

Evesham Township Master Plan Update



January 6, 2000

Evesham Township Planning Board

Technical Assistance Provided by The Waetzman Planning Group

Circulation Element by Orth-Rodgers & Associates

Evesham Township Master Plan Update, January, 2000

Land Use Element- EP Districts

When the last Master Plan Update was being prepared in 1998, the Planning Board gave serious consideration to the treatment of the Environmental Protection (EP) District that had been created in the vicinity of the Ellis Property on Sharp Road.

The EP District was a highly restrictive zoning designation that required relatively large lot areas and it limited uses to agriculture, conservation, and single family homes. Six (6) acre minimum lots were required for the first two uses, while dwellings required a ten (10) acre minimum lot area. These draconian restrictions were imposed because of severe environmental contamination introduced by dumping of chemical drums on the Ellis Farm on Sharp Road. The contamination led to the property being classified as eligible for a Super Fund cleanup by the U.S. Department of Environmental Protection. Because the subsurface aquifer was affected, the EP District was imposed for a depth of one tier



Ellis Property Super Fund Site, Sharp Road

of properties on both sides of Sharp Road, between Evesboro-Medford Road and Sharps Run.

This area had been designated for industrial use prior to the 1993 master plan and it adjoins the Planned Industrial District in Medford Township, where the Medford Industrial Park is located. Nonetheless, development was quite limited in the Evesham area, due to a lack of utility infrastructure and the lack of direct access to an arterial highway (NJ Route 70). Other than the Boyle trucking business, most of the land has been farmed.

When the land was zoned for the EP District in 1993, the action was viewed as a temporary measure. The 1993 Master Plan indicated that once the property was cleaned up it would be designated as part of the Low Density (LD) residential district.

Consideration was given to redesignating the Sharp Road EP area as an industrial district when the 1998 Master Plan was completed, but this was not done because funding for the cleanup was not yet in place. There was a fear that a change to a non-residential zoning category would reduce the funding priority of the Ellis site and further delay the cleanup. Soon afterwards, funding was made available in the FY 99 federal budget and the clean up is now underway.

Another recent development has been the proposal of the Lipinski Landscaping Company to relocate their design/ build

operation to a 15-acre site at the northeast



Lipinski Landscaping facility under construction.

corner of Sharp Road and Evesboro-Medford Road. The use is consistent with the uses permitted in the EP District but it has further limited the suitability of this portion of Sharp Road for residential development of the type anticipated by the LD District.

The Lipinski project has also assured the extension of public waterlines to Sharp Road, which increases the suitability of this area for a return to industrial zoning.

The intersection of Sharp Road and Evesboro-Medford Road is controlled only by a stop sign on Sharp Road, but a traffic signal may become necessary in the future.

Direct access to Route 70 is still limited, although this has not retarded development of the adjacent Medford Industrial Park for Class B industrial space. Consideration was previously given to an extension of Sharp Road directly to Route 70, but this option has all but been eliminated by a recent expansion of the Township's Public Works Garage across this area. Access to the east

is available directly via Evesboro-Medford Road, where there is a signalized intersection with Route 70. Access to westbound Route 70 would be via Troth Road. Troth Road is scheduled to be upgraded as a result of adjacent residential development, with a new signal to be installed at its intersection with Route 70. Future conditions may require a signal at the intersection of Troth and Evesboro-Medford Roads as well.

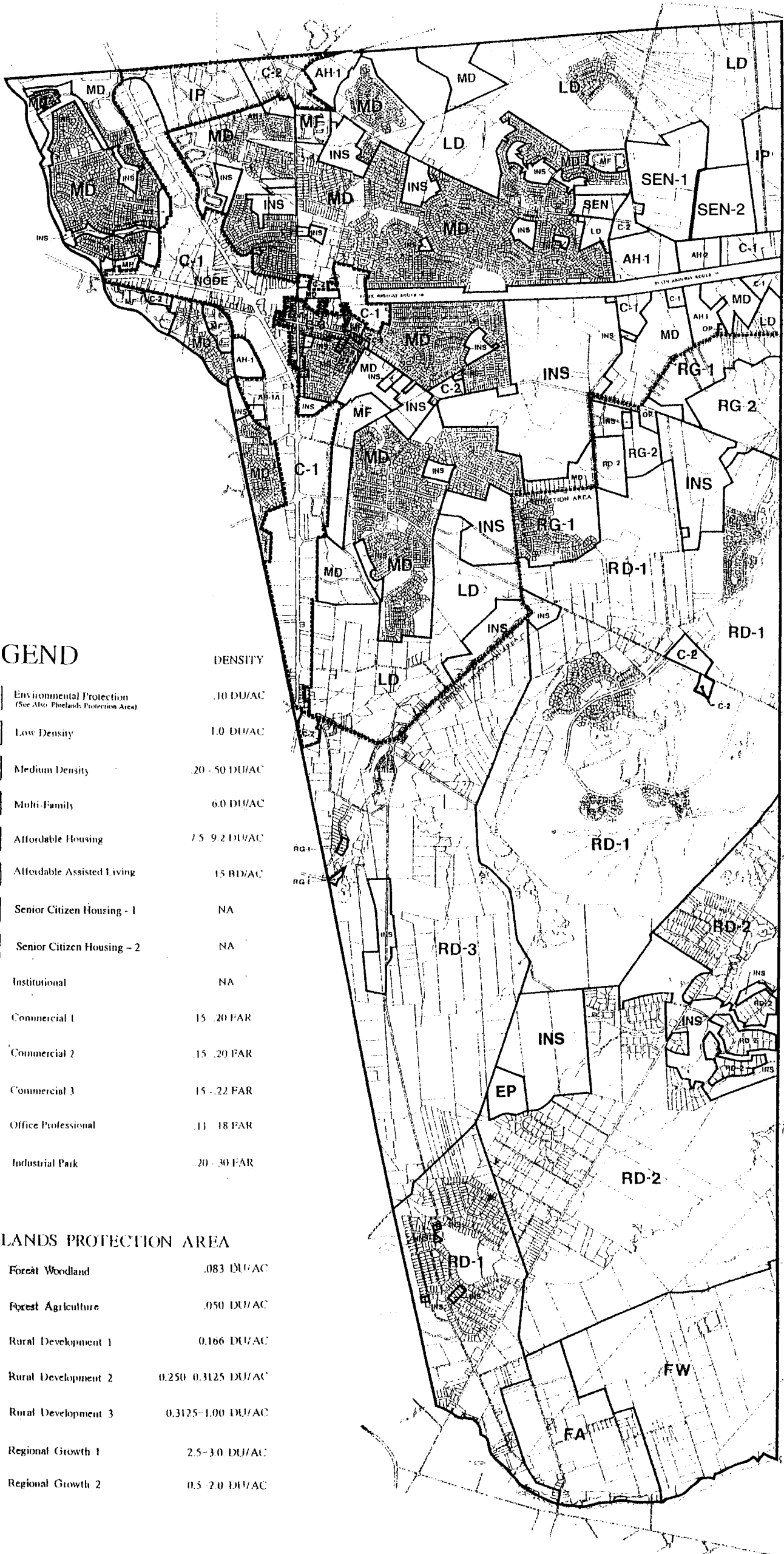
It is recommended that the EP District be redesignated to the IP Industrial Park Zone.

The only other EP district in the Township is the former Aero-Haven Airport on Kettle Run Road. A portion of the site was previously contaminated by asbestos and remains EP. However, the majority of the site, which is uncontaminated, has been acquired by the Township for use as a public park. It is recommended that the municipal portion of the EP District at the former Aero-Haven Site be redesignated for the INS Institutional District.

A revised Future Land Use Plan follows.



The Public Works Facility prevents the extension of Sharp Road from Evesboro-Medford Rd. to Route 70



LEGEND

	DENSITY
EP Environmental Protection (See Also: Pinelands Protection Aites)	.10 DU/AC
LD Low Density	1.0 DU/AC
MD Medium Density	.20 - .50 DU/AC
MF Multi-Family	6.0 DU/AC
AH-1 Affordable Housing	7.5 - 9.2 DU/AC
AH-2 Affordable Assisted Living	15 BU/AC
SEN-1 Senior Citizen Housing - 1	NA
SEN-2 Senior Citizen Housing - 2	NA
INS Institutional	NA
C-1 Commercial 1	15 - 20 FAR
C-2 Commercial 2	15 - 20 FAR
C-3 Commercial 3	15 - 22 FAR
OP Office Professional	11 - 18 FAR
IP Industrial Park	.20 - .30 FAR

PINELANDS PROTECTION AREA

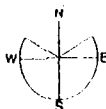
FW Forest Woodland	.083 DU/AC
FA Forest Agriculture	.050 DU/AC
RD-1 Rural Development 1	0.166 DU/AC
RD-2 Rural Development 2	0.250 - 0.3125 DU/AC
RD-3 Rural Development 3	0.3125 - 1.00 DU/AC
RG-1 Regional Growth 1	2.5 - 3.0 DU/AC
RG-2 Regional Growth 2	0.5 - 2.0 DU/AC

DRAFT FUTURE LAND USE MAP

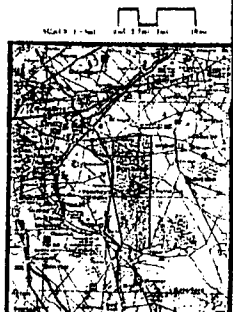
EVESHAM TOWNSHIP

BURLINGTON COUNTY, NEW JERSEY

PREPARED BY THE WAETZMAN PLANNING GROUP
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THIS MAP PREPARED BY THE WAETZMAN PLANNING GROUP
FOR THE Evesham Township Planning Board
DATE: 1/6/00



Housing Element/ Fair Share Plan

Evesham's 1998 Housing Element and Fair Share Plan were approved by the Courts and fully meet the Round II Fair Share Obligation. The intention of the Township to meet its constitutional affordable housing obligation remains unchanged, but minor modifications are required to several components of the plan, as described below.

ARTDOR

This site was the subject of the original builder's remedy suit in Evesham and, as a result, it is the only property with a court-ordered maximum density of 9.2 units per acre. It is zoned AH-2.

The original 1993 Fair Share plan assigned an obligation of 51 affordable housing units to this site, based upon the tract size and the approved density. When the 1998 plan was developed, State Freshwater Wetland Maps were consulted and it appeared that large areas of this site would be unbuildable. As a result, the obligation was conservatively lowered to 34 units.

Recently Artdor has submitted a site plan for review by the Planning Board which proposes to construct 250 units, resulting in an obligation of 50 affordable units. Artdor has asked that these units be provided through RCAs.

The revised plan adjusts Artdor's obligation to 50 units. It should be noted that these plans have not yet been approved by the Planning Board and it is possible that the actual number of approved units could be

somewhat lower. In that event, the Township would purchase additional RCAs to balance its obligation, using funding available from a litigation settlement agreement with Evecan, LLC. That agreement provides that the developers shall make an affordable housing contribution to Evesham Township in the amount of \$3,000 per unit developed on the Evesboro Road Property. Plans currently before the Planning Board would result in 241 market priced and age restricted units on this site. This would produce a total contribution of \$723,000. (See the discussion of the ERP property, below.)

MUSSELIN

A small portion of the Musselin farm on Church Road has been part of the Fair Share Plan since 1993. Recently, the Township Council has filed an application with the State Green Acres Program to acquire this site, and a larger adjacent tract, as a park. As such, it obviously would be unavailable as a component of the affordable housing plan. However, the added obligation assigned to Artdor allows for the elimination



Whitebridge Village, A Typical Inclusionary Development

of Musselin from the Fair Share Plan.

THE GREENS/ ELMWOOD HOUSE

The 1993 Fair Share Plan, and subsequently the 1998 Plan, assigned an affordable housing obligation to the tract of land on North Elmwood Road that was originally zoned SCH for Senior Citizen Housing. (It is now proposed for the SEN-1 District).

A portion of this site was made available to B'nai Brith, which constructed the Elmwood House, a 100% affordable housing project funded with federal grant funds. Phase I of this project, containing 74 affordable units and 1 caretaker's apartment, has been completed and is occupied. The 74 affordable units and 21 bonus credits are part of the plan.

It was hoped that a second phase of Elmwood House, containing 15 additional affordable units, could be funded and constructed. However, if that funding did not materialize, the owners of the remainder of the tract, now known as the Greenes at Evesham, agreed to obligate themselves for 17 affordable units.

Although B'nai Brith remains hopeful that the second phase of Elmwood House will be eventually funded by HUD, that has yet to occur. In the meantime, the developer of The Greenes is anxious to secure permits for its final section and has asked the Township for permission to provide these 17 units as an RCA. Since the township is well below the permitted number of RCAs that it is allowed to utilize, these numbers have been added to the Fair Share Plan.



Elmwood House

If funding for Phase II of Elmwood House is secured in the future, the additional units would be applied towards any future Round III obligation.

EVESBORO ROAD PROPERTY (ERP)

As noted above, a litigation settlement with Evecan, L.L.C. will produce an affordable housing contribution that is now estimated to total \$723,000. The plan proposes that the Township utilize \$160,000 of this money to purchase 8 RCAs at \$20,000 per unit to balance the Fair Share Plan.

This would leave an additional \$563,000 contribution that can be used for other authorized affordable housing activities. The money could be utilized to fund rehabilitation of homes occupied by income-eligible residents in Evesham, although it must be noted that credits can not be applied to the Fair Share Plan in excess of the authorized rehabilitation component. Remaining funds could be used to fund up to 28 RCAs to be applied against future Round III obligations.

ROUND II FAIR SHARE PLAN

The chart on the following page summarizes the Fair Share plan as modified from 1998. As noted, the full obligation of 553 affordable units is met.

In addition, up to 43 additional units can be provided towards a future Round III obligation if the surplus ERP contribution is used for RCAs and if Elmwood House Phase II is eventually funded. COAH does not expect to release the Round III fair share obligation to municipalities until the Spring of 2000, at the earliest, but in any event Evesham Township enjoys a Court-sanctioned Period of Repose that will not expire until 2005.

EVESHAM TOWNSHIP FAIR SHARE

	Compliance Method	Units	Bonus Credits	Oblig. + Bonus
1 Rehabilitation	CDBG	19	0	19
2 Artdor	RCAs	50	0	50
3 Baseman	Inclsnyr/ Fam. Rental+ RCAs	56	28	84
5 Brook View (Cropwell Road)	RCAs	23	0	23
4 ERP	Hsg Fund Contrib. + RCA	8	+ Cash Contrib.	8
8 EnCampagne (Woodlands)	Proffer/ RCA	5	0	5
6 Elmwood House Phase I	100% Affrd/ Sr. Rental	74	21	95
9 Evesboro Downs	Proffer/Inclusionary	1	0	1
7 The Greens	RCAs	17	0	17
10 Hearthstone	RCAs	40	0	40
11 Hines Farm- (Heron Pointe)	RCAs	10	0	10
12 Lippincott Ave./ AMC	Inclusionary	32	0	32
13 Meadowbrook Run	Proffer/RCA	12	0	12
14 Westbury Chase	Proffer/ RCA	12	0	12
15 Whitebridge Farm (Woodview)	Inclsnyr/ Fam. Rental	44	44	88
16 Whitebridge Village	Inclusionary	46	0	46
17 Block 24.24, Lot 2 (Lippincott Dr.)	Inclusionary (AHI-A)	11	0	11
Totals		460	93	553
1993- 1999 Fair Share Obligation (Precredited Need)				
Surplus				553
				0

PLAN; DECEMBER, 1999

REGULATORY LIMITS AFFECTING THE FAIR SHARE PLAN

Rental Obligation	
1999 Precredited Need	553
Less Prior Cycle Credits	0
Less Impact of 20% Cap	0
Less 1,000 Unit Limits	0
Less Rehab Component	19
Subtotal	534
Times 25% (Rental Obligation)	134
Max. Senior Units Eligible For Bonus (50%)	67

Age Restricted Units	
1999 Precredited Need	553
Less Rehab Component	19
Less Prior Cycle Credits	0
Less RCAs	191
Subtotal	343
Times 25%	86
Less Elmwood House Phase I	74
Block 24.24. Lot 2	11
Balance Avail.	1

Proposed Regional Contribution Agreements	
Artdor	50
Baseman	26
Brook View (Holtz Farm/ Cropwell Road)	23
EnCampagne (Woodlands)	5
EPR	8
The Greens	17
Hearthstone	40
Hines Farm (Heron Pointe)	10
Meadowbrook Run	12
Total	191
1999 Precredited Need	553
Times 50%= Max. Permitted RCAs	277
Remaining RCAs	86

Maximum Potential Bonus Credits	
Rental Obligation	134
Family (MS) Rental Units at Baseman Site	28
Family Rental Units at Woodview	44
Balance Available For Elmwood House	62
1/3 Senior Citizen Bonus Credit	21
Total Bonus Credits	-93

Rehabilitation	
Rehabilitation Component	19
Units Rehabbed Since 4/1/90 (Ave. Value \$9,262)	9
Remaining Rehab Available	10

RECYCLING/ SOLID WASTE ELEMENT

Evesham Township, like all New Jersey municipalities, participates in a mandatory recycling program. Evesham participates in the Burlington County Recycling District Program and the goals of that Plan, as well as the goals of the State Recycling Plan, are hereby incorporated by reference.

Burlington County collects recyclables from single-family homes and townhouses, at curbside. Collected items are taken to the Occupational Training Center, a private, non-profit organization which operates a recycling center using machinery provided by Burlington County.

Currently glass, cans, and eligible plastic bottles are collected on every non-holiday Friday and may be co-mingled in a single container. Paper and cardboard must be packaged separately and are collected on alternate non-holiday Fridays according to a schedule available from either the Burlington County Solid Waste Office or from the Evesham Township Public Works Department.

Apartments and non-residential concerns are also required to recycle but must contract with a private recycler. The County does, however, pick up recyclables from municipal and school facilities and from certain other non-residential users.

All new development in the Township must make provision for collection of both solid waste/refuse and recyclables. Single family and townhouse uses may make provision for internal storage, provided sufficient area is

allocated. Other uses that require dumpsters must provide separate, screened collection facilities for both refuse and recyclables.

The following regulations pertain to the treatment of recyclables picked up by the County:

Paper may be placed in paper bags or tied in bundles not exceeding 1 foot in height. Newspapers, magazines, office paper, and clean cereal boxes may be included but food-contaminated materials, junk mail, envelopes, and shredded paper must be excluded.

Clean corrugated cardboard cartons must be tied separately into 1' x 3' bundles. Food-contaminated and coated cardboard packages must be excluded.

Unbroken and clean glass bottles and jars must have caps and lids removed. Labels may remain on but other forms of glass are prohibited.

Aluminum and steel food and beverage cans



New Development Must Make Provision to Store and Screen Collection Facilities for Both Refuse and Recyclables

must be rinsed but should not be flattened or compacted. Other metal objects should not be included. Empty aerosol cans can be included if unclogged and the nozzle is intact, but cans containing hazardous materials such as paint, pesticides, automotive products, and lubricants should be excluded.

Plastic bottles, without caps, are recycled only if rinsed and of type "1" or "2" plastic. This designation is found on the bottom of the bottle, within a recycling symbol. Water and milk bottles should be flattened and motor oil or pesticide bottles excluded.

The recycling program operates independently of the Township's refuse collection service, which is provided by the Department of Public Works. This program collects non-recyclable household refuse from township homes. A one-man fully-automated collection system is utilized, requiring the use of a special 95-gallon wheeled container that is provided by the Township. Curbside collection is provided to authorized residences but, again,

apartments and non-residential uses must contract with a private trash hauler.

Bulk collection of bundled debris that is less than four feet in length and of other bulk trash items, which are forty pounds or less, is provided by Evesham Township on the first regular trash day of the month.

The success of the recycling program is critical in reducing both the cost and volume of solid waste that must be disposed of. It is therefore of concern to all citizens.



Evesham Utilizes Special Refuse Containers to Facilitate an Automated Collection System

THE CIRCULATION PLAN

Streets and roadways which comprise a community network serve a variety of functions. To provide the greatest efficiency and service, some streets must give preference to traffic movement, others to providing access to abutting properties, and some must serve both of these essential needs. Streets and roads should be planned, designed and constructed in accordance with the specific function of the given route. A variety of functional classification systems have been outlined and defined as a result of past planning and research efforts.

In fact, the 1973 Evesham Township Master Plan categorizes streets and roads within the Township according to the function served and identifies five roadway types:

- Local/Residential Access Street
- Minor Collector
- Major Collector
- Minor Arterial
- Major Arterial

This hierarchy or road classification system is still valid today. However, the Residential Site Improvement Standards (N.J. Administrative Code, Title 5, Chapter 21) has taken street hierarchy a step further by classifying 'local/residential access streets' in a system which includes five road types:

- residential access
- residential neighborhood
- minor collector
- major collector
- special purposes

Basic functional classification criteria are summarized below (and also in Table I):

- Major arterial routes which provide for some regional continuity, primarily serve through traffic demand while also providing for some access to abutting land uses, and carry relatively high traffic volumes (i.e., 12,000 to 15,000 or more vehicles per day).

TABLE I
FUNCTIONAL CLASSIFICATION CRITERIA
 Evesham Township Road System

CRITERIA	FUNCTIONAL CLASSIFICATION			
	Primary Arterial	Minor Arterial	Collector	Local Street
<u>Trips Served</u> Trip Length Traffic Volume	Moderate to Long Moderate to High	Moderate Moderate	Short (less than 1 mi) Moderate to Light	Very Short Light
<u>Administrative Classification</u>	Generally State Sometimes County	Generally County Sometimes Township	Generally Township Sometimes County	Township
<u>System Characteristics</u>				
- System Continuity	Regional and Inter-community	Intra-Community and Inter-Community	Neighborhood	Individual sites
- Facility Spacing (distance between routes of a similar type)	Two to five miles	3/4 to two miles	1/4 to 1/2 mile	N/A
- Access Control	Partial	Limited	None	None
- Level of Speed	35-45 mph	30-40 mph	25-30 mph	15-25 mph

- Minor arterial routes provide linkage within a community as well as for some inter-community travel, connect major arterials and collector streets, generally provide access to abutting properties and carry moderately high traffic volumes (i.e., between 7,500 and 12,000 vehicles daily).
- Collector streets provide for both movement and access, serve as the link between local streets and roadways and the arterial system, and carry light to moderate traffic volumes (i.e., 1,500 to 7,500 vehicles per day).
- Local streets, which include all facilities not in one of the higher classifications, serve the primary purpose of providing direct access to individual abutting properties and linking these properties with the collector system, and carry relatively light traffic volumes (i.e., generally between 200 and 1,500 vehicles per day).

As noted, the previous Master Plan further sub-divided the 'collector road' category into "major" and "minor". However, the function of either is similar. The primary differences between a 'minor collector' and a 'major collector' are the volume of traffic carried and the length of the road segment (which are generally related criteria).

Application of the basic functional criteria to the roads serving Evesham Township results in the road classification system illustrated in Figure 1. As indicated, the two primary arterial roads which serve the Township are N.J. Routes 70 and 73. Other examples of various road types include the following:

- Minor Arterial - Main Street/Tuckerton Road, Marlton Parkway
- Major Collector - Evesboro-Medford Road, Hopewell Road, Elmwood Road
- Minor Collector - Kettle Run Road, Old Marlton Pike
- Local/Residential - Tenby Lane, Waverly Road, Dominion Drive

The Circulation Plan Element of the 1993 Master Plan also suggested certain design width parameters for the road system serving the Township as outlined below:

	<u>Recommended Road Width</u>	
	<u>Right of Way</u>	<u>Cartway</u>
Primary Arterial	100 feet	78 or 84 feet
Minor Arterial	86 feet	66 feet
Major Collector	66 feet	46 feet
Minor Collector	52 feet	34 feet

These parameters are still valid. Detailed design parameters for local/residential streets are established in the Residential Site Improvement Standards with cartway widths ranging from 20 feet to 36 feet and with right-of-way widths ranging from 50 feet to 60 feet (with narrower widths permitted for various types of 'special purpose' streets).

Accommodation should also be provided for pedestrians and bicyclists. Sidewalks (four-foot minimum width) should be provided in all areas of the Township with a minimum residential density of one dwelling unit per acre. All office and commercial/retail areas should have sidewalks. In fact, wider sidewalk width may be necessary near pedestrian generators and employment centers. Sidewalks should provide a minimum six foot width when they abut the curb and parked vehicles overhang the sidewalk and in high density residential areas when sidewalks abut the curb. Bicycle paths or bikeways are recommended along all minor arterial and collector roads. Bicycle paths should provide a minimum paved width of six feet with a minimum desirable width of eight feet where there may be some mix of bicycle and pedestrian activity.

The 1993 Circulation Element of the Township Master Plan noted that traffic congestion and circulation problems exist in varying degrees throughout the Township. It also pointed out that "The sources of congestion and circulation difficulties are many. The tools available to remedy traffic congestion, however, are limited by the availability of land, funding constraints and by environmental/regulatory issues". This is true today and, in fact, as Township population and employment has increased over the past few years, traffic conditions generally have worsened.

Some improvements are planned. The New Jersey Department of Transportation is preparing plans for elimination of the Marlton Circle where Routes 70 and 73 intersect. Present proposals involve an "at-grade" solution with signalization of the intersection and with turning movements accommodated via a series of 'jughandle' ramps and connector roads.

NJDOT is also conducting a study along Route 73 from Mt. Laurel to the north to Berlin to the south which is evaluating the need for and feasibility of closing some of the existing median 'breaks' along the highway. The primary purpose of this program is to improve safety along this highway corridor.

Another major improvement is proposed for Evesboro-Medford Road by Burlington County. This County route is to be widened and improved along its length within the Township — to provide one 'thru' traffic lane in each direction plus a center left-turn lane. Intersections along the road are also to be improved. In addition, new signalization and/or roadway widening are proposed at a number of intersections within the Township including:

- Greentree and Stow Roads
- Evesboro-Medford and Elmwood Roads
- Route 70 and Troth Road
- Taunton Lake Road and Barton Run Boulevard (Extended)

There are a number of other intersections throughout the Township which presently require some improvement or which may require improvement in the future as traffic demands increase. While improvements for most of the following intersections have not been specifically designed (or even proposed), consideration should be given to some further evaluation of needs (in terms of both capacity and safety) so that a priority ranking might be established and that as land and funding become available, improvements can be implemented. Particular intersections which warrant such consideration include:

- Tomlinson Mill and Kettle Run Roads
- Braddock Mill and Kettle Run Roads
- Braddock Mill and Tomlinson Mill Roads
- Elmwood Road, Tomlinson Mill Road and Willow Bend Road
- Greentree Road and Eves Drive
- Main Street and North Locust Avenue
- Tuckerton Road and Old Marlton Pike
- Kettle Run Road and Sycamore Avenue
- Kettle Run Road and Hopewell Road
- Evesboro-Medford Road and Carlton Avenue
- Evesboro-Medford Road and Green Brook Drive
- Taunton Lake Road and Merchants Way
- Taunton Lake Road and Crown Royal Parkway
- Evesham Road and Meadow Road
- Brick and Evans Roads
- Marlton Parkway and Sagemore Drive
- Old Marlton Pike and South Cropwell Road
- Route 70 and White Bridge Road

There are a number of additional intersections in the Township which have been signalized/improved in the past but which might warrant some new attention because of increased traffic demands, congestion, and/or safety deficiencies. These include:

- Main Street and N. Maple Avenue
- Route 70 and N. Maple Avenue
- Greentree Road and Lincoln Drive
- Main Street/Tuckerton Road, Evans Road and Willow Bend Road
- Route 73 and Marlton Parkway

One particular road segment requiring attention is Elmwood Road from the Mt. Laurel Township line south to its terminus at its intersection with Tomlinson Mill and Willow Bend Roads. Some improvements have been implemented. The road has been realigned at its previously jogged intersection with Evesboro-Medford Road and, as noted, signalization is proposed at the intersection. The roadway will be widened/improved south of Evesboro-Medford Road as development occurs on both sides of the roadway. However, the road itself is in poor condition throughout much of its length; there are no shoulders; and the road alignment is unsatisfactory.

The Township should continue its policy of seeking "fair share" contributions for road and intersection improvements from new developments as they are proposed. The Township should also continue to cooperate and co-ordinate with the New Jersey Department of Transportation and Burlington County to ensure implementation of required improvements along state and county routes as appropriate.

The Township should also continue its active role in the Cross County Connection Transportation Management Association to help plan for necessary transportation improvements and to help provide for safer and more efficient transportation options. There is presently only one regularly scheduled public transit route serving the Township — i.e., NJ Transit Route 406 which also links Medford Lakes, Medford, Cherry Hill and Pennsauken with Camden and Center City Philadelphia. The density of development within the Township would not appear to support any significant increase in public transit service. However, some special services to/between the Virtua Health System Hospital at Route 73 and Brick Road, major employment and retail centers, and some multi-family residential developments within the Township might be appropriate.