultimate runway, taxiway, and taxilane centerlines and existing and ultimate hangars, buildings, aircraft parking, and other fixed or movable objects. See AC 150/5300-13A, Chapter 3 and Chapter 4. Show proposed tie-down layout on the apron area as well as taxilane marking plan. See AC 150/5300-13A, Appendix 5, AC 20-35, and AC 150/5340-1.	X			

Terminal Area Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
J. Property Line	Show the property line(s) that are within the area/portion of airport shown.	X			
K. Auto parking (existing & ultimate)	Show the existing and ultimate auto parking areas. See AC 150/5300-13A, Appendix 5.	X			
L. Major airport drainage ditches or storm sewers	Show any significant airport drainage ditches or storm sewers within the area/portion of airport shown.	X			
M. Special Use Area (e.g., Agricultural spraying support, Deicing, or Containment)	Show any special use areas within the area/portion of airport shown.	X			
N. North Arrow with magnetic declination and year	Magnetic declination may be calculated at http://www.ngdc.noaa.gov/geomag-web/#declination . This model is using the latest World Magnetic Model which has an Epoch Year of 2010. See FAA Order 8260.19, "Flight Procedures and Airspace." Chapter 2, Section 5, for further information.	X			
O. Fence	Show the existing and ultimate perimeter fencing or general area fencing.	X			
P. Entrance Road	Show the existing and ultimate entrance road. See 5300-13AFAA Order 5100.38, Chapter 6, Section 2.	X			
Remarks					

A.9. Land Use Drawing

- Scale 1”=200’ to 1”=600’.
- A drawing depicting on- and off-airport land uses and zoning in the area around the airport. At a minimum, the drawing must contain land within the 65 DNL noise contour. For medium or high activity commercial service airports, on-airport land use and off-airport land use may be on separate drawings. The Airport Layout Drawing should be used as a base map.
- Drawing optional. Need based on scope of work.

Land Use Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
A. Title and Revision Blocks	Each drawing in the Airport Layout Plan drawing set shall have a Title and Revision Block. For drawings that have been updated, e.g., as-builts, the revision block should show the current revision number and date of revision.	X			
B. Airport boundaries/property, existing & future (fee and easement)	Show the existing and ultimate property lines. If known, show property lines for parcels surrounding the airport.	X			
C. Plan view of land uses by category (Agricultural, Aeronautical, Commercial, Residential, etc.). Use local land use categories.					
1. On-Airport (existing & future)	Label existing and ultimate on-airport property by usage, e.g., Terminal Area, Air Cargo, Public Ramp, Airfield - Movement, Airfield - Non-movement, etc. Include existing and future airport features (e.g., runways, taxiways, aprons, safety areas/zones, terminal buildings and navigational aids).	X			
2. Off-Airport (existing & future) [to the 65 DNL Contour at a minimum, if contour known]	Label existing and ultimate off-airport property by usage and zoning, e.g., Agricultural, Industrial, Residential, Commercial, etc.	X			
D. Boundaries of local government	List any local zoning restrictions that are in place to protect the airport and surrounding airspace. See AC 150/5190-4.			X	
E. Land use legend	Provide a legend that identifies all symbols and line types used on the drawing. Lines must be clear and readable with sufficient scale and quality to discern details.	X			

Land Use Drawing					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
F. Public facilities (schools, hospitals, parks, churches etc.)	Identify public facilities, e.g., schools, parks, etc.	X			
G. Runway visibility zone for intersecting runways	Show the Runway Visibility Zone(s) for the existing and ultimate airport configurations. See AC 150/5300-13A, Section 305.			X	
H. Show off-airport property out to 65 DNL if available	Label existing and ultimate off-airport property by usage and zoning, e.g., Agricultural, Industrial, Residential, Commercial, etc.	X			
I. Airport Overlay Zoning or Zoning Restrictions	List any local zoning restrictions that are in place to protect the airport and surrounding airspace. See AC 150/5190-4.	X			
J. North arrow with magnetic declination and year	Magnetic declination may be calculated at http://www.ngdc.noaa.gov/geomag-web/#declination . This model is using the latest World Magnetic Model which has an Epoch Year of 2010. See FAA Order 8260.19, "Flight Procedures and Airspace." Chapter 2, Section 5, for further information.	X			
K. Drawing details to include runways, taxiways, aprons, RPZ, terminal buildings and NAVAIDS	Show existing and future airport features (e.g., runways, taxiways, aprons, safety areas/zones, terminal buildings and navigational aids, etc.). See AC 150/5300-13A.	X			
L. Crop Restrictions	Show the Crop Restriction Line (CRL). See AC 150/5300-13A, Paragraph 322 and AC 150/5200-33.			X	
Remarks					

A.10. Airport Property Map / Exhibit A

- Scale 1”=200’ to 1”=600’.

Airport Property Map / Exhibit A					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
A. Will Property Map serve as Exhibit A? – If YES, follow the directions to the right. – If NO, go to item B below.	If prepared in accordance with AC 150/5100-17, Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects, use ARP SOP no. 3.00 Exhibit A guidance instead of below checklist.	X			
If Property Map will not serve as Exhibit A:					
B. Title and Revision Blocks				X	
C. Plan view showing parcels of land (existing, future, and ultimate)				X	
1. Fee land interests (existing and future)				X	
2. Easement interests (existing and future)				X	
a. Part 77 protection				X	
b. Compatible Land Use				X	
c. RPZ protection				X	
3. Airport Property Line				X	
D. Legend – shading/cross hatching, survey monuments, etc.				X	
E. Data Table					
1. Depiction of various tracts of land acquired to develop airport	If any obligations were incurred as a result of obtaining property, or an interest therein, they should be noted. Obligations that stem from Federal grant or an FAA-administered land transfer program, such as surplus property programs, should also be noted. The drawing should also depict easements beyond the airport boundary.			X	

Airport Property Map / Exhibit A					
Item	Instructions	Sponsor/Consultant			FAA
		Yes	No	N/A	
2. Method of acquisition or property status (fee simple, easement, etc.)				X	
3. Type of Acquisition Indicated	(e.g., AIP-noise, AIP-entitlement, PFC, surplus property, local purchase, local donation, condemnation, other)			X	
4. Acreage				X	
F. Access point(s) for through-the-fence arrangements including residential				X	
Remarks					

APPENDIX B. ALP APPROVAL TYPES AND APPROVAL LETTERS

FAA has two Orders guiding approval of ALPs: FAA Order 5050.4B which deals with environmental requirements and FAA JO 7400.2 which deals with airspace matters. Requirements from each are contained in all ALP approval letters.

B.1. FAA Order 5050.4B Provisions

Airport sponsors, consultants, the public—and even FAA staff—sometimes request clarification on the meaning of “conditional” and “unconditional” approval of ALPs. FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions (or latest edition), clearly explains the specific criteria for those types of ALP approvals, as well as for a third, “mixed” approval. FAA’s conditional, unconditional, or mixed approval of an ALP is a Federal action subject to NEPA and other environmental laws. Section 202 of the Order, the complete text of which is on the following pages, describes in detail those three approval types.

The vast majority of FAA’s ALP approvals have been “conditional,” as not all development depicted on the drawings has received formal environmental approval, especially that planned for the long-term. This type of approval also includes a caveat that development not yet shown on the ALP is subject to FAA environmental approval.

Although there is provision in the Order for completely “unconditional” approval of an ALP, as a practical matter, such approval is unlikely. Even the ALP for an entirely new airport would show development beyond the time-limited approval horizon of an Environmental Assessment (EA) or Environmental Impact Statement (EIS) (normally, approved work must commence within three years of the environmental finding or record of decision).

A “mixed” ALP approval includes an unconditional approval of specifically-listed projects which have received environmental approval and are cleared for work to begin, as well as conditional approval of planned development that must still receive environmental approval before work can start. (Note: There is another type of mixed approval, not mentioned in the Order, where specific planned or existing development is not approved, but for non-environmental reasons.) This summarizes the three types described in detail on the following pages:

a. Conditional ALP approval

- (1) Does not confer environmental approval for all features depicted on the ALP.
- (2) Approves the building of facilities only after FAA completes its environmental analysis of those facilities and issues an unconditional approval of the ALP depicting them.
- (3) ALP is still subject to environmental review.

b. Unconditional ALP approval

- (1) FAA has completed the environmental review process for near-term development.
- (2) FAA has authorized construction of facilities depicted on the unconditionally-approved ALP.

c. “Mixed” ALP approval

(1) FAA has environmentally analyzed and unconditionally approved the near-term development shown on the ALP, but defers its environmental review of the long-term development.

(2) FAA has conditionally approved that portion of the ALP depicting the long-term development.

(3) FAA approval letter must specify those projects that are unconditionally or conditionally approved.

Again, the complete and detailed descriptions from Section 202 of the Order are contained here. The attachments consist of examples of conditional and/or mixed ALP approval letters which may be used as templates. The fourth sample letter illustrates a specific exception to an otherwise conditional approval.

Note: The following is an excerpt from Section 202 of FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions.

202. AIRPORT LAYOUT PLAN (ALP).

a. General. An ALP identifies all existing and future runways, runway extensions, terminal buildings and other airfield facilities, and the descriptions of the development needed to support them. The ALP is for planning purposes only. It does not commit the airport sponsor to building any depicted airport facilities. Also, ARP’s approval of an ALP does not commit ARP to contribute Federal financial support to the facilities the ALP depicts.

b. NEPA compliance for ALP approvals. As paragraph 9.g.(3) notes, FAA’s conditional, unconditional, or mixed approval of an ALP is a Federal action subject to NEPA and other environmental laws.

c. FAA’s ALP approval choices. The approving FAA official may issue a “conditionally” or “unconditionally” approve an ALP as discussed below. Also, that official may environmentally and unconditionally approve more immediate range development shown on an ALP, while deferring environmental action on later stages of proposed development depicted on the same ALP but not yet ripe for decision. This situation leads to the official a “mixed” ALP approval as discussed in paragraph 202.c (3).

(1) Conditional ALP approval. This approval signals that:

(a) The proposed ALP depicts features that are safe and efficient for airport operations and airport use.

(b) ARP has not yet completed its review of the environmental impacts the features depicted on the ALP would cause. ARP has not done so because the features are not yet needed and are not ripe for decision (see “tiering” paragraph 1403 of this Order for more information). or

(c) The approving FAA official has *not* authorized the airport sponsor or project proponent to begin building the facilities shown on the conditionally approved ALP. The sponsor or proponent may start building those facilities *only after* the ARP completes its environmental analysis of those facilities and the approving FAA official issues an unconditional approval of the ALP depicting those facilities.

Note: A conditional ALP approval normally qualifies as a categorical exclusion under the Administrative/General exclusions, FAA Order 1050.1E, paragraph 307.p. (also see Chapter 6, Table 6-1, of this Order). Because there is no reasonable expectation that the approval would cause environmental effects, it rarely involves extraordinary circumstances (FAA Order 1050.1E, paragraph 303d).

(2) Unconditional ALP approval. This approval signals that:

(a) The proposed ALP depicts features that are safe and efficient for airport operations and airport use and that the features are ripe for Federal decision.

(b) ARP has completed the environmental review process this Order requires for the near-term and immediate-term development that is ripe for decision. and

(c) The approving FAA official *has* authorized the airport sponsor or project proponent to begin building the facilities or equipment depicted on the unconditionally approved ALP.

(3) “Mixed” ALP approval. ARP would issue this approval when it unconditionally and conditionally approves the same ALP. ARP would likely issue this approval for ALPs resulting from master plans showing various airport development over a long period of time. In these cases, ARP would environmentally analyze and unconditionally approve the near-term and immediate-term development shown on an ALP that is ripe for decision. However, ARP would defer its environmental review of the long-term development that is not yet ripe for decision. When issuing a “mixed ALP approval:”

(a) The approving FAA official would unconditionally approve that portion of an ALP depicting the proposed near-term and immediate-term development the sponsor proposes. But to do so, ARP must have completed its environmental review and make applicable assurances (e.g., those addressing Section 4(f), relocation, wetlands, floodplains, and coastal zone management programs) for those actions ripe for decision. If ARP has evaluated the environmental effects for all of the development on the ALP, the official would unconditionally approve the entire ALP. ARP urges sponsors or proponents to begin all of the unconditionally approved development within 3 years of the date ARP completes its environmental review for that development. If they do not, ARP would need to complete a written re-evaluation of or a supplement to the NEPA document ARP completed earlier when it unconditionally approved the ALP. (See paragraphs 1401 and 1402 of this Order for more information).

(b) The approving FAA official would conditionally approve that portion of the ALP depicting the long-term development that is not yet ripe for decision. Later, when the airport sponsor or proponent chooses to build this development, it must *first* obtain the official's unconditional ALP approval for that development. To do so, ARP would have to complete the proper NEPA document, issue the proper assurances, and the official would have to unconditionally approve the ALP segments depicting the development that is now ripe for decision.

(4) Limitations on ALP approvals. The approving FAA official may not conditionally approve an ALP depicting a new airport, a new runway, or a major runway extension if any of those projects and their associated actions are the subjects of an EA or EIS that is being prepared. In these instances, the approving FAA official may unconditionally approve an ALP depicting those facilities and their connected actions, but only if FAA has issued a FONSI or ROD that is based on an EA or EIS that addresses those airport actions.¹ These limitations do not preclude ARP from taking any of the following actions:

(a) Approving ALPs depicting and approving Airport Improvement Program (AIP) or Passenger Facility Charge (PFC) funding for projects having independent utility from those the ongoing NEPA document is addressing. For purposes of this Order, a project has independent utility when the project has logical starting and end points and would have a useful purpose without relying on other transportation improvements.

(b) Issuing airspace determinations that focus on the effect of proposed major airport development projects on the safe, efficient use of the airport's navigable airspace. or

¹ Memo from Manager, Community and Environmental Needs Division, dated November 17, 2003, addressing Airport Layout Plan Approvals.

(c) Issuing written findings that ALPs depict features that are safe and efficient for airport operations and airport use.

d. **FAA's ALP approval letters.** These letters reflect FAA's decision on the proposed project's effect on airport utility as well as safe and efficient use of the airport and navigable airspace. They also reflect the status of FAA environmental reviews for facilities the ALP depicts.

(1) **A conditional ALP approval.** When the approving FAA official conditionally approves an ALP, the approval letter must specifically identify those items on the associated ALP that FAA has *not* environmentally analyzed. In addition, the ALP should be dated. Either the dated plans or an approval letter accompanying it should clearly indicate that the approving FAA official has *conditionally* approved the ALP and that the ALP is *still* subject to environmental review. The approval letter should include text similar to this:

"My signature on the enclosed ALP does not necessarily reflect the FAA's official views or policy, authorize construction of the development, nor constitute FAA's commitment to take part in the recommended development.

The actions listed below are subject to Federal environmental laws, statutes, and regulations. FAA first must make an environmental finding on these actions before the airport sponsor may begin them. To satisfy these responsibilities, FAA must complete the environmental process described in the most current version of FAA Order 5050.4.

(ARP suggests listing here those actions requiring FAA's written environmental approval).

"This approval does not cancel notice and review requirements that 14 CFR Parts 77 and 157 impose because they address all proposed structures shown on the ALP."

(2) **An unconditional ALP approval.** When the approving FAA official unconditionally approves an ALP, the letter must specifically state that fact. ARP suggests listing the facilities the official is unconditionally approving. A way to do so is to stamp the words, "UNCONDITIONALLY APPROVED" on the ALP and enter the date of that approval. Suggested language for the unconditional approval letter is:

"The Federal Aviation Administration (FAA) has completed its environmental review of the enclosed Airport Layout Plan (ALP) and has unconditionally approved the facilities listed below. Note the approval does not necessarily reflect FAA's official views or policy. Also note my signature does not constitute the FAA's commitment to take part in the recommended development.

This approval does not cancel notice and review requirements that 14 CFR Parts 77 and 157 impose because they address all proposed structures shown on the ALP."

(ARP suggests listing here those projects FAA is unconditionally approving).

(3) **A "mixed" ALP approval.** When the approving FAA official issues a "mixed" ALP approval, the letter must specify those projects that the decision maker has unconditionally and conditionally approved. Suggested language for a "mixed" ALP approval is:

"Due to the various timing of projects depicted on this ALP, I am issuing unconditional and conditional ALP approvals as described below. FAA has completed its environmental reviews of those projects that I have unconditionally approved. For FAA purposes, the sponsor may undertake only those projects that have received that approval. All other projects depicted on the ALP have not yet been environmentally reviewed. Therefore, I have conditionally approved them. For FAA purposes, the sponsor is not authorized to construct those projects until FAA unconditionally approves them.

Neither approval cancels notice and review requirements that 14 CFR Parts 77 and 157 impose because they address all proposed structures shown on the ALP."

(ARP suggests listing here those actions for which FAA has completed its environmental review (unconditionally approved) and those for which it has not (conditionally approved)).

B.2. FAA Order 7400.2J Provisions

In addition to FAA Order 5050.4B, another FAA Order, JO 7400.2J (or latest edition), Procedures for Handling Airspace Matters, contains provisions regarding ALP approvals. Portions of that Order pertinent to ALP approval are excerpted below. Although Order JO 7400.2J specifies only two types of ALP approvals—“Approved” and “Conditional Approval”—this SOP uses the three types specified in Order 5050.4B, as they are variations on the JO 7400.2J types. Language from Section 12-1-5 of Order JO 7400.2J is also included in the example approval letters, as the ALP approval letter also constitutes an aeronautical study determination.

Note: The following is an excerpt from Chapter 12 of FAA Order JO 7400.2J, Procedures for Handling Airspace Matters.

12-1-2. TERMINOLOGY

b. ALP. An ALP is a graphic depiction of the existing and future airport facilities showing the clearance and dimensional requirements to meet applicable standards. The ALP serves as a record of aeronautical requirements and is used by the FAA in its review of proposals that may affect the navigable airspace or other missions of the FAA.

1. Approved. An approved ALP is one that has met all the applicable requirements as set forth in the appropriate FAA documents. In order for an ALP to be unconditionally approved, the appropriate FAA offices must have reviewed and approved the location, type, and dimension of all proposed development. In addition, all proposed development must have been subject to the appropriate environmental processing and have written approval by the FAA.

2. Conditional Approval. The conditional approval of an ALP is one that has met all the applicable requirements. An ALP that has been conditionally approved is one where the proposed development has received conceptual approval by the appropriate FAA office. The proposed development has not received approval as to the final location, type, and dimension of all proposed development. New structures would require the submission of FAA Form 7460-1. In addition, where the appropriate environmental processing has not occurred, a conditional ALP approval would be required.

12-1-5. STATEMENT IN DETERMINATIONS

a. No Objections or Conditional. Include the following statement in the determination forwarded to the proponent:

1. “This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.”

2. “In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.”

3. “The FAA cannot prevent the construction of structures near an airport. The airport environs can only be protected through such means as local zoning ordinances, acquisitions of property in fee title or aviation easements, letters of agreement, or other means.”

B.3. Example 1: Conditional ALP Approval

The conditions and exceptions in each letter are highlighted in yellow and bolded.

(Date)

(Airport Sponsor and address)

Dear ____:

The ____ Airport Layout Plan (ALP), prepared by ____, and bearing your signature, is approved and the master plan is accepted. A signed copy of the approved ALP is enclosed.

An aeronautical study (no. ____-NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, aviation easements, letters of agreement or other means.

This ALP approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

Please attach this letter to the Airport Layout Plan and retain it in the airport. We wish you great success in your plans for the development of the airport.

Sincerely,

(Authorized signature, ADO or Airports Regional Office)

Enclosure

cc: (Consultants), (State Aeronautics), (Other FAA LOBs), (etc.)

B.4. Example 2: Conditional ALP Approval with Stipulation

The conditions and exceptions in each letter are highlighted in yellow and bolded.

(Date)

(Airport Sponsor and address)

Dear ____:

We have completed our review of the updated Airport Layout Plan (ALP) for the ____ Airport, ____, (state), and find it acceptable from a planning standpoint. **The ALP** was reviewed by FAA (airspace study ____-NRA) and **is conditionally approved**. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, avigation easements, letters of agreement or other means.

The approval, indicated by my signature, is **given subject to the condition that the depicted lengthening and strengthening of Runway ____ may not be undertaken without environmental approval by the Federal Aviation Administration.**

Notwithstanding, all items of development shall comply with the requirements of the National Environmental Policies Act of 1969 (P.L. 91-190). Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration.

When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

We are enclosing a copy of the approved ALP drawing set for your records. If you have any questions, please contact me at our office at (tel. no).

Sincerely,

(Authorized signature, ADO or Airports Regional Office)

Enclosure

cc: (Consultants), (State Aeronautics), (Other FAA LOBs), (etc.)

B.5. Example 3: “Mixed” ALP Approval with Specifically Approved Items

The conditions and exceptions in each letter are highlighted in yellow and bolded.

(Date)

(Airport Sponsor and address)

Dear ____:

____ Airport

Airport Layout Plan Update

Airspace Case No. ____-NRA

The ____ Airports District Office has completed the review of the Airport Layout Plan (ALP) update for the ____ Airport and we have found it acceptable from a planning standpoint, as detailed below. Please find enclosed a signed copy of the updated ALP, with a revision date of ____.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, avigation easements, letters of agreement or other means. We encourage the appropriate local agencies to adopt land use and height restrictive zoning based on the revised plan.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

The approval indicated by my signature is given subject to the condition that the proposed airport development requiring environmental processing shall not be undertaken without the FAA’s prior, written approval. The following proposed airport development reflected on the ALP has received the required environmental processing and is hereby unconditionally approved:

- **Widen and extend ____**
- **Extend Taxiway ____**
- **Construct Runway ____ and a parallel taxiway**
- **Widen Runway ____ and construct parallel taxiways**
- **Expand commercial apron**

The Capital Improvement Plan (CIP) shown in the updated master plan indicates the year in which the airport sponsor plans to initiate these development projects. While the ____ ADO will consider this CIP to develop and amend the FAA’s ACIP for the airport, please note that the FAA will periodically review and revise its ACIP for the ____ Airport and it may vary from the CIP proposed in the updated master plan.

If you have questions regarding this ALP approval, please contact ____, ____ Program Manager, at ____ (tel. no.).

Sincerely,

(Authorized signature, ADO or Airports Regional Office)

Enclosure

cc: (Consultants), (State Aeronautics), (Other FAA LOBs), (etc.)

B.6. Example 4: Conditional ALP Approval with Exception

The conditions and exceptions in each letter are highlighted in yellow and bolded.

(Date)

(Airport Sponsor and address)

Dear ____:

The ____ Airport Layout Plan (ALP), prepared by ____, and bearing your signature, is approved, with exception as noted. A signed copy of the approved ALP is enclosed.

An aeronautical study (____-NRA) was conducted on the ALPs proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, aviation easements, letters of agreement or other means.

The FAA ____ Flight Standards District Office (FSDO) correctly noted that the ALP's proposed location of future baseball fields would not have an adverse effect on aeronautical operations. That is not the issue, however, as it would be the aeronautical operations which would have an adverse effect on parents and children using the baseball fields, as they would be highly sensitive to low-flying aircraft conducting normal operations in the airport traffic pattern. Further, as evidenced by two recent aircraft accidents in playgrounds near the ____ Airport, there is an increased safety risk to persons and property on the ground in the final approach/departure areas to runways. The proposed location of the future baseball fields, therefore, is both a perceived and real safety issue and, consequently, an incompatible land use in such close proximity to an airfield. This was noted in ____ review comments letter on the draft ALP. The proposed location is also contrary to the [sponsor's] own proper designation of this part of the airport as "Aviation Related Use Area". **For these reasons, the location of future baseball fields as shown on the ALP is not approved.**

On the issue of non-aviation related uses, as you know, the ____ Airport property was originally conveyed from the United States to ____ under the Surplus Property Act of 1944. The Act requires that all non-aviation uses and tenants of the airport's property pay fair market rental value, i.e., the amount which they would have to pay to rent or lease comparable private property. If such uses do not pay fair market rates, or if the income is not used for airport operations or development, the FAA considers it revenue diversion. The fair market rental value requirement also applies to nonprofit organizations or uses, and would be applicable to the ALPs depicted non-aviation uses of baseball fields, hotel/conference center, recreational vehicle park, and golf course. Finally, even if depicted on the approved ALP, Federal Aviation Regulation (FAR) Part 77 and the [sponsor's] grant assurance obligations require that all proposed development on airport property be submitted to this office for aeronautical study using FAA Form 7460-1, Notice of Proposed Construction or Alteration.

This approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

Please attach this letter to the Airport Layout Plan and retain it in the airport files.

Sincerely,

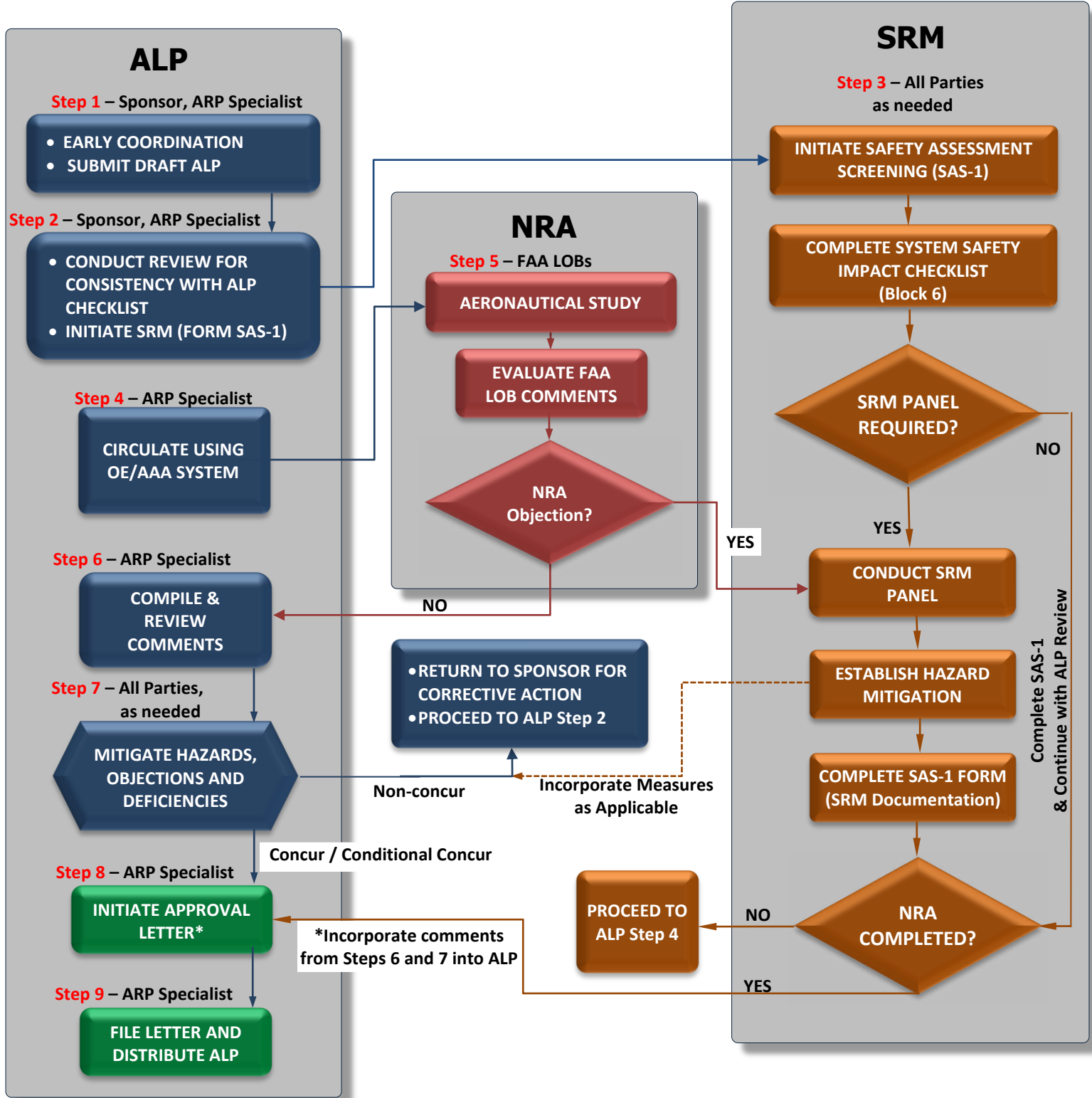
(Authorized signature, ADO or Airports Regional Office)

Enclosure

cc: (Consultants), (State Aeronautics), (Other FAA LOBs), (etc.)

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APPENDIX C. GENERAL ALP PROCESS CHART



NOTE:
Refer to text provided under the applicable Procedure Step for detailed information regarding actions and responsibilities.

APPENDIX B. EXHIBIT ‘A’ REVIEW CHECKLIST

Checklist	Sponsor/Consultant			FAA
	Yes	No	N/A	Agree
1. Existing Dedicated Airport Property Boundary Line identified. This can consist of a combination of fee interest, easements and/or leases. It may include lands that are not contiguous with the airport boundary. Identify source of base map data.	X			
Airports Specialist Comments:				
2. All the airport property parcels are shown and have a unique designation. Parcels with designations from previous Exhibit ‘A’s should not be changed. However, a new system of designations may be used for new and future property acquisitions. Parcel designations must be consistent with grant descriptions.	X			
Airports Specialist Comments:				
3. Each segment of a parcel’s boundary is described in some manner. Metes and bounds, township/range/section, lot and block, plat or other appropriate property description (may be an attachment to the Exhibit ‘A’ plan sheet or checklist). Points of reference may also be included to further describe the parcel.	X			
Airports Specialist Comments:				
4. Parcels that were once airport property are shown. The date they were released from federal obligations by the FAA and the date of disposal must be included.				X
Airports Specialist Comments:				
5. Parcel information includes: (often in table format)				
a. Grantor (selling owner)	X			
b. Type of interest acquired (fee simple, easement, etc.)	X			
c. Acreage	X			
d. Type of conveyance instrument	X			
e. Liber/book and page of recording	X			
Airports Specialist Comments:				
6. Each airport property parcel shows: (often in table format)				
a. FAA grant number, including year if acquired under a grant	X			
b. PFC Project Number if acquired with Passenger Facility Charge funds (recommended)				X
c. Surplus Property Transfer, Government Land Transfer or other statutory federal agreements/conditions. See FAA Order 5010.4 and form 5010-1 Data Element #25 for additional information.				X
d. Type of easement (clearing, avigation, utility, right of way, expiration date, easement held by others, subordination agreement, etc.)	X			

Checklist Review Item	Sponsor/Consultant			FAA
	Yes	No	N/A	Agree
e. Date and type of release/land use change approval (aeronautical use, interim use, concurrent use, etc.). This can also include any release from federal obligations such as a release from the National Emergency Use Provision (NEUP), mineral rights, liens, residential through-the-fence access agreements, etc.	X			
f. Date of property disposal	X			
g. Public land references, if applicable (PIN #/Assessors #, date of recording, book and page, etc.)	X			
h. Any known encumbrances on the property	X			
Airports Specialist Comments:				
7. Purpose of acquisition (current/future development, concurrent use, noise, revenue production, etc.), often in table format. Interim use can be identified with an attached reference.	X			
Airports Specialist Comments:				
8. The plan shows the following for both existing and future configurations based upon the approved Airport Layout Plan:				
a. Runway Protection Zones (RPZ)	X			
b. Runways	X			
c. Runway Safety Areas (RSA)	X			
d. Runway Object Free Areas (OFA)	X			
e. Taxiways	X			
f. Other airport design surfaces (as necessary, must maintain a legible map)	X			
g. Road/railroad right-of-ways	X			
h. Bearing and distance of airport property lines	X			
Airports Specialist Comments:				
9. North arrow, legend and graphic/numerical scale is shown	X			
Airports Specialist Comments:				
10. If the Exhibit 'A' is being submitted as part of a land acquisition project, the parcels being acquired are shown			X	
Airports Specialist Comments:				
11. Title block clearly labeled as Exhibit "A" Airport Property Inventory Maps and dated	X			
Airports Specialist Comments:				
12. Revision block/table, Sponsor approval block, Preparer's block, dated	X			

Checklist Review Item	Sponsor/Consultant			FAA
	Yes	No	N/A	Agree
Airports Specialist Comments:				
13. Understandable and legible legend, including all linetypes and symbols used	X			
Airports Specialist Comments:				
14. Parcel table is legible	X			
Airports Specialist Comments:				
Provide an explanation for any checklist item marked 'No'.				

Accepted By: _____ Date: [Click here to enter a date.](#)

Airports Specialist

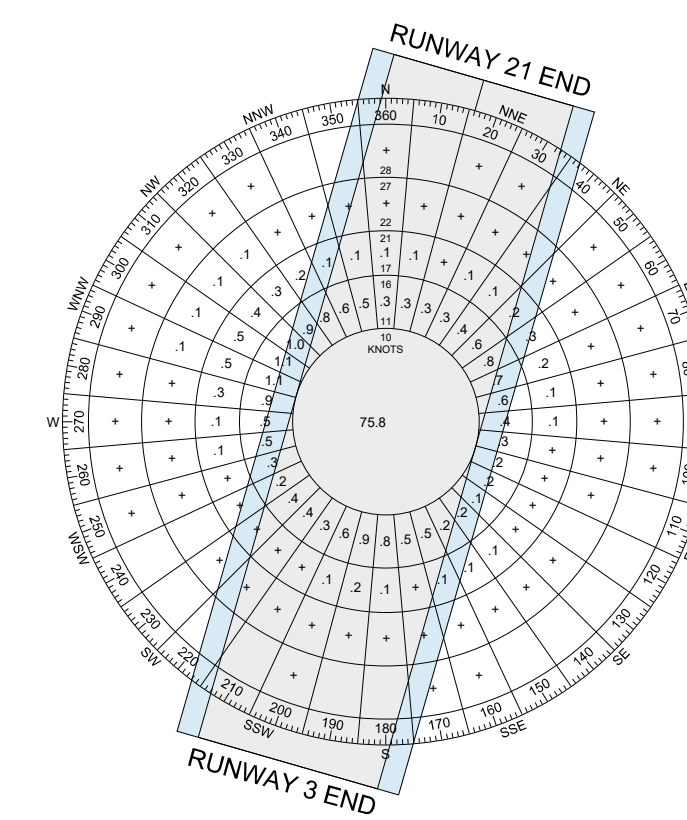
RUNWAY DATA TABLE

ITEM	EXISTING		ULTIMATE	
	RUNWAY 03	RUNWAY 21	RUNWAY 03	RUNWAY 21
UTILITY RUNWAY	YES	YES	YES	YES
RUNWAY END COORDINATES (MSL)				
LATITUDE	39° 39' 45.80" N	39° 40' 19.99" N	39°39'45.80" N	39°40'19.99" N
LONGITUDE	74° 45' 34.23" W	74° 45' 21.43" W	74°45'34.23" W	74°45'21.43" W
ELEVATION (MSL)	64.1'	57.5'	64.1'	57.5'
RUNWAY LENGTH	3,600'	3,600'	3,600'	3,600'
RUNWAY WIDTH	75'	75'	75'	75'
RUNWAY SHOULDER	N/A	N/A	N/A	N/A
PAVEMENT SURFACE TYPE	ASPHALT/ GROOVED	ASPHALT/ GROOVED	ASPHALT/ GROOVED	ASPHALT/ GROOVED
PAVEMENT STRENGTH				
SINGLE WHEEL	12,000 LB	12,000 LB	12,000 LB	12,000 LB
STRENGTH BY PCN	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
RUNWAY DESIGN CODE (RDC)	B-I SMALL	B-I SMALL	B-I SMALL	B-I SMALL
APPROACH RUNWAY REFERENCE CODE (APRC)	B-I-5000	B-I-5000	B-I-5000	B-I-5000
DEPARTURE RUNWAY REFERENCE CODE (DPRC)	B-I SMALL	B-I SMALL	B-I SMALL	B-I SMALL
OBJECT FREE ZONE (OFZ)	NO OFZ PENETRATIONS	NO OFZ PENETRATIONS	NO OFZ PENETRATIONS	NO OFZ PENETRATIONS
TRUE BEARING	N 16° 7' 48" E	N 16° 7' 48" E	N 16° 7' 48" E	N 16° 7' 48" E
RUNWAY HIGH POINT ELEVATION	64.6'	64.6'	64.6'	64.6'
RUNWAY LOW POINT ELEVATION	57.5'	57.5'	57.5'	57.5'
EFFECTIVE RUNWAY GRADIENT	0.2%	0.2%	0.2%	0.2%
PERCENT(%) WIND COVERAGE	87.32% @ 10.5 KNOTS (12 MPH)	87.32% @ 10.5 KNOTS (12 MPH)	87.32% @ 10.5 KNOTS (12 MPH)	87.32% @ 10.5 KNOTS (12 MPH)
LINE OF SIGHT VIOLATIONS	NO	NO	NO	NO
MAXIMUM GRADE CHANGE	0.26%	0.26%	0.26%	0.26%
MAXIMUM GRADE	0.48%	0.48%	0.48%	0.48%
DISPLACED THRESHOLD	NO	NO	NO	NO
DISPLACED THRESHOLD ELEVATION (MSL)	N/A	N/A	N/A	N/A
14 CFR PART 77 APPROACH SURFACE TYPE	NON-PRECISION (A)	NON-PRECISION (A)	NON-PRECISION (A)	NON-PRECISION (A)
14 CFR PART 77 APPROACH SURFACE SLOPE	34:1	34:1	34:1	34:1
THRESHOLD SITING SURFACE TYPE ⁷	TYPE 4	TYPE 4	TYPE 4	TYPE 4
DEPARTURE SURFACE ⁷	YES	YES	YES	YES
VISIBILITY MINIMUMS (RVR, STATUTE MILE)	5,000', 1 SM	5,000', 1 SM	5,000', 1 SM	5,000', 1 SM
VISUAL APPROACH AIDS	PAPI-2	PAPI-2	PAPI-2	PAPI-2
INSTRUMENT APPROACH AIDS	VOR-A, VOR-B, GPS	VOR-A, VOR-B, GPS	VOR-A, VOR-B, GPS	VOR-A, VOR-B, GPS
TYPE OF AERONAUTICAL SURVEY REQUIRED FOR APPROACH	VERTICAL GUIDANCE	VERTICAL GUIDANCE	VERTICAL GUIDANCE	VERTICAL GUIDANCE
RUNWAY LIGHTING	REIL, MIRL	REIL, MIRL	REIL, MIRL	REIL, MIRL
RUNWAY MARKING	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION
TOUCHDOWN ZONE ELEVATION	64.6'	64.6'	64.6'	64.6'
APPROACH RUNWAY PROTECTION ZONE (RPZ)				
LENGTH	1,000'	1,000'	1,000'	1,000'
INNER WIDTH	250'	250'	250'	250'
OUTER WIDTH	450'	450'	450'	450'
DEPARTURE RUNWAY PROTECTION ZONE (RPZ)				
LENGTH	1,000'	1,000'	1,000'	1,000'
INNER WIDTH	250'	250'	250'	250'
OUTER WIDTH	450'	450'	450'	450'

AIRPORT DATA TABLE

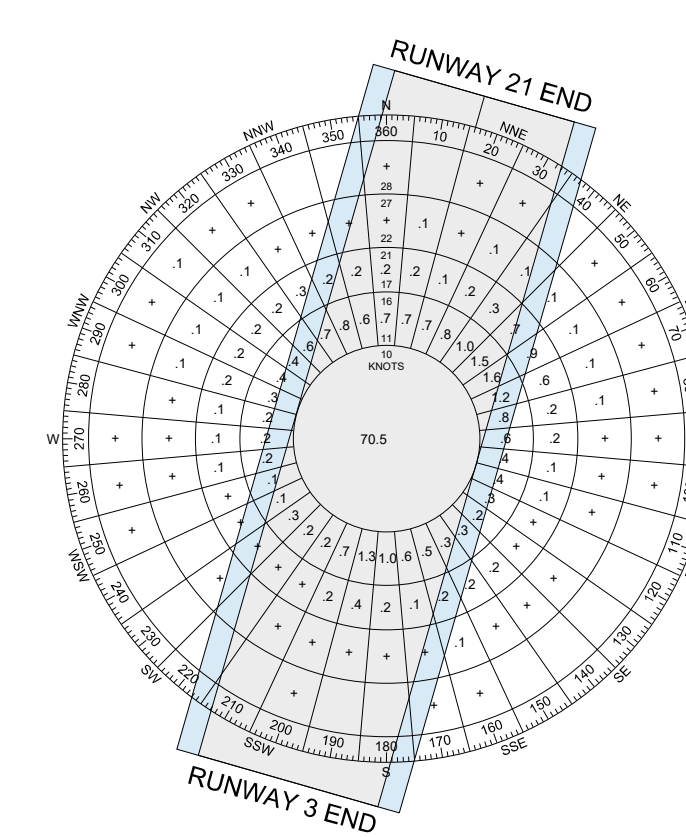
ITEM	EXISTING	PROPOSED
AIRPORT ELEVATION (MSL)	64.6'	64.6'
AIRPORT REFERENCE POINT		
LATITUDE	39° 40' 02.90" N	39° 40' 02.90" N
LONGITUDE	74° 45' 27.83" W	74° 45' 27.83" W
MEAN MAXIMUM TEMPERATURE	87° F (JULY)	87° F (JULY)
AIRPORT/TERMINAL NAVAIDS	LIGHTED WIND-TREE, REIL, PAPI (BOTH ENDS), WINDSOCK, ROTATING BEACON, VOR-A, VOR-B, GPS	LIGHTED WIND-TREE, REIL, PAPI(BOTH ENDS), WINDSOCK, ROTATING BEACON, VOR-A, VOR-B, GPS
MAGNETIC VARIATION	12° 8' W CHANGING 0° 2' E / YEAR	12° 8' W CHANGING 0° 2' E / YEAR
DATE OF MAGNETIC VARIATION	JULY 2020 (NGDC)	JULY 2020 (NGDC)
NPIAS SERVICE LEVEL	GENERAL AVIATION	GENERAL AVIATION
STATE SERVICE LEVEL	GENERAL SERVICE	GENERAL SERVICE
AIRPORT REFERENCE CODE (ARC)	B-I	B-I
CRITICAL AIRCRAFT	PIPER CHEYENNE II	PIPER CHEYENNE II
TAXIWAY LIGHTING	MITL(C/L)	MITL (C/L)
TAXIWAY MARKING	TCL	TCL
AIRPORT PERIMETER FENCE HEIGHT	6'	6'
MISCELLANEOUS FACILITIES	AWOS, SUPERUNICOM	AWOS, SUPERUNICOM

ALL WEATHER



WINDROSES

IFR



ALL WEATHER WIND COVERAGE	
CROSSWIND COMPONENT	PERCENT COVERAGE
10.5 KNOTS	87.32%
13 KNOTS	92.27%

IFR WIND COVERAGE	
CROSSWIND COMPONENT	PERCENT COVERAGE
10.5 KNOTS	87.73%
13 KNOTS	92.73%

AIRPORT REFERENCE CODE (ARC) : B-I
DATA SOURCE : 724070 ATLANTIC CITY INTERNATIONAL ANNUAL PERIOD RECORD 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019

BASIC AIRPORT LAYOUT PLAN AND DATA TABLE ABBREVIATIONS

AC	AIRCRAFT	ILS	INSTRUMENT LANDING SYSTEM	OFA	OBJECT FREE AREA	RVR	RUNWAY VISUAL RANGE
ARP	AIRPORT REFERENCE POINT	LDA	LANDING DISTANCE AVAILABLE	OFZ	OBSTACLE FREE ZONE	RVZ	RUNWAY VISIBILITY ZONE
ASD	ACCELERATE-STOP DISTANCE	LOC	LOCALIZER	OL	OBSTRUCTION LIGHT	SF	SQUARE FEET
AWOS	AUTOMATED WEATHER OBSERVING SYSTEMS	MIRL	MEDIUM INTENSITY RUNWAY LIGHTS	PAPI	PRECISION APPROACH PATH INDICATOR	TCL	TAXIWAY CENTERLINE LIGHTS
CAT	CATEGORY	MSL	MEAN SEA LEVEL	RCL	RUNWAY CENTERLINE LIGHTS	TDZE	TOUCHDOWN ZONE ELEVATION
COPTER	HELICOPTER APPROACH PROCEDURE	N/A	NOT APPLICABLE	REIL	RUNWAY END IDENTIFICATION LIGHTS	TODA	TAKEOFF DISTANCE AVAILABLE
DME	DISTANCE MEASURING EQUIPMENT	NDB	NON-DIRECTIONAL BEACON	RNAV	AREA NAVIGATION	TORA	TAKEOFF RUN AVAILABLE
GPS	GLOBAL POSITIONING SYSTEM	NGDC	NATIONAL GEOPHYSICAL DATA CENTER	ROFA	RUNWAY OBJECT FREE AREA	TSS	THRESHOLD SITING SURFACE
GL	GLIDE SLOPE	NPIAS	NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS	RPZ	RUNWAY PROTECTION ZONE	WC	WIND CONE

SAFETY AREAS

ITEM	EXISTING		PROPOSED	
	RUNWAY 03	RUNWAY 21	RUNWAY 03	RUNWAY 21
RUNWAY SAFETY AREA (RSA)				
LENGTH BEYOND DEPARTURE END	240'	240'	240'	240'
WIDTH	120'	120'	120'	120'
RUNWAY OBJECT FREE AREA (ROFA)				
LENGTH FROM RUNWAY END	240'	240'	240'	240'
WIDTH	250'	250'	250'	250'
RUNWAY OBSTACLE FREE ZONE (ROFZ)				
LENGTH FROM RUNWAY END	200'	200'	200'	200'
WIDTH	250'	250'	250'	250'

EXISTING AIRFIELD TAXIWAY SYSTEM

TAXIWAY NAME	TAXIWAY WIDTH	TAXIWAY EDGE SAFETY MARGIN	TAXIWAY SHOULDER WIDTH	TAXIWAY SAFETY AREA	TAXIWAY OBJECT FREE AREA
A	40'	N/A	N/A	49'	89'
B	40'	N/A	N/A	49'	89'
C	40'	N/A	N/A	49'	89'
D	40'	N/A	N/A	49'	89'

PROPOSED AIRFIELD TAXIWAY SYSTEM

TAXIWAY NAME	TAXIWAY WIDTH	TAXIWAY EDGE SAFETY MARGIN	TAXIWAY SHOULDER WIDTH	TAXIWAY SAFETY AREA	TAXIWAY OBJECT FREE AREA
E	35'	7.5'	N/A	79'	131'
F	35'	7.5'	N/A	79'	131'
G	35'	7.5'	N/A	79'	131'
H	35'	7.5'	N/A	79'	131'
J	35'	7.5'	N/A	79'	131'
K	35'	7.5'	N/A	79'	131'
L	35'	7.5'	N/A	79'	131'
M	25'	5'	N/A	49'	89'

- DATA SOURCE NOTES:
- MEAN MAX TEMPERATURE AND AIRPORT MAGNETIC VARIATION DATA FROM NOAA (NGD).
 - ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).
 - ALL VERTICAL DATUM IS NAVD 88 AND HORIZONTAL DATUM IS NAD 83.
 - RUNWAY END COORDINATES, ELEVATIONS, AND TRUE BEARINGS (BASED ON GEODETIC AZIMUTH USED FOR AERONAUTICAL NAVIGATION) SHOWN ON THIS SHEET ARE AS PUBLISHED IN THE FAA 5010 DATABASE.
 - RUNWAYS WITHOUT PUBLISHED DECLARED DISTANCES, THE DECLARED DISTANCES ARE EQUAL TO PHYSICAL LENGTH OF THE RUNWAY UNLESS THERE IS A DISPLACED THRESHOLD, IN SUCH CASE, THE LDA IS SHORTEN BY THE LENGTH OF THE THRESHOLD DISPLACEMENT.
 - RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS ARE BASED ON AIRCRAFT IN AIRPORT REFERENCE CODE (ARC) B-I, AND RUNWAY APPROACH VISIBILITY MINIMUMS NOT LOWER THAN 1 MILE.
 - N/A DENOTES NOT APPLICABLE.
 - REFER TO FAA ENGINEERING BRIEF 99A, TABLE 3-2 FOR DETAILS ON THE TYPES OF APPROACH AND DEPARTURE SURFACES, ALSO CALLED THRESHOLD SITING SURFACES (TSS).
 - NO OBJECTS ARE LOCATED INSIDE THE TAXIWAY / TAXILANE SAFETY AREA AND TAXIWAY / TAXILANE OBJECT FREE AREA.
 - ACCORDING TO FAA ADVISORY CIRCULAR 150/5300-13A, AIRPORT DESIGN, TAXILANE CENTERLINE TO FIXED OR MOVABLE OBJECT DISTANCE FOR ADG-IS 39.5 FT.
 - EAST SIDE DEVELOPMENT FOLLOWS B-I SMALL STANDARDS; WEST SIDE DEVELOPMENT BEYOND THE 20-YEAR PLANNING HORIZON FOLLOWS B-II SMALL STANDARDS.

DECLARED DISTANCES

	EXISTING		PROPOSED	
	RUNWAY 03	RUNWAY 21	RUNWAY 03	RUNWAY 21
TORA	3,600'	3,600'	3,600'	3,600'
TODA	3,600'	3,600'	3,600'	3,600'
ASDA	3,600'	3,600'	3,600'	3,600'
LDA	3,600'	3,600'	3,600'	3,600'
APPROACH END RSA LENGTH	240'	240'	240'	240'
STOP END RSA LENGTH	240'	240'	240'	240'
RSA LENGTH	4,080'	4,080'	4,080'	4,080'
DATE OF APPROVAL				

EXISTING FACILITIES TABLE

NO.	FACILITY DESCRIPTION	TOP ELEVATION
1	HANGAR AND TERMINAL	80'
2	STATE TROOPER HANGAR	80'
3	FUEL TANKS	80'
4	MAINTENANCE HANGAR	80'

MODIFICATIONS OF DESIGN STANDARDS

NO.	STANDARD MODIFIED	FAA STANDARDS	CONDITION	PROPOSED ACTION	DATE APPROVED
NO EXISTING OR PROPOSED MODS ON FILE					

PREPARED BY:



DY CONSULTANTS
40 WALL STREET, SUITE 500
NEW YORK, NY 10005
TEL 212.635.3838 F 516.625.9816
www.dyconsultants.com

REVISION			REVISION			REVISION		
DATE	BY	NOTES	DATE	BY	NOTES	DATE	BY	NOTES

DRAFT

NORTH ARROW:
NOT APPLICABLE

SCALE:
NOT APPLICABLE

Hammonton Municipal Airport
Hammonton, New Jersey

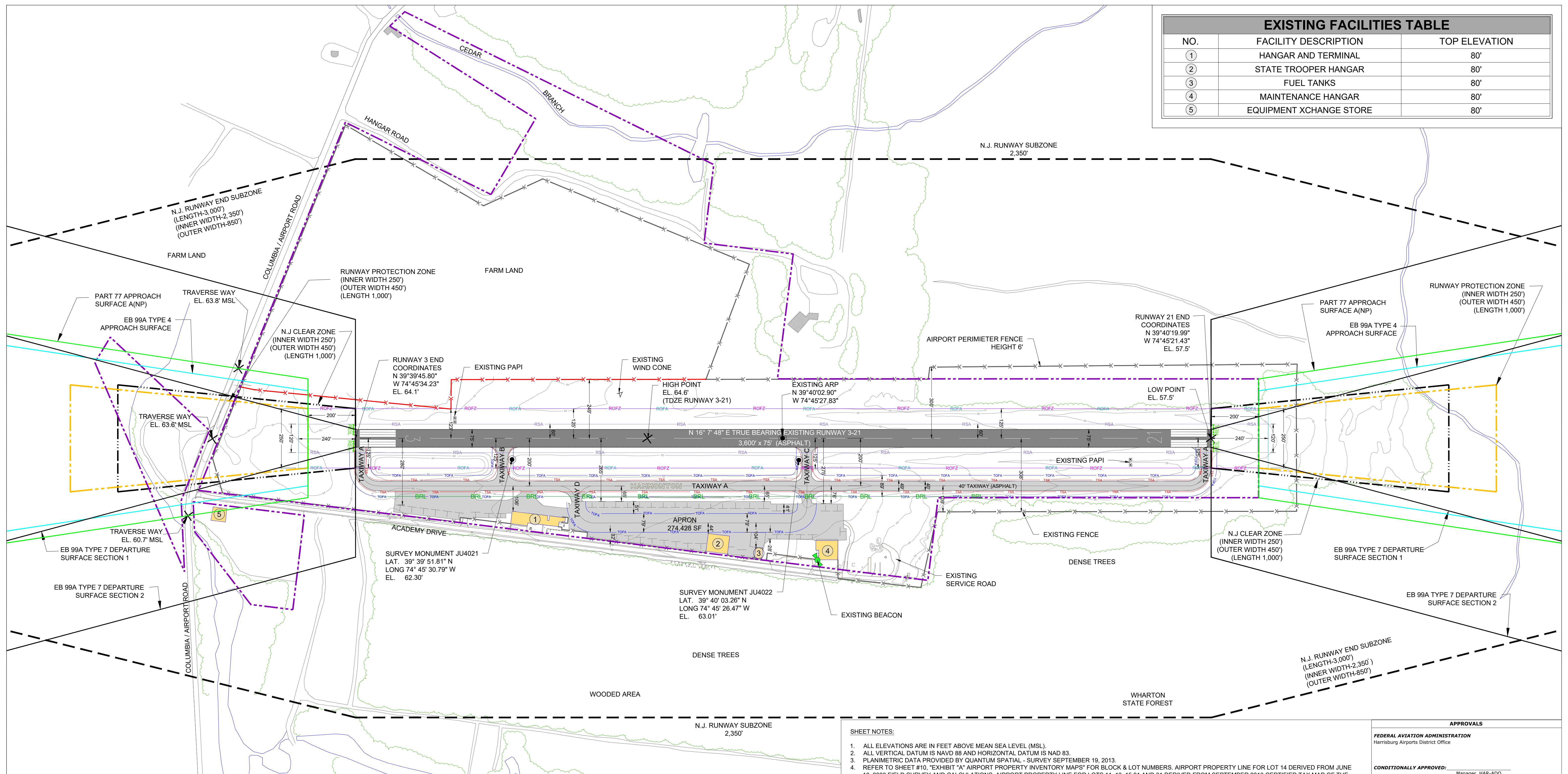


AIRPORT LAYOUT PLAN

DATA SHEET

DRAWN BY:	JC	DATE:	7/2/2021
CHECKED BY:	MG	SCALE:	N/A
APPROVED BY:	LD		
SHEET:	01 OF 10		
DRAWING NO:			

EXISTING FACILITIES TABLE		
NO.	FACILITY DESCRIPTION	TOP ELEVATION
①	HANGAR AND TERMINAL	80'
②	STATE TROOPER HANGAR	80'
③	FUEL TANKS	80'
④	MAINTENANCE HANGAR	80'
⑤	EQUIPMENT XCHANGE STORE	80'



LEGEND			
AIRPORT PROPERTY LINE	RUNWAY PROTECTION ZONE (RPZ)	FENCE REMOVAL	APPROACH LIGHT SYSTEM
PART 77 APPROACH SURFACE	TAXIWAY SAFETY AREA (TSA)	ON-AIRPORT BUILDING	BUILDING RESTRICTION LINE
EB 99A APPROACH SURFACE	TAXIWAY OBJECT FREE AREA (TOFA)	OFF-AIRPORT BUILDING	AIRPORT WIND CONE
EB 99A TYPE 7 DEPARTURE SURFACE	N.J. AIRPORT SAFETY ZONE	EXISTING PAVEMENT	AIRPORT REFERENCE POINT (ARP) / SURVEY MONUMENTS
RUNWAY SAFETY ARE (RSA)	N.J. AIRPORT CLEAR ZONE	VEGETATION LINE	CONTOURS
RUNWAY OBJECT FREE AREA (ROFA)	ROADS	WATER LINE	PAPI
RUNWAY OBSTACLE FREE ZONE (ROFZ)	FENCE	AIRPORT BEACON	

- SHEET NOTES:**
- ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).
 - ALL VERTICAL DATUM IS NAVD 88 AND HORIZONTAL DATUM IS NAD 83.
 - PLANIMETRIC DATA PROVIDED BY QUANTUM SPATIAL - SURVEY SEPTEMBER 19, 2013.
 - REFER TO SHEET #10, "EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAPS" FOR BLOCK & LOT NUMBERS. AIRPORT PROPERTY LINE FOR LOT 14 DERIVED FROM JUNE 10, 2003 FIELD SURVEY AND CALCULATIONS. AIRPORT PROPERTY LINE FOR LOTS 11, 13, 15.01 AND 31 DERIVED FROM SEPTEMBER 2013 CERTIFIED TAX MAP OF THE TOWN OF HAMMONTON, ATLANTIC COUNTY, NEW JERSEY (REVISION IN FEBRUARY 2014).
 - REFER TO SHEET #1, "DATA SHEET" FOR RUNWAY SAFETY AREA, RUNWAY OBJECT FREE AREA, RUNWAY OBSTACLE FREE ZONE DIMENSIONS, TAXIWAY DETAIL DIMENSIONS, RUNWAY SHOULDER WIDTH AND TOUCHDOWN ZONE ELEVATION.
 - REFER TO SHEET #6 - #7, "INNER PORTION OF THE APPROACH SURFACE DRAWINGS" FOR APPROACH AND DEPARTURE SURFACES, AND PAPI OBSTACLE CLEARANCE SURFACES.
 - REFER TO SHEET #8, "TERMINAL AREA PLAN" FOR TERMINAL AREA APRON DIMENSIONS.
 - THERE ARE NO OFZ PENETRATIONS.
 - THERE ARE NO EXISTING MODIFICATION TO STANDARDS.
 - ALL TAXIWAY HOLDING POSITION MARKINGS ARE A MINIMUM OF 125' FROM RUNWAY CENTERLINE.
 - EXISTING 6' HIGH FENCE LINE.
 - ALL LOCAL ZONING AND AIRSPACE PROTECTION IS GOVERNED BY NEW JERSEY STATUTES TITLE 16, DEPARTMENT OF TRANSPORTATION, CHAPTER 62, AIR SAFETY AND ZONING.
 - BUILDING RESTRICTION LINE FOR EAST SIDE OF AIRPORT IS SET AT TAXIWAY "A" TAXIWAY OBJECT FREE AREA.
 - TRAVERSE WAYS ELEVATION ARE ACTUAL ELEVATIONS. REFER TO SHEETS #6 - #7, "INNER PORTION OF THE APPROACH SURFACE DRAWINGS", FOR ADJUSTMENTS (23' FOR RAILWAYS, 17' FOR INTERSTATE HIGHWAYS, 15' FOR OTHER PUBLIC ROADS, OR 10' FOR PRIVATE ROADS).

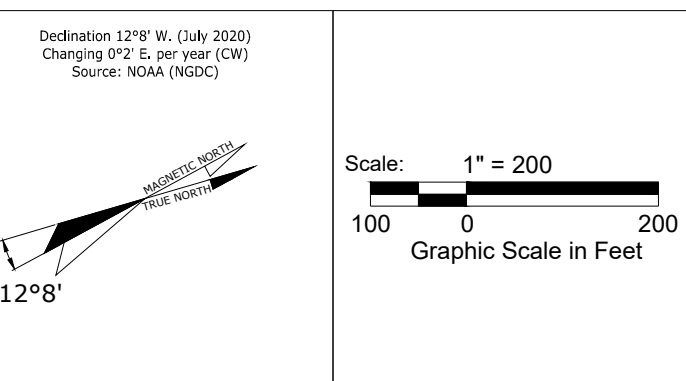
APPROVALS	
FEDERAL AVIATION ADMINISTRATION Harrisburg Airports District Office	
CONDITIONALLY APPROVED:	Manager, HAR-ADO
DATE:	
SUBJECT TO Comments in letter dated: _____ Airspace Study Number: _____	

PREPARED BY:

DY CONSULTANTS
40 WALL STREET, SUITE 500
NEW YORK, NY 10005
TEL 212.635.3838 F 516.625.9816
www.dyconsultants.com

DATE	BY	NOTES	REVISION	DATE	BY	NOTES	REVISION	DATE	BY	NOTES	REVISION

DRAFT



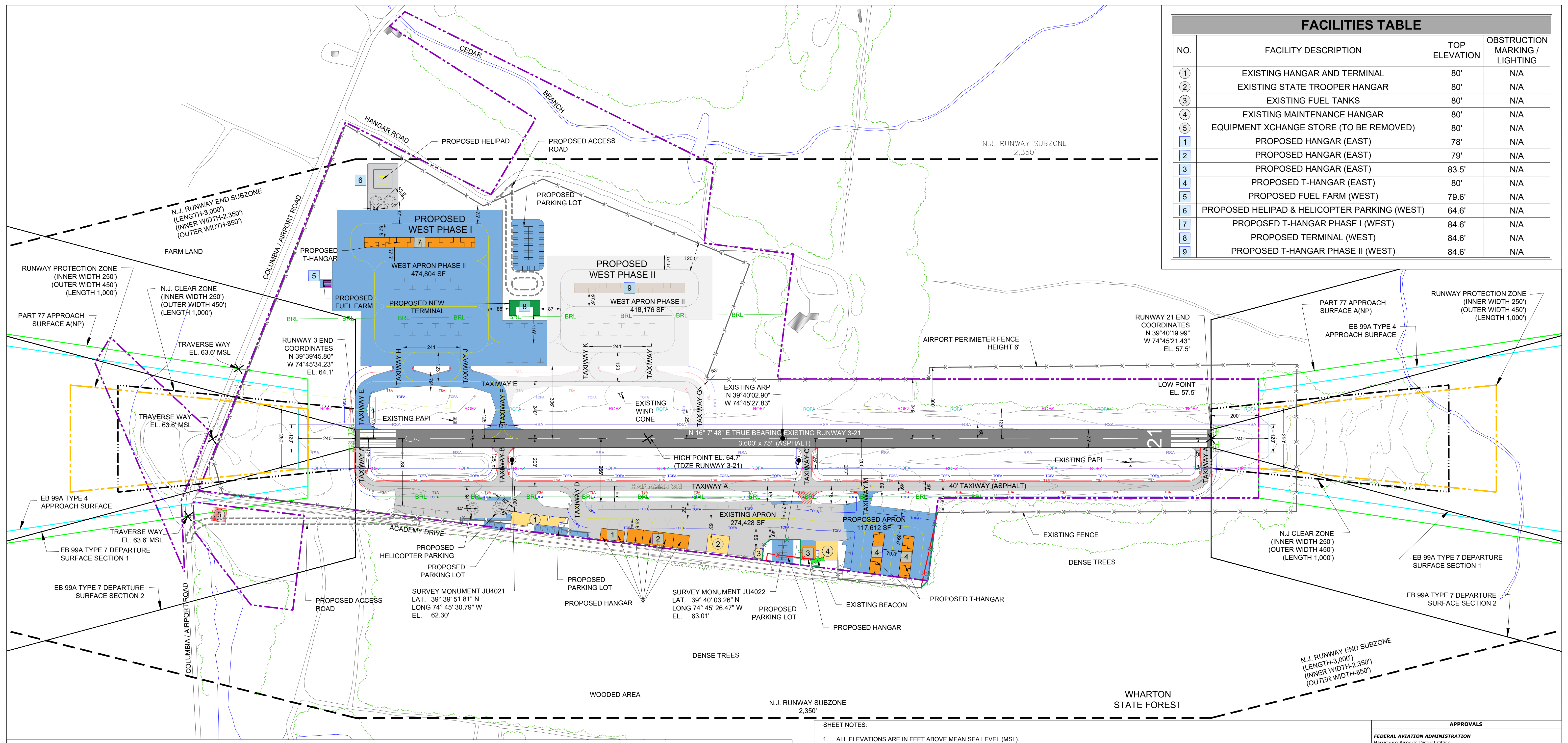
Scale: 1" = 200'
100 0 200
Graphic Scale in Feet

JOB DESCRIPTION:
AIRPORT LAYOUT PLAN

SHEET TITLE:
EXISTING AIRPORT LAYOUT PLAN

DRAWN BY: JC DATE: 7/2/2021
CHECKED BY: MG SCALE: 1"=200'
APPROVED BY: LD
SHEET: **02 OF 10**
DRAWING NO: [] [] [] [] [] [] [] [] [] []

FACILITIES TABLE			
NO.	FACILITY DESCRIPTION	TOP ELEVATION	OBSTRUCTION MARKING / LIGHTING
①	EXISTING HANGAR AND TERMINAL	80'	N/A
②	EXISTING STATE TROOPER HANGAR	80'	N/A
③	EXISTING FUEL TANKS	80'	N/A
④	EXISTING MAINTENANCE HANGAR	80'	N/A
⑤	EQUIPMENT XCHANGE STORE (TO BE REMOVED)	80'	N/A
1	PROPOSED HANGAR (EAST)	78'	N/A
2	PROPOSED HANGAR (EAST)	79'	N/A
3	PROPOSED HANGAR (EAST)	83.5'	N/A
4	PROPOSED T-HANGAR (EAST)	80'	N/A
5	PROPOSED FUEL FARM (WEST)	79.6'	N/A
6	PROPOSED HELIPAD & HELICOPTER PARKING (WEST)	64.6'	N/A
7	PROPOSED T-HANGAR PHASE I (WEST)	84.6'	N/A
8	PROPOSED TERMINAL (WEST)	84.6'	N/A
9	PROPOSED T-HANGAR PHASE II (WEST)	84.6'	N/A



LEGEND			
AIRPORT PROPERTY LINE	TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	CONTOURS
PART 77 APPROACH SURFACE	N.J. AIRPORT SAFETY ZONE	---	PROPOSED TAXIWAY/TAXILANE CENTERLINE
EB 99A APPROACH SURFACE	N.J. AIRPORT CLEAR ZONE	---	PROPOSED TAXIWAY/TAXILANE CENTERLINE (PHASE II)
EB 99A TYPE 7 DEPARTURE SURFACE	ROADS	---	AIRPORT BEACON
RUNWAY SAFETY ARE (RSA)	PROPOSED ROAD	---	AIRPORT WIND CONE
RUNWAY OBJECT FREE AREA (ROFA)	EXISTING FENCE	---	AIRPORT REFERENCE POINT (ARP) / SURVEY MONUMENTS
RUNWAY OBSTACLE FREE ZONE (ROFZ)	EXISTING FENCE TO BE REMOVED	---	PAPI
RUNWAY PROTECTION ZONE (RPZ)	PROPOSED FENCE	---	APPROACH LIGHT SYSTEM
BUILDING RESTRICTION LINE	WATER LINE	---	EXISTING PAVEMENT
TAXIWAY SAFETY AREA (TSA)	VEGETATION LINE	---	PROPOSED PAVEMENT (EAST & WEST PHASE I)
			PROPOSED PAVEMENT (WEST PHASE II)
			PROPOSED HANGAR (EAST & WEST PHASE I)
			PROPOSED HANGAR (WEST PHASE II)
			PROPOSED NEW TERMINAL
			PAVEMENT REMOVAL
			ON-AIRPORT BUILDING
			OFF-AIRPORT BUILDING
			BUILDING REMOVAL

- SHEET NOTES:**
- ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).
 - ALL VERTICAL DATUM IS NAVD 88 AND HORIZONTAL DATUM IS NAD 83.
 - PLANIMETRIC DATA PROVIDED BY QUANTUM SPATIAL - SURVEY SEPTEMBER 19, 2013.
 - REFER TO SHEET #10, "EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAPS" FOR BLOCK & LOT NUMBERS, AIRPORT PROPERTY LINE FOR LOT 14 DERIVED FROM JUNE 10, 2003 FIELD SURVEY AND CALCULATIONS, AIRPORT PROPERTY LINE FOR LOTS 11, 13, 15.01 AND 31 DERIVED FROM SEPTEMBER 2013 CERTIFIED TAX MAP OF THE TOWN OF HAMMONTON, ATLANTIC COUNTY, NEW JERSEY (REVISION IN FEBRUARY 2014).
 - REFER TO SHEET #1, "DATA SHEET" FOR RUNWAY SAFETY AREA, RUNWAY OBSTACLE FREE ZONE DIMENSIONS, TAXIWAY DETAIL DIMENSIONS, RUNWAY SHOULDER WIDTH AND TOUCHDOWN ZONE ELEVATION.
 - REFER TO SHEET #6 - #7, "INNER PORTION OF THE APPROACH SURFACE DRAWINGS" FOR APPROACH AND DEPARTURE SURFACES AND PAPI OBSTACLE CLEARANCE SURFACES. REFER TO SHEET #8, "TERMINAL AREA PLAN" FOR TERMINAL AREA APRON DIMENSIONS AND PROPOSED WEST SIDE DEVELOPMENT FACILITIES.
 - THERE ARE NO OFZ PENETRATIONS.
 - THERE ARE NO EXISTING MODIFICATION TO STANDARDS.
 - ALL TAXIWAY HOLDING POSITION MARKINGS ARE A MINIMUM OF 125' FROM RUNWAY CENTERLINE.
 - EXISTING 6' HIGH FENCE LINE. EXISTING FENCE LINE IN THE LOCATION OF PROPOSED STRUCTURES AND PAVEMENTS ARE TO BE RELOCATED.
 - ALL LOCAL ZONING AND AIRSPACE PROTECTION IS GOVERNED BY NEW JERSEY STATUTES TITLE 16, DEPARTMENT OF TRANSPORTATION, CHAPTER 62, AIR SAFETY AND ZONING.
 - BUILDING RESTRICTION LINE FOR EAST SIDE OF AIRPORT IS SET AT TAXIWAY "A" TAXIWAY OBJECT FREE AREA. BUILDING RESTRICTION LINE FOR WEST SIDE OF AIRPORT IS SET TO ALLOW 35' HEIGHT STRUCTURE WITHOUT PENETRATING PART 77 TRANSITIONAL SURFACE.
 - TRaverse ways ELEVATION ARE ACTUAL ELEVATIONS. REFER TO SHEETS #6 - #7, "INNER PORTION OF THE APPROACH SURFACE DRAWINGS", FOR ADJUSTMENTS (23' FOR RAILWAYS, 17' FOR INTERSTATE HIGHWAYS, 15' FOR OTHER PUBLIC ROADS, OR 10' FOR PRIVATE ROADS).
 - BUILDING HEIGHTS FOR PROPOSED FACILITIES ARE ESTIMATED FOR PLANNING PURPOSE.
 - EAST SIDE DEVELOPMENT FOLLOWS B-I SMALL STANDARDS; WEST SIDE DEVELOPMENT BEYOND THE 20-YEAR PLANNING HORIZON FOLLOWS B-II SMALL STANDARDS.

APPROVALS	
FEDERAL AVIATION ADMINISTRATION Harrisburg Airports District Office	
CONDITIONALLY APPROVED:	Manager, HAR-ADO
DATE:	
SUBJECT TO Comments in letter dated: _____ Airspace Study Number: _____	

PREPARED BY:

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DATE	BY	NOTES	REVISION	DATE	BY	NOTES	REVISION	DATE	BY	NOTES	REVISION

DRAFT

Dedication 12°E W. (July 2020)
Changing 0.75" E. per year (CW)
Source: NOAA (NGC)

Scale: 1" = 200'
100 0 200
Graphic Scale in Feet

Hammonton Municipal Airport
Hammonton, New Jersey

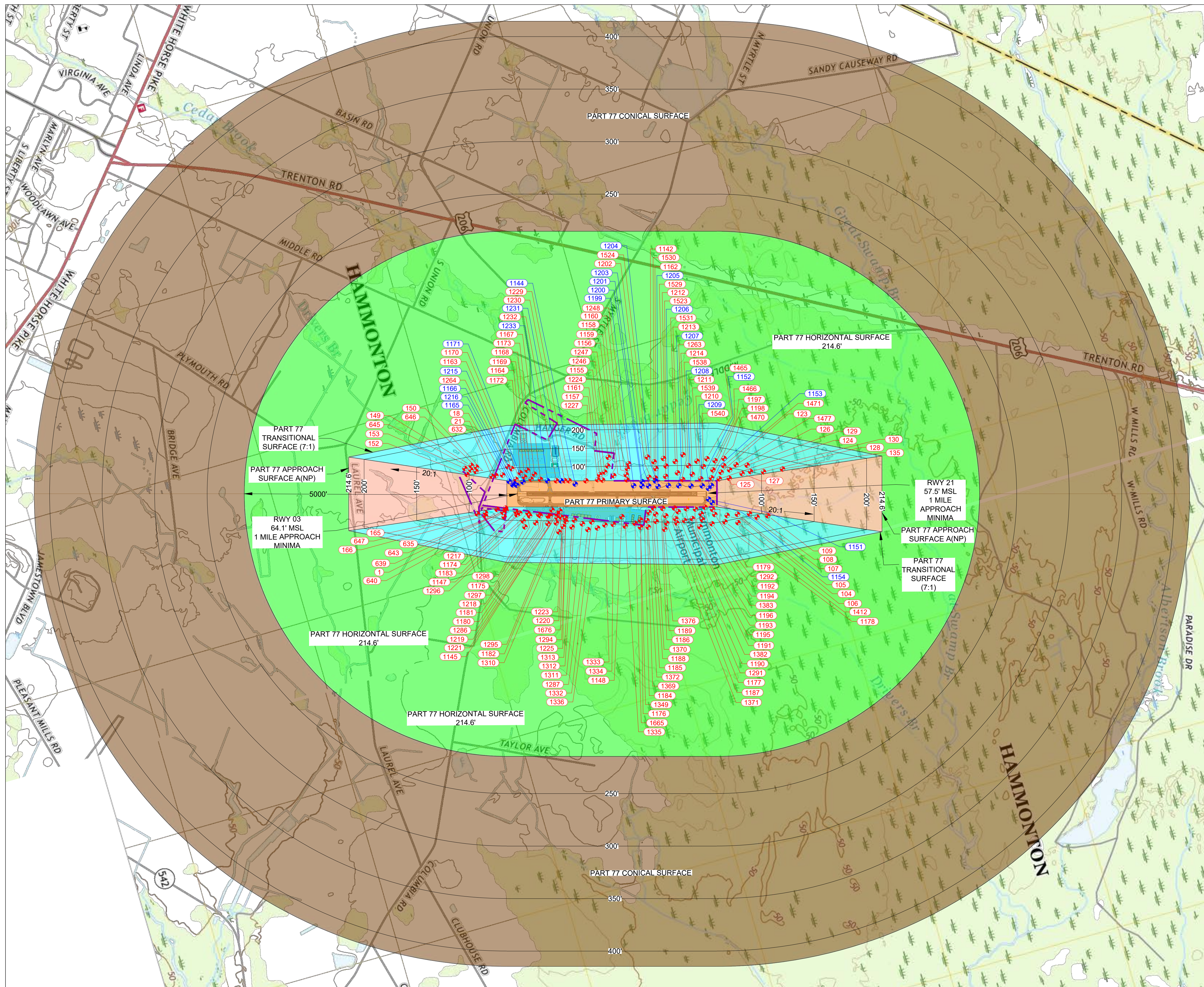
AIRPORT LAYOUT PLAN

SHEET TITLE:
PROPOSED AIRPORT LAYOUT PLAN

JOB DESCRIPTION:

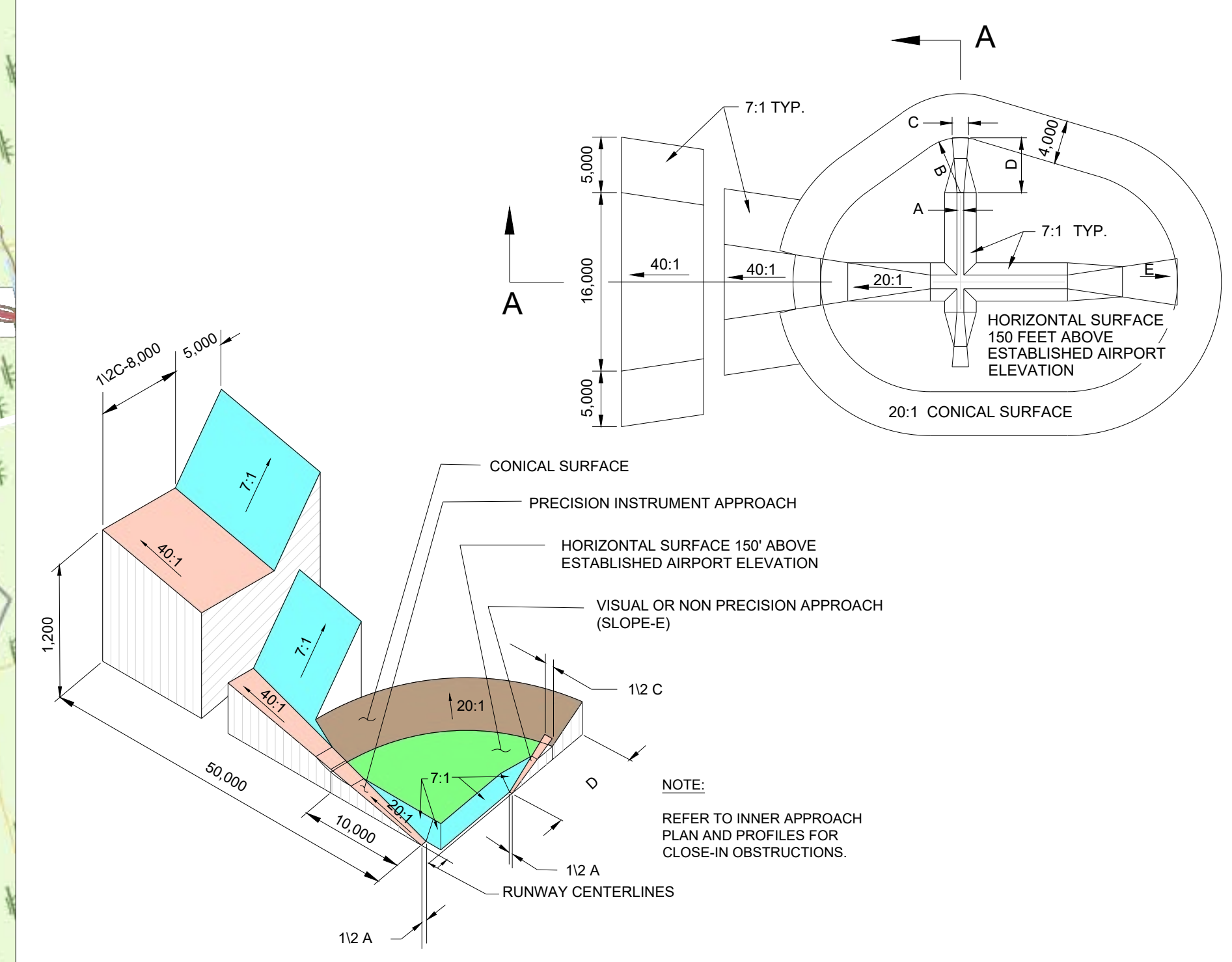
DRAWN BY:	JC	DATE:	7/2/2021
CHECKED BY:	MG	SCALE:	1"=200'
APPROVED BY:	LD		
SHEET:			

03 OF 10



OBSTRUCTION IDENTIFICATION SURFACES FEDERAL AVIATION REGULATIONS PART 77						
DIM	ITEM	VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY		PRECISION INSTRUMENT RUNWAY
		A	B	A	B	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000
C	APPROACH SURFACE WIDTH AT END	VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY		PRECISION INSTRUMENT RUNWAY
		A	B	A	B	
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1

CHART NOTES:
 A - UTILITY RUNWAYS
 B - RUNWAYS LARGER THAN UTILITY
 C - VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
 D - VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
 * - PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



**SECTION A-A
PART 77 ISOMETRIC**

LEGEND	
AIRPORT PROPERTY LINE (EXISTING)	--- ---
FAR PART 77 APPROACH SURFACE	Orange shaded area
FAR PART 77 PRIMARY SURFACE	Light blue shaded area
FAR PART 77 HORIZONTAL SURFACE	Light green shaded area
FAR PART 77 CONICAL SURFACE	Light brown shaded area
OBSTRUCTION MARKER (PART 77 TRANSITIONAL SURFACE)	Red circle with XXX
OBSTRUCTION MARKER (PART 77 PRIMARY SURFACE)	Blue circle with XXX

- NOTES:**
- ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).
 - ALL VERTICAL DATUM IS NAVD 88 AND HORIZONTAL DATUM IS NAD83.
 - PLANIMETRIC AND OBSTRUCTION DATA PROVIDED BY QUANTUM SPATIAL - SURVEY SEPTEMBER 19, 2013.
 - IN GENERAL TERMS, OBJECTS WITHIN THE OBJECT FREE AREA (OFA) ARE TO BE REMOVED. TREES OUTSIDE THE OFA THAT PENETRATES THE PART 77 APPROACH SURFACES HAVE THE OPTION TO BE TRIMMED OR REMOVED. BUILDINGS WITH SIGNIFICANT CONCENTRATION OF PEOPLE WITHIN THE RUNWAY PROTECTION ZONE (RPZ) AND WITHIN AIRPORT PROPERTY NEED TO BE REMOVED.
 - A TREE MAINTENANCE PROGRAM SHOULD BE IMPLEMENTED IN ORDER TO KEEP GROWING FOLIAGE BELOW THE PART 77 SURFACES, PARTICULARLY IN THE RUNWAY APPROACH SURFACE AREAS.
 - AIRPORT ELEVATION IS 64.6'.
 - REFER TO SHEET #1, "DATA SHEET" FOR RUNWAY END ELEVATIONS.
 - REFER TO SHEET #5, "PART 77 AIRSPACE PLAN DATA" FOR OBSTRUCTION DATA TABLES.
 - REFER TO SHEET #6 - #7, "INNER PORTION OF THE APPROACH SURFACE DRAWINGS" FOR OBSTRUCTIONS NOT DISPLAYED ON PART 77 AIRSPACE SHEETS.
 - REFER TO SHEET #10, "EXHIBIT 'A' AIRPORT PROPERTY INVENTORY MAPS" FOR BLOCK & LOT NUMBERS AND PROPERTY EASEMENT LINE. AIRPORT PROPERTY LINE FOR LOT 14 DERIVED FROM JUNE 10, 2003 FIELD SURVEY AND CALCULATIONS. AIRPORT PROPERTY LINE FOR LOTS 11, 13, 15, 01 AND 31 DERIVED FROM SEPTEMBER 2013 CERTIFIED TAX MAP OF THE TOWN OF HAMMONTON, ATLANTIC COUNTY, NEW JERSEY (REVISION IN FEBRUARY 2014).
 - USGS TOPOGRAPHIC MAP OBTAINED FROM USGS.GOV, 2019.

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REVISION	DATE	BY	NOTES

DRAFT

Dedinition 12° 8' W. (July 2020)
 Changing 0° 2' E. per year (CW)
 Source: NOAA (NGDC)

Scale: 1" = 1,000
 500 0 1,000
 Graphic Scale in Feet

Hammonton Municipal Airport
 Hammonton, New Jersey

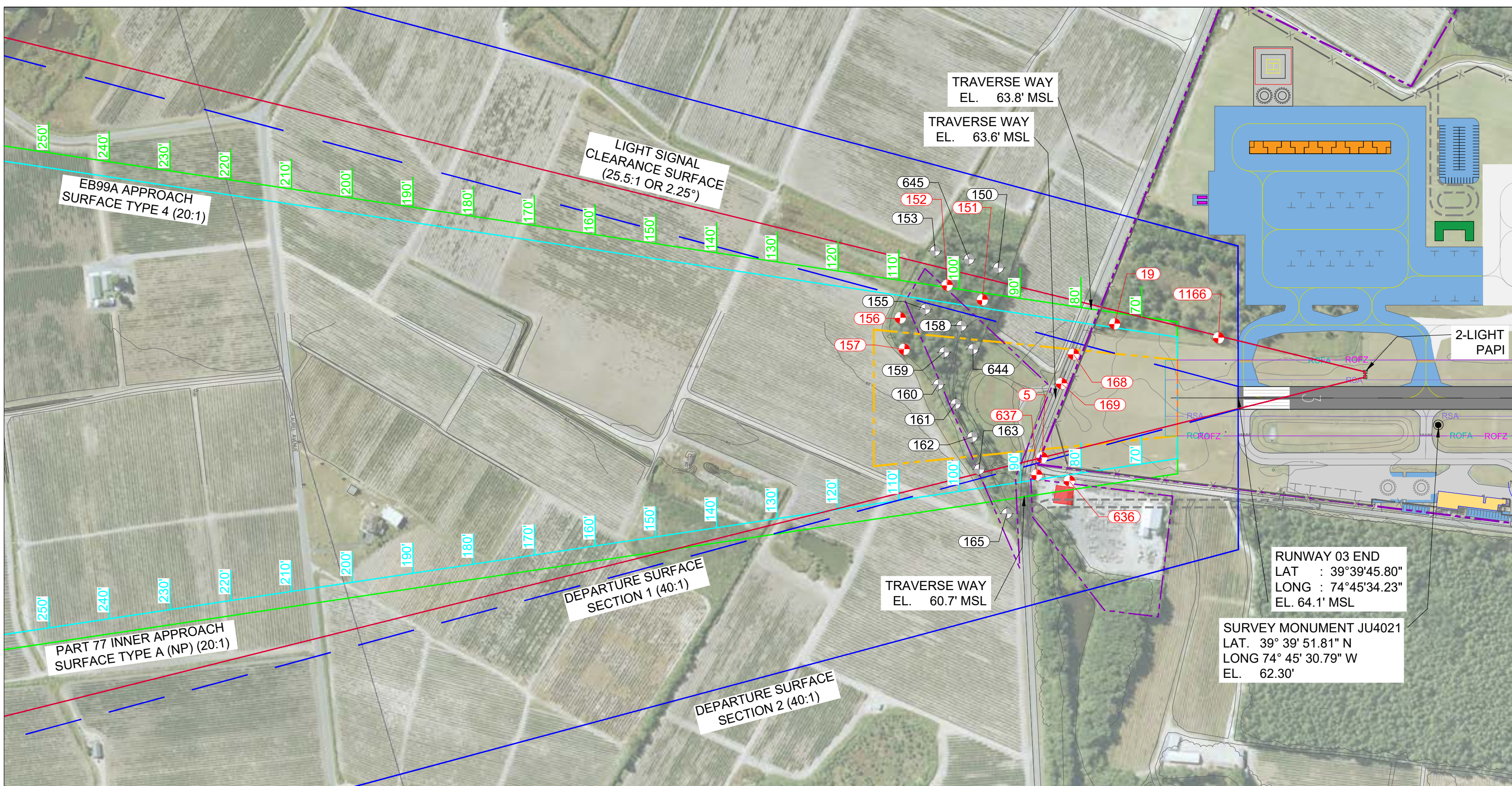
TOWN OF HAMMONTON

AIRPORT LAYOUT PLAN

PART 77 AIRSPACE PLAN

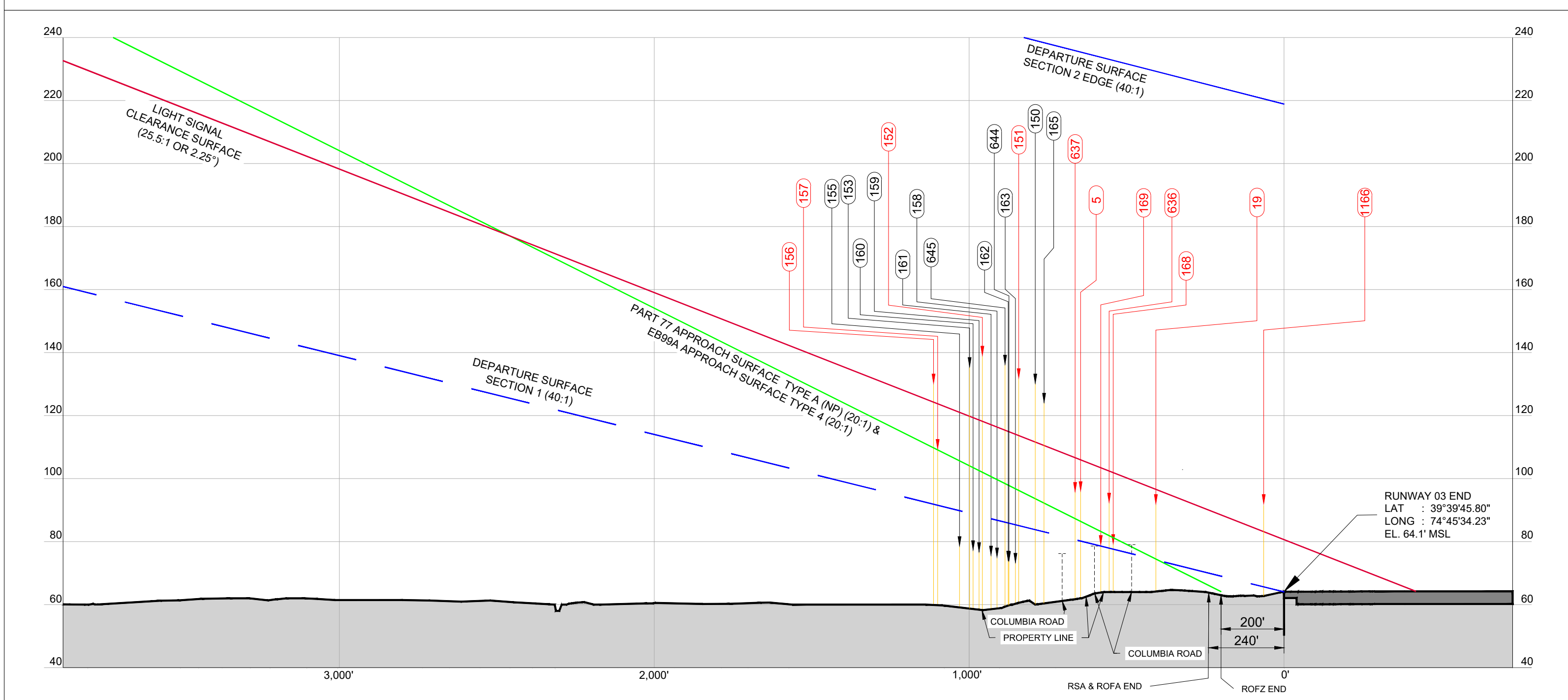
04 OF 10

DATE: 7/2/2021
 SCALE: 1"=1,000'
 DRAWN BY: JC
 CHECKED BY: MG
 APPROVED BY: LD
 SHEET: 04 OF 10



RUNWAY 03 INNER APPROACH PLAN VIEW

SCALE: 1" = 300'



RUNWAY 03 INNER APPROACH PROFILE VIEW

SCALE: 1" = 30' (VERTICAL)
1" = 300' (HORIZONTAL)

LEGEND	
AIRPORT PROPERTY LINE	PROPOSED HANGAR (WEST PHASE II)
FAR PART 77 APPROACH SURFACE TYPE A (NP) (20:1)	ON-AIRPORT BUILDING
ENGINEERING BRIEF 99A APPROACH SURFACE (20:1)	OFF-AIRPORT BUILDING
DEPARTURE SURFACE SECTION 1 (40:1)	BUILDING REMOVAL
DEPARTURE SURFACE SECTION 2 (40:1)	PROPOSED TAXIWAY/TAXILANE CENTERLINE
PAPI LIGHT SIGNAL CLEARANCE SURFACE	PROPOSED TAXIWAY/TAXILANE CENTERLINE (PHASE II)
RUNWAY SAFETY ARE (RSA)	AIRPORT REFERENCE POINT (ARP) / SURVEY MONUMENTS
RUNWAY OBJECT FREE AREA (ROFA)	EXISTING FENCE
RUNWAY OBSTACLE FREE ZONE (ROFZ)	CONTOURS
RUNWAY PROTECTION ZONE (RPZ)	15' BUFFER FOR OTHER PUBLIC ROADS
PROPOSED PAVEMENT (EAST & WEST PHASE I)	OBSTRUCTION MARKER - PLAN VIEW (EXISTING / FUTURE)
PROPOSED PAVEMENT (WEST PHASE II)	OBSTRUCTION MARKER - PROFILE VIEW (EXISTING / FUTURE)
PROPOSED NEW TERMINAL	
PROPOSED HANGAR (EAST & WEST PHASE I)	

RUNWAY 03 END OBSTRUCTION DATA

OBJECT DATA		RUNWAY 03 OBSTRUCTION DISPOSITION CHART												
OBSTRUCTION ID	DESCRIPTION	TOP ELEVATION (MSL)	DISTANCE TO RUNWAY END	OFFSET FROM RUNWAY CENTERLINE	FAR PART 77 20:1 APPROACH SURFACE TYPE A (NP)		20:1 EB99A APPROACH SURFACE TYPE 4		40:1 DEPARTURE SURFACE		25.5:1 LIGHT SIGNAL CLEARANCE SURFACE		OBSTRUCTION LOCATED ON OR OFF AIRPORT	PROPOSED DISPOSITION
					SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION		
5	POLE	96.07	446.20'	195.57'	96.41'	9.66'	96.41'	9.66'	80.26'	15.82'	106.37'	NO PENETRATION (-10.30)	ON	CG OR REL/LOW OR DD
19	TREE	91.89	407.07'	243.84'	74.45'	17.53'	N/A	N/A	105.82'	NO PENETRATION (-13.83)	98.99'	NO PENETRATION (-5.00)	ON	REMOVE / TRIM
150	TREE	130.22	789.88'	426.52'	N/A	N/A	N/A	N/A	142.91'	NO PENETRATION (-11.79)	N/A	N/A	OFF	REMOVE / TRIM
151	TREE	151.93	842.39'	322.82'	96.22'	35.71'	N/A	N/A	104.42'	27.51'	114.63'	17.90'	OFF	REMOVE / TRIM
152	TREE	136.08	558.38'	371.28'	N/A	N/A	N/A	N/A	113.03'	26.05'	118.58'	20.50'	OFF	REMOVE / TRIM
153	TREE	135.45	959.64'	483.78'	N/A	N/A	N/A	N/A	147.02'	NO PENETRATION (-11.57)	N/A	N/A	OFF	REMOVE / TRIM
155	TREE	78.60	1,030.41'	292.31'	105.82'	NO PENETRATION (-27.02)	105.82'	NO PENETRATION (-27.02)	89.85'	NO PENETRATION (-11.25)	121.46'	NO PENETRATION (-42.86)	ON	REMOVE / TRIM
156	TREE	130.24	1,113.94'	263.54'	109.76'	20.49'	109.76'	20.49'	91.62'	38.32'	124.84'	5.90'	OFF	REMOVE / TRIM
157	TREE	100.48	1,100.20'	169.97'	109.11'	0.38'	109.11'	0.38'	91.60'	17.80'	124.19'	NO PENETRATION (-14.70)	OFF	REMOVE / TRIM
158	TREE	75.00	911.79'	237.23'	99.69'	NO PENETRATION (-24.69)	99.69'	NO PENETRATION (-24.69)	66.89'	NO PENETRATION (-11.89)	118.81'	NO PENETRATION (-41.81)	ON	REMOVE / TRIM
159	TREE	76.70	968.36'	180.49'	102.52'	NO PENETRATION (-26.82)	102.52'	NO PENETRATION (-26.82)	88.30'	NO PENETRATION (-11.60)	119.04'	NO PENETRATION (-42.34)	ON	REMOVE / TRIM
160	TREE	77.30	987.62'	44.02'	103.49'	NO PENETRATION (-26.19)	103.49'	NO PENETRATION (-26.19)	88.79'	NO PENETRATION (-11.49)	119.77'	NO PENETRATION (-42.47)	OFF	REMOVE / TRIM
161	TREE	75.60	830.68'	29.36'	100.64'	NO PENETRATION (-25.04)	100.64'	NO PENETRATION (-25.04)	87.39'	NO PENETRATION (-11.76)	117.49'	NO PENETRATION (-41.69)	ON	REMOVE / TRIM
162	TREE	74.60	975.90'	129.91'	97.90'	NO PENETRATION (-23.90)	97.90'	NO PENETRATION (-23.90)	85.99'	NO PENETRATION (-11.99)	115.29'	NO PENETRATION (-41.59)	ON	REMOVE / TRIM
163	TREE	73.30	853.01'	235.20'	96.75'	NO PENETRATION (-23.45)	96.75'	NO PENETRATION (-23.45)	85.42'	NO PENETRATION (-12.12)	114.44'	NO PENETRATION (-41.74)	ON	REMOVE / TRIM
165	TREE	124.09	762.00'	381.06'	N/A	N/A	N/A	N/A	128.30'	NO PENETRATION (-4.26)	N/A	N/A	ON	REMOVE / TRIM
168	PRIMARY ROAD	79.28	542.81'	143.76'	81.24'	NO PENETRATION (-1.96)	81.24'	NO PENETRATION (-1.96)	77.67'	1.81'	102.28'	NO PENETRATION (-23.00)	OFF	CG OR REL/LOW OR DD
169	PRIMARY ROAD	78.99	582.12'	47.36'	83.21'	NO PENETRATION (-4.22)	83.21'	NO PENETRATION (-4.22)	78.64'	0.34'	103.79'	NO PENETRATION (-24.80)	OFF	CG OR REL/LOW OR DD
636	POLE	92.40	555.78'	273.30'	81.89'	10.51'	N/A	N/A	109.59'	NO PENETRATION (-13.76)	N/A	N/A	OFF	CG OR REL/LOW OR DD
637	POLE	66.80	880.43'	253.79'	87.27'	8.53'	87.27'	8.53'	93.17'	2.83'	N/A	N/A	OFF	CG OR REL/LOW OR DD
644	TREE	73.90	873.60'	161.12'	97.78'	NO PENETRATION (-23.88)	97.78'	NO PENETRATION (-23.88)	85.94'	NO PENETRATION (-12.04)	115.31'	NO PENETRATION (-41.41)	ON	REMOVE / TRIM
645	TREE	136.19	866.38'	456.84'	N/A	N/A	N/A	N/A	145.22'	NO PENETRATION (-9.04)	N/A	N/A	OFF	REMOVE / TRIM
1166	TREE	91.57	64.62'	198.04'	N/A	N/A	N/A	N/A	112.16'	NO PENETRATION (-20.59)	83.47'	8.10'	ON	REMOVE / TRIM

NOTES:

- ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).
- ALL VERTICAL DATUM IS NAVD 88 AND HORIZONTAL DATUM IS NAD 83.
- PLANIMETRIC AND OBSTRUCTION DATA PROVIDED BY QUANTUM SPATIAL - SURVEY SEPTEMBER 19, 2013.
- IN GENERAL TERMS, OBJECTS WITHIN THE OBJECT FREE AREA (OFA) ARE TO BE REMOVED. TREES OUTSIDE THE OFA THAT PENETRATES THE PART 77 APPROACH SURFACES HAVE THE OPTION TO BE TRIMMED OR REMOVED, BUILDINGS WITH SIGNIFICANT CONCENTRATION OF PEOPLE WITHIN THE RUNWAY PROTECTION ZONE (RPZ) AND WITHIN AIRPORT PROPERTY NEED TO BE REMOVED.
- A TREE MAINTENANCE PROGRAM SHOULD BE IMPLEMENTED IN ORDER TO KEEP GROWING FOLIAGE BELOW THE PART 77 SURFACES, PARTICULARLY IN THE RUNWAY APPROACH SURFACE AREAS.
- AIRPORT ELEVATION IS 64.6'.
- N/A DENOTES NOT APPLICABLE.
- THE PART 77 20:1 APPROACH SURFACE FOR RUNWAY 03 IS THE SURFACE DESCRIBED IN FEDERAL AVIATION REGULATION 14 CFR PART 77 FOR NON-PRECISION INSTRUMENT RUNWAY FOR UTILITY RUNWAYS (TYPE A). THE DIMENSIONAL STANDARDS WITH REFERENCE TO FAR 14 CFR PART 77 SHALL BE: LENGTH=5,000', INNER WIDTH=500', OUTER WIDTH=2,000'.
- THE 20:1 EB99A APPROACH SURFACE FOR RUNWAY 03 ARE BASED ON RUNWAY TYPE 4 IN FAA ENGINEERING BRIEF 99A TABLE 3-2 FOR APPROACH END OF RUNWAYS EXPECTED TO ACCOMMODATE INSTRUMENT APPROACHES HAVING VISIBILITY GREATER THAN OR EQUAL TO 3/4 1 STATUTE MILE. THE DIMENSIONAL STANDARDS WITH REFERENCE TO TABLE 3-2 SHALL BE: A = 200', B = 400', C = 3,400', D = 10,000', AND E=0'.
- REFER TO FAA ENGINEERING BRIEF 99A FOR 40:1 DEPARTURE SURFACES STANDARDS ALONG WITH THE DEFINITIONS OF SECTIONS 1 & 2. THE DIMENSIONAL STANDARDS WITH REFERENCE TO TABLE 3-2 SHALL BE: A = RUNWAY WIDTH (RW), B = 500'-1/2 RW, C = 7,512', D = 12,152', AND E=6,160'.
- REFER TO FAA ENGINEERING BRIEF 95 FOR PAPI LIGHT SIGNAL CLEARANCE SURFACE STANDARDS.
- REFER TO SHEET #1, "DATA SHEET" FOR RUNWAY END ELEVATIONS.
- CG OR REL/LOW OR DD. THE MITIGATION OPTION INCLUDES ONE OF THE FOLLOWING: (CG); PUBLICATION OF A NON-STANDARD CLIMB GRADIENT THAT WILL PROTECT THE 40:1 DEPARTURE SURFACE; (REL/LOW); RELOCATE THE OBSTACLE OUTSIDE THE DEPARTURE SURFACE OR LOWER THE OBSTACLE BELOW THE DEPARTURE SURFACE; (DD); APPLY DECLARED DISTANCES ON THE TORA AND TODA IF THE PREVIOUS MITIGATION OPTIONS ARE NOT APPLICABLE.
- EXISTING 6' HIGH FENCE LINE. EXISTING FENCE LINE IN THE LOCATION OF PROPOSED STRUCTURES AND PAVEMENTS ARE TO BE RELOCATED.
- REFER TO SHEET #10, "EXHIBIT A" AIRPORT PROPERTY INVENTORY MAPS FOR BLOCK & LOT NUMBERS AND PROPERTY EASEMENT LINE. AIRPORT PROPERTY LINE FOR LOT 14 DERIVED FROM JUNE 10, 2003 FIELD SURVEY AND CALCULATIONS. AIRPORT PROPERTY LINE FOR LOTS 11, 13, 15.01 AND 31 DERIVED FROM SEPTEMBER 2013 CERTIFIED TAX MAP OF THE TOWN OF HAMMONTON, ATLANTIC COUNTY, NEW JERSEY (REVISION IN FEBRUARY 2014).
- OBJECTS IDENTIFIED AS "FUTURE" REPRESENT TREES THAT ARE LOCATED UP TO 12.5 FT BELOW A DEFINED SURFACE. WHILE THEY DO NOT PENETRATE A SURFACE AT PRESENT, THEY WILL WITHIN FIVE OR FEWER YEARS, ASSUMING A GROWTH RATE OF 2.5 FT PER YEAR (SOURCE: FAA ENGINEERING BRIEF 91, MANAGEMENT OF VEGETATION IN THE AIRPORT ENVIRONMENT, NOVEMBER 15, 2013).
- ANY POINT 5 FEET ABOVE THE RUNWAY CENTERLINE IS MUTUALLY VISIBLE WITH ANY OTHER POINT 5 FEET ABOVE THE RUNWAY CENTERLINE THAT IS LOCATED AT A DISTANCE THAT IS LESS THAN ONE HALF THE LENGTH OF THE RUNWAY.
- THE OBSTRUCTION DATA ON RUNWAY 3 END HAVE BEEN UPDATED FOLLOWING THE AS BUILD SURVEY RECEIVED IN 2017 FROM JOHNSON DESIGN ASSOCIATES INC. THE AS BUILD IS BASED ON THE OBSTRUCTION REMOVAL/TRIMMING THAT OCCURRED IN 2017.

PREPARED BY:

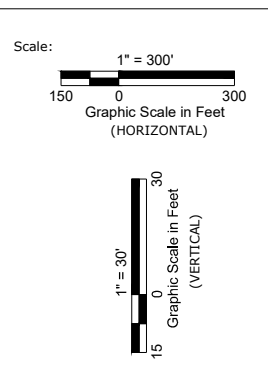
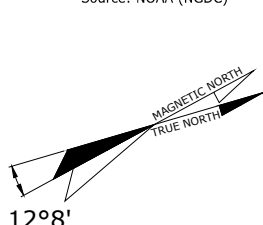


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REVISION			REVISION			REVISION		
DATE	BY	NOTES	DATE	BY	NOTES	DATE	BY	NOTES

DRAFT

Declination 121°E W, (July 2020)
Changing PPT E. per year (CW)
Source: NOAA (NCEC)



Hammonton Municipal Airport
Hammonton, New Jersey



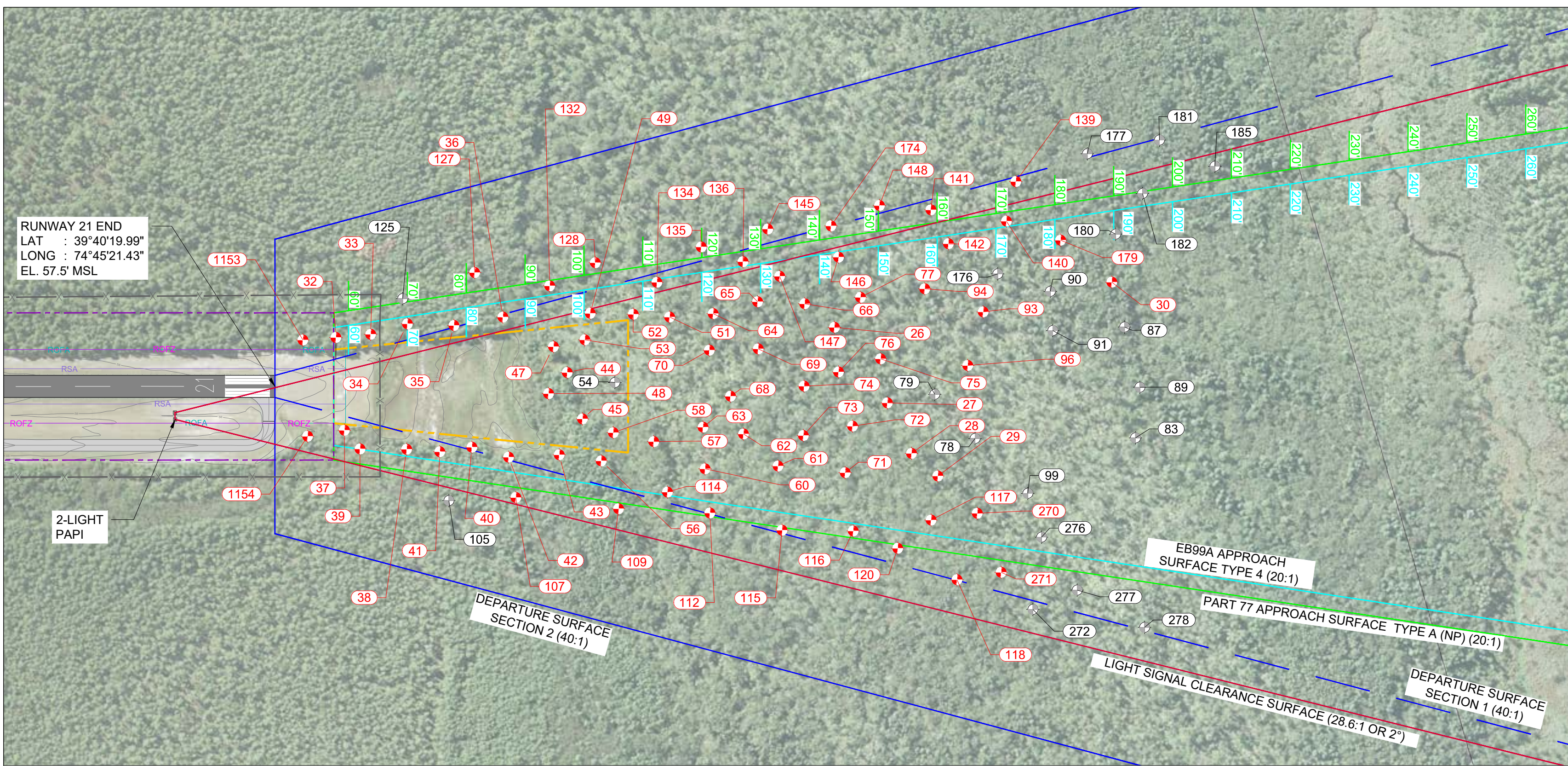
JOB DESCRIPTION:

AIRPORT LAYOUT PLAN

SHEET TITLE:

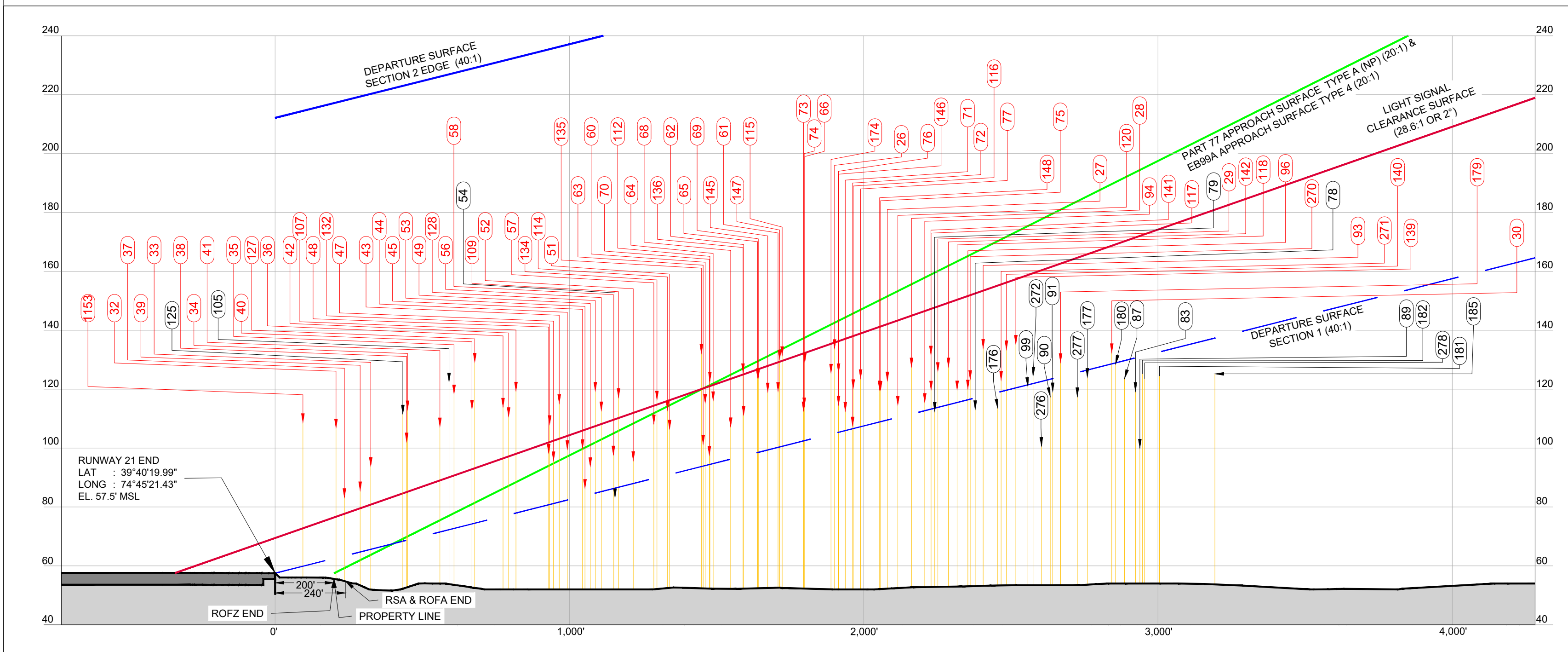
INNER PORTION OF THE APPROACH SURFACE - RUNWAY 03

DRAWN BY:	JC	DATE:	7/2/2021
CHECKED BY:	MG	SCALE:	1"=300'
APPROVED BY:	LD	SHEET:	06 OF 10
DRAWING NO.:			



RUNWAY 21 INNER APPROACH PLAN VIEW

SCALE: 1" = 300'



RUNWAY 21 INNER APPROACH PROFILE VIEW

SCALE: 1" = 30' (VERTICAL)
1" = 300' (HORIZONTAL)

- NOTES:**
- AIRPORT ELEVATION IS 64.6' EXISTING 6' HIGH FENCE LINE.
 - IN GENERAL TERMS, OBJECTS WITHIN THE OBJECT FREE AREA (OFA) ARE TO BE REMOVED. TREES OUTSIDE THE OFA THAT PENETRATES THE PART 77 APPROACH SURFACES HAVE THE OPTION TO BE TRIMMED OR REMOVED. BUILDINGS WITH SIGNIFICANT CONCENTRATION OF PEOPLE WITHIN THE RUNWAY PROTECTION ZONE (RPZ) AND WITHIN AIRPORT PROPERTY NEED TO BE REMOVED.
 - A TREE MAINTENANCE PROGRAM SHOULD BE IMPLEMENTED IN ORDER TO KEEP GROWING FOLIAGE BELOW THE PART 77 SURFACES, PARTICULARLY IN THE RUNWAY APPROACH SURFACE AREAS.
 - NA DENOTES NOT APPLICABLE.
 - THE PART 77 20:1 APPROACH SURFACE FOR RUNWAY 21 IS THE SURFACE DESCRIBED IN FEDERAL AVIATION REGULATION 14 CFR PART 77 FOR NON-PRECISION INSTRUMENT RUNWAY FOR UTILITY RUNWAYS (TYPE A). THE DIMENSIONAL STANDARDS WITH REFERENCE TO FAR 74 CFR PART 77 SHALL BE: LENGTH=5,000', INNER WIDTH=500', OUTER WIDTH=2,000'.
 - THE 20:1 EB99A APPROACH SURFACE FOR RUNWAY 21 ARE BASED ON RUNWAY TYPE 4. IN FAA ENGINEERING BRIEF 99A TABLE 3-2 FOR APPROACH END OF RUNWAYS EXPECTED TO ACCOMMODATE INSTRUMENT APPROACHES HAVING VISIBILITY GREATER THAN OR EQUAL TO 3/4 1 STATUTE MILE. THE DIMENSIONAL STANDARDS WITH REFERENCE TO TABLE 3-2 SHALL BE: A = 200', B = 400', C = 3,400', D = 10,000', AND E=0'.
 - REFER TO FAA ENGINEERING BRIEF 99A FOR 40:1 DEPARTURE SURFACES STANDING ALONG WITH THE DEFINITIONS OF SECTION 1.8.2. THE DIMENSIONAL STANDARDS WITH REFERENCE TO TABLE 3-2 SHALL BE: A = RUNWAY WIDTH (RW), B = 500'-1/2 RW, C = 7,512', D = 12,152', AND E=6,160'.
 - REFER TO FAA ENGINEERING BRIEF 95 FOR PAPI LIGHT SIGNAL CLEARANCE SURFACE STANDARDS.
 - REFER TO SHEET #1, "DATA SHEET" FOR RUNWAY END ELEVATIONS.
 - ALL VERTICAL DATUM IS NAVD 88 AND HORIZONTAL DATUM IS NAD 83.
 - ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).
 - PLANIMETRIC AND OBSTRUCTION DATA PROVIDED BY QUANTUM SPATIAL - SURVEY SEPTEMBER 19, 2013.
 - REFER TO SHEET #10, "EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAPS" FOR BLOCK & LOT NUMBERS AND PROPERTY EASEMENT LINE.
 - AIRPORT PROPERTY LINE FOR LOT 14 DERIVED FROM JUNE 10, 2003 FIELD SURVEY AND CALCULATIONS. AIRPORT PROPERTY LINE FOR LOTS 11, 13, 15, 01 AND 01 DERIVED FROM SEPTEMBER 2013 CERTIFIED TAX MAP OF THE TOWN OF HAMMONTON, ATLANTIC COUNTY, NEW JERSEY (REVISION IN FEBRUARY 2014).
 - OBJECTS IDENTIFIED AS "FUTURE" REPRESENT TREES THAT ARE LOCATED UP TO 12.5 FT BELOW A DEFINED SURFACE. WHILE THEY DO NOT PENETRATE A SURFACE AT PRESENT, THEY WILL WITHIN FIVE OR FEWER YEARS, ASSUMING A GROWTH RATE OF 2.5 FT PER YEAR (SOURCE: FAA ENGINEERING BRIEF 91, MANAGEMENT OF VEGETATION IN THE AIRPORT ENVIRONMENT, NOVEMBER 15, 2013).
 - ANY POINT 5 FEET ABOVE THE RUNWAY CENTERLINE IS MUTUALLY VISIBLE WITH ANY OTHER POINT 5 FEET ABOVE THE RUNWAY CENTERLINE THAT IS LOCATED AT A DISTANCE THAT IS LESS THAN ONE HALF THE LENGTH OF THE RUNWAY.

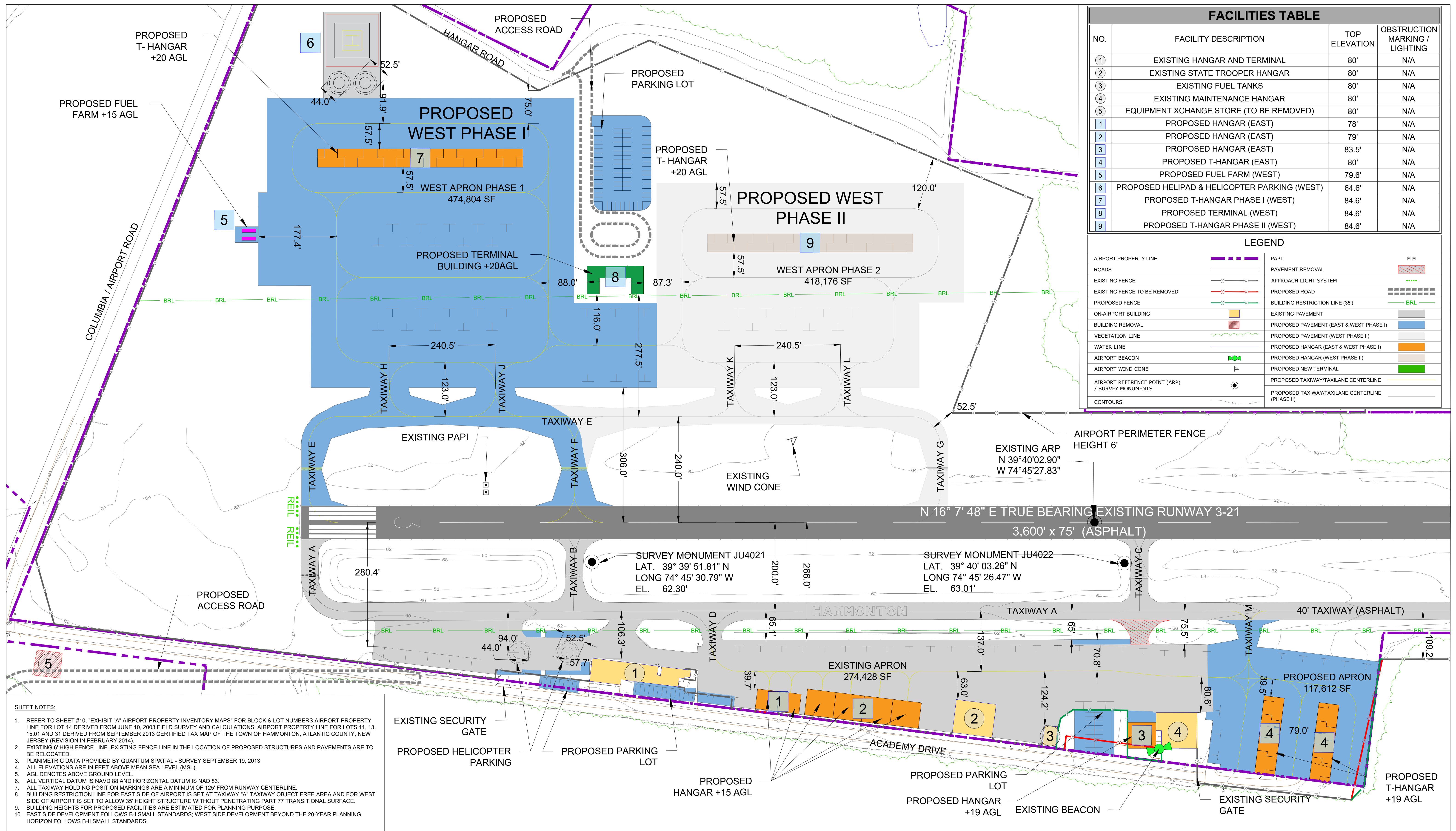
LEGEND

AIRPORT PROPERTY LINE	---
FAR PART 77 APPROACH SURFACE TYPE A (NP) (20:1)	---
ENGINEERING BRIEF 99A APPROACH SURFACE (20:1)	---
DEPARTURE SURFACE SECTION 1 (40:1)	---
DEPARTURE SURFACE SECTION 2 (40:1)	---
PAPI LIGHT SIGNAL CLEARANCE SURFACE	---
RUNWAY SAFETY ARE (RSA)	---
RUNWAY OBJECT FREE AREA (ROFA)	---
RUNWAY OBSTACLE FREE ZONE (ROFZ)	---
RUNWAY PROTECTION ZONE (RPZ)	---
EXISTING FENCE	---
CONTOURS	---
OBSTRUCTION MARKER - PLAN VIEW (PENETRATING / FUTURE)	XXX
OBSTRUCTION MARKER - PROFILE VIEW (PENETRATING / FUTURE)	XXX

RUNWAY 21 END OBSTRUCTION DATA

RUNWAY 21 OBSTRUCTION DISPOSITION CHART

OBSTRUCTION ID	DESCRIPTION	OBJECT DATA		FAR PART 77 20:1 APPROACH SURFACE TYPE A (NP)		20:1 EB99A APPROACH SURFACE TYPE 4		40:1 DEPARTURE SURFACE		28.6:1 LIGHT SIGNAL CLEARANCE SURFACE		OBSTRUCTION LOCATED ON OR OFF AIRPORT	PROPOSED DISPOSITION	
		TOP ELEVATION (MSL)	DISTANCE TO RUNWAY END	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION	SURFACE ELEVATION	PENETRATION			
25	TREE	133.83	1,901.03	316.13	142.59	NO PENETRATION (-8.72)	142.59	NO PENETRATION (-8.72)	105.02	28.87	137.33	NO PENETRATION (-3.92)	OFF	REMOVE / TRIM
27	TREE	122.82	2,080.73	353.34	151.24	NO PENETRATION (-8.71)	151.24	NO PENETRATION (-8.71)	109.52	13.30	143.82	NO PENETRATION (-2.81)	OFF	REMOVE / TRIM
28	TREE	127.62	2,162.70	295.81	155.83	NO PENETRATION (-28.03)	155.83	NO PENETRATION (-28.03)	115.62	16.04	146.52	NO PENETRATION (-18.86)	OFF	REMOVE / TRIM
29	TREE	126.09	2,282.12	145.79	160.11	NO PENETRATION (-34.05)	160.11	NO PENETRATION (-34.05)	113.80	12.26	146.65	NO PENETRATION (-23.56)	OFF	REMOVE / TRIM
30	TREE	132.44	2,843.29	196.57	189.66	NO PENETRATION (-47.22)	189.66	NO PENETRATION (-47.22)	128.58	3.86	170.24	NO PENETRATION (-37.81)	OFF	REMOVE / TRIM
32	TREE	106.84	206.99	18.23	97.89	48.99	97.89	48.99	86.37	20.47	N/A	N/A	OFF	REMOVE / TRIM
33	TREE	93.87	325.19	63.78	119.88	30.28	119.88	30.28	63.78	11.24	N/A	N/A	OFF	REMOVE / TRIM
34	TREE	113.09	450.11	30.12	70.00	43.08	70.00	43.08	86.34	26.71	N/A	N/A	OFF	REMOVE / TRIM
35	TREE	118.44	608.09	165.92	77.89	40.55	77.89	40.55	74.83	43.61	N/A	N/A	OFF	REMOVE / TRIM
36	TREE	113.93	774.43	201.44	86.21	27.72	86.21	27.72	76.89	37.68	N/A	N/A	OFF	REMOVE / TRIM
37	TREE	83.28	83.28	93.87	93.87	23.97	93.87	23.97	83.28	4.62	83.28	NO PENETRATION (-11.29)	OFF	REMOVE / TRIM
38	TREE	102.12	447.29	379.40	69.86	32.26	69.86	32.26	86.92	15.20	86.92	NO PENETRATION (-15.54)	OFF	REMOVE / TRIM
39	TREE	85.94	289.14	317.57	61.99	23.59	61.99	23.59	N/A	NO PENETRATION (-10.84)	81.06	NO PENETRATION (-6.1)	OFF	REMOVE / TRIM
40	TREE	113.23	689.21	268.11	80.99	32.28	80.99	32.28	74.22	39.01	84.33	NO PENETRATION (-6.1)	OFF	REMOVE / TRIM
45	TREE	99.87	1,044.70	243.94	93.73	0.14	93.73	0.14	99.87	16.26	99.87	NO PENETRATION (-17.58)	OFF	REMOVE / TRIM
42	TREE	110.73	793.79	1,392.34	87.18	23.55	87.18	23.55	77.34	33.39	98.66	NO PENETRATION (-12.0)	OFF	REMOVE / TRIM
43	TREE	115.19	965.81	897.40	95.79	19.40	95.79	19.40	81.69	10.60	104.69	NO PENETRATION (-8.26)	OFF	REMOVE / TRIM
44	TREE	99.54	992.98	369.58	97.19	2.39	97.19	2.39	82.32	18.97	93.44	NO PENETRATION (-6.1)	OFF	REMOVE / TRIM
46	TREE	95.74	946.20	511.44	94.82	0.94	94.82	0.94	81.19	14.59	104.04	NO PENETRATION (-8.26)	OFF	REMOVE / TRIM
47	TREE	96.30	929.57	348.60	93.97	4.33	93.97	4.33	80.73	17.57	103.40	NO PENETRATION (-5.12)	OFF	REMOVE / TRIM
49	TREE	93.74	1,071.29	30.17	101.07	NO PENETRATION (-7.32)	101.07	NO PENETRATION (-7.32)	84.28	9.46	108.34	NO PENETRATION (-14.64)	OFF	REMOVE / TRIM
51	TREE	106.50	1,342.60	140.32	114.54	NO PENETRATION (-4.04)	114.54	NO PENETRATION (-4.04)	91.32	16.48	117.80	NO PENETRATION (-11.29)	OFF	REMOVE / TRIM
52	TREE	95.77	1,217.22	37.89	108.38	NO PENETRATION (-12.89)	108.38	NO PENETRATION (-12.89)	87.93	7.84	113.47	NO PENETRATION (-17.7)	OFF	REMOVE / TRIM
53	TREE	86.37	1,083.14	129.40	100.16	NO PENETRATION (-13.78)	100.16	NO PENETRATION (-13.78)	83.83	2.54	107.77	NO PENETRATION (-21.37)	OFF	REMOVE / TRIM
54	TREE	83.18	1,154.98	132.47	105.29	NO PENETRATION (-22.07)	105.29	NO PENETRATION (-22.07)	86.37	NO PENETRATION (-3.15)	111.30	NO PENETRATION (-28.12)	OFF	REMOVE / TRIM
56	TREE	112.71	1,108.69	200.83	102.93	NO PENETRATION (-4.59)	102.93	NO PENETRATION (-4.59)	85.21	27.50	109.86	NO PENETRATION (-3.03)	OFF	REMOVE / TRIM
57	TREE	108.38	1,286.92	55.83	111.88	NO PENETRATION (-7.28)	111.88	NO PENETRATION (-7.28)	89.87	115.86	NO PENETRATION (-7.66)	NO PENETRATION (-7.66)	OFF	REMOVE / TRIM
58	TREE	97.70	1,149.65	227.38	104.99	NO PENETRATION (-7.28)	104.99	NO PENETRATION (-7.28)	86.24	11.46	111.10	NO PENETRATION (-13.41)	OFF	REMOVE / TRIM
60	TREE	115.30	1,461.82	304.07	120.59	NO PENETRATION (-5.28)	120.59	NO PENETRATION (-5.28)	94.04	21.26	122.00	NO PENETRATION (-6.71)	OFF	REMOVE / TRIM
61	TREE	119.31	1,709.33	264.48	130.97	NO PENETRATION (-13.65)	130.97	NO PENETRATION (-13.65)	100.23	16.08	130.61	NO PENETRATION (-11.34)	OFF	REMOVE / TRIM
62	TREE	111.17	1,591.82	127.18	127.18	NO PENETRATION (-15.83)	127.18	NO PENETRATION (-15.83)	97.28	13.86	136.57	NO PENETRATION (-15.36)	OFF	REMOVE / TRIM
63	TREE	101.33	1,454.50	166.03	120.23	NO PENETRATION (-18.90)	120.23	NO PENETRATION (-18.90)	98.69	7.47	121.73	NO PENETRATION (-20.43)	OFF	REMOVE / TRIM
64	TREE	116.12	1,488.84	176.99	121.84	NO PENETRATION (-6.62)	121.84	NO PENETRATION (-6.62)	94.72	21.40	122.92	NO PENETRATION (-6.83)	OFF	REMOVE / TRIM
65	TREE	124.69	1,639.63	212.36	129.49	NO PENETRATION (-4.83)	129.49	NO PENETRATION (-4.83)	98.49	26.18	128.29	NO PENETRATION (-3.87)	OFF	REMOVE / TRIM
68	TREE	128.27	1,798.90	207.62	137.69	NO PENETRATION (-8.28)	137.69	NO PENETRATION (-8.28)	102.46	26.32	133.81	NO PENETRATION (-4.41)	OFF	REMOVE / TRIM
68	TREE	107.27	1,547.92	335.65	124.80	NO PENETRATION (-17.63)	124.80	NO PENETRATION (-17.63)	96.20	11.07	126.07	NO PENETRATION (-17.76)	OFF	REMOVE / TRIM
69	TREE	123.99	1,641.93	129.60	148.91	NO PENETRATION (-6.61)	148.91	NO PENETRATION (-6.61)	98.59	25.44	128.29	NO PENETRATION (-4.31)	OFF	REMOVE / TRIM
70	TREE	97.99	1,476.79	213.60	121.29	NO PENETRATION (-23.70)	121.29	NO PENETRATION (-23.70)	94.39	3.20	122.49	NO PENETRATION (-24.91)	OFF	REMOVE / TRIM
71	TREE	113.69	1,342.60	154.59	144.39	NO PENETRATION (-31.83)	144.39	NO PENETRATION (-31.83)	106.94	4.69	138.59	NO PENETRATION (-26.06)	OFF	REMOVE / TRIM
72	TREE	107.54	1,962.50	206.99	148.62	NO PENETRATION (-38.08)	148.62	NO PENETRATION (-38.08)	106.90	0.98	139.54	NO PENETRATION (-31.96)	OFF	REMOVE / TRIM
73	TREE	112.71	1,795.53	221.89	137.28	NO PENETRATION (-24.56)	137.28	NO PENETRATION (-24.56)	102.38	10.33	133.71	NO PENETRATION (-20.95)	OFF	REMOVE / TRIM
74	TREE	114.03	1,797.89	240.29	137.39	NO PENETRATION (-23.36)	137.39	NO PENETRATION (-23.36)	102.44	11.59	133.73	NO PENETRATION (-19.71)	OFF	REMOVE / TRIM
75	TREE	119.70	2,057.59	232.13	150.39	NO PENETRATION (-30.68)	150.39	NO PENETRATION (-30.68)	106.94	10.78	142.80	NO PENETRATION (-23.12)	OFF	REMOVE / TRIM
76	TREE	114.64	1,914.44	47.84	143.64	NO PENETRATION (-17.63)	143.64	NO PENETRATION (-17.63)	106.37	9.27	143.64	NO PENETRATION (-23.12)	OFF	REMOVE / TRIM
77	TREE	123.66	1,999.38	110.34	146.97	NO PENETRATION (-23.31)	146.97	NO PENETRATION (-23.31)	107.23	16.43	146.46	NO PENETRATION (-16.78)	OFF	REMOVE / TRIM
78	TREE	113.10	2,378.94	176.79	166.48	NO PENETRATION (-43.35)	166.48	NO PENETRATION (-43.35)	116.97	NO PENETRATION (-3.87)	154.04	NO PENETRATION (-40.94)	OFF	REMOVE / TRIM
79	TREE	112.49	2,241.59	26.76	169.57	NO PENETRATION (-47.06)	169.57	NO PENETRATION (-47.06)	113.53	NO PENETRATION (-1.54)	149.24	NO PENETRATION (-36.75)	OFF	REMOVE / TRIM
80	TREE	119.31	2,123.72	132.19	183.68	NO PENETRATION (-14.37)	183.68	NO PENETRATION (-14.37)	130.69	NO PENETRATION (-11.38)	130.69	NO PENETRATION (-11.38)	OFF	REMOVE / TRIM
81	TREE	123.66	2,896.50	201.61	191.83	NO PENETRATION (-46.17)	191.83	NO PENETRATION (-46.17)	129.60	NO PENETRATION (-6.00)	171.76	NO PENETRATION (-48.1)	OFF	REMOVE / TRIM
82	TREE	119.09	2,938.76	2.86	194.43	NO PENETRATION (-75.34)	194.43	NO PENETRATION (-75.34)	130.94	NO PENETRATION (-11.81)	173.58	NO PENETRATION (-54.49)	OFF	REMOVE / TRIM
89	TREE	117.58	2,634.18	322.60	179.27	NO PENETRATION (-41.65)	179.27	NO PENETRATION (-41.65)	123.30	NO PENETRATION (-6.80)	162.99	NO PENETRATION (-45.4)	OFF	REMOVE / TRIM
91	TREE	119.31	2,142.93	189.88	137.43	NO PENETRATION (-40.48)	137.43	NO PENETRATION (-40.48)	123.96	NO PENETRATION (-4.41)	153.24	NO PENETRATION (-44.50)	OFF	REMOVE / TRIM
93	TREE	133.89	2,406.30	113.98	167.82	NO PENETRATION (-33.92)	167.82	NO PENETRATION (-33.92)	117.66	16.23	154.99	NO PENETRATION (-21.11)	OFF	REMOVE / TRIM
94	TREE	115.53	2,207.83	135.08	157.89	NO PENETRATION (-42.36)	157.89	NO PENETRATION (-42.36)	112.69	2.84	148.03	NO PENETRATION (-32.53)	OFF	REMOVE / TRIM
96	TREE	120.09	2,353.92	24.37	165.19	NO PENETRATION (-45.10)	165.19	NO PENETRATION (-45.10)	116.34	3.79	153.19	NO PENETRATION (-33.07)	OFF	REMOVE / TRIM
98	TREE	120.89	2,157.84	174.87	174.87	NO PENETRATION (-54.48)	174.87	NO PENETRATION (-54.48)	160.29	NO PENETRATION (-12.80)	N/A	N/A	OFF	REMOVE / TRIM
105	TREE	122.50	990.96	335.60	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	OFF	REMOVE / TRIM
107	TREE	119.42	818.60	168.30	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	OFF	REMOVE / TRIM
109	TREE	117.22	1,167.39	135.26	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	OFF	REMOVE / TRIM
112	TREE	122.77	1,478.69	166.99	121.38	NO PENETRATION (-39.20)	121.38	NO PENETRATION (-39.20)	84.44	26.33	122.90	NO PENETRATION (-26.06)	OFF	REMOVE / TRIM
114	TREE	112.82	1,333.52	279.96	114.18	NO PENETRATION (-11.36)	114.18	NO PENETRATION (-11.36)	80.84	21.98	117.52	NO PENETRATION (-4.71)	OFF	REMOVE / TRIM
115	TREE	131.42	1,722.90	270.24	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	OFF	REMOVE / TRIM
116	TREE	120.26	1,964.68	161.49	145.74	NO PENETRATION (-25.47)	N/A	N/A	106.62	13.64	139.96	NO PENETRATION (-19.31)	OFF	REMOVE / TRIM
117	TREE	119.76	2,229.27	158.99	158.99	NO PENETRATION (-39.20)	158.99	NO PENETRATION (-39.20						



FACILITIES TABLE			
NO.	FACILITY DESCRIPTION	TOP ELEVATION	OBSTRUCTION MARKING / LIGHTING
①	EXISTING HANGAR AND TERMINAL	80'	N/A
②	EXISTING STATE TROOPER HANGAR	80'	N/A
③	EXISTING FUEL TANKS	80'	N/A
④	EXISTING MAINTENANCE HANGAR	80'	N/A
⑤	EQUIPMENT XCHANGE STORE (TO BE REMOVED)	80'	N/A
1	PROPOSED HANGAR (EAST)	78'	N/A
2	PROPOSED HANGAR (EAST)	79'	N/A
3	PROPOSED HANGAR (EAST)	83.5'	N/A
4	PROPOSED T-HANGAR (EAST)	80'	N/A
5	PROPOSED FUEL FARM (WEST)	79.6'	N/A
6	PROPOSED HELIPAD & HELICOPTER PARKING (WEST)	64.6'	N/A
7	PROPOSED T-HANGAR PHASE I (WEST)	84.6'	N/A
8	PROPOSED TERMINAL (WEST)	84.6'	N/A
9	PROPOSED T-HANGAR PHASE II (WEST)	84.6'	N/A

LEGEND			
AIRPORT PROPERTY LINE	--- PAPI	PAVEMENT REMOVAL	▨
ROADS	---	APPROACH LIGHT SYSTEM	⋯
EXISTING FENCE	---	PROPOSED ROAD	---
EXISTING FENCE TO BE REMOVED	---	BUILDING RESTRICTION LINE (35')	---
PROPOSED FENCE	---	BRL	---
ON-AIRPORT BUILDING	▭	EXISTING PAVEMENT	▨
BUILDING REMOVAL	▭	PROPOSED PAVEMENT (EAST & WEST PHASE I)	▨
VEGETATION LINE	---	PROPOSED PAVEMENT (WEST PHASE II)	▨
WATER LINE	---	PROPOSED HANGAR (EAST & WEST PHASE I)	▭
AIRPORT BEACON	⊕	PROPOSED HANGAR (WEST PHASE II)	▭
AIRPORT WIND CONE	⊙	PROPOSED NEW TERMINAL	▭
AIRPORT REFERENCE POINT (ARP) / SURVEY MONUMENTS	⊙	PROPOSED TAXIWAY/TAXILANE CENTERLINE	---
CONTOURS	---	PROPOSED TAXIWAY/TAXILANE CENTERLINE (PHASE II)	---

- SHEET NOTES:**
- REFER TO SHEET #10, "EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAPS" FOR BLOCK & LOT NUMBERS, AIRPORT PROPERTY LINE FOR LOT 14 DERIVED FROM JUNE 10, 2003 FIELD SURVEY AND CALCULATIONS. AIRPORT PROPERTY LINE FOR LOTS 11, 13, 15.01 AND 31 DERIVED FROM SEPTEMBER 2013 CERTIFIED TAX MAP OF THE TOWN OF HAMMONTON, ATLANTIC COUNTY, NEW JERSEY (REVISION IN FEBRUARY 2014).
 - EXISTING 6' HIGH FENCE LINE. EXISTING FENCE LINE IN THE LOCATION OF PROPOSED STRUCTURES AND PAVEMENTS ARE TO BE RELOCATED.
 - PLANIMETRIC DATA PROVIDED BY QUANTUM SPATIAL - SURVEY SEPTEMBER 19, 2013
 - ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).
 - AGL DENOTES ABOVE GROUND LEVEL.
 - ALL VERTICAL DATUM IS NAVD 88 AND HORIZONTAL DATUM IS NAD 83.
 - ALL TAXIWAY HOLDING POSITION MARKINGS ARE A MINIMUM OF 125' FROM RUNWAY CENTERLINE.
 - BUILDING RESTRICTION LINE FOR EAST SIDE OF AIRPORT IS SET AT TAXIWAY "A" TAXIWAY OBJECT FREE AREA AND FOR WEST SIDE OF AIRPORT IS SET TO ALLOW 35' HEIGHT STRUCTURE WITHOUT PENETRATING PART 77 TRANSITIONAL SURFACE.
 - BUILDING HEIGHTS FOR PROPOSED FACILITIES ARE ESTIMATED FOR PLANNING PURPOSE.
 - EAST SIDE DEVELOPMENT FOLLOWS B-I SMALL STANDARDS; WEST SIDE DEVELOPMENT BEYOND THE 20-YEAR PLANNING HORIZON FOLLOWS B-II SMALL STANDARDS.

PREPARED BY: **DYConsultants**

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www.dyconsultants.com

REVISION	DATE	BY	NOTES

REVISION	DATE	BY	NOTES

DRAFT

Dedication 12° 8' W, (July 2020)
Changing 0.7" E per year (CW)
Source: NOAA (NGSC)

Scale: 1" = 100'
50 0 100
Graphic Scale in Feet

Hammonton Municipal Airport
Hammonton, New Jersey

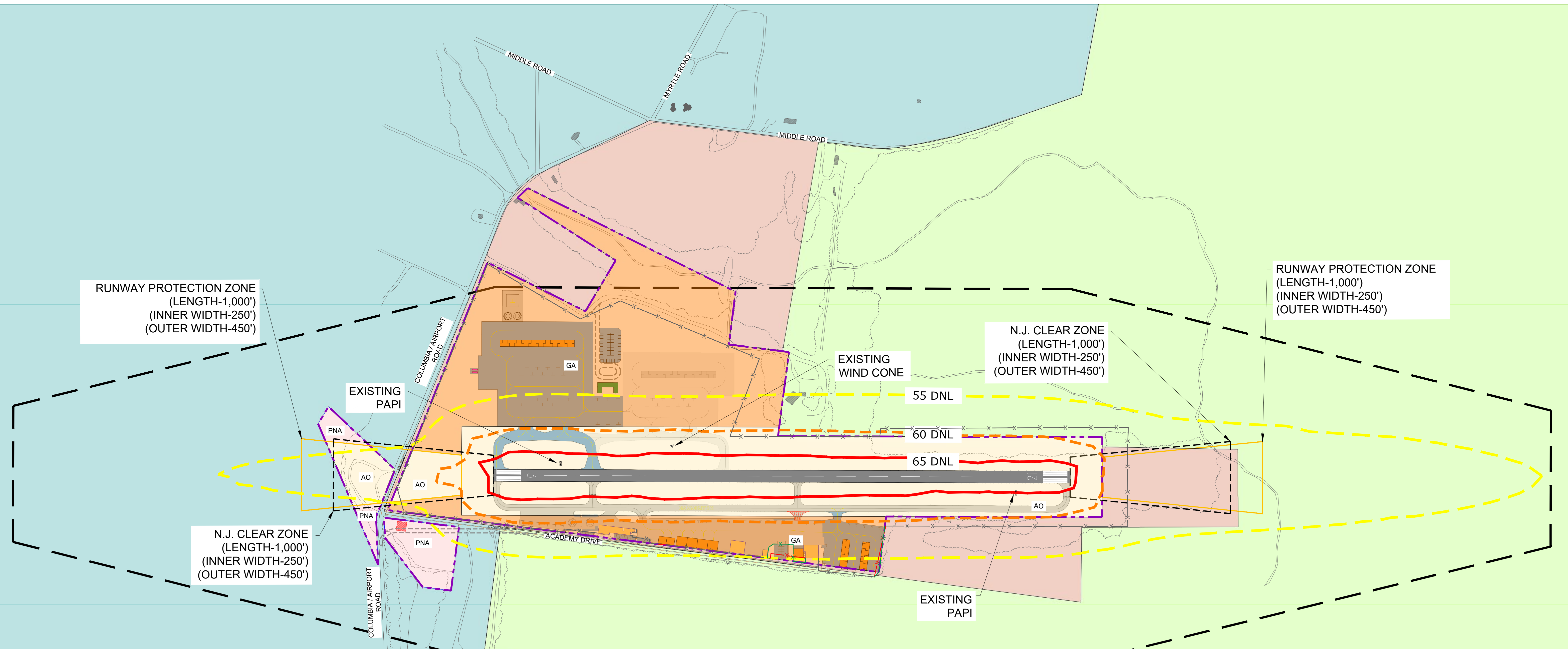
TOWN OF HAMMONTON

JOB DESCRIPTION:
AIRPORT LAYOUT PLAN
TERMINAL AREA PLAN

SHEET TITLE:
08 OF 10

DATE: 7/2/2021
SCALE: 1"=100'

DRAWN BY: JC
CHECKED BY: MG
APPROVED BY: LD
SHEET: 08 OF 10



LEGEND			
55 DNL NOISE CONTOUR		EXISTING FENCE	
60 DNL NOISE CONTOUR		EXISTING FENCE TO BE REMOVED	
65 DNL NOISE CONTOUR		PROPOSED FENCE	
RUNWAY PROTECTION ZONE (RPZ)		PROPOSED TAXIWAY/TAXILANE CENTERLINE	
AIRPORT PROPERTY LINE (EXISTING)		PROPOSED TAXIWAY/TAXILANE CENTERLINE (PHASE II)	
N.J. RUNWAY END SUBZONE		AIRPORT WIND CONE	
N.J. CLEAR ZONE		PAPI	
ROADS		PAVEMENT REMOVAL	
ON-AIRPORT BUILDING		ON-AIRPORT LAND USE	
OFF-AIRPORT BUILDING		AIRFIELD OPERATIONS (AO)	
BUILDING REMOVAL		AVIATION/GA DEVELOPMENT (GA)	
EXISTING PAVEMENT		POTENTIAL NON-AVIATION DEVELOPMENT (PNA)	
PROPOSED PAVEMENT (EAST & WEST PHASE I)		OFF-AIRPORT LAND USE	
PROPOSED PAVEMENT (WEST PHASE II)		AGRICULTURE	
PROPOSED HANGAR (EAST & WEST PHASE I)		AGRICULTURE & INDUSTRIAL	
PROPOSED HANGAR (WEST PHASE II)		PRESERVATION	
PROPOSED NEW TERMINAL			
PROPOSED ROAD			

- SHEET NOTES:**
- NOISE CONTOURS (CREATED 2003) TAKEN FROM APPROVED N81 ALP DATED 2005.
 - 2019 ATLANTIC COUNTY ZONING.
 - ALL LOCAL ZONING AND AIRSPACE PROTECTION IS GOVERNED BY NEW JERSEY STATUTES TITLE 16, DEPARTMENT OF TRANSPORTATION, CHAPTER 62, AIR SAFETY AND ZONING.
 - DVRC 2010 LAND USE CAMDEN COUNTY.
 - REFER TO SHEET #10, "EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAPS" FOR BLOCK & LOT NUMBERS. AIRPORT PROPERTY LINE FOR LOT 14 DERIVED FROM JUNE 10, 2003 FIELD SURVEY AND CALCULATIONS. AIRPORT PROPERTY LINE FOR LOTS 11, 13, 15.01 AND 31 DERIVED FROM SEPTEMBER 2013 CERTIFIED TAX MAP OF THE TOWN OF HAMMONTON, ATLANTIC COUNTY, NEW JERSEY (REVISION IN FEBRUARY 2014).
 - PLANIMETRIC DATA PROVIDED BY QUANTUM SPATIAL - SURVEY SEPTEMBER 19, 2013.

PREPARED BY:

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REVISION			REVISION			REVISION		
DATE	BY	NOTES	DATE	BY	NOTES	DATE	BY	NOTES

DRAFT

Destination 12°8' W. (July 2020)
Changing 9°° E per year (CW)
Source: NOAA (NGDC)

Scale: 1" = 300'
150 0 300
Graphic Scale in Feet

Hammonton Municipal Airport
Hammonton, New Jersey

TOWN OF HAMMONTON

AIRPORT LAYOUT PLAN
LAND USE PLAN

09 OF 10

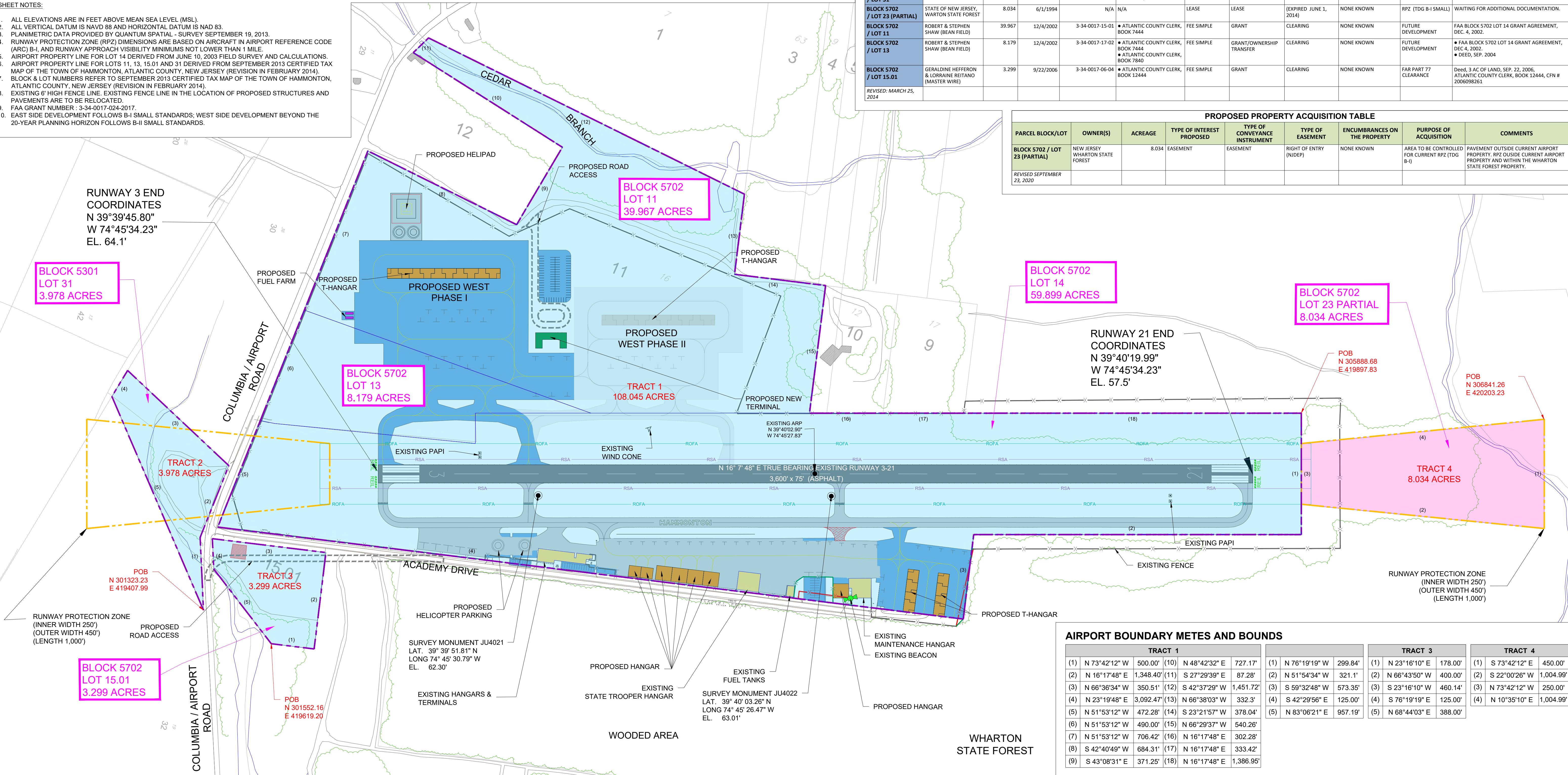
DATE: 7/2/2021
SCALE: 1"=300'
DRAWN BY: JC
CHECKED BY: MG
APPROVED BY: LD
SHEET: 09 OF 10
DRAWING NO: [] [] [] [] [] [] [] [] [] []

LEGEND			
AIRPORT PROPERTY LINE	PROPOSED FENCE	AIRPORT WIND CONE	PROPOSED PAVEMENT (WEST PHASE II)
RUNWAY SAFETY ARE (RSA)	EXISTING FENCE TO BE REMOVED	AIRPORT REFERENCE POINT (ARP) / SURVEY MONUMENTS	PROPOSED HANGAR (EAST & WEST PHASE I)
RUNWAY OBJECT FREE AREA (ROFA)	ON-AIRPORT BUILDING	PAPI	PROPOSED HANGAR (WEST PHASE II)
RUNWAY PROTECTION ZONE (RPZ)	OFF-AIRPORT BUILDING	APPROACH LIGHT SYSTEM	PROPOSED NEW TERMINAL
PROPOSED EASEMENT	BUILDING REMOVAL	PROPOSED ROAD	PROPOSED TAXIWAY/TAXILANE CENTERLINE
AIRPORT PROPERTY	VEGETATION LINE	PAVEMENT REMOVAL	PROPOSED TAXIWAY/TAXILANE CENTERLINE (PHASE II)
ROADS	WATER LINE	EXISTING PAVEMENT	
EXISTING FENCE	AIRPORT BEACON	PROPOSED PAVEMENT (EAST & WEST PHASE I)	

- SHEET NOTES:**
- ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).
 - ALL VERTICAL DATUM IS NAVD 88 AND HORIZONTAL DATUM IS NAD 83.
 - PLANIMETRIC DATA PROVIDED BY QUANTUM SPATIAL - SURVEY SEPTEMBER 19, 2013.
 - RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS ARE BASED ON AIRCRAFT IN AIRPORT REFERENCE CODE (ARC) B-I, AND RUNWAY APPROACH VISIBILITY MINIMUMS NOT LOWER THAN 1 MILE.
 - AIRPORT PROPERTY LINE FOR LOT 14 DERIVED FROM JUNE 10, 2003 FIELD SURVEY AND CALCULATIONS.
 - AIRPORT PROPERTY LINE FOR LOTS 11, 13, 15.01 AND 31 DERIVED FROM SEPTEMBER 2013 CERTIFIED TAX MAP OF THE TOWN OF HAMMONTON, ATLANTIC COUNTY, NEW JERSEY (REVISION IN FEBRUARY 2014).
 - BLOCK & LOT NUMBERS REFER TO SEPTEMBER 2013 CERTIFIED TAX MAP OF THE TOWN OF HAMMONTON, ATLANTIC COUNTY, NEW JERSEY (REVISION IN FEBRUARY 2014).
 - EXISTING 6' HIGH FENCE LINE. EXISTING FENCE LINE IN THE LOCATION OF PROPOSED STRUCTURES AND PAVEMENTS ARE TO BE RELOCATED.
 - FAA GRANT NUMBER: 3-34-0017-024-2017.
 - EAST SIDE DEVELOPMENT FOLLOWS B-I SMALL STANDARDS; WEST SIDE DEVELOPMENT BEYOND THE 20-YEAR PLANNING HORIZON FOLLOWS B-II SMALL STANDARDS.

CURRENT PROPERTY TABLE											
PARCEL BLOCK/LOT	OWNER(S)	ACREAGE	DATE OF ACQUISITION/RELEASE	GRANT/PROJECT NUMBER/YEAR	LIBER & PAGE	TYPE OF INTEREST ACQUIRED	TYPE OF CONVEYANCE INSTRUMENT	TYPE OF EASEMENT	ENCUMBRANCE ON THE PROPERTY	PURPOSE OF ACQUISITION	SOURCE OF DATA
BLOCK 5702 / LOT 14	TOWN OF HAMMONTON	59.899	2/9/1968	N/A	ATLANTIC COUNTY CLERK, BOOK 2415, PG. 12 ATLANTIC COUNTY CLERK, BOOK 2415, PG. 315 ATLANTIC COUNTY CLERK, BOOK 2415, PG. 318 ATLANTIC COUNTY CLERK, BOOK 2415, PG. 321 ATLANTIC COUNTY CLERK, BOOK 2415, PG. 458	FEE SIMPLE	DEED	N/A	NONE KNOWN	AERONAUTICAL USE	DEED, 6.42 AC. OF LAND, FEB. 24, 1968, ATLANTIC COUNTY CLERK, BOOK 2415, PG. 312 DEED, 3.70 AC. OF LAND, FEB. 24, 1968, ATLANTIC COUNTY CLERK, BOOK 2415, PG. 315 DEED, 22.60 AC. OF LAND, FEB. 24, 1968, ATLANTIC COUNTY CLERK, BOOK 2415, PG. 318 DEED, 12.11 AC. OF LAND, FEB. 24, 1968, ATLANTIC COUNTY CLERK, BOOK 2415, PG. 321 DEED, 17.125 AC. OF LAND, FEB. 9, 1968, ATLANTIC COUNTY CLERK, BOOK 2415, PG. 458
BLOCK 5301 / LOT 31	TOWN OF HAMMONTON	3.978	8/7/1998	N/A	ATLANTIC COUNTY CLERK, BOOK 6343, PG. 268	FEE SIMPLE	DEED	N/A	NONE KNOWN	CLEARING	DEED, JULY 24, 1998 (EFFECTIVE AUG. 7, 1998)
BLOCK 5702 / LOT 23 (PARTIAL)	STATE OF NEW JERSEY, WARTON STATE FOREST	8.034	6/1/1994	N/A	N/A	LEASE	LEASE	EXPIRED JUNE 1, 2014	NONE KNOWN	RPZ (TDG B-I SMALL)	WAITING FOR ADDITIONAL DOCUMENTATION.
BLOCK 5702 / LOT 11	ROBERT & STEPHEN SHAW (BEAN FIELD)	39.967	12/4/2002	3-34-0017-15-01	ATLANTIC COUNTY CLERK, BOOK 7444	FEE SIMPLE	GRANT	CLEARING	NONE KNOWN	FUTURE DEVELOPMENT	FAA BLOCK 5702 LOT 14 GRANT AGREEMENT, DEC. 4, 2002.
BLOCK 5702 / LOT 13	ROBERT & STEPHEN SHAW (BEAN FIELD)	8.179	12/4/2002	3-34-0017-17-02	ATLANTIC COUNTY CLERK, BOOK 7444 ATLANTIC COUNTY CLERK, BOOK 7840	FEE SIMPLE	GRANT/OWNERSHIP TRANSFER	CLEARING	NONE KNOWN	FUTURE DEVELOPMENT	FAA BLOCK 5702 LOT 14 GRANT AGREEMENT, DEC 4, 2002. DEED, SEP. 2004
BLOCK 5702 / LOT 15.01	GERALDINE HEFFERON & LORRAINE REITANO (MASTER WIRE)	3.299	9/22/2006	3-34-0017-06-04	ATLANTIC COUNTY CLERK, BOOK 12444	FEE SIMPLE	GRANT	CLEARING	NONE KNOWN	FAR PART 77 CLEARANCE	DEED, 3 AC. OF LAND, SEP. 22, 2006, ATLANTIC COUNTY CLERK, BOOK 12444, CFN # 2006098261
REVISED: MARCH 25, 2014											

PROPOSED PROPERTY ACQUISITION TABLE									
PARCEL BLOCK/LOT	OWNER(S)	ACREAGE	TYPE OF INTEREST PROPOSED	TYPE OF CONVEYANCE INSTRUMENT	TYPE OF EASEMENT	ENCUMBRANCES ON THE PROPERTY	PURPOSE OF ACQUISITION	COMMENTS	
BLOCK 5702 / LOT 23 (PARTIAL)	NEW JERSEY WHARTON STATE FOREST	8.034	EASEMENT	EASEMENT	RIGHT OF ENTRY (NIDEP)	NONE KNOWN	AREA TO BE CONTROLLED FOR CURRENT RPZ (TDG B-I)	PAVEMENT OUTSIDE CURRENT AIRPORT PROPERTY AND WITHIN THE WHARTON STATE FOREST PROPERTY.	
REVISED: SEPTEMBER 23, 2020									



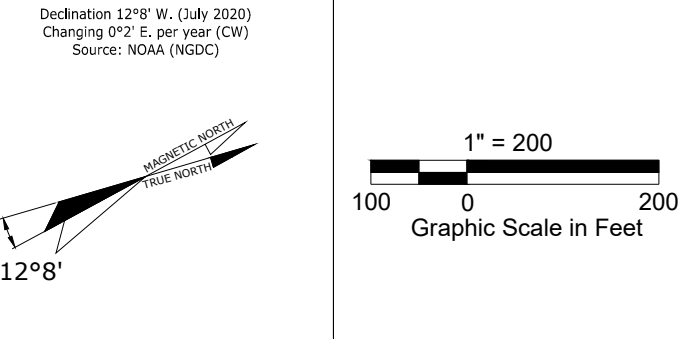
AIRPORT BOUNDARY METES AND BOUNDS											
TRACT 1				TRACT 3				TRACT 4			
(1) N 73°42'12" W	500.00'	(10) N 48°42'32" E	727.17'	(1) N 76°19'19" W	299.84'	(1) N 23°16'10" E	178.00'	(1) S 73°42'12" E	450.00'		
(2) N 16°17'48" E	1,348.40'	(11) S 27°29'39" E	87.28'	(2) N 51°54'34" W	321.1'	(2) N 66°43'50" W	400.00'	(2) S 22°00'26" W	1,004.99'		
(3) N 66°36'34" W	350.51'	(12) S 42°37'29" W	1,451.72'	(3) S 59°32'48" W	573.35'	(3) S 23°16'10" W	460.14'	(3) N 73°42'12" W	250.00'		
(4) N 23°19'48" E	3,092.47'	(13) N 66°38'03" W	332.3'	(4) S 42°29'56" E	125.00'	(4) S 76°19'19" E	125.00'	(4) N 10°35'10" E	1,004.99'		
(5) N 51°53'12" W	472.28'	(14) S 23°21'57" W	378.04'	(5) N 83°06'21" E	957.19'	(5) N 68°44'03" E	388.00'				
(6) N 51°53'12" W	490.00'	(15) N 66°29'37" W	540.26'								
(7) N 51°53'12" W	706.42'	(16) N 16°17'48" E	302.28'								
(8) S 42°40'49" W	684.31'	(17) N 16°17'48" E	333.42'								
(9) S 43°08'31" E	371.25'	(18) N 16°17'48" E	1,386.95'								

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DATE	BY	NOTES	REVISION	DATE	BY	NOTES	REVISION	DATE	BY	NOTES	REVISION

DRAFT



JOB DESCRIPTION:

AIRPORT LAYOUT PLAN

SHEET TITLE: **EXHIBIT "A" - AIRPORT PROPERTY INVENTORY MAPS**

10 OF 10

DRAWN BY: JC DATE: 7/2/2021
CHECKED BY: MG SCALE: 1"=200'
APPROVED BY: LD SHEET:
DRAWING NO: []



9.3 CASINO CLOSURES & JOBS IMPACT



https://pressofatlanticcity.com/opinion/editorials/casino-closings-rethink-budgets/article_e0c879b-1033-5393-8881-40b008c0936d.html

Casino closings / Rethink budgets

Aug 21, 2014

If, as now seems inevitable, three more casinos close by the end of the summer, the ripple effects of that economic jolt will be felt far beyond Atlantic City. They will hit other Atlantic County municipalities particularly hard. And those towns must begin to plan - now - for that new reality.

This was brought home this week by figures from the Casino Control Commission, which can track employment by individual casino hotels and ZIP code.

The chart below shows that while Atlantic City stands to see 1,334 casino workers lose their jobs, the situation is not much better for Egg Harbor Township, Galloway Township, Pleasantville and other Atlantic County municipalities. Those towns also have fewer businesses that might hire some of those employees and smaller, more vulnerable tax bases.

The frightening cycle of job loss, residents relocating to other areas, falling home values and possible foreclosures could be a blow more serious than either the recent recession or Hurricane Sandy.

Egg Harbor Township Mayor James "Sonny" McCullough recently told Press staff writer Derek Harper that the closings are a "two-edged sword - as things get worse, taxes go up." But sorry, McCullough and other elected officials have an obligation to see that taxes are not increased as a result of this economic jolt.



Even before the announced closings of Showboat Casino Hotel, Trump Plaza Hotel and Casino and Revel Casino-Hotel, the local property-tax structure was being rocked by the devaluation of Atlantic City's casinos. Atlantic City property owners faced a 29 percent tax increase this year, on top of a 22 percent increase last year. The resort's declining tax base also is forcing residents of towns outside Atlantic City to pay a greater share of county taxes.

And in Galloway, residents recently saw a 30 percent increase in their property-tax rate following a revaluation. These kind of tax hikes are a trend that cannot continue. Municipalities, school districts and residents have to face the fact that budgets - and services - will have to be cut to keep spending in line with declining tax revenue.

Certainly everyone hopes that buyers can be found for the Atlantic City casinos. Perhaps Gov. Chris Christie's Sept. 8 summit will lead to ways to make the casino industry's transition to fewer properties less painful.

But it's clear that the current spending in many Atlantic County towns depends on an economic base that is disappearing. And past levels of spending cannot be sustained simply by raising taxes on the residents who remain.

Job-loss impact by town

Residents of Atlantic County towns would be hit hardest if Showboat Casino Hotel, Revel Casino-Hotel and Trump Plaza Hotel and Casino close.

Casino Jobs

Municipality employees at risk

Atlantic City 6,237 1,334

Egg Harbor Twp. 4,783 830



4/202021

Casino closings / Rethink budgets | Editorials | pressofatlanticcity.com

Galloway Twp. 3,641 696

Pleasantville 2,911 530

Hamilton Twp. 2,222 432

Absecon 1,400 250

Ventnor 1,347 247

Brigantine 1,151 196

Egg Harbor City 740 151

Somers Point 673 138

Northfield 755 133

Hammonton 409 94

Linwood 333 84

Source: New Jersey Casino Control Commission, employment by Atlantic City casino licensees by ZIP code and casino, as of July 1.



CASINO EMPLOYEES WITH HAMMONTON ZIP CODE ⁴⁴⁸													
Data	Atlantic Club	Bally's	Borgata	Caesars	Resorts	Golden Nugget	Harrah's	Revel	Showboat	Tropicana	Trump Plaza	Trump Taj Mahal	Totals
1/1/2014	25	50	60	35	22	51	22	32	29	43	16	30	415
1/7/2016	No Data	40	64	32	24	26	46	No Data	No Data	32	0	24	296
NET CHANGE	-25	-10	4	-3	2	-25	24	-32	-29	-11	-16	-6	-119 (-28.7%)

⁴⁴⁸ Excerpted From

CASINO CONTROL COMMISSION - REGULATORY AFFAIRS DIVISION: EMPLOYMENT BY ATLANTIC CITY CASINO LICENSEES BY ZIP CODE AND CASINO WORKBOOK - Emp By Casino and ZC for Atlantic City Licensees.xls
 Data as of January 1, 2014

Information regarding the "Employment by Atlantic City Casino Licensees by Zip Code and Casino" report is contained within the three worksheets of this Microsoft® Excel 2002 workbook. As can be seen from the sheet tabs, which appear on tabs at the bottom of the workbook window, the names of the worksheets are: General Information, Record Layout and Data.

While reviewing this information, please be aware that if no casino employees live in a specific zip code, that zip code will not appear. In addition, only valid New Jersey zip codes appear on the report. The data in this report is as of January 1, 2014. Approximately 355 casino employees are not represented in these figures. There are several reasons why this may occur, they are: information is missing from the employment data that is transmitted to the Commission by the casino industry, the employment data contains errors; or, the person has a zip code that is not found in New Jersey.

When reviewing the "Employment by Atlantic City Casino Licensees by Zip Code and Casino" report, please be aware that the employment figures are broken down by individual zip codes for the counties located in New Jersey. Residential location is based solely on zip codes supplied to the Casino Control Commission. As you may know, zip codes are an imperfect means of determining city / county of residence. Zip codes correspond to the geographic location of the post office, and are not arranged by municipality or county boundaries.

If you have any questions regarding the "Employment by Atlantic City Casino Licensees by Zip Code and Casino" report, please feel free to call Terrence B. Allen at (609) 441-3368.

and

New Jersey Division of Gaming Enforcement: Employment By Atlantic City Casino Licensees By Zip Code & Casino
 Report Date: 1/7/2016



9.4 TRANSFORM NEW JERSEY / HEART & SOUL



FOR IMMEDIATE RELEASE

Contact: Erik Estrada
Email: cestrada@communityfoundationsnj.org
Phone: 925.595.0276

Community Foundation of South Jersey Announces Five Transform South Jersey Grant Recipients

Grantees will receive \$100,000 in funding to help build stronger, healthier, and more economically vibrant communities

Haddonfield, NJ - The Community Foundation of South Jersey, whose mission is to inspire generosity, manage & deploy permanent charitable assets, and exercise collaborative leadership to create a more equitable region, today announced the Transform South Jersey Heart & Soul grant recipients. Five communities were awarded grants of \$100,000 to support initiatives that bring people together in order to build stronger, healthier, and more economically vibrant communities.

Transform South Jersey is a collaboration between the [Community Foundation of South Jersey](#), the [Geraldine R. Dodge Foundation](#), [New Jersey Health Initiatives](#) (the statewide grantmaking program of the [Robert Wood Johnson Foundation](#)), the [OceanFirst Foundation](#), the [Orton Family Foundation](#), and the [Wells Fargo Regional Community Development Corporation](#). Using the Orton Family Foundation's national model, Transform South Jersey will help strengthen the social, cultural, and economic vibrancy of the selected communities.

The following have been named Transform South Jersey Heart & Soul Communities:

- Atlantic County – Hammonton, through the Hammonton Revitalization Corporation
- Burlington County – Willingboro, through the Willingboro Community Development Corporation
- Camden County – Winslow Township, through the Winslow Township School District
- Cumberland County – Downe Township, through the Cumberland County Improvement Authority
- Salem County – Salem, through Stand Up for Salem

"It was an extremely difficult decision to make, as all of the towns put in an incredible amount of work to mobilize their community and build momentum for Community Heart & Soul," said **Andy Fraizer**, executive director of the Community Foundation of South Jersey. "We're excited that these five communities will join over 80 other Community Heart & Soul projects taking place across the country, creating positive change that is resident-driven, and that recognizes value in the unique character of each place and the emotional connection of the people who live there."

Over 190 South Jersey communities spanning the eight counties served by the Community Foundation of South Jersey were eligible for the grant opportunity. Of those, 32 municipalities were nominated for consideration and 21 municipalities completed applications.

Along with the skills and knowledge gained from the Community Heart & Soul work, the Community Foundation of South Jersey will establish a separate endowed fund for each of the selected communities. Local convening partners in each town will have access to these funds in order to support the full-scale implementation of the Community Heart & Soul model, including costs associated with staffing, marketing, and communications. In addition to funding, community partners will receive exclusive coaching, training, and technical assistance.

"For most communities, completing the four phases of Community Heart & Soul takes about two years, but the completion of the Community Heart & Soul model is just the beginning," Fraizer continued. "In addition to completing the model, each community has also committed to raising endowments of at least \$25,000 to serve as the endowed portion of their community fund. These funds will allow the communities to support projects they both identify and care about for years to come."

"I would also be remiss if I did not thank our outstanding partner organizations that are collaborating with us to bring Community Heart & Soul to South Jersey. Their funding support is critical, but it's their ideas, advocacy, volunteer support, and more that's crucial to supporting local decision makers as they work to build stronger, thriving, and more equitable communities," Fraizer said.

To learn more about the selected communities and their progress as they embark on Community Heart & Soul, visit transformouthjersey.org.

About the Partners

Community Foundation of South Jersey

The Community Foundation of South Jersey (CFSJ) envisions an eight-county region thriving where all neighbors aspire, succeed, participate, and give. The vision is realized as CFSJ inspires generosity, manages and deploys permanent charitable assets, and exercises collaborative leadership to create a more equitable region. CFSJ works with South Jersey philanthropists, local nonprofits, and neighbors to build capital, contribute assets, and create permanent endowments for impact in perpetuity. By aligning donor interests and using the investment earnings on each of its endowed funds, CFSJ makes grants and builds leadership within the community to create thriving, equitable, and livable communities for all. Currently, CFSJ manages assets of \$22 million in donor-advised funds. Along with its fund-holders, CFSJ has issued more than \$9 million in nonprofit grants and scholarships. Learn more about CFSJ at CommunityFoundationNJ.org.

Geraldine R. Dodge Foundation

The Geraldine R. Dodge Foundation envisions an equitable New Jersey through creative, engaged, sustainable communities. Dodge supports arts, education, environment, informed communities, and poetry to connect communities and influence social change to achieve this vision. Dodge stewards and leverages all our resources, financial and human, and partners with and supports the nonprofit sector to be valued and effective influencers for community-level change in New Jersey, with a priority focus on elevating the voices and power of those communities that have been historically and systematically excluded from investment and opportunity. For more information, please visit grdodge.org.



New Jersey Health Initiatives

New Jersey Health Initiatives (NJHI) is the statewide grantmaking program of the Robert Wood Johnson Foundation. Established in 1987 in honor of the New Jersey philanthropic legacy of RWJF's founder, Robert Wood Johnson, NJHI supports innovations and drives conversations to build healthier communities through grantmaking across the State of New Jersey. To meet the many health needs of our state's diverse populations, regions and communities, the NJHI national program encourages collaboration across sectors to foster deep relationships committed to long-term change affording all New Jerseyans the opportunity to live the healthiest life possible. Learn more about NJHI at rghf.org.

OceanFirst Foundation

Since its founding in 1902, OceanFirst Bank has built a solid reputation and legacy as a good neighbor and responsible corporate citizen. The Bank's strong commitment to helping families, organizations, schools and communities throughout central and southern New Jersey meet their financial needs has spanned several generations reaching new heights in 1996 with the creation of OceanFirst Foundation. Made possible by a one-time endowment of \$13.4 million approved by OceanFirst Bank depositors, OceanFirst Foundation provides grants to organizations that meet community needs within the OceanFirst Bank footprint. Through the Foundation, hundreds of local charities and schools have received more than \$39 million in grants to enrich lives in areas such as Housing, Youth Development and Education, Improving the Quality of Life, Health and Wellness, and the Arts. Learn more about the OceanFirst Foundation at oceanfirstfdn.org.

Orton Family Foundation

The Orton Family Foundation's mission is to empower people to shape the future of their communities by improving local decision-making, creating a shared sense of belonging, and ultimately strengthening the social, cultural and economic vibrancy of each place. The foundation is focused on building stronger, healthier and more economically vibrant small cities and towns across America. Founded in Vermont in 1995, the foundation devoted more than a decade to working with small towns to create Community Heart & Soul® a model that helps build trust and empowers residents to shape the future of their communities. Community Heart & Soul projects are underway across the country creating positive change that is resident-driven and recognizes the value in the unique character of each place and the deep emotional connection of the people who live there. To learn more about the Orton Family Foundation and its Community Heart & Soul model, visit communityheartandsoul.org.

Wells Fargo Regional Community Development Corporation

The Wells Fargo Regional Community Development Corporation (CDC) makes investments to nonprofit organizations and for-profit businesses for select ventures that are designed to promote community and economic development opportunities to improve the quality of life for children and families living in Eastern Pennsylvania, New Jersey, and Delaware. The work of the Wells Fargo Regional CDC is closely aligned to the Wells Fargo Regional Foundation which invests resources in comprehensive, neighborhood-based economic and community development initiatives within the same geographic area. For more information, please visit WellsFargo.com/about/regional-foundation.



9.5 TOWN OF HAMMONTON, BICYCLE & PEDESTRIAN MASTER PLAN



**Town of Hammonton
Bicycle and Pedestrian
Master Plan**

July 2021



**Sam
Schwartz**

Acknowledgements

steering committee

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Hammonton Green Team/Environmental Commission

Robin Chieco
Hammonton School District

Eric Derer
Cross County Connection TMA

Stephen DiDonato
Mayor of Hammonton

James Donio
Downtown Advocate

Kelli Fallon
Hammonton Board of Education

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Cross County Connection TMA

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Hammonton Police Chief

Mark Herrmann
Hammonton Engineer

Alan Huff
South Jersey Transportation Planning Organization

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NJTRANSIT

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Hammonton BPAC/Kickstand Crew

John Peterson
Atlantic County Planner

Mike Viscardi
NJTRANSIT

Frank Zuber
Hammonton Town Administrator

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Robert Vettese, Department of Public Work

New Jersey Department of Transportation
Bill Riviere, Bureau of Safety, Bicycle and Pedestrian Programs

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Samantha Donovan, AICP Candidate
Andrew Lappitt, AICP, PP
Zeke Mermell, AICP, LEED AP
Steve Wong, AICP, PP, PTP, RSP, PMP

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A circular inset image showing a street scene. In the center is a tall, ornate clock tower. To the left, there is a yield sign and a parking sign. The background shows a street with a crosswalk and some buildings. The text "1. INTRODUCTION" is overlaid in the center of the circle.

1. INTRODUCTION

1. Introduction

The New Jersey Department of Transportation, Bureau of Safety, Bicycle and Pedestrian Programs (NJDOT-BSBPP) provides interested and qualified communities with technical assistance as part of the Local Technical Assistance (LTA) Program. The Town of Hammonton (Hammonton) requested technical assistance as part of the LTA Program to improve the safety and mobility of biking and walking in the community and to develop a Townwide Bicycle and Pedestrian Master Plan (the Plan). NJDOT-BSBPP assigned consultant Sam Schwartz Consulting, LLC (Sam Schwartz) to provide technical planning, engineering, and outreach assistance in developing the Plan.

Why Develop a Bicycle and Pedestrian Master Plan?

Hammonton is a vibrant community committed to improving the quality of life for both residents and visitors by providing walking and bicycling as convenient, comfortable, and healthy modes of transportation and recreation. As a town with a vibrant downtown community and as the blueberry capital of the world, Hammonton draws visitors from across New Jersey and beyond.

The Bicycle and Pedestrian Master Plan is a critical tool for guiding town staff and the development community in building a balanced transportation system that is pedestrian and bicycle friendly and encourages residents to use these modes of transportation. The goal is a shift from driving single occupancy vehicles to more walking and bicycling as a normal part of daily life.

Purpose of the Plan

This Bicycle and Pedestrian Master Plan establishes a long-term vision for improving walking and bicycling in Hammonton. The Plan provides a strategy to develop a comprehensive bicycling and walking network to provide access to transit, schools, and downtown , alongside supporting facilities like bicycle parking and pedestrian amenities. These network improvements are paired with education, encouragement, enforcement, and evaluation programs. This document identifies a plan to implement these projects and

programs through prioritization and phasing to ensure implementation is manageable and fundable. This Plan represents a long-term, aspirational vision for walking and bicycling in Hammonton, and recognizes that limited funding and resources will require phased implementation of the proposed improvements over many years.

The Plan process provided opportunities for elected and appointed members of the Town’s Boards, Commissions, and the public to participate in the development process of the Plan by evaluating, commenting and suggesting ideas for walking and bicycling. Ideally, this Plan should be reviewed every few years to update maps, project lists, and priorities as facilities are completed and to keep pace with the development landscape.



A circular inset image showing a street scene. In the center is a tall, ornate clock tower. To the left, there is a red and white yield sign and a blue and white parking sign. The background shows a street with a crosswalk, trees, and a building. The text "2. VISION & GOALS" is overlaid in white with a dark blue outline.

2. VISION & GOALS

2.1 Overview

The goals of the Plan reflect the priorities expressed by the community throughout the public outreach phase of the Plans development. Discussions with Town departments, best practices across the state, and input from community stakeholders have shaped the proposed strategies and policies intended to help the Town achieve these goals.

All of the following goals, strategies and policies support the larger townwide “Complete Streets” policy, which instructs staff to consider the needs of all modes of travel when developing any transportation facility. The goals, strategies, and policies are designed to guide the work of Town staff and elected officials, partner agencies, and private developers to improve the livability, economic vitality, and non-motorized accessibility for residents and visitors throughout Hammonton. Reducing the amount of driving and automobile ownership is an overarching vision embodied in the Plan.

2.2 Vision

Hammonton is a community where walking and bicycling is the optimal and safe choice for active transportation.

2.3 Goals

1: Increase Access and Favorability.

Design bicycle and pedestrian facilities that are accessible and comfortable for all people of all ages and abilities to use.

Performance Measures:

- Increase the share of people walking and bicycling to work to 5% by 2025 and 10% by 2040.
- Increase the share of students walking or bicycling to school to 10% by 2025 and 20% by 2040.
- Reduce the number of severe and fatal collisions.
- Complete Short Term projects recommended in this Plan by 2030 and High Priority projects by 2040.

2: Maintain and Expand the Network

Identify, develop and maintain a complete and convenient bicycle and pedestrian network.

Performance Measures:

- Complete Studies recommended in this Plan by 2040.
- Double the number of short-term and secure long-term bicycle parking locations by 2040
- Maintain adequate pavement quality, striping, and sign visibility and signal/beacon functionality on all bicycle and pedestrian facilities.
- Start tracking and begin publishing annual bicycle and pedestrian counts by 2025.

3: Support a Culture of Walking and Bicycling

Increase awareness and support of bicycling and walking through programs and townwide initiatives.

Performance Measures:

- Increase the share of people walking and bicycling to work to 5% by 2025 and 10% by 2040.
- Increase the share of students walking or bicycling to school to 10% by 2025 and 20% by 2040.



3. HAMMONTON TODAY...

3.1 How it started...

The Town of Hammonton, located in Atlantic County, New Jersey is a town of approximately 15,000. It is located between Philadelphia and Atlantic City, and is along the former route of the Pennsylvania Railroad which is currently used by NJTRANSIT's Atlantic City Line. Hammonton has a thriving downtown area surrounded by Blueberry fields. The town is also famously known as the Blueberry Capital of the World. Based on the existing street network, the locations of schools, transit stops and stations, and the downtown area along with feedback from the Steering Committee and the public, ten (10) priority corridors were identified for this plan. These corridors are:

- Central Avenue (CR 542)
- Bellevue Avenue/12th Street (SR 54)
- Egg Harbor Road (CR 602)/Moss Mill Road
- Fairview Avenue/13th Street
- Chew Road
- 1st Road
- 2nd Road
- Main Road
- Park Avenue
- Broadway

In addition to the roadways listed above, Old Forks Road, Walnut Street, Road to Excellence, 4th Street, and Seagrove Avenue were considered for bicycle facility recommendations but were not included in other analyses and are not considered Priority Corridors.

It is important to note that County Roads are under

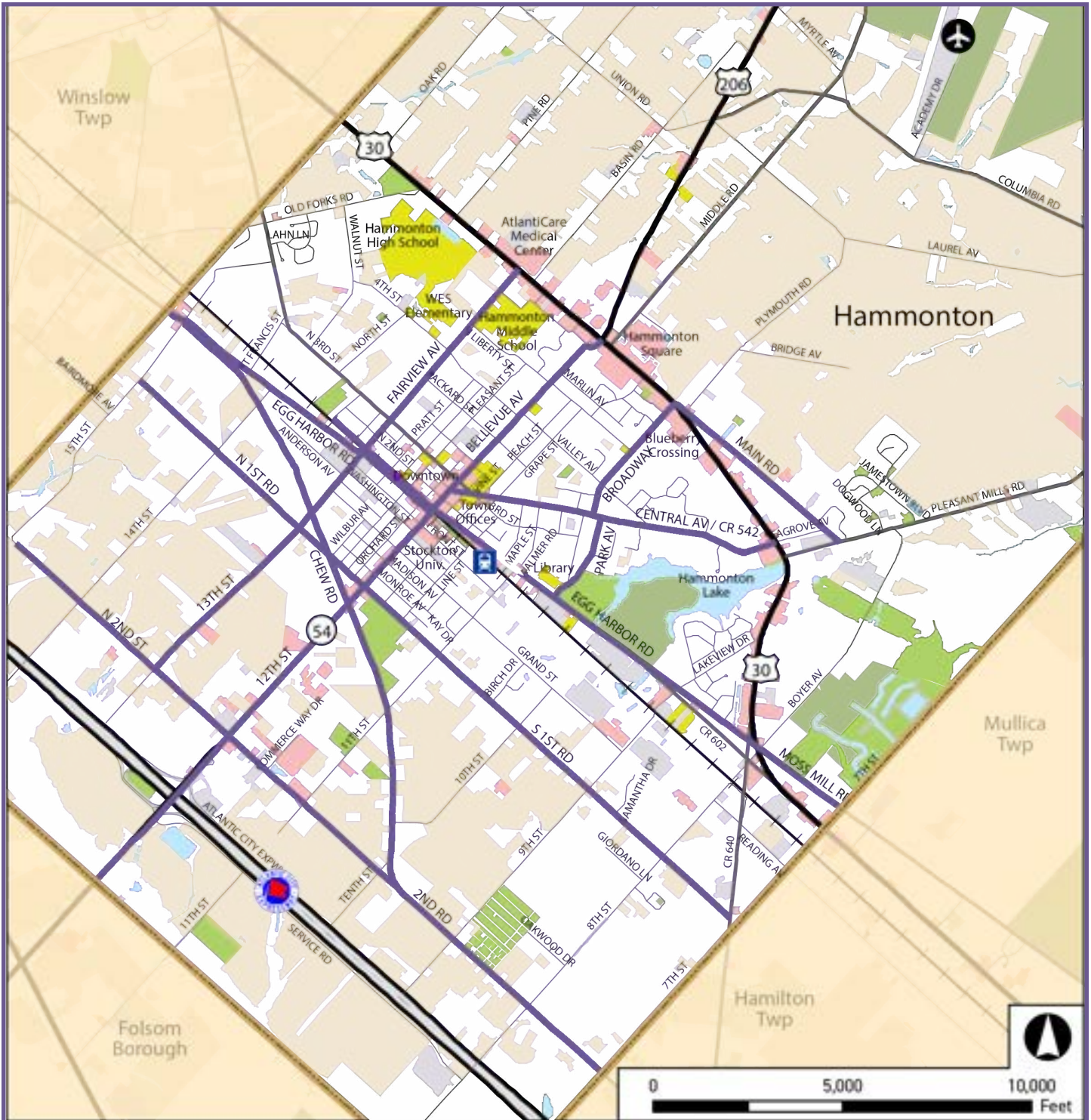
the jurisdiction for maintenance and improvements by Atlantic County, while municipal roads are the responsibility of Hammonton. However, for the implementation of bicycle facilities that require pavement markings an agreement would be made between Atlantic County and Hammonton in which the municipality would be responsible for the installation and maintenance of those markings.

To identify potential deficiencies that need to be addressed during the development of the Bicycle and Pedestrian Master Plan, the project team performed an assessment of the existing conditions of Hammonton's key corridors and intersections. The data collected includes sidewalk conditions and widths, bicycle compatibility, intersection geometry and signal timings, road widths, and speed limits. For the inventory an initial desktop review was performed, followed by a field visit on Monday, May 18, 2020, of all priority corridors.

Roadway elements were inventoried along these corridors which included roadway width, lane and shoulder width, sidewalk width and condition, median and buffer presence and width, speed limit and presence of bicycle facilities. This data was utilized during the existing conditions analysis to provide a bicycle level of traffic stress analysis, identify safety concerns, and determine appropriate improvement treatments. The inventoried roadway data can be found in Appendix X.



Central Avenue



- Priority Corridors
- Schools & Civic Institutions
- Commercial Areas
- Industrial Areas
- Agriculture
- Parks
- Forests & Preserves
- Hammonton Train Station
- NJ TRANSIT Commuter Rail

Figure 1: Priority Corridors Map

3.2 Data Collection & Analysis

Bicycling and Walking Today...

Locations of existing and proposed pedestrian and bicycle facilities (including bicycle routes), shared use paths, and other active transportation networks in Atlantic County and adjacent communities were identified using the Atlantic County Master Plan. In Hammonton, there are not any existing facilities that connect to a larger regional network. The Atlantic County Master Plan identifies two NJDOT proposed facilities, one on US 30 and the other on State Route 54. There are no proposed facilities by the County on County Roadways.

The proposed facility on State Route 54 has completed the Concept Development phase and is anticipated for construction in the next couple of years. The Limited Scope Concept Development Project through NJDOT for State Route 54 spans from US 40 to US 30. It recommends improvements to the intersections along the roadway, sidewalk improvements and the striping of the 6' bicycle compatible shoulder.



Existing Shared-Use Path on Moss Mill Road

Existing and Future Bicycle and Pedestrian Facilities

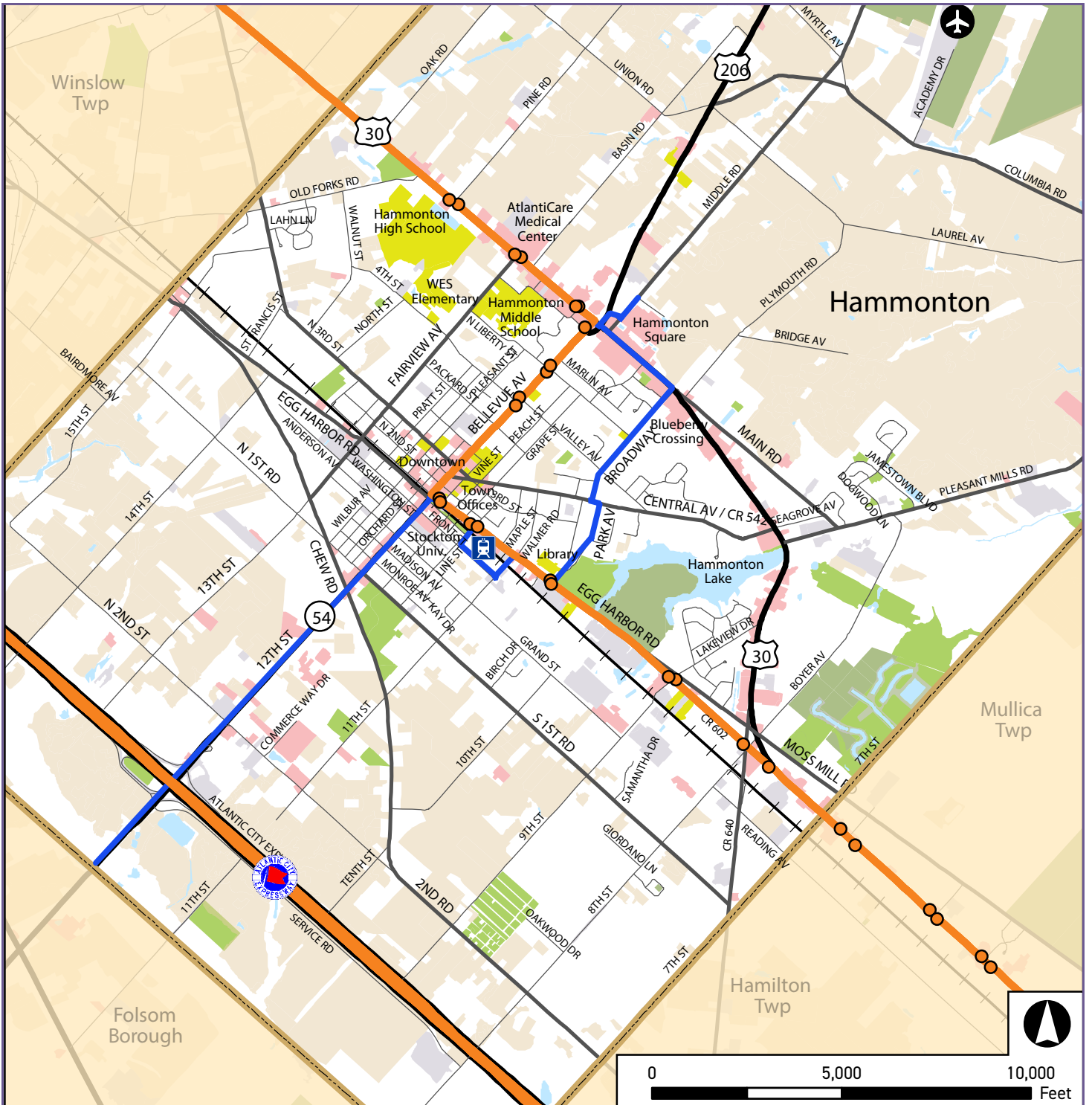
Locations of existing bicycle and pedestrian facilities were inventoried throughout Hammonton, in addition, information was provided by the Town on planned multimodal infrastructure projects. Currently, Hammonton has an inconsistent sidewalk network with several neighborhoods offering incomplete or missing sidewalk networks. The following summarizes the existing and proposed multimodal facilities.

Existing:

- South Egg Harbor Road and Moss Mill Road, Shared use path from Moss Mill Road to Hammonton Lake Park baseball field along S. Egg Harbor Road and then along Moss Mill Road to Lakeview Drive. The path is on the westbound side and is protected by concrete parking blocks typically used in parking lots.
- Hammonton Lake Park/Smith Conservation Area Trails, there are three bicycle and pedestrian paths, all of which have entrances on Egg Harbor Road.

Proposed:

- Bike Path Extension: The Town is planning to extend an existing bike path. This path will run along 11th Street starting at the entrance to the train station, it will then continue onto the old Reading Railroad right-of-way until it reaches Veterans Way, it then turns left and ends at Egg Harbor Road.



- | | | | |
|--|--------------------------|--|------------------------------|
| | NJ TRANSIT Bus Routes | | Schools & Civic Institutions |
| | NJ TRANSIT Bus Stops | | Commercial Areas |
| | Hammonton Train Station | | Industrial Areas |
| | NJ TRANSIT Commuter Rail | | Agriculture |
| | Atlantic County Shuttle | | Parks |

Figure 2: Regional Connections Map

3.3 Crashes

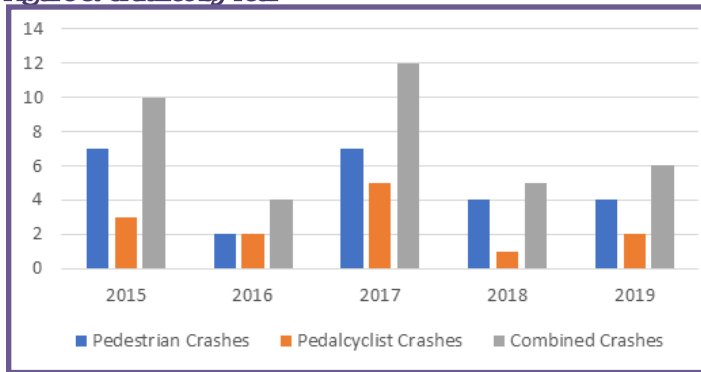
The bicycle and pedestrian crash review was prepared using crash records obtained for the most recent five-year period available (2015-2019) from NJDOT Safety Voyager crash database, provided in Appendix X. Over this period, there were 39 crashes in the Town of Hammonton that involved pedestrians or pedalcycles (bicyclists and other cyclists including riders of non-motorized vehicles of any number of wheels, powered solely by pedals). Of those 37 crashes, 24 (65%) involved pedestrians and 13 (35%) involved pedalcycles.

The crash data is summarized in the figures and tables below. Additionally, a table summary containing data from each crash, along with a crash location map is included in Appendix X. Results of the crash review will be considered during the development of potential safety improvement alternatives to mitigate overrepresented crash types at specific locations and identified safety concerns.

Crashes by Year

Figure 3 below shows the distribution of pedestrian and pedalcyclist crashes within the Town of Hammonton over the latest five years of available crash data.

Figure 3: Crashes by Year



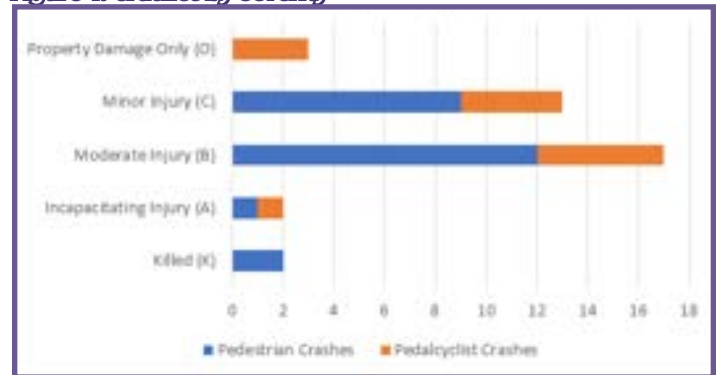
Crashes by Route

Pedestrian and pedalcyclist crashes were predominantly concentrated along major state highways and county routes in Hammonton. 48% of crashes occurred along two roadways (NJ 54 and US 30).

Crash Severity

Pedestrian and pedalcyclist crashes were analyzed based on injury severity. Figure 4 below shows a distribution of pedestrian and pedalcyclist crashes by injury severity based on the KABCO injury severity scale. Pedestrian crashes were more severe, with 62% of crashes resulting in a moderate injury or worse, while 46% of bicycle crashes involved a moderate or incapacitating injury with no deaths. Roadway conditions and locations of severe crashes (those involving deaths and incapacitating injuries) are noted, as pertinent, within this crash review summary.

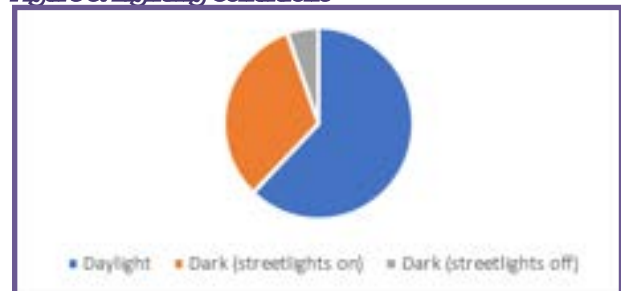
Figure 4: Crashes by Severity



Lighting Condition

The roadway lighting condition was obtained from each pedestrian and pedalcyclist crash record. A distribution of crashes by lighting condition is shown in Figure 5 below. The majority of crashes occurred during daylight hours. While streetlights were noted as on during most nighttime crashes, there were two crashes reports without streetlights on.

Figure 5: Lighting Conditions



3.4 User Experience and Perceived Comfort

Traffic stress is the perceived sense of danger associated with riding in or adjacent to vehicle traffic. Studies have shown that traffic stress is one of the greatest deterrents to bicycling. The less stressful – and therefore more comfortable – a bicycle facility is, the wider its appeal to a broader segment of the population. A bicycle network will attract a large portion of the population if it is designed to reduce stress associated with potential motor vehicle conflicts and if it connects people bicycling with where they want to go.

Bikeways are considered low stress if they involve very little traffic interaction by nature of the roadway's vehicle speeds and volumes (e.g. a shared low-traffic neighborhood street) or if greater degrees of physical separation are placed between the bike facility and travel lane on roadways with higher traffic volumes and speeds (e.g. a separated bikeway on a major street).

Types of Bicyclists

Research indicates that most people in the United States (56-73%) would bicycle if dedicated bicycle facilities were provided. However, only a small percentage of Americans (1-3%) are willing to ride if no facilities are provided. (<https://www.portlandoregon.gov/transportation/article/158497>)

This research into how people perceive bicycling as a transportation choice has indicated that most people fall into one of four categories, illustrated below.

1-3% Strong and Fearless: Very comfortable and willing to ride on streets without designated facilities.

5-10% Enthusiastic & Confident: Very comfortable, but prefer streets with designated bike lanes.

50-60% Interested, but concerned: comfortable on trails and streets with buffered or separated bike lanes and interested in biking more.

30% Not currently interested: physically unable or very comfortable even on streets with separated bike lanes.

Bicycle Level of Traffic Stress (Bike LTS)

To better meet the needs of the “Interested, But Concerned” bicyclist, planners developed the Bicycle Level of Traffic Stress (Bicycle LTS) analysis as an objective, data-driven evaluation model to help identify streets with high levels of traffic stress. The analysis uses roadway network data (i.e. posted speed limit, street width, number of travel lanes, intersection conditions, presence and character of bike facilities, and lane use context) to determine bicyclist comfort level.

The combination of these criteria creates four level of traffic stress for the existing roadway network. The lower the number, the lower the stress and the higher the level of comfort for people on bicycles. LTS 1 & 2 roads are typically the roadways that appeal to the “Interested, but Concerned” cyclists.

Level 1: all ages and abilities

Level 1 includes off-street shared use paths and some very low-stress roadways suitable for all ages and abilities.

Level 2: average adult

Level 2 includes roadways that are comfortable enough that the mainstream adult population would ride a bicycle on them.

Level 3: confident adult

Level 3 includes arterial roadways with bicycle facilities that are probably only comfortable for an experienced, confident bicyclist.

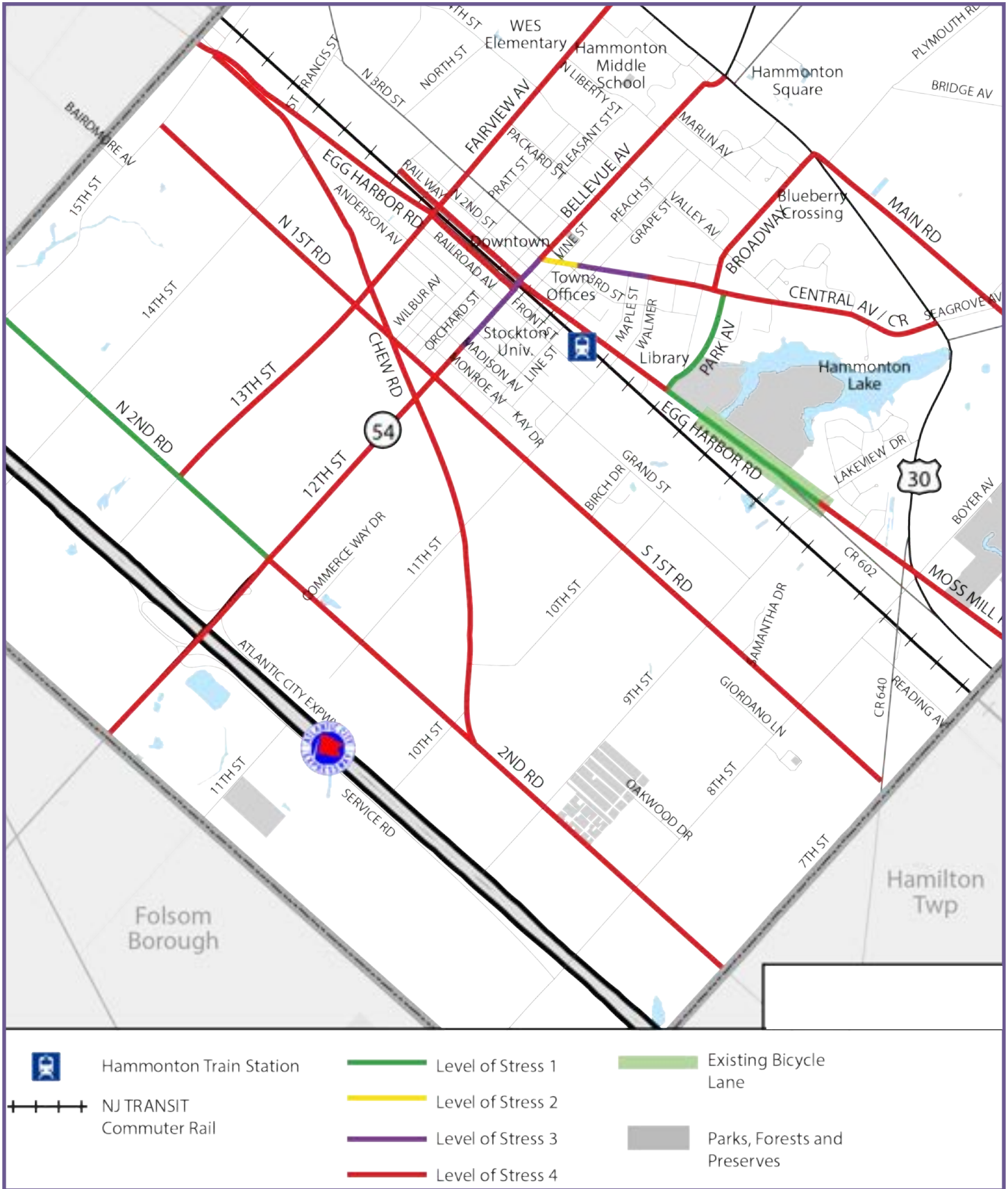
Level 4: fearless adult

Level 4 includes arterial roadways with no bicycle facilities ridden only by strong or fearless bicyclists.

Results

The Bicycle LTS results map approximates the user experience for the majority of Hammonton residents, however people may have differing opinions of traffic stress depending on their own experiences.

Figure 6: Bicycle Level Of Traffic Stress Map



A circular inset image showing a street scene. In the center is a tall, ornate clock tower. To the left, there is a yield sign and a 'No Parking' sign. The background shows a street with a crosswalk, trees, and buildings under a clear sky.

4. PUBLIC ENGAGEMENT

4.1 Meetings

Engaging the Hammonton community was a priority throughout the Plan development process. A variety of outreach opportunities were used to seek input from Hammonton residents and community members. Ongoing outreach ensured a continuous feedback loop that informed the final implementation matrix and overall goals. Though the project team was unable to promote outreach in-person due to the COVID-19 Pandemic, efforts were promoted virtually both through the Steering Committee's efforts and through Town Social Media platforms. This chapter presents an overview of the format and approach for each outreach opportunity, along with a summary of feedback received.

Steering Committee

A Steering Committee was formed of local, county and state officials, as well as other stakeholders identified by the NJDOT-BSBPP and Hammonton. The Steering Committee assisted with identifying deficiencies and opportunities for active transportation facilities within Hammonton and provided feedback on potential improvements. Representatives of the following offices, organizations and constituencies were invited to participate:

- Mayor of Hammonton
- Hammonton Town Administrator
- Hammonton Engineer
- Hammonton Public Works
- Hammonton Public Safety
- Hammonton Parks & Recreation
- Hammonton Green Team/Environmental Commission
- Hammonton BPAC / Kickstand Crew
- Hammonton School District
- Main Street Hammonton
- Atlantic County Planner
- South Jersey Transportation Planning Organization
- NJTRANSIT
- Cross County Connection TMA

Two Steering Committee Meetings were held. The first was a kick-off meeting with the purpose of presenting the scope, goals, and final deliverables of the project, as well as, identifying stakeholder, roles and responsibilities. This meeting was held on June 10, 2020. The second meeting, held on September 10, 2020, presented the Steering Committee with initial data collection efforts and findings.

Public Information Centers

Throughout the project, three public information centers (PIC) were held to present results to the public and to receive additional input and feedback. All meetings were held virtually due to COVID-19. These PICs were held on July 29, 2020 September 30, 2020 and November 30, 2020. Each of these meetings presented a different component of the project. The first PIC presented the data collection efforts, the second presented the existing conditions analysis components and the third described the recommended improvements that would be included in this report. At each of these meetings the public had the opportunity to ask questions and provide feedback. These meeting materials from all the public outreach efforts can be found in Appendix X.



4.1 Meetings (cont.)

Meetings with Local Officials

The Project Team attended one meeting of the Public Works & Transportation Committee (August 20, 2020), one meeting of the Planning Board (January 20, 2021), and one meeting that hosted a variety of municipal officials and representatives from the City Council and Planning Board (January 28, 2021). These meetings provided individuals on these committees/boards an opportunity to learn about the progress of the project, potential recommendations to be included, and provide feedback on all aspects of this project.

4.2 Digital Engagement

Project Webpage

A project webpage was developed at the start of the study. It was developed by the Town of Hammonton and was a page included in their existing municipal website. This page was used to post links and information about the project. The meeting registrations and recordings were also advertised on this webpage. The name of the webpage was determined with assistance from the steering committee (<https://www.townofhammonton.org/bike-ped-planning/>) Bike/Ped Planning was chosen because this page can not be utilized to track and advertise their future efforts.



4.2 Digital Engagement (cont.)

Interactive Map

In addition to the public outreach survey, an interactive map was developed using WikiMap. The map was available from mid-July through August 31st 2020. There were a total of 157 interactions with the mapping tool. An interaction is defined as placing something on the map, using the “Agree” or “Disagree” button on an existing feature, or commenting on an existing feature.

Individuals that went to the mapping page could choose to place a route or make a comment. The options in the route tool were: Desired Biking Route, Desired Walking Route and Other. While the options in the comment tool were: Obstruction to Walking, Obstruction to Biking, Desired Destination, Safety Concern, Bike Parking Needed, and Other. These locations will be evaluated and taken into consideration when developing alternatives. The results from this map can be found in Appendix X.

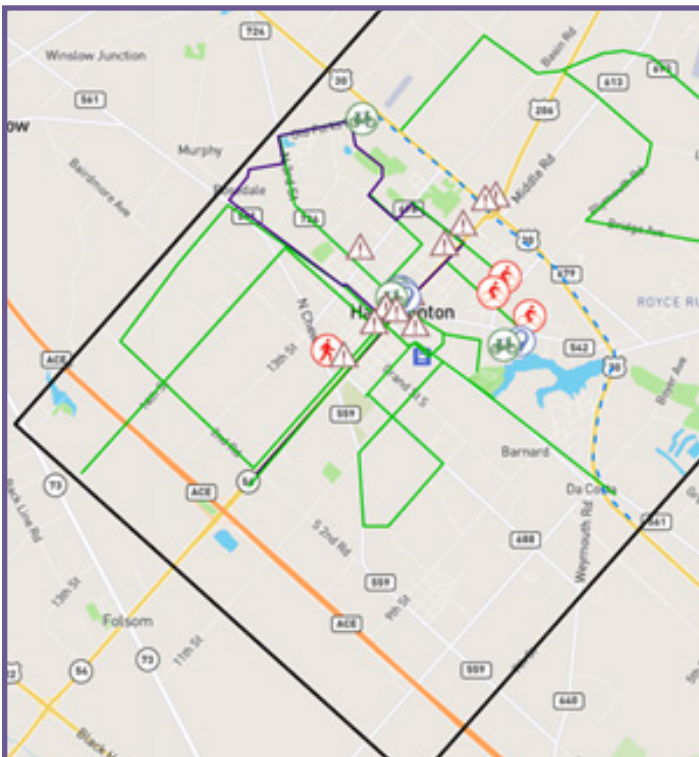
Public Outreach Survey

The Public Outreach Survey was available online through Survey Monkey. The link to access the survey was posted on the webpage for the project and advertised through social media. The survey was available from mid-July through August 31st, 2020. A total of 69 completed surveys were received.

Based on the data collected, 59% of people believe that there are enough destinations within walking and biking distance in Hammonton. While respondents also note that if they are walking it is more frequently for dog walking or fitness. When asked what respondents like the least about walking in Hammonton, 50% said that tree roots & other hazards make it hard (or impossible) to use sidewalks, while 68% of respondents stated the thing they like the least about biking is that sharing the road with cars feels unsafe.

When asked about what respondents would like to see more of, 60% said they would like to see more protection for pedestrians/bicyclists from speeding cars and off-street paths. 55% of respondents said they would like to see on-street bicycle lanes.

Respondents were asked which streets felt unsafe & stressful for pedestrians, more than 50% said that Egg Harbor/Moss Mill Road, Chew Road, 1st Road, 2nd Road, Central Avenue, Bellevue Avenue/12th Street, and Fairview Avenue/13th were unsafe & stressful to walk or bike on.



A circular inset image showing a street scene. In the center is a tall, ornate clock tower. To the left, there is a red and white yield sign and a blue and white no parking sign. The background shows a street with a crosswalk, trees, and a building. The text "5. HAMMONTON TOMORROW..." is overlaid in white with a dark blue outline.

**5. HAMMONTON
TOMORROW...**

5.1 Pedestrian Facility Recommendations

Inventory of the existing sidewalk was conducted on the ten priority corridors identified. The inventory included determining if there were areas with missing sidewalk, and areas where sidewalks are not compliant with the Americans with Disabilities (ADA) Act.

Based on the sidewalk condition inventory, Hammonton has an extensive sidewalk network. However, some sidewalks have missing connections. The inventory collected locations of missing sidewalks, sidewalk width, and sidewalk conditions.

Central Avenue (CR 542) has good sidewalk conditions throughout the corridor except for a section between Broadway (CR 680) and White Horse Pike (US 30), where the sidewalk is missing. Other corridors with missing sidewalks include: a section between the Hammonton Town Border and Chew Road (CR 559) on Bellevue Avenue, three sections on Egg Harbor Road (CR 602), a section between the Hammonton Town Border and 12th Street on Chew Road, a section between the Hammonton Town Border and Pleasant Mills Road on Main Road, two sections on Broadway, a section between Central and Valley Avenue and a section Liberty and Brynmaur Avenue, and the entire 2nd Road corridor. There is only one section between Grape Street and 13th Street on Egg Harbor Road with poor sidewalk conditions.

In addition to the priority corridors, it is also recommended, that Hammonton close existing gaps on Old Forks Road, Walnut Street, and 4th Street due to the presence of the Elementary School.

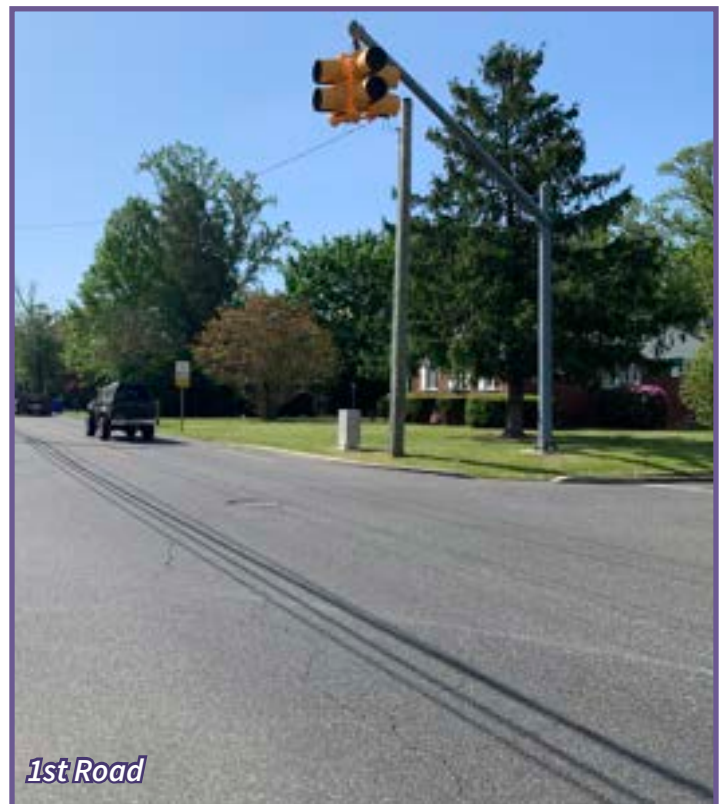
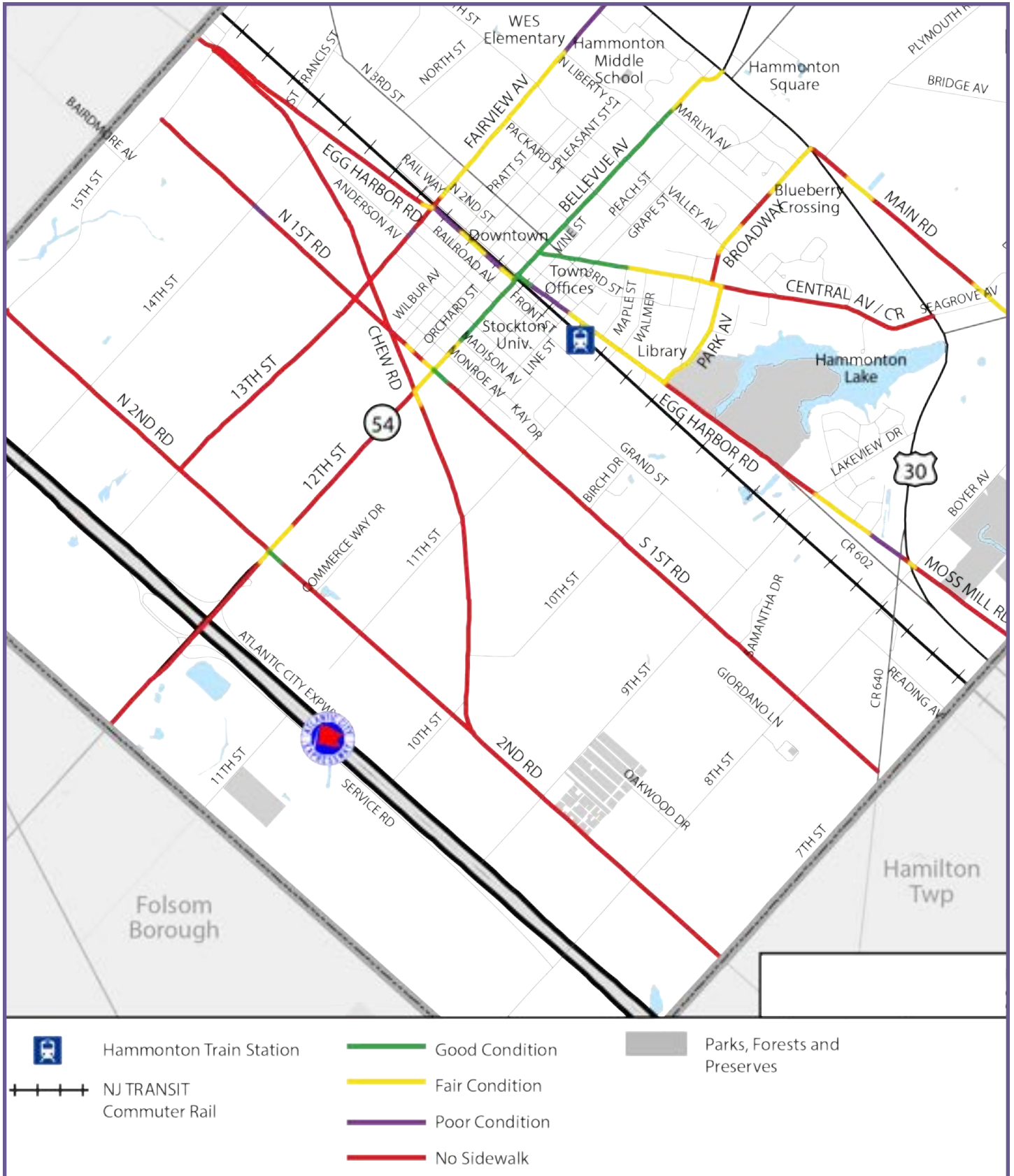


Figure 7: Sidewalk Inventory Map



5.2 Bicycle Facility Recommendations

The implementation of bicycle facilities is a critical step towards encouraging cycling in an area as an essential form of transportation. However, it is important that bicycle facilities are properly designed to ensure that they are safe, comfortable and useful to most people. According to the New Jersey Complete Streets Guidelines there are five guiding principles to achieve effective implementation:

- **Continuous:** many bicycle lanes disappear at intersections and other stressful locations. To be successful, bicycle lanes must be continuous through these locations.
- **Connected:** Gaps in a bicycle network can discourage potential riders. Bicycle routes should be interconnected to create a robust network that connects where people live and where they want to go.
- **Convenient:** Bicycle networks must conveniently and directly connect cyclists to key destinations to encourage higher rates of cycling.
- **Complete:** A successful network considers what happens when a bicycle ride ends. This means considering how complete a street is, including the presence of sidewalks, bicycle parking, and access to transit
- **Comfortable:** A bicycle network should be comfortable and inviting for riders of all ages and abilities, providing the sense that bicycling is a safe and convenient activity.

The New Jersey Complete Streets Design Guide outlines types of on-road bicycle facilities.

The recommended bicycle facilities are proposed to improve bicycle compatibility and accessibility in Hammonton. They include a variety of bicycle facility treatments such as “sharrows,” bicycle lanes, buffered bicycle lanes, and shared use paths. The recommendations are intended to be implemented within the existing cross-section of the roadway as part of re-surfacing, restriping or other roadway reconstruction projects.

Bike lanes are a common on-road bicycle facility and there are several opportunities to install them on roadways throughout Hammonton. In locations where sufficient roadway width is available; a buffer could be included between the bike lane and the parking lane or between the bike lane and the travel lane. A buffer may be preferred by less skilled bicyclists when higher traffic volumes and speeds are present.

In locations where space is constrained, and bike lanes cannot be accommodated, sharrows are proposed. Sharrows may be used to indicate a shared environment for bicycles and automobiles. Under these conditions, it is recommended that “Share the Road” signs and Shared Lane Markings be incorporated to reinforce the shared lane concept.

The following table outlines the recommended bicycle facilities and roadway conditions necessary for the recommendation. These recommendations follow the guidelines in the New Jersey Complete Street Design Guide. Additional bicycle facilities with design guidance can be found in the New Jersey Complete Streets Design Guide. The proposed cross section alternatives for each priority corridor can be found in Appendix X. Many of the locations have several alternatives, guidance from the State of New Jersey should be utilized to determine which alternative will be best for Hammonton.

Table 1: Bicycle Facility Types

Facility Type	Facility Width	Roadway Speed Limit (MPH)	Average Daily Traffic (ADT)
Bicycle Lane	5'	25-35	< 10,000
Buffered Bicycle Lane	5' Bike Lane 3' Buffer	25-45	< 15,000
Separated Two-Way Bike Lane	12'	≤ 45	Any
"Sharrows"	≤ 25	< 10,000
Advisory Bike Lane	5'	≤ 25	< 6,000
Shared-Use Path	10-14'	Any	Any



“Sharrows”

Also known as shared lane markings, are used on roadways when it is not feasible to have a dedicated bicycle facility. Shared lane markings are used to show that the roadway environment is to be shared between bicycles and automobiles. These markings should not only show that the roadway is shared but should also suggest exactly where on the roadway the bicyclist should ride. This helps motorists to anticipate the presence of bicyclists.

Bicycle Lane

According to the New Jersey Complete Streets Design Guide, bicycle lanes provide an exclusive space for bicyclists using pavement markings and signage. It is the preference to paint these lanes green to draw awareness to them and further increase bicycle safety. Bicycle lanes are meant for one-way travel and typically are located on both sides of two-way streets and one side of one-way streets. Bicycle lanes can enable bicyclists to ride at their preferred speed, without interference from motorists. The minimum bicycle lane width with no-on street parking is 5' adjacent to a curb.



Buffered bicycle lanes

Buffered Bicycle Lanes follow the same guidelines as typical Bicycle lanes, plus they include a marked buffer space that separates the bicycle lane from the adjacent travel lanes or parking lanes. Buffers decrease the risk of conflict between bicyclists and motor vehicles. The preferred width of a buffered bicycle lane is 5'.

Two-way separated Bicycle Lanes

Two-way separated bicycle lanes are physically separated bicycle lanes that allow bicycle movement in both directions on one side of the road. Two-way separated bicycle lanes share many of the same design characteristics as one-way buffered bicycle lanes but might require additional considerations at driveway and side street crossings. The preferred width of two-way separated bicycle lanes is 12', the minimum permitted is 10'.



Shared Use Path

Shared use paths are similar to bike lanes however, they can be used by other modes of non-motorized transportation such as walking, running or skateboarding. They are also more distinctly separated from the roadway. Shared use paths should be located outside of the roadway pavement width, separated from traffic by either open space or a barrier. Unlike bike lanes, shared use paths are designed for two-way travel. The minimum width for a shared-use path is 10'.

Advisory Bike Lane (Yield Street)

Advisory Bike Lanes are also recommended on several corridors in Hammonton. This bicycle facility type is outlined in the FHWA Small Town and Rural Multimodal Networks Guide. Advisory Bike Lanes may also be referred to as Yield Streets. They are placed on low-volume low-speed two-way roads. The two travel lanes are converted into one wide lane and an advisory bike lane is striped on either side with dashed striping. Vehicular traffic shares the one lane in the middle and as needed (with no bicyclists present) may go into the bicycle lane when passing a vehicle coming in the opposite direction. There is street signage that can be placed to explain this to drivers and bicyclists on the roadway. It is recommended that the advisory bike lane be 5' in width, similar to the conventional bike lane.

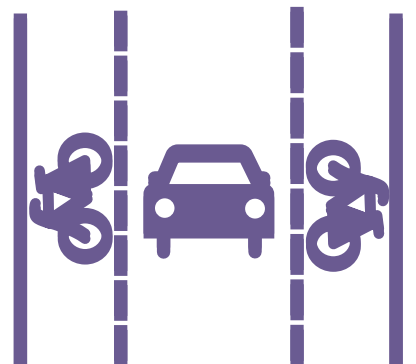
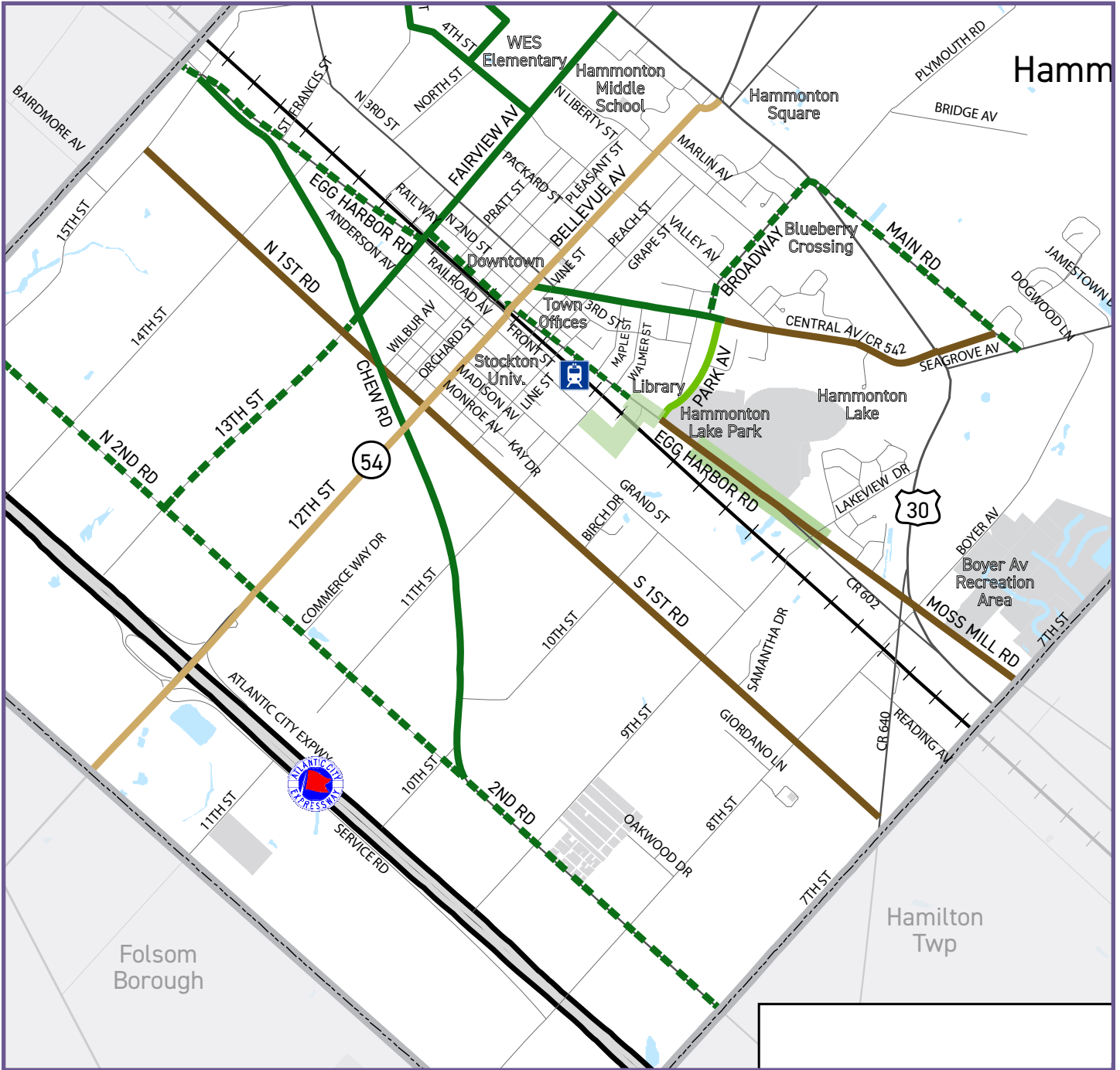


Figure 8: Bicycle Network Map



	Hammonton Train Station		Sharrows (shared bicycle/motor vehicle lane)
	NJ TRANSIT Commuter Rail		Advisory Bike Lane
	Other Facilities*		Conventional Bike Lane
	Parks, Forests and Preserves		Buffered Bike Lane
			Shared-Use Path

*Bicycle Facilities that are existing, under-construction or seeking funding.

5.3 Intersection Recommendations

Intersections are one of the most critical parts of any transportation network. They are key points for all users as they travel through a street network and can act as important nodes of activity for community life. While they can have positive impacts on community life they also account for the most serious and frequent conflicts between all travel modes. If an intersection is not functioning properly, it can dramatically reduce mobility and safety for all modes. However, a well-designed intersection that facilitates visibility and predictability for all users can reduce crashes. Intersection design should allow the street space to be effectively shared by pedestrians, bicyclists and drivers.

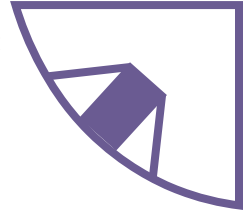
Pedestrians are encouraged to cross at signal-controlled intersections. These signalized intersections should be properly delineated for pedestrian crossings. Additionally, crosswalks must be ADA compliant and signalized intersections should include countdown pedestrian signal heads. At intersections within commercial districts and areas conducive to pedestrian traffic, crosswalks should be properly signed and striped, and the use of longitudinal thermoplastic stripes should be considered to delineate crosswalks. Along with signage and striping, signalized intersections should have lighting and where feasible and traffic calming measures. The following are different strategies and traffic calming measures recommended throughout Hammonton.



High Visibility Crosswalks: A crosswalk is a portion of a roadway designated for pedestrian to cross streets. The striping of crosswalks is important, it creates a high level of visual contrast with the surface of the roadway to draw both pedestrian and drivers attention.

Some striping styles are more visible than others. It is recommended that Hammonton use a ladder style striping or red brick paver crosswalks. These have been shown to be the most visible and are recommended in the New Jersey Complete Streets Guidelines.

Curb Ramps: ADA guidelines require appropriately designed curb ramps at all pedestrian crossings. These curb ramps are essential to provide easy access at crossings for pedestrians of all ages and abilities. Curb ramps assist in providing a smooth transition from the sidewalk level to the street level and back again. Additional to the curb ramp, detectable warning surfaces should also be included. These warning surfaces assist people with visual impairments to determine safe crossing locations.



Curb Extensions: are an example of a traffic calming measure. These can also be referred to as bulb-outs or bump-outs. A curb extension extends the curb line and sidewalk into the existing roadway, thus expanding the available pedestrian realm. The benefits of curb extensions include the following:

- Increased visibility for pedestrians and drivers
- Reduction of pedestrian crossing distance
- Traffic calming
- Shields on-street parking from intersection
- Expands pedestrian realm



Rectangular Rapid Flashing Beacons (RRFBs): are a lower cost alternative to traffic signals and hybrid signals that are shown to increase driver yielding behavior at crosswalks significantly when supplementing standard pedestrian crossing warning signs and markings. RRFBs are user-actuated amber LEDs that are recommended at unsignalized intersections or mid-block crosswalks, they can be activated by pedestrians manually by a push button or passively by a pedestrian detection system.

5.3 Intersection Recommendations (cont.)

Leading Pedestrian Interval (LPI):

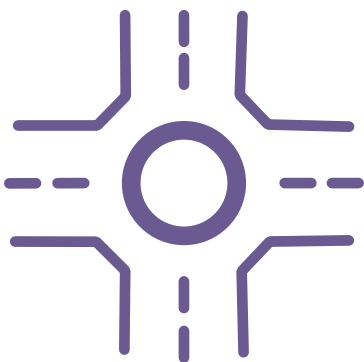
give pedestrians the opportunity to enter an intersection 3-7 seconds before vehicles are given a green indication. With this head start pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn left. LPIs provide the following benefits:



- Increased visibility of crossing pedestrians
- Reduced conflicts between pedestrians and vehicles
- Increased likelihood of motorists yielding to pedestrians
- Enhanced safety for pedestrians who may be slower to start into the intersection.

- Safer pedestrian crossings. There are also a reduced number of vehicle/pedestrian conflict points. With a pedestrian refuge island, pedestrians cross one direction of traffic at a time.

Roundabouts have also been shown to improve operations of roadways. This can be attributed to the fact that vehicles do not need to come to a complete stop when traveling in a roundabout, therefore vehicles typically experience less delay than in other types of intersections. Additionally, roundabouts do not have as many on-going maintenance costs when compared to signalized intersections.



Roundabout: recently the modern roundabout has been recommended as an alternative to traditional signalized intersections for several reasons. The primary reason to recommend a modern roundabout is because they have been shown to reduce the frequency

of certain crash types as well as reduce crash severity. According to the FHWA Roundabout Informational Guide, within acceptable parameters, roundabouts provide better operational performance than a signal in terms of stops, delay, vehicle queues, fuel consumption, safety, and pollution emissions. The safety benefits of modern roundabouts are attributed to several factors:

- A reduced number of vehicle conflict points. There are 32 conflict points for a conventional intersection and only eight conflict points for an equivalent roundabout.
- Reduced number of crashes. Speeds in roundabouts are generally slower giving motorists more time to assess potential conflicts and react. Reduces right angle and head-on crashes.
- Reduces crash severity. The lower speeds entering roundabouts reduce crash severity. Right angle and head-on crashes typically create the most severe injury types.

Raised/Textured crossings and intersections: increase driver awareness to the presence of pedestrians. They force vehicular traffic to slow down as they pass through the crossing or intersection. This strategy has also been shown to increase the rate at which motorists comply with the “stop for pedestrians law” per the New Jersey Complete Streets Design Guide. Raised crossing and intersections work best when applied on minor streets with access to major pedestrian destinations, such as routes to school.

Intersection recommendations are proposed for the following intersections:

- US 206 / US 30 / NJ 54
- Vine Street and Egg Harbor Road
- Cherry Street / Line Street / Egg Harbor Road
- Central Avenue / Third Street / Vine Street

Concepts for each of these recommendations can be found on the following pages. These recommendations have been vetted by NJDOT Traffic Engineering. Additional consideration in the future should be given to the US 30 corridor through Hammonton as a whole.

Recommendations for signalized intersection timings can be found in Appendix X.

5.3 Intersection Recommendations (cont.)

US 206, US 30, and NJ 54

- 1 Installation of Pedestrian Signal Heads and Push Buttons
- 2 ADA Compliant Curb Ramps
- 3 Sidewalk Installation
- 4 Curb Extensions
- 5 Installation of crosswalk on the eastern side of US 30
- 6 Removal of existing slip lane



5.3 Intersection Recommendations (cont.)

Vine Street and Egg Harbor Road

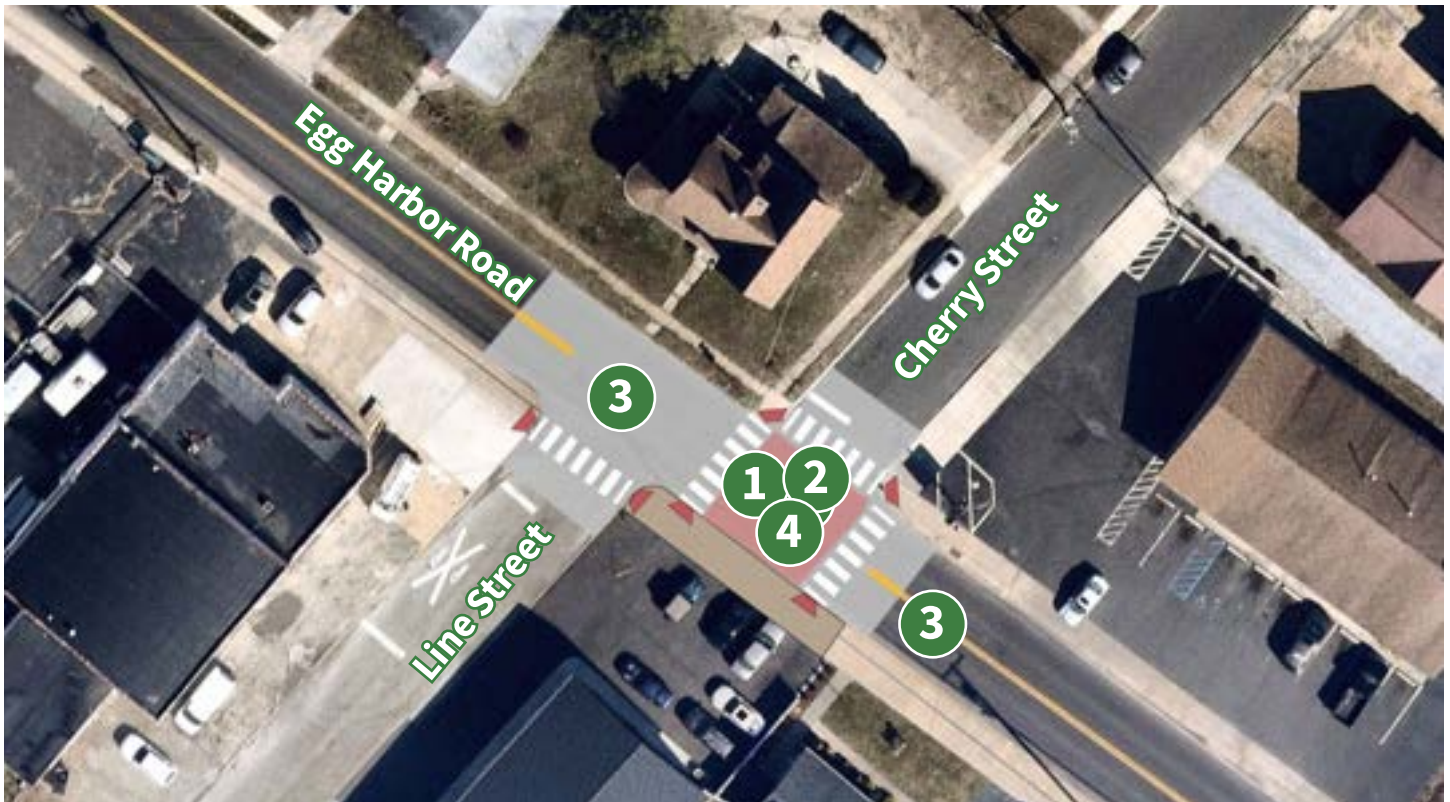
- 1 Installation of High Visibility Crosswalk
- 2 ADA Compliant Curb Ramps
- 3 Installation of Rectangular Rapid Flashing Beacons (RRFB)
- 4 Installation of textured intersection
- 5 Bus Turnouts



5.3 Intersection Recommendations (cont.)

Cherry Street, Line Street and Egg Harbor Road

- 1 Installation of High Visibility Crosswalk
- 2 ADA Compliant Curb Ramps
- 3 Installation of Rectangular Rapid Flashing Beacons (RRFB)
- 4 Installation of textured intersection



5.3 Intersection Recommendations (cont.)

Central Avenue, Third Street and Vine Street



5.3 Intersection Recommendations (cont.)

Central Avenue, Third Street and Vine Street



5.4 Townwide Recommendations

In addition to specific infrastructure projects and related programmatic efforts, some amenities are needed townwide to complete the active transportation network. These amenities should be installed as a matter of policy in conjunction with any project as opportunities arise, or when development occurs. Amenities recommended in this Plan include a comprehensive wayfinding program and secure bicycle parking.

Wayfinding Recommendations

An important step in advertising and promoting the facility improvements being made to these priority corridors are wayfinding signage. The National Association of City Transportation Officials (NACTO) defines a bicycle wayfinding system as comprehensive signing and/or pavement marking that guide bicyclists to their destinations along preferred bicycle routes. Typically, signs are placed at decision points along bicycle routes, this could be at intersections of other major locations. Wayfinding signage helps to make less experienced bicyclists more comfortable in the environment and encourage these bicyclists to use the safest routes available.

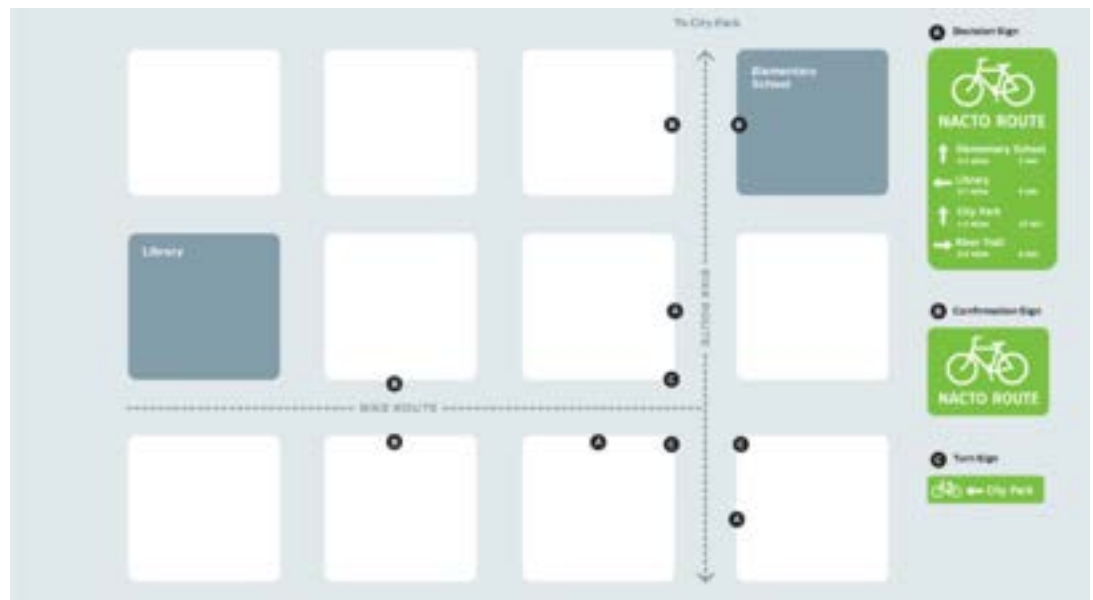
Wayfinding systems can be implemented and designed formally by a municipality or business improvement district. However, in many cases walking and biking advocates have organized informal wayfinding systems.

Benefits:

- Familiarize bicyclists with the bicycle network
- Identify preferred routes to key destinations
- Increase awareness of the bicycle network to drivers
- Increase accessibility and convenience of the bicycle network to visitors and casual users
- If mileage and/or travel time information is included it can minimize the tendency to overestimate the amount of time necessary to travel to a destination

The New Jersey Complete Streets Design Guide outlines some design guidance for wayfinding:

- Signage should maintain a clean, visible, and consistent design
- Signs should be on both sides of the street or trail
- Maps should be properly oriented so that the direction the user is facing is at the top
 - A “You Are Here” symbol should be included
- Distances should be provided by the time needed to reach the destination



Source: NACTO Bike Route Wayfinding Signage Design Guidance

5.4 Townwide Recommendations (cont.)

Bicycle Parking Recommendations

No bicycling network is complete without convenient and secure bicycle parking. Bicycle parking can take many forms, from a simple bicycle rack to secure storage in a locker or gated area. The Plan recommends the town continue to expand its bicycle parking as opportunities arise and new development occurs.

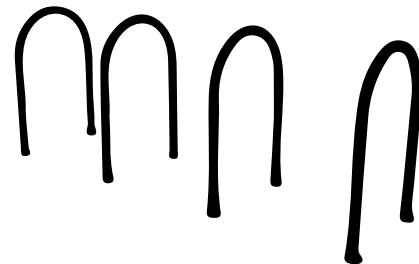
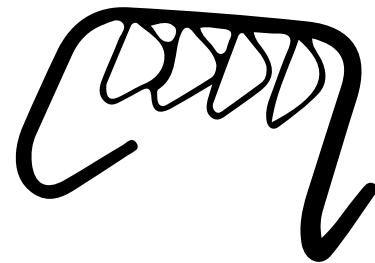
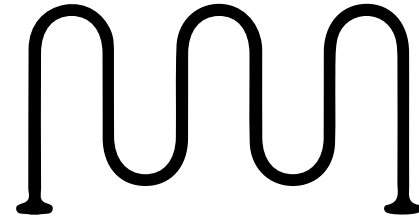
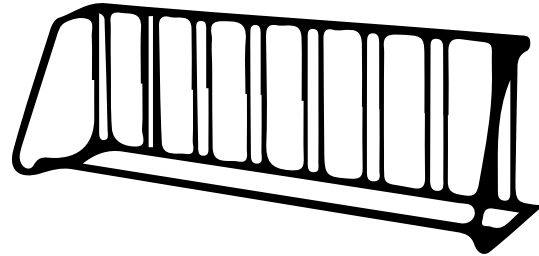
Short Term Bicycle Parking

Bicycle parking can be categorized into short-term and long-term parking. Bicycle racks are the preferred device for short-term bicycle parking. These racks serve people who leave their bicycles for relatively short periods of time, typically for shopping or errands, dining or recreation. Bicycle racks provide a high level of convenience and moderate security. The rack types illustrated on the right and recommended for use in Hammonton are consistent with the School Bike Parking Guide from NJDOT. The Town may also choose to partner with local artist groups to pursue customized racks that serve as bicycle parking in addition to public art. Where possible, on-street bicycle corrals can be used to provide increased bicycle parking where high demand or limited sidewalk space exists.

Long Term Bicycle Parking

Long-term bicycle parking includes bike lockers and secure parking areas and serves people who intend to leave their bicycles for longer periods of time. Bike lockers may vary in design and operation including keyed lockers that are rented to one individual on an annual or monthly basis or e-lockers that can be reserved online in hourly increments and unlocked with a credit card or an access code.

These facilities provide a higher level of security than bicycle racks, and are typically found at transit stations, multifamily residential buildings, commercial buildings and in other areas where bicyclists running multiple errands would benefit from a secure place to store parcels in addition to their bicycle.



Source: NJDOT School Bike Parking Guide

5.4 Townwide Recommendations (cont.)

Pedestrian-Scale Lighting

Pedestrian scale lighting is a type of lighting with frequent lampposts at low height that illuminate the walking area. This typically includes poles 12 to 15 feet high spaced 25 to 30 feet apart, directly above walking areas. Pedestrian scale lighting not only increases visibility of pedestrians for drivers at night, it contributes to a more comfortable and inviting streetscape for people walking at night.

Pedestrian scale lighting should be appropriately designed to illuminate only the areas needed and be no brighter than necessary. Street trees should be appropriately maintained so they do not obstruct illumination from the lighting along sidewalks and pathways.

This Plan recommends the Town evaluate locations where pedestrian scale lighting may improve pedestrian comfort and encourage walking, including Downtown, the areas near schools, and trails.

Amenities

Sidewalk and trail furnishings like benches, shade structures, restrooms, water fountains, and trash receptacles contribute to a cleaner, more comfortable, and more pedestrian-oriented public realm. These elements not only encourage the activation of Hammonton's sidewalk and trail networks, they contribute to a more accessible pedestrian network for all residents. The Plan recommends the Town identify and pursue opportunities to provide amenities in the downtown, near transit stops and along trails in the community.



Intersection of US 206 / NJ 54 / US 30

5.5 Policy & Actions

Planning

Policy 1: Integrate bicycle and pedestrian network and facility needs into all city planning documents and capital improvement projects.

- **Action 1.1:** Review the existing Complete Streets policy and update based on the Complete & Green Streets for All: Model Complete Streets Policy & Guide. Include and utilize the Complete Streets Checklists to assure consideration of pedestrian and bicycle facility needs in Town transportation projects and roadway improvements.
- **Action 1.2:** Follow a multi-disciplinary project scoping process that incorporates the needs of all modes and stakeholders, both internal and external. The design process should include the Town divisions, departments, and staff responsible for emergency response, parking, law enforcement, maintenance, and other affected areas.
- **Action 1.3:** Evaluate all streets during pavement resurfacing to determine if bicycle facilities can be provided (e.g. bike lanes, wider shoulders) when the striping is reapplied.
- **Action 1.4:** Ensure that all traffic impact studies, analyses of proposed street changes, and development projects address impacts on bicycling and walking facilities. Specifically, the following should be considered:
 - Consistency with the Master Plan, and the Bicycle and Pedestrian Master Plan policies and recommendations
 - Impact on the existing bikeway and pedestrian network.
 - Degree to which bicycle and walking travel patterns are altered or restricted by the projects
 - Safety of future bicycle and pedestrian operations
- **Action 1.5:** Require new development or reconstruction if applicable to address the pedestrian and bicycle circulation element based on the above considerations.
- **Action 1.6:** Conduct regular pedestrian and bicycle counts before and after project implementation.

- **Action 1.7:** Continue to implement the guidelines set forth in this report for all new development projects to support integration of transportation into land use planning decisions.

Policy 2: Coordinate with other agencies and stakeholders to incorporate Hammonton Bicycle and Pedestrian Master Plan elements.

- **Action 2.1:** Work with adjacent governmental entities, public service companies, coordinating agencies, and transit agencies to ensure the Plan recommendations are incorporated into their planning and areas of responsibility, and vice versa.
- **Action 2.2:** Work with transit providers (NJTRANSIT) to improve bicycle and pedestrian access (first/last mile connections) to transit stations and the comfort of transit stops and onboard transit vehicles, especially during peak commute hours, and to provide secure bike parking, benches, and covered waiting areas at stations and stops.

Design

Policy 3: Design a Low Stress Bikeway Network suitable for the “Interested but Concerned” to include people of all ages and ability levels riding bicycles.

- **Action 3.1:** Design a network of continuous Low Stress Bikeways as identified in this plan. Projects that improve comfort at intersections and along corridor with high stress should be prioritized.
- **Action 3.2:** Utilize the design guidelines in this plan, guidance from the New Jersey Complete Streets Design Guide, the North American City Transportation Officials (NACTO), and most recent State and Federal design standards and guidelines to develop plans for on-street bicycle facilities along additional corridors and at intersections.
- **Action 3.3:** Follow a multi-disciplinary design process that incorporates and balances the needs of all modes and stakeholders, both internal and external; the design process should include the Town divisions, departments and staff responsible for emergency response, parking, law

5.5 Policy & Actions (cont.)

enforcement, maintenance, and other affect areas as well as other responsible external stakeholder agencies.

Policy 4: Design a connected, convenient and comfortable pedestrian network to serve people of all ages and abilities.

- **Action 4.1:** Include sidewalks on all new or retrofitted roadways.
- **Action 4.2:** Identify and construct sidewalks in areas where they are incomplete.
- **Action 4.3:** Enforce sidewalk maintenance to ensure that adjacent property owners maintain the sidewalk properly.
- **Action 4.4:** Plan and develop well-connected streets, sidewalks, and pathways that provide the most direct paths of travel for pedestrians. Remove barriers to walking where feasible.
- **Action 4.5:** Install leading pedestrian interval phases in traffic signal timing both in the downtown and outside of the downtown, as warranted, to encourage walking and facilitate crossing busy regional or high-volume transitional streets.
- **Action 4.6:** Review signal locations on an annual basis to identify and adjust for increased pedestrian clearance time where needed.
- **Action 4.7:** Routinely evaluate locations for enhancing crosswalks.

Policy 5: Design accessible, comfortable and continuous off-street paths that contribute to the framework of Hammonton's active transportation network.

- **Action 5.1:** Utilize the design guidelines in this Plan and most recent State and Federal design standards and guidelines to develop plans for ADA-compliant off-street trails.
- **Action 5.2:** Utilize Crime Prevention Through Environmental Design (CPTED) principles in the design of trails.
- **Action 5.3:** Identify opportunities for trailhead enhancements to include gateway treatments, public art, wayfinding, and placemaking.

Policy 6: Develop an easy to read, unified and comprehensive wayfinding system for bicyclists, pedestrians and trail users.

- **Action 6.1:** Pursue grant funding to develop a consistent citywide wayfinding program and replace all prior wayfinding signs.

Operations And Maintenance

Policy 7: Maintain designated facilities to be comfortable and free of hazards to bicycling and walking

- **Actions 7.1:** Trim overhanging and encroaching vegetation to maintain a clear path of travel along pedestrian and bicycle facilities.
- **Action 7.2:** Incorporate maintenance needs into design of separated bikeways to ensure proper maintenance after construction.

Policy 8: Maintain bicycle parking

- **Action 8.1:** Develop a procedure for inspection and prompt replacement of damaged bicycle racks.
- **Action 8.2:** Remove abandoned bicycle from bicycle racks and donate to local non-profit community bicycle shops for use in youth education programs.

Evaluation

Policy 9: Measure bicycling and walking activity through an annual count program.

- **Action 9.1:** Establish an annual count program at key locations around the city.
- **Action 9.2:** Make the data publicly available on an on-going or at least annual bases.

Policy 10: Report annually on the implementation of this plan.

- **Action 10.1:** Prepare and present a report on the progress in:
 - Achieving the three Goals of the Plan in terms of their specific performance measures.
 - Implementing the Policies and Action of this Plan.



6. IMPLEMENTATION

6. Implementation

The recommendations outlined in the Bicycle and Pedestrian Master Plan provide an opportunity to enhance biking and walking throughout Hammonton. There are multiple opportunities to improve bicycle and pedestrian access and mobility. The following sections provide guidance on coordination, planning, education, and funding sources that can serve as a resource for advancing and implementing the proposed facilities throughout Hammonton.

Coordination

Coordination between Hammonton, neighboring communities, and Atlantic County should be initiated to advance improvements for bicycle and pedestrian accommodations on roadways. A potential next step could be the formation of a working group (e.g., Complete Streets Task Force) to spearhead a public information campaign and pursue opportunities and resources to support the design and implementation of facilities. The working group would be led by a Complete Streets “Champion” and could assist with advancing priority recommendations and build upon the preliminary network and regional connections identified in this plan, as well as, identify opportunities for improving biking and walking through future development. An alternative to creating a new working group, the tasks around this project could be implemented into the tasks of an existing group, such as the existing Environmental Protection Committee, Open Space Committee, or a Neighborhood Green Team in the Town of Hammonton.

The working group should create partnerships within the Town of Hammonton community to advance the Bicycle and Pedestrian Master Plan. Within the community, businesses, private developers and neighborhood associations can be important allies in providing ongoing support. Partnerships with neighboring municipalities, Atlantic County, and NJDOT can help to achieve consistency in design treatments for roads operated by different agencies.

Additionally, it is recommended that Hammonton adopt this plan into their existing Master Plan.

Educational Programming

To encourage safe use of existing and proposed facilities and more walking and bicycling trips, it is recommended that the Town of Hammonton promote walking and bicycling and implement educational programs on best practices and safety. Education programs are recommended for all types of users of all ages. Efforts should be made to educate bicyclists, pedestrians and motorists on the rules of the road and how to safely share the road. Widespread education efforts can contribute to safer roadways for all. Encouragement is also needed to promote the spread of bicycling and walking as means of transport, recreation, and physical activity.

Safe Routes to School (SRTS) is a federally funded program with the goal of making it safer for students, including those with disabilities, to walk and bike to school. NJDOT provides funding to schools and communities to improve walking and bicycling conditions to schools through a SRTS Infrastructure Grant Program. At the local levels, assistance to schools and communities with Non-Infrastructure Programs is provided by the New Jersey SRTS Resource Center and the eight Transportation Management Associations.

Cross County Connection is a non-profit Transportation Management Association located in Burlington County that provides free Safe Routes to School (SRTS) programming to its service area, which includes the Town of Hammonton. Cross County Connection advocates for safe walking and biking to school for students K-8 with educational programs such as Walk to School events, Bicycle Learn-To-Ride’s, and in-class activities that teach students the rules of the road. Cross County Connection also provides evaluation programs such as walkability audits and the development of School Travel Plans. SRTS and Cross County Connection can provide an educational component of Complete Streets to students in the Town of Hammonton schools. To set up programming, the Town of Hammonton is encouraged to contact the Safe Routes to School Coordinator at Cross County Connection. Additional SRTS resources can be found on the New Jersey SRTS Resource Center website and the National Center for Safe Routes to School website.

6. Implementation (cont.)

In addition to SRTS Cross County Connection also provides programming for the Street Smart Campaign. Street Smart is a public education, awareness and behavioral change campaign. The program utilizes visibility enforcement, education and public awareness to address pedestrian safety issues. Street Smart is organized by the North Jersey Transportation Planning Authority (NJTPA), the goals of this initiative are below.

- Change pedestrian and motorist behavior to reduce pedestrian crashes, injuries and fatalities in New Jersey.
- Educate motorists and pedestrians about their roles and responsibilities in safely sharing the roadways.
- Increase enforcement of pedestrian safety laws.
- For more information visit the Cross County Connection or NJTPA website.

Promotional Activities

A wide variety of programs are available to encourage Hammonton residents to walk or bike more often. Below are some recommended educational programs:

Walk to School Day: This is one of the most fundamental strategies for encouraging younger residents to walk or bicycle. Although sometimes referred to as “Walk and Roll to School Day,” this event has been popularized in the past as “Walk to School Day,” and the typical focus has been on encouraging walking and biking to school. As one idea, walking and bicycling could be one of the units available in physical education classes. In the fall or spring, physical education teachers could enroll students in walking and bicycling events for a minimum number of miles. Cross County Connection can provide assistance in coordinating Walk to School events.

Join a Walking or Bicycling Club: Residents of Hammonton can start a club to encourage other residents to log on a certain number of miles per week on foot or bicycling.

Special Events: A Walk to School Day is an example of a special event; other examples include Trails Day, Car Free Day, Traffic Safety Day, and Bike to Work Day.

Awareness Campaign: Public service announcements on cable television, posters, brochures, and bumper stickers promote increased use of walking or bicycling in general for errands, work trips, school and other purposes, or to promote special event days.

Commuter of the Month: Hammonton businesses, public agencies, or Cross County Connection could recognize the employee that walks or bicycles to work with the greatest frequency.



6. Implementation (cont.)

Enforcement

An important component of a safe and well-traveled transportation system is an enforcement program for traffic regulations as they apply to each type of roadway user: motorists, bicyclists, and pedestrians. The Town of Hammonton can improve travel habits and behavior through enforcement. This process should include reviewing current ordinances and traffic regulations to identify elements that may unnecessarily affect certain roadway users, such as bicyclists. As bicycle facilities are installed, it is recommended that local ordinances and regulations be developed or revised to clarify items such as: application of vehicle laws to bicyclists, permitted movements on and across bicycle facilities (e.g., permitted motor vehicle movements across bicycle lanes), bicycling on sidewalks, and bicycle parking requirements.

In addition, a review of enforcement regulations and practices may assist in identifying opportunities to partner with community, county, or state organizations to inform users about safe bicycle travel behavior, such as the required use of helmets by bicyclists under the age of 17 (N.J.S.A 39:4-10.1), the N.J.S.A 39: 4-36 which requires motorists to stop for pedestrians in the crosswalk, or the N.J.S.A 39:4-14.2 which requires bicyclists to ride in single file.

Outreach and promotion through community channels and events is a critical piece in reminding motorists, bicyclists, and pedestrians of applicable laws and recommended travel practices. The Street Smart campaign is one method that could be utilized.

Capital Improvements Projects

The Town of Hammonton should review their Capital Improvement Projects to determine where bicycle and pedestrian improvements can be integrated. The majority of bicycle facility recommendations outlined within this plan can be implemented as part of regular roadway resurfacing and/or restriping projects. When implemented as part of a larger maintenance or construction project the added cost for roadway markings and signage is minor within the scope of the larger project.

Funding The Improvements

Several federal and state programs are commonly used to fund bicycle and pedestrian improvement projects. Table 2 provides a list of programs, the program administrator, who is eligible to apply, and the estimated amount of funding available for an individual allotment. Note: The estimated amounts are based on previous amounts awarded to municipalities and counties. The Town of Hammonton can use this Implementation Plan to pursue funding through these programs.

South Jersey Transportation Planning Organization (SJTPO) works with its federal partners, NJDOT, its subregions and other state and local agencies to make travel safer and more reliable for all who use Southern New Jersey's transportation system. To support these efforts, SJTPO solicits candidate projects for implementation several different programs. Details of each can be found in the South Jersey Bicycle & Pedestrian Funding Guide developed by Cross County Connection.

Many improvements (e.g., installing "Share the Road" or Wayfinding signage or striping a bike lane) can be implemented quickly and at a relatively low cost. There are a number of opportunities for grants to fund bicycle and pedestrian improvements. Additionally, the Town should coordinate with Atlantic County on county road projects that run through Hammonton.

The recommended concepts for both bicycle and pedestrian projects could be eligible for the following potential funding sources:

NJDOT Municipal Aid: Each year NJDOT invites municipalities to apply for funds to go towards road improvement projects. This includes, resurfacing, rehabilitation or reconstruction and signalization. NJDOT has set a goal to award up to 10% of the Municipal Aid program funds to projects such as pedestrian safety improvements, bikeways and streetscapes.

6. Implementation (cont.)

NJDOT County Aid: these funds are used for the improvement of public roads and bridges that are under county jurisdiction. Public transportation and other transportation projects are also included.

NJDOT Safe Routes to School: provides federal-aid highway funds for infrastructure projects that enable and encourage children in grades K-8, including those with disabilities, to safely walk and bicycle to school. Bonus points on the grant are given to applicants with School Travel Plans, a Complete Street Policy and Transit Village Designation.

NJDOT Safe Streets to Transit: provides funds to construct safe and accessible pedestrian linkages to transit facilities, to promote increased usage of transit by all segments of the population.

NJDOT Transportation Enhancements/ Transportation Alternatives Program: provides federal funds for community based “non-traditional” transportation projects designed to strengthen the cultural, aesthetic and environmental aspects of the nation’s intermodal system. Bonus points on the grant are given to municipalities that have an adopted Complete Street Policy and Transit Village Designation.

Sustainable Jersey: provides capacity building awards to municipalities to support local green teams and their programs to make progress toward Sustainable Jersey Certification.

New Jersey Healthy Communities Network: this is a partnership of grantees, funders, and advocate organizations who seek collective impact on a community’s well-being by supporting healthy eating and active living. The Community Grant Program provides the opportunity to develop healthy environments for people to live, work, learn and play by funding policies, projects and programs that support walking and biking.

New Jersey Transportation Bank: provides low interest loans to local government units for transportation infrastructure projects. It is a partnership between NJDOT and the New Jersey Infrastructure Bank (I-Bank).

NJDEP Recreational Trails Grant: The Federal Highway Administration’s Recreational Trails Program provides financial assistance to states for developing and maintaining trails and trail facilities. New Jersey Department of Environmental Protection administers the program in New Jersey.

Implementation Matrix

It is recommended that Hammonton determine a practical means for implementing the recommendations made in this plan. An Implementation Matrix for the proposed improvements is included as Table 3 to assist Hammonton. The Implementation Matrix is intended to assist the Town in prioritizing the recommendations for a phased implementation, as well as identifying costs and the appropriate agency to coordinate carrying them out. Prioritization is determined by the proximity of the locations to the Central Business District, Schools and other points of interest. It can also be affected by other projects that may be occurring in the same space, for example, a road resurfacing project, or new developments.

6. Implementation (cont.)

Table 23 Funding Opportunities

<i>Program Name</i>	<i>Program Administrator</i>	<i>Estimated Award (\$)</i>	<i>Eligibility</i>	<i>Additional Notes</i>
<i>Municipal Aid</i>	NJDOT	\$100,000 - \$500,000	Municipalities are eligible to apply for improvement of any public road or bridge governed by the municipality.	
<i>County Aid</i>	NJDOT	\$5 Million - \$10 Million	Counties are eligible to apply for improvement of public roads and bridges under county jurisdiction.	Each county must develop an Annual Transportation Program. The City of Absecon should coordinate with Atlantic County to list projects on county roads.
<i>Safe Routes to School</i>	NJDOT	Under \$500,000	Any county, municipality, school, school district, or board of education are eligible to apply.	Funds are intended to be used for projects that facilitate walking and/or bicycling to school.
<i>Safe Streets to Transit</i>	NJDOT	Under \$500,000	Counties and municipalities are eligible to apply.	
<i>Bikeway Grants</i>	NJDOT	\$100,000 - \$300,000	Counties and municipalities are eligible to apply	Funds support the State's goal of constructing 1,000 new miles of dedicated bicycle paths.
<i>Transportation Enhancements / Transportation Alternatives Program</i>	NJDOT	\$100,000 - \$500,000	Counties and municipalities are eligible to apply.	
<i>Sustainable Jersey Grants Program</i>	Sustainable Jersey	\$1,000 - \$35,000	Municipalities are eligible to apply.	
<i>NJHCN Community Grant Program</i>	New Jersey Healthy Communities Network	N/A	Municipalities, non-profit organizations, parks and recreation departments, school boards, are eligible to apply.	
<i>New Jersey Transportation Bank</i>	NJDOT and New Jersey Infrastructure Bank	N/A	Municipalities, counties, regional transportation authorities, or any other political subdivision of the state are eligible to apply.	
<i>Recreational Trails Grant</i>	New Jersey Department of Environmental Protection	Under \$50,000	Government agencies and non-profit organizations are eligible to apply.	

6. Implementation (cont.)

Table 3: Implementation Matrix

Type	Improvement	Location	Timeframe	Cost	Priority	Responsible Agency
Engineering	Sidewalk Installation	12th Street (SR 54)	Short	Low	Low	NJDOT
		13th Street (CR 678)	Short	Low	Medium	County
		1st Road (CR 688)	Short	Low	Low	County
		2nd Road (CR 559)	Short	Low	Low	County
		Broadway (CR 680)	Short	Low	Medium	County
		Central Avenue (CR 542)	Short	Low	Medium	County
		Chew Road	Short	Low	Low	Hammonton
		Egg Harbor Road (CR 602)	Short	Low	High	County
		Main Road (CR 679)	Short	Low	Medium	County
	Route 206/US 30/NJ 54	Short	Low	High	NJDOT	
	"Sharrows"	13th Street/Fairview Avenue (CR 678)	Short	Low	High	County/Hammonton
		2nd Road (CR 559)	Short	Low	Low	County/Hammonton
		Broadway (CR 680)	Short	Low	Medium	County/Hammonton
		Egg Harbor Road (CR 602)	Short	Low	High	County/Hammonton
	Advisory Bike Lanes	Main Road (CR 679)	Short	Low	High	County/Hammonton
		Park Avenue	Medium	Low	High	Hammonton
	Bike Lanes	4th Street	Long	Low	Low	Hammonton
		Central Avenue/CR 542 (from Bellevue Avenue to Walmer Street)	Long	High	Medium	County/Hammonton
		Chew Road	Short	Low	Low	Hammonton
		Old Forks Road	Long	Low	Low	Hammonton
		Road to Excellence	Long	Low	Low	Hammonton
	Buffered Bike Lanes	Walnut Street	Long	Low	Low	Hammonton
		12th Street/Bellevue Avenue (SR 54)	Short	Low	Low	NJDOT
	Shared-Use Path	1st Road (CR 688)	Long	High	High	County/Hammonton
		Central Avenue/CR 542 (from Walmer Street to US 30)	Long	High	Medium	County/Hammonton
		Moss Mill Road	Long	High	High	Hammonton
	Bicycle Parking	Seagrove Avenue	Long	High	Low	Hammonton
	Wayfinding/Bike Route Signage	Key Trip Generators Townwide	Short	Low	High	Hammonton
	ADA Compliant Curb Ramps	Along all Priority Corridors	Medium	Low	Medium	Hammonton
		Cherry Street/Line Street/ Egg Harbor Road	Short	Low	High	Hammonton
		Route 206/US 30/NJ 54	Short	Low	High	NJDOT
	Textured Intersection	Vine Street and Egg Harbor Road	Short	Low	High	Hammonton
		Cherry Street/Line Street/ Egg Harbor Road	Medium	Medium	Low	Hammonton
	Curb Extensions	Vine Street and Egg Harbor Road	Medium	Medium	Low	Hammonton
	Eliminate Slip Lane	Route 206/US 30/NJ 54	Medium	Medium	Medium	NJDOT
	High Visibility Crosswalk	Route 206/US 30/NJ 54	Long	High	Low	NJDOT
		Cherry Street/Line Street/ Egg Harbor Road	Short	Low	High	Hammonton
		Vine Street and Egg Harbor Road	Short	Low	High	Hammonton
	Leading Pedestrian Interval	Route 206/US 30/NJ 54	Short	Low	High	NJDOT
	Pedestrian Plaza & Road Closures	Route 206/US 30/NJ 54	Short	Low	High	NJDOT
Pedestrian Scale Lighting	Central Avenue / Third Street / Vine Street	Long	High	Medium	Hammonton	
Pedestrian Signal Heads and Push Buttons	Project Areawide	Medium	Medium	High	Hammonton	
Rectangular Rapid Flashing Beacons (RRFB)	Route 206/US 30/NJ 54	Medium	Medium	High	NJDOT	
	Cherry Street/Line Street/ Egg Harbor Road	Medium	Low	Medium	Hammonton	
	Vine Street and Egg Harbor Road	Medium	Low	Medium	Hammonton	
Roundabout	Central Avenue / Third Street / Vine Street	Long	High	Medium	Hammonton	
Bus Turnouts	Egg Harbor Road (CR 602)	Long	High	Medium	Hammonton/NJTRANSIT	
Streetscaping/Amenities	Project Areawide	Medium	Low	Low	Hammonton	
Policy	Update Complete Streets Policy	Town wide	Short	Low	Low	Hammonton
Educational	Safe Routes to School	Town wide	Short	Low	Low	Hammonton/CCC
Encouragement	Awareness Campaign	Town wide	Short	Low	Low	Hammonton
	Creation of Complete Streets Working Group	Town wide	Short	Low	Low	Hammonton



**Sam
Schwartz**