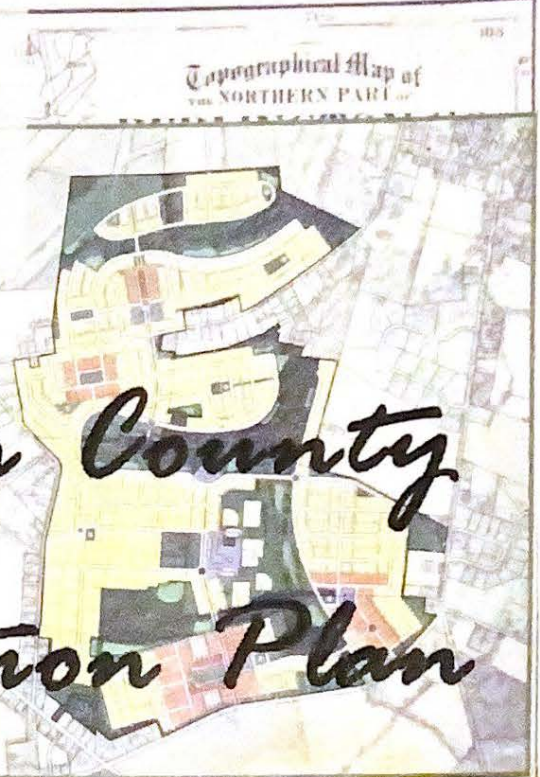
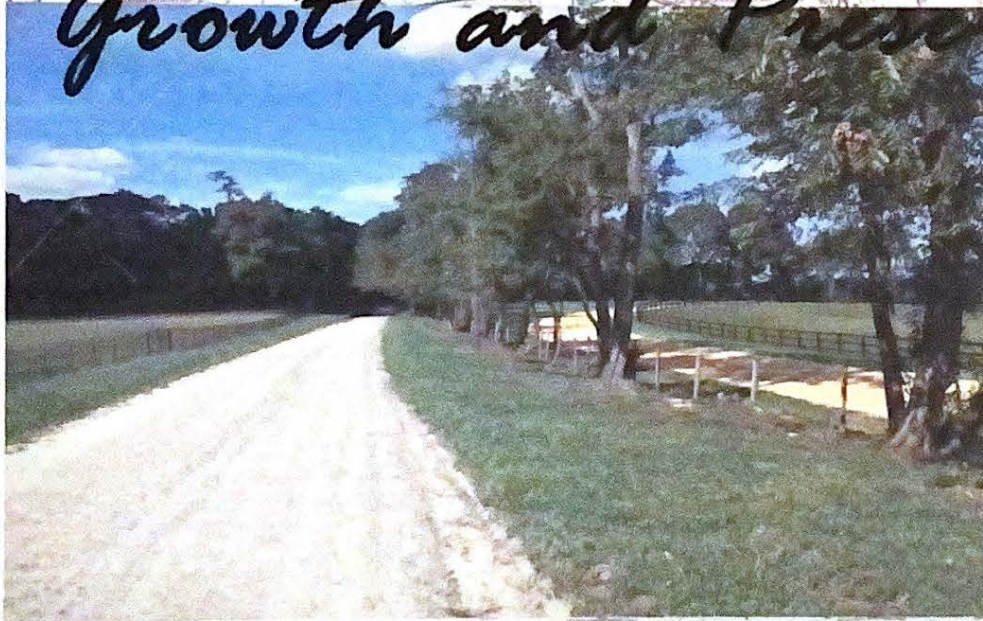
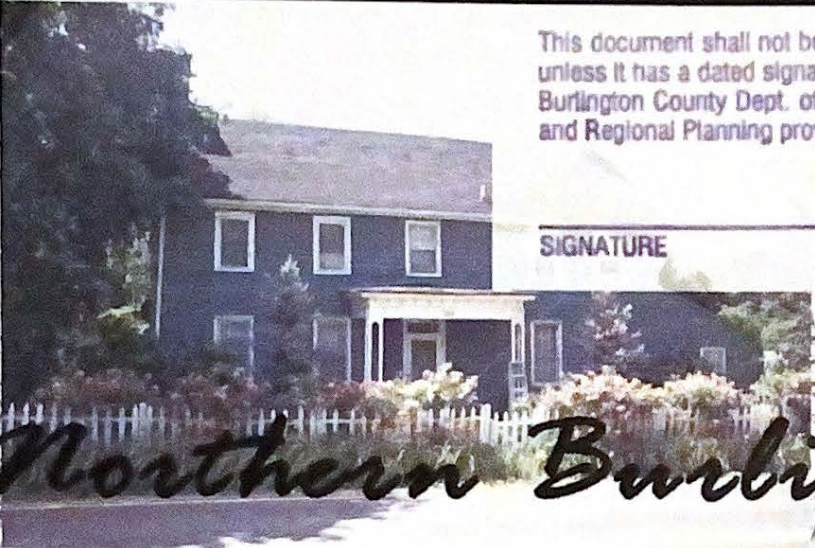


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# Northern Burlington County Growth and Preservation Plan



Burlington County  
Board of  
Chosen Freeholders  
October 2008



*Northern Burlington County  
Growth and Preservation Plan*

Burlington County Board of Chosen Freeholders  
Mount Holly, New Jersey

October 2008

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## **NORTHERN BURLINGTON COUNTY GROWTH AND PRESERVATION PLAN**

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Vintage Map of Northern Burlington County: State Atlas of New Jersey, 1872 by F.W. Beers

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## NORTHERN BURLINGTON COUNTY GROWTH AND PRESERVATION PLAN

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*Farnsworth Avenue, Bordentown City. Photo: Burlington County.*

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*Sykesville, Chesterfield Township. Photo: Burlington County.*



*Highland Road, Springfield Township. Photo: Burlington County.*



## INTRODUCTION

Growth is a defining issue for northern Burlington County as pressures for residential and commercial development continue to sweep across the Garden State threatening to permanently alter the rural landscape. Northern Burlington County has been described as a place of "big country, small towns," with an economy dominated by diverse agriculture. But the balance could easily tip. Just like the prime agricultural lands of Lancaster County, Pennsylvania, or California's Central Valley, Burlington County is threatened by suburbanization that renders the landscape, the economy and everyday life unrecognizable. It is important now to delineate the places in each municipality where development would be welcome, places that can support growth – and to test whether future development can be modeled in an equitable way that avoids conflict with farming operations and that does not overreach the capacity of existing (or planned) infrastructure. Formulating a multi-municipal regional growth strategy is a complicated endeavor, and until now, there has been no venue to think through the inter-relationships of fiscal, aesthetic, and quality-of-life factors that should shape that strategy. The Northern Burlington County Regional Growth and Preservation Plan (GAPP) presents a broad-based approach to conservation, preservation and growth – founded upon a shared vision for the future of the region and a shared understanding of what is to be gained and what is at risk.

The GAPP is organized in the following manner:

- The first chapter, **VISION**, describes what qualities local leadership and residents value most about the experience of living here, pointing out the challenges to sustaining those qualities over time.
- The second chapter, **FRAMEWORK**, reviews traditional "building blocks" of the regional physical form – town, village, rural hamlet, farm and rural countryside – providing alternatives to conventional suburban building and land development templates. Land planning concepts for sustaining growth and investment in rural places are detailed.
- In the third chapter, **COUNT**, an inventory of land susceptible to change is mapped. Then, in accordance with state planning area designations, rural, suburban and metropolitan sub-regions or "sectors" are identified. The growth capacity of each sector is the projected, modeled by the aspirations, principles and concepts set forth previously in the Vision and Framework sections.
- The fourth chapter, **POLICIES**, which is based on the information presented in the three preceding chapters, provides potential future growth management policy objectives.
- The fifth chapter, **PLACES**, puts those findings to work. Based on the Vision, the Framework, the Count and the Policies, future growth and investment projected for each of the characteristic regional place types is allocated based on whether it is "rural", "suburban", or, in the case of some riverside communities, "metropolitan." Accordingly, this chapter also proposes specific guidelines for the physical structure, landscape, scale, density and types of civic amenity for towns, villages and other centers, if they are to grow, as well as suggestions for best management practices for corridors, agricultural areas and industrial/single-use nodes that emerged from the planning process.
- To realize the vision for the region that is guided by a blueprint formed by key policies and the desired qualities of places within the region, the sixth chapter, **AGENDA**, provides the actions and steps necessary for implementing the GAPP. Each municipality and the County are given an agenda for implementation.

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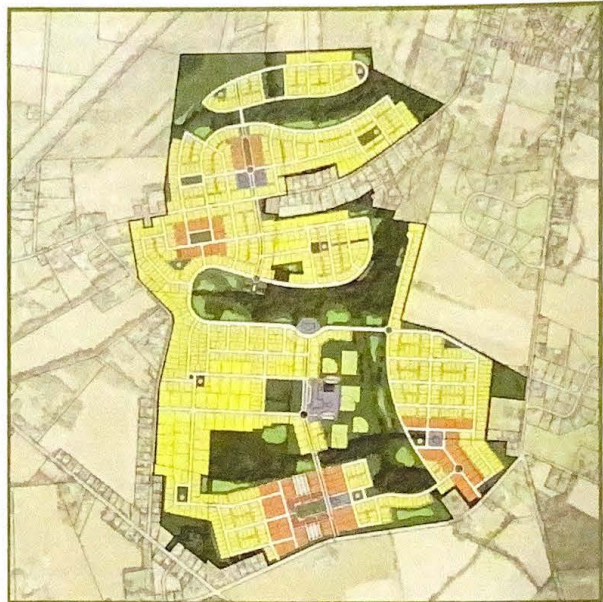
## NORTHERN BURLINGTON COUNTY GROWTH AND PRESERVATION PLAN

## INTRODUCTION

The Regional Growth and Preservation Plan is a balanced, managed and regional approach to land use planning that guides future growth and investment and establishes a context for responding to:

- changes in development trends;
- ever changing public revenues;
- innovation of new techniques to model pollution, traffic flows, and surface water volumes, and
- better policy tools to preserve vulnerable habitat, protect groundwater quality, and manage data

Moving forward, the Regional Growth and Preservation Plan will be refined, approved by the Board of Chosen Freeholders and participating municipalities and endorsed by the State Planning Commission. Accordingly, the Regional Growth and Preservation Plan is based on broad participation and informed by thorough technical analyses. The next chapter, **VISION**, summarizes the qualities local leadership and residents value most about the experience of living here—pointing out the challenges to sustaining those qualities over time



*Plan of Old York Village, Chesterfield Township. Source: Clarke, Caton and Hintz.*

## VISION

### A Regional Identity

The landscape of northern Burlington County is distinguished by rich farmland, gentle streams, delicate wetlands and expanses of woodland, which are punctuated by familiar places that include historic towns, crossroad villages and hamlets such as Bordentown City, Vincentown and Crosswicks, respectively. Occasional conventional, suburban-style housing developments interrupt the rural landscape displacing former farm fields and woodlands.

Northern Burlington County's regional identity is derived principally from the agrarian landscape of the internal communities. The region is bounded by the Delaware River and sections of Crosswicks Creek to the north, the New Jersey Pinelands and gated military bases to the south and east, and more urbanized and suburbanized municipalities to the west. U.S. Route 206 forms a major north-south spine through the region. A secondary spine, County Route 537, traverses the region in a general east-west direction. Having been shaped by meandering watercourses and wetland forests, Northern Burlington County is an important aquifer recharge area. The region's location within the county is shown on Map 1.

### A Regional Challenge

The region is growing with new homes on large lots followed by stores, shops and offices located along highways and key road intersections. As developable land becomes scarcer elsewhere in the county and state, pressures mount for industrial and commercial operations to expand into the region. When growth and development occur in the region, highly productive farmland is consumed. By the end of 2007 the Burlington County Board of Chosen Freeholders along with municipalities and state agencies invested more than \$140 million dollars to preserve farmland in the region. Certainly, there isn't enough money to preserve all of the farmland and open space in Northern Burlington County.

The challenge for the region is illustrated graphically in Exhibits 1 and 2. Exhibit 1 shows the existing conditions of the typical rural landscape within Northern Burlington County, which consists of the classic village or hamlet that developed overtime amidst farmland, woodland and open, rural lands. This rural landscape is being displaced with rapidly growing suburban development as shown in Exhibit 2.

Map 1—Location of Northern Burlington County Region

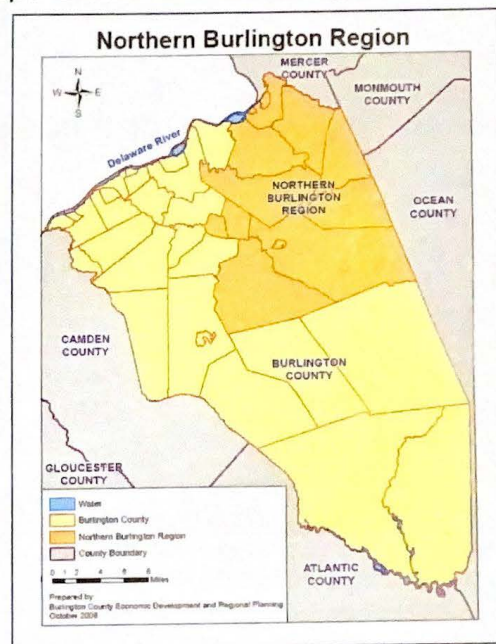
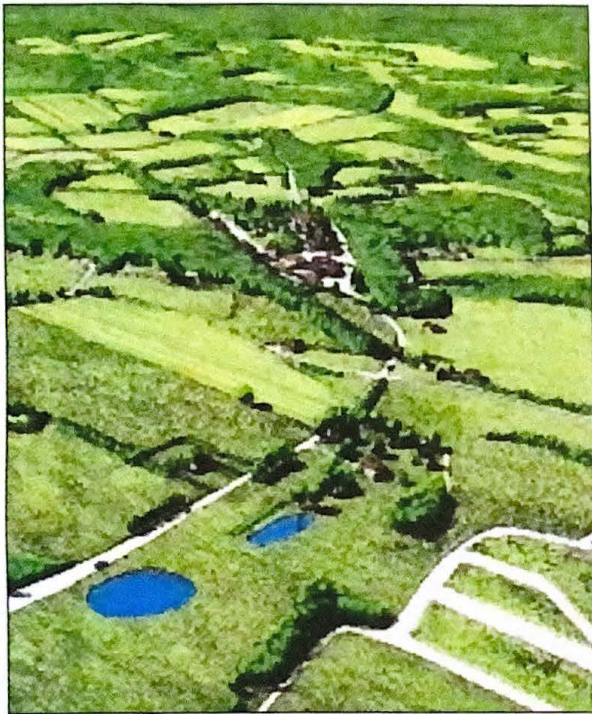
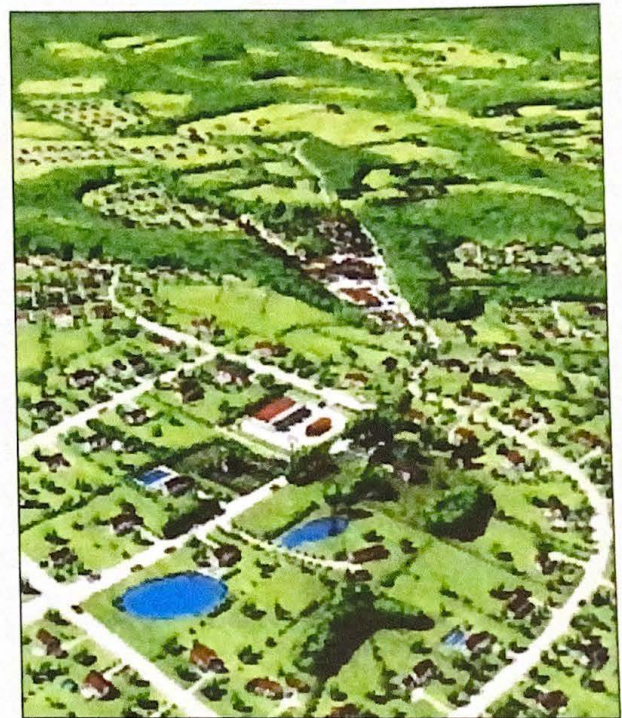


Exhibit 1—Existing Rural Condition



Source: *The New Jersey State Development and Redevelopment Plan, 2001*

Exhibit 2—Suburbanization Trend



Source: *The New Jersey State Development and Redevelopment Plan, 2001*

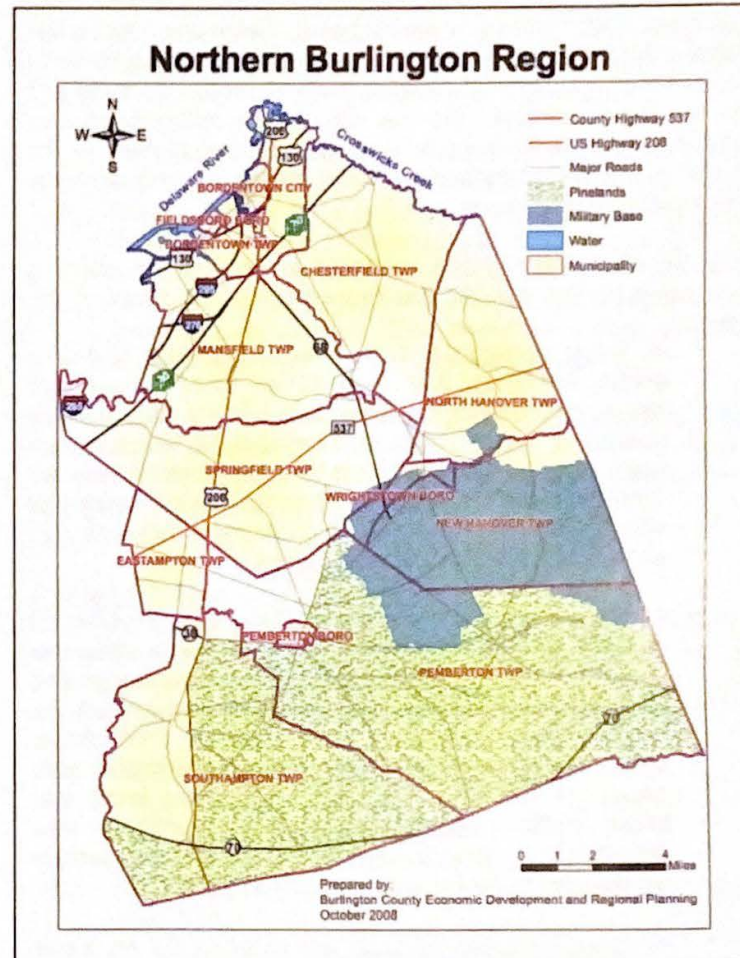
Given current trends in the region, important questions about the future of the region must be asked. "If things keeping going the way they have been, what will happen to the rural landscape we know today? Will roads be lined with strip shopping centers and fields and woods covered with houses and lawns? What will happen to the significant investments made in preserving farmland if the agriculture must compete with a suburban development? Will the rural landscape be lost forever if nothing is done? What can be done to preserve the rural landscape while allowing growth and development to occur? Can the right balance be achieved for the region?" These questions, as well as others, taken together provide direction for developing an approach to save the region from unwanted growth and development in the future.

**A Regional Approach**

With strong concerns about the future of Northern Burlington County, the Burlington County Board of Chosen Freeholders determined there was a need to develop a plan that would achieve a balance of growth, development and preservation in the region. Such a plan must be based on a local consensus reached among the communities in the region. It must be sensible and practical so it would be implemented by municipalities, the County and state agencies.

The region consists of thirteen municipalities as shown in Map 2: nine non- New Jersey Pineland communities including Bordentown City, Bordentown Township, Chesterfield Township, Eastampton Township, Fieldsboro Borough, Mansfield Township, Pemberton Borough, North Hanover Township and Springfield Township; and the four that are partially in the New Jersey Pinelands including New Hanover Township, Pemberton Township, Southampton Township and Wrightstown Borough.

Map 2—Northern Burlington County Region



In 2002, to facilitate the planning process the County Freeholders formed a steering committee that consisted of four members from thirteen municipalities in the region. During the same period of time, the Freeholders commissioned a series of studies that established baselines for local master planning and zoning, demographics, and the natural and built environment and provided background for understanding agriculture in the region and public sentiment regarding growth, development and preservation in the region.

The following efforts were undertaken to advance the planning process and start building the foundation for the future of the region:

- A visual preference survey was conducted during a public workshop that focused on development and design concepts for the Route 206 corridor. The exercise confirmed that the scenic rural/pastoral landscape is highly valued by participants and provided insights for framing planning concepts for the region, such as concentrating development in appropriate locations and preserving farmland and open space.
- A transportation and circulation study was prepared for sections of U.S. Route 130 and U.S. Route 206. The study identified congested and problematic areas and intersections along the two highways. It examined the impacts that projected traffic growth from future development would have on the transportation and circulation system in the region. The study found that future traffic problems would be reduced if new developments were concentrated in clusters and centers as opposed to spread across the countryside.
- An agricultural viability study was prepared for the Route 206/Farmbelt region of Burlington County. The study analyzed the current industry status and trends for the

region. It found agriculture as an industry was diverse, active and prospering in Burlington County, but not without problems and challenges including suburban encroachment into and consumption of viable agricultural lands. The second part of the study provided an extensive amount of strategies for maintaining and enhancing farming viability in the region.

- A build-out analysis was prepared based on current master plan and zoning documents of the thirteen municipalities in the region. The analysis projected future residential and non-residential growth and loss of farmland and open space in the region. Based on growth projections from *status quo* zoning municipal and school costs were estimated.

During the spring of 2006, work on a strategic plan that would take into account the foregoing background work, build upon it and provide sets of recommendations to strike an appropriate balance for growth, development and preservation in the region commenced. This strategic plan would eventually be called the "Northern Burlington County Regional Growth and Preservation Plan" or in its abbreviated form the "GAPP."

For a period of about six months, a team of consultants and staff members from the Burlington County Department of Economic Development and Regional Planning conducted numerous workshops with steering committee members and representatives from various state agencies and county departments. Questions regarding those provided above in "A Regional Challenge" were raised, and detailed responses in terms of the preferred rural landscape were given.

Furthermore, the workshop sessions revealed that many of the municipalities in the region were already hard at work developing and implementing strategies to allow for growth and

## VISION

development while preserving farmland and the rural landscape. Some of these strategies are based on Burlington County's pioneering transfer of development rights (TDR) program for farmland preservation, while others are using center-based development and redevelopment initiatives to channel growth in appropriate places. Examples of the municipalities' work upon which the GAPP should build and expand include:

- Chesterfield Township has implemented a transfer of development rights (TDR) program for preserving farmland and sending the development potential of that farmland to a receiving area which is being developed into a new compact settlement known as "Old York Village."
- Eastampton Township has undertaken a different approach toward preserving open space and farmland and creating a new town center. The municipality conducted a "plan the land" public visioning process to determine the future of the community. Encouraged by the results of the visioning process the Township purchased, by means of a local preservation tax, a significant amount of the remaining undeveloped lands in the community for the purposes of preserving the bulk of the land and selling off key pieces that will be developed into a new town center. At the present, construction of the residential portion of the new center commenced.
- Mansfield Township is in the process of developing its TDR program. Under this program the historic village of Columbus will be expanded with a mix of new residential and non-residential development in a neo-traditional setting and farmland will be preserved by transferring development potential to the expanded village.
- North Hanover Township recently adopted a new master plan that will provide for non-contiguous parcel clustering

to preserve farmland and cluster residential development. At the time of writing the GAPP North Hanover was preparing implementing ordinances for non-contiguous parcel clustering. It is also in the preliminary stages of developing a TDR program.

- Wrightstown Borough has prepared and adopted plans and ordinances for redeveloping portions of the downtown area of the community. To date, E.P. Henry, a concrete product manufacturer, has opened a multimillion dollar plant in one of the redevelopment areas. Recently, Wrightstown selected a developer for a mixed-use project in the downtown area of the municipality.

The immense amount of information collected and analyzed and the feedback from the public and steering committee have provided invaluable insight for developing a clear vision for the future of the Northern Burlington County region.

### A Regional Vision

It is imperative to recognize that municipalities making independent decisions have a collective and cumulative effect on the quality of life in region in terms of:

- Quality and quantity of groundwater and surface water;
- Diversity and quality of habitats for flora and fauna;
- Viability of farming and agriculture;
- Continuity, diversity and quality of the scenic rural landscape;

- Types and quality of residential and non-residential development that either improves or degrades the aesthetic and functional environment;
- Volumes, patterns and flow of traffic on local and regional roads traversing through the municipalities;
- Types and amount of residential and non-residential development that affects local economic competitiveness resulting in either the expansion or contraction of the local ratable base and job base; and
- Fiscal impacts placed upon municipalities to provide public services and maintain public facilities and infrastructure

Tantamount to understanding the impacts of decisions made by individual municipal governing bodies on the region as a whole is the point that the municipalities are part of a larger, regional "Big Picture." An example of a "Big Picture" for municipalities and regions is *The New Jersey State Development and Redevelopment Plan* (State Plan) that endeavors to suggest how areas of the State of New Jersey should be developed, or not developed, and redeveloped to achieve a proper balance for growth, development and preservation. The State Plan cross-acceptance process provides opportunities for municipalities to examine their planning in view of the State Plan and determine whether their planning fits into the broader "Big Picture." While the State Plan provides value in establishing statewide goals, strategies and policies and providing a broad framework for growth, development and preservation to occur, it cannot provide the level of specificity tailored for each municipality to implement.

The GAPP for Northern Burlington County strives to provide a greater level of specificity for the vision of the region and a sharp

"Big Picture" agenda for the municipalities on which to base their local planning and implementation. The Vision Statement, and its supporting principles that form the base and framework define, the qualities of the desired "planned alternative" for the future of Northern Burlington County.

### Vision Statement

Northern Burlington County is a balance of "town and country" – a place with vibrant towns, inviting villages and cozy hamlets nestled within a larger, rural landscape of productive farmland, open spaces, woodlands and wetlands. Growth, investment, change and preservation are welcomed in a form resulting in the region's future that consists of:

- Preservation of farmland, woodland, wetland and stream corridors, and open spaces;
- New growth and development that occurs in the form of livable, lively hamlets, villages and towns which are the result of redeveloping existing centers, expanding existing centers and developing new centers, and avoiding low-density rural and suburban sprawl that consume vast amounts of the countryside;
- Public utilities, services and facilities provided in a predictable, rational, efficient and cost-effective manner;
- Housing stock that is attractive and accessible to households and individuals of diverse social backgrounds and economic means;
- Environmentally responsible development and usage of land that ensure sound stewardship of air, water and land resources and the protection of ecological systems;



## VISION

- Attractive, welcoming, safe and easily negotiable highway corridors of U.S. Routes 130 and 206 and County Route 537 that have open rural scenic vistas with vital mixes of residential and commercial development clustered at key intersections and along select sections of highway;
- Land use patterns that support multiple modes of transportation including, but not limited to, the pedestrian, bicycle, automobile, trucks, buses and farm equipment, and reduce reliance on single-occupancy vehicles;
- Land use patterns that are compatible with the ability of Joint Base McGuire-Dix-Lakehurst to sustain current and future military missions;
- Sustainable, viable agricultural industry that maintains farmland as the highest and best "end use" of the land, retains the rural agrarian landscape, protects the environment, operates within a supportive and friendly local regulatory environment and contributes toward the local economy; and
- Consistently applied policy approaches for dealing with property, equity and value in a predictable, reasonable and fair manner that recognizes property owner equity, ecological value of land, and costs of providing public services and maintaining public facilities and infrastructure.

### Goal

In order to attain the vision for the Northern Burlington County region, the Freeholder Board's goal is to develop a blueprint that embodies the vision and prepare an action plan for the County

and thirteen municipalities in the region to implement. The GAPP is the document needed to provide guidance and direction to local, county and state government, not-for-profit organizations and the private sector when making decisions and undertaking actions in the region.

### Objectives

The objectives for preparing the Northern Burlington County GAPP are:

- Identify and define the crucial elements of the GAPP;
- Adopt a consensus-based process to identify appropriate areas for preservation and development giving full consideration of prior public investment made in farmland preservation;
- Develop a land use management system that provides a framework for guiding and directing future use of land given environmental, social and economic factors affecting the region; and
- Prepare recommendations for "recalibrating" local master plans and land use regulations that promote the vision for the region and support future preservation, growth and development that preserves the rural, agrarian way of life and provides for a traditional, center-based settlement pattern in the region.

The next chapter **FRAMEWORK** addresses the first two objectives cited above. The third chapter **COUNT** fulfills the third objective and establishes the basis for addressing the fourth objective. The last chapter **PLACES** sets forth the recommendations thus addressing the last objective.



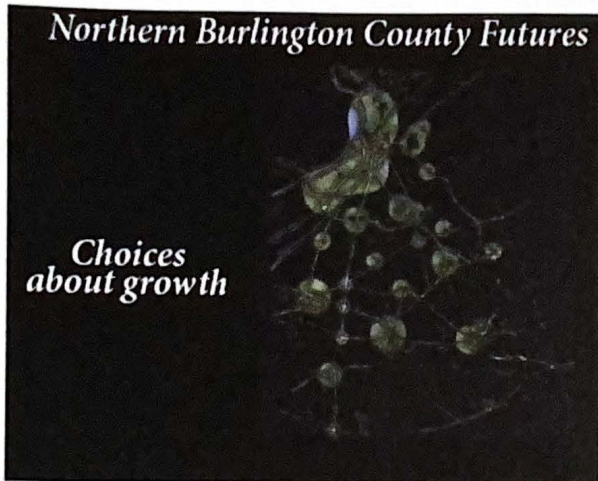


Exhibit 3—Brown and Keener Initial Report

**Introduction**

Northern Burlington County is a complex region with a diverse physical landscape and a dynamic local economy. The region consists of thirteen municipalities; each municipality has its own governing body and planning board or joint land use board that make decisions which affect land development and public and private sector spending and investment. The individual decision making process of each municipality, when considered together, presents a complex political environment for regional planning.

The Northern Burlington County region, which extends about 25 miles from the Crosswicks Creek in the north to the Red Lion Circle in the south, is covered with a remarkably varied urban-to-rural landscape that is a manifestation of various historic and contemporary decisions made by those municipalities and the economy responding to those decisions in combination with

other economic forces and state and federal actions and regulations, such as military planning, sewer service connections, freshwater wetland rules and New Jersey Pinelands Commission planning and regulations. Regional planning strives to bring some order to the planned chaos that result from the multiple individual decision makers and actors in the region. It also endeavors to provide a clear path to take in order to improve and enhance the region as it grows and develops. Undertaking regional planning must respond to diverse expectations, interests, aspirations, concerns and regulatory views held by the public, numerous levels of government and the private sector. The product of regional planning must be clear and understandable; it must provide a clear path for reaching the goals and objectives laid out to attain a consensus-based vision for the region.

The GAPP is the culmination of a multi-year planning initiative that began in 2002 when the Burlington County Board of Chosen Freeholders decided to undertake the preparation of a regional plan for Northern Burlington County. It takes into account the background work and studies conducted by the Burlington County Department of Economic Development and Regional Planning and consultants engaged by the Freeholder Board.

It is important to take away from these prior efforts that the vision for the region will not be attained, for the most part, under status quo master planning and zoning of the municipalities in the region. The primary reason is that many municipal master plans and land development ordinances promote large-lot rural and suburban sprawl patterns that will compete for and consume significant amounts of farmland and open space, thus limiting and ultimately reducing the land base that is necessary for agriculture to sustain current levels of activity and creating more pressure on the viability of farming in the region.

**NORTHERN BURLINGTON COUNTY GROWTH AND PRESERVATION PLAN**

## FRAMEWORK

Based on the finding that municipal planning and zoning practices in their current state will not provide the framework for attaining the consensus-based vision for the region, the GAPP must provide the clear path for reaching the vision. In doing so, the GAPP sets forth the general framework that consists of:

- the planning rationale that is the foundation for the regional plan,
- the crucial elements of the plan, including analyses of the types of future growth and development impacts if current planning and zoning practices were left unchanged,
- the consensus-based process for identifying areas for preservation, growth and development,
- the land use management system for guiding and directing the future use of land, and
- the recommendations for "recalibrating" local master plans and land use regulations that promote the vision.

### The Planning Rationale

The Northern Burlington County GAPP draws and builds upon several seminal works that are important for laying the foundation for regional planning in New Jersey. About 71,691 acres of the Northern Burlington County region is located within the almost one million-acre New Jersey Pinelands Protection Area. It includes portions of New Hanover Township, Pemberton Township, Southampton Township and Wrightstown Borough. The "Pinelands Protection Act" (N.J.S.A. 13:18A-1 et seq.) adopted by the New Jersey State Legislature in 1979 declared that the Pinelands Area:

comprises pine-oak forests, cedar swamps, and extensive surface and ground water resources of high

quality which provide a unique habitat for a wide diversity of rare, threatened and endangered plant and animal species and contains many other significant and unique natural, ecological, agricultural, scenic, cultural and recreational resources; that the continued viability of such area and resources is threatened by pressures for residential, commercial and industrial development, that the protection of such area and resources is in the interests of the people of this State and of the Nation, that such protection will require the coordinated efforts of all relevant municipal, county, State and Federal agencies...

The **Pinelands Protection Act** required the adoption of a Comprehensive Management Plan (CMP) and the revision of local, state and federal development plans and regulations to be consistent with that plan. The CMP is composed of a land capacity map with a range of resource "management areas" and performance standards that regulate the location, type and intensity of all development. The Pinelands Commission reviews and certifies all municipal master plans and development ordinances for consistency with the CMP and reserves the right to "call up" any proposed development within the Pinelands Area that it may find inconsistent with the CMP. Since the master plans and development ordinances of the Pinelands municipalities within the Northern Burlington County region have been certified and remained consistent with the CMP for more than 25 years, the GAPP assumes that these measures are established, unless otherwise indicated herein.

In addition to the Pinelands CMP, the Northern Burlington County GAPP is grounded in the State Planning Act (N.J.S.A. 52:18A-196 et seq.) adopted by the New Jersey State Legislature in 1985. In the Act, the Legislature declared that New Jersey needed:

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Statewide planning with local and regional planning in order to conserve [the State's] natural resources, revitalize its urban centers, protect the quality of its environment, and provide needed housing and adequate public services at a reasonable cost while promoting beneficial economic growth, development and renewal.

The **State Planning Act** is based on the following principles (*The New Jersey State Development and Redevelopment Plan, 2001*). These principles are instilled in the 1992 and 2001 State Plans and carried forward to form one of the building blocks of the GAPP.

- The future well-being of the state of New Jersey depends on equal and shared social and economic opportunity among all its citizens.
- A reasonable balance between public- and private-sector investments in infrastructure is key to the fiscal health, economic prosperity and environmental integrity of the state.
- Coordinated planning among the state and local governments can ensure that "economies, efficiencies and savings" are achieved regarding public- and private-sector investment in the state.
- The revitalization of the state's urban centers is necessary if all New Jersey's citizens are to benefit from growth and prosperity.
- The provision of adequate and affordable housing in reasonable proximity to places and employment is necessary to ensure equal social and economic opportunity in the state; achieving this end requires sound planning to ensure an adequate supply of

available land that can be developed in an efficient growth pattern.

- The conservation of natural resources and the protection of environmental qualities are vital to the quality of life and economic prosperity of New Jersey.

The 2001 State Plan sets forth the following eight state planning goals that form another building block in the GAPP:

1. Revitalize the State's cities and towns;
2. Conserve the State's natural resources and systems;
3. Promote beneficial economic growth, development and renewal for all residents of New Jersey;
4. Protect the environment, prevent and clean up pollution;
5. Provide adequate public facilities and services at a reasonable cost;
6. Provide adequate housing at a reasonable cost;
7. Preserve and enhance areas with historic, cultural, scenic, open space and recreational value; and
8. Ensure sound and integrated planning and implementation statewide

The vision for Northern Burlington County embodies these goals by encouraging the revitalization and renewal of the older communities and settlements in the region. One of the most important goals for the vision is to conserve and protect the natural environment that contributes toward the unique rural character of the region. The vision encourages appropriate economic growth and development in key locations in the region

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and in compact, human-scaled forms of development. Preventing unfettered rural and suburban sprawl is another key aspect of the vision. Doing so will facilitate growth and development where public facilities and services and diverse housing types can be provided at a reasonable cost. Many of the older settlements and communities in the region were established during the eighteenth and nineteenth centuries. Their historic and cultural significance contribute toward the unique character of the region. The vision encourages the preservation of such areas. The scenic qualities of the region, which are attributed to the region's open spaces and diverse agrarian landscape, are remarkable in a New Jersey context. The vision focuses on the importance of preserving these qualities. The vision is the result of a planning process that includes sound and integrated planning and implementation undertaken by municipal, county, state and federal governments.

The 2001 State Plan provides statewide policies that "are designed to improve intergovernmental coordination of planning in a complex, highly diverse state." There are nineteen areas of concern addressed by the statewide policies:

- Equity
- Comprehensive Planning
- Public Investment Priorities
- Infrastructure Investments
- Economic Development
- Urban Revitalization
- Housing
- Transportation
- Historic, Cultural and Scenic Resources
- Air Resources
- Water Resources
- Open Lands and Natural Systems
- Energy Resources
- Waste Management, Recycling and "Brownfields"

- Agriculture
- Coastal Resources
- Planning Regions established by statute
- Special Resource Areas, such as the Pinelands Area, and
- Design

The GAPP takes into consideration the statewide policies as they apply to the vision for the various types of areas in the region, e.g., historic hamlets, villages and towns, new centers of development, farmland, open space, woodland, stream corridors and wetlands. As the vision for the region unfolds in greater detail and the recommendations and strategies are discussed further, the relationship of the GAPP to the statewide policies will become evident.

It is important to understand, as the 2001 State Plan clearly indicates, that "in and of themselves, [the statewide policies will not] lead to the patterns of development necessary to achieve the goals of the State Planning Act... [without taking into account] the geographic diversity of the state and the unique opportunities and constraints that this diversity presents in terms of achieving the goals of the State Planning Act." To make that connection between policies and geographic diversity fraught with opportunities and constraints, a Resource Planning and Management Structure, which has its roots in the 1992 State Plan, was developed and reflected on a State Plan Policy Map that accompanied both 1992 and 2001 State Plans.

The Resource Planning and Management Structure utilizes and integrates two critical concepts:

- **Planning Areas** are large masses of land formed as planning regions that share a common set of conditions, i.e., population density, infrastructure systems or lack thereof, level of development, and natural systems, and common sets of statewide policies that are applicable to

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the State vision and goals for each type of planning region, e.g., Metropolitan (PA 1), Suburban (PA 2), Fringe (PA 3), Rural (PA 4) and Rural Environmentally Sensitive (PA 4B), Environmentally Sensitive (PA 5) and Environmentally Sensitive/Barrier Islands (PA 5B) planning areas.

- **Centers and Environs** – The concept of **Centers** is the key organizing principle for development and redevelopment. By their very nature for consuming less land, depleting fewer natural resources and providing a more efficient delivery of public services, Centers are compact forms of development to which growth should be attracted, significant investments in infrastructure systems made, and public and private services provided at intensive levels. Classifications of centers include the following in descending order of size and scale: Urban Centers; Regional Centers; Towns; Villages; and Hamlets. **Environs** are areas outside Centers that should be protected from the impacts of development and redevelopment within Centers and where development is discouraged. The focus on Environs is to ensure the maintenance of large contiguous areas of farmland, environmentally sensitive land and other open lands.

The GAPP indicates that the Northern Burlington County region has the following **Planning Areas**:

- Metropolitan (PA 1);
- Suburban (PA 2);
- Rural (PA 4);
- Rural Environmentally Sensitive (PA 4B); and
- Environmentally Sensitive (PA 5).

The following **Center** types are identified and delineated in the GAPP:

1. Regional Centers,
2. Towns,
3. Villages, and
4. Hamlets.

The 2001 State Plan recognized that in some instances land development patterns do not comport purely with the concept of Centers and Environs and are manifested in the form of **Nodes**, which are "concentrations of employment and economic activity that are not organized in compact, mixed-use forms." The State Plan goes on to indicate that these Nodes may be "Commercial-Manufacturing Nodes or Heavy Industry-Transportation-Utility Nodes." Burlington County and the municipalities participating in the development of the GAPP find classifying two types of Nodes to be short-sighted and restrictive because there are many different kinds of Nodes, many of which would not fit neatly into the two types. Case in point is the Joint Base McGuire-Dix-Lakehurst military installation which is a concentration of employment and economic activity that serves a military purpose, but cannot be considered commercial, manufacturing, heavy industry, transportation or a utility. The vision for the region and the GAPP recognize this military base as a unique Node in the Northern Burlington County region, as well as several other smaller nodes along U.S. Route 206 and elsewhere in the region.

The State Plan also included recognized special areas within the planning areas that were either "**Critical Environmental Sites**" (CESs) and "**Historic and Cultural Sites**" (HCSs). Mapping such places identified is intended to alert the public, non-profit and private sectors of the need to preserve them for future generations.

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The planning rationale for the GAPP is summarized below:

- Utilize and build upon the principles set forth in the Pinelands Protection Act and the State Planning Act to guide the regional planning approach for Northern Burlington County;
- Adopt and further the goals of the State Plan by embodying them in the vision and planning process for the region;
- Give full consideration of the Resource Planning and Management Structure established in the State Plan and apply the statewide policies as they apply to the planning areas, Centers and Environs of the region as determined by the planning process for the Northern Burlington County region;
- Steer development and redevelopment to Centers and Nodes, including new Centers and Nodes recommended by the regional planning process, and away from Environs and CESs and HCSs; and
- Build and implement a land use management system for the Northern Burlington County region that ensures the attainment of the vision for the region and the goals, objectives and policies of the State Plan.

The third chapter **COUNT** will provide, by taking into account all of the previous work prepared for the GAPP, an analysis of the areas of the region that are susceptible to change, identify Planning Areas, Centers and Nodes. The last chapter **PLACES** translates the work of the third chapter into the land use management plan for the region and provides recommendations and strategies for implementing the plan.

### The Crucial Elements

The crucial elements of the GAPP are quite simple as provided below:

- A sound, reasonable, realistic, achievable vision for the region;
- Objective analyses of the major components that define the quality of life in the region which include: visual preferences; existing development patterns; transportation and circulation system; environmental resources; agricultural industry and farmland; open space and recreational facilities; housing; economic development; and community facilities and services. (These background analyses are included in the regional GAPP's appendices );
- Synthesis of the findings of the analyses giving full consideration of the vision for the region and the tenets of the State Plan;
- Manifestation of the synthesis of findings into a regional growth and preservation plan (GAPP).
- Vetting the regional land use management plan through a public consensus-based process; and
- Provision of recommendations for each governmental participant and player that are important for attaining the vision for the region and implementing the plan.

### The Consensus-Based Process

In early 2002, the Burlington County Board of Chosen Freeholders formed a steering committee that consisted of four members appointed by the governing bodies of the thirteen municipalities in the region. Throughout the entire planning



process the steering committee has provided vital input during each stage. At key points along the way findings of analyses were made available to the public through the media and on the website of the Department of Economic Development and Regional Planning. The draft GAPP will be presented to the public through a public open house process during which comment and input will be taken to vet the plan. Changes based on public input will be made to the plan.

### **First Step—Land Use Concept**

The event that established the direction for forming the vision for the region occurred in early January 2002. The steering committee met in the Bordentown Township municipal building to undertake its first visioning exercise. During that session, the committee members were formed into groups of about six persons. Each group was asked to view maps of the region to draw and write on the map their view of the region and how it should look 20 to 30 years into the future. At that point in time, the region was called "Extension of Route 130/Delaware River Corridor and Route 206/Farmbelt Corridor." A copy of the "Land Use Concept" map is shown on Map 3.

The Land Use Concept map is a composite of the input provided by the groups of steering committee members for the study area outside the Pinelands Protection Area. Not surprisingly, it was relatively easy to compile the input because of the common themes and ideas that flowed from the mark-ups collected from the groups. The map shows the following conceptual land use patterns for the future development of the region:

- Existing Centers
- Proposed Centers
- Residential Growth Areas
- Commercial Nodes Industrial Nodes
- Institutional Nodes
- Non-Growth Areas

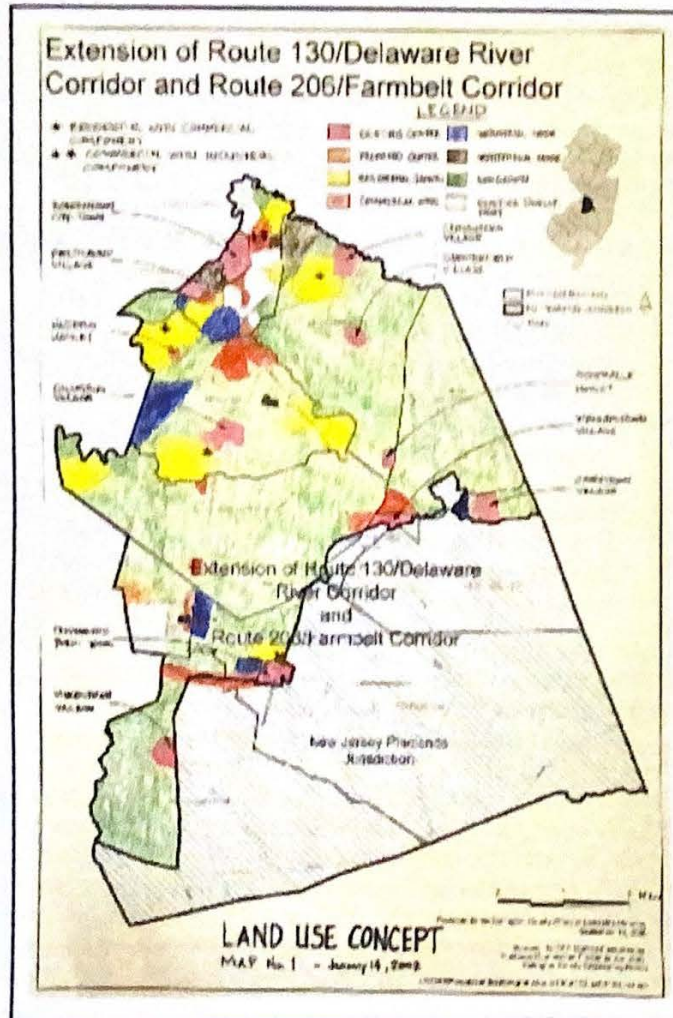
### • Existing Developments

Note that the land uses and areas are schematic and not to scale. Notwithstanding, the Land Use Concept is a remarkable approximation of the State Plan Policy Map of the 2001 State Plan as depicted for the northern section of Burlington County (see 2001 State Plan Policy Map). These conceptual land use patterns have been refined during the course of the study.

The Land Use Concept map shows one **Proposed Center** as Eastampton Town and the following **Existing Centers**:

- Bordentown City-Town
- Pemberton Borough-Town
- Chesterfield Village
- Columbus Village
- Cookstown Village
- Crosswicks Village
- Fieldsboro Village
- Vincentown Village
- Wrightstown Village
- Hedding Hamlet
- Sykesville Hamlet

**Map 3—Land Use Concept Map (2002)**



**Residential Growth Areas** with refinements and updates provided in parentheses include the following locations:

- Bordentown Township—several locations (Suburban infill);
- Chesterfield Township—northern portion including a commercial component (This area which is a transfer of development rights receiving area has become a new Village Center known as "Old York Village.");
- Mansfield Township—northwestern portion along Route 130 including a commercial component (More recent environmental data indicate high environmental sensitivity; the area will become a sending area for the planned transfer of development rights program in the Township.);
- Mansfield Township—eastern portion along Route 68 (Includes immediate area surrounding existing inclusionary development known as "Mapleton");
- Mansfield Township—portion along Route 206 adjacent to Columbus Village including a commercial component (The area is an expansion of the age-restricted development known as "Homestead" and the planned transfer of development rights receiving area that will become part of the Columbus Town Center.);
- Springfield Township—western portion (Lack of sewer and water infrastructure will keep this area as low-density residential development.); and
- Pemberton Township—western portion including commercial component (Integrated with Pemberton Borough).

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**Commercial Nodes** with refinements and updates provided in parentheses include the following locations:

- Bordentown Township—several locations along Routes 130 and 206 (Suburban infill and redevelopment);
- Mansfield Township—northern portion along Route 206 at Route 68 (Extension of commercial development in Bordentown Township and existing commercial development in area);
- Springfield Township—northern portion along Route 206 (Existing "Columbus Mart" and surrounding area);
- Springfield Township—southern portion along Route 206 (Existing commercial development at crossroad County Route 537);
- Springfield Township—eastern portion along County Route 537 (Existing commercial development);
- North Hanover Township—southwestern portion along Sykesville Road (Extension of Wrightstown commercial development and existing development in Township; this area is part of the planned Town Center/Redevelopment Area for a receiving area for a transfer of development potential program, possibly transfer of development rights.);
- Eastampton Township—eastern portion along Route 206 including an industrial component (complements adjacent Industrial Node along Route 206 in Pemberton Township);
- Southampton Township—northern portion along Route 38 and County Route 530 (Highway Commercial Corridor); and

- Pemberton Township—western portion along County Route 530 (Extension of Highway Commercial Corridor).

**Industrial Nodes** with refinements and updates provided in parentheses include the following locations:

- Bordentown Township—western portion along Route 130 (Existing industrial development);
- Bordentown Township—southern portion between Route 206 and Interstate 295 (Existing industrial development and industrial infill);
- Mansfield Township—western portion in vicinity of Interstate 295 (Existing County landfill and solid waste management center, existing industrial development and industrial infill);
- New Hanover Township—northern portion (Existing industrial development and industrial redevelopment next to Joint Base McGuire-Dix-Lakehurst);
- Pemberton Township—western portion along Route 206 (Existing industrial development and industrial infill that complements the Commercial Node across Route 206 in Eastampton); and
- Pemberton Township—western portion in vicinity of County Route 530 (Existing industrial development and redevelopment).

**Institutional Nodes** with refinements and updates provided in parentheses include the following locations:

- Bordentown Township—northeastern portion (Correctional facility);

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- Bordentown Township—western portion (Correctional facility); and
- Chesterfield Township—northwestern portion (Correctional facility)

**Non-Growth Areas** are the Environs and places identified to preserve for agriculture, open space, stream corridors and wetland areas for water quality management, as habitats for threatened and endangered species, or a combination of these features.

**Existing Development Areas** do not fit into any of the above developed land use categories.

### Second Step—Strategic Planning through Public Participation

The Land Use Concept visioning session pushed the steering committee members to think beyond the borders of their respective municipalities, look at the region as a whole and contemplate the future for the entire region. The results assisted in identifying how the entire region fits and works together and developing a vision for the region's future. Building upon this groundwork, the Board of Chosen Freeholders engaged the services of a consultant to refine the rudimentary vision for the Route 206/Farmbelt Corridor.

A. Nelessen Associates, Inc. worked with the Department of Economic Development and Regional Planning in developing the visioning process that consisted of the following tasks:

1. Collect and analyze data including demographics, social and economic data, topographic and thematic mapping, photographic images of existing conditions in study area
2. Explore types of development and redevelopment options for participants to consider for the vision of the study area
3. Conduct a *Visual Preference Survey*<sup>TM1</sup> (VPS)
4. Process the results of the VPS
5. Conduct vision workshops to translate the results of the VPS into preliminary recommendations for the vision
6. Analyze the alternatives generated in the workshop and professionally synthesize the results of the analysis into a recommended future plan.

In July 2003, a workshop was conducted in Eastampton Township for the visioning study. The results of the study, which are based on a consensus obtained from the participants during the visioning process, are categorized in the following manner:

- Priority Policy Responses
- Visual Preference Survey Results
- Recommended Rural Preservation and Development Plan

#### **Priority Policy Responses:**

##### A. Priority Physical Changes

- Protect sensitive environmental features
- Protect, preserve and retain existing farmlands
- Add bus stop bump-outs where buses can pull out of traffic flow to pick up and discharge passengers
- Provide signing and adequate shoulder width for the movement of farm equipment

<sup>1</sup> *Visual Preference Survey*<sup>TM</sup> is a public participation planning and design visioning process pioneered by Anton Nelessen. "Called Vision Planning, this innovative process allows stakeholders, citizens, government officials, and all other interested parties to participate in 'testing the market' and generate physical plans for the future... [The] imaging process generates pre-visualizations for development and redevelopment options that can be evaluated for acceptance prior to construction. The positive images from these surveys are critical tools to develop [plans] and to illustrate zoning codes" (A. Nelessen Associates, 2003, p. 4).

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- Provide incentives for shared parking lots between several stores
- Add bicycle lanes along Route 206

### B. Priority Development Issues

- Concentrate development into a series of new villages not seen from Route 206 while maintaining and improving the existing rural character of the Route 206 edge.
- Minimize new development with significant improvements to existing buildings and landscaping.

### C. Priority Transportation Issues

- Improve roadway safety.
- Address traffic congestion along Route 206.
- State, County and municipalities should share in the cost of installing and maintaining landscaping improvements along Route 206.

### **Visual Preference Survey Results:**

The *Strategic Plan for the Route 206/Farmbelt (Nelessen Report)* contains detailed results from the VPS. The following summary provides a generalization of the highest and lowest rated images that would be considered in developing the vision for the area:

#### A. Street Types

- Highest—Rural roads with wide shoulder and farm edge
- Highest—Four-lane roads with wooded edge
- Highest—Four-lane roads with planted median and wooded edge
- Lowest—Road with Jersey barrier curb and retail edge
- Lowest—Rural road with Jersey barrier curb and retail edge

#### B. Commercial Development Options

- Highest—Mixed-use village center
- Highest—Infill mixed-use commercial to form village center
- Highest—Mixed-use retail in compact development pattern
- Lowest—Light industrial use along Route 206
- Lowest—Vacant commercial use along Route 206
- Lowest—Retail development along Route 206

#### C. Residential Development Options

- Highest—Single-family housing in village center
- Highest—Single-family housing set back from Route 206
- Highest—Infill townhouses in village
- Lowest—Subdivisions along Route 206

#### D. Pedestrian Realm

- Highest—Village sidewalk with pedestrian amenities and landscaping
- Highest—Village sidewalk with street furniture and amenities
- Highest—Sidewalk in new residential village
- Lowest—Road with not sidewalk

#### E. Public Spaces

- Highest—Wide brick sidewalk front a café and retail space
- Highest—Small village green
- Highest—Small village plaza with café tables, chairs and benches

#### F. Parking

- Highest—Parking in a village located behind buildings
- Highest—Surface strip mall parking with screening and interior landscaping

- Highest—On-street parking in village with pedestrian amenities
- Lowest—Surface parking fronting retail with no screening

### G. Commercial Signage

- Highest—Small-scaled, unobtrusive business sign
- Highest—Monument commercial signage
- Lowest—Billboard business signage

### H. Mobility Options

- Highest—Circulator mini-bus connecting adjacent communities
- Highest—Bike rack on front of a bus provides bike amenities with bus service
- Highest—Bus transit pull-off lane separating bus from roadway traffic
- Highest—Designated bike lane along rural road, separated from road traffic
- Lowest—Rural road without bike lane

### Recommended Rural Preservation and Development Plan:

The recommendations for rural preservation and development in the study area introduced a relatively new planning concept known as "transect-based planning." It is a land use planning system that promotes a sustainable urban pattern while protecting landscapes that are considered ecologically and culturally sensitive and valuable. The concept of transect-based planning is manifested in the pioneering work *Smart Code* (most recent is *Smart Code Version 9.0*) prepared by Andrés Duany, Sandy Solien and William Wright. The concept is based on the use of the "Transect" which is "a cross-section of the environment showing a range of different habitats. The rural-urban Transect of the human environment... is divided into six Transect Zones ... [which] describe the physical form and



July 2003 visioning workshop held in Eastampton Township.  
Photo: Burlington County.

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character of a place, according to the Density and Intensity of its land use and Urbanism.<sup>2</sup> According to *Smart Code Version 9.0*, there are six types of "Transects."

The *Nelessen Report*, which is the end product of the work done by A. Nelessen Associates, Inc. and the basis for this GAPP, adapted the Transect land use planning approach to develop the following Transect types for the study area:

- **T-1 Rural Preserve**—Open spaces protected in perpetuity.
- **T-2 Rural Reserve**—Open spaces that are not yet protected from development; development should occur in the form of rural hamlets
- **T-3 General Development**—Existing suburb and hamlets and may include new villages and hamlets
- **T-4 Existing Villages and Towns**—Infill and redevelopment in existing villages, towns and parts of larger centers.

More extensive descriptions of the Transects are provided in the *Nelessen Report*. The Strategic Plan provides an example of the four types of Transects along Route 206 in the northern portion of Bordertown Township. It shows recommendations for preserving the rural landscape (T-1 and T-2) and limited growth (T-3) in the Springfield Township area. Eight Transect maps were prepared for the study area, all of which are provided in Appendix A. Although the Transect maps are limited to a swath about 6,000 feet wide along Route 206, the Transects maps

refine the vision for one of the major transportation spines in the region. The refined ideas and concepts embedded in the Transects lay additional building blocks for constructing the land use management plan for Northern Burlington County.

Since the *Nelessen Report* was completed in 2003, the project area was expanded, with the assistance of the firm of Brown & Keener, Inc., to include all thirteen municipalities in Northern Burlington County. Because the regional planning framework for Northern Burlington County had already been established by the State Planning Commission and the Pinelands Commission, the expanded study used 2001 State Plan's planning area delineations and Pinelands management areas as comparable substitutes for Transects 1 through 3. Transects 4 and 5 describe community development patterns and were used to develop Center and Node designs. Nodes are called "special districts" in the Transect model. The PLACES chapter discusses and illustrates these concepts in more detail.

### Validation of the Vision for the Region

In 2004, the New Jersey State Planning Commission initiated the cross-acceptance process<sup>3</sup> for preparation of a third State Plan. In April 2004, the New Jersey Office of Smart Growth provided Burlington County with a copy of a map entitled "N.J. Prelim. Plan: DELTA MAP-Cross-Acc. III, BURLINGTON COUNTY" (Appendix B). This map depicts the changes under consideration by the New Jersey State Planning Commission and the municipalities in Burlington County. This map of "change" accompanied a "Preliminary Plan," which served as the basis for cross-acceptance by providing the State Planning

<sup>2</sup> *Smart Code Version 9.0* defines "Density" as "the number of dwelling units within a standard measure of land area and "Urbanism" as "collective term for the condition of a compact, Mixed Use settlement, including the physical form of its development and its environmental, functional, economic, and sociocultural aspects." It does not provide a definition for "Intensity", however, it is believed to be the total floor area of a non-residential use within a standard measure of land area

<sup>3</sup> Under the State Planning Act N.J.S.A. 52:18A-202.1 d., "[t]he process of cross-acceptance of the State Development and Redevelopment Plan . . . is a process designed to elicit the greatest degree of public participation in order to encourage the development of a consensus among the many, sometimes competing, interests in the state."

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Commission's recommended changes in policies, goals and objectives for the State Plan.

During the preliminary stage of cross-acceptance, the County acted as the gatherer and compiler of responses to the Preliminary Plan provided by the 40 municipalities in Burlington County. In August 2005, after volumes were written to summarize the responses and recommended changes made by the municipalities, the Office of Smart Growth conducted the required public hearing regarding the responses of the municipalities. While the public did not express full agreement with the responses and recommendations from the municipalities, there was a general consensus for curbing sprawl, preserving farmland and open space, redeveloping and revitalizing older communities. Areas recommended for growth and development drew the most attention, with disagreement in the more rural areas, e.g., Pemberton Township and Southampton Township. This meant more work was needed to reach a consensus for growth and development in these communities.

Notwithstanding, the "Final Report, Burlington County 2004/2005 Cross-Acceptance Report" issued in August 2005 confirmed and validated the general vision for the Northern Burlington County region in the following manner:

1. The bulk of the region is recommended to be Rural (PA 4) planning area, which aligns with the "Non-Growth Areas" shown on the Land Use Concept map. PA 4 comports with the areas recommended as the Transects for "T-1 Rural Preserve" and "T-2 Reserve" as depicted in the *Nelesser Report*.
2. The areas along Routes 130 and 206 in Bordentown City and Bordentown Township are recommended to be Metropolitan (PA 1) and Suburban (PA 2) planning areas, which align with the "Existing Center," "Commercial Node" and "Residential Growth" depicted on the Land Use Concept map. These areas also align with the "T-4 Existing Villages and Towns Transect" of the Strategic Plan.
3. The area south of the intersection of Route 130 and 206 in Bordentown Township and the northern tip of Mansfield Township is designated "Commercial Node" on the Land Use Concept map and Suburban (PA 2) planning area on the State Plan. The node is designated "T-3 Existing Suburban" area.
4. The area along the Delaware River includes Fieldsboro Borough that is designated "Fieldsboro Village," the State corrections facilities that are designated "Institutional Node," and a section along Route 130 that is designated "Commercial Node" on the Land Use Concept map. These areas are designated Suburban (PA 2) planning area on the State Plan. They were excluded from the Strategic Plan, which focused on the Route 206 corridor.
5. The areas along Route 130 extending south of Bordentown Township into Mansfield Township are designated "Residential Growth" and "Non-Growth Areas" on the Land Use Concept map. The State Plan designated the "Residential Growth" areas as Suburban (PA 2) planning area and Fringe (PA 3) planning area and the "Non-Growth Areas" (essentially Newbold Island) as Environmentally Sensitive (PA 5) planning area. These areas were excluded from the Strategic Plan.
6. The area designated "Industrial Node" in the vicinity of the County Solid Waste Resource Recovery Facility near Interstate 295, the New Jersey Turnpike and Florence-Columbus Road is designated "Industrial Node" on the Land Use Concept map and Suburban (PA 2) planning

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- area on the State Plan. These designations recognize the unique function and character of the Resource Recovery Facility and surrounding industrial lands. This area was excluded from the Strategic Plan.
7. The area designated "Columbus Village" on the Land Use Concept map includes the "Sewered Rural (PA 4) planning area" (Homestead at Mansfield housing development) on the State Plan. These areas are shown as "T-4 Existing Town/Village."
  8. The area in the northwestern corner of Chesterfield Township contains a State corrections facility, which is located in a "Sewered Rural (PA 4) planning area" that recognizes the unique nature of providing the facility with public sewers while being situated in a rural area. The Land Use Concept map designates the area as "Institutional Node," which also recognizes the uniqueness associated with the corrections facility. This area was excluded from the Strategic Plan.
  9. The northern portion of Chesterfield Township contains two centers: "Designated Village, Crosswicks" that is designated on the Land Use Concept map and the State Plan Update; and the "Designated Village" known as Old York Village that is designated "Residential Growth" on the Land Use Concept map and "Designated Village, TDC Receiving Area" on the State Plan. This area was excluded from the Strategic Plan.
  10. The central portion of Chesterfield Township contains a center that is designated "Chesterfield Village" on the Land Use Concept map and "Designated Hamlet" on the State Plan. This area was excluded from the Strategic Plan.
  11. The southern portion of Chesterfield Township along Monmouth Road is designated "Sykesville Hamlet" on the Land Use Concept map and "Designated Hamlet, Sykesville" on the State Plan. This area was excluded from the Strategic Plan.
  12. The eastern portion of Eastampton Township is designated "Commercial Node" on the Land Use Concept map and "New Commercial-Manufacturing Node" as a State Plan Map Amendment in the Burlington County 2004/2005 Cross-Acceptance Report. This area is shown as "T-3 Existing Suburban" area.
  13. The western portion of Pemberton Township, which is adjacent to Eastampton, is designated "Industrial Node" on the Land Use Concept map and "New Commercial-Manufacturing Node" as a State Plan Map Amendment in the Burlington County 2004/2005 Cross-Acceptance Report. This area is shown as "T-3 Existing Suburban" area.
  14. The portion of Pemberton Township, which is west of Pemberton Borough and extends westerly along County Route 530 and northward to the Rancocas Creek, is shown as "Industrial Node" and "Commercial Node" on the Land Use Concept map and "New Commercial-Manufacturing Node" in the Cross-Acceptance Report. This area was excluded from the Strategic Plan.
  15. The community of Pemberton Borough is designated "Pemberton Borough – Town" on the Land Use Concept map and "Sewered Rural (PA 4) planning area" on the State Plan. This area was excluded from the Strategic Plan.

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## NORTHERN BURLINGTON COUNTY GROWTH AND PRESERVATION PLAN

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16. The area in central portion of Southampton Township in the vicinity of Route 206 is designated "Vincentown Village" on the Land Use Concept map and "Designated Village, Vincentown" on the State Plan. This area is shown as "T-4 Existing Town/Village."
17. The community of Wrightstown Borough is designated "Wrightstown Village" on the Land Use Concept map and "Proposed Town Center" as a State Plan Map Amendment in the Burlington County 2004/2005 Cross-Acceptance Report. This area was excluded from the Strategic Plan.

The vision and recommendations that are shown on the Land Use Concept map, the State Plan Update and in the Cross-Acceptance Report represent another step toward refining the land use management system for the region.

On July 19, 2006, a second State Plan map (N.J. Prelim. Plan: Update DELTA MAP – Cross-Acc. III, BURLINGTON COUNTY [Appendix C]) was issued by the New Jersey Office of Smart Growth for additional consideration in the cross-acceptance process. The State Plan Update contained new environmental information that was provided by New Jersey Department of Environmental Protection. The issuance of the State Plan Update afforded Burlington County the opportunity to reexamine the region in light of the new information. With the region's vision in mind and in consideration of the new information, the following recommended changes to the State Plan Update were made:

1. Some areas in the eastern portion of Bordentown Township were changed from Suburban (PA 2) planning area to Rural (PA 4) planning area to account for environmentally sensitive lands. These changes comport with the Land Use Concept map that designates these areas as "Non-Growth."

2. Lands around "Hedding Hamlet" and toward the Delaware River in Mansfield Township were changed from Suburban (PA 2) planning area and Fringe (PA 3) planning area to Rural (PA 4) Planning area to account for environmentally sensitive lands. These changes conflict with the Land Use Concept map that designates these areas for growth; however, was it known that the lands were environmentally sensitive at the time of preparing the map, these lands would have been considered to be "Non-Growth."
3. The area between the New Jersey Turnpike Extension and Interstate 295 in Mansfield Township was changed by reducing the amount of Suburban (PA 2) planning area and replacing it with Rural (PA 4) planning area to account for environmentally sensitive lands. These changes conflict with the Land Use Concept map that designates these areas for growth; however, was it known that the lands were environmentally sensitive at the time of preparing the map, these lands would have been considered to be "Non-Growth."
4. The "Columbus Village" Center in Mansfield Township was more clearly delineated.
5. Lands in the southern portion of Chesterfield Township were changed from Rural (PA 4) planning area to Rural Environmentally Sensitive (PA 4B) planning area to account for highly environmentally sensitive lands. This change comports with the "Non-Growth" designation on the Land Use Concept map.
6. Lands throughout most of Springfield Township and a portion of the southeastern portion of Mansfield Township were changed from Rural (PA 4) planning area to Rural Environmentally Sensitive (PA 4B) planning area

## NORTHERN BURLINGTON COUNTY GROWTH AND PRESERVATION PLAN

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to account for highly environmentally sensitive lands. This change comports with the "Non-Growth" designation on the Land Use Concept map.

7. Lands in the southeastern portion of North Hanover Township and the northeastern portion of New Hanover Township were changed from Rural (PA 4) planning area to Rural Environmentally Sensitive (PA 4B) planning area to account for highly environmentally sensitive lands. This change comports with the "Non-Growth" designation on the Land Use Concept map.
8. The area of New Hanover Township known as Cookstown was changed to "Cookstown Village" in recognition of the existing village center. This change comports with the Land Use Plan map designation of "Cookstown Village" for the area.
9. The southwestern portion of the North Hanover Township that is adjacent to Wrightstown Borough was changed to "Town Center" in recognition of the redevelopment area in the Township and the emergent expansion of Wrightstown into the Township. This change comports with the "Commercial Node" designation of the Land Use Concept map.
10. The central portion of Eastampton Township was changed to "Town Center" in recognition of the emergent center that is being planned and built.
11. The area that is shared by Eastampton Township and Pemberton Township along Route 206 was changed to from Rural (PA 4) planning area to Suburban (PA 2) planning area in Eastampton and more clearly define the "Commercial Node" and "Industrial Node" in both

municipalities. These changes reinforce the Land Use Concept map.

12. The area along Route 206, Route 38 and County Route 530 in the northern portion of Southampton Township was changed from Rural (PA 4) planning area to Suburban (PA 2) planning area to reflect the newly emergent commercial corridor. This change comports with the "Commercial Node" designation on the Land Use Concept map.
13. The majority of the lands south of foregoing planning area change to Routes 70 and 206 and the western municipal boundary are changed from Rural (PA 4) planning area to Rural Environmentally Sensitive (PA 4B) planning area to account for highly environmentally sensitive lands. This change comports with the "Non-Growth" designation on the Land Use Concept map.
14. The area in Pemberton Township north of Pemberton Borough was changed to show a "Town Center." This change includes a portion of the "Non-Growth" area on the Land Use Concept map that was not initially intended for growth.

The vision and recommendations are not without dissent in terms of the types of development that should occur in a couple of communities. The following areas in municipalities are considered to be unresolved at the time of holding the public hearing for the Burlington County Cross-Acceptance Report:

1. The area consisting of the change from Rural (PA 4) planning area to Suburban (PA 2) planning area along Routes 38 and 206 and County Route 530. During the public hearing, it was agreed to retain the PA 4 designation and work toward creating a "Commercial

## FRAMEWORK

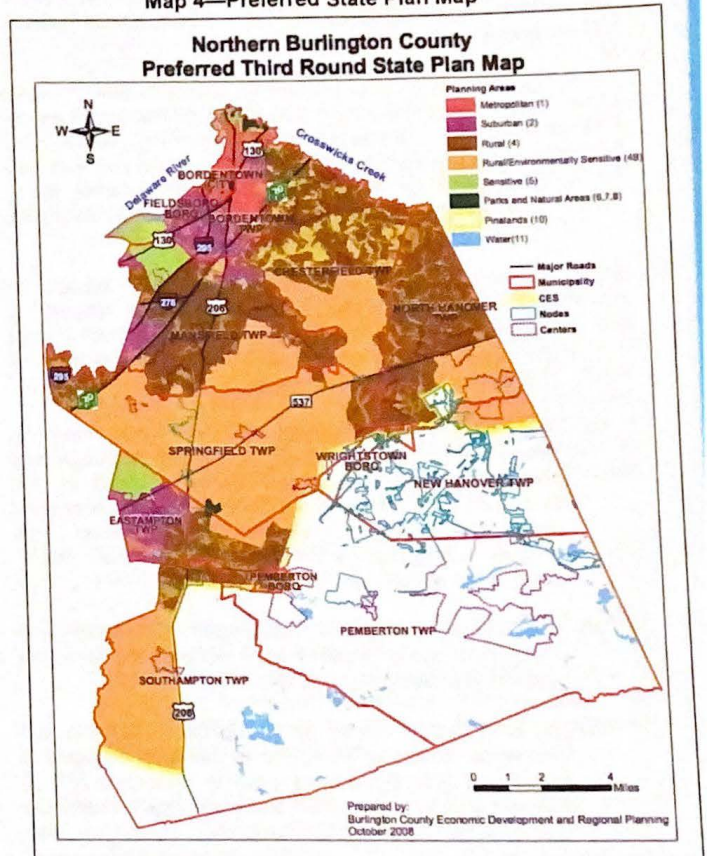
Node" in the area, which comports with the Land Use Concept map.

2. The area in Pemberton Township north of Pemberton Borough, which is known locally as the Greenburg Farm, shown as "Residential Growth with Commercial Component" on the Land Use Concept map, and includes additional "Non-Growth" area. During the public hearing, members of the public wanted the Greenburg Farm and surrounding farmland to be retained as farms and remain rural.

In sum, the conclusion of the public hearing for the Cross-Acceptance Report brought to light the fact that the majority of the vision for the region was validated and additional work was necessary for two areas, one of which is in Pemberton Township and the other in Southampton Township. Both municipalities expressed an interest in pursuing "planned endorsement" from the New Jersey State Planning Commission.

The following chapter **COUNT** reconsiders these State Plan issues in light of the GAPP analyses and develops the land use management system for Northern Burlington County for guiding and directing future use of land. The Northern Burlington County regional planning Steering Committee and the Burlington County Board of Chosen Freeholders recommend that the State Plan Policy Map changes discussed in this chapter and the next be forwarded to the State Planning Commission as an amendment to the County's previous Cross-Acceptance mapping submission. These changes are illustrated as the Preferred State Plan Map (Map 4).

Map 4—Preferred State Plan Map



## NORTHERN BURLINGTON COUNTY GROWTH AND PRESERVATION PLAN

This chapter **COUNT** synthesizes the vision for Northern Burlington County and the planning framework into a land use planning system that is manifested into sectors that represent desired forms of physical development of the land. It provides the following important planks upon which the GAPP is developed:

- The Third Round Cross-Acceptance State Plan Map for Northern Burlington County that is based on the composite map produced for **FRAMEWORK**;
- The Preferred Third Round State Plan Map for Northern Burlington County that is based on the Third Round Cross-Acceptance State Plan Map and provides boundaries for centers, nodes and environs;
- The Land Susceptible to Change Map that shows lands that have the potential to be developed;
- The Buildout of Growth Potential by Sector that is based on the foregoing maps; and
- The Assessment of Impacts from the growth potential in the region examined in terms of water resources, utilities and infrastructure, community facilities and services, and fiscal impact.

**Composite Third Round Cross-Acceptance State Plan Map**

In **FRAMEWORK** the Preliminary State Plan, the Preliminary State Plan Update and changes recommended in the Cross-Acceptance Report and the second response to the Preliminary State Plan Update were analyzed in terms of the vision for Northern Burlington County. Appendix D contains a map that provides a composite of these plans and reports showing, in simple terms and graphics, the sum of several years of review and response to New Jersey State Planning Commission throughout the cross-acceptance process. This map represents an interim step toward the development of a preferred State Plan Map for Northern Burlington County.

**Preferred Third Round State Plan Map**

The Preferred Third Round State Plan Map for Northern Burlington County builds upon the Composite Map, the preliminary vision shown on the Land Use Concept map and public input and provides definitive boundaries for centers, nodes and environs in the region. This map delineates the rural, suburban and metropolitan sub-regions that are the basis for the land use planning system for Northern Burlington County and from which sectors are established in the region.

Burlington County and the municipalities in the region consider this map to be "preferred" because:

- The State Plan Cross-Acceptance process has not been concluded by the State Planning Commission;
- The Third Round State Plan has not been developed by the State Planning Commission in response to a concluded Cross-Acceptance process;
- Burlington County and municipalities desire to put into place, as quickly as possible, a regional "smart growth" plan for guiding future development and preservation in the region; and
- The Preferred Third Round State Plan Map adequately reflects the desired "smart growth" vision and land use planning for the region as determined by consensus within the region

Northern Burlington County contains the following planning areas and acreages:

Planning Area (PA)	Acres	% of Region
Metropolitan (PA 1)	2,524.17	3.15
Suburban (PA 2)	6,888.75	8.60
Rural (PA 4)	34,309.77	42.82
Rural/Env. Sensitive (PA 4B)	33,629.35	41.98
Env. Sensitive (PA 5)	2,766.19	3.45
<b>Total</b>	<b>80,118.23</b>	<b>100.00</b>

Within the region are Regional, Town, Village and Hamlet Centers. The 2001 State Plan provides the following definitions for the foregoing Centers (p. 230):

- Regional Center is a compact mix of residential, commercial and public uses, serving a large surrounding area and developed at an intensity that makes public transportation feasible.
- Town Center is a traditional center of commerce or government found throughout New Jersey, with diverse residential neighborhoods served by a mixed-use Core offering locally oriented goods and services.
- Village Center is primarily a residential place that offers a small Core with limited public facilities, consumer services and community activities.
- Hamlet Center is a small-scale, compact residential settlement organized around a community focal point, such as a house of worship, luncheonette, small park or a civic building.

The 2001 State Plan provides criteria that establish basic thresholds of land area, population, employment and densities for each type of Center. "These criteria are intended to be applied flexibly" (ibid. p. 231). The following criteria for Centers are taken from the 2001 State Plan and provide guidance for identifying Centers in the region (See Table 1).

The 2001 State Plan provides the following additional criteria that are relevant to designating new Town, Village and Hamlet Centers in the Northern Burlington County Region:

- New Town Center—It has access to existing or planned infrastructure sufficient to serve projected growth throughout the Center (p. 244).

- New Village Center—It is an area capable being served by a wastewater treatment system to meet applicable standards (p. 246).
- New Hamlet Center—It is a small, compact, primarily residential settlement. It should be planned to absorb the development that would otherwise occur on tracts of land in the Environs. A new Hamlet may require a small-scale public water, wastewater or potable water system. The total amount of level of development within both the Hamlet and the Environs should conform... to the capacities of natural resource and infrastructure systems that would exist in the planning area in the absence of the water and wastewater facilities. It should be integrated into a regional network of communities with appropriate transportation linkages. It should be planned and designed to preserve farmlands or environmentally sensitive areas (p. 248).

#### **State Plan Centers**

The State Plan states explains that the delineation of "centers" is optional in the Metropolitan (PA 1) planning area, where everything is already developed. Instead, the State Plan encourages local governments to delineate "cores" Center delineations are encouraged in the Suburban (PA 2) planning area, where most land is already developed, but where areas could be identified for future center-based development and redevelopment. Center boundary delineation is required in other planning areas that comprise the majority of the rural and

Table 1 — 2001 State Plan Criteria for Centers

	Regional Center (PA 1 & PA 2)	Town Center	Village Center	Hamlet Center
Area (Square Miles)	1 to 10	less than 2	less than 1	10 to 50 acres with sewer; less than 100 without sewer
Population	more than 10,000	1,000 to 10,000	less than 4,500	25 to 250
Gross Population Density (People / Square Mile)	more than 5,000	more than 5,000	more than 5,000	3,000
Housing Units	4,000 to 15,000	500 to 4,000	100 to 2,000	10 to 100
Gross Housing Density (Housing Units / Acre)	more than 3.0	more than 3.0	more than 3.0	more than 2.0
Jobs	more than 10,000	500 to 10,000	50 to 1,000	n/a
Jobs to Housing Ratio	2.1 to 5:1	1.1 to 4.1	0.5:1 to 2:1	n/a
<b>Note:</b> Criteria are intended to be applied flexibly. Density criteria are relevant primarily to new Centers and to the growth areas of existing Centers, and are less relevant to the built-up portions of existing Centers. Designation criteria refer to the Center's planning horizon year (for example, 2020 population rather than current population)				

environmentally sensitive lands within the Northern Burlington County region. The following "centers" are within the Northern Burlington County region. Table 2 indicates estimated existing (2005) and projected (2035) growth potential.

1. Regional Centers

- *Mount Holly: Mount Holly Township*—The 2.9-square mile Township of Mount Holly is west of Eastampton Township and just outside the Northern Burlington County region. The 2001 State Plan included Mount Holly as a "regional center", which was focused on the historic mixed-use industrial, commercial, financial, cultural and civic courthouse community. The Northern Burlington County regional plan recognizes the Mount Holly Regional Center as a textbook example of a courthouse center with a diversified economy and high-density housing stock. Although this regional plan is not intended to delineate centers outside the Northern Burlington County region, this regional center designation provides context to understanding the urban landscape character of adjacent municipalities.

2. Town Centers and Cores

- *Bordentown City: Bordentown City*—European and African colonists settled this Delaware River community by 1682 for the same reasons Native-Americans had done so centuries before them – it is the high ground at the mouth of Crosswicks Creek and an easy river crossing below the Falls of the Delaware River at Trenton. The colonists quickly made Bordentown a transportation hub, first as a port and strategic ferry location on the Delaware River at Crosswicks Creek, and later a stop on the historic Camden and Amboy Railroad. Today, this mixed-use "town core", which is co-extensive with the municipal boundary, is a stop on the RiverLINE light rail transit system and is served by New Jersey

Transit buses. The City developed into a compact, walkable community with a downtown business district aligned along Farnsworth Avenue and traditional neighborhoods having many types of housing ranging from detached single-family dwellings to multifamily apartments. As adjacent Bordentown Township grew after World War II, the historic Bordentown City "town center" of almost 4,000 residents became enveloped by the much larger Bordentown Township.

- *Columbus-Homestead: Mansfield Township*—The historic mixed-use Village of Columbus, originally known as Black Horse Village in the late 1700s, is merging with the Homestead development, a more recent age-restricted housing development. These places and the lands between them are being planned for a new town center, which will be the receiving area for Mansfield's transfer of development rights program.

- *Pemberton: Pemberton Borough and Pemberton Township*—The historic municipality of Pemberton Borough, which covers 0.62 square miles, was settled during the 1740s and grew during the 1800s with industry powered by the Rancocas Creek. The community diversified and expanded northward into the Comical Corners of Pemberton Township and then south and westward into the township during and after World War II with the expansion of the adjacent military bases and the use of automobiles. These areas combine to form an existing Town Center on sewer service, within and outside the Pinelands Area.



Table 2 — 2035 Growth Projections on Civilian Land

Municipality / Community	Acres	2005 Housing Units	2035 Housing Units	2000-2035 Housing Unit Growth		2005 Jobs	2035 Jobs	2000-2035 Jobs Growth		2035 Pop / Sq Mile	2035 Houses / Ac	2035 Jobs to Houses
<b>Bordertown City</b>	621	1,879	1,929	50	2.7%	1,232	1,432	200	16.2%	5,268	3.1	0.74
Bordertown Town Center	621	1,879	1,929	50	2.7%	1,232	1,432	200	16.2%	5,268	3.1	0.74
Environs (none)	0	0	0	0	0.0%	0	0	0	0.0%	n/a	n/a	n/a
<b>Bordertown Township</b>	<b>5,958</b>	<b>3,575</b>	<b>4,425</b>	<b>850</b>	<b>23.8%</b>	<b>3,747</b>	<b>7,159</b>	<b>3,412</b>	<b>91.1%</b>	<b>1,260</b>	<b>0.7</b>	<b>1.62</b>
Mansfield Square Node	55	0	0	0	0.0%	40	50	10	25.0%	0	0.0	n/a
Environs (PA 2)	4,923	3,572	4,422	850	23.8%	3,697	7,097	3,400	92.0%	1,523	0.9	1.60
Environs (Other)	980	3	3	0	0.0%	10	12	2	20.0%	5	0.0	4.00
<b>Chesterfield Township</b>	<b>13,685</b>	<b>979</b>	<b>2,251</b>	<b>1,272</b>	<b>129.9%</b>	<b>883</b>	<b>1,133</b>	<b>250</b>	<b>28.3%</b>	<b>279</b>	<b>0.2</b>	<b>0.50</b>
Chesterfield Hamlet	61	50	50	0	0.0%	50	50	0	0.0%	1,390	0.8	1.00
Crosswicks Village	49	75	75	0	0.0%	50	50	0	0.0%	2,596	1.5	0.67
Old York Village	670	146	1,415	1,269	869.2%	1	251	250	25000.0%	3,582	2.1	0.18
NJ Correctional Facilities Node	567	0	0	0	0.0%	670	670	0	0.0%	n/a	n/a	n/a
Sykesville Hamlet	27	35	38	3	8.6%	10	10	0	0.0%	2,387	1.4	0.26
Environs	12,311	673	673	0	0.0%	103	103	0	0.0%	93	0.1	0.15
<b>Eastampton Township</b>	<b>3,750</b>	<b>2,325</b>	<b>2,827</b>	<b>502</b>	<b>21.6%</b>	<b>1,168</b>	<b>2,088</b>	<b>920</b>	<b>78.8%</b>	<b>1,279</b>	<b>0.8</b>	<b>0.74</b>
Eastampton Village	429	925	1,435	510	55.1%	618	1,038	420	68.0%	5,673	3.3	0.72
Route 630 Node on US 206	209	8	0	-8	-100.0%	200	700	500	250.0%	n/a	n/a	n/a
Environs (PA 2)	1,760	1,237	1,237	0	0.0%	50	50	0	0.0%	1,192	0.7	0.04
Environs (Other)	1,352	155	155	0	0.0%	300	300	0	0.0%	194	0.1	1.94

Table 2 — 2035 Growth Projections on Civilian Land (continued)

Municipality / Community	Acres	2005 Housing Units	2035 Housing Units	2000-2035 Housing Unit Growth		2005 Jobs	2035 Jobs	2000-2035 Jobs Growth		2035 Pop / Sq Mile	2035 Houses / Ac	2035 Jobs to Houses
<b>Fieldsboro Borough</b>	<b>283</b>	<b>204</b>	<b>260</b>	<b>56</b>	<b>27.5%</b>	<b>171</b>	<b>191</b>	<b>20</b>	<b>11.7%</b>	<b>1,558</b>	<b>0.9</b>	<b>0.73</b>
Fieldsboro Village	283	204	260	56	27.5%	171	191	20	11.7%	1,558	0.9	0.73
Environs (none)	0	0	0	0	0.0%	0	0	0	0.0%	n/a	n/a	n/a
<b>Mansfield Township</b>	<b>14,035</b>	<b>2,174</b>	<b>3,412</b>	<b>1,238</b>	<b>56.9%</b>	<b>1,807</b>	<b>7,457</b>	<b>5,650</b>	<b>312.7%</b>	<b>412</b>	<b>0.2</b>	<b>2.19</b>
Burl Co Resource Rec. Node	741	0	0	0	0.0%	200	1,200	1,000	500.0%	n/a	n/a	n/a
Columbus - Homestead Town	1,799	1,105	2,346	1,241	112.3%	677	3,757	3,080	454.9%	2,212	1.3	1.60
Georgetown - Mapleton Village	1,362	1,133	1,133	0	0.0%	320	370	50	15.6%	1,411	0.8	0.33
Hedding Hamlet	87	57	57	0	0.0%	10	10	0	0.0%	1,111	0.7	0.18
Mansfield Square Node	814	3	0	-3	-100.0%	300	1,100	800	266.7%	n/a	n/a	n/a
Environs (Other)	13,975	200	200	0	0.0%	300	300	0	0.0%	24	0.0	1.50
<b>New Hanover Township</b>	<b>1,473</b>	<b>230</b>	<b>307</b>	<b>77</b>	<b>33.5%</b>	<b>240</b>	<b>520</b>	<b>280</b>	<b>116.7%</b>	<b>353</b>	<b>0.2</b>	<b>1.69</b>
Cookstown Village	227	142	152	10	7.0%	30	50	20	66.7%	1,136	0.7	0.33
West Cookstown Node	107	1	0	-1	-100.0%	200	460	260	130.0%	n/a	n/a	n/a
Environs	1,139	87	155	68	78.2%	10	20	10	100.0%	231	0.1	0.13
<b>North Hanover Township</b>	<b>12,991</b>	<b>1,736</b>	<b>2,640</b>	<b>904</b>	<b>52.1%</b>	<b>789</b>	<b>1,169</b>	<b>380</b>	<b>48.2%</b>	<b>345</b>	<b>0.2</b>	<b>0.44</b>
Cookstown Village	574	294	694	400	136.1%	100	180	80	80.0%	2,051	1.2	0.26
Jacobstown Village	777	257	357	100	38.9%	100	200	100	100.0%	779	0.5	0.56
Sykesville Hamlet	94	60	64	4	6.7%	10	10	0	0.0%	1,155	0.7	0.16
Wrightstown Town Center	340	260	660	400	153.8%	200	400	200	100.0%	3,292	1.9	0.61
Environs	11,206	865	865	0	0.0%	379	379	0	0.0%	131	0.1	0.44

COUNT

Table 2 — 2035 Growth Projections on Civilian Land (continued)

Municipality / Community	Acres	2005 Housing Units	2035 Housing Units	2000-2035 Housing Unit Growth		2005 Jobs	2035 Jobs	2000-2035 Jobs Growth		2035 Pop / Sq Mile	2035 Houses / Ac	2035 Jobs to Houses
Pemberton Borough	404	521	521	0	0.0%	915	1,315	400	43.7%	2,187	1.3	2.52
Pemberton Town Center	404	521	521	0	0.0%	915	1,315	400	43.7%	2,187	1.3	2.52
Environs (none)	0	0	0	0	0.0%	0	0	0	0.0%	n/a	n/a	n/a
<b>Pemberton Township</b>	<b>47,701</b>	<b>10,044</b>	<b>11,114</b>	<b>1,070</b>	<b>10.7%</b>	<b>4,441</b>	<b>6,606</b>	<b>2,165</b>	<b>48.8%</b>	<b>395</b>	<b>0.2</b>	<b>0.59</b>
Browns Mills Town Center	5,360	5,638	6,359	721	12.8%	2,341	2,841	500	21.4%	2,012	1.2	0.45
County & Township Complex	504	0	0	0	0.0%	1,050	1,365	315	30.0%	n/a	n/a	n/a
New Lisbon Village	97	46	46	0	0.0%	50	50	0	0.0%	804	0.5	1.09
Pemberton Town Center	1,263	1,634	1,680	46	2.8%	200	400	200	100.0%	2,256	1.3	0.24
Route 630 Node on US 206	393	8	0	-8	-100.0%	300	1,300	1,000	333.3%	n/a	n/a	n/a
Environs	40,085	2,718	3,029	311	11.4%	500	650	150	30.0%	128	0.1	0.21
<b>Southampton Township</b>	<b>28,259</b>	<b>4,698</b>	<b>7,813</b>	<b>3,115</b>	<b>66.3%</b>	<b>3,679</b>	<b>7,553</b>	<b>3,874</b>	<b>105.3%</b>	<b>469</b>	<b>0.3</b>	<b>0.97</b>
Vincentown Village	221	207	254	47	22.7%	200	1,074	874	437.0%	1,949	1.1	4.23
Environs	28,436	4,491	7,559	3,068	68.3%	3,479	6,479	3,000	86.2%	451	0.3	0.86

Table 2 — 2035 Growth Projections on Civilian Land (continued)

Municipality / Community	Acres	2005 Housing Units	2035 Housing Units	2000-2035 Housing Unit Growth		2005 Jobs	2035 Jobs	2000-2035 Jobs Growth		2035 Pop / Sq Mile	2035 Houses / Ac	2035 Jobs to Houses
<b>Springfield Township</b>	18,925	1,138	1,499	361	31.7%	1,022	1,302	280	27.4%	134	0.1	0.87
Jacksonville Hamlet	50	44	53	9	20.5%	25	25	0	0.0%	1,798	1.1	0.47
Jobstown Hamlet	100	40	44	4	10.0%	85	85	0	0.0%	746	0.4	1.93
Juliustown Hamlet	90	75	80	5	6.7%	18	18	0	0.0%	1,508	0.9	0.23
County Fairgrounds Node	207	2	0	0	0.0%	70	80	10	14.3%	n/a	n/a	n/a
Chambers Corners Node	62	13	0	0	0.0%	75	175	100	133.3%	n/a	n/a	n/a
Columbus Farmers Market Node	165	0	0	0	0.0%	35	40	5	14.3%	n/a	n/a	n/a
Tilghmans Corner Node	28	3	0	0	0.0%	70	120	50	71.4%	n/a	n/a	n/a
Wrightstown Town Center	53	0	0	0	0.0%	125	150	25	20.0%	0	0.0	0.00
Environs	18,170	961	1,322	361	37.6%	519	719	200	38.5%	123	0.1	0.54
<b>Wrightstown Borough</b>	<b>298</b>	<b>340</b>	<b>366</b>	<b>26</b>	<b>7.6%</b>	<b>700</b>	<b>1,050</b>	<b>350</b>	<b>50.0%</b>	<b>2,083</b>	<b>1.2</b>	<b>2.87</b>
Wrightstown Town Center	298	340	366	26	7.6%	700	1,050	350	50.0%	2,083	1.2	2.87
Environs (none)	0	0	0	0	0.0%	0	0	0	0.0%	n/a	n/a	n/a
<b>Northern Burlington County</b>	<b>148,383</b>	<b>29,843</b>	<b>39,364</b>	<b>9,521</b>	<b>31.9%</b>	<b>20,794</b>	<b>38,975</b>	<b>18,181</b>	<b>87.4%</b>	<b>170</b>	<b>0.3</b>	<b>0.99</b>
Burlington County Total	524,595	158,552	204,228	45,676	28.8%	214,621	260,529	45,908	21.4%	249	0.4	1.28
NBC portion of County	28%	19%	19%	21%	110.7%	10%	15%	40%	408.8%	68.3%	75.0%	77.3%

Source: DVRPC Analytical Data Report No. 14, released August 2007

\* Civilian acreage and housing projections.

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**NORTHERN BURLINGTON COUNTY GROWTH AND PRESERVATION PLAN**


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- *Wrightstown: Wrightstown Borough and North Hanover and Springfield townships*—The northeastern portion of Wrightstown Borough grew into a community that served the military base Fort Dix during the first half of the twentieth century. The northwestern civilian commercial portion of New Hanover Township has merged with Wrightstown, as has the southwestern corner of North Hanover Township and the eastern end of Springfield Township. These adjacent townships are planning for center-based future development and redevelopment around Wrightstown as part of a multi-municipal Town Center.
- *Eastampton: Eastampton Township*—Although it was incorporated in 1880, Eastampton Township remained for the most part rural. Some suburban sprawl spilled over from neighboring Mount Holly into the western edges of Eastampton during the 1950s and 1960s. In the 1970s and 1980s, additional suburban housing was developed in the central portion of the community. Except for a dozen or so businesses at the crossroads of Monmouth Road (County Route 537) and Woodlane Road, the township remained a bedroom suburban community until it began to plan for the development and redevelopment of a new “center” for the community – a “there”. The Township is planning to redevelop the older commercial areas and develop new housing in a neo-traditional manner and link these areas to the adjacent existing housing developments. Although the township has called it a “town” center, the proposed development will only meet the delineation criteria for a “village” within the Suburban (PA 2) planning area.

3. Villages

- *Cookstown: New Hanover Township and North Hanover Township*—The northeastern corner of the New Hanover known as Cookstown, a compact mix of historic and more modern housing that are served by the Township’s municipal complex, should be considered an existing Village Center. The area north of the North Run in North Hanover was part of Cookstown before the two municipalities were formed. This area in the southeastern corner of North Hanover is being planned as a new Village Center. Although currently not in sewer service area, sewers are nearby in Wrightstown and may be necessary to accommodate future development in North Hanover.
- *Crosswicks: Chesterfield Township*—The State Planning Commission designated the historic village of Crosswicks as a State Plan Village Center that was part of Chesterfield Township’s center designation petition and transfer of development rights program.
- *Fieldsboro: Fieldsboro Borough*—The entire 0.41-square mile municipality was incorporated in 1850 and grew into a compact community whose residents worked at the village mill, in adjacent Bordentown City or at the steel plant across the Delaware River. This community of over 500 people has a historic character and local government all of its own and has always been considered a village within the orbit of Bordentown City. As adjacent Bordentown Township grew after World War II, Fieldsboro village, which is co-extensive with the municipal boundary, became enveloped suburban Bordentown Township.
- *Georgetown-Mapleton: Mansfield Township*—This historic crossroad settlement called Georgetown has merged with the Township’s recent Mapleton community

to form a larger village. It contains an elementary school and the Northern Burlington County Regional School District's middle school and high school.

- *Jacobstown: North Hanover Township*—This historic crossroad settlement is the heart of North Hanover Township with the municipal building, an elementary school, two churches and a firehouse. Two mobile home communities are nearby, as is the Hanover Country Club.
- *Old York Village: Chesterfield Township*—The State Planning Commission designated this newly planned transfer of development rights receiving area, Old York Village, as a State Plan Village Center that was part of Chesterfield Township's center designation petition and transfer of development rights program.
- *Vincentown: Southampton Township*—The historic village of Vincentown is a State Plan designated Village Center. The Pinelands Commission has designated the Southampton municipal complex and adjacent property on the eastern side of US Route 206 a Pinelands Village.

4. Hamlets

- *Chesterfield: Chesterfield Township*—The historic crossroad settlement called Chesterfield should be considered an existing Hamlet Center. The Chesterfield Township municipal building and the historic Chesterfield Inn form the central focus of this Hamlet Center. This hamlet was part of Chesterfield Township's center designation petition and transfer of development rights program.
- *Hedding: Mansfield Township*—This historic crossroad settlement a church and a township park. It is a small

Community of Place within the Environmentally Sensitive (PA 5) planning area.

- *Jacksonville: Springfield Township*—This historic crossroad settlement has a church and convenience store. The Animal Kingdom Zoo and the Springfield Country Club are nearby.
- *Jobstown: Springfield Township*—This historic crossroad settlement in the Northern Burlington County farmbelt has a church and convenience store. The Springfield Township municipal building and elementary school are located in it. The Red Wing Airport is just outside the hamlet.
- *Juliustown: Springfield Township*—Another farmbelt community, this historic crossroad settlement in the Northern Burlington County farmbelt has a post office and automobile repair shop.
- *Sykesville: Chesterfield Township and North Hanover Township*—Sykesville, which is located in both municipalities, is a historic crossroad settlement centered on a church. Newer housing development extends away from the crossroads into North Hanover Township. Sykesville in Chesterfield is a State Plan designated Hamlet Center that was part of Chesterfield Township's center designation petition and transfer of development rights program.

**Pinelands Area Centers**

In accordance with a 1999 Memorandum of Agreement (MOA) between the State Planning Commission (SPC) and the Pinelands Commission (PC), the SPC recognized those Pinelands Towns and Villages identified in municipal master plans and ordinances certified by the PC as consistent with the Pinelands Comprehensive Development Plan (CMP) (See Appendix E for copy of MOA). Within those portions of the Northern Burlington County region, only the Pinelands Villages of New Lisbon in Pemberton Township and Vincentown in Southampton Township were identified in the MOA. The MOA concludes by recognizing that there are Pinelands Regional Growth Areas (RGAs), such as Browns Mills, which could be considered as additional State Plan-style "Town Centers" and that other "centers" may straddle the Pinelands Area boundary, but that the two parties would work with municipalities and counties to resolve this unresolved issue. The MOA identifies no "hamlets" centers, most of which would be no-growth or *de minimus* growth areas in the Pinelands Area. It is the intention of the Northern Burlington County regional plan to begin this process. The following are **Centers** within or adjacent to the Pinelands Area:

1. **Town Centers**

- *Browns Mills: Pemberton Township*—The Browns Mills and Country Lake regional growth area (RGA) in the central portion of Pemberton Township has about 5,300 housing units and 14,000 residents. Initially a rural trading and industrial village, it expanded in the 20<sup>th</sup> century as a vacation community around Mirror Lake. It grew during World War II as one of the largest communities next to the military bases and a large part of its social and economic health continues to be dependent on them. This area, which has a struggling downtown, rustic residential areas and the Deborah

Health Center, is the most densely populated section of Pemberton Township.

- *Pemberton: Pemberton Borough and Pemberton Township*—See Pemberton Town Center in State Plan Town Centers section, above.
- *Wrightstown: Wnghtstown Borough and New Hanover, North Hanover and Springfield townships*—See Wrightstown Town Center in State Plan Town Centers section, above.

2. **Village Centers**

- *New Lisbon: Pemberton Township*—This historic forge and mill community now contains a post office, packing house, the Pinelands Commission offices and a number of homes. It is a non-sewered village on the edge of the "government facilities node" that includes the Main Campus of *Burlington County College*, the *Burlington County Corrections Complex*, *Burlington County Buttonwood Hospital*, *Burlington County Highway Department Facility* and the *Pemberton Township Municipal Building* node.
- *Vincentown: Southampton Township*—See Vincentown Village Center in State Plan Village Centers section, above.

### State Plan Nodes

The State Plan criteria provide broad parameters for assisting in the identification and delineation of existing, new and proposed Centers in the Northern Burlington County region. The criteria are applied in conjunction with the vision for Northern Burlington County and the State Plan Policy Objectives for Planning Areas. A summary of the foregoing centers' compliance with State Plan Center criteria is provided in Table 2. Map 4 shows the locations of the Centers in the Northern Burlington County region.

Nodes, which are concentrations of non-residential uses and typically located outside Centers for various reasons, are identified at strategic locations within the Northern Burlington County region. The 2001 State Plan defines a Node as "a concentration of facilities and activities which are not organized in a Compact<sup>4</sup> form" (p. 329). Within the definition of Node, the State Plan references two types of Nodes: "Commercial-Manufacturing Node" and "Heavy Industry-Transportation-Utility Node." Commercial-Manufacturing Nodes are significant concentrations of commercial, light manufacturing or warehousing and distribution facilities and activities which are not located in Centers and are not organized in Compact forms, but could meet performance standards for locating in a Center (ibid., p. 319). Heavy Industry-Transportation-Utility Nodes contain heavy industry (for example, petrochemical), transportation (for example, airports, seaports and railyards [*sic*], or utility facilities and activities that meet a regional need and that as a result of their vast scale or given the nature of their activities cannot meet acceptable performance standards for locating in Centers (ibid., p. 325). Essentially, Nodes are "special districts", or employment-oriented Cores, where there are no

existing or planned Neighborhoods to make them function as mixed-use Centers. The Megabase is another "special district" called the *Joint Base McGuire-Dix-Lakehurst*, or *military, node*.

While the 2001 State Plan makes an attempt to provide some guidance toward defining Nodes, it lacks criteria for establishing Nodes. Although the GAPP is not an exhaustive study on Nodes, it does provide a general discussion for identifying Nodes that are important to the region. For purposes of developing the land use management system for Northern Burlington County, the GAPP provides the following guidance for establishing Nodes:

- Types of non-residential uses and activities in the Node. The 2001 State Plan identified two types of Nodes as discussed above. In addition to these Nodes, the GAPP recognizes Nodes in which light industry, military bases, institutional uses, solid waste facilities and uses supportive of agricultural business (non-farm uses and activities) take place.
- Size of the Node relative to the context of surrounding lands. The overall Node must be large enough to have a meaningful contextual relationship to surrounding areas. An example of a particular type of Node is one consisting of 30 acres of concentrated commercial development situated about a well-traveled crossroad in a remote location serving the traveling public and rural communities. Another example of a Node is a landfill that occupies several hundred acres of land with a 1,000-foot buffer circumscribing the facility. The size of the Node must be put into a local context.
- Intensity of non-residential uses and activities in the Node. The intensity of non-residential uses is typically measured in terms of floor area ratio, building coverage,

<sup>4</sup>Compact means a pattern of land development with sufficient density of development and proximity between uses and activities to encourage pedestrian movement and efficient provision of public facilities and services" (*The New Jersey State Development and Redevelopment Plan*, 2001, p. 320)



building height and impervious coverage. These metrics represent a good start for measuring the intensity of non-residential uses, and of course they must be put into a local context. A comparison of industrial zoning for two municipalities illustrates the importance of relating intensity of use to the local context. For example, an industrial node would rise out of the agricultural or low-density residential development in a form that would cover only half of the industrial lot in Springfield. In Riverside, however, an industrial development would be able to cover three-quarters of the industrial lot and be surrounded by higher density residential development – this is a land use pattern typical of the nineteenth and early twentieth centuries where uses connected directly to one another thus contributing toward the creation of a Town Center. The Springfield land use pattern would be one of segregation where industrial uses are clearly separated from residential uses, thus, creating a Node of industrial use.

- Degree of need for non-residential uses and activities to be located outside a Center. The example of the Springfield-Riverside comparison of industrial uses and their intensities put into a local context further illustrates the change in thinking about separating non-residential uses and activities from Centers. When Riverside was being developed in the nineteenth and early twentieth centuries, industrial uses were part of the local fabric being located within and among residential neighborhoods – the workforce lived near its place of employment. Springfield is a rural community experiencing a substantial amount of development after World War II with concentrations occurring in the 1970s, 1980s and 1990s. The planning approach, which “zoned” non-residential uses away from residential areas, was already well established when Springfield started to

experience growth. The reason for segregating non-residential uses from residential uses is founded on the concept of keeping noxious and dangerous non-residential uses in their own districts or “zones” away from residential neighborhoods to protect the public health, safety and welfare. Today, this approach is still widely applied in New Jersey, and for good reason in many instances. The GAPP applies this approach in a strategic manner basing it on two degrees of need to separate non-residential uses from Centers:

1. When the activities in the Nodes have the potential, despite environmental regulations, performance standards and safety precautions, to create potential to cause harm to life and property, public nuisances and obnoxious noise, glare, dust, smells, etc. that would create a significant negative impact on the quality of life for adjacent residents. In such cases, locating such uses in a Center surrounded by Neighborhoods would be contrary to protecting the public health, safety and general welfare. Examples of this degree of need for separation include military facilities, county landfills and heavy manufacturing plants.

2. Where certain market forces and land ownership patterns meet at strategic locations on major transportation facilities to generate uses that, for special reasons and needs, would be inappropriate to encourage additional adjacent Neighborhood development nearby. One example is a complex of trucking and distribution operations that runs twenty-four hours a day, seven days a week – such an operation would generate nuisances for neighboring residential areas. Another is a regional commercial retail node on a major highway with high traffic

volumes surrounded by farmland where significant additional development outside the node, residential or otherwise, is undesirable.

The GAPP has identified several types of Nodes located within Northern Burlington County. The following Nodes are identified in the non-Pineland portion of the region by type in municipalities:

1. Commercial Nodes

- *Chambers Corner (US Route 206 and County Route 537): Springfield Township*—The area located at the intersection US Route 206 and County Route 537 has developed into a crossroad concentration of commercial establishments including a diner and convenience stores and shops. The area is zoned for Community Commercial. The commercial establishments in the area serve the traveling public. The area is surrounded by farmland, some of which has been preserved. The surrounding area is zoned for low-density residential development. Because future development is limited and undesirable outside the intersection, the plan envisions this area to remain a commercial crossroads.
- *Columbus Farmers Market (US Route 206): Springfield Township*—The area is located along the western side of US Route 206 just south of the municipal boundary with Mansfield Township. It has developed into a regional destination retail attraction for produce, fish, dry goods and collectibles, known as the "Columbus Farmers Market," which is akin to an open air market with numerous retail buildings and structures and parking areas. The area is zoned for Community Commercial, but actually serves a much larger regional market. The area is surrounded by farmland and lands zoned for low-density residential development. Because future

development is limited and undesirable outside the property, the plan envisions this area to remain a commercial node.

- *Tilghman's Corner (County Routes 537 and 545): Springfield Township*—The area is located at the intersection of County Routes 537 and 545. It has developed into a crossroad concentration of commercial establishments including a diner, gas station and convenience store. The commercial establishments in the area serve the traveling public. The area is surrounded by farmland and some low-density residential development, and the surrounding area is zoned for low-density residential development. Because future development is limited and undesirable in off the intersection, the plan envisions this area to remain a commercial crossroads.
- *West Cookstown: New Hanover Township*—A small commercial node has developed west of Cookstown village just outside Gate 1 of The McGuire Air Force Base. It contains motels and other specialized commercial uses unavailable on-base or in Cookstown.

2. Commercial / Light Industrial Nodes

- *Mansfield Square (US Route 206 and State Route 68): Mansfield Township*—The area in the vicinity of the intersection of Routes 68 and 206 in Mansfield just off NJ Turnpike interchange 7 is emerging as a specialized commercial / light industrial district. The N.A.D.E. automobile auction facility and hotels have been developed in the area. The eastern side of Route 206 and the both sides of Route 68 are zoned C2 Highway Commercial, and the western side of Route 206 is zoned LI Light Industry. The lands that surround the Node consist of farmland and woodland that are zoned R1

Residence that requires 3 acres per dwelling unit. Because future development is limited and undesirable in this area, the plan envisions this area to remain a commercial / light industrial crossroads.

- *Scratch Ridge (US Route 206, State Route 38 and County Route 530): Southampton Township*—The area is centered at the intersection of US Route 206, State Route 38 and County Route 530 and extends easterly along County Route 530 in a linear fashion. This area has developed into concentrations of commercial developments at the intersection and along stretches of County Route 530. This Node serves the traveling public and the rural areas that surround it. The area is zoned HC Highway Commercial with a portion in the northwestern quadrant zoned I Industrial. The lands that surround the area have various residential zone designations: northeastern quadrant – MR Mobile Home Residential; southwestern quadrant – AP Agricultural Production (in New Jersey Pinelands); and southwestern quadrant – RR1 Rural Residential 1 Affordable Housing. Because future residential development is limited and undesirable in the Ewansville area north of the highway intersection, the plan envisions this area to remain a commercial crossroads.
3. Agricultural Industry Nodes
- *County Route 630 at US Route 206: Eastampton Township and Pemberton Township*—The areas of the two townships that share Route 206 as a municipal boundary is emerging as a Commercial/Light Industrial Node. County Route 630 (Woodlane Road in Eastampton and North Pemberton Road in Pemberton) intersects US Route 206, forming a major crossroad in the Node. A commercial retail establishment whose market extends well beyond the borders of the two municipalities is established in Eastampton. The lands within the subject area of Eastampton are zoned C-3 Highway Commercial. The portion of Eastampton that abuts the C-3 zone is designated RA Rural Agricultural, which requires 15 acres per dwelling unit. Light industrial facilities have developed in the Pemberton Township portion of the node. This area of Pemberton is zoned GCLI General Commercial/Light Industrial. The lands that abut the GCLI zone are designated AP Agricultural Production, which requires 10 acres per dwelling unit. In sum, the lands that surround the Node are mostly open agricultural fields and woodland. Because future residential development is limited and undesirable outside the node, the plan envisions this area to remain a commercial / light industrial crossroads.
- *County Fairgrounds: Springfield Township*—The Burlington County Board of Chosen Freeholders purchased about 660 acres of farmland along the western side of Route 206 for the purpose of creating county fairgrounds. A governmental office building for the Soil Conservation Service was constructed in the area. The area is surrounded by farmland and low-density residential development.
4. Special Government Facility/Complex Nodes
- *State Corrections Facilities: Chesterfield Township*—The Albert C. Wagner Youth Correctional Facility and the Garden State Youth Correctional Facility form a Node in the northwestern corner of Chesterfield. The facilities are surrounded by farm fields and woodland in a rural area.
  - *County Resource Recovery Complex: Mansfield Township*—The Burlington County Resource Recovery complex forms a large Node that extends into neighboring Florence Township. The complex is

surrounded by large expanses of farmland and woodland and a cluster of industrial uses along Florence-Columbus Road that intersects Interstate 295.

**Pinelands Nodes**

Although the GAPP deals primarily with lands located outside the New Jersey Pinelands, the importance of two significant Nodes within the Pinelands that greatly influence portions of the region is recognized in the GAPP. The following Pineland Nodes are important for planning in the region:

1. **Special Government Facility/Complex Nodes**

- *Burlington County College, Burlington County Corrections, Burlington County Buttonwood Hospital, Burlington County Highway Department Facility and Pemberton Township Municipal Building: Pemberton Township* – The area consists of a complex of governmental buildings and facilities concentrated along County Route 530. The northeastern portion of the complex abuts Joint Base McGuire-Dix-Lakehurst. The lands that surround the complex consist of farmland and woodland.

Notwithstanding the lack of State Plan criteria for identifying Nodes, the GAPP provides attributes for existing, new and proposed Nodes in the Northern Burlington County region.

## POLICY

Based on the information presented in the previous chapters, potential future growth management **POLICY** objectives can be derived for each of the identified characteristic planning areas: Environmentally Sensitive (PA5), Rural Environmentally Sensitive (PA 4B), Rural (PA 4), Suburban (PA2) and Metropolitan (PA1), described in the 2001 State Plan. This chapter proposes policy objectives for Northern Burlington County's planning areas. Policy objectives for that portion of Northern Burlington County within the Pinelands Area are included in the Pinelands Comprehensive Management Plan (CMP). The CMP also covers the military bases and encourages the federal government to work with the Pinelands Commission to manage the undeveloped portions of the military bases. The CMP and the Pinelands Commission generally defers to the military installations on matters relating to defense-related development on the already cleared and developed portions of the bases. The Northern Burlington County Regional Growth and Preservation Plan (GAPP), however, recognizes the existing developed portion of the three military bases as a major employment center and as the *Joint Base McGuire-Dix-Lakehurst Special Government Node*.

The Northern Burlington County plan incorporates the 2001 State Plan's eight goals as its own:

1. Revitalize Northern Burlington County's Hamlets, Villages and Towns;
2. Conserve Northern Burlington County's agricultural and natural resources and systems;
3. Promote beneficial economic growth, development and renewal for all residents of the county;
4. Protect the environment, prevent and clean up pollution;

5. Provide adequate public facilities and services at a reasonable cost;
6. Provide adequate housing at a reasonable cost;
7. Preserve and enhance areas with historic, cultural, scenic, open space and recreational value; and
8. Ensure sound and integrated planning and implementation throughout the Northern Burlington County region.

The Growth and Preservation Plan (GAPP) contains eleven separate issue categories, ranging from housing to agriculture to transportation, to guide public, private and non-profit stakeholder implementation. Policy responses to these issues depend upon which planning area a property or community is situated, the general intent or purpose of these planning areas and the Communities of Place (Places), i.e., Centers and Nodes located there.

The regional consensus on the location of planning areas, Places and other State Plan features, such as Critical Environmental Sites (CESSs) and Historic and Cultural Sites (HCSs) is described in the previous chapter, COUNT. The PLACES chapter describes the proposed physical forms in which identified communities of place should develop and redevelop to accommodate future growth and to achieve planning area policy objectives and of the overall goals of Northern Burlington County. The last chapter, AGENDA, recommends the activities municipal, county and state government agencies should take to implement the GAPP.

The following describes the purposes, relevant policy objectives for and the distinctive Places of Northern Burlington County planning areas.

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## NORTHERN BURLINGTON COUNTY GROWTH AND PRESERVATION PLAN

**Parks and Environmentally Sensitive (PA 5) Planning Area (PA5)**

**1. Purpose**

In the Parks and Environmentally Sensitive (PA 5) planning area, the intention of the Northern Burlington County Regional Growth and Preservation Plan (GAPP) is to:

- protect the character of existing stable communities;
- protect open spaces, natural resources, agriculture and farming in Burlington County and New Jersey;
- promote a viable rural lifestyle and agricultural industry;
- revitalize the towns, villages and hamlets of Northern Burlington County;
- protect open spaces and environmental resources in Parks and Environmentally Sensitive (PA 5) planning area environs through the protection of large contiguous areas of land;
- accommodate growth in Centers and Nodes; and
- confine programmed sewers and public water services to Centers and Nodes, where locally appropriate.



*Arney's Mount, Springfield Township. Photo: Burlington County.*

**2. Policy Objectives**

**A. Land Use:**

1. Protect natural systems and environmentally sensitive features by guiding development and redevelopment into Centers and Nodes, and establishing Center and Node boundaries with buffers and greenbelts around them.
2. Maintain open space networks, critical habitat and large contiguous tracts of land in by a variety of land use techniques.
3. Development and redevelopment in Centers and Nodes should maintain and enhance the natural resources and character of the area.

**B. Housing:**

1. Provide for a full range of housing choices primarily in Centers, at appropriate densities to accommodate projected growth.
2. Any housing in the Parks and Environmentally Sensitive (PA 5) planning area environs should be planned and located to maintain or enhance the cultural and scenic qualities and with minimum impacts on agricultural and environmental resources.

**C. Economic Development:**

1. Support appropriate recreational and natural resource-based activities and locate economic development opportunities that are responsive to the needs in Parks and Environmentally Sensitive (PA 5) planning area environs and the travel and tourism industry in Centers and Nodes.
2. Any economic development in Parks and Environmentally Sensitive (PA 5) planning area environs

## POLICY

should be planned and located to maintain or enhance the natural, cultural and scenic qualities and with minimum impacts on environmental resources.

3. Provide opportunities and facilities for eco-tourism, agritourism, heritage tourism and arts and culture destinations in Centers and Nodes.

### *D. Transportation:*

1. Maintain and enhance a transportation system that protects the Parks and Environmentally Sensitive (PA 5) planning area environs from scattered and piecemeal development and that links Centers and Nodes to each other.
2. Encourage alternatives to single-occupancy vehicle use to Parks and Environmentally Sensitive (PA 5) planning area environs destinations whenever feasible.
3. Accommodate the seasonal demands of travel and tourism in Parks and Environmentally Sensitive (PA 5) planning area environs that support recreational and natural resource-based activities.

### *E. Natural Resource Conservation:*

1. Protect and preserve large, contiguous tracts and corridors of recreation, forest or other open space land that protects natural systems and sensitive natural resources, including endangered species, ground and surface water resources, wetland systems, natural landscapes of exceptional value, critical slope areas, scenic vistas and other significant environmentally sensitive features.

### *F. Agriculture:*

1. Promote agricultural practices that prevent or minimize conflicts with sensitive environmental resources.

### *G. Recreation:*

1. Provide regional recreation and eco-tourism, agritourism and heritage tourism opportunities in by targeting open space acquisitions and improvements that enhance large contiguous open space systems.
2. Ensure meaningful access to public lands.

### *H. Redevelopment:*

1. Encourage development and redevelopment in Centers, in ways that support center-based development to accommodate growth that would otherwise occur in the in Parks and Environmentally Sensitive (PA 5) planning area environs.

### *I. Historic Preservation:*

1. Coordinate historic preservation needs with open space and natural resource preservation efforts.
2. Coordinate historic preservation with tourism and economic development efforts.

### *J. Infrastructure:*

1. Encourage private investments and facilitate public/private partnerships to provide adequate facilities and services, particularly wastewater systems, in Centers and Nodes to promote clustered land development (CLD) patterns, traditional neighborhood design (TND), Transfer of Development Rights (TDR) and non-contiguous parcel clustering.

2. Make community wastewater treatment a feasible and cost-effective alternative in Centers and Nodes to promote clustered land development (CLD) patterns, traditional neighborhood design (TND), Transfer of Development Rights (TDR) and non-contiguous parcel clustering.

**K. Coordination:**

1. Coordinate efforts of state agencies, county and municipal governments to ensure that state and local policies and programs support environmental protection by examining the effects of open space fee simple and easement acquisition programs, financial institution lending practices, government regulation, taxation and other governmental policies and programs.

**3. Places**

The hamlet of Hedding in Mansfield Township is the only identified Place in the Parks and Environmentally Sensitive (PA 5) planning area. It is an existing historic community with limited development and redevelopment potential. Mansfield Township's future growth will be accommodated in the Centers and Nodes of the township's other planning areas.

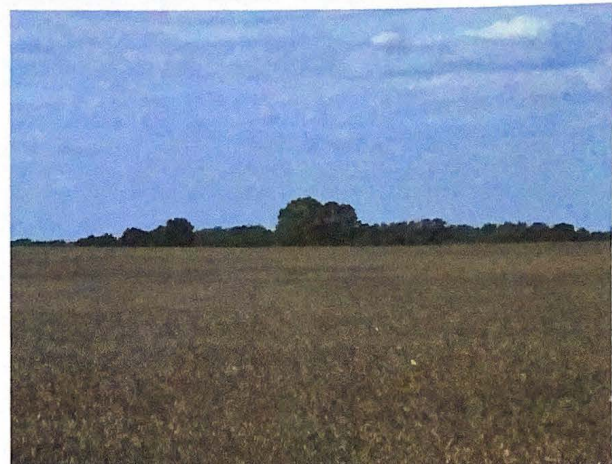
**Rural Environmentally Sensitive (PA 4B) and Rural (PA 4) Planning Areas**

**1. Purpose**

In the Rural Environmentally Sensitive (PA 4B) and Rural (PA 4) planning areas, the intention of the Northern Burlington County Regional Growth and Preservation Plan (GAPP) is to:

- protect the character of existing stable communities;
- protect open spaces, natural resources, agriculture and farming in Burlington County and New Jersey;
- promote a viable rural lifestyle and agricultural industry;

- revitalize towns, villages and hamlets of Northern Burlington County;
- maintain the Rural Environmentally Sensitive (PA 4B) and Rural (PA 4) planning areas' environs as large contiguous areas of farmland and other supportive lands;
- accommodate growth in Centers and Nodes; and
- confine programmed sewers and public water services to Centers and Nodes, where locally appropriate.



*Farm field near Juliestown, Springfield Township. Photo: Burlington County.*



**2. Policy Objectives**

**A. Land Use**

1. Protect natural systems and environmentally sensitive features in the Rural Environmentally Sensitive (PA 4B) and Rural (PA 4) planning areas' environs by using best management practices for agricultural and natural resource-related activities.
2. Maintain open space networks, critical habitat and large contiguous tracts of land in the by a variety of land use techniques.
3. Development and redevelopment in the Rural Environmentally Sensitive (PA 4B) and Rural (PA 4) planning areas' environs should use creative land use and design techniques to ensure that it does not exceed the capacity of natural and infrastructure systems and protects areas where public investments in farmland preservation and open space preservation have been made.
4. Development and redevelopment in the Rural Environmentally Sensitive (PA 4B) and Rural (PA 4) planning areas' environs should maintain and enhance the natural resources and rural character of the area.
5. Guide development and redevelopment opportunities into more compact forms in Centers and Nodes which have been retrofitted, or restructured to accommodate mixed-use development, redevelopment, services and cultural amenities.
6. Development and redevelopment in Centers and Nodes should not exceed the carrying capacity of the area and should maintain or enhance the character of the Environs.
7. Provide an opportunity for residential and non-residential development in clustered land development (CLD) patterns and traditional neighborhood design (TND) patterns in Centers and Nodes.
8. Provide an opportunity for residential development in clustered land development (CLD) patterns and traditional neighborhood design (TND) in Centers and Nodes to promote Transfer of Development Rights (TDR) and non-contiguous parcel clustering.
9. Promote development and redevelopment that have been identified through cooperative regional planning efforts.
10. Plan and zone for a wide range of land uses and users in Centers and Nodes, in order to achieve communities that are more balanced.
11. Seek to better integrate different land uses, and remove or mitigate physical barriers between them.
12. Promote diversification of land uses in Centers, including housing where appropriate, in existing single-use developments and enhance their linkages to the rest of the community.
13. Encourage residential densities and non-residential floor area ratios (FARs) capable of supporting transit in Centers and Nodes, where appropriate.
14. Ensure efficient and beneficial utilization of scarce land resources, including parking, to strengthen the diversified and compact nature of Centers and Nodes.



*Hanover Street, Pemberton Borough. Photo: Burlington County.*

**B. Housing:**

1. Provide for a full range of housing choices primarily in Centers, at appropriate densities to accommodate projected growth.
2. Ensure that housing in general—and in particular affordable, senior citizen, special needs and family housing—is developed with access to a range of commercial, cultural, educational, recreational, health and transportation services and facilities in Villages and Towns.
3. Focus multi-family and higher-density, single-family housing in Villages and Towns.
4. Any housing in the Rural Environmentally Sensitive (PA 4B) and Rural (PA 4) planning areas' environs should be planned and located to maintain or enhance the cultural

and scenic qualities and with minimum impacts on agricultural and environmental resources.

5. Any housing in Nodes should be redeveloped to non-residential uses compatible with the existing or planned character of that Node. (Housing is not encouraged in Nodes, which are meant for clustered non-residential development.)

**C. Economic Development:**

1. Support appropriate agricultural and natural resource-based activities and locate economic development opportunities that are responsive to the needs of farming and the agricultural industry, the travel and tourism industry and the surrounding non-agricultural region in Centers and Nodes.
2. Locate within Nodes resource-based economic development activities, such as resource extraction, recreation and agricultural processing, as well as activities that meet a regional need and cannot meet acceptable performance standards for Centers.
3. Promote small-scale, home-occupation and farmstead-support businesses to provide additional income opportunities for farming households.
4. Promote small-scale, home-occupation and farmstead-and community-support businesses in Centers to promote economic viability of these rural communities.
5. Any economic development in the Rural Environmentally Sensitive (PA 4B) and Rural (PA 4) planning areas' environs should be planned and located to maintain or enhance the cultural and scenic qualities and with

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minimum impacts on agricultural and environmental resources

6. Provide opportunities and facilities for eco-tourism, agritourism, heritage tourism and arts and culture destinations in Centers and Nodes.
7. Promote economic development by encouraging strategic land assembly, site preparation and infill development, public/private partnerships and infrastructure improvements that support identified and appropriate roles for Centers and Nodes within the regional marketplace.
8. Encourage employer business and employee job training and other incentives to retain and attract businesses to Centers and Nodes, where appropriate.
9. Encourage private sector investment through supportive government regulations, policies and programs, including tax policies and expedited review of proposals that support appropriate redevelopment.
10. Guide opportunities for economic development into pedestrian- and transit-supportive Centers and Nodes and target new jobs to these locations, where appropriate.

### *D. Transportation:*

1. Maintain and enhance a transportation system that protects the Rural Environmentally Sensitive (PA 4B) and Rural (PA 4) planning areas' environs from scattered and piecemeal development and links Centers and Nodes to each other.

2. Accommodate the seasonal traffic demands of agriculture that support farming and natural resource-based activities, such as the development of "farming traffic routes".
3. Encourage alternatives to single-occupancy vehicle use whenever feasible.
4. In Centers and Nodes, emphasize the use of public transportation systems, Park 'n Ride facilities and other alternatives to private cars where appropriate and feasible, and maximize circulation and mobility options.

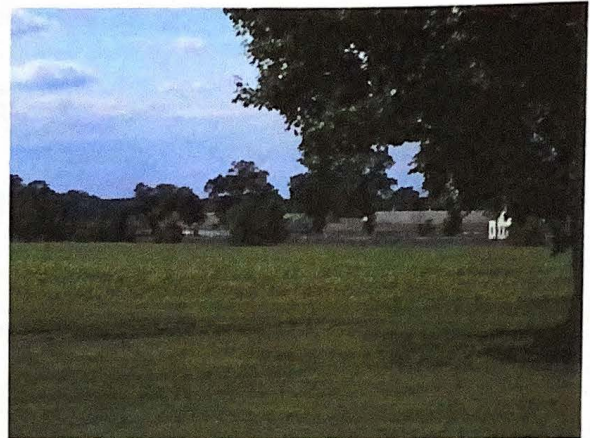
### *E. Natural Resource Conservation:*

1. Protect and preserve large, contiguous tracts and corridors of recreation, forest or other open space land that protects natural systems and sensitive natural resources, including endangered species, ground and surface water resources, wetland systems, natural landscapes of exceptional value, critical slope areas, scenic vistas and other significant environmentally sensitive features.
2. Strategically acquire open space to define Centers with greenbelts and to maintain contiguous open space corridors that link to other Centers.

### *F. Agriculture:*

1. Promote agricultural best management practices that prevent or minimize conflicts with sensitive environmental resources.
2. Guide non-agricultural development toward Centers and Nodes to ensure the viability of agriculture and the retention of farmland.

3. Encourage farmland retention and minimize conflicts between agricultural practices and the location of Centers and Nodes through municipal farmland preservation programs, Right-to-Farm ordinances and "Country Code" property notices. (See Appendix F.)
  4. Ensure the availability of adequate water resources and large, contiguous tracts of land with minimal land use conflicts.
  5. Actively promote agricultural enterprises and meet the needs of the agricultural industry for intensive packaging, processing, value-added operations, marketing, exporting and other shipping through development and redevelopment in Centers and Nodes.
  6. Provide opportunities for household and community produce gardens, greenhouses, farmers markets and community-supported agriculture enterprises.
- G. *Recreation:*
1. Provide maximum active and passive recreational and tourism opportunities at the local and regional levels by targeting the acquisition and development of neighborhood and municipal parkland within and around Centers.
  2. Provide regional recreation and eco-tourism, agritourism and heritage tourism opportunities by targeting open space acquisitions and improvements that enhance large contiguous open space systems.
  3. Coordinate agricultural tourism and recreation activities to support economic development activities.
  4. Ensure meaningful access to public lands.



*Helis Stock Farm, Springfield Township Photo: Burlington County.*

H. *Redevelopment:*

1. Encourage environmentally appropriate redevelopment in Centers and Nodes to accommodate growth that would otherwise occur in the Rural Environmentally Sensitive (PA 4B) and Rural (PA 4) planning areas' environs.
2. Redevelop, where appropriate, in Centers and Nodes, with intensities sufficient to support transit, a range of uses broad enough to encourage activity beyond the traditional workday, efficient use of infrastructure, and physical design features that enhance public safety, encourage pedestrian activity and reduce dependency on the automobile to attract growth otherwise planned for the Rural Environmentally Sensitive (PA 4B) and Rural (PA 4) planning areas' environs.

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### *I. Historic Preservation:*

1. Encourage the preservation and adaptive reuse of historic or significant buildings, Historic and Cultural Sites (HCSs), neighborhoods and districts in ways that will not compromise either the historic resource or the ability for Centers and Nodes to develop or redevelop.
2. Coordinate historic preservation needs with farmland, natural resource and open space preservation efforts.
3. Coordinate historic preservation with tourism and economic development efforts.

### *J. Infrastructure:*

1. Encourage private investments and facilitate public/private partnerships to provide adequate facilities and services, particularly wastewater systems, in Centers and Nodes to promote clustered land development (CLD) patterns, traditional neighborhood design (TND), Transfer of Development Rights (TDR) and non-contiguous parcel clustering.
2. Make community wastewater treatment a feasible and cost-effective alternative in Centers and Nodes to promote clustered land development (CLD) patterns, traditional neighborhood design (TND), Transfer of Development Rights (TDR) and non-contiguous parcel clustering.

### *K. Coordination:*

1. Coordinate efforts of state agencies, county and municipal governments to ensure that state and local policies and programs that support agriculture and farmland preservation by examining the effects of farmland fee simple and easement acquisition programs, financial institution lending practices, government

regulation, taxation and other governmental policies and programs.

2. Coordinate efforts of various state agencies, county and municipal governments to establish regional approaches to the planning and provision of facilities and services in Centers and Nodes.
3. Create public/public and public/private partnerships to locate, facilitate, coordinate and implement new development and redevelopment in Centers and Nodes.

### **3. Places**

Most of the Places in Northern Burlington County are within the Rural Environmentally Sensitive (PA 4B) and Rural (PA 4) planning areas. They occur in a full range of forms in Centers: small Hamlets, medium-sized Villages and large Towns; and in special districts or Nodes. Some of these Centers and Nodes have sewer service or are planned for sewer service, while others do not. Wastewater management planning and improvements to correct existing health and environmental issues and to promote clustered land development (CLD) patterns, traditional neighborhood design (TND), Transfer of Development Rights (TDR) and non-contiguous parcel clustering will be resolved during local cross-acceptance of the Northern Burlington County plan.

Almost all of these places are existing Center and Nodes. New Hamlets may be identified during local cross-acceptance of the Northern Burlington County plan. The only New Node is the County Fairgrounds Complex in Springfield Township, now under development. Three identified Places: Pemberton and Wrightstown Towns and Vincentown Village, straddle the boundary of the Pinelands Area. Two Pemberton Township centers, Brown Mills Town and New Lisbon Village, are completely within the Pinelands Area, as is one Node. The

Pinelands Commission and the State Planning Commission will need to work with local governments to recognize and support these Places in their growth and preservation planning and implementation measures.

The following Communities of Place were identified during the planning process:

a. Hamlets

- *Chesterfield: Chesterfield Township*
- *Jacksonville: Springfield Township*
- *Jobstown: Springfield Township*
- *Juliestown: Springfield Township*
- *Sykesville: Chesterfield and North Hanover townships*



*Vincentown, Southampton Township. Photo: A. Nelessen Associates.*

b. Villages

- *Cookstown: New Hanover and North Hanover townships*
- *Crosswicks: Chesterfield Township*
- *Georgetown – Mapleton: Mansfield Township*
- *Jacobstown: North Hanover Township*
- *New Lisbon (Pinelands): Pemberton Township*
- *Old York Village: Chesterfield Township*
- *Vincentown: Southampton Township*

c. Towns

- *Browns Mills (Pinelands): Pemberton Township*
- *Columbus-Homestead: Mansfield Township,*
- *Pemberton (Pinelands and non-Pinelands): Pemberton Borough and Pemberton Township; and*
- *Wrightstown (Pinelands and non-Pinelands): Wrightstown Borough and New Hanover, North Hanover and Springfield townships.*

d. Commercial Nodes

- *Chambers Corner (US Route 206 and County Route 537): Springfield Township*
- *Columbus Farmers Market: Springfield Township*
- *Tilghmans Corner (County Routes 537 and 545): Chesterfield and Springfield townships*
- *West Cookstown: New Hanover Township*

e. Commercial / Light Industrial Nodes

- *Scratch Ridge: Southampton Township*

f. Agricultural Industry Nodes

- *County Fairgrounds: Springfield Township*
- *Route 630: Eastampton and Pemberton townships*

- g. Special Government Facility/Complex Nodes
- *County College, Hospital and Government Complex and Pemberton Township Municipal Complex: (Pinelands) Pemberton Township*
  - *County Resource Recovery Complex: Mansfield Township*
  - *State Corrections Facilities: Chesterfield Township*

- revitalize cities and towns in Burlington County and New Jersey;
- provide for most of the Northern Burlington County's future residential and non-residential development in compact forms and mixed-use patterns; and
- redesign areas of sprawl and reverse the current trend toward further sprawl in Northern Burlington County.

**Suburban (PA 2) and Metropolitan (PA 1) Planning Areas**

**1. Purpose**

The Northern Burlington County region contains land adjoining the southern end of the Trenton and Hamilton Township Suburban (PA 2) and Metropolitan (PA 1) planning areas region, as well as the eastern end of the Suburban (PA 2) planning area surrounding Mount Holly Township. The former includes Bordentown City, Bordentown Township, Fieldsboro Borough and portions of Mansfield Township. The latter includes much of Eastampton Township. Outside existing and proposed centers, the urban landscape character of these two planning areas is quite similar.

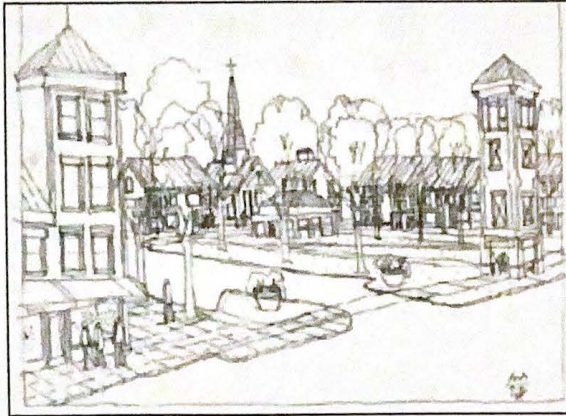
The 2001 State Plan encourages future development and redevelopment in the Suburban (PA2) planning area to occur in center-based form and, where appropriate, to become more like that of the Metropolitan (PA1) planning area. Because the existing urban landscape characters of the two planning areas are similar and the intention is to be more so in the future, the Northern Burlington County Regional County Regional Growth and Preservation Plan (GAPP) has combined their intentions into the following:

- protect the character of existing stable communities;
- protect open spaces, natural resources, agriculture and farming in Northern Burlington County;
- promote a viable rural lifestyle and agricultural industry;

**2. Policy Objectives**

**A. Land Use:**

1. Guide development and redevelopment into more compact and concentrated forms which have been retrofitted, or restructured to accommodate mixed-use development, redevelopment, services and cultural amenities.
2. Promote redevelopment and development opportunities that have been identified through cooperative regional planning efforts.
3. Plan and zone for a wide range of land uses and users, in order to achieve communities that are more balanced.
4. Seek to better integrate different land uses, and remove or mitigate physical barriers between them.
5. Promote diversification of land uses, including housing where appropriate, in existing single-use developments and enhance their linkages to the rest of the community.
6. Encourage residential densities and non-residential floor area ratios (FARs) capable of supporting transit.



*Eastampton Town Center concept. Source: A. Nelessen Associates.*

7. Ensure efficient and beneficial utilization of scarce land resources, including parking, to strengthen its existing diversified and compact nature.
8. Encourage preservation of the Parks and Environmentally Sensitive (PA 5), Rural Environmentally Sensitive (PA4B) and Rural planning area (PA4) planning areas' environs through the use of clustered land development (CLD) patterns, traditional neighborhood design (TND), Transfer of Development Rights (TDR) and non-contiguous parcel clustering.

**B. Housing:**

1. Provide a full range of housing choices at appropriate densities to accommodate the area's projected growth.

2. Provide a full range of housing choices through redevelopment, new construction, rehabilitation, adaptive reuse of nonresidential buildings, and the introduction of new housing into appropriate nonresidential settings.
3. Preserve the existing housing stock through maintenance, rehabilitation, flexible regulation and code enforcement.
4. Ensure that housing in general—and in particular affordable, senior citizen, special needs and family housing—is developed with maximum access to a full range of commercial, cultural, educational, recreational, health and transportation services and facilities.
5. Focus multi-family and higher-density, single-family housing in Villages and Towns.
6. Any housing in Nodes should be redeveloped to non-residential uses compatible with the existing or planned character of that Node. (Housing is not encouraged in Nodes, which are meant for clustered non-residential development.)

**C. Economic Development:**

1. Promote economic development by encouraging strategic land assembly, site preparation and infill development, public/private partnerships and infrastructure improvements that support identified and appropriate roles for the Villages, Towns and Nodes within the regional marketplace.
2. Encourage employer business and employee job training and other incentives to retain and attract businesses.



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3. Encourage private sector investment through supportive government regulations, policies and programs, including tax policies and expedited review of proposals that support appropriate redevelopment.
4. Guide opportunities for economic development into pedestrian- and transit-supportive Villages, Towns and Nodes and target new jobs to these locations.
5. Promote home-occupation, home professional and other small-scale entrepreneurial businesses in Villages and Towns to promote economic viability of mixed-use neighborhoods.
6. Provide opportunities and facilities for eco-tourism, agritourism, heritage tourism and arts and culture destinations in Centers and Nodes.
4. Encourage significant redevelopment and intensification around existing and planned rail stations along transit corridors.
5. Promote flexible (variable route) transit and support employer-operated shuttle services.
6. Facilitate efficient goods movement through strategic investments and inter-modal linkages.
7. Preserve and stabilize economically important waterfront areas and, where appropriate, encourage community economic development, transportation inter-modal hubs, and complementary uses for waterfront property such as mixed-use marinas.

### *D. Transportation:*

1. Maintain and enhance a transportation system that capitalizes on high-density settlement patterns by encouraging the use of public transit systems, walking and alternative modes of transportation to reduce automobile dependency, link Centers and Nodes and create opportunities for transit oriented redevelopment.
2. Maintain and enhance a transportation system that links Centers and Nodes to each other, to other employment centers and to major highway and transit corridors.
3. Emphasize the use of public transportation systems, Park 'n Ride facilities, and alternative modes of transportation where appropriate and feasible, and maximize circulation and mobility options (including pedestrian and bicycle connections between developments) throughout.

### *E. Natural Resource Conservation:*

1. Conserve continuous natural systems, strategically locate open space and buffer Critical Environmental Sites.
2. Reclaim environmentally damaged sites and mitigate future negative impacts, particularly to waterfronts, scenic vistas, wildlife habitats and to Critical Environmental Sites, and Historic and Cultural Sites.
3. Use open space to reinforce neighborhood and community identity, and protect natural linear systems, including regional systems that link into other Centers.
4. Give special emphasis to improving air quality.

### *F. Agriculture:*

1. Actively promote agricultural enterprises and meet the needs of the agricultural industry for intensive packaging, processing, value-added operations, marketing,

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exporting and other shipping through development and redevelopment.

2. Use development and redevelopment opportunities to Villages, Towns and Nodes, wherever appropriate and economically feasible, to meet the needs of the agricultural industry for intensive agricultural production, packaging and processing, value-added operations, marketing, exporting and other shipping.
  3. Guide non-agricultural development opportunities to the Suburban (PA2) and Metropolitan (PA 1) planning areas to ensure the continued viability of agriculture and the retention of farmland in the Rural Environmentally Sensitive (PA 4B) and Rural (PA 4) planning areas' environs.
  4. Provide opportunities for household and community produce gardens, greenhouses, farmers markets and community-supported agriculture enterprises.
  5. Encourage farmland retention and minimize conflicts between agricultural practices and Villages and Towns through municipal farmland preservation programs, Right-to-Farm ordinances and "Country Code" property notices.
- G. Recreation:*
1. Provide maximum active and passive recreational opportunities and facilities at the neighborhood, local and regional levels, by concentrating on the maintenance and rehabilitation of existing parks and open space, while expanding and linking the system through redevelopment and reclamation projects.

2. Acquire and improve neighborhood and municipal parkland within or within easy access of Villages and Towns

*H. Redevelopment:*

1. Encourage redevelopment at intensities sufficient to support transit, a broad range of uses and efficient use of infrastructure.
2. Encourage redevelopment efforts which can be redeveloped into mixed-use areas, and areas within walking distance of train stations or other major public transit facilities.
3. Redevelop at transit-supportive densities, while creating pedestrian-oriented environments.
4. Promote design that enhances public safety, encourages pedestrian activity and reduces dependency on the automobile.
5. Take advantage of the opportunities available under the state's redevelopment statutes to promote and retrofit existing areas with mixed-uses and higher densities and floor area ratios (Fares).

*I. Historic Preservation:*

1. Encourage the preservation and adaptive reuse of historic or significant buildings, Historic and Cultural Sites, neighborhoods and districts in ways that will not compromise either the historic resource or the area's ability to develop or redevelop.
2. Coordinate historic preservation with tourism and economic development efforts.

**J. Infrastructure:**

1. Complete, repair or replace existing infrastructure systems to eliminate deficiencies and provide capacity for sustainable development and redevelopment in the region.
2. Phase and program the extension of public facilities and services to support development and redevelopment in and ensure adequate levels of public and private services.
3. Encourage jurisdictions to locate all public and private community facilities—schools, libraries, municipal buildings, government offices, post offices, civic, cultural and religious facilities, fire stations, etc.—in Villages and Towns or in proximity to (within walking distance of) them.
4. Central facilities serving a wide population should be located in or near Villages and Towns.

**K. Coordination:**

1. Encourage multi-jurisdictional policy and planning entities to guide the efforts of state, county and municipal governments to ensure compatible and coordinated redevelopment.
2. Establish regional approaches to the planning and provision of public facilities and services, as feasible and economical, to enhance the cost-effective delivery of those services.
3. Create public/public and public/private partnerships to locate, facilitate, coordinate and implement development and redevelopment.

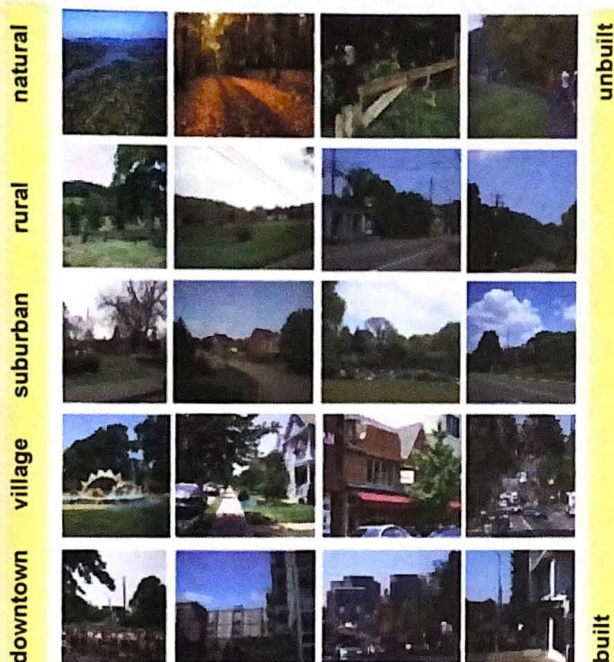
**3. Places**

There are a number of existing Places within Northern Burlington County's Suburban (PA 2) and Metropolitan (PA 1) planning areas. All of these have sewer service and the ability to provide service to adjacent tracts that may be appropriate to accommodate additional growth in accordance with the planning areas' policy objectives. Each is a unique situation:

- *Bordentown City* is a historic Town center that is enveloped by suburban development in Bordentown Township. Fieldsboro Borough is a historic Village center also surrounded by Bordentown Township. As suburban Bordentown Township matures and redevelops over the next few decades, it will likely grow its own compact, mixed-use centers. The Township has begun to plan for these opportunities.
- *Eastampton Village* in Eastampton Township, at the border of the Suburban (PA 2) and Rural (PA 4) planning areas, has been planned to be a center-based, mixed-use community that would provide a Community of Place for a municipality that is otherwise a bedroom suburb of the Mount Holly Regional Center.
- The *Mansfield Square* Commercial / Light Industrial Node around Interchange 7 of the New Jersey Turnpike, US Route 206 and State Route 68 in Mansfield Township is a uniquely situated special district, also at the border of the Suburban (PA 2) and Rural (PA 4) planning areas.



## PLACES



Photos: Metropolitan Nashville / Davidson County Planning Department, 2008.

**PLACES** is the illustrative plan component of the Northern Burlington County Growth and Preservation Plan (GAPP). It has three main functions:

- explain and establish Smart Growth policies that could and should be applied in each municipality's planning program;
- provide direction for creating implementation tools, such as zoning, local land development regulations, and "Best Practice" guidelines.
- to help shape the form and character of open space, neighborhoods, centers, corridors and nodes within communities.

The preceding FRAMEWORK chapter responds to an emerging public interest in defining desirable development in terms of *form* and *character* – massing, orientation and scale of buildings, setbacks and spacing, location of access and parking, etc. The community's commitment to preserving agriculture as a viable economic endeavor has grown. The illustrations and planning principles employed here show how both aims could be accomplished. This chapter on places illustrates some of the outcomes to be realized over time, based on the general policies outlined in the State Plan and from Smart Growth principles. This chapter brings physical design guidance supporting the projections and intentions found in previous FRAMEWORK, COUNT and POLICIES chapters.

The structure of the GAPP is based on a regional planning tool called the transect, which is described in the *Smart Code*, prepared by Andrés Duany, Sandy Solien and William Wright. The Transect describes the various development patterns of any region from natural areas to very urbanized areas in seven transect categories: T1 Natural, T2 Rural, T3 Suburban, T4 Urban, T5 Centers, T6 Cores and SD Special Districts. The Transect model calls for development in the different transect categories to be distinctive – rural development should, for

example, look and feel different than suburban or urban development.

The Transect planning method used in this chapter expands the concepts discussed in the COUNT chapter, which used the 2001 State Plan's criteria to delineate "communities of place", i.e., hamlets, villages, towns, regional centers and special district nodes. It recognizes that there are "places" outside centers and nodes, such as natural environments, farmland areas and even suburban communities. It also distinguishes neighborhood or primarily residential areas of centers from those that are more mixed use and of higher density and scale in the center's core.

The GAPP is written to respect the various traditional settlement patterns across the Northern Burlington County region, from rural areas in Springfield Township to suburban areas in Bordentown Township and Bordentown City. The GAPP arrays the desired qualities that characterize the transect of Northern Burlington County into five rural-to-urban "T-Zones" that reflect the unique landscapes of this region. Appropriate development and preservation practices are proposed. Within each Transect category, guidance is provided on how to plan, design, and create the appropriate rural, suburban, and urban form for each Place type.

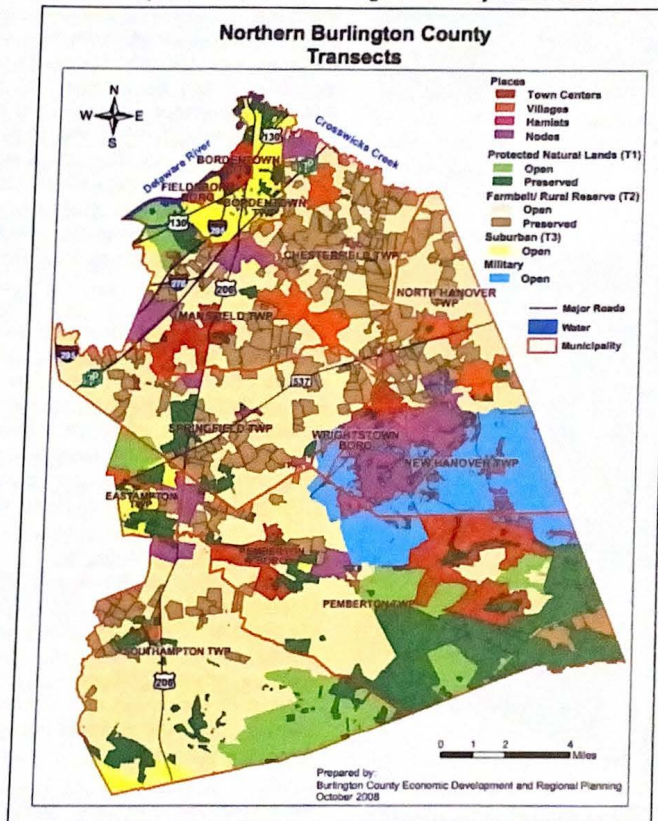
- T1 = Protected Natural Lands
- T2 = Farmbelt / Rural Reserve
- T3 = Sub-urban places
- T4 = Village / Town Neighborhood
- T5 = Village / Town Core

The images in this chapter are meant to support discussion and encourage consideration of master plan and land development regulation revisions that anticipate similar outcomes over time. The intent is to provide information that will enable residents, business owners, property owners, institutional representatives,

developers, and elected officials to take a proactive role in the community planning process. This chapter may also be useful to the U.S. Department of Defense and its partners in the Joint Base Land Use Study as they plan for the further development of the Joint Base McGuire – Dix - Lakehurst and the natural, undeveloped lands within them.

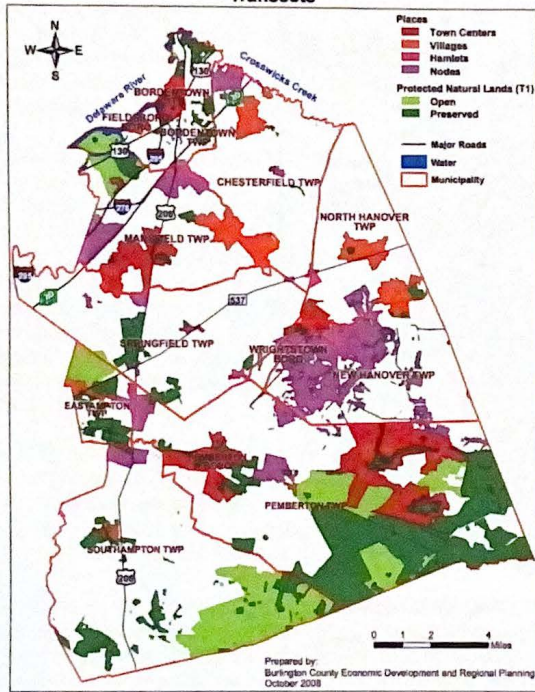
This chapter offers region-specific guidance on how to plan, design, and create the appropriate rural, suburban, and urban forms for open spaces, neighborhoods, centers and corridors. The result is that the guidance provided for a Rural Neighborhood will be different than the guidance for a Suburban Neighborhood. The guidelines should be used in the development of site plans, development scenarios, and neighborhood, center, corridor and community planning efforts.

Map 5 — Northern Burlington County Transects





**Northern Burlington County  
Transects**



**PROTECTED NATURAL LANDS (T1)**

State and County protected open space includes publicly owned preserves, ecologically sensitive wetlands areas and lands set aside as buffers to limit access or contact between incompatible activities. Within the Northern Burlington County region these areas include those delineated as the Environmentally Sensitive Planning Area (PA 5) in the State Plan, as Preservation Area District (PAD) or Forest Area (FA) in the Pinelands Comprehensive Management Plan, as State Parks, and as municipal, county or state-owned preserved open space. Undeveloped portions of the military bases are also effectively protected natural lands or T1 Zones.

**Application**

The T1 Zone is appropriate for existing open space that is to be preserved and enhanced by the public, and to land with privately-held conservation easements. The T1 Zone may also be applied to areas such as vacant properties, land with environmentally sensitive features that may constrain development, such as wetlands and regulated stream corridors, or to areas where acquisition or control of lands for permanently protected open space are being actively pursued.

**General Design Principles**

**Access**—Open space is primarily accessed by vehicles, with access provided from a prominent rural road. The roads within the open space are designed and located to preserve sensitive environmental features, such as topography and waterways, as well as other significant landmarks, and are designed and located to preserve and enhance views and vistas. Vehicular access is calmed to avoid disruption to animal movements and pedestrian circulation.

**Block Length**—Not applicable in this T-zone.



**Buildings**—Manmade structures are a temporary or conditional presence. Permanent structures are generally prohibited in protected natural lands. Where provided, permanent public facilities are not visually prominent in the landscape, keeping the natural environment as the focus. Buildings are sited to minimize environmental impacts and are integrated into the surrounding landscape to preserve view sheds. Larger facilities should be designed to resemble a series of smaller buildings.

**Connectivity (Pedestrian/Bicycle)**—Pedestrian and bicycle connectivity to surrounding neighborhoods is low due to the low-density development pattern. Greenways link open spaces to other open spaces and may be used to link to nearby commercial or residential development.

**Connectivity (Vehicular)**—Not applicable in this T-zone.

**Density/Intensity**—Not applicable in this T-zone.

**Landscaping**—Landscaping is informal, utilizing existing, native vegetation and reflecting the natural environment. When landscaping is added, native plant species are located in a pattern that enhances the natural environment.

**Lighting**—Lighting is sparsely provided. When provided, lighting is used for safety surrounding buildings, camping facilities and parking areas and is designed to fit the context and character of a natural environment. Lighting is directed onsite, does not intrude into residential and non-developed areas, and does not contribute to light pollution.

**Parking**—Parking adequate to the size and use of the open space is provided on-site. Parking areas are designed to avoid large, flat surfaces, instead arranged in smaller groupings that are located to avoid environmentally sensitive features and to blend with existing land contours and vegetation. Low impact

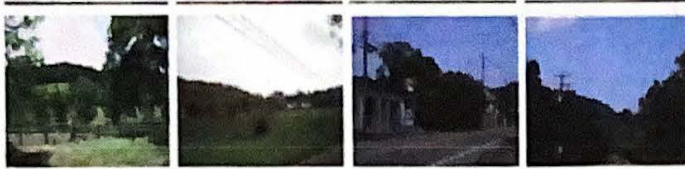
design techniques (pervious paving, etc.) are used to minimize stormwater runoff. The parking perimeter is landscaped. Bicycle parking is provided.

**Management**—Protected Natural Lands are typically managed by the Department of Environmental Protection (DEP), which owns state parks and forests and requires county and municipal stewardship of parks and deed-restricted open space on their registered open space inventories (ROSIs).

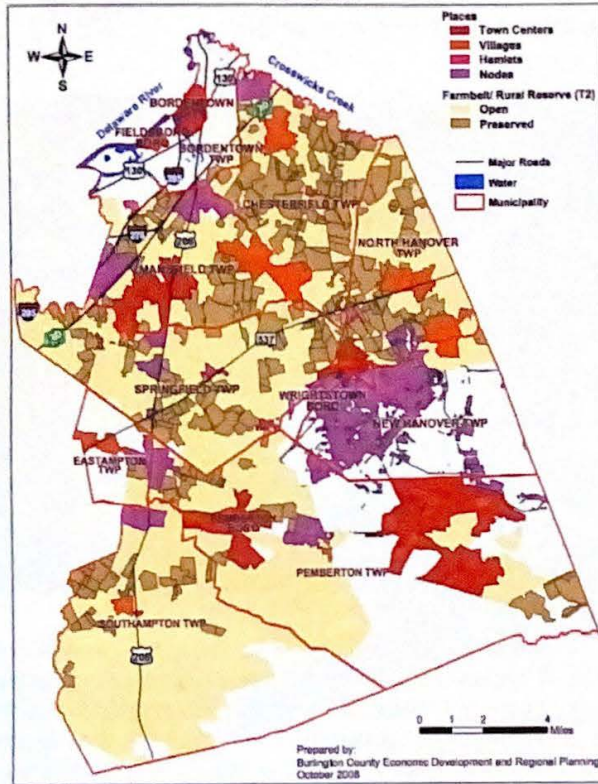


*Protected natural landscape. Photo: Public domain.*

**Signage**—Signage is designed to alert motorists, pedestrians and cyclists to destinations and travel route alternatives in the rural context. Signs are designed to assist visitors and travelers in finding any particular destination in a manner that is not distracting. Therefore the size, graphics and lighting for any sign in the T1 landscape is to be minimally intrusive.



Northern Burlington County  
Transects



**FARMBELT / RURAL RESERVE (T2)**

The Farmbelt / Rural Reserve includes active and fallow farmland, unpreserved woodlands and isolated developments that are not in centers or nodes. Within the region, these areas include Rural (PA 4) and Rural Environmentally Sensitive (PA 4B) planning areas and the Pinelands Rural Development Area (RDA), Agricultural Production Area (APA) and Special Agricultural Production Area (SAPA). Regional farmers manage livestock, planting, harvesting, pest control, irrigation, processing, equipment storage and transport. Farmers use a seasonal workforce. They market their farm products locally and nationally. Agricultural activity at this economic intensity benefits from farm-friendly codes and land development practices.

The GAPP charts a public policy approach to redistribute growth from environs to centers. A coordinated plan for the Farm Belt would reach beyond conventional public policy and regulatory measures to establish realistic expectations and workable development standards for appropriate growth and investment. These include, but are not limited to:

- Buffering farming operations from residential uses;
- Standards for new or expanded settlement through planned density transfer, clustering, TDR, or by-right development;
- Signage that is compatible with rural places;
- Design guidelines for commerce and house groupings in the rural landscape; and
- Recognition that contiguous fields are important viable agricultural operations in Northern Burlington County and that subdividing agricultural land eventually compromises potential for economic sustainability.

**Application**

The T2 Zone is applicable to areas that are zoned low-density residential or agricultural, where the primary use is farming, or is envisioned to remain primarily agricultural. The T2 Zone is applied in situations where there is an expressed interest in

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maintaining the predominant existing undeveloped condition that is believed to be stable and sustainable over time. Existing and proposed development types include crossroads hamlets, clustered subdivisions and specialized processing/distribution nodes. Common boundaries used to define the T2 Zone include, but are not limited to, boundaries defined by established development, environmental features, railroads, prominent roads, and major utility easements.

### **General Design Principles**

**Access**—Farmland is primarily accessed by vehicles with access provided from a county road. The roads within the Farm Belt are designed and located to preserve sensitive environmental features and waterways. When existing roadways are improved or redesigned, landscape vistas should be preserved and enhanced rather than compromised.

**Block Length**—Not applicable in this T - zone.

**Building Form (Mass, Orientation, Placement)**—Though buildings in the rural landscape may look the same as those in sub-urban and urban places, agreement on some farm-friendly conventions should be included in local land development regulations or design guidelines to guide development of clustered building groupings. For example,

- When not located in centers, civic buildings should be prominently located, serving as a focal point of a clustered building grouping and generally visible from the road.
- The relationship of buildings to the road may vary in relation to other buildings, however, the buildings, including entrances, are oriented to the road with parking behind or beside to preserve open space in front of the building or to frame the road with the building. Avoid orienting buildings toward parking lots.
- Orient main building entrances to face streets, roads, or other important public spaces, and clearly mark and frame

these entrances architecturally with columns, lintels, pediments, canopies or other architectural features.

- Create visual interest in facade design with rhythms, patterns and decorative elements and by using a variety of modular components. Avoid blank walls, particularly if visible from the public realm.

**Connectivity (Pedestrian / Bicycle)**—Pedestrian and bicycle connectivity to surrounding neighborhoods is low due to rural, low-density development patterns. Greenways link open spaces to other open spaces and may be used to link to nearby commercial or residential development.



*Character*—A trail can track the border between farm fields and a landscape buffer alongside rural building groupings. *Photo: Public domain.*

the Northern Burlington County planning region is an important tool in designing safe connectivity for farmers. Other important linkages to this network include sections of County Routes 528, 537, 630, 660 and 670. Most of these routes intersect with US 206. On secondary roadways in particular, impediments such as drainage ditches, roadside delineators, mailboxes and utility poles often make travel on the shoulder difficult. Drainage ditches are located parallel to the roadbed and are designed to accommodate storm water runoff from the right-of-way. However, ditches that are too deep impede the ability of wide width farm equipment to travel off-road for a short distance and permit traffic to pass.

**Density/Intensity**—This is generally not applicable in this T-zone, except in the case of clustered rural building grouping or a specialized node supporting agricultural or industrial operations. An appropriately scaled, clustered rural building group is achieved by redistributing development to a smaller area on the same parcel leaving substantial areas for greenway/greenbelt open space or for cultivation.

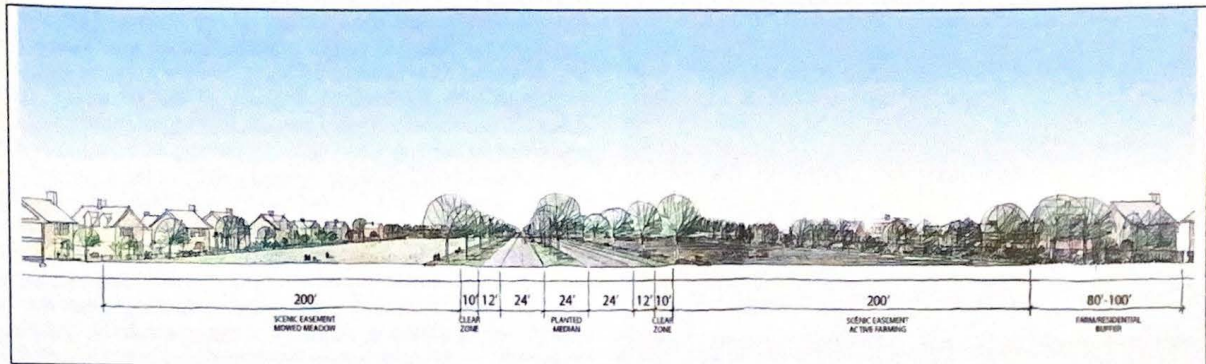
**Landscaping**—Landscaping is generally informal, utilizing existing, native vegetation and reflecting the natural environment. Formal plantings may be included in some instances, especially at civic buildings.

**Lighting**—Lighting is sparsely provided. Safety lighting is used on buildings and in parking areas and is designed to fit the context and character of a rural environment, i.e., infrequently-used and pedestrian scaled. Lighting is directed on-site, does not intrude into residential and non-developed areas, and does not contribute to light pollution.

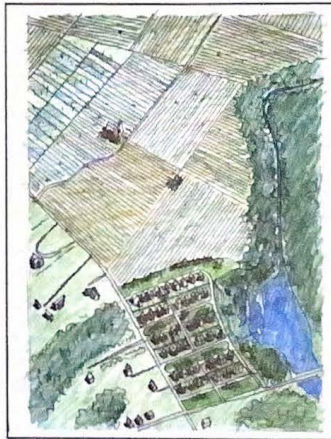
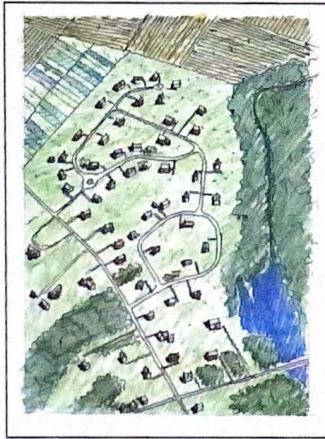
**Parking**—Parking adequate to the size and scale of the use is provided on-site. Parking areas are designed to avoid large, flat surfaces, and are arranged in smaller groupings located to avoid environmentally sensitive features and to blend with existing land contours and vegetation. Low impact design techniques, such as pervious paving, are used to minimize stormwater runoff. The parking perimeter is landscaped. Bicycle parking is provided.

**Scenic Corridors**—Principal roads in rural areas are protected by scenic corridor regulations, easements or both. For example: Southampton's Community Design Plan Element designates portions of US Route 206 scenic corridor. The guidelines establish a 200-foot scenic easement on each side of the road. If consistently implemented, the rural character of and scenic views from the roadway will be protected. The designation will have other practical benefits: limiting access points, providing for the movement of large farm equipment the road, improving stormwater drainage, creating right-of-way for edge and median landscape, establishing the alignment for a trail or path, as well as design guidance for utilities, lighting and signage. The scenic corridor easement, if established and observed, can limit roadside uses that compromise farming operations, increasing the likelihood that agriculture can remain an economically viable area industry.

**Signage**—Signs are designed to assist visitors and travelers in a manner that is not distracting. Off-site advertising signs should be prohibited, except for those to agricultural establishments. The size, graphics and lighting for any sign in the T2 landscape is to be minimally intrusive. Any lighting on signage is minimal and complies with the lighting design principles above.



Section Drawing of Scenic Corridor—the buffer / setback could be meadows or actively cultivated farmland. Source: Brown and Keener Urban Design.



Hamlet—Clustered Development (preferred, right) can provide the same number of homes as Conventional Development (left) while preserving more farms and rural landscapes. Source: Brown and Keener Urban Design.

### Hamlets and Cluster Design

Small rural communities, such as Chesterfield, Sykesville, Hedding, Jacksonville, Jobstown and Juliustown, where there are a few houses clustered at a historic crossroads, are familiar, hamlet-scale settlements in the area. Hamlets are traditionally compact, with one to two dwellings per acre, and often including some commercial endeavor and a local institution, such as a post office, church or school. They have a loose block structure, usually arranged alongside a rural road and a few bisecting lanes. Typically, a mill, inn or family business provided some other service to the surrounding community. Clustered residential development is a modern form of hamlet design that



*Character—Modern clustered residential development maintains traditional hamlet-scaled building form and density. Photo: The Cottage Company, LLC and Ross Chapin Architects.*

concentrates housing development on one portion of the site so that the remainder can be left in agriculture or open space. For any clustered rural building grouping, criteria must be included that deals with the location and use of the preserved open space. These criteria should require that: agricultural soils are preserved for farming; open fields for farming be contiguous with (and accessible to) existing farmland and are large enough for farming; open space is visible from other parts of the township; and environmentally sensitive areas are protected. In addition, it should be possible under certain circumstances to make the non-agricultural open space publicly accessible and visible, as part of a local or regional trail system. Site plan review should require demonstrating impacts on agricultural viability. Evaluation could include accommodation of a farmland buffer, on-site farming operations, access to contiguous farm fields, and right-to-farm notice attached to the deed of each new home. The preferred location of the subdivided and developed land is near natural buffers, such as roadways, stream corridors, and substantial hedgerows. The recommended minimum width of a landscaped buffer between residential areas and farmland is 100 feet. It also may be useful to limited the number of houses in any cluster to assure that it is, indeed, 'clustered.' Twenty to fifty houses, for instance, could be considered a maximum.

The location, number and density of clustered homes depend on individual septic systems or combined treatment facilities. Other design considerations that would emulate the traditional character of Northern Burlington County hamlets should include:

- Neighborhood-friendly, child-safe walkable streets with tree-lined sidewalks;
- No garages in the front, use driveways from the front that lead to rear garages;
- Houses should have front steps and/or porches, to add to the pedestrian-friendly environment;

- A variety of open spaces for residents, taking advantage of existing natural conditions, such as wetlands, creeks, forests; and
- Arrangement of new developments must permit easy walking to the rest of the community.

Infill development, redevelopment and extensions of existing hamlets should also follow these principles.

### Node Design

Nodes are special, single-purpose non-residential districts generally located at major crossroads in the T2 Zone. Due to their special and unique nature, there are no specific design principles for Nodes. In addition to the T2 General Design Guidelines, municipalities should consider several important site planning issues related to such intensive uses:

- Height and massing in context with surrounding landscape;
- Natural and augmented landscaping and buffers to adjacent farm fields and agricultural operations;
- Light pollution from too much outdoor nighttime illumination;
- Sufficient and safe access for high volume visitors /customers in commercial and government facility nodes; and
- Sufficient and safe acceleration, deceleration and turning movement requirements.

Because the development of T2 Nodes is a significant element in a municipality's economic development, farmland preservation, open space preservation, and circulation planning, it is recommended that municipalities proactively plan for these areas on a case-by-case basis and not rely on "conventional" or generic site planning standards.



*Conceptual Plan for Route 630 Node at US Route 206 in Eastampton and Pemberton townships. Source: Brown and Keener Urban Design.*

**Conceptual T2 Hamlet / Cluster General Design Specifications**

<b>Base Residential Density</b>	By Right (Max)	2 units / ac gross
	By TDR	-
<b>Block Size</b>	Perimeter (Min)	no min
	Perimeter (Max)	no max
	Area (Min)	no min
<b>Public Frontages</b>	County or State Highway	permitted
	Residential Streets	permitted
	Commercial Streets	not permitted
	Rear Alley	not permitted
<b>Civic Spaces</b>	Path or Passage	not permitted
	Park	permitted
	Active Recreation	permitted
	Green	permitted
	Square	permitted
	Plaza	not permitted
<b>Lot Size</b>	Playground	permitted
	Residential Width	40'-120'
	Residential Depth	no standard
	Residential Coverage	no standard
	Non-Residential Width	no standard
	Non-Residential Depth	no standard
<b>Setbacks</b>	Non-Residential Coverage	20% max
	Front	no standard
	Side	no standard
	Rear	no standard



**Conceptual T2 Hamlet / Cluster General Design Specifications (continued)**

<b>Private Frontages (Front)</b>	Common Yard	permitted
	Porch	not permitted
	Fence	not permitted
	Terrace	not permitted
	Forecourt	not permitted
	Stoop	not permitted
	Shopfront, Awning	permitted
	Gallery	not permitted
	Arcade	not permitted
<b>Height</b>	Principal Building (stories)	1-3
	Principal Building (feet)	30'
	Outbuilding (stories)	1-2
	Outbuilding (feet)	20'
<b>Building Type</b>	Residential	permitted
	Lodging	restricted
	Office	restricted
	Retail	restricted
	Agricultural Industry	not permitted
	Civic	not permitted
	Civil Support	not permitted
	Education	not permitted
	Light Industry & Other	not permitted

\*1du/ac unsewered, soils permitting  
**Source:** Brown and Keener Urban Design.

**Conceptual T2 Node General Design Specifications**

<b>Base Residential Density</b>	By Right	Restricted Residential (by variance)
	By TDR	-
<b>Block Size</b>	Perimeter (Min)	no min
	Perimeter (Max)	no max
	Area (Min)	no min
<b>Public Frontages</b>	County or State Highway	permitted*
	Residential Streets	-
	Commercial Streets	permitted
	Rear Alley	not permitted
	Path or Passage	not permitted
<b>Civic Spaces</b>	Park	not permitted
	Active Recreation	permitted
	Green	not permitted
	Square	permitted
	Plaza	not permitted
<b>Lot Size</b>	Playground	not permitted
	Residential Width	-
	Residential Depth	-
	Residential Coverage	-
	Non-Residential Width	no standard
	Non-Residential Depth	no standard
<b>Setbacks</b>	Non-Residential Coverage	no standard
	Front	25' min (200'')
	Side	no standard
	Rear	no standard

Conceptual T2 Node General Design Specifications (continued)

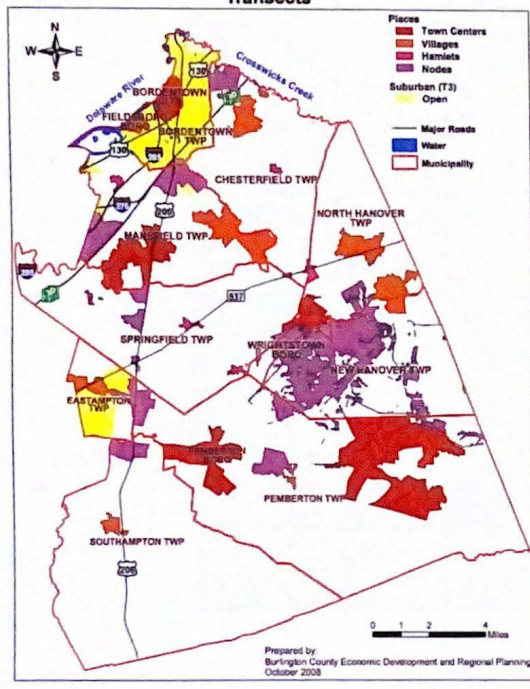
Private Frontages (Front)	Common Yard	-
	Porch	-
	Fence	-
	Terrace	-
	Forecourt	-
	Stoop	-
	Shopfront, Awning	-
	Gallery	-
	Arcade	-
Height	Principal Building (stories)	1-3
	Principal Building (feet)	40'
	Outbuilding (stories)	for local review
	Outbuilding (feet)	for local review
Building Type	Residential	not permitted
	Lodging	permitted
	Office	not permitted
	Retail	restricted
	Agricultural Industry	permitted
	Civic	not permitted
	Civil Support	not permitted
	Education	not permitted
	Light Industry & Other	permitted

\*-200' "Green Edge" Setback from Rt.206  
 Source: Brown and Keener Urban Design.

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### SUB-URBAN AREA (T3)

The identified T3 areas include three basic development patterns: post World War II neighborhoods and modern residential subdivisions, Sub-urban Corridors, and Suburban Centers. Specific design guidelines for the latter two types are discussed below. Future T3 residential development is encouraged to be built in the Village / Town T4 form.

#### Sub-urban Corridor

T3 Sub-urban Corridors are pedestrian friendly, prominent corridors that accommodate residential, commercial, and mixed use development, as well as multiple modes of transportation. These corridors often establish the boundaries between communities. Along the corridor, buildings face the roadway behind a green planted strip. Buildings are regularly spaced with moderate spacing between buildings and are generally built to the back edge of a sidewalk that connects building to building. Parking is behind or beside the buildings and corridor parking lots are connected to each other by drives and sidewalks. T3 Suburban Corridors provide high accessibility and are served by highly connected street networks, sidewalks, and transit.

#### Application

T3 Sub-urban Corridor standards would apply to State and County highway areas in Bordertown, Eastampton, and Mansfield townships, and the Route 38/530 corridor in the T2 zone, where transportation capacity and an interest in a balanced mix of land uses along the corridor and provide opportunity for an evolving development pattern in regards to the size, scale, and density. T3 Sub-urban Corridor standards could be applicable to other areas that are zoned residential, commercial, and mixed use, with higher intensity commercial activity concentrated at major intersections. The depth of the T3 Sub-urban Corridor is determined, in part, by considering the depth of land that can reasonably be designed and developed to be oriented to the corridor.

### **Design Principles**

**Access**—T3 Suburban Corridors are intended to move vehicular traffic efficiently while accommodating sidewalks, bikeways and transit. Moderate to high access management is observed by providing shared and consolidated access points, but at greater distance from each other to complement the longer suburban block structure. Variation is allowed for sensitive treatment of topography. Access to the corridor is provided preferably by side streets or frontage roads, or when necessary, from shared or consolidated driveways that provide connectivity to adjacent development. Curb cuts are limited to minimize vehicular conflict points. Coordinated access and circulation create a corridor that functions as a whole instead of as separate building sites.

**Block Length**—Blocks are linear with moderate distance between intersections.

**Building Form (Mass, Orientation, Placement)**—The building form in terms of mass, orientation, and placement are appropriate to the building type and street type/size and are designed to be cohesive throughout the development. The massing of non-residential buildings results in a footprint with moderate lot coverage, with 20,000 square feet or less of individual first floor tenant space. To accommodate greater mass, buildings are encouraged to add stories. Non-residential buildings, including entrances, are oriented to the corridor. If internal streets or side streets are created with the development, buildings internal to the development are oriented to the internal or side street, not onto parking. Setbacks are shallow with the building built to back edge of the sidewalk. Setbacks may be moderate to allow for one row of parking in front of the building or where additional pedestrian access and areas for patios are needed. Spacing between buildings is moderate. Nonresidential buildings are generally 1 to 3 stories in height. The massing of residential buildings results in a building footprint with moderate lot coverage.

Residential buildings frame and are oriented to the corridor, or, if internal to the development, to an internal street or an open space. Setbacks on the corridor are shallow to moderate and consistent. Setbacks for residential buildings internal to the development are shallow and consistent. In both cases, setbacks provide some distinction between the public realm of the sidewalk and the private realm of the residence. Within this setback, stoops are common to provide for some interaction between the public and private realm and for a pedestrian friendly environment. Spacing between buildings is moderate. Residential buildings are generally 1 to 3 stories in height. Civic and public-benefit buildings are found at prominent locations such as intersections or the termini of roads and are designed to provide a focal point. The relationship of the building to the street and streetscape may vary in relation to other buildings, however, the buildings, including entrances, are oriented to the street with parking behind or beside to preserve open space in front of the building or to frame the street with the building.

**Connectivity (Pedestrian/Bicycle)**—Pedestrian and bicycle connectivity to surrounding neighborhoods, centers and open space is high and is provided in the form of sidewalks or multi-use paths and bikeways. Pedestrian connectivity within the T3 Sub-urban Corridor is high in order to allow pedestrians to park and walk from building to building. Sidewalks are present along the corridor and crosswalks are provided at intersections, across parking lots and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone.

**Connectivity (Vehicular)**—Vehicular connectivity is moderate to high. To ensure that the corridor moves traffic efficiently and offers multiple transportation and route options, the T3 Sub-urban Corridor has moderate to high connectivity in the form of shared and consolidated access points, and intersecting local and collector streets. The impact of access to the district on

adjacent neighborhoods is considered, balancing the impacts of increased traffic with the need to provide connectivity to offer multiple route choices and spread traffic to multiple streets. Access points are preferably provided by existing intersecting local or collector streets. If intersecting local or collector streets are not available, then access drives are consolidated and improved to serve as a new street that connects to adjacent development and contributes to the overall street network. Curb cuts are limited to minimize conflict points between vehicles, pedestrians and cyclists. Development provides adequate facilities to accommodate transit in the form of transit shelters and other facilities.

**Density/Intensity**—Density and intensity is secondary to the form of development. T3 Sub-urban Corridors support non-residential development not compatible with mixed-use communities, usually because of nuisances such as noise, glaring light, smells, and nighttime shift work.

**Landscaping**—Landscaping along the corridor is generally formal in association with non-residential development and may be a mixture of formal and informal landscaping with residential development. Landscaping includes a roadside planting strip of sufficient depth to buffer the sidewalk and provide space for street trees. Between the sidewalk and the building, landscaping adds visual interest in the front setback and serves to screen from view the parking in front of the building. In surface parking lots, landscaping in the form of trees and other plantings are provided. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden of infrastructure.

**Lighting**—Lighting is consistently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Street lighting is integral to the streetscape; spacing and location of lighting is considered in relation to street trees and plantings. Lighting is pedestrian-scaled and projected downward. Lighting is designed to enhance the character of the center, does not intrude onto adjacent residential uses or neighborhoods and does not contribute to light pollution.

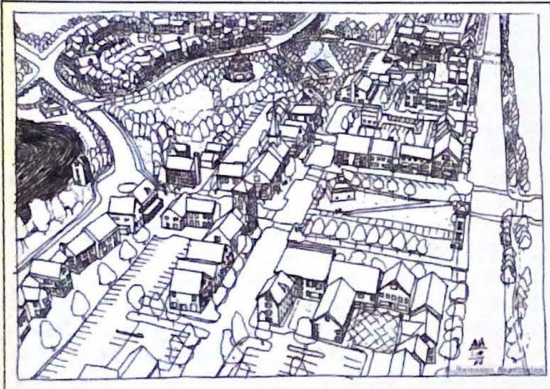
**Parking**—Parking is provided on-site in surface lots and shared parking is encouraged. One row of parking may be considered between nonresidential buildings and the street. The remaining parking is behind or beside the building. Limited parking is allowed beside the building and is designed to cause minimal disruption to the way the buildings frame the street and create a pedestrian friendly environment. On-site surface parking is divided into sections by landscape islands and internal street networks. On-site surface parking is also screened from view of the street and from view of abutting residential properties. Bicycle parking is provided.

**Signage**—Signage alerts motorists, pedestrians and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the streetscape. The design and location of signage complements and contributes to the envisioned character of the corridor. Signage is generally scaled for vehicles. Monument signs are appropriate and are encouraged to be consolidated to the greatest extent possible. Appropriate signage scaled for pedestrians includes building mounted signs, projecting signs, or awning signs. Any lighting on signage complies with the lighting design principles above.

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### ***Sub-urban Center***

T3 Sub-urban Centers are pedestrian friendly areas, generally located at intersections of suburban streets that contain commercial, mixed use, civic and public-benefit land uses, with residential present only in mixed use buildings. They serve suburban neighborhoods within a 5-minute drive. Intensity is generally placed within a center's edges, not exceeding the four corners of an intersection of prominent suburban roads. Buildings are regularly spaced and are generally built to the back edge of the sidewalk with minimal spacing between buildings. Parking is generally behind or beside the buildings or provided on-street. The public realm and streetscape features the consistent use of lighting and generally formal landscaping. T3 Sub-urban Centers are served by moderate to high levels of connectivity with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. The edges of T3 Sub-urban Centers are firm with distinguishable boundaries identified by land uses, building types, building placement, and block structure.



Concept sketch of Eastampton Town Center. Source: A. Nelessen.

### **Application**

T3 Sub-urban Center standards could be exemplified by the planned Eastampton Town Center. Eastampton Township has established initial design concepts and zoning framework for a mixed use community along Woodlane Road. The T3 Sub-urban Center transect could apply to other planned places which include commercial and mixed use areas that are situated to serve a larger suburban community, and where the center's intensification is supported by surrounding existing or planned residential development, adequate infrastructure and adequate access such as arterial and collector streets.



Model Home: "Eastampton Village Center." Photo: Sharbell Development Corp.

**Design Principles**

**Access**—Access is generally provided from an arterial or collector street. Shared access is used to avoid multiple curb cuts and pedestrian and vehicular conflict points. Access into developments is aligned, where applicable, with access for development across the street. Cross access between multiple developments within a center is required. Coordinated access and circulation create a center that functions as a whole instead of as separate building sites. Access is designed to be easily crossed by pedestrians.

**Block Length**—Blocks are linear with moderate distance between intersections.

**Building Form (Mass, Orientation, Placement)**—The building form is in character with the existing T3 Sub-urban development pattern in terms of its mass, orientation, and placement. The building form does, however, complement the adjacent neighborhoods that the center serves and the infrastructure to which it has access. The massing of buildings results in a footprint with moderate lot coverage with 10,000 square feet or less of individual first floor tenant space, each with its own entrance. Buildings, including entrances, are oriented to the prominent street or to internal streets, not onto parking. Building setbacks are shallow and consistent and may be deep enough to allow one row of parking or additional pedestrian access and areas for patios and street furniture. Spacing between buildings is minimal. Buildings are generally 1 to 3 stories in height. Civic and public-benefit buildings are found at prominent locations such as intersections or the termini of roads and are designed to provide a focal point in the center. The relationship of the building to the street and streetscape may vary in relation to other buildings, however, the buildings, including entrances, are oriented to the street with parking behind or beside to preserve open space in front of the building or to frame the street with the building.

**Connectivity (Pedestrian/Bicycle)**—Pedestrian and bicycle connectivity to surrounding neighborhoods is high and is provided in the form of sidewalks, bikeways, and greenways. Pedestrian connectivity within the T3 Sub-urban Center is high in order to allow pedestrians to park and walk from business to business. Sidewalks are present within the center. Crosswalks are provided at intersections, through parking lots and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone. Bicycle connectivity is provided in the form of on-road facilities.

**Connectivity (Vehicular)**—Vehicular connectivity to surrounding neighborhoods is moderate. The T3 Sub-urban Center is generally located at a prominent intersection with vehicular access provided from an arterial or collector street. The impact of connectivity to adjacent neighborhoods is considered, balancing the impacts of increased traffic with the need to provide connectivity to offer multiple route choices and spread traffic to multiple streets. Connectivity within the center is provided through coordinated access and circulation. Given the intensity of development envisioned for the center, access to mass transit is provided in convenient locations that allows for coordination with sidewalks and bikeways.

**Density/Intensity**—Intensity is secondary to the form of development. The intensity of non-residential development is moderate with 1 to 3 story buildings and a small geographic scale, generally four corners of an intersection. T3 Sub-urban Center is intended to be moderate density, generally from 3 to 10 dwelling units per acre although there are some exceptions where higher densities are found. Areas with adequate infrastructure and access are most appropriate for higher density. The intensity of non-residential development moderate with generally 1 to 3 story buildings. Intensification takes place within the established boundaries of the T3 Sub-urban Center rather than through expansion.



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**Landscaping**—Landscaping is generally formal. Street trees, bushes, and planting strips are appropriate. In surface parking lots, landscaping in the form of trees, bushes and other plantings are provided. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and the burden on infrastructure.

**Lighting**—Lighting is consistently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Street lighting is integral to the streetscape; spacing and location of lighting is considered in relation to street trees and plantings. Lighting is pedestrian-scaled and projected downward. Lighting is designed to enhance the character of the center, does not intrude onto adjacent residential uses or neighborhoods and does not contribute to light pollution.

**Parking**—Parking is provided on-street or on-site on surface lots. When provided on-site, one row of parking may be allowed between the building and the street. The remaining parking is behind or beside the building. Limited parking is allowed beside the building and is designed to cause minimal disruption to the street wall created by buildings. Parking is screened from view of the street and from view of abutting residential properties. Shared parking is encouraged. Bicycle parking is provided.

**Signage**—Signage alerts motorists, pedestrians and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the center or the streetscape. The design and location of signage complements and contributes to the envisioned character of the center. Signage is generally scaled for vehicles and monument signs are appropriate. Appropriate signage scaled for pedestrians includes building mounted signs, projecting signs, or awning signs. Any lighting on signage is minimal and complies with the lighting design principles above.

**Trade Area**—The T3 Sub-urban Center provides services to meet the daily needs of residents within a 5-minute drive.



*Character—Sub-Urban Centers should be safe and walkable. Parking for commercial establishments is usually located to the side or rear with primary entrance facing the street. Cranbury, NJ. Photo: Flickr.com member Bob70.*

### **Additional Design and Planning Principles**

- Make neighborhood friendly, child-safe walkable streets.
- Layouts to include town blocks, nearest the center of town, that are of a size and scale that makes it possible to walk around the block, and the neighborhood.
- No garages in the front (use alleys or driveways to access rear garages whenever possible. If alleys do not fit, use driveways from the front that lead to rear garages).
- Include tree-lined sidewalks.

**Conceptual T3 General Suburban Design Specifications**

		<b>Sub-Urban Special District Corridor</b>	<b>Sub-Urban Center</b>
<b>Base Residential Density</b>	By Right	-	-
	By TDR	-	3-10 units / ac gross
<b>Block Size</b>	Perimeter (Min)	no min	no min
	Perimeter (Max)	3,000' max	2,400' max
	Area (Min)	no min	no min
<b>Public Frontages</b>	County or State Highway	permitted	permitted
	Residential Streets	-	permitted
	Commercial Streets	permitted	permitted
	Rear Alley	permitted	permitted
	Path or Passage	permitted	permitted
<b>Civic Spaces</b>	Park	not permitted	permitted
	Active Recreation	not permitted	permitted
	Green	permitted	permitted
	Square	permitted	permitted
	Plaza	permitted	not permitted
	Playground	permitted	permitted
<b>Lot Size</b>	Residential Width	-	40'-80'
	Residential Depth	-	no standard
	Residential Coverage	-	50% max
	Non-Residential Width	25-100'	25-100'
	Non-Residential Depth	80' max	no standard
	Non-Residential Coverage	50% max	70% max
<b>Setbacks</b>	Front	15'-55'	0'-25'
	Side	12' min	0'-20'
	Rear	12' min	12' min

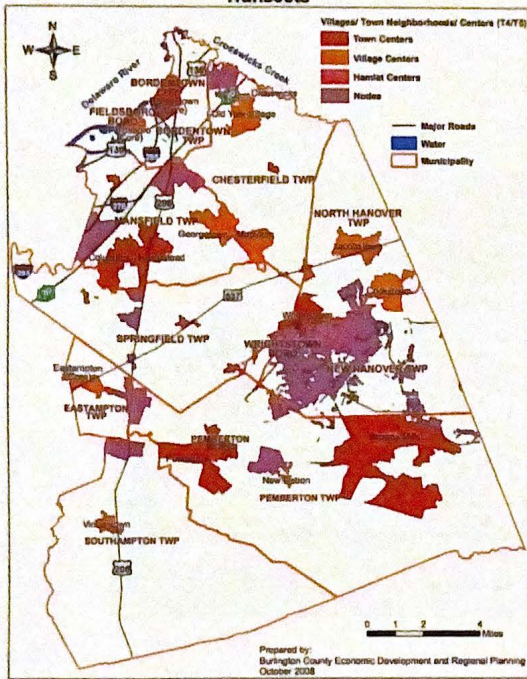
Conceptual T3 General Suburban Design Specifications (continued)

		Sub-Urban Special District Corridor	Sub-Urban Center
Private Frontages (Front)	Common Yard	-	permitted
	Porch	-	permitted
	Fence	-	permitted
	Terrace	-	permitted
	Forecourt	-	permitted
	Stoop	-	permitted
	Shopfront, Awning	-	permitted
	Gallery	-	permitted
Arcade	-	permitted	
Height	Principal Building (stories)	2-4	1-3
	Principal Building (feet)	40'	30'
	Outbuilding (stories)	-	-
	Outbuilding (feet)	-	-
Building Type	Residential	not permitted	permitted
	Lodging	permitted	permitted
	Office	permitted	permitted
	Retail	permitted	permitted
	Agricultural Industry	restricted	restricted
	Civic	permitted	permitted
	Civil Support	permitted	permitted
	Education	permitted	permitted
Light Industry & Other	permitted	permitted	

Source: Brown and Keener Urban Design.



Northern Burlington County  
Transects



**VILLAGE / TOWN NEIGHBORHOODS (T4)**

T4 Village / Town Neighborhoods demonstrate a development pattern of moderate to high density residential, civic and public-benefit uses. Attached and detached housing, civic and public-benefit buildings are found regularly spaced with shallow setbacks and minimal spacing between them. Corner buildings may host neighborhood-serving commercial establishments. Lots are generally accessed from alleys. The public realm and streetscape features consistent use of lighting and more formal landscaping. Neighborhood areas evolving with higher densities are served by higher levels of connectivity with complete street networks, sidewalks, bikeways and mass transit. Edges of these neighborhoods are firm with clearly recognizable boundaries, block structures, consistent lot sizes, and building placement.

**Application**

T4 Village / Town Neighborhood design standards are applicable to places within existing center boundaries identified as potential growth areas. New or expanding T4 Village / Town Neighborhoods may be centered on a T5 Village / Town Core. Design standards are applicable where there is an expressed interest in: evolving the development patterns to promote a mixture of housing types and greater connectivity; where there is high potential for consolidation or subdivision of lots; where there is incongruity between the existing land use and the zoning; and proximity to evolving centers. Portions of expanded centers for Columbus, Wrightstown, Jacobstown, and Cookstown will be T4 Village / Town Neighborhood blocks. Much of Old York Village is designed this way.

**Design Principles**

**Access**—Access by alleys is preferred. Development on larger streets has consolidated access, preferably by side street or alley.



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occurs, special attention is paid to the existing streets in the area to determine if they are able to support additional development. If not, street improvements or reclassification may be necessary. It may also be necessary for the new development to create higher order collector or arterial streets. Access to mass transit is provided in convenient locations that allows for coordination with sidewalks and bikeways.

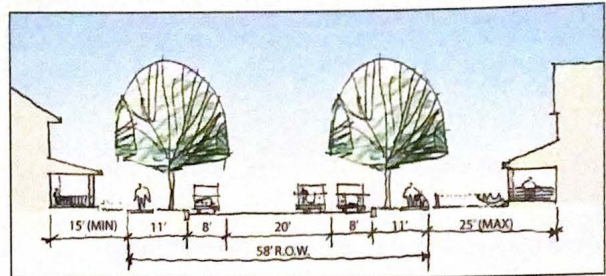
**Density/Intensity**—Density is secondary to the form of development, however, T4 Neighborhoods are intended to support moderate to high density. Density is generally between 4 and 12 dwelling units per acre, depending on whether the Environs are protected or rural lands (T1 or T2) or suburban areas (T3). Areas with adequate infrastructure and access, such as main road corridors, are most appropriate for higher density. In general, larger lots are at the far edges of the developments, and more compact layouts nearer the center of town – to maximize the opportunities for walking and biking.

**Landscaping**—Landscaping is generally formal. Street trees are common. Landscaping retains the existing mature trees on the building site and, when that is not possible, replaces existing trees with new trees. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure.

**Lighting**—Lighting is consistently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Lighting is integral to the streetscape; spacing and location of lighting is considered in relation to street trees and plantings. Lighting is pedestrian-scaled, projected downward and is designed to enhance the character of the neighborhood.

**Parking**—Parking for single and two-family buildings is provided on-street or on-site, accessed via alleys. On-street parking slows traffic, making it safer and quieter for neighborhood residents.

Parking for multi-family buildings is provided in parking lots or structured parking, accessed preferably via alleys or consolidated access from side streets. Parking is located behind or beside the buildings and is screened from view. Parking for civic and public-benefit land uses is provided on-site behind or beside buildings, and is often shared with neighbors during off-peak days and evenings. Bicycle parking is provided at multi-family developments and civic and public-benefit uses.



*Character—T4 neighborhoods typically have on-street parking.*  
*Source: Brown and Keener Urban Design.*

**Signage**—Signage is rarely used at individual residences. Signage for civic and public-benefit uses alerts motorists, pedestrians and cyclists to their location and assists them find their destination in a manner that is not distracting or overwhelming to that use or the overall streetscape. The design and location of signage complements and contributes to the envisioned character of the neighborhood. Signage is generally scaled for vehicles and monument signs are appropriate. Appropriate signage scaled for pedestrians includes building mounted signs, projecting signs, or awning signs.

**Trade Area**—Although generally not applicable in this T-zone, at designated corners, buildings may host neighborhood-serving commercial establishments.

## NORTHERN BURLINGTON COUNTY GROWTH AND PRESERVATION PLAN

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Character—Neighborhood-scaled retail complements existing community character. Cranbury, NJ. Photo: Flickr.com member flickr4jazz.



Character—Village neighborhoods lined with tree-shaded sidewalks. Cranbury, NJ. Photo: Flickr.com member Bob70.



Character—Child-safe, walkable Neighborhood streets. Photo: Public domain.

Respectful rehabilitation of homes in existing Village / Town neighborhoods, and the development of new housing in designated growth areas, provides opportunities for a variety of housing choices. Such neighborhoods, when appropriately designed and constructed, enable residents to build strong community networks generally unavailable in conventional residential subdivisions.

**Conceptual T4 Village / Town Neighborhood General Design Specifications**

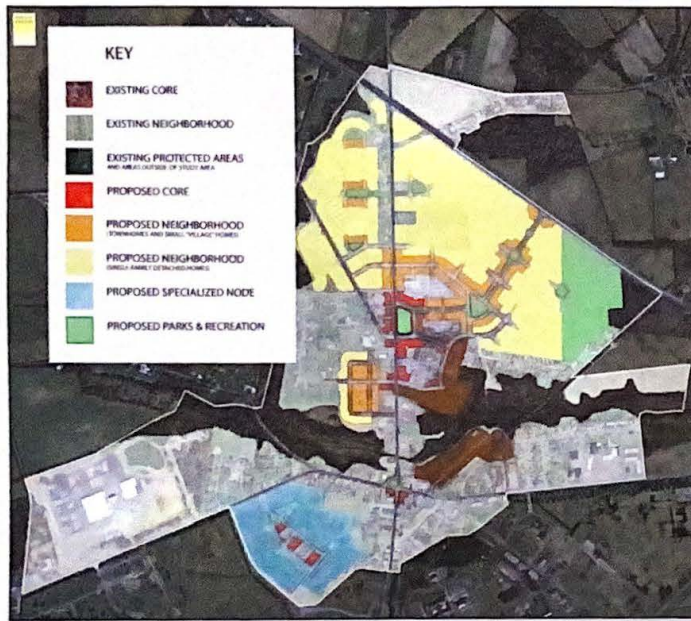
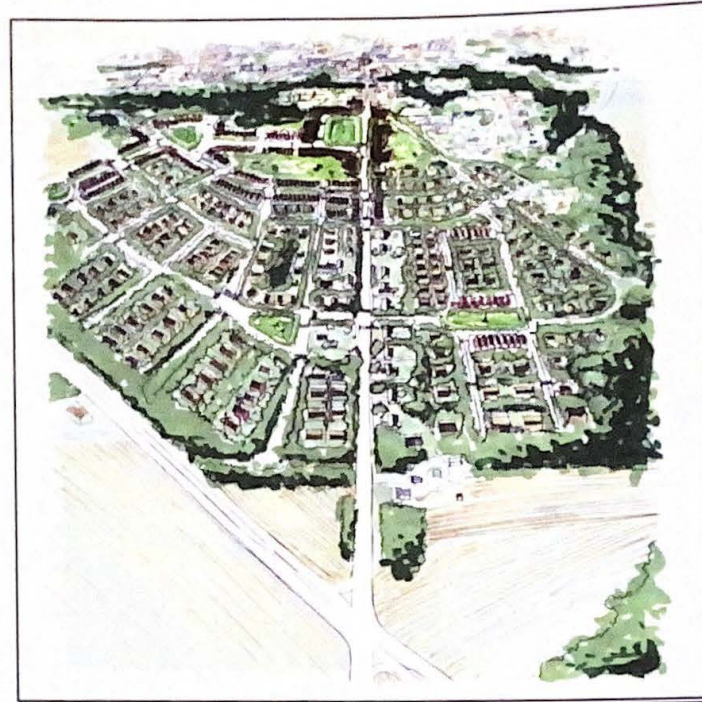
<b>Base Residential Density</b>	By Right	5 units / ac gross
	By TDR	12 units / ac gross
<b>Block Size</b>	Perimeter (Min)	no min
	Perimeter (Max)	2,400' max
	Area (Min)	no min
<b>Public Frontages</b>	County or State Highway	permitted
	Residential Streets	permitted
	Commercial Streets	permitted
	Rear Alley	permitted
	Path or Passage	permitted
<b>Civic Spaces</b>	Park	permitted
	Active Recreation	permitted
	Green	permitted
	Square	permitted
	Plaza	not permitted
<b>Lot Size</b>	Playground	permitted
	Residential Width	40'-80'
	Residential Depth	no standard
	Residential Coverage	50% max
	Non-Residential Width	72'-120'
	Non-Residential Depth	no standard
<b>Setbacks</b>	Non-Residential Coverage	50% max
	Front	6'-25'
	Side	0'-20'
	Rear	3' min



**Conceptual T4 Village / Town Neighborhood General Design Specifications (continued)**

<b>Private Frontages (Front)</b>	Common Yard	permitted
	Porch	permitted
	Fence	permitted
	Terrace	permitted
	Forecourt	permitted
	Stoop	permitted
	Shopfront, Awning	permitted
	Gallery	permitted
	Arcade	permitted
<b>Height</b>	Principal Building (stories)	1-3
	Principal Building (feet)	30'
	Outbuilding (stories)	1-2
	Outbuilding (feet)	20'
<b>Building Type</b>	Residential	permitted
	Lodging	permitted
	Office	restricted
	Retail	restricted
	Agricultural Industry	not permitted
	Civic	restricted
	Civil Support	restricted
	Education	restricted
Light Industry & Other	not permitted	

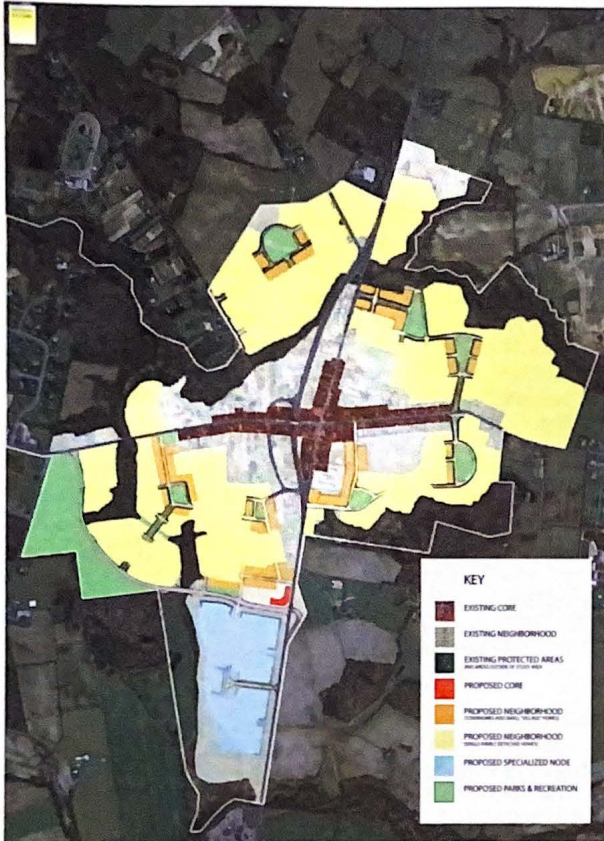
Source: Brown and Keener Urban Design.



Top left: A new neighborhood showing community green and pedestrian-friendly streetscape. **Source:** Elzbieta Szczepanska for Brown and Keener Urban Design.

Above and bottom left: Extension of Wrightstown town center into North Hanover Township would create new neighborhoods connected to their surroundings and focused around the existing Main Street. Home lots will be smaller around greens and centers to promote walkability; while larger lots on the periphery can act as a buffer to surrounding farms. This town center extension would allow the township to preserve farmland via density transfer and meet affordable housing obligations. **Source:** Brown and Keener Urban Design.

**NORTHERN BURLINGTON COUNTY GROWTH AND PRESERVATION PLAN**



Conceptual Plan for Columbus portion of Columbus- Homestead town center. Source: Brown and Keener Urban Design.



**VILLAGE / TOWN CORE (T5)**

T5 Village / Town Cores are areas intended to be mixed use with the presence of commercial and even light industrial uses, but also a significant amount of moderate to high density residential development. Attached residential, mixed use, commercial, light industrial, and civic and public-benefit buildings are found regularly spaced. Buildings are constructed to the back edge of the sidewalk with minimal spacing between them. T5 Village / Town Cores serve neighborhoods within a 5-minute walk and are also designed to be convenient to visitors and customers that arrive by car. Parking is behind or beside the buildings and is generally accessed by side streets or alleys. The public realm and streetscape features consistent street lighting and formal landscape elements. T5 Village / Town Cores are served by high levels of connectivity with complete street networks, sidewalks, bikeways and transit. Edges of these cores are distinguishable by their block structures, consistent lot sizes, and building placement.

**Application**

T5 Village / Town Core standards would apply to areas where the primary land use is residential, commercial, and light industrial and that are envisioned to become primarily mixed use with residential and commercial and light industrial such as artisan's shops, repair and light fabrication operations. T5 Village / Town Core standards would be applied in situations where there is an expressed interest in the area's development pattern evolving to promote such mixture of uses and where the center's intensification is supported by surrounding existing or planned residential development, adequate infrastructure and adequate access, such as the intersection of a local and

collector. Delineation of these T5 Cores and their accompanying T4 Neighborhoods should be part of the municipal planning process. It is anticipated that planned future expansion for the North Hanover/Wrightstown area in the vicinity of Wrightstown-Sykesville and Georgetown Roads could, over time, evolve to have the character and intensity of a T5 Village / Town Core. Future development and redevelopment in downtown Browns Mills also has this potential

### **Design Principles**

**Access**—Access to residential, commercial, office, mixed use and light industrial buildings is provided from alleys and side streets. Larger industrial uses are served by driveways. Shared access is used to avoid multiple curb cuts and pedestrian/vehicular conflict points. Access is designed to be easily crossed by pedestrians. Access into developments is aligned, where applicable, with access for development across the street. Cross access is provided between abutting developments. Coordinated access and circulation create an area that functions as a whole instead of as separate building sites.

**Block Length**—Blocks are linear with moderate to short distance between intersections. Layouts to include town blocks that are about the same size and scale as those in Pemberton or Bordentown City: small, generally (but not always) rectangular. This makes it a comfortable walk around the blocks and the neighborhoods.

**Building Form (Mass, Orientation, Placement)**—The building form is in character with the existing T5 Village / Town Core development pattern in terms of its mass, orientation, and placement. The building form does, however, complement the adjacent neighborhoods that it serves and the infrastructure to which it has access. The massing of buildings results in a footprint with moderate to high lot coverage with individual, first

floor tenant space of 10,000 square feet or less, each with its own entrance(s). Buildings, including entrances, are oriented to the street. The front building façade is built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian friendly environment. Exceptions may be made to accommodate outdoor dining or retail display. Notwithstanding these exceptions, a significant portion of the building façade is built to the sidewalk. There is minimal spacing between buildings. Buildings are generally 2 to 3 stories in height. Civic and public-benefit buildings are found at prominent locations such as intersections or the termini of roads and are designed to provide a focal point in the center. The relationship of the building to the street and streetscape may vary in relation to other buildings, however, the buildings, including entrances, are oriented to the street with parking behind or beside to preserve open space in front of the building or to frame the street with the building.

**Connectivity (Pedestrian/Bicycle)**—Pedestrian and bicycle connectivity is high and is provided in the form of sidewalks and bikeways. Pedestrian connectivity within T5 Village / Town Core areas is high in order to allow residents, employees and visitors to park and walk to multiple destinations. Sidewalks are present within the neighborhood and crosswalks are provided at intersections, across parking lots and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone.

**Connectivity (Vehicular)**—Vehicular connectivity is high and is provided in the form of local streets, collectors and arterials that create a complete street network, provides residents with multiple routes and reduced trip distances. Cul de sacs are inappropriate. The street network is complemented with an alley network that provides access to residential, mixed use, commercial, office and light industrial uses. Access to mass transit is provided in convenient locations that allows for

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coordination with sidewalks and bikeways. Development provides facilities to accommodate mass transit in the form of transit shelters and street cross-sections that accommodate transit stops.

**Density/Intensity**—Intensity is secondary to the form of development. The intensity of development is moderate with 2 to 3 story buildings and a small geographic scale, generally four corners of an intersection or the blocks around a central green.

**Landscape/Streetscape**—Landscaping is formal. Street trees and/or planting strips are appropriate. Landscaping retains the existing mature trees on the building site and, when that is not possible, replaces existing trees with new trees. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure.



*Character—The Wrightstown/New Hanover expanded town center: a pedestrian-friendly gathering place and center for local commerce and civic activities. Source: Elzbieta Szczepanska for Brown and Keener Urban Design.*

**Lighting**—Lighting is consistently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Street lighting is integral to the streetscape; spacing and location of lighting is considered in relation to street trees and plantings. Lighting on the street and in parking lots is pedestrian-scaled and projected downward. Lighting is designed to enhance the character of the street, especially in historic areas.

**Parking**—Parking is provided on-street or on-site in surface lots. Parking is primarily behind the building. Limited parking is allowed beside the building and is designed to cause minimal disruption to the street wall created by buildings. Parking is screened from view of the street and from view of abutting residential properties. On-street parking offsets parking needs and creates a buffer between the street and the pedestrian. Shared parking is encouraged. Bicycle parking is provided.

**Signage**—Signage alerts motorists, pedestrians and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming. The design and location of signage complements and contributes to the envisioned character of the neighborhood. Signage is scaled for pedestrians and building mounted signs, projecting signs, or awning signs are appropriate. Monument signs are not appropriate.

**Conceptual T5 Village / Town Core General Design Specifications**

<b>Base Residential Density</b>	By Right	12 units / ac gross
	By TDR	24 units / ac gross
<b>Block Size</b>	Perimeter (Min)	no min
	Perimeter (Max)	2,000**
	Area (Min)	no min
<b>Public Frontages</b>	County or State Highway	permitted
	Residential Streets	permitted
	Commercial Streets	permitted
	Rear Alley	permitted
	Path or Passage	permitted
<b>Civic Spaces</b>	Park	not permitted
	Active Recreation	not permitted
	Green	permitted
	Square	permitted
	Plaza	permitted
	Playground	permitted
<b>Lot Size</b>	Residential Width	18-50'
	Residential Depth	110' max
	Residential Coverage	90% max
	Non-Residential Width	25-100'
	Non-Residential Depth	80' max
	Non-Residential Coverage	90% max
<b>Setbacks</b>	Front	0'-12'
	Side	0' min
	Rear	0' min

**Conceptual T5 Village / Town Core General Design Specifications (continued)**

<b>Private Frontages (Front)</b>	Common Yard	not permitted
	Porch	permitted
	Fence	permitted
	Terrace	permitted
	Forecourt	permitted
	Stoop	permitted
	Shopfront, Awning	permitted
	Gallery	permitted
	Arcade	permitted
<b>Height</b>	Principal Building (stories)	2-4
	Principal Building (feet)	40'
	Outbuilding (stories)	-
	Outbuilding (feet)	-
<b>Building Type</b>	Residential	permitted
	Lodging	permitted
	Office	permitted
	Retail	permitted
	Agricultural Industry	restricted
	Civic	permitted
	Civil Support	permitted
	Education	permitted
	Light Industry & Other	permitted

\* 3,000' (w/parking deck)

Source: Brown and Keener Urban Design.

**PLACES**

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## AGENDA

Strategic planning consists of analyses and recommendations biased toward action. What makes a plan strategic are the steps that translate recommendations into tangible and practical actions accompanied by assignments, priorities, resources and timelines. A Plan Implementation Agenda (or PIA) is a list of the programs and projects that participating Municipal, County and State agencies, and other regional partners, agree to employ to achieve the goals and objectives of their plan and the mutual future vision. Such a list was compiled for the Northern Burlington County region by comparing and correlating the numerous municipal, county, regional and state land use-related plans for this region.

The following PIA lists the individual projects, program and strategies municipalities should complete to achieve the objectives identified in the POLICY chapter. It organizes these activities by the eleven issue areas outlined in that chapter and identifies county, state and regional agencies that could provide assistance to municipalities. The spreadsheet does not indicate priorities or require municipalities to hold to a schedule to complete these activities. Each municipality has its own local priorities and issues to address. Municipalities should consider prioritizing activities based on the extent to which they:

- implement multiple recommendations,
- are relatively low in cost,
- are high in understandability,
- are likely to be politically viable,
- are legally viable,
- are short in implementation timeframe, and
- are likely to generate a favorable response from the public

Although some municipalities may have completed some of these activities, the PIA encourages municipalities to periodically review and to proactively update their plans and strategies to reflect changing circumstances. The PIA recognizes that when a municipality is ready to proceed with these tasks that there are

county, state and regional agencies and resources available to assist them. Municipalities are encouraged to contact these agencies to help them with their local growth and preservation planning efforts. They should also use this PIA when re-examining their master plans and component plan elements.

The following is a list of abbreviations used in the PIA:

### County Agencies:

- BCBC—Burlington County Bridge Commission
- BCC—Burlington County College
- Buildings & Grounds—Department of Buildings and Grounds
- Buttonwood—Buttonwood Hospital
- CE—County Engineer's Office
- CHO—Cultural and Heritage Office
- CTO—County Transportation Office
- EDRP—Department of Economic Development and Regional Planning
- RC—Department of Resource Conservation
- Sheriff—Sheriff's Department
- WIB—Workforce Investment Board

### State / Regional Agencies:

- BPU—NJ Board of Public Utilities
- CCC—Cross-County Connection
- COAH—Council on Affordable Housing
- DVRPC—Delaware Valley Regional Planning Commission
- Joint Base—Joint Base Land Use Study Committee
- NJ Corrections—NJ Department of Corrections
- NJDA—NJ Department of Agriculture
- NJDCA—NJ Department of Community Affairs
- NJDEP—NJ Department of Environmental Protection
- NJDOE—NJ Department of Education
- NJDOT—NJ Department of Transportation

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## NORTHERN BURLINGTON COUNTY GROWTH AND PRESERVATION PLAN

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- NJEDA—NJ Economic Development Authority
- NJHMFA—NJ Housing and Mortgage Finance Agency
- NJPC—NJ Pinelands Commission
- NJRA—NJ Redevelopment Authority
- NJ Transit—NJ Transit Corporation
- NJ Treasury—NJ Department of the Treasury
- OSG—NJ Office of Smart Growth
- SCS—Soil Conservation Service
- SJTC—South Jersey Tourism Corporation
- Travel & Tourism—NJ Dept. of State, Office of Travel and Tourism

### Northern Burlington County Growth and Preservation Plan Implementation Agenda

Topic	Item	Municipal / County Activity	County Assistance	State/Regional Assistance
Land Use	LU-01	Review/update the municipal master plan with goals and objectives that promote compact, mixed-use development in Centers and Nodes, preserve large contiguous areas of farmland and open space in the Environs and promote agriculture as a fundamental part of the local economy and treat farmland as a permanent use.	EDRP	OSG
Land Use	LU-02	Include language in the municipal master plan demonstrating consistency between the municipal vision and the GAPP. Cite all other relevant planning documents of adjacent municipalities, Burlington County, Delaware Valley Regional Planning Commission and other State plans, including the NJ Department of Agriculture's Smart Growth Plan.	EDRP	OSG, NJDA, DVRPC
Land Use	LU-03	Review/update component master plan elements, including, but not limited to, Land Use, Housing, Economic Development, Circulation, Conservation, Farmland Preservation, Recreation, Historic Preservation, Community Facilities, Utilities and Stormwater Management, with analyses and strategies to further these goals and objectives.	EDRP	OSG
Land Use	LU-04	Conduct municipal visioning processes with key stakeholders including residents, business community and agricultural community to build support for community vision and to establish the future form and function of designated Centers and Nodes, but also future uses and activities within the environmentally sensitive and agricultural Environs. Incorporate the vision statement and supporting graphics into the municipal master plan. Make sure that stakeholders understand the mechanics of implementing the town and country vision of centers/nodes and Environs and the impacts on land values.	EDRP	OSG

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## NORTHERN BURLINGTON COUNTY GROWTH AND PRESERVATION PLAN

## AGENDA

Topic	Item	Municipal / County Activity	County Assistance	State/Regional Assistance
Land Use	LU-05	Fold two comparative build-out analyses into the municipal master plan, designating the volume of anticipated growth in housing, population, school children, square feet of commercial space, affordable housing obligations, and preserved vs. developed lands. The first build-out should be based on existing zoning, the latter based on the transfer of development into designated Centers and Nodes and preservation of Environs. Include numerical and graphic components to help residents better understand build out impacts.	EDRP	OSG, Treasury
Land Use	LU-06	Review/update the municipal master plan Land Use Plan Element to establish the framework for future development limitations in the Environs. The element should establish the planning foundation for recommended zoning densities consistent with maintaining rural, environmentally sensitive and agricultural areas. It should also establish the framework for redirecting future growth into designated Centers and Nodes.	EDRP	OSG
Land Use	LU-07	Review/update the Land Use Element and Land Development Regulations to recognize that protecting the economic viability of agriculture supports cultural, economic, scenic and environmental community goals.	EDRP	OSG, NJDA
Land Use	LU-08	Review/update the Land Use Element to identify and describe development standards for Centers and Nodes in each type of landscape region, i.e., Protected Natural Lands, Farmbelt / Rural Reserve and Suburban areas. Designate location, size, mix of uses, streetscape and circulation system relevant to each.	EDRP	OSG
Land Use	LU-09	Consider adoption of clustered land development (CLD), traditional neighborhood design (TND), Transfer of Development Rights (TDR) and non-contiguous parcel clustering (NPC) ordinances to create or expand Centers and Nodes while simultaneously preserving farmland and open space in the Environs.	EDRP	OSG
Land Use	LU-10	Review/update municipal design standards consistent with compact, center-based forms of development. Design standards should articulate desired form and function of public and private spaces, using clear, objective illustrations and text. Design standards should introduce incentives to promote "green" energy-efficient site design consistent with Leadership in Energy and Environmental Design (LEED) standards.	EDRP	OSG, NJDEP
Land Use	LU-11	As part of a Transfer of Development Rights (TDR) program, prepare a real estate market analysis that evaluates the economic viability of the TDR program as proposed. This helps assuage landowner concerns regarding equity impacts once the TDR program is enacted.	EDRP	OSG, NJDA
Land Use	LU-12	Pursue New Jersey Office of Smart Growth Smart Future Planning Grants to prepare planning studies and elements that are supportive of the GAPP and the New Jersey State Development and Redevelopment Plan.	EDRP	OSG
Land Use	LU-13	Submit the municipal master plan, component elements and other planning materials to the Office of Smart Growth for Plan Endorsement.	EDRP	OSG

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### NORTHERN BURLINGTON COUNTY GROWTH AND PRESERVATION PLAN

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Topic	Item	Municipal / County Activity	County Assistance	State/Regional Assistance
Housing	HO-01	Review/update the municipal master plan Housing Element to evaluate and address existing and future housing supply and condition issues, including farm labor housing, and the Fair Share Housing Plan, to provide opportunities for low and moderate-income housing, as required by Council on Affordable Housing (COAH) regulations.	EDRP	COAH
Housing	HO-02	Consider implementation of the housing-related recommendations in the GAPP's Technical Report on Housing	EDRP	COAH
Housing	HO-03	Review/update existing municipal master plan Land Use Element and Land Development Regulations to encourage rehabilitation, redevelopment and future development of a variety types, densities and forms, including mixed-use developments in Centers, as appropriate.	EDRP	COAH
Housing	HO-04	Provide technical assistance to local governments, developers and residents about "non-traditional" owner and rental housing opportunities to accommodate affordable housing obligations and to promote Center-based and mixed-use development.	EDRP	COAH, NJHMFA
Housing	HO-05	Continue to provide local and regional housing services that support healthy Centers: use existing Federal community development and housing programs to develop new affordable rental housing for senior citizens and special-needs individuals and households; and promote existing Federal program housing opportunities for senior and other special-needs individuals and households in existing structures.	EDRP	NJDCA
Housing	HO-06	Continue to provide local and regional housing services that support healthy Centers: enforce updated municipal code enforcement / property provisions and land use controls, promote existing State and Federal program homeownership opportunities for first time homebuyers, promote use of existing State and Federal radon, lead-paint, barrier removal, energy efficiency, and other programs, and provide housing counseling and fair housing services.	EDRP	NJDCA
Housing	HO-07	Review/update and implement municipal code enforcement and property maintenance provisions.	EDRP	NJDCA
Housing	HO-08	Require use of "universal design" principles for housing projects receiving government assistance.	EDRP	NJDCA
Economic Development	ED-01	Work with the Burlington County to prepare a regional amendment to the County's Comprehensive Economic Development Strategy (CEDS) to incorporate elements with particular significance to this region, such as redevelopment in the Wrightstown and Browns Mills areas, the agricultural industry and tourism. This should include various financial and locational analyses and local and regional strategies to address identified issues.	EDRP	NJEDA
Economic Development	ED-02	Prepare and update municipal master plan Economic Development Elements, based on the above regional CEDS amendment.	EDRP	NJEDA

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### NORTHERN BURLINGTON COUNTY GROWTH AND PRESERVATION PLAN

## AGENDA

Topic	Item	Municipal / County Activity	County Assistance	State/Regional Assistance
Economic Development	ED-03	Promote economic development by encouraging strategic land assembly, site preparation, infill development, public/private partnerships and infrastructure improvements that support identified and appropriate roles for the Centers and Nodes within the regional marketplace.	EDRP	NJEDA
Economic Development	ED-04	Encourage employer business and employee job training and other incentives to retain and attract businesses to Centers and Nodes, where appropriate	WIB, EDRP	NJEDA
Economic Development	ED-05	Encourage private sector investment through supportive government regulations, policies and programs, including tax policies and expedited review of proposals that support appropriate development and redevelopment in Centers and Nodes.	EDRP	NJEDA
Economic Development	ED-06	Guide opportunities for economic development into pedestrian- and transit-supportive Centers and Nodes and target new jobs to these locations	EDRP, CE	NJDOT, NJEDA
Economic Development	ED-07	Evaluate whether and how Land Development Regulations could permit or conditionally permit home-occupation, home professional and other small-scale entrepreneurial businesses in Centers to promote economic viability of mixed-use neighborhoods.	EDRP	OSG
Economic Development	ED-08	Provide opportunities and facilities for ecotourism, agritourism, heritage tourism and arts and culture destinations in Centers and Nodes.	EDRP, RC, CHO	NJDEP, NJDA, NJ Travel & Tourism, SJTC
Economic Development	ED-09	Continue to invest and reinvest in Pemberton Township's Browns Mills Urban Enterprise Zone (UEZ) redevelopment projects	EDRP	NJRA
Economic Development	ED-10	Maintain an economic development census of farm and non-farm businesses, farm labor, military and civilian employment in the region and its Centers and Nodes to track progress of the GAPP's economic development strategies.	EDRP, RC	NJDOL
Economic Development	ED-11	Encourage center-based growth and redevelopment using local and State financial incentives for the following locations: waterfronts, brownfields, greyfields, redevelopment areas, transit villages, mixed-use zoning, home occupations, home-based industries	EDRP	OSG
Economic Development	ED-12	Promote the development of incubator businesses in Centers and Nodes	EDRP	NJEDA
Economic Development	ED-13	Expand tourism and cultural programs by coordinating with the South Jersey Tourism Corporation, County Cultural and Heritage Commission and other local and regional partners	EDRP, CHO	NJ Travel & Tourism, SJTC
Economic Development	ED-14	Conduct market surveys to identify commercial and retail needs in Centers and Nodes that would lead to meeting local and regional market needs.	EDRP	NJEDA
Economic Development	ED-15	Encourage the use of the National Trust Main Street programs four-point investment strategy (Design Organization, Promotion and Economic Restructuring) for historic Centers.	EDRP, RC	NJDCA
Economic Development	ED-16	Support efforts to invest in early childhood education and development, as well as other childcare services, in Centers.	Social Services	NJDOE

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Topic	Item	Municipal / County Activity	County Assistance	State/Regional Assistance
Economic Development	ED-17	Develop working relationship with military bases by leveraging the Joint Land Use Study to create new off-base job and business opportunities to serve the bases.	EDRP	Joint Base
Economic Development	ED-18	Prepare strategies for implementing recommendations in the GAPP's Technical Report on Agricultural Viability	EDRP	NJDA, NJEDA
Transportation	TR-01	Review/update the municipal master plan Circulation Element to establish the framework for future improvements for non-farm and farm-related vehicles, freight traffic, public transportation, watercraft and airport traffic, pedestrians and non-motorized vehicle transportation. The element should analyze existing conditions, evaluate future development and redevelopment impacts on circulation systems and make recommendations to manage any potential problems and to capitalize on opportunities, consistent the GAPP while maintaining rural, environmentally sensitive and agricultural areas. It should also establish the framework for the planning of the interior circulation of Centers and Nodes.	EDRP, CE	NJDOT
Transportation	TR-02	Work with NJDOT and the Burlington County Engineer's Office to apply the principles of their "Mobility and Community Form" to link the municipal master plan Land Use and Circulation elements.	EDRP, CE	OSG, NJDOT,
Transportation	TR-03	Work with NJDOT, DVRPC, Burlington County, municipalities, residents, businesses and property owners to develop corridor character and highway access management plans that preserve agricultural viability, the rural regional character and safety along US Route 206.	EDRP, RC, CE	OSG, NJDOT
Transportation	TR-04	Revise/update municipal master plan elements and land development regulations to implement corridor character and highway access management plans along US Route 206.	EDRP, RC, CE	OSG, NJDOT
Transportation	TR-05	Utilize shared parking opportunities in non-residential and mixed-use developments in Centers and Nodes to reduce the total number of parking stalls needed.	EDRP	NJDOT
Transportation	TR-06	Explore traffic calming measures on roadways approaching Centers and Nodes center/node and at strategic locations within them to slow vehicular traffic and provide a safe and desirable environment for pedestrians and bicyclists.	EDRP, CE	NJDOT
Transportation	TR-07	Continue to support NJDOT planned capital investments, such as those on County Route 530 and other improvements in the approved DVRPC Transportation Improvement Plan (TIP).	EDRP, Eng,	NJDOT
Transportation	TR-08	Review/update the County Highway Master Plan and municipal master plan Circulation Elements to include, where applicable, the recommendations of DVRPC's Route 130/Delaware River Corridor Extension Route 206/Farmbelt Corridor, Transportation and Circulation Study (2003). Support implementation through future DVRPC TIP amendments and other measures.	EDRP, Eng,	NJDOT
Transportation	TR-09	Reduce local and regional vehicular use to decrease auto dependency and reduce congestion by supporting municipal planning of mixed-use zoning, higher-density development, Transit-Oriented Developments (TODs) in Centers and Nodes.	EDRP	NJDOT

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Topic	Item	Municipal / County Activity	County Assistance	State/Regional Assistance
Transportation	TR-10	Increase off-street parking opportunities by supporting development of parking management plans, reducing parking requirements in land development ordinances and increasing shared parking for mixed use developments in Centers and Nodes	EDRP	NJDOT
Transportation	TR-11	Reduce local and regional vehicular use by working with the private-sector to encourage expansion of private commuter transportation systems and public transit use through worker refund programs, corporate car pool services, shuttle buses between centers and Nodes and with regional major employers.	EDRP, CE, CTO	NJDOT, NJ Transit, DVRPC, CCC
Transportation	TR-12	Explore expansion of NJ Transit, BurLink or both's bus routes to connect the Wrightstown, Columbus-Homestead and Florence town centers.	EDRP, CTO	NJ Transit, DVRPC, CCC
Transportation	TR-13	Explore the reintroduction of passenger service or other alternative commuting service along existing railroad rights-of-ways, such as from Browns Mills to Mount Holly.	EDRP, CTO	NJ Transit, DVRPC, CCC
Transportation	TR-14	Study economic development opportunities associated with a new downtown Browns Mills transit terminal.	EDRP, CTO	NJ Transit, DVRPC, CCC
Transportation	TR-15	Work with the NJ Transit and other regional transportation partners to improve the quality of our current transit services, increase ridership and expand marketing / promotional campaigns.	EDRP, CTO	NJ Transit, DVRPC, CCC
Transportation	TR-16	Work with NJDOT, DVRPC, Burlington County and municipalities to develop a regional Bicycle and Multi-Use Trail Network.	EDRP, RC, CE	NJDOT, DVRPC
Transportation	TR-17	Continue to work with the NJDOT and other regional transportation partners to provide for the needs of pedestrians, bicyclists and special needs populations, particularly in Centers and Nodes.	EDRP, CE	NJDOT, DVRPC
Transportation	TR-18	Improve all railroad grade crossings with resurfacing, signalization and barriers, where necessary.	EDRP, CE	NJDOT
Transportation	TR-19	Develop new and improved bicycle lane routes along selected county and municipal roads to connect schools, parks, neighborhoods and employment centers.	EDRP, CE	NJDOT, DVRPC
Transportation	TR-20	Encourage bicycle riding by providing bike racks with in Centers and exploring a bike sharing / rental program.	EDRP, CE	NJDOT, DVRPC, CCC
Transportation	TR-21	Continue car sharing and shuttle service programs for the elderly, sick and disabled, as well as carpool, vanpool, rideshare and other transportation management association (TMA) services.	EDRP, CE	NJDOT, CCC
Transportation	TR-22	Assist municipalities in redeveloping Centers and Nodes into mixed-use zoning, higher-density development, Transit-Oriented Developments (TODs) and in implementing off-street parking management plan at these locations.	EDRP	NJDOT, DVRPC

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Topic	Item	Municipal / County Activity	County Assistance	State/Regional Assistance
Transportation	TR-23	Promote greenways & trails systems for alternate commuter routes and ecotourism by targeting recreational activities, such as biking, hiking, running, kayaking, canoeing, sailing and motor boating	EDRP, CE, RC	NJDEP, NJDOT, DVRPC
Transportation	TR-24	Support approval of RSIS Special Area Standards for circulation improvements in Centers and Nodes and to promote clustered land development (CLD) patterns, traditional neighborhood design (TND), Transfer of Development Rights (TDR) and non-contiguous parcel clustering (NPC).	EDRP, CE	NJDCA, NJDOT
Natural Resources	NR-01	Review/update the municipal Environmental Resource Inventory (ERI) for the municipal master plan Conservation Element.	RC, EDRP	NJDEP
Natural Resources	NR-02	Review/update the municipal master plan Conservation Element to include a detailed natural resource inventory, open space inventory, energy usage with supportive illustrations and maps; a systematic analyses of the impact of each other component municipal master plan elements on the present and future preservation, conservation and utilization of those resources, and recommended strategies to address these issues.	RC	NJDEP
Natural Resources	NR-03	Work with the Burlington County to prepare a regional amendment to the County's Parks and Open Space Plan to incorporate elements of the Rancocas Creek Watershed Management Plan and with other elements of particular importance to this region.	RC	NJDEP
Natural Resources	NR-04	Review/update the municipal Land Development Regulations consistent with the municipal Environmental Resource Inventory (ERI) and the Burlington County Parks and Open Space Plan and Farmland Preservation Plan to protect: air quality, stream corridors, freshwater wetlands, floodplains, surface waters, groundwater, steep slopes, vegetation, natural scenic resources, and threatened and endangered plants and animals.	RC	NJDEP
Natural Resources	NR-05	Establish and maintain local environmental commissions	RC	NJDEP
Natural Resources	NR-06	Protect and preserve large, contiguous tracts and corridors of recreation, forest or other open space land that protects natural systems and sensitive natural resources via the municipal master plan Conservation Elements and Land Development Regulations, land acquisition through donation or fee-simple purchase using public (municipal, county and state) financing or public / private partnerships; conservation and access easements through donation or fee-simple purchase using public (municipal, county and state) financing or public / private partnerships; preparation and adoption/update of County and Municipal Official Maps to identify public open space areas and trails on the NJ Green Acres Registered Open Space Inventory (ROSI); and encouraging the use of the County Open Space and Farmland preservation funding programs	RC	NJDEP
Natural Resources	NR-07	Enact land development regulations defining and protecting critical natural resource areas.	EDRP, RC	NJDEP

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Topic	Item	Municipal / County Activity	County Assistance	State/Regional Assistance
Natural Resources	NR-08	Strategically acquire open space around Centers to define greenbelts and to maintain contiguous open space corridors that link to other Centers.	RC	NJDEP
Natural Resources	NR-09	Consider implementation of the open space and natural resource-related recommendations in the GAPP's Technical report on Open Space, Farmland Preservation, Recreation, Historic and Cultural Resources.	RC	NJDEP
Natural Resources	NR-10	Consider submission to the NJ Forestry Program a Community Forestry Plan that addresses management of tree resources on public property in Centers and Nodes.	RC	NJDEP
Natural Resources	NR-11	Reclaim environmentally damaged sites and mitigate future negative impacts, particularly to waterfronts, scenic vistas, wildlife habitats and to Critical Environmental Sites, and Historic and Cultural Sites.	EDRP	NJDEP
Natural Resources	NR-12	Protect and maintain natural areas that form greenway buffers around Centers and Nodes.	RC	NJDEP
Natural Resources	NR-13	Target NJDEP Known Contaminated Site properties for remediation through redevelopment by inclusion of those properties in municipal redevelopment plans.	EDRP	NJDEP
Natural Resources	NR-14	Provide technical assistance to local governments, developers and residents about "non-traditional" pollution reduction and clean-up activities, such as urban forestry, rooftop gardens, bio-swales, green buildings, composting facilities etc.	EDRP, RC	NJDEP
Natural Resources	NR-15	Provide technical assistance to local governments, developers and residents about the principles and practices of Sustainable Design and Development.	EDRP, RC	NJDEP
Natural Resources	NR-16	Partner with county, State, nonprofit organizations and with adjacent municipalities to preserve large contiguous blocks of land and greenway linkages.	RC	NJDEP
Natural Resources	NR-17	Create and maintain a locally-generated dedicated source of funding for land preservation.	RC	NJDEP
Agriculture	AG-01	Review/update the municipal master plan Farmland Preservation Element to include an inventory of farm properties, a map of significant areas of farmland, a statement showing municipal ordinances support and promote agriculture as a business and a plan for preserving farmland.	RC, EDRP	NJDA
Agriculture	AG-02	Review/update the municipal Agricultural Retention Plan consistent with the guidelines set forth in the Office of Smart Growth Plan Endorsement Guidelines. Include a detailed analysis of agricultural trends, changes, and projected needs to sustain farming as a viable component of the local, rural economy.	RC, EDRP	NJDA
Agriculture	AG-03	Preserve the farmland base by: evaluating the demand for leasable land and preferred lease terms; aligning farmland preservation funding and local right-to-farm provisions to support established goals, using transfer of development rights (TDR) and other density transfer provisions to preserve farmland while managing growth; and assessing opportunities for farm owner succession within agriculture.	RC, EDRP	NJDA

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Topic	Item	Municipal / County Activity	County Assistance	State/Regional Assistance
Agriculture	AG-04	Support continued planning for agriculture by: collecting and adapting model ordinances that support agriculture; including agriculture and agribusiness in County economic development assistance programs; investigating potential use of Urban Enterprise Zones and Special Improvement Districts for agriculture, envisioning the short, medium and long-range future of agriculture in the region, and budgeting water allocation that takes into account the needs of the agricultural community.	RC, EDRP	NJDA
Agriculture	AG-05	Promote farm-related grant and loan programs, such as soil and water conservation grants (cost-sharing grants) to permanently preserved or eight-year program participants; USDA's Farmers Market Promotion Grants; NJ Department of Agriculture's deer fencing cost-share program; USDA environmental protection programs for farms such as the Conservation Reserve Program assistance for water quality and habitat protection on farms; Environmental Quality Incentive Program for agricultural conservation practices to protect natural resources; Wetlands Reserve Program; Wildlife Habitat Incentives Program; Agricultural management Assistance providing cost-share assistance to agricultural producers, and Conservation Reserve Enhancement Program assistance.	RC	NJDA
Agriculture	AG-06	Review/update the municipal Land Use Regulations in the Environs to support continued agricultural activity, particularly of accessory and temporary uses and farm labor housing. Consider permitting select non-agricultural activities, such as truck storage facilities, agritourism, cell towers, wind turbines, etc., on farm properties that provide supplemental income to farmers.	EDRP, RC	NJDA
Agriculture	AG-07	Restrict residential and civic uses and incompatible commercial and retail uses from designated agricultural industry Nodes.	EDRP	NJDA
Agriculture	AG-08	Include agricultural topics and uses in the list of definitions in municipal Land Development Regulations	EDRP, RC	NJDA
Agriculture	AG-09	Establish and maintain municipal agricultural advisory committees	RC	NJDA
Agriculture	AG-10	Encourage farmland retention and minimize conflicts between agricultural practices and the location of Centers and Nodes through municipal farmland preservation programs, Right-to-Farm ordinances and "Country Code" property notices. Right-to-farm ordinances should: clearly define permissible agricultural operations, acknowledge related nuisance issues, establish resolution mechanisms, and include waiver requirements.	RC, EDRP	NJDA
Agriculture	AG-11	Guide non-agricultural development toward Centers and Nodes to ensure the viability of agriculture and the retention of farmland	EDRP, RC	NJDA
Agriculture	AG-12	Continue to support Local and Regional farmland preservation efforts detailed in the adopted County and municipal Farmland Preservation Plans.	RC	NJDA

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Topic	Item	Municipal / County Activity	County Assistance	State/Regional Assistance
Agriculture	AG-13	Promote agritourism by organizing workshops for farmers and municipal officials to reduce resistance to agritourism, increasing coordination with tourism programs to support agritourism, promoting on-farm educational opportunities in local schools, analyzing municipal ordinances for impediments to agritourism, and including farmer representation in planning for recreation facilities and events to protect farm operations from damage.	EDRP, RC, CHO	NJDA, NJ Travel & Tourism, Education
Agriculture	AG-14	Retain and recruit farmers by promoting and marketing a positive image of farming in the region, informing college students in farm management of opportunities in Burlington County, matching existing farmers with land opportunities, favoring active farming in auctions of farm land, sponsoring an educational and policy summit for young and beginning farmers with proceedings published on the Internet, promoting cross-enrollment of high school students from throughout the county in the Northern Burlington County High School agriculture program, or in satellite programs, providing more opportunities under farmland preservation programs for long-term leasing and custom farming, and developing college agriculture-related programs and services at Burlington County College that meet the needs of the agricultural community in Burlington County.	RC, Bd of Ed	NJDA
Agriculture	AG-15	Support reforming farm taxation that reduces property tax assessments for farm employee housing, uses estate planning to preserve farms and farming operations, lowers the property tax assessment on land under the farmhouse on deed restricted farms, and provides New Jersey farmers with a credit against their annual New Jersey gross income tax determined by using income averaging from their farming business.	EDRP, RC	NJDA, Treasury
Agriculture	AG-16	Address regulatory compliance by adding field technical assistance staff to the soil conservation district to help farmers meet environmental regulations, and creating and funding a county Agricultural Industry Development Specialist position to advance economic development of production agriculture and support businesses through regulatory compliance assistance.	EDRP, RC	NJDA, SCS, Rutgers
Agriculture	AG-17	Encourage environmental stewardship by promoting agricultural best management practices that prevent or minimize conflicts with sensitive environmental resources, informing owners of preserved farms and all farm operators of annual conservation funding programs, and providing free access to computer software packages that help farmers analyze, compare and evaluate potential business impacts of using different sets of farming practices.	RC, EDRP	NJDA, NJDEP, Rutgers
Agriculture	AG-18	Advance public education and awareness about agriculture by organizing farm tours, developing a regular local newspaper column on agriculture, convening periodic meetings between farmers and county economic development staff to address agriculture industry needs and issues, increasing participation of farmers on local and county boards and committees, increasing opportunities for the public to learn about New Jersey's farm products and family farms, and incorporating the NJ departments of Education and Agriculture agricultural education program into the curricula of all secondary schools.	EDRP, RC	NJDA, NJDOE, Rutgers

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Topic	Item	Municipal / County Activity	County Assistance	State/Regional Assistance
Agriculture	AG-19	Provide technical and business assistance by organizing training seminars for farmers regarding emerging business issues, trends and available resources, maintaining a directory of agricultural service providers and suppliers, developing emerging markets for ethnic and organic foods, and encouraging participation in risk management training	EDRP, RC	NJDA, Rutgers
Agriculture	AG-20	Actively promote agricultural enterprises and meet the needs of the agricultural industry for intensive packaging, processing, value-added operations, marketing, exporting and other shipping through development and redevelopment in Centers and agricultural industry Nodes.	EDRP, RC	NJDA, NJEDA, Rutgers
Agriculture	AG-21	Provide financial assistance by coordinating with, supporting and enhancing traditional sources of farm capital, incorporating agricultural industries into state economic development and recovery programs, and providing incentives, such as loan guarantees, to private lenders to finance new operations and technologies that have long payback periods	EDRP, RC	NJDA, NJEDA
Agriculture	AG-22	Develop value-added and new markets for local agriculture by promoting complementary agribusinesses that can retain more of the food-marketing dollar within the region's economy; responding to opportunities provided by changing ethnic compositions and consumer preferences in and around New Jersey; pursuing federal funding opportunities for market development; pursuing farmer educational opportunities with the Food Innovation Center, and leveraging New Jersey Fresh resources to promote local farm products.	EDRP, RC	NJDA, NJEDA
Agriculture	AG-23	Establish a County Agriculture Industry Development Program that: enhances the visibility and awareness of the region's agriculture sector; promotes new market development; integrates agriculture into county and local land use and economic development planning; is an ombudsman for agriculture industry on issues related to current and pending regulation and policy; promotes locally grown farm products; organizes farm tours and other educational programs for residents, local officials, and farmers; and maintains a full-time Agriculture Industry Development Specialist and a broadly based board of directors for the program	EDRP, RC	NJDA, NJEDA
Agriculture	AG-24	Designate agricultural roads and establish roadway design standards that provide mobility for agricultural equipment and for the transport of goods and products through the farm routes recommendations in the GAPP's Technical Report on Open Space, Farmland Preservation, Recreation, Historic and Cultural Resources	EDRP, RC, CE	NJDA, NJDOT
Agriculture	AG-25	Provide opportunities for household and community produce gardens, greenhouses, farmers markets and community-supported agriculture enterprises.	RC	NJDA
Agriculture	AG-26	Expand Rutgers Extensive Office programs geared to suburban areas, such as urban gardening, food preserving at home, community gardens, and community-supported agriculture.	RC	Rutgers
Agriculture	AG-27	Review/update Land Development Regulations to permit household and community gardens as permitted or conditional uses in all zoning districts.	EDRP, RC	NJDA

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Topic	Item	Municipal / County Activity	County Assistance	State/Regional Assistance
Agriculture	AG-28	Establish requirements for a densely planted buffer and fence on non-farm properties where they abut farm operations	EDRP, RC	NJDA
Recreation	RC-01	Adopt/update the municipal master plan Recreation Element to show a comprehensive system of areas and sites for public and private recreation	RC	NJDEP
Recreation	RC-02	Provide maximum active and passive recreational opportunities and facilities at the neighborhood, local and regional levels, by concentrating on the maintenance and rehabilitation of existing parks and open space, while expanding and linking the system through redevelopment and reclamation projects	RC	NJDEP
Recreation	RC-03	Provide maximum active and passive recreational and tourism opportunities at the local and regional levels by targeting the acquisition and development of neighborhood and municipal parkland within and around Centers	RC	NJDEP
Recreation	RC-04	Acquire and improve neighborhood and municipal parkland within or within easy access of Centers	RC	NJDEP
Recreation	RC-05	Provide regional recreation and ecotourism, agritourism and heritage tourism opportunities by targeting open space acquisitions and improvements that enhance large contiguous open space systems	EDRP, RC, CHO	NJDEP, NJDA, State
Recreation	RC-06	Coordinate ecotourism, agritourism and heritage tourism with recreation activities to support economic development activities	EDRP, RC, CHO	NJDEP, NJDA, State
Recreation	RC-07	Ensure meaningful access to public lands by designing, improving and maintaining them barrier-free and with universal access provisions	RC	NJDEP
Recreation	RC-08	Improve and market the use of County and Municipal open spaces, natural resources, parklands, greenways and trails through improved mapping, signage, newsletters, websites, and promotional materials	EDRP, RC	NJDEP
Recreation	RC-09	Encourage neighboring towns to share the cost of acquiring, developing, programming and maintaining potential open space and recreational facilities	RC	NJDEP
Recreation	RC-10	Create and maintain attractive green recreation and reflection spaces in Centers and Nodes to make them catalysts for economic redevelopment and changing public images	EDRP, RC	NJDEP
Recreation	RC-11	Support dredging of navigable streams and lakes, as needed	RC	NJDEP
Recreation	RC-12	Consider wetland areas appropriate for recreational use and as classrooms for high school or local ecology projects, association with Rutgers Cooperative Extension office	RC	NJDEP
Recreation	RC-13	Design, construct and maintain pocket parks and small spaces in Centers that offer privacy, nature or a natural setting	EDRP, RC	NJDEP
Recreation	RC-14	Continue to program and market County and Municipal park areas for four-season active and passive recreation, civic programs, entertainment, etc	RC	NJDEP
Recreation	RC-15	Expand County and Municipal youth, senior and family health service programs to include four-season active and passive outdoor recreation activities in County and Municipal recreational areas, public gardens, parks and greenways	RC	NJDEP

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Topic	Item	Municipal / County Activity	County Assistance	State/Regional Assistance
Recreation	RC-16	Explore shared services opportunities and consolidated management of County, municipal and school parks at the local or regional level.	BCB, RC	NJDEP
Recreation	RC-17	Encourage, where appropriate, the redevelopment of properties adjacent to waterways, waterfronts, and parks with resource-related uses, such as marinas, where park and waterfront amenities support those uses and foster additional ratables.	EDRP, RC	NJDEP
Recreation	RC-18	Utilize community parks and community gardens, greenways, etc. as catalysts for Center revitalization activities.	EDRP, RC	NJDEP
Recreation	RC-19	Incorporate County and Municipal recreational areas, public gardens, parks and greenways into economic development promotional materials as enhancements to local and regional quality of life.	EDRP, RC	NJDEP
Recreation	RC-20	Support recreation areas around creeks and lake that encourage water-based recreational, such as fishing, swimming, canoeing, kayaking and motor boating.	RC	NJDEP
Redevelopment	RD-01	Encourage redevelopment, where appropriate, at intensities sufficient to support pedestrian-oriented Centers and Nodes, public safety, transit and reduction of automobile use dependency, a broad range of uses and mixed uses, and efficient use of infrastructure.	EDRP	OSG, NJRA
Redevelopment	RD-02	Take advantage of the provisions available under the state's redevelopment statutes to promote and retrofit existing Centers and Nodes with affordable housing and economic development opportunities, mixed-uses, and higher densities and floor area ratios (FARs).	EDRP	OSG, COAH, NJRA
Redevelopment	RD-03	Prepare redevelopment plans for qualifying sites within Centers and Nodes. Redevelopment plans give municipalities greater control over the type and design of development.	EDRP	OSG
Historic Preservation	HP-01	Review/update the municipal master plan Historic Preservation Element to include: goals and objectives; inventories of historic sites and districts; materials indicating the location of them and evaluating their significance, physical integrity and historical integrity; evaluation criteria; threat assessments and analysis of the impact of each component master plan element on their physical integrity; and recommendations and action plans to protect, preserve and sustain historic resources.	EDRP, RC	NJDEP
Historic Preservation	HP-02	Consider establishment of individual or joint (regional) historic preservation commissions to address issues raised in the municipal master plan Historic Preservation Element.	RC	NJDEP
Historic Preservation	HP-03	Encourage the preservation and adaptive reuse of historic or significant buildings, Historic and Cultural Sites (HCSs), neighborhoods and districts in ways that will not compromise either the historic resource or the ability for Centers and Nodes to develop or redevelop.	EDRP, RC	NJDEP
Historic Preservation	HP-04	Consider adoption of Land Development Regulations and other mechanisms to protect, preserve and sustain identified historic resources.	EDRP, RC	NJDEP
Historic Preservation	HP-05	Promote adaptive re-use of historic house and structures to provide affordable and market rate housing and business incubation, where appropriate, in ways that respect their architectural and historic integrity.	EDRP, RC	NJDEP

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Topic	Item	Municipal / County Activity	County Assistance	State/Regional Assistance
Historic Preservation	HP-06	Promote "Main Street" and other programs to aid in protecting historic and cultural sites and structures during revitalization of Centers	EDRP, RC	NJDCA
Historic Preservation	HP-07	Coordinate historic preservation efforts with farmland, natural resource and open space preservation efforts and ensure that historic properties on preserved land are also preserved	RC	NJDEP
Historic Preservation	HP-08	Compile a regional survey and evaluation of historic sites and districts. Forward copies of survey results and recommendations to municipalities.	RC	NJDEP
Historic Preservation	HP-09	Consider adoption of design guidelines for Centers and municipally-designated historic districts to promote appropriate new and infill construction and alteration of historic buildings.	EDRP, RC	NJDEP
Historic Preservation	HP-10	Support museums, libraries, interpretive centers, archives and other public buildings as repositories of past culture and showcases for contemporary culture. Locate these places, or establish branches and program networks in Centers, in public or private buildings, as interconnected components of community-based learning networks.	RC, County Library	State
Historic Preservation	HP-11	Build on the region's wealth of cultural and heritage tourism opportunities by working with a wide range of partners at the local, state and national levels.	EDRP, RC, CHO	SJTC
Historic Preservation	HP-12	Incorporate County and Municipal historic and cultural properties and districts into economic development promotional materials as enhancements to local and regional quality of life.	EDRP, RC, CHO	NJDEP
Historic Preservation	HP-13	Develop local walking tours and style / rehabilitation guides for municipalities with historic Centers.	CHO	NJDEP
Infrastructure	IN-01	Adopt/update the municipal master plan Community Facilities Element to describe and show the existing and proposed location and types of educational facilities, cultural facilities, historic sites, libraries, hospitals, firehouses, police stations, public works facilities and other related facilities and their relation to the surrounding areas.	EDRP	OSG, NJDCA, NJ Treasury
Infrastructure	IN-02	Adopt/update the municipal master plan Utility Services Element to describe needed solid waste and recycling management, stormwater management, wastewater treatment, and drinking water supply and distribution, and other utility needs to support Centers and Nodes and to promote clustered land development (CLD) patterns, traditional neighborhood design (TND), Transfer of Development Rights (TDR) and non-contiguous parcel clustering (NPC).	RC, EDRP	NJDEP
Infrastructure	IN-03	For locations outside of public water and sewer service areas, conduct a carrying capacity analysis to establish appropriate development densities respecting environmental limitations, including but not limited to water supply and septic system nitrate dilution potential. In agricultural districts, agricultural water supply needs should be calculated first, with the remainder allocated to residential uses.	RC	NJDEP

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Topic	Item	Municipal / County Activity	County Assistance	State/Regional Assistance
Infrastructure	IN-04	Locate public and private community facilities serving a wide population —schools, libraries, municipal buildings, government offices, post offices, civic, cultural and religious facilities, fire stations, etc.—in Towns and Villages, where appropriate, or in proximity to (within walking distance of) them	EDRP	OSG, NJDCA, NJ Treasury
Infrastructure	IN-05	Continue to work with the Burlington County Bridge Commissions' improvement authority units to explore more effective and less expensive ways to provide public services	BCBC	NJDCA
Infrastructure	IN-06	Encourage private investments and facilitate public/private partnerships to provide adequate facilities and services, particularly wastewater systems, in Centers and Nodes to promote clustered land development (CLD) patterns, traditional neighborhood design (TND), Transfer of Development Rights (TDR) and non-contiguous parcel clustering (NPC).	EDRP	NJDEP, NJEDA, NJDA
Infrastructure	IN-07	Complete, repair or replace existing infrastructure systems to eliminate deficiencies and provide capacity for sustainable development and redevelopment in the region, and program the extension of public facilities and services to support development and redevelopment to ensure adequate levels of public and private services.	CE, BCBC	NJDEP
Infrastructure	IN-08	As part of a Transfer of Development Rights (TDR) program, adopt a municipal Capital Improvement Program to establish infrastructure needs, location and costs and a method of cost-sharing with developers.	EDRP	OSG, NJDCA
Infrastructure	IN-09	Review /update the municipal Wastewater Management Plan, as needed, to facilitate necessary sewerage within Centers and Nodes to accommodate future growth and remedy any existing problems. Consider on-site community wastewater systems where densities warrant alternatives to individual on-site systems and where public sewers are absent.	RC	NJDEP
Infrastructure	IN-10	Make community wastewater treatment a feasible and cost-effective alternative in Centers and Nodes to promote clustered land development (CLD) patterns, traditional neighborhood design (TND), Transfer of Development Rights (TDR) and non-contiguous parcel clustering (NPC).	RC	NJDEP
Infrastructure	IN-11	Review/update the municipal master plan Stormwater Management Element to address stormwater management needs on private and public property and addresses both localized and regional stormwater needs. Ensure that an effective long-term maintenance program is in place for stormwater management systems.	RC	NJDEP
Infrastructure	IN-12	Review/update stormwater management regulations that achieve maximum ground water recharge capacity, reduce stormwater runoff and improve water quality through innovative technique appropriate for densely developed centers and nodes. Techniques such as rain gardens, filter strips, green roofs, rain barrels and porous pavement, among others, should be considered.	RC	NJDEP
Infrastructure	IN-13	Enforce stormwater management practices consistent with State regulations to ensure that nonstructural approaches to stormwater management are being implemented consistent with State regulations	RC	NJDEP

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Topic	Item	Municipal / County Activity	County Assistance	State/Regional Assistance
Infrastructure	IN-14	Review/update the municipal wellhead protection ordinance	RC	NJDEP
Infrastructure	IN-15	Encourage the burial or relocation of above-ground utilities in Centers and Nodes to enhance public streetscapes and rural character.	EDRP	BPU
Infrastructure	IN-16	Implement strict standards for street tree trimming by utility companies to ensure appropriate measures are taken to limit excessive trimming. Qualified local professionals should be on site to ensure that tree trimming is done in a way that protects the health of the trees and the rural character of the roadway	RC	BPU
Infrastructure	IN-17	Encourage shared use of school facilities, athletic fields and programs for safe recreational facilities, summer and after-school programs in Centers	BCBC, County Supt. Of Schools	NJDEP, NJDOE
Infrastructure	IN-18	Design public facilities with barrier free access and universal design principles.	BCBC	NJDCA
Infrastructure	IN-19	Encourage the multiple-use of public buildings, such as schools and libraries for public assembly, community education, human services, and health care education in Centers	BCBC	NJDCA
Coordination	CO-01	Coordinate planning efforts with the Office of Smart Growth, NJDOT, NJDEP, Burlington County, (Pinelands Commission, US Department of Defense) and adjacent municipalities to identify and resolve issues as early in the planning process as is possible.	EDRP, RC, CE	OSG, NJDEP, NJPC
Coordination	CO-02	Coordinate planning efforts with the NJ Department of Corrections, Burlington County and the townships of Bordentown and Chesterfield regarding future development and farmland management at the Garden State Youth Correctional Facility.	EDRP, RC, Sheriff	NJ Corrections, NJDA
Coordination	CO-03	Coordinate planning efforts with Burlington County College, Buttonwood Hospital, Pemberton Township, NJ Pineland Commission to develop a long-range County / Pemberton Township campus plan.	BCC, Buttonwood, Bldgs & Grounds	NJPC, NJDEP
Coordination	CO-04	Continue involvement with the Joint Base Land Use Study and its stakeholders to resolve long-range planning issues for the three military bases, which should include center-based redevelopment of dilapidated single-purpose districts on base.	EDRP	NJDEP, NJDOT, NJPC
Coordination	CO-05	Establish a permanent advisory committee to continue implementing the GAPP by meeting on a quarterly basis with local stakeholders, county and state agencies.	EDRP	OSG
Coordination	CO-06	Produce, and distribute to the GAPP permanent advisory committee, an annual status report on GAPP implementation.	EDRP	OSG
Coordination	CO-07	Adopt and participate locally and regionally in accomplishing the Plan and Implementation Agenda (Agenda) to realize the GAPP'S Vision Statement.	EDRP	OSG
Coordination	CO-08	Reduce conflicts between military base activities and the location of Centers and Nodes through "Military Activity" property-owner notices. These notices to future property owners, residents and businesses should clearly define that Joint Base McGuire-Dix-Lakehurst is an active military facility, acknowledge potential related nuisance issues, and identify potential nuisance resolution mechanisms.	EDRP	Joint Base

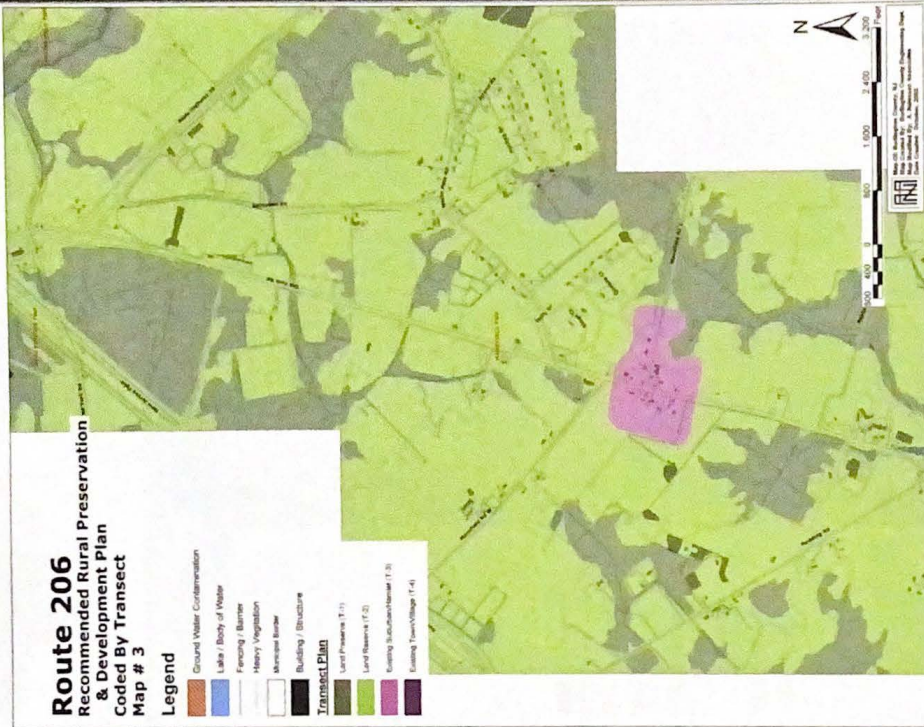
### NORTHERN BURLINGTON COUNTY GROWTH AND PRESERVATION PLAN



Strategic Plan for the Route 206 / Fambell Corridor



Strategic Plan for The Route 206 / Farmbelt Corridor



Recommended Rural Preservation & Development Map for Mansfield Township along State Route 206



A. Nelessen Associates - Vision Planning & Urban Design - Belle Mead NJ - 2003

[www.nelessen.org](http://www.nelessen.org)

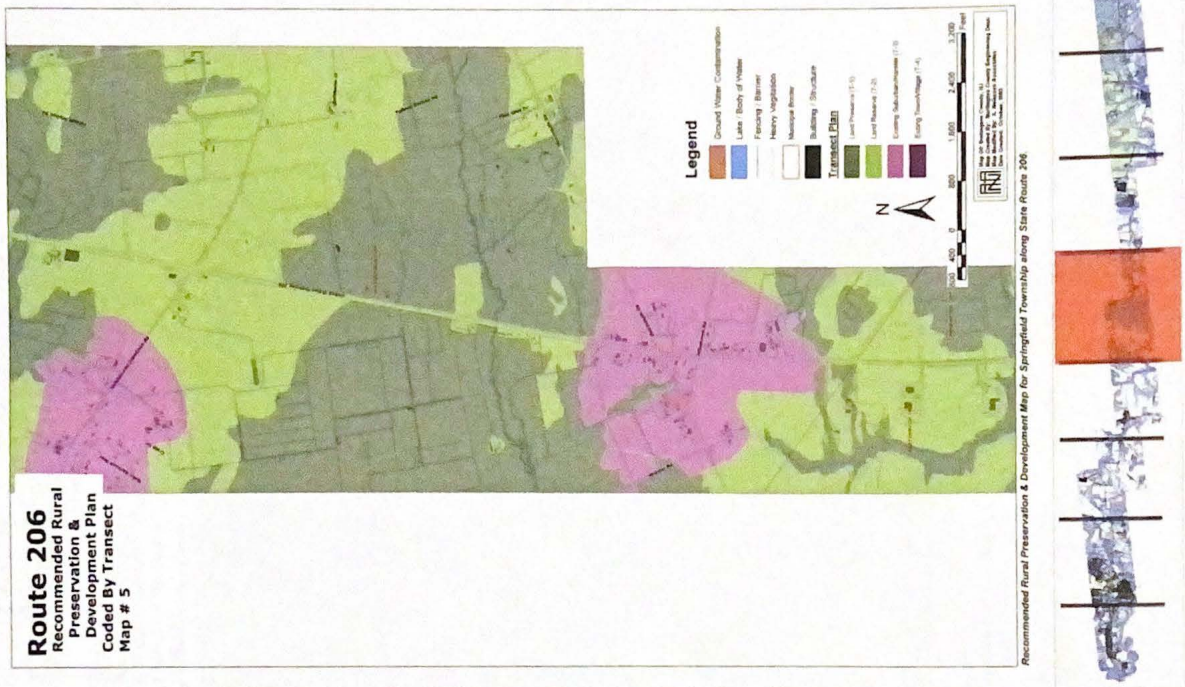
Strategic Plan for The Route 206 / Farmbelt Corridor



A. Nelessen Associates- Vision Planning & Urban Design - BelleMead NJ - 2003

[www.nelessen.org](http://www.nelessen.org)

Strategic Plan for the Route 206 / Farmbelt Corridor



A. Nelessen Associates - Vision Planning & Urban Design - Belle Mead NJ - 2003

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NORTHERN BURLINGTON COUNTY GROWTH AND PRESERVATION PLAN

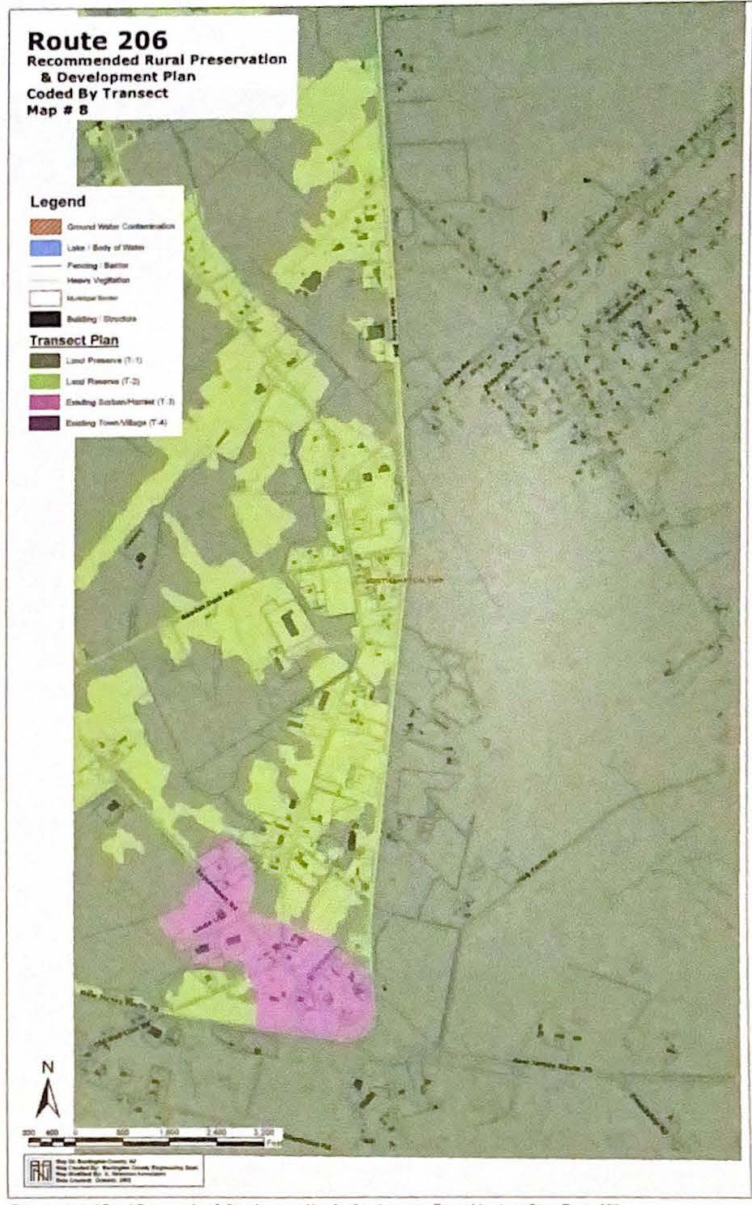
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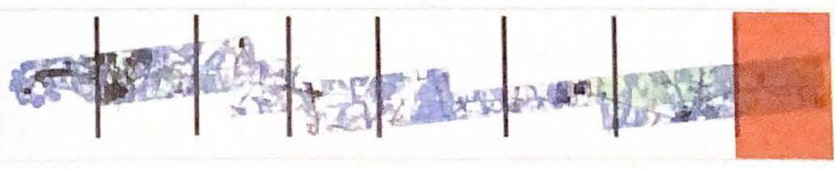
Recommended Rural Preservation & Development Map for Southampton Township along State Route 206.







Recommended Rural Preservation & Development Map for Southampton Township along State Route 206.

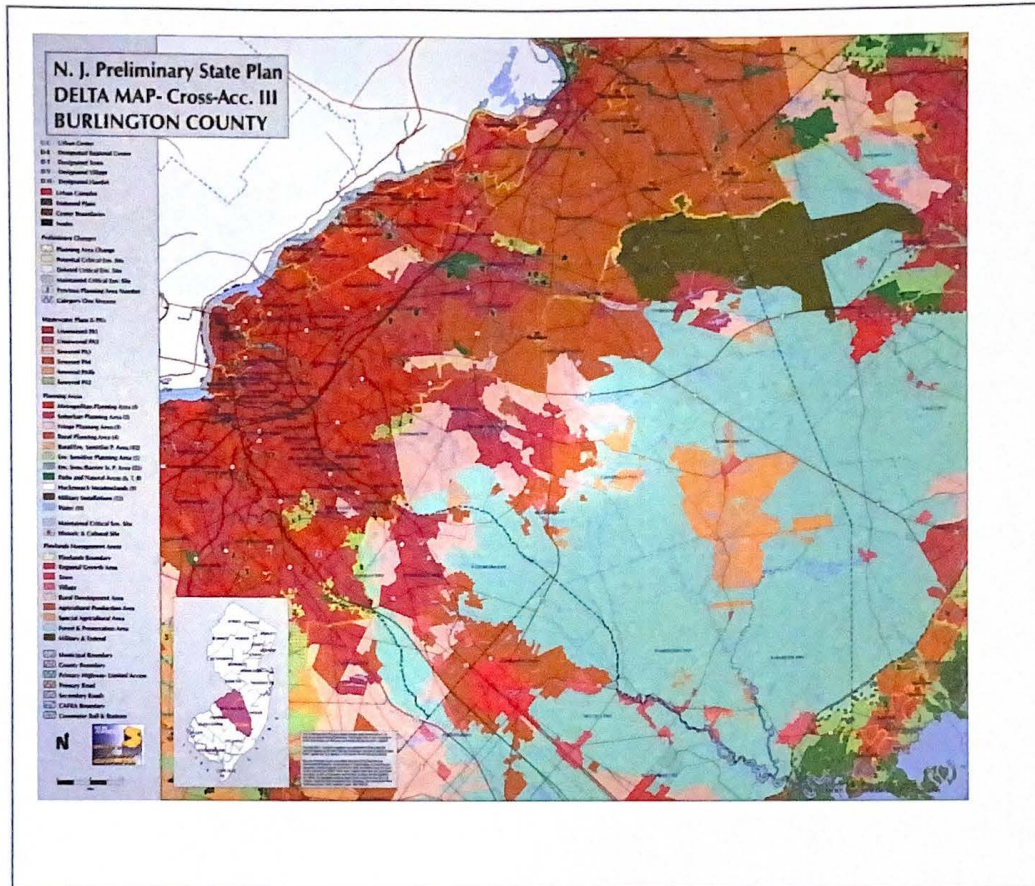


A. Nelessen Associates - Vision Planning & Urban Design - Belle Mead NJ - 2003

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NORTHERN BURLINGTON COUNTY GROWTH AND PRESERVATION PLAN

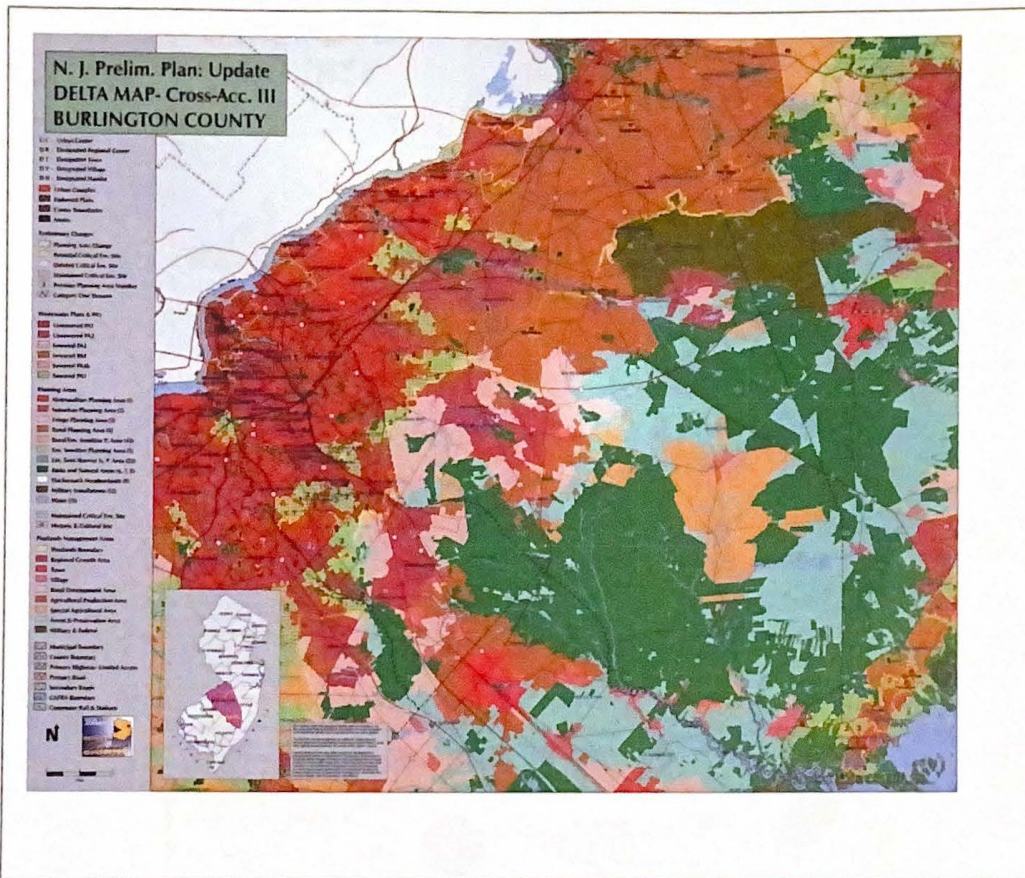




Source: New Jersey Office of Smart Growth, 2004.

**NORTHERN BURLINGTON COUNTY GROWTH AND PRESERVATION PLAN**

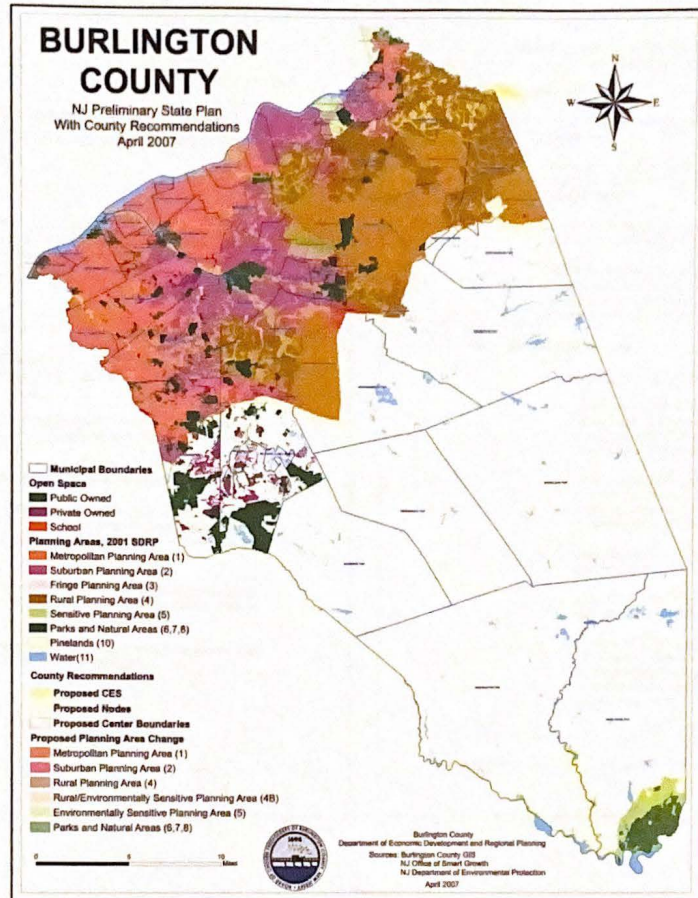




Source: New Jersey Office of Smart Growth, 2006, 2007.

**NORTHERN BURLINGTON COUNTY GROWTH AND PRESERVATION PLAN**





Source: Burlington County Department of Economic Development and Regional Planning, April 2007.

**NORTHERN BURLINGTON COUNTY GROWTH AND PRESERVATION PLAN**





JUNE 1, 1999

**MEMORANDUM BY AND BETWEEN THE NEW JERSEY PINELANDS COMMISSION AND THE NEW JERSEY STATE PLANNING COMMISSION**

**I. Purpose**

This memorandum of agreement (MOA) is meant to ensure that the goals, objectives, and policies adopted by the New Jersey State Planning Commission (SPC) pursuant to the State Planning Act, N.J.S.A. 52:18A-196 et seq. and the New Jersey Pinelands Commission (PC) pursuant to the Pinelands Protection Act, N.J.S.A. 13:18A-1 et seq. are supportive of one another. It is also meant to ensure that the standards and practices of the SPC and PC are administered in a manner which:

- A. recognizes the authorities of each agency under its enabling legislation;
- B. affirms that, in the Pinelands Area, the SPC shall rely on the adopted plans and regulations of the PC in developing the State Development and Redevelopment Plan (SDRP);
- C. promotes consistency between the policies, standards and practices of each entity and in particular, establishes equivalency between PC land management areas and SPC planning areas;
- D. preserves the voluntary nature of municipal utilization of the SDRP;
- E. recognizes the mandatory conformance of Pinelands Area municipal master plans and land use ordinances with the Pinelands Comprehensive Management Plan (CMP) and the significance of PC certification of those plans and ordinances;
- F. maintains the permitting authority of the PC under its legislation, including the review of development activities undertaken by governmental agencies in the Pinelands Area; and
- G. guides counties and municipalities as to how the plans, policies, standards and practices of the SPC and the PC will be administered.

MEMORANDUM BY AND BETWEEN THE NEW JERSEY PINELANDS COMMISSION AND THE NEW JERSEY STATE PLANNING COMMISSION

**II. Applicability**

- A. This MOA applies to the Pinelands Area where the PC has both planning and regulatory authority.
- B. This MOA also applies to that portion of the Pinelands National Reserve located outside of the Pinelands Area where the PC and SPC exercise planning authority.
- C. This MOA also establishes a consultative process between the PC and SPC for those areas located on either side of the Pinelands boundary.
- D. This MOA acknowledges the statutory treatment of the New Jersey's Pinelands under the Pinelands Protection Act and the State Planning Act and recognizes that the SPC will rely on the adopted plans and regulations of the PC to achieve the objectives of the SDRP.

**III. Mutual Agreements**

- A. It is mutually agreed and understood that the PC:
  - 1. has the sole discretion and authority to identify and promulgate land use standards, development standards, and permit review procedures pursuant to the Pinelands Protection Act for the purpose of protecting New Jersey's Pinelands Area;
  - 2. has the sole discretion and authority to determine that all Pinelands Area municipal master plans and land use ordinances, either publicly sponsored programs and activities, and all elements thereof, are consistent with the standards of the CMP;
  - 3. recognizes the comprehensive character of the SDRP in that it contains statewide policies covering issues not directly addressed by the CMP;
  - 4. recognizes the importance of consistency between the adopted plans, maps, programs and regulations of various levels of government;
  - 5. recognizes the correlations between SDRP planning areas and CMP land management areas described in Appendix A of this MOA. These correlations will facilitate consistent evaluations of state infrastructure investment and state agency policies and plans within and outside the Pinelands Area.

6/1/99

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MEMORANDUM BY AND BETWEEN THE NEW JERSEY PLANNING COMMISSION  
AND THE NEW JERSEY STATE PLANNING COMMISSION

- 6. recognizes consultation arrangements with the SPC is desirable and necessary on certain land use matters described in Section IV of this MOA.
- 7. recognizes the correlations between certified CMP Regional Growth Areas, Towns and Villages land management areas and SDRP Centers described in Appendices B and C of this MOA. The purpose of these correlations is to convey the benefits of center designation to appropriately classified locations within the Pinelands Area provided that the municipalities within which the Pinelands Growth Area, Town or Village is located remains certified by the PC.
- 8. recognizes that the SPC may, in the future, determine that SPC endorsement of municipal master plans and land use ordinances that meet the intent, goals and policies of the SDRP is a voluntary means of implementing the SDRP in those municipalities with lands located outside of the Pinelands Area. SPC endorsement would replace the current voluntary SPC process of center designation. Centers of different types would be incorporated in municipal master plans and supporting ordinances.

B. It is mutually agreed and understood that the SPC:

- 1. has the responsibility to revise and readopt at least every three years thereafter, the SDRP, which shall provide a coordinated, integrated and comprehensive plan for the growth, development, renewal and conservation of the State and its regions and which shall identify areas for growth, agriculture, open space conservation and other appropriate designations.
- 2. has the responsibility to adopt as part of the plan a long-term Infrastructure Needs Assessment, which shall provide information on present and prospective conditions, needs and costs with regard to State, county and municipal capital facilities, including water, sewerage, transportation, solid waste, drainage, flood protection, shore protection and related capital facilities for the entire State.
- 3. develops and promotes procedures to facilitate cooperation and coordination among State agencies and local governments with regard to the development of plans, programs and policies which affect land use, environmental, capital and economic development issues.
- 4. acknowledges the statutory treatment of the New Jersey Pinelands under the Pinelands Protection Act and relies on the adopted plans

6/1/99

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MEMORANDUM BY AND BETWEEN THE NEW JERSEY PLANNING COMMISSION  
AND THE NEW JERSEY STATE PLANNING COMMISSION

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6/1/99

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## APPENDIX E

### MEMORANDUM BY AND BETWEEN THE NEW JERSEY PINELANDS COMMISSION AND THE NEW JERSEY STATE PLANNING COMMISSION

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8. recognizes that the SPC may, in the future, determine that SPC endorsement of municipal master plans and land use ordinances that meet the intent, goals and policies of the SDRP is a voluntary means of implementing the SDRP in those municipalities with lands located outside of the Pinelands Area. SPC endorsement would replace the current voluntary SPC process of center designation. Centers of different types would be incorporated in municipal master plans and supporting ordinances.

#### B. It is mutually agreed and understood that the SPC:

1. has the responsibility to revise and readopt at least every three years thereafter, the SDRP, which shall provide a coordinated, integrated and comprehensive plan for the growth, development, renewal and conservation of the State and its regions and which shall identify areas for growth, agriculture, open space conservation and other appropriate designations.
2. has the responsibility to adopt as part of the plan a long-term Infrastructure Needs Assessment, which shall provide information on present and prospective conditions, needs and goals with regard to State, county and municipal capital facilities, including water, sewerage, transportation, solid waste, drainage, flood protection, shore protection and related capital facilities for the entire State.
3. develops and promotes procedures to facilitate cooperation and coordination among State agencies and local governments with regard to the development of plans, programs and policies which affect land use, environmental, capital and economic development issues.
4. acknowledges the statutory treatment of the New Jersey Pinelands under the Pinelands Protection Act and relies on the adopted plans

6/1/99

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### MEMORANDUM BY AND BETWEEN THE NEW JERSEY PINELANDS COMMISSION AND THE NEW JERSEY STATE PLANNING COMMISSION

1. consult with the Pinelands Commission to more specifically correlate CMP land management areas with SDRP planning areas insofar as that would result in a more refined application of SDRP policies within the Pinelands Area.
4. develop, in consultation with the PC, a system to determine the most appropriate SDRP planning areas and centers correlation for those Pinelands Regional Growth Areas not already identified in Appendix B and to incorporate those correlations into this agreement at the earliest possible opportunity. Until then, the SPC will consult with the PC as necessary to address specific questions about the application of SDRP policies in these areas.
5. consult with the PC to reconcile potential incompatibilities between SDRP and CMP land use designations on either side of the Pinelands Area border. These consultations may be initiated by the SPC, PC or by an interested county or municipality.
6. When advising state agencies and other governmental agencies whether a proposed activity, policy or plan in the Pinelands Area is consistent with the SDRP, advise those agencies:
  - a. that the SPC recognizes the adopted plans and regulations of the PC as the equivalent of the SDRP;
  - b. that PC certification of a municipal land use ordinance and master plan is the equivalent of a municipality completing the process of implementing the SDRP through Center designation;
  - c. of the correlation between SDRP planning areas and CMP land management areas;
  - d. of the equivalency of SPC's endorsement of a municipal master plan and land use ordinances and PC certification of a municipal master plan and land use ordinances. If in the future, the SPC determines that the SPC endorsement of municipal master plan and land use ordinances is the voluntary means of implementing the SDRP for municipalities with lands located outside of the Pinelands Area, SPC plan endorsement would replace the current voluntary SPC process of center designation. Centers of different types would be incorporated in municipal master plans and supporting ordinances.

6/1/99

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## NORTHERN BURLINGTON COUNTY GROWTH AND PRESERVATION PLAN

# APPENDIX E

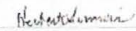
MEMORANDUM BY AND BETWEEN THE NEW JERSEY PINELANDS COMMISSION  
AND THE NEW JERSEY STATE PLANNING COMMISSION

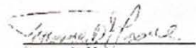
- 7. participate in the PC's periodic review of the CMP
- 8. involve the PC in the SPC's periodic review of the SDRP and in the cross-acceptance process
- 9. exchange data and information with the PC.

**V. Effective Date and Duration**

- A. This agreement shall take effect upon signature of the duly authorized representatives of both parties and shall remain in effect until otherwise amended or terminated.
- B. This agreement shall be reviewed every three years by the respective staff of the PC and SPC.
- C. This agreement may be amended by mutual consent of both parties and may be terminated by either party upon 60 days written notice.
- D. This MOA shall take effect upon approval by the authorized representatives of both parties and subsequent to a 10 day Governor's review period.

**VI. Signatures**

  
Herbert Simmes  
Executive Director  
New Jersey State Planning  
Commission

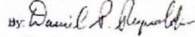
  
Terrance D. Moore  
Executive Director  
New Jersey Pinelands Commission

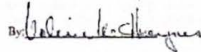
Date 6/19/99

Date June 16, 1999

Approved as to form only:

ATTORNEY GENERAL

By: 

By: 

6/1/99

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MEMORANDUM BY AND BETWEEN THE NEW JERSEY PINELANDS COMMISSION  
AND THE NEW JERSEY STATE PLANNING COMMISSION

APPENDIX A

Planning Areas and Pinelands Management Areas

Planning Area	Corresponding Pinelands Management Area(s) <sup>1</sup>
Metropolitan Planning Area	N/A
Suburban Planning Area	Regional Growth Area <sup>2</sup>
Fringe Planning Area	Rural Development Area
Rural Planning Area	Agricultural Production Area & Forest Area
Rural Environmentally Sensitive Planning Area	Special Agricultural Production Area & Agricultural Production Area
Environmentally Sensitive Planning Area	Forest Area, Preservation Area District & Special Agricultural Production Area
See Appendix B	Pinelands Towns
See Appendix C	Pinelands Villages

Notes

- 1. Portions of Pinelands Military and Federal Installation Areas may correspond to several Planning Areas.
- 2. Some Pinelands Regional Growth Areas or portions thereof may also correspond to a center. See Appendix B for details.

6/1/99

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## NORTHERN BURLINGTON COUNTY GROWTH AND PRESERVATION PLAN

## APPENDIX E

MEMORANDUM BY AND BETWEEN THE NEW JERSEY PINELANDS COMMISSION  
AND THE NEW JERSEY STATE PLANNING COMMISSION

### APPENDIX B

Certified Pinelands Towns/Regional Growth Areas and State Plan Centers

Municipal Location	Pinelands Management Area Designation	Corresponding Center
Ruess Borough & Buena Vista Township	Pinelands Town	Town Center
Egg Harbor City & Galloway Township	Pinelands Town	Town Center
Town of Hammonton & Mullica Township	Pinelands Town	Town Center
Lakehurst Borough	Pinelands Town	Town Center
Manchester Township (Whiting)	Pinelands Town	Town Center
Woodbine Borough	Pinelands Town	Town Center
Berlin Borough & Berlin Township	Pinelands Regional Growth Area	Town Center
Medford Lakes Borough	Pinelands Regional Growth Area	Town Center
Stafford Township	Pinelands Regional Growth Area	Regional Center <sup>3</sup>
Various municipalities	Pinelands Regional Growth Area	To be determined <sup>4</sup>

**Notes**

3 The Stafford Township Regional Growth Area is associated with a Regional Center designated by the State Planning Commission in that portion of Stafford Township located within the Pinelands National Reserve but outside of the Pinelands Area

4 Other Pinelands Regional Growth Areas must be evaluated to determine the most appropriate center designations.

6/1/99

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MEMORANDUM BY AND BETWEEN THE NEW JERSEY PINELANDS COMMISSION  
AND THE NEW JERSEY STATE PLANNING COMMISSION

### APPENDIX C

Certified Pinelands Villages and State Plan Centers

Name	Municipal & County	Corresponding Center
<b>Atlantic</b>		
Belleville	Weymouth Twp	Village
Collings Lake	Buena Vista Twp	Village
Cologne-Germersva	Galloway Twp	Village
Dorothy	Weymouth Twp	Village
Flwood	Mullica Twp	Village
Estell Manor	Estell Manor City	Hamlet
Folsom	Folsom Boro	Village
Millroy	Buena Vista Twp	Hamlet <sup>1</sup>
Mizpah	Hamilton Twp	Village
Nesco	Mullica Twp	Village
Newtonville	Buena Vista Twp	Hamlet
Pomona	Galloway Twp	Village
Port Republic	Port Republic City	Village
Richland	Buena Vista Twp	Village
Sweetwater	Mullica Twp	Village
Weekstown	Mullica Twp	Hamlet
<b>Burlington</b>		
New Gretna	East River Twp	Village
Clatsworth	Woodland Twp	Village
Greth Bank	Washington Twp	Hamlet
Indian Mills	Shamong Twp	Hamlet
Jenkins	Washington Twp	Hamlet
Lower Bank	Washington Twp	Hamlet
New Lisbon	Pemberton Twp	Hamlet
Tabernacle	Tabernacle Twp	Hamlet
Vincetown	Southampton Twp	Village <sup>4</sup>
<b>Camden</b>		
Blue Anchor	Winslow Twp	Village
Elm	Winslow Twp	Hamlet
Tansboro	Winslow Twp	Hamlet
Waterford Works	Winslow Twp/Waterford Twp	Village
Winslow	Winslow Twp	Hamlet

6/1/99

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## NORTHERN BURLINGTON COUNTY GROWTH AND PRESERVATION PLAN

MEMORANDUM BY AND BETWEEN THE NEW JERSEY PLANNING COMMISSION  
AND THE NEW JERSEY STATE PLANNING COMMISSION

APPENDIX C  
Certified Hamlets, Villages and State Plan Centers

Name	Municipal & County	Corresponding Center
<b>Atlantic</b>		
Briarville	Weymouth Twp	Village
Collings Lake	Buena Vista Twp	Village
Cologne-Germans	Galloway Twp	Village
Dorothy	Weymouth Twp	Village
Flaxwood	Mullica Twp	Village
Estell Manor	Estell Manor City	Hamlet
Folsom	Folsom Boro	Village
Milroy	Buena Vista Twp	Hamlet <sup>1</sup>
Mizpah	Hamilton Twp	Village
Nesco	Mullica Twp	Village
Newtownville	Buena Vista Twp	Hamlet
Pomona	Galloway Twp	Village
Port Republic	Port Republic City	Village
Richland	Buena Vista Twp	Village
Sweetwater	Mullica Twp	Village
Weekstown	Mullica Twp	Hamlet
<b>Burlington</b>		
New Gretna	Basin River Twp	Village
Chatsworth	Woodland Twp	Village
Green Bank	Washington Twp	Hamlet
Indian Mills	Shamong Twp	Hamlet
Jenkins	Washington Twp	Hamlet
Lower Bank	Washington Twp	Hamlet
New Lisbon	Pemberton Twp	Hamlet
Tabernacle	Tabernacle Twp	Hamlet
Vincentown	Southampton Twp	Village <sup>2</sup>
<b>Camden</b>		
Blue Anchor	Winslow Twp	Village
Elm	Winslow Twp	Hamlet
Trenbore	Winslow Twp	Hamlet
Waterford Works	Winslow Twp/Waterford Twp	Village
Winslow	Winslow Twp	Hamlet

6/1/99

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Upper Freehold Township Country Code Policy Statement Page 1 of 2

**Upper Freehold Township Country Code Policy Statement**

This document expresses the philosophy of Upper Freehold Township residents. The residents of this Township have either been raised here and chosen to stay or moved here because they enjoy the "rural life." This community has shown a strong commitment to remaining rural by committing a portion of their tax dollars to Farmland Preservation, foregoing services taken for granted in suburban and city areas, and traveling the extra distance for the necessities.

Many residents have moved to this area because the "rural atmosphere" of their former hometown has been lost to development. Others may be rural newcomers escaping the suburbs and cities. These residents must remember not to expect perfectly paved roads, water and sewer service, a local police department, municipal trash pick-up, and other "luxuries." Residents in a rural community will endure the slow moving farm machinery on the road, early morning tractor noise, and perhaps unpleasant odors of natural fertilizers for the sake of maintaining the country life.

If you are considering this area as your home, please remember that the snowplow may not come as often as you may feel necessary, the supermarket will always be at least a one-half hour ride away. The New Jersey State Police have been providing us with excellent coverage and all necessary special services, and we hope to continue that relationship as long as possible. As a member of this community you will have to contract for trash removal with a private vendor and on two occasions during the year you will be permitted to bring your larger, bulk waste to the Municipal Garage during a Township Clean-up Week. In exchange for your participation in providing these services to your family we will insure a tax rate without the high costs associated with maintaining equipment and employing personnel to deliver these services.

You will sometimes have to pay a price to remain a rural community ... residential development and farmland assessed properties do not provide the rates of commercial development. Farmland assessed property provides a community with open space, owners enjoy a reduced property assessment, however, the entire Municipality benefits from this acreage that will have no impact on the local school district or other services. Property owners that sell development rights pursuant to the Farmland Preservation Act insure that farming will continue in New Jersey. This residential development must be controlled in consideration of the services it demands. New homes, lead to new roads, and to new or expanded schools ... and as we all know the present funding of education through property taxes is a strain on the residents of New Jersey. The increased traffic through Upper Freehold Township that has been a result of development in surrounding communities has put pressure on local

<http://www.ufhtj.com/counccode.htm> 7/30/2004

Upper Freehold Township Country Code Policy Statement Page 2 of 2

residents by compelling us to improve roads for the sake of the safety of all citizens.

It is with this ideology that the Committee of Upper Freehold Township does hereby adopt this Code as a notice to all present citizens and future citizens of this Community that Upper Freehold Township Officials will continue the philosophy in their policy and procedure to provide its constituents with a Country Lifestyle.

[Back to UFTNJ Homepage](#)

<http://www.ufhtj.com/counccode.htm> 7/30/2004





*Printed at Burlington County College*

# Topographical Map of THE NORTHERN PART OF BURLINGTON CO. NEW JERSEY.

Scale 2 Miles to an Inch

