

COUNTY OF BURLINGTON

BOARD OF CHOSEN FREEHOLDERS

James K. Wujcik
Freeholder Director

William S. Haines, Jr.
Deputy Director

Dawn Marie Addiego
Freeholder

Vincent R. Farias
Freeholder

Aubrey A. Fenton
Freeholder

**DEPARTMENT OF ECONOMIC DEVELOPMENT
AND REGIONAL PLANNING**

Mark A. Remsa, AICP, PP, CLA, ASLA
Director

Principal Author:

David J. Hojsak, AICP, PP
Principal Planner

Contributing Author:

Robert A. Kull, AICP, PP
Former Regional Planning Coordinator

GIS Services:

Linda Wong, GIS Specialist
Department of Economic Development and Regional Planning
Jennifer Bulava, GIS Specialist
Department of Resource Conservation

Northern Burlington County Regional Strategic Plan

Northern Burlington County Regional Development Patterns

Executive Summary

The Burlington County Board of Chosen Freeholders authorized the preparation of a regional strategic plan for northern Burlington County in 2002. This technical report is one of a series of staff and consultant reports prepared to provide background information and support for the provisions of the regional plan.

Understanding the regional context and development patterns of the Northern Burlington County planning region is important groundwork for assisting municipalities in planning for smart, sustainable growth and development balanced with farmland preservation. This technical report is intended and organized to support provisions of the Northern Burlington County Regional Strategic Plan, and to assist the reader in understanding the internal and external forces affecting land development patterns within the Northern Burlington County region.

The planning region of over 80,000 acres (over 125 square miles) in thirteen municipalities consists of towns and villages separated by significant amounts of farmland and woodland and with limited areas of suburban development. Urban communities, with revitalization and redevelopment needs, exist within the planning region, particularly in the northern most reaches of the region along U.S. Routes 130 and 206 and along the Delaware River. However, most of the area remains rural, the heart of Burlington County's prized Farm Belt where more than \$50 million in public monies have been spent to preserve more than 21,000 acres of farmland.

Pressures for residential development from both within and outside Burlington County are more substantial and immediate than at any time in the region's history, threatening to undermine this public investment. Municipalities in the Northern Burlington County planning region need to coordinate their response with each other and with County and State agencies to through regional planning strategies to ensure that future development patterns will protect the

region's rural character, quality of life, and agricultural industry.

This Technical Report reviews current development patterns (Section 2) and policy initiatives (Section 3), culminating in an analysis of opportunities for and threats to Northern Burlington County (Section 4), Conclusions and Recommendations (Section 5) and initial considerations for an Implementation Strategy, including a recommended Implementation Agenda (Section 6).

Key Findings

1. The zoned development potential of the Northern Burlington County planning region will not allow it to maintain its predominantly rural character and will likely harm the viability of agriculture. There is a build-out potential of an additional 22,000 residents, 8,000 dwelling units, and 200,000 jobs.
2. The Northern Burlington County planning region reaches residential build-out by 2025.
3. Current zoned residential development densities in the rural communities do not seem supportive of the development of centers. Eighty-eight percent (88%) of all developable lands (94% of residential) in the Northern Burlington County planning region are zoned for lots of 3 acres or more in area. Additionally, residential neighborhoods in rural communities are built at fairly low densities, usually at 1 – 2 dwelling units per acre. *The existing residential zoning appears to promote sprawl.*
4. Higher development densities and community-scale wastewater management systems are necessary if centers are to become a realistic growth organizing principle for the rural communities of Northern Burlington County

Northern Burlington County Regional Strategic Plan

5. The Northern Burlington County planning region appears to be over-zoned for non-residential uses. The non-residential build-out potential is not likely to occur anytime within the next 50 years, nor is it likely to be desirable from a quality of life standpoint.
6. As the Northern Burlington County region reaches residential build-out, there will be an increasing demand to rezone non-residential lands to residential uses.
7. Planning for agriculture needs to occur at the municipal, county and state levels. Municipal master plans and zoning ordinances need to recognize agriculture as an "industrial" use, just like they recognize other industrial uses.
8. Development corridors exist throughout the Northern Burlington County planning region and cannot be ignored. Properly planned, and in appropriate locations, development corridors can be an appropriate way to organize growth.
9. Development nodes exist throughout the Northern Burlington County planning region. Almost always, they are located at the intersections of major roads. Properly planned, and in appropriate locations, development nodes can be an appropriate way to organize growth.
10. Alternate planning and zoning approaches promoting "Smart Growth" are needed to avoid sprawl and the loss of rural character resulting from development standards that are embedded in current municipal zoning ordinances.
2. Replace existing zoning with provisions and mechanisms that inevitably establish growth patterns that are consistent with regional and local plans, with quality of life goals and objectives, and with landowner equity.
3. Advance mechanisms such as cluster development, non-contiguous parcel density transfer and transfer of development rights to support more concentrated development jointly with increased preservation of farmland and protection of environmentally sensitive lands through private market activities.
4. Establish higher development densities and wastewater management systems where centers and nodes become the growth organizing principle for rural communities.
5. Prepare new, or update existing, municipal environmental resource inventories to determine what important environmental resources need to be protected from development and to guide development to areas where adverse environmental impacts are minimal.
6. Coordinate municipal land development and infrastructure activities with Burlington County's open space initiative in developing a regional greenway system through the regional strategic plan.
7. Recognize agriculture as an "industrial" use in municipal master plans and zoning ordinances based on the similarities between agricultural and industrial operations with regard to noise, odors, traffic and other impacts, and support county and state economic development initiatives aimed toward maintaining the economic (business) viability of agriculture.
8. Establish farmland preservation elements in the master plans of municipalities in the Northern Farm Belt and the Southern Farm Belt sub-regions that both target parcels of land for preservation and address the land use issues that impacts the economic viability of agriculture.

Key Recommendations

1. Adopt a new development strategy with a system of centers and corridors as its basis instead of sprawl, or spread out, development.

Northern Burlington County Regional Strategic Plan

5. The Northern Burlington County planning region appears to be over-zoned for non-residential uses. The non-residential build-out potential is not likely to occur anytime within the next 50 years, nor is it likely to be desirable from a quality of life standpoint.
 6. As the Northern Burlington County region reaches residential build-out, there will be an increasing demand to rezone non-residential lands to residential uses.
 7. Planning for agriculture needs to occur at the municipal, county and state levels. Municipal master plans and zoning ordinances need to recognize agriculture as an "industrial" use, just like they recognize other industrial uses.
 8. Development corridors exist throughout the Northern Burlington County planning region and cannot be ignored. Properly planned, and in appropriate locations, development corridors can be an appropriate way to organize growth.
 9. Development nodes exist throughout the Northern Burlington County planning region. Almost always, they are located at the intersections of major roads. Properly planned, and in appropriate locations, development nodes can be an appropriate way to organize growth.
 10. Alternate planning and zoning approaches promoting "Smart Growth" are needed to avoid sprawl and the loss of rural character resulting from development standards that are embedded in current municipal zoning ordinances.
2. Replace existing zoning with provisions and mechanisms that inevitably establish growth patterns that are consistent with regional and local plans, with quality of life goals and objectives, and with landowner equity.
 3. Advance mechanisms such as cluster development, non-contiguous parcel density transfer and transfer of development rights to support more concentrated development jointly with increased preservation of farmland and protection of environmentally sensitive lands through private market activities.
 4. Establish higher development densities and wastewater management systems where centers and nodes become the growth organizing principle for rural communities.
 5. Prepare new, or update existing, municipal environmental resource inventories to determine what important environmental resources need to be protected from development and to guide development to areas where adverse environmental impacts are minimal.
 6. Coordinate municipal land development and infrastructure activities with Burlington County's open space initiative in developing a regional greenway system through the regional strategic plan.
 7. Recognize agriculture as an "industrial" use in municipal master plans and zoning ordinances based on the similarities between agricultural and industrial operations with regard to noise, odors, traffic and other impacts, and support county and state economic development initiatives aimed toward maintaining the economic (business) viability of agriculture.
 8. Establish farmland preservation elements in the master plans of municipalities in the Northern Farm Belt and the Southern Farm Belt sub-regions that both target parcels of land for preservation and address the land use issues that impacts the economic viability of agriculture.

Key Recommendations

1. Adopt a new development strategy with a system of centers and corridors as its basis instead of sprawl, or spread out, development.

Northern Burlington County Regional Strategic Plan

9. Diversify local economies in municipalities surrounding Fort Dix and McGuire Air Force Base to avoid depending on the military for their economic futures, despite the proposed \$300 million 'Megabase' investment.
10. Identify areas in need of redevelopment and prepare municipal redevelopment plans in accordance with the Local Redevelopment and Housing Law.
11. Provide technical and financial resources to support municipal efforts to update and refine municipal master plans, capital improvement plans and development ordinances that are consistent with their long-term vision.
12. Prepare and update municipal wastewater management plans that promote development in centers at appropriate densities.
13. Prepare corridor development plans for existing and potential growth corridors that incorporate and manage growth corridors within the network of towns, villages, hamlets and nodes, and
14. Develop standards for creating development nodes to ensure they are mixed-use, minimize land consumption and automobile use, and managed within the network of towns, villages, hamlets and growth corridors.

Northern Burlington County Regional Strategic Plan

Implementation Agenda for Regional Development Patterns

Action Item	Recommendations Implemented	Actors	Resources	Time Frame
Establish and maintain local environmental commissions.	5	<ul style="list-style-type: none"> • All Municipalities • Burlington County Department of Resource Conservation • NJDEP 	<ul style="list-style-type: none"> • NJDEP • Association of NJ Environmental Commissions (ANJEC) • Municipal budgets 	1 Year
Strengthen local right-to-farm ordinances.	7, 8	<ul style="list-style-type: none"> • Chesterfield Twp. • Mansfield Twp. • New Hanover Twp. • North Hanover Twp. • Pemberton Twp. • Southampton Twp. • Springfield Twp. • Burlington County Department of Resource Conservation • Burlington County Department of Economic Development and Regional Planning • NJ Department of Agriculture 	<ul style="list-style-type: none"> • NJ Department of Agriculture, Planning Incentive Grants • Municipal budgets 	1 Year
Modify county and state economic development initiatives in order to address the business needs of agriculture.	7, 8, 11	<ul style="list-style-type: none"> • Chesterfield Twp. • Mansfield Twp. • New Hanover Twp. • North Hanover Twp. • Pemberton Twp. • Southampton Twp. • Springfield Twp. • Burlington County Department of Resource Conservation • Burlington County Department of Economic Development and Regional Planning • NJ Department of Agriculture 	<ul style="list-style-type: none"> • NJ Department of Agriculture • NJ Economic Development Authority • NJ Department of Commerce, Economic Development and Tourism • Burlington County Board of Chosen Freeholders • Burlington County Bridge Commission • Municipal budgets 	1 Year

Northern Burlington County Regional Strategic Plan

Action Item	Recommendations Implemented	Actors	Resources	Time Frame
Create local agricultural advisory committees.	8	<ul style="list-style-type: none"> • Chesterfield Twp. • Mansfield Twp. • New Hanover Twp. • North Hanover Twp. • Pemberton Twp. • Southampton Twp. • Springfield Twp. • Burlington County Department of Resource Conservation • Burlington County Department of Economic Development and Regional Planning • NJ Department of Agriculture 	<ul style="list-style-type: none"> • Municipal budgets 	1 Year
Provide technical and financial resources to support municipal efforts to update and refine their master plans, capital improvement plans and development ordinances, and to prepare redevelopment plans, to be more consistent with the long-term local and regional development strategy.	10, 11	<ul style="list-style-type: none"> • Burlington County Department of Economic Development and Regional Planning • NJ Office of Smart Growth. • NJ Department of Environmental Protection • NJ Department of Transportation • Delaware Valley Regional Planning Commission. 	<ul style="list-style-type: none"> • US Environmental Protection Agency Smart Growth Program • NJ Office of Smart Growth, Smart Futures Grants • NJ Department of Environmental Protection • NJ Department of Transportation, Transportation Enhancements Program • Delaware Valley Regional Planning Commission, Annual Transportation Improvement Program • Burlington County Board of Chosen Freeholders • Municipal budgets 	1 Year
Conduct community visioning workshops.	1, 2, 3, 4, 6, 11, 13, 14	<ul style="list-style-type: none"> • All Municipalities • Burlington County Department of Economic Development and Regional Planning • NJ Office of Smart Growth 	<ul style="list-style-type: none"> • NJDCA Smart Futures Grants • Burlington County Bridge Commission • Burlington County Board of Chosen Freeholders • Municipal budgets 	2 Years

Northern Burlington County Regional Strategic Plan

Action Item	Recommendations Implemented	Actors	Resources	Time Frame
Perform local and regional market studies for economic development.	2, 7, 8, 9, 10, 11, 14	<ul style="list-style-type: none"> • Eastampton Twp. • Mansfield Twp. • Pemberton Twp. • Southampton Twp. • Springfield Twp. • Burlington County Department of Economic Development and Regional Planning • NJ Economic Development Authority • NJ Department of Labor • NJ Department of Commerce, Economic Development and Tourism 	<ul style="list-style-type: none"> • NJ Economic Development Authority • NJ Office of Smart Growth, Smart Futures Grants • NJ Department of Commerce, Economic Development and Tourism • NJ Department of Transportation • Delaware Valley Regional Planning Commission • Burlington County Bridge Commission • Burlington County Board of Chosen Freeholders • Municipal budgets 	2 Years
Develop regional and local economic development strategies.	2, 7, 8, 9, 10, 11, 14	<ul style="list-style-type: none"> • Eastampton Twp. • Mansfield Twp. • Pemberton Twp. • Southampton Twp. • Springfield Twp. • Burlington County Department of Economic Development and Regional Planning 	<ul style="list-style-type: none"> • NJ Economic Development Authority • NJ Office of Smart Growth, Smart Futures Grants • NJ Department of Commerce, Economic Development and Tourism • Delaware Valley Regional Planning Commission • Burlington County Bridge Commission • Burlington County Board of Chosen Freeholders • Municipal budgets 	3 Years
Prepare environmental resource inventories.	5	<ul style="list-style-type: none"> • Municipalities • Burlington County Department of Resource Conservation • Burlington County Department of Economic Development and Regional Planning • NJDEP • DVRPC 	<ul style="list-style-type: none"> • NJDEP • Association of NJ Environmental Commissions (ANJEC) • Burlington County Board of Chosen Freeholders • Municipal budgets 	3 Years

Northern Burlington County Regional Strategic Plan

Action Item	Recommendations Implemented	Actors	Resources	Time Frame
Prepare farmland preservation master plan elements.	8	<ul style="list-style-type: none"> • Chesterfield Twp. • Mansfield Twp. • New Hanover Twp. • North Hanover Twp. • Pemberton Twp. • Southampton Twp. • Springfield Twp. • Burlington County Department of Resource Conservation • Burlington County Department of Economic Development and Regional Planning • NJ Department of Agriculture 	<ul style="list-style-type: none"> • NJ Department of Agriculture, Planning Incentive Grants • Municipal budgets 	3 Years
Prepare corridor development plans (including scenic byway management plans) for appropriate growth corridors.	9, 13	<ul style="list-style-type: none"> • Bordentown City • Bordentown Twp. • Mansfield Twp. • Pemberton Twp. • Southampton Twp. • Burlington County Department of Economic Development and Regional Planning • Burlington County Department of Engineering • NJ Department of Community Affairs, Office of Smart Growth • NJ Department of Transportation 	<ul style="list-style-type: none"> • US Environmental Protection Agency Smart Growth Program • NJ Office of Smart Growth, Smart Futures Grants • NJ Department of Environmental Protection • NJ Department of Transportation • Delaware Valley Regional Planning Commission • Burlington County Board of Chosen Freeholders • Municipal budgets 	3 Years
Update municipal master plans and zoning ordinances.	1, 2, 3, 4, 7, 8, 11	<ul style="list-style-type: none"> • Municipalities • Burlington County Department of Economic Development and Regional Planning • NJ Office of Smart Growth 	<ul style="list-style-type: none"> • NJDCA Smart Futures Grants • Burlington County Board of Chosen Freeholders • Municipal budgets 	4 Years
Create standards to guide new economic and mixed-use development in nodes.	2, 7, 8, 9, 10, 11, 14	<ul style="list-style-type: none"> • Eastampton Twp. • Mansfield Twp. • Pemberton Twp. • Southampton Twp. • Springfield Twp. • Burlington Co. Dept. of Economic Development and Regional Planning • Burlington Co. Engineer • NJ Office of Smart Growth • NJ Dept. of Transportation 	<ul style="list-style-type: none"> • NJ Office of Smart Growth • NJ Department of Transportation • Delaware Valley Regional Planning Commission • Burlington County Board of Chosen Freeholders • Municipal budgets 	4 Years

Northern Burlington County Regional Strategic Plan

Action Item	Recommendations Implemented	Actors	Resources	Time Frame
Adopt local cluster noncontiguous parcel density transfer and TDR ordinances.	3	<ul style="list-style-type: none"> • Mansfield Twp. • North Hanover Twp. • Pemberton Twp. • Southampton Twp. • Springfield Twp. • Burlington Co. Dept. of Resource Conservation • Burlington Co. Dept. of Economic Development and Regional Planning • NJ Office of Smart Growth 	<ul style="list-style-type: none"> • NJDCA Smart Futures Grants • Burlington County Board of Chosen Freeholders • Municipal budgets 	4 Years
Update wastewater management plans.	4, 12	<ul style="list-style-type: none"> • Mansfield Twp. • New Hanover Twp. • North Hanover Twp. • Pemberton Borough • Pemberton Twp. • Southampton Twp. • Springfield Twp. • Wrightstown • NJDEP • DVRPC Tri-county Water Quality Management Board • Burlington County Department of Resource Conservation • Burlington County Department of Economic Development and Regional Planning 	<ul style="list-style-type: none"> • NJ Department of Environmental Protection • Delaware Valley Regional Planning Commission • Burlington County Board of Chosen Freeholders • Municipal budgets 	4 Years
Develop highway access management plans.	9, 13	<ul style="list-style-type: none"> • Bordentown City • Bordentown Twp. • Mansfield Twp. • Pemberton Twp. • Southampton Twp. • Burlington County Department of Economic Development and Regional Planning • Burlington County Department of Engineering • NJ Department of Community Affairs, Office of Smart Growth • NJ Department of Transportation 	<ul style="list-style-type: none"> • NJ Department of Transportation • Delaware Valley Regional Planning Commission • Burlington County Board of Chosen Freeholders • Municipal budgets 	4 Years

Northern Burlington County Regional Strategic Plan

Action Item	Recommendations Implemented	Actors	Resources	Time Frame
Revise zoning and land development ordinances to support mixed-use development in nodes.	2, 7, 8, 9, 10, 11, 14	<ul style="list-style-type: none"> • Eastampton Twp. • Mansfield Twp. • Pemberton Twp. • Southampton Twp. • Springfield Twp. • Burlington Co. Dept. of Economic Development and Regional Planning • Burlington Co. Engineer • NJ Office of Smart Growth • NJ Dept. of Transportation 	<ul style="list-style-type: none"> • NJ Office of Smart Growth • NJ Department of Transportation • Delaware Valley Regional Planning Commission • Burlington County Board of Chosen Freeholders • Municipal budgets 	6 Years
Revise zoning and land development ordinances to support implementation of the corridor development plan and highway access management plan.	9, 13	<ul style="list-style-type: none"> • Bordentown City • Bordentown Twp. • Mansfield Twp. • Pemberton Twp. • Southampton Twp. • Burlington County Department of Economic Development and Regional Planning • Burlington County Department of Engineering • NJ Department of Community Affairs, Office of Smart Growth • NJ Department of Transportation 	<ul style="list-style-type: none"> • NJ Office of Smart Growth, Smart Futures Grants • NJ Department of Transportation • Delaware Valley Regional Planning Commission • Burlington County Board of Chosen Freeholders • Municipal budgets 	6 Years

Northern Burlington County Regional Strategic Plan

The table is a large grid with approximately 5 columns and 10 rows. The content is extremely faint and illegible, appearing as light blue and grey shapes against the white background. It likely represents a detailed regional development plan or data set.

Northern Burlington County Regional Strategic Plan

CONTENTS

Executive Summary	i
Key Findings.....	i
Key Recommendations.....	ii
Implementation Agenda for Regional Development Patterns	iv
1.0 Introduction	1
1.1 Purpose.....	1
1.2 Organization	1
2.0 Current Development Patterns.....	2
2.1 Northern Burlington County Planning Region	2
2.2 Regional Context	6
2.2.1 North: Mercer County	6
2.2.2 East: Monmouth County and Northern Ocean County	7
2.2.3 South: Pinelands Region	7
2.2.4 West: Delaware River and Suburban Corridors	7
2.3 Northern Burlington Planning Sub-regions	8
2.3.1 Greater Bordentown	8
2.3.1.a Bordentown City	8
2.3.1.b Bordentown Township	8
2.3.1.c Fieldsboro.....	11
2.3.2 Northern Farm Belt.....	11
2.3.2.a Chesterfield Township	11
2.3.2.b Mansfield Township.....	12
2.3.2.c New Hanover Township	13
2.3.2.d North Hanover Township	13
2.3.2.e Springfield Township	13
2.3.2.e Wrightstown	14
2.3.3 Southern Farm Belt	15
2.3.3.a Eastampton Township	15
2.3.3.b Pemberton Borough	15
2.3.3.c Pemberton Township.....	17
2.3.3.d Southampton Township	17
2.4 Organization of Existing Development	18
2.4.1 Land Cover	18
2.4.2 Population and Housing Distribution	22
2.4.3 Employment Distribution	26
2.4.4 Preserved Land	27
2.4.4.a Preserved Farmland	27
2.4.4.b Recreation and Open Space	27
2.4.5 Natural and Built Features.....	31
2.4.5.a Natural Features	31
Rivers and Streams	31
Wetlands, Floodplains and Lakes	32
Endangered and Threatened Species Habitats	33
2.4.5.b Built Features	35

Northern Burlington County Regional Strategic Plan

Military Installations	35
Dams and Reservoirs.....	36
Brownfield Sites	36
2.4.6 Centers and Corridors	37
2.4.6.a Towns, Villages and Hamlets.....	37
Towns	37
Villages	40
Hamlets.....	43
2.4.6.b Nodes	46
2.4.6.c Linkages.....	50
Growth Corridors.....	50
Potential Growth Corridors	52
2.5 Trends for Future Development	53
2.5.1 Future Land Cover (Existing Zoning).....	54
2.5.2 Population.....	57
2.5.2.a Forecasts	57
2.5.2.b Build-out of Existing Zoning	57
2.5.3 Employment.....	60
2.5.3.a Forecasts	60
2.5.3.b Build-out of Existing Zoning	60
3.0 Policy Initiatives	62
3.1 State Development and Redevelopment Plan.....	62
3.2 Burlington County Parks and Open Space Plan.....	67
3.3 Steering Committee Initial Visioning Exercise.....	73
3.4 Route 206 Visioning Study.....	73
3.5 Land Use Management Plan	78
4.0 Analysis.....	80
4.1 Opportunities.....	80
4.2 Obstacles	81
5.0 Conclusions and Recommendations	84
5.1 Conclusions	84
5.2 Recommendations	85
6.0 Implementation Strategy	86
6.1 Actions.....	86
6.2 Prioritization	86
6.3 Implementation Agenda	86
7.0 Appendix	93
7.1 References	93
7.2 Known Contaminated Sites	97

Northern Burlington County Regional Strategic Plan

MAPS

Map 1: Location Map of Burlington County	3
Map 2: The Northern Burlington County Planning Region	4
Map 3: Regional Context	5
Map 4: Greater Bordentown Sub-region	9
Map 5: Northern Farm Belt Sub-region	10
Map 6: Southern Farm Belt Sub-region	16
Map 7: Land Cover, 2000	20
Map 8: Developed Land and Areas Approved for Development, 2003	21
Map 9: Preserved Farmland in Burlington County, 2007.....	29
Map 10: Preserved Non-agricultural Open Space, 2007	30
Map 11: Rivers and Streams Location Map	31
Map 12: Wetlands, Floodplains and Lakes.....	33
Map 13: Endangered and Threatened Species Habitats, Dams and Brownfields	34
Map 14: Centers, Nodes and Corridors	38
Map 15: The Bordentowns.....	39
Map 16: The Pembertons.	39
Map 17: Wrightstown/North Hanover Town Center.	40
Map 18: Fieldsboro.	40
Map 19: Jacobstown.	41
Map 20: Vincentown.	41
Map 21: Crosswicks.	41
Map 22: Columbus/Homestead.	42
Map 23: Georgetown/Mapleton.....	42
Map 24: Old York Village.	43
Map 25: Cookstown.	43
Map 26: Eastampton Village Center.....	43
Map 27: Chesterfield.	44
Map 28: Sykesville.	44
Map 29: Hedding.	45
Map 30: Jacksonville.	45
Map 31: Jobstown.....	45
Map 32: Juliustown.....	46
Map 33: Rt. 206 & Woodlane Rd. (CR 630).....	47
Map 34: Rising Sun Rd. & NJ Turnpike.	47
Map 35: Routes 68 & 206.....	47
Map 36: I-295 Exit 52.	48
Map 37: Routes 38/530 & 206.....	48
Map 38: Red Lion Circle.....	49
Map 39: Tilghman's Corner.....	49
Map 40: Chamber's Corner.	49
Map 41: Routes 68 & 537.....	50

Northern Burlington County Regional Strategic Plan

Map 42: Old York District, Springfield Township.....	50
Map 43: Composite Zoning by Land Use, 2003.....	56
Map 44: State Plan Policy Map.....	64
Map 45: Preliminary State Plan Map, Northern Burlington County.....	65
Map 46: Rancocas Creek Greenway Project Area, Eastern Segment	68
Map 47: Rancocas Creek Greenway Project Area, Western Segment	69
Map 48: Barker's Brook Project Area	70
Map 49: Delaware River Greenway (Northern Segment).....	71
Map 50: Delaware River Greenway (Southern Segment).....	72
Map 51: Steering Committee Visioning Exercise, January 14, 2002.....	74
Map 52: Transect Example, Rt. 206 from Hedding Rd. South to Columbus Mkt.	79

Northern Burlington County Regional Strategic Plan

TABLES

Table 1: Land Cover in Acres (2003 estimates)	19
Table 2: Population Distribution and Density by Municipality and Pinelands, 2000	23
Table 3: Housing Density, 2000	24
Table 4: Employment Density, 2000	25
Table 5: Non-Pinelands Preserved Farmland in Acres (2007 Estimate)	28
Table 6: Preserved Non-agricultural Open Space (2003 Estimate)	28
Table 7: Build-out by Residential Composite Land Use Category	55
Table 8: Build-out by Non-residential Composite Land Use Category	55
Table 9: Municipal Population Projections to 2025	58
Table 10: Build-out of Existing Zoning, Population and Housing	59
Table 11: Municipal Employment Projections to 2025	59
Table 12: Build-out of Employment, Existing Zoning	61
Table 13: Recommended Transects for the Route 206 Corridor	76
Table 14: Recommended Implementation Agenda for Regional Development Patterns	87
Table 15: Known Contaminated Sites, 2004	97

EXHIBITS

Exhibit 1: Example of the Transect for Route 206	75
--	----

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that this is crucial for the company's financial health and for providing reliable information to stakeholders.

2. The second part of the document outlines the specific procedures for recording transactions. It details the steps from identifying a transaction to entering it into the accounting system, ensuring that all necessary details are captured.

3. The third part of the document discusses the role of the accounting department in monitoring and controlling the company's financial performance. It highlights the importance of regular reviews and the use of financial ratios to assess the company's position.

4. The fourth part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that this is crucial for the company's financial health and for providing reliable information to stakeholders.

APPENDIX

This appendix provides additional information and details related to the main text of the document.

Item	Description	Value
1	Item 1	100
2	Item 2	200
3	Item 3	300
4	Item 4	400
5	Item 5	500
6	Item 6	600
7	Item 7	700
8	Item 8	800
9	Item 9	900
10	Item 10	1000

Northern Burlington County Regional Strategic Plan

1.0 Introduction

This section states the purpose for and the organization of this technical report.

1.1 Purpose

The Burlington County Board of Chosen Freeholders authorized the preparation of a regional strategic plan for northern Burlington County in 2002. This technical report is one of a series of staff and consultant reports prepared to provide background information and support for the provisions of the regional plan.

Understanding the regional context and development patterns of the Northern Burlington County region is important groundwork for planning for smart, sustainable growth and development balanced with farmland preservation.

Today, the Northern Burlington region is characterized by towns and villages separated by significant amounts of farmland and woodland and with limited areas of suburban development. More urbanized communities, with revitalization and redevelopment needs, exist in the northern most reaches of the region along U.S. Routes 130 and 206 and along the Delaware River. Pressures for residential development from both within and outside Burlington County are more substantial and immediate than any time in the region's history. Municipalities in northern Burlington County need to coordinate their response with each other and with County and State agencies to ensure that future development patterns will protect the region's rural character, quality of life, and agricultural industry.

1.2 Organization

This technical report is organized to assist the reader in understanding the internal and external forces affecting land development patterns within the Northern Burlington County region.

Section 2 begins with a description of the context in which the Northern Burlington County planning region exists within Burlington County, New Jersey and the northeastern United States. In Section 2.3, the Northern Burlington County region is described in more detail at the sub-regional level. Section 2.4 describes how existing development is organized in terms of the existing distribution of population and land development types, limits created by natural and built features and by land preservation efforts, and its structure of centers and corridors in Northern Burlington County. Section 2.5 looks at existing trends for future development, both in terms of population and employment forecasts and the potential "build out" under existing zoning ordinances.

Section 3 examines current policy initiatives developed in response to these trends.

Section 4 analyzes these conditions and initiatives in terms of opportunities and obstacles.

In Section 5, the report then draws some conclusions as to where the region may be headed in terms of future development patterns and recommends general strategies in response.

Finally, in Section 6, the report proposes an implementation strategy prioritizing these general strategies and recommending agencies, organizations and individuals to lead these efforts.

The Northern Burlington County planning region includes all or parts of thirteen municipalities. Because most data are tabulated at the scale of the entire municipality, data in this report are for the entire municipality, except where noted.

Northern Burlington County Regional Strategic Plan

2.0 Current Development Patterns

This section begins with an overview of Burlington County and the Northern Burlington County planning region in Section 2.1. Section 2.2 describes the economic influences on the Northern Burlington County planning region from both inside and outside of Burlington County. Section 2.3 describes the region in terms of three sub-regions, giving a detailed description of the participating municipalities in this study. Section 2.4 looks at the organization of existing development, examining population, employment, land cover preserved lands, natural and built features, and centers and corridors. Finally, Section 2.5 examines land use, population and employment trends affecting future development patterns.

2.1 Northern Burlington County Planning Region

Burlington County is centrally located in the Boston-New York-Philadelphia-Washington Corridor. Located in the south-central portion New Jersey, Burlington County, at approximately 820 square miles in size, is the largest county in land area in the state. The 2000 Census reported that Burlington County was home to 423,394 residents, making it the 10th most populous of the 21 counties in New Jersey. Burlington is the only county in New Jersey to extend the full width of the state from its western boundary on the Delaware River to the Great Bay on the Atlantic Ocean. Consisting of 40 municipalities, the county is a suburb to Philadelphia, 10 miles to the southwest, and to New York City, which is 90 miles to the northeast (see **Map 1**). Burlington County is bounded on the north by Mercer County, on the northeast by Monmouth County, on the east by Ocean County, on the southeast by Atlantic County on the southwest by Camden County, and on the west by City of Philadelphia and Bucks County, Pennsylvania.

Burlington County's landscape is diverse, consisting of rural, suburban and urban settings. The New Jersey Pinelands, which is the country's first national reserve managed by the

New Jersey Pinelands Commission, covers the central and eastern two-thirds of Burlington County. Approximately 64% of Burlington County's land area is under the jurisdiction of Pinelands Commission. Approximately 23% of the county's population and 21% of its housing units are located within the Pinelands. Agriculture remains an important industry in the northern, central and eastern portions of the county. The majority of suburban and urban communities occupy the remaining one-third of Burlington County. In many instances, the established communities have retained their small town character.

Burlington County is served by the following highways: Interstate 295, the New Jersey Turnpike with a Pennsylvania Turnpike connection, the Garden State Parkway, U.S. Routes 130 and 206, State Routes 38, 68, 70, 72 and 73, and County Route 537. Three bridges link the county to Pennsylvania: the Tacony-Palmyra Bridge, the Burlington-Bristol Bridge, and the Pennsylvania Turnpike Extension bridge, which connects into the New Jersey Turnpike. Light rail passenger service is provided along the riverfront communities by New Jersey Transit's RiverLINE, which connects the cities of Camden and Trenton, with several intermediate stops in Burlington County. Freight rail service is provided along the riverfront communities and to some of the interior communities, serving various industrial facilities. The county has deep-water port capabilities—the Delaware River channel is 40 feet deep and has ocean-going vessel traffic as far north as the Burlington-Bristol area. The county has numerous marinas along the Delaware River, Rancocas Creek and Great Harbor, including the largest recreational marina on the Delaware River.

Northern Burlington County Regional Strategic Plan

Map 1: Location Map of Burlington County



The Northern Burlington County planning region, the subject of this study, generally straddles U.S. Route 206 and extends south approximately 21 miles from the Mercer County border at the Crosswicks Creek to the northwestern border of the New Jersey Pinelands. It is comprised of all or parts of the following thirteen municipalities (See **Map 2**):

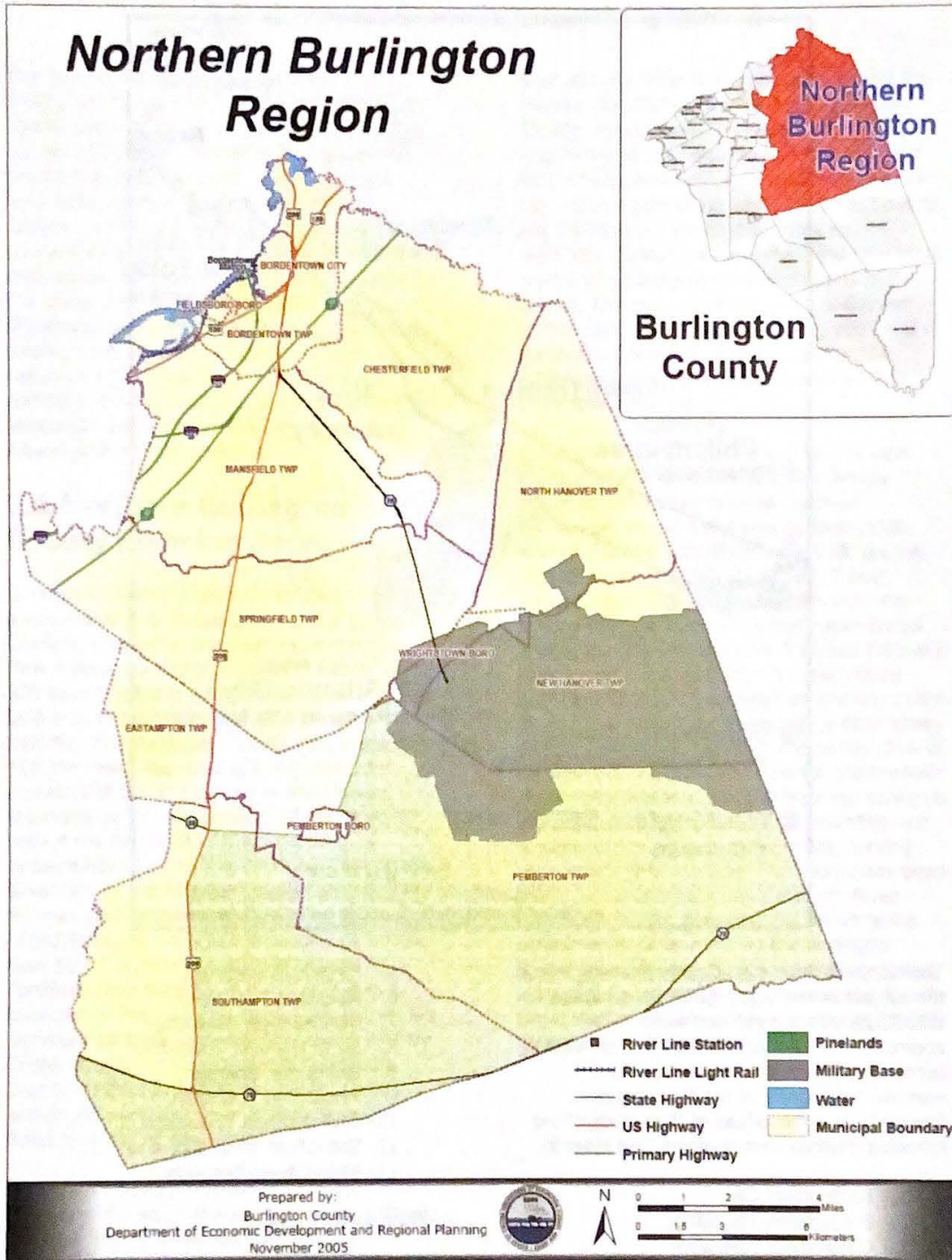
1. Bordentown City;
2. Bordentown Township;
3. Chesterfield Township;
4. Eastampton Township;

5. Fieldsboro Borough;
6. Mansfield Township;
7. New Hanover Township;
8. North Hanover Township;
9. Pemberton Borough;
10. Pemberton Township;
11. Southampton Township;
12. Springfield Township; and
13. Wrightstown Borough.

(Continued on page 6)

Northern Burlington County Regional Strategic Plan

Map 2: The Northern Burlington County Planning Region



Northern Burlington County Regional Strategic Plan

Map 3: Regional Context



Prepared by:
Burlington County Department of Economic Development
and Regional Planning, December 2005

Sources:
Burlington County Dept. of Information Technology,
NJDEP, ESRI

Northern Burlington County Regional Strategic Plan

(Continued from page 3)

Combined, the Northern Burlington County communities encompass approximately 238 square miles, or 152,320 acres, including lands that are within the Pinelands National Reserve, which is administered by the New Jersey Pinelands Commission. *Since lands under the Pinelands Commission's jurisdiction have already undergone a separate planning process, with their own adopted plan and accompanying set of land use regulations, they are not considered part of this strategic planning effort. However, this planning effort is being closely coordinated with the Pinelands Commission.*

Therefore, the study area for this strategic plan is a much smaller subset of the 13 municipalities—slightly more than half of their total area, comprising approximately 126 square miles (80,452 acres) instead of 238 square miles. The study area covers approximately 15 percent of the county's land area. Municipalities containing some land within the Pinelands include: New Hanover Township, North Hanover Township, Pemberton Township, Southampton Township, Springfield Township and Wrightstown. Four municipalities have more than 70% of their land areas within the Pinelands: New Hanover Township, Pemberton Township, Southampton Township, and Wrightstown.

The character of the planning region is one of contrasts. Some areas are highly developed, displaying urban and suburban characteristics, particularly the far northern sections along the Delaware River and U.S. Routes 206 and 130 in the vicinity of the Bordentowns. Other areas are very rural, with agriculture as the predominant land use. This is particularly evidenced as one travels south and east from Bordentown into the Burlington County 'Farm Belt,' which is generally east of Route 206. Scattered throughout this rural area are historic villages and hamlets, such as Crosswicks, Columbus, Jobstown and Pemberton that date back to colonial times and have historic economic ties to agriculture. Also scattered throughout the landscape, however, are 'rural' sprawl subdivisions of varying scale, which appear to be a growing phenomenon in region. Add to this mix the military complex of the adjacent Fort Dix and McGuire Air Force Base, bracketed by Wrightstown to the north

and Browns Mills (in Pemberton Township) to the south, located at the far eastern reaches of the planning region as one approaches the Pinelands.

The 2000 Census reported the Northern Burlington County communities as having a total population of 91,473 persons. Subtracting out the populations in the Pinelands, the total population in the planning region is just 43,831 persons, approximately 10 percent of the county's population living on approximately 15 percent of its land area. Comparing the Northern Burlington County planning region with the entirety of Burlington County, we see that the study area currently (2004) has a density of approximately 349 persons per square mile, or 0.5 persons per acre, and the county as a whole has a density of approximately 517 persons per square mile, or 0.8 persons per acre.

2.2 Regional Context

The Northern Burlington County region does not stand in isolation. Economic forces from outside of Burlington County, as well as from within the county, are beginning to change the landscape of the region. These influences are coming from places like Mercer County, Monmouth County, Ocean County and from within Burlington County (see **Map 3**).

2.2.1 North: Mercer County

Mercer County plays a major influence on Northern Burlington County due to the close proximity of Trenton and the US Route 1 corridor and the availability of thousands of jobs in state government and the private and institutional sectors. Many Northern Burlington County residents work in state government and commute on a daily basis to the Trenton area. This influence is reflected in the land development patterns found here, some of which, particularly those west of the New Jersey Turnpike, are an extension of Hamilton Township's suburban pattern, and others, such as those east of the Turnpike, are "leapfrog" scattered developments. The completion of Interstate 295 and the RiverLINE in recent years made the commute to the state capital much easier, making this area more attractive to new residents and bringing with it new development

Northern Burlington County Regional Strategic Plan

pressures, particularly in Chesterfield and Mansfield townships.

Hamilton, which is Trenton's largest suburb in population, is beginning to have a greater influence in Northern Burlington County. That is because Hamilton's role is changing somewhat. Instead of being just a bedroom community to Trenton, it is becoming a commercial destination. This is evidenced with the recent completion of large-scale commercial developments in Hamilton's Route 130 corridor, which are within easy reach of Northern Burlington's residents. Although Hamilton is a highly developed community with a large population base, most of this is found west of the Turnpike. To the east of the Turnpike, Hamilton is quite rural, similar to Burlington County's Farm Belt, and one focal point for Mercer County's farmland preservation efforts.

2.2.2 East: Monmouth County and Northern Ocean County

Tremendous suburban growth in western Monmouth County, particularly around Freehold, is beginning to push its way southwest to the county's Panhandle region municipalities of Millstone and Upper Freehold townships. New residential development pressures and the residential and commercial development in surrounding municipalities pose the largest threat to this part of the county. In response, farmland and open space preservation efforts are taking place in these communities, especially in Upper Freehold, in order to preserve rural character, maintain agriculture, and to help stem suburbanization. These efforts have the potential to leapfrog the market for development south along County Route 537 straight into North Hanover Township and beyond.

Similarly, there is strong development pressure in northern Ocean County, which has a growing year-round population. Traditionally, this market located along the coastal beach communities in the corridor formed by and Garden State Parkway and US Route 9. This is beginning to shift, as development in this part of the county is moving west from Lakewood into Jackson Township, along the corridors formed by Interstate 195, and County Routes 526 and 528.

Lakewood and Jackson are two of the fastest growing communities in the county. Interstate 195 is playing an increasing role in the development of the northern portion of the County. The Interstate provides direct access to the major employment areas of Trenton, the State Capital, to the west and Monmouth County to the northeast. As northern Ocean County's market continues to move west, North Hanover Township will continue to feel the pressure to develop.

2.2.3 South: Pinelands Region

Continuing development pressures on the edge of the Pinelands in Manchester Township, Ocean County have the potential to leapfrog along the Route 70 corridor into Burlington County and impact Pemberton and Southampton townships. As an example of this westward movement, a court settlement was reached between the developer of the Heritage Minerals Property, the New Jersey Department of Environmental Protection and the Pinelands Commission that will allow for the construction of up to 2,450 residential units on approximately 995 acres on the south side of Route 37 in Manchester.

2.2.4 West: Delaware River and Suburban Corridors

The recently completed New Jersey Turnpike interchange at Route 130 and the Pennsylvania Turnpike extension in nearby Florence Township is fueling the expansion of the commercial corridor located along Routes 130 and 206 in Bordentown City and Township. Farther south, commercial and residential developments continue to advance eastward along the Routes 38 and 70 corridors. Large-scale commercial and residential development is beginning to extend past Mount Laurel and Evesham into Hainesport, Lumberton and Medford along the highway corridors. Medford Township, for example, is anticipating the development of three major projects, which will result in a total of 1,248 new residential units and 606,000 square feet of non-residential floor space in the next 10 years. This will not only be a significant addition to the Route 70 corridor, but will put development pressure on Southampton Township which borders some of this anticipated development.

Northern Burlington County Regional Strategic Plan

2.3 Northern Burlington Planning Sub-regions

The Northern Burlington County planning region can be organized into three sub-regions, each displaying distinct general characteristics and market influences. The three sub-regions are: Greater Bordentown, Northern Farm Belt, and Southern Farm Belt.

2.3.1 Greater Bordentown

Greater Bordentown consists of the urban/suburban northwestern corner of the Northern Burlington County planning region that is roughly bounded by the Delaware River, Crosswicks Creek, and the New Jersey Turnpike and is comprised of Bordentown City, Bordentown Township and Fieldsboro (see **Map 4**). This area is highly developed, and an extension of the urbanization that extends south into Burlington County from the Trenton area in Mercer County. Due to its location and easy access, this sub-region is heavily influenced by the Central and Northern New Jersey/New York job markets. With the New Jersey Turnpike, I-295 and the RiverLINE light rail, transportation access makes Greater Bordentown an attractive area for commuters to these northern job locations.

2.3.1.a Bordentown City

The City of Bordentown is a small historic urban community located along the Crosswicks Creek near its confluence with the Delaware River in northern Burlington County. Bordentown adjoins the Township of Bordentown in Burlington County, and Hamilton Township in Mercer County, with Crosswicks Creek forming the combined municipal and county border. At 0.96 square miles and home to nearly 4,000 residents, Bordentown is small in size but rather densely populated (4,134 persons per square mile), thus giving the City a true urban feel.

Founded in colonial times, Bordentown still maintains much of its historic characteristics, reflecting the development patterns of the eighteenth, nineteenth, and early twentieth centuries. The City's historic significance is

shown by its listings on the State and National Registers of Historic Places.

Bordentown's history, along with a strong Central New Jersey housing market, has contributed to the City's revitalized economy in recent years. This is reflected in a thriving downtown business district, centered along Farnsworth Avenue, which features many restaurants and shops, along with a renovated housing stock and successful infill housing developments.

Bordentown enjoys enviable transportation access. It is served by U.S. Routes 130 and 206, Interstates 195 and 295, the New Jersey Turnpike, and by the RiverLINE light rail system, which has a station in Bordentown.

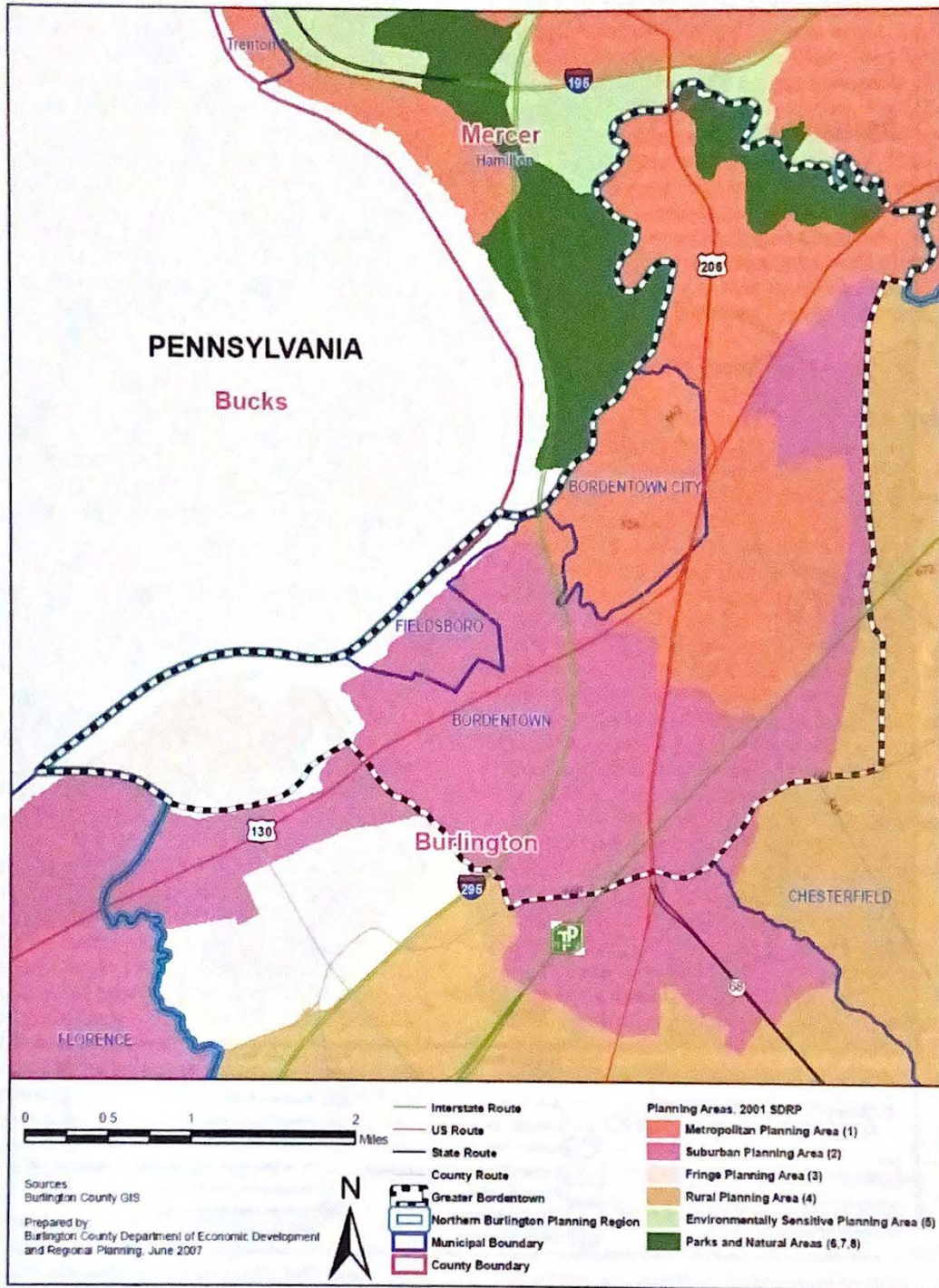
2.3.1.b Bordentown Township

Bordentown Township is approximately 9.3 miles in size and located along the Delaware River and the Crosswicks Creek. The township is bounded by five (5) other communities in New Jersey: the City of Bordentown, the Borough of Fieldsboro, Chesterfield Township and Mansfield Township, all in Burlington County, and Hamilton Township in Mercer County, to which the Crosswicks Creek forms the municipal boundary. Falls Township, across the Delaware River in Bucks County, Pennsylvania, forms much of the township's western border, and is indirectly accessible by bridges in Trenton, by the Pennsylvania Turnpike Extension, and by the Burlington-Bristol Bridge. Newbold Island, which is situated in the Delaware River, is located within the township's boundary. The island is undeveloped, and is a nesting area for Bald Eagles.

Several major highways cross Bordentown Township: U.S. Routes 130 and 206, Interstate 295 and the New Jersey Turnpike. In fact, both the Turnpike and I-295 have interchanges in the township. County roads in Bordentown Township include Routes 528, 545, 660 and 662. State Route 68 connects McGuire Air Force Base with US 206 just south of the township's municipal border with Mansfield Township. *(Continued on page 11)*

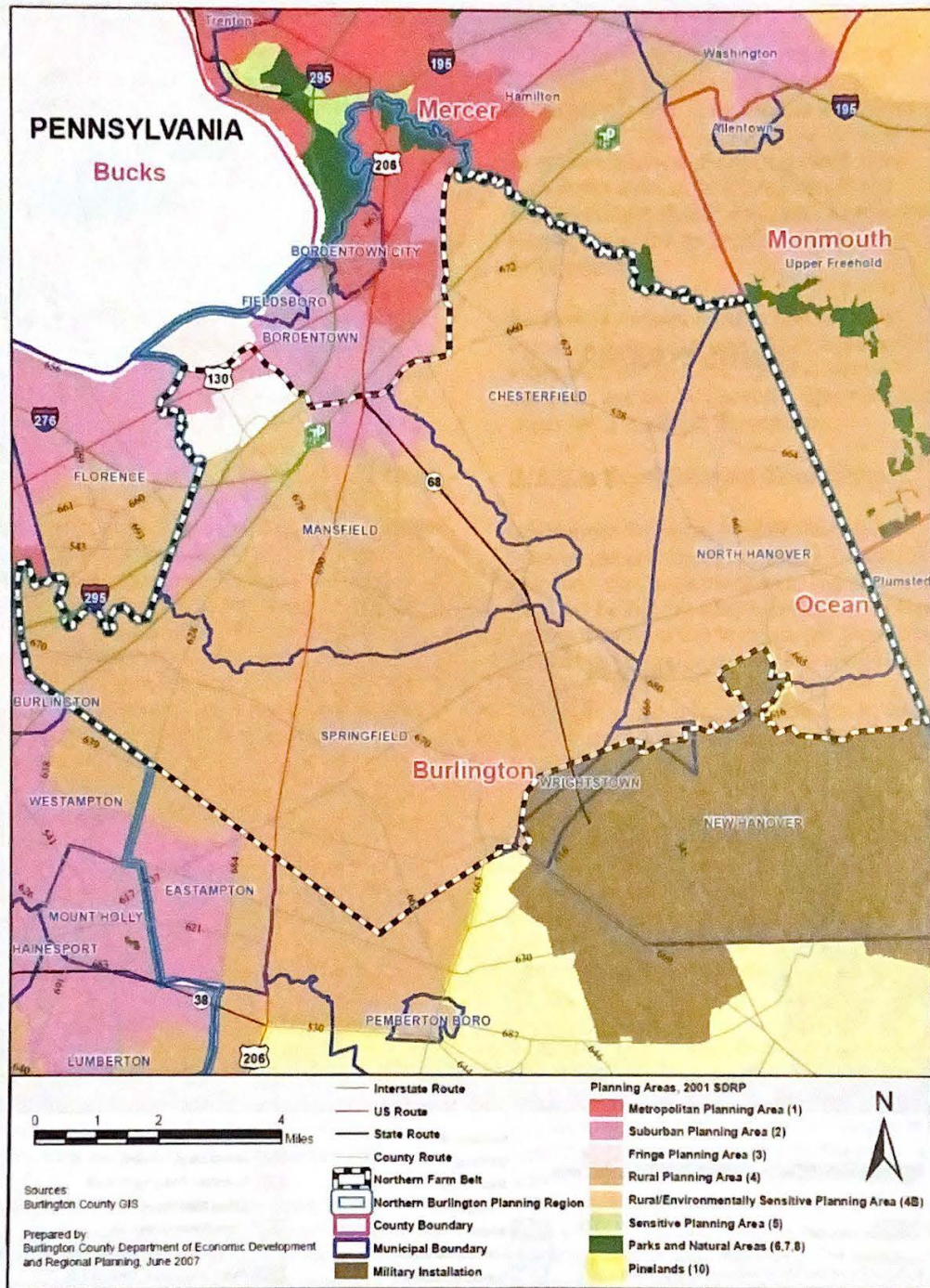
Northern Burlington County Regional Strategic Plan

Map 4: Greater Bordentown Sub-region



Northern Burlington County Regional Strategic Plan

Map 5: Northern Farm Belt Sub-region



Northern Burlington County Regional Strategic Plan

(Continued from page 8)

Bordentown Township is developed with mostly post-War residential, industrial and commercial uses. The township's regional location and highway access contribute to the residential development pressures that it faces. Residential development historically had been concentrated primarily in the northern part of Bordentown Township, however, in recent years, that pressure has been extending southward toward the Mansfield Township border. The highway corridors of US 130 and U.S. 206 are mostly characterized by strip commercial development, some of it obsolete or underutilized. There is a concentration of truck stops at Rising Sun Road where I-295, US 206 and the New Jersey Turnpike intersect helping to create truck-related traffic congestion on local roads. As of 2002, 12% of Bordentown Township remained in agricultural use.

2.3.1.c Fieldsboro

The Borough of Fieldsboro is located approximately two-thirds of a mile south of Bordentown City on top of a 30 to 40-foot high bluff overlooking the Delaware River, which forms the northwestern boundary of the borough. At 0.30 square miles in size, it is the smallest municipality in the planning region. Bordentown Township surrounds the borough to the northeast, east, south and southwest. Falls Township, Bucks County forms Fieldsboro's western border.

Vehicular access to the borough is gained by two roads, which intersect US Route 130 in Bordentown Township. Fourth Street, which is the borough's main thoroughfare, gains access to U.S. Route 130 from the southwest and bisects the community into north and south sections. Dunn's Mill Road intersects US Route 130 and travels northwesterly into the borough where it changes to Lockwood Avenue and also intersects Union Street. The RiverLINE light rail service passes through the borough along the base of the bluff following the Delaware River, but does not stop in Fieldsboro.

Fieldsboro is a predominantly residential community. Residential neighborhoods are found throughout the borough, with older dwellings located north of and along Fourth

Street. Fieldsboro developed during two distinct periods in history. Although several early-nineteenth century structures exist in the borough, approximately half of the houses in the borough were built from the mid-nineteenth century to the early twentieth century. Most of the newer dwellings were built from 1940 to 1960, with some dwellings built recently. The predominant residential land use in the borough is single-family residential. Fieldsboro has one industrial employer--the Stepan Chemical Company. Former heavy industrial lands exist across the Delaware in Falls Township, where U.S. Steel once operated its Fairless Hills plant.

2.3.2 Northern Farm Belt

The Northern Farm Belt consists of Chesterfield, Mansfield, New Hanover, North Hanover, and Springfield townships, and the Borough of Wrightstown (see **Map 5**). These municipalities are grouped together because the market that affects them is different from the market affecting the Southern Farm Belt, which is described below. Since this sub-region borders Mercer, Monmouth and northern Ocean County in New Jersey, it is more and more influenced by the Central and Northern New Jersey/New York job markets. Due to its good access to these markets and its relatively cheap housing, it is an attractive area for commuters to the northern job locales. Additionally, this sub-region is immediately adjacent to the urbanized Delaware River communities in Burlington County, making it an attractive location to accommodate a continuing housing demand as these more developed places build out. Today, except for certain areas immediately traversed by U.S. Route 130, I-295 and the New Jersey Turnpike, some scattered subdivisions, and certain areas around the military bases, the Northern Farm Belt is generally agricultural in nature. However, certain portions of the Northern Farm Belt are under considerable development pressure.

2.3.2.a Chesterfield Township

Chesterfield Township is a sparsely developed rural community along the Crosswicks Creek in the northern portion of the planning region. Chesterfield is bordered on the west by Bordentown Township; on the southwest by Mansfield Township; on the south by Springfield

Northern Burlington County Regional Strategic Plan

Township; on the east by North Hanover Township; and on the north by Hamilton Township, Mercer County. Chesterfield's 2000 population stood at 5,955 persons, or 1.4% of the county total. As a matter of note, the Albert C. Wagner Youth Correctional Facility and the Garden State Reception and Youth Correctional Facility accounted for approximately half of Chesterfield's 2000 population.

Chesterfield Township is an integral part of Burlington County's 'Farm Belt.' Agriculture and horse farming are the predominant land uses in Chesterfield. The preservation of this agricultural heritage is one of the fundamental tenets of the Township Master Plan. Nearly one-third of the Township's land area has been permanently deed restricted for agricultural use. Chesterfield Township ranks second among New Jersey's 566 municipalities in farmland preservation with 4,575 acres preserved to date through a variety of local, county and state programs.

As noted earlier, Chesterfield is sparsely settled, with only 924 dwelling units among its 21 square miles. The township's traditional development pattern consists of farms surrounding the historic village of Crosswicks and hamlets of Chesterfield and Sykesville. The pace of new housing construction in Chesterfield has been slow—averaging 13 units per year since 1990. However, a number of conventional subdivisions have been developed in recent years, which interrupt the continuity of agricultural uses. Moreover, residential market pressure is mounting in response to continuing commercial growth within Central New Jersey.

To respond to these growth pressures, the Township has enacted an innovative Master Plan and Land Development Ordinance which channels future growth into a new village in the northeastern part of the township designed according to neo-traditional planning principles. This new village, called Old York Village, serves as a 560-acre receiving area for the township's Transfer of Development Rights (TDR) program. Old York Village is currently under construction and, when completed, will consist of over 1,200 housing units in a variety of attached and detached single family housing types, a new elementary school adjacent to centralized active recreation facilities, a network of neighborhood

parks, a mixed-use village center with retail, office and convenience uses to serve local market needs and preserved stream corridors with walking paths which will connect the respective neighborhoods and extend north to nearby Crosswicks Village.

2.3.2.b Mansfield Township

Mansfield Township is located in northern part of the planning region, just south of Bordentown and Chesterfield townships. Although seemingly landlocked, Mansfield's corporate boundary extends west to the Delaware River at Newbold Island, which is part of Bordentown Township. As such, Mansfield does not share a boundary with Bucks County, Pennsylvania. Mansfield's other neighbors include Florence and Springfield townships.

Mansfield Township is a community in transition. Historically a rural farming community, with its commercial and cultural center being the Village of Columbus, Mansfield is becoming an increasingly suburban municipality. Mansfield finds itself on the front line of development pressure emanating south from Central New Jersey. A few large developments, including Homestead at Mansfield, and Mapleton, are starting to define a new landscape in the community that is threatening the integrity of the township's agricultural land base, along with its traditional settlements of Columbus, Georgetown, and Hedding.

Several major roadways traverse Mansfield Township. The U.S. Route 206 corridor, which extends in a north-south direction and bisects the community, is very vulnerable to development pressures from the north. Another north-south highway, U.S. Route 130, located in the western section of the township, is another highway corridor susceptible to development pressures. The New Jersey Turnpike, which extends in a north-south direction to New York and Delaware and in a westerly direction toward Pennsylvania, passes through Mansfield, but does not have an interchange here. However, Turnpike interchanges are located nearby in Bordentown and Florence townships. Interstate 295, which has an interchange in Mansfield at County Route 656 (Florence Road), has the potential to fuel some growth in the township.

Northern Burlington County Regional Strategic Plan

State Route 68, which traverses the northeastern part of the township, connects Route 206 with Fort Dix.

2.3.2.c New Hanover Township

New Hanover Township is located in the eastern portion of the Northern Burlington County planning region. The township is comprised of approximately 22.49 square miles, or 14,259 acres, of which only 2.09 square miles (approximately 10% of the total land area) is under control of civilian authorities. The remaining 90% of the township is owned by the federal government and is comprised of McGuire Air Force Base and Fort Dix Army Center. New Hanover Township's population stood at 9,744 people in 2000, comprised mostly of military personnel.

New Hanover Township is bounded to the south by Pemberton Township, to the north by North Hanover Township and the Borough of Wrightstown, to the west by Springfield and Pemberton townships, and to the east by Plumsted Township, Ocean County.

The civil portion of New Hanover is primarily rural in nature, containing active farmland, some scattered residential subdivisions and home sites, and the Village of Cookstown, the traditional economic and governmental center of the township. There is some old strip commercial development along Wrightstown-Cookstown Road that primarily serves McGuire Air Force Base and Fort Dix.

2.3.2.d North Hanover Township

North Hanover Township is a predominantly rural agricultural community of 7,347 persons located in the northeast corner of Burlington County, immediately north of McGuire Air Force Base and northeast of Fort Dix. Approximately 17.4 square miles in size, North Hanover contains common borders with Chesterfield Township, New Hanover Township, Springfield Township and the Borough of Wrightstown, all in Burlington County, Upper Freehold Township in Monmouth County, and Plumsted Township in Ocean County.

Being predominantly rural, most of the North Hanover is generally undeveloped, characterized by large expanses of farmlands, the historic village of Jacobstown, some scattered residential subdivisions, and except for the Hanover Shopping Center, located along Sykesville Road adjacent to the Borough of Wrightstown, limited commercial uses. County Route 537 bisects North Hanover south of Jacobstown, and is the major regional route serving the township. Arneytown and Ellisdale are small hamlets located along Province Line Road north of Route 537.

A small portion of the township, approximately 4.5% of its total land area, is actually part of McGuire Air Force Base. This small area contains four (4) elementary schools and a large U.S. Government housing area, comprising approximately 40% of the housing units and 45% of the total population in the township.

Outside of McGuire Air Force Base, the township contains one (1) elementary school, ten (10) mobile home parks, five (5) cemeteries, a municipal complex (located in Jacobstown), a first aid squad, a fire station, a recreational area and a New Jersey State Police barracks. There is a concentration of older homes located near the intersection of Chesterfield-Jacobstown Road and Jacobstown Road. There are also older homes that are scattered throughout the township in various locations, usually abutting undeveloped land, farmland, or new single-family dwellings. North Hanover experienced a wave of these new single-family dwellings beginning in the late 1980s. There has also been a wave of new development in recent years.

Private septic systems currently serve the entire township, with the exception of the McGuire Air Force Base housing, the school areas and three mobile home parks. Likewise with water supply, the entire township is served by private wells, with the exception of the McGuire Air Force Base housing and school areas.

2.3.2.e Springfield Township

Springfield Township, which is approximately 30 square miles in size, is located in the middle of the planning region. Geographically, it has a wide reach from Burlington Township on the

Northern Burlington County Regional Strategic Plan

west to North Hanover Township and Wrightstown on the east. Springfield's other neighbors include: Chesterfield Township; Eastampton Township; Florence Township; Mansfield Township; Pemberton Township; and Westampton Township. With just 3,227 residents, Springfield Township is a predominantly rural community.

The major roadways that traverse Springfield include U.S. Route 206, which bisects the township in a north-south direction, and County Route 537 (Monmouth Road), which extends in an east-west direction through the township's southern reaches. State Route 68, which passes through the eastern portion of the township, provides direct access to Fort Dix and McGuire Air Force Base from the vicinity of Route 206 the New Jersey Turnpike in Mansfield Township, just south of Bordentown Township line. Other important roadways in Springfield include County Routes 545 (Georgetown Road), 670 (Georgetown-Jobstown Road), 668 (Arney's Mount-Pemberton Road), 669 (Juliustown Road) and 628 (Mount Holly-Jacksonville Road). Although the New Jersey Turnpike and Interstate 295 pass through the western end of Springfield, neither has an interchange within the township.

Agriculture is Springfield's predominant industry and land use. As such, large open areas of farmland and natural open spaces generally characterize the township. More than 5,600 acres of farmland are permanently preserved. At present, there are no large concentrations of residential development, and the pace of residential growth has been slow. Although agricultural in character, some roadside residential development and a few small residential subdivisions exist. Nodes of commercial development can be found at various highway intersections within the township. Two of the most notable ones are located at the intersection of U.S. 206 and CR 537 (Chambers Corner) and at the intersection of NJ Route 68 and CR 537. There are no water or sewerage treatment facilities within Springfield at the present time. As such, all development must rely on the carrying capacity of the land for water supply and wastewater treatment. The wetness of Springfield's land base puts severe limitations on the use of septic

systems, and, as such, severely limits the township's development capacity. A small portion of Springfield, approximately 267 acres, is encompassed by a portion of the Fort Dix Military Reservation.

Juliustown, Jobstown and Jacksonville are the principal villages in Springfield Township. Juliustown is located in the southeast portion of Springfield, Jobstown near the center, and Jacksonville in the western part of the township. Jobstown is where the Springfield municipal complex is located.

2.3.2.e Wrightstown

The Borough of Wrightstown is located in the northeastern portion of Burlington County. It is comprised of 1.82 square miles, or approximately 1,165 acres, of which only 920 acres are under control of the civilian authorities. The remaining 21% of the borough is owned by the federal government and is primarily comprised of the Fort Dix Army Center. Wrightstown is bounded to the north by North Hanover and Springfield townships, to the east and south by New Hanover Township and the Fort Dix/McGuire Air Force Base complex, and to the west by Pemberton Township. The major roads that serve Wrightstown include SR 68, Saylor's Pond Road (CR 670), Wrightstown Road (CR 545), and East Main Street (CR 616).

Wrightstown is a small urban place, defined mostly by its past, and to some extent, present role of providing services to the military personnel at Fort Dix and McGuire. Wrightstown's downtown, defined roughly as the triangle bounded by Main Street, Fort Dix Street and Railroad (Rexall) Avenue, is dominated by a collection of older commercial properties, some of which are vacant and in various stages of disrepair. A suburban-style strip commercial district extends north along Fort Dix Street into North Hanover Township. Another commercial strip can be found along Main Street on the eastern end of the Borough, extending into New Hanover Township. On the northern border with Springfield Township, the Wrightstown Industrial Park is under development, with a major manufacturing plant having recently been completed.

Northern Burlington County Regional Strategic Plan

The military dominated the economic and cultural life in Wrightstown for many decades. That began to change in the 1990s, when Fort Dix lost its basic training role through the Department of Defense's base realignment and closure (BRAC) initiative. The diminished role of Fort Dix has had an enormous negative impact on a local economy that historically had been dependent on the military, resulting in a significant loss of population (from 3,843 persons in 1990 to 748 in 2000) and the closing of many businesses. This impact has been magnified somewhat in a post-9/11 world, as public access through Fort Dix/McGuire complex is severely limited, causing an additional strain on the remaining businesses that depended on traffic from communities that surround the base. After receiving approximately 40 acres of former Fort Dix land from the federal government for economic development, Wrightstown is now poised to transform itself to a community that does not rely entirely on the military for its prosperity, through the creation of a mixed-use district on this land, and to totally renovate its blighted downtown.

2.3.3 Southern Farm Belt

The Southern Farm Belt consists of Eastampton, Pemberton and Southampton townships, and the Borough of Pemberton (see Map 6). Its market is less influenced by northern New Jersey. Instead, the market here is more oriented toward Philadelphia and its New Jersey suburbs. As such, development pressure here comes primarily from the continued eastward expansion along the highway corridors formed by NJ Routes 38 and 70. The presence of the Pinelands helps to buffer this area from any development pressures coming out of southern Ocean County and Atlantic County.

2.3.3.a Eastampton Township

Eastampton Township is a community of 6,200 residents situated along Route 206 in the central portion of the planning region. Eastampton's neighbors include Lumberton, Mount Holly, Pemberton, Southampton and Springfield townships. At 5.86 square miles in size, Eastampton is characterized by its contrasts: primarily residential on its western side, and primarily farmland, wetlands, and forest

elsewhere. The township also features the North Branch Rancocas Creek that runs through its southern reaches. In addition to U.S. Route 206, which runs in a north-south direction and forms Eastampton's eastern boundary, the other major roads that traverse the township include: County Route 537 (Monmouth Road) which runs in a southwest-northeast direction from Camden to Long Branch (Monmouth County); and County Route 630 (Woodlane Road) which runs from Beverly to Fort Dix.

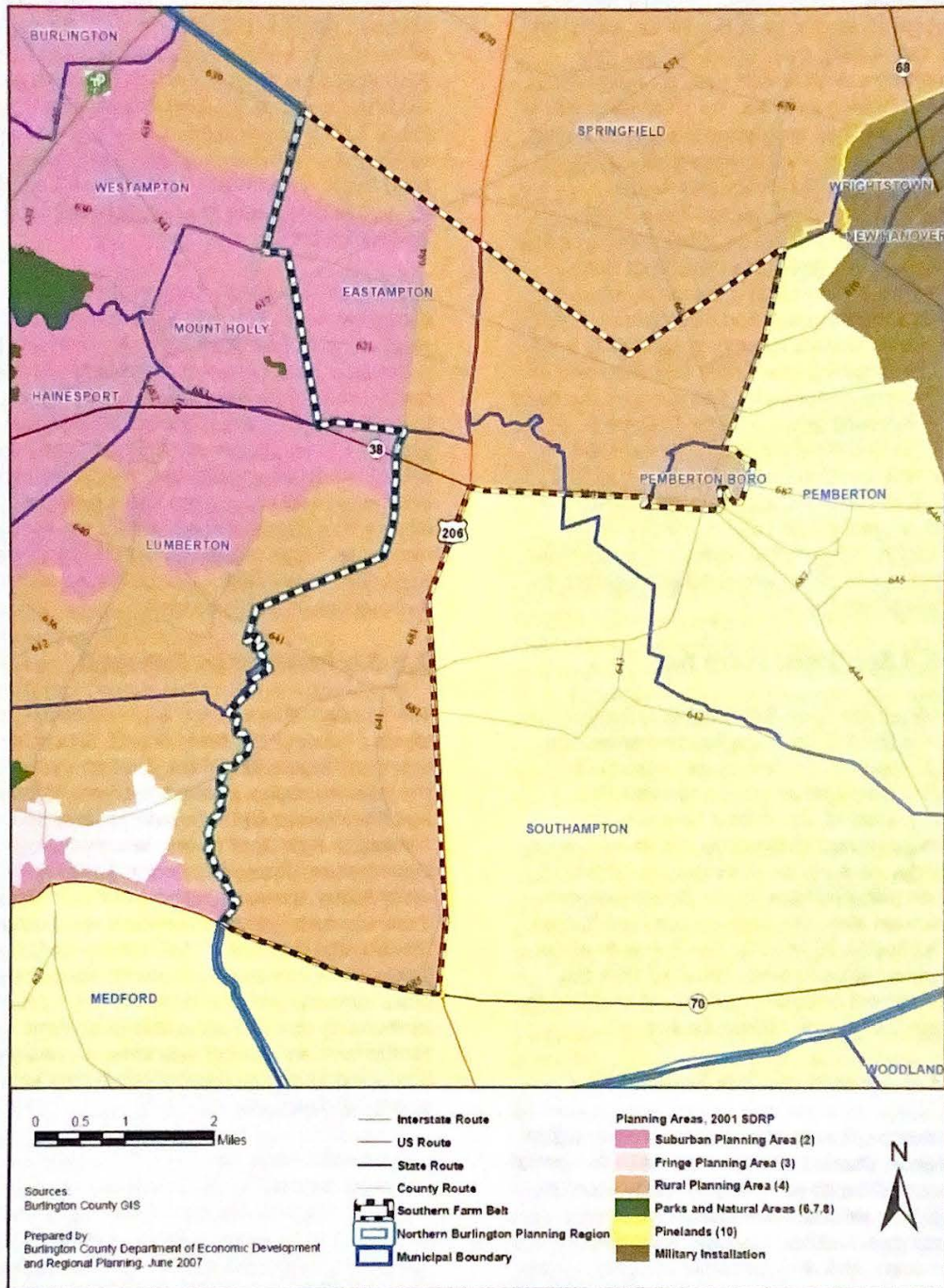
Eastampton Township's commercial base is extremely weak, with only 5 percent of tax revenue being generated from non-residential properties. In recent years developers of single-family subdivisions have looked towards the township's open spaces for more residential growth. To counter the possibility of continued sprawl and to enhance its tax base, Eastampton initiated an aggressive open space program along with a plan to funnel new growth into a mixed-use village center focused on Woodlane Road. The village center is under construction and portions of it are occupied.

2.3.3.b Pemberton Borough

The Borough of Pemberton is a rural town situated between the North Branch Rancocas Creek and Budd's Run in the southern part of the planning region. Located just west of the Fort Dix/McGuire Air Force Base complex, Pemberton finds itself having just one immediate neighbor—Pemberton Township—which totally surrounds this tiny Borough. Once a manufacturing center dependent upon water power in the first part of the 19th Century, Pemberton's economy evolved into agricultural processing and services center for the surrounding region. Today, little remains of Pemberton's agricultural industries, making the Borough primarily a bedroom community with a struggling downtown.

Northern Burlington County Regional Strategic Plan

Map 6: Southern Farm Belt Sub-region



Northern Burlington County Regional Strategic Plan

No state highways pass through Pemberton, which is approximately 3 miles east of U.S. Route 206, however several county roads converge in and around the Borough, including: CR 530, which is an extension of NJ Route 38 from U.S. Route 206 east to Browns Mills; CR 616, which connects Vincentown to Fort Dix; CR 630, which connects to the Mount Holly area; and CR 644, which connects to State Routes 70 and 72 at the Four Mile Circle where Pemberton, Southampton and Woodland townships meet. No railroads serve Pemberton today, although the Pennsylvania Railroad once provided freight and passenger service west to Camden and east to Fort Dix and Browns Mills.

Pemberton is not entirely built out. A long-proposed industrial park in the eastern end of the borough has yet to develop. This is seen as the best prospect for Pemberton to enhance its tax ratables base. Additionally, up to 140 new age-restricted houses are to be built in the western portion of Pemberton, increasing its current population of 1,200 by as much as 240 people.

2.3.3.c Pemberton Township

Pemberton Township is located in southern part of the planning region, immediately south of Fort Dix and McGuire Air Force Base. Pemberton Township borders the following municipalities: Eastampton Township, New Hanover Township, Southampton Township, Springfield Township, Woodland Township, and the Boroughs of Pemberton and Wrightstown, all in Burlington County; and Manchester Township, and Plumsted Township in Ocean County. At 64 square miles in size and containing nearly 30,000 residents, Pemberton Township is one of the larger municipalities in Burlington County, in terms of both geographic size and population. Pemberton Township is one of several Burlington County municipalities located partially in the New Jersey Pinelands.

Pemberton Township is a community of contrasts. Parts of it are mostly rural, characterized by farmland and forests, and parts of it are highly urbanized, characterized by a few lakefront subdivisions (including Country Lakes and Presidential Lakes), and the town center of Browns Mills (population 11,257), itself a

lakeside community. Browns Mills, which is located along Pemberton's border with New Hanover Township, originally developed as a summer resort around Mirror Lake, and is the commercial and cultural center of the township. Browns Mills is the home to the well-known Deborah Heart and Lung Center, which was established in 1922 as a tuberculosis sanitarium and pulmonary center. Browns Mills exhibits signs of fiscal distress, similar to many other such urban communities in New Jersey. Pemberton Township is also the home to the main campus of Burlington County College, and to other County facilities, such as Buttonwood Hospital.

The major roadways that traverse Pemberton include: U.S. Route 206, which forms the township's western border with Eastampton; CR 530 (State Route 38 extended), which extends in an east-west direction through the central portion of the township from Route 206 to Browns Mills; NJ Route 70, which extends in an east-west direction through the township's southern reaches, from Pennsauken (Camden County) to Point Pleasant (Ocean County); and CR 616 (Pemberton Road), which extends in a southwest-northeast direction through the township's western reaches from Vincentown to Fort Dix.

2.3.3.d Southampton Township

Southampton Township is a primarily rural community located along US Route 206 in the southern portion of the Northern Burlington County planning region. Southampton is bordered by the following municipalities: Eastampton Township, Lumberton Township, Medford Township, Pemberton Township, Tabernacle Township, and Woodland Township. Southampton Township serves as a transition from the increasingly suburban areas of neighboring Lumberton and Medford Townships to the rural Pinelands to the east. The major roadways that serve Southampton include: U.S. Route 206, NJ Route 38, NJ Route 70, and CR 616 (Church Road), which extends in an east-west direction through the township's northern reaches from Merchantville (Camden County) to Pemberton.

Northern Burlington County Regional Strategic Plan

Approximately 44 square miles in size, Southamptton is generally characterized by large open areas of farmland and natural open spaces with sporadic residential development in between. Located on the fringe of metropolitan development, Southamptton faces development pressures from both the west and the north. Despite these pressures, agriculture remains the township's predominant land use. However, concentrations of highway commercial development can be found at the U.S. 206 intersections with NJ Route 70 (Red Lion Circle) and NJ Route 38.

Southamptton is one of several Burlington County municipalities that is partially located in the New Jersey Pinelands. Approximately 77% of Southamptton falls within the purview of the Pinelands Commission. The Pinelands portion is delineated as Regional Growth, Rural Development, Agricultural Production, and Forest Area. NJ Route 70, U.S. Route 206 and CR 530 form the Pinelands boundary in Southamptton.

With slightly more than 10,000 residents, Southamptton contains a sizable population for a predominantly rural community. More than 25% of the township's population is contained in one development alone--Leisuretowne--a 1,900 unit senior housing development located in the Pinelands along Route 70. A second senior housing development, Hampton Lakes is also located in the Pinelands. The rest of Southamptton's population is contained in a few subdivisions and individual housing sites scattered throughout the township, and in the Village of Vincentown, the historic cultural and commercial center of the community.

2.4 Organization of Existing Development

This section describes how the landscape of the Northern Burlington County Planning region is collectively arranged.

Section 2.4.1, Land Cover, examines general land uses for the entire planning region, as well as at the municipal scale. Land uses are classified into the following categories: residential; non-

residential; agricultural; preserved, non-agricultural; vacant; and other.

Section 2.4.2 examines how people and housing units are distributed throughout the Northern Burlington County planning region. It looks at the density of both population and housing relative to the amount of land currently used for residential purposes in each municipality.

Section 2.4.3 examines how jobs are distributed throughout the Northern Burlington County planning region. It examines the number of jobs relative to the amount of land currently use for non-residential purposes in each municipality, giving a good indication of where the concentrations of jobs are.

Section 2.4.4 examines where the preserved lands are in the Northern Burlington County planning region. It looks at both preserved farmland and recreational and open space lands.

Section 2.4.5 examines the natural and built features of the Northern Burlington County planning region. Natural features examined include: rivers and streams, wetlands, floodplains, lakes, and endangered and threatened species habitats. Built features examined include, military installations, dams, and brownfield sites.

Finally, Section 2.4.6 looks at the Northern Burlington County planning region in terms of centers and corridors. This section gives the reader an overview of the range of central places within the planning region, as well as an idea of the major linkages that are developing or have the potential to develop.

2.4.1 Land Cover

Land cover data are provided by the Delaware Valley Regional Planning Commission (see **Map 7** and **Table 1**). Including the lands under the jurisdiction of the New Jersey Pinelands Commission, the Northern Burlington County region encompasses more than 152 thousand acres or 238 square miles. At close to 63 square miles in area, Pemberton Township is the largest municipality in the planning region. Southamptton Township, at nearly 44 square miles, is the second largest municipality. At 0.4

Northern Burlington County Regional Strategic Plan

square miles, Fieldsboro is the smallest municipality.

Agriculture and vacant lands are the dominant land uses in the planning region.

At slightly more than 54 thousand acres, agriculture lands comprise approximately 36% of the planning region. The municipalities with the largest land areas devoted to farming are

Springfield Township (11,744 acres), Southampton Township (10,422 acres), Chesterfield Township (8,268 acres), Pemberton Township (8,094 acres), Mansfield Township (7,370 acres) and North Hanover Township (5,557 acres). These communities really define Burlington County's 'Farm Belt.'
(Continued on page 22)

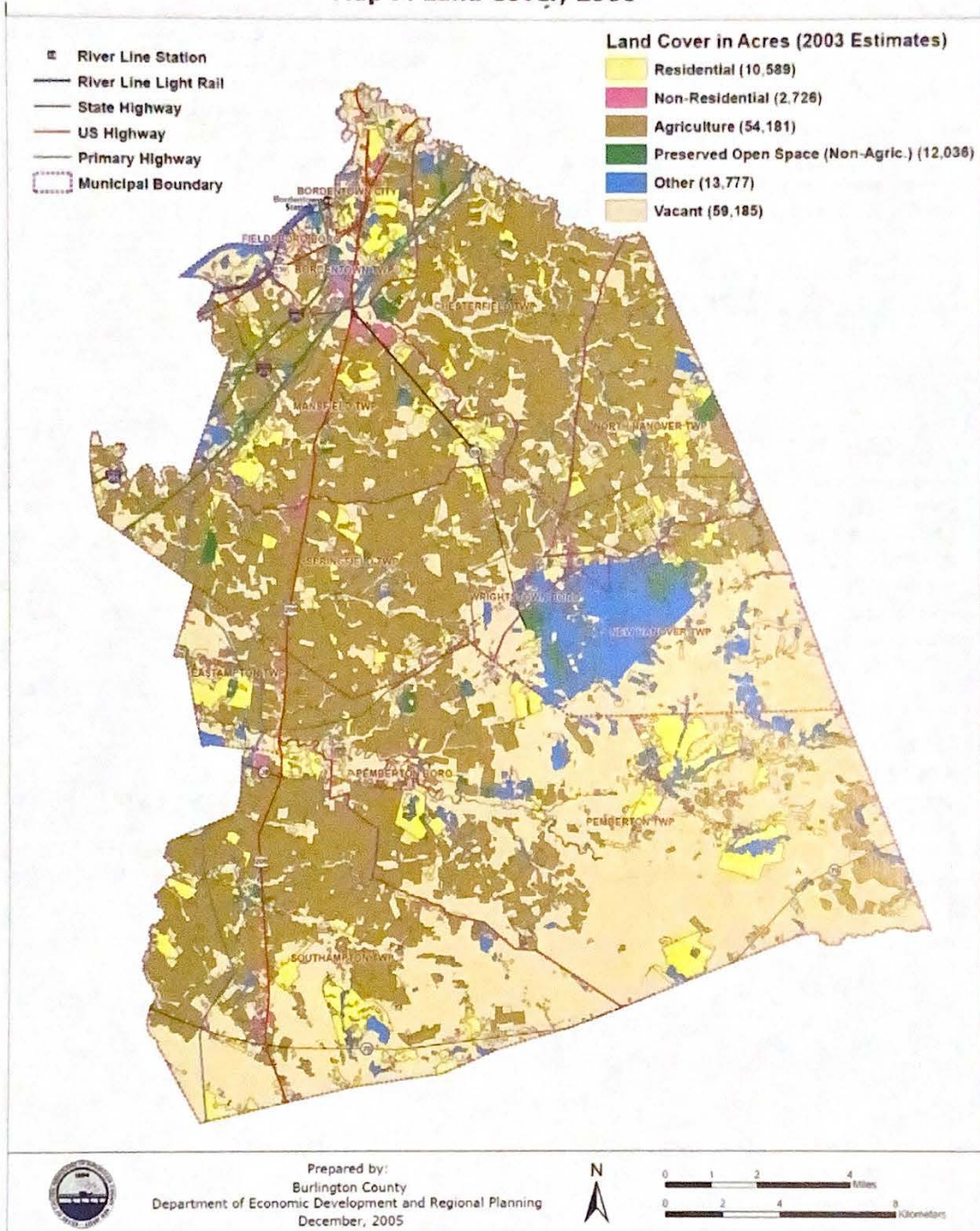
Table 1: Land Cover in Acres (2003 estimates)

	Sq. Mi.	Total Acres	Preserved Open Space (Non-agric.)					
			Resid.	Non-resid.	Agric.	Other	Vacant	
Bordentown	0.96	614	156	148	0	30	102	178
Bordentown Twp.	9.31	5,958	770	434	753	849	1,279	1,873
Chesterfield Twp.	21.43	13,715	777	142	8,268	62	531	4,025
Eastampton Twp.	5.86	3,750	579	124	1,122	846	436	651
Fieldsboro	0.41	262	55	2	0	5	93	105
Mansfield Twp.	21.93	14,035	1,036	323	7,370	184	1,225	3,900
New Hanover Twp.	22.49	14,394	184	79	812	24	4,604	8,657
No. Hanover Twp.	17.39	11,130	985	276	5,557	28	606	3,531
Pemberton	0.62	397	85	51	12	52	51	146
Pemberton Twp.	62.74	40,154	2,994	473	8,094	7,398	2,367	18,822
Southampton Twp.	43.81	28,038	1,987	410	10,422	1,587	1,339	12,281
Springfield Twp.	29.57	18,925	941	223	11,744	952	755	4,283
Wrightstown	1.82	1,165	40	41	27	19	389	733
Totals	238.34	152,537	10,589	2,726	54,181	12,036	13,777	59,185

Data Sources: 2003 land use estimates are 2000 data from the Delaware Valley Regional Planning Commission, *2000 Land Use by Minor Civil Division (9-county), Data Bulletin #78*, March 2004. Agricultural and open space preserved land data are from the Burlington County Department of Resource Conservation, January 2005.

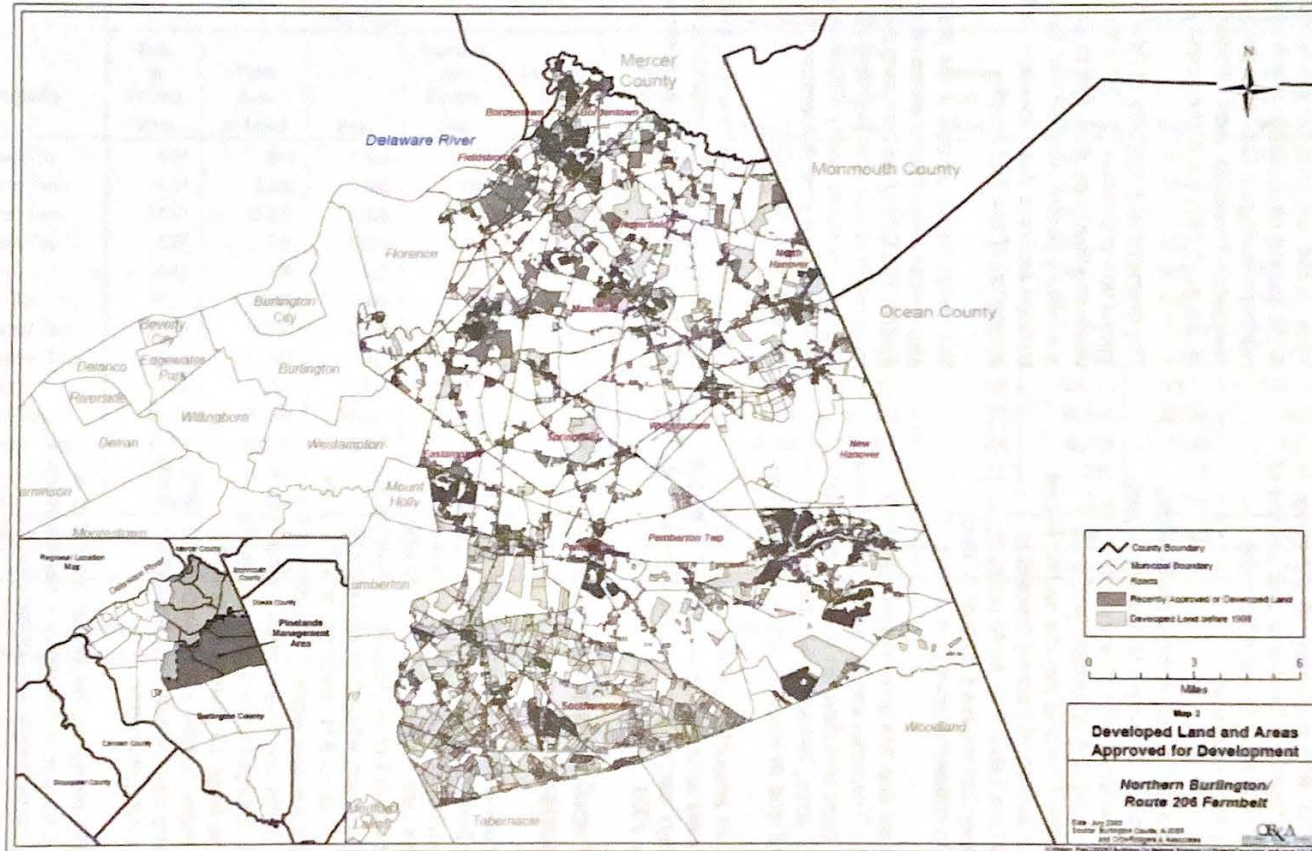
Northern Burlington County Regional Strategic Plan

Map 7: Land Cover, 2000



Northern Burlington County Regional Strategic Plan

Map 8: Developed Land and Areas Approved for Development, 2003



Source: Orth-Rodgers Associates, Inc. July 2004.

Northern Burlington County Regional Strategic Plan

(Continued from page 19)

At slightly more than 59,000 acres, the vacant land category is significant in the planning region (39%). With more than 18,800 acres, Pemberton Township has the largest amount of land in this category. This is 47% of the township's total land area.

At close to 3,000 acres, Pemberton Township has the most land devoted to residential uses. But given the size of the township, this constitutes only 7% of its total land area. Southampton Township has the second largest amount of land (1,987 acres) devoted to residential use (also 7%). At 40 acres, Wrightstown has the least amount of land devoted to residential uses (just 3.4%).

At 473 acres and 434 acres respectively, Pemberton Township and Bordentown Township have the most land devoted to non-residential uses. At 2 acres, Fieldsboro has the least amount of land devoted to non-residential uses.

A significant amount of undeveloped land is already under approval for development. **Map 8** shows major parcels approved for development as of July 2003.

2.4.2 Population and Housing Distribution

The 13 municipalities that comprise the Northern Burlington County planning region contain 91,473 people within their corporate boundaries (see **Table 2**). This represents nearly 22 percent of all residents in Burlington County. However, when factoring out the Pinelands, just 43,831 residents, or 48% of the regional total reside within the portion of the Northern Burlington County region subject to this study. Except for Pemberton Township, none of the other 13 municipalities in the planning region exhibit a large population base, thus helping most of Northern Burlington County to retain a rural character.

With 28,691 residents, Pemberton Township is the most populous of the region's municipalities. However, these people are spread over 64 square miles, with the overwhelming majority, more than 28,100, residing in the Pinelands portion of the township in communities like

Browns Mills, Country Lakes and Presidential Lakes.

With 10,388 residents, Southampton Township is the second most populous municipality in the Northern Burlington County region. Like Pemberton Township, most of Southampton's residents (7,193) live in the Pinelands.

The overwhelming majority of New Hanover Township's population (9,109) is technically within the Pinelands. It is safe to say that these are military people living on Fort Dix and McGuire Air Force Base, leaving a civilian population of just 600 people.

The northwestern portion of the planning region also contains significant concentrations of people. The City of Bordentown, perhaps the most urban of places in Northern Burlington County, is home to nearly 4,000 residents, while its sister community, Bordentown Township, is home to more than 8,300.

Wrightstown, with 748 residents, and Fieldsboro, with just 522 residents, are the least populated municipalities in Northern Burlington County.

(Continued on page 26)

Northern Burlington County Regional Strategic Plan

Table 2: Population Distribution and Density by Municipality and Pinelands, 2000

Municipality	Total Area					Area Outside Pinelands				Area Inside Pinelands			
	Area in Square Miles	Total Area in Acres	Pop.	Persons per Square Mile	Persons per Acre	Total Area in Acres	Pop.	Persons per Square Mile	Persons per Acre	Total Area in Acres	Pop.	Persons per Square Mile	Persons per Acre
Bordentown City	0.96	614	3,969	4,137	6.5	614	3,969	4,137	6.5	N/A	N/A	N/A	N/A
Bordentown Twp.	9.31	5,960	8,380	900	1.4	5,960	8,380	900	1.4	N/A	N/A	N/A	N/A
Chesterfield Twp.	21.57	13,805	5,955	276	0.4	13,805	5,955	276	0.4	N/A	N/A	N/A	N/A
Eastampton Twp.	5.87	3,758	6,202	1,056	1.7	3,758	6,202	1,056	1.7	N/A	N/A	N/A	N/A
Fieldsboro	0.41	260	522	1,285	2.0	260	522	1,285	2.0	N/A	N/A	N/A	N/A
Mansfield Twp.	21.93	14,038	5,090	232	0.4	14,038	5,090	232	0.4	N/A	N/A	N/A	N/A
New Hanover Twp.	22.44	14,360	9,744	434	0.7	1,318	635	308	0.5	13,042	9,109	447	0.7
North Hanover Twp.	17.16	10,983	7,347	428	0.7	10,511	4,257	259	0.4	472	3,090	4,190	6.5
Pemberton	0.62	397	1,210	1,951	3.0	397	1,210	1,951	3.0	N/A	N/A	N/A	N/A
Pemberton Twp.	62.73	40,148	28,691	457	0.7	3,553	564	102	0.2	36,595	28,127	492	0.8
Southampton Twp.	43.79	28,026	10,388	237	0.4	7,291	3,195	280	0.4	20,735	7,193	222	0.3
Springfield Twp.	29.53	18,898	3,227	109	0.2	18,618	3,227	111	0.2	280	0	0	0.0
Wrightstown	1.95	1,249	748	383	0.6	329	625	1,216	1.9	920	123	86	0.1
N. Burlington Total	238.3	152,496	91,473	384	0.6	80,452	43,831	349	0.5	72,044	47,642	423	0.7
Burlington County	819.1	524,245	423,394	517	0.8	189,995	325,130	1,095	1.7	334,250	98,264	188	0.3

Source: US Census Bureau, Delaware Valley Regional Planning Commission, New Jersey Pinelands Commission
 Prepared by the Burlington County Department of Economic Development and Regional Planning

Northern Burlington County Regional Strategic Plan

Table 3: Housing Density, 2000

Municipality	Total Area in Square Miles	Total Area in Acres	Popula-tion	Residen-tial Area in Acres	Persons per Residen-tial Acre	Total Dwelling Units	Dwelling Units per Residen-tial Acre
Bordentown City	0.96	614	3,969	156	25	1,884	12
Bordentown Twp.	9.31	5,960	8,380	770	11	3,436	4
Chesterfield Twp.	21.57	13,805	5,955	777	8	924	1
Eastampton Twp.	5.87	3,758	6,202	579	11	2,312	4
Fieldsboro	0.41	260	522	55	9	204	4
Mansfield Twp.	21.93	14,038	5,090	1,036	5	2,122	2
New Hanover Twp.	22.44	14,360	9,744	184	53	1,381	8
North Hanover Twp.	17.16	10,983	7,347	985	7	2,670	3
Pemberton	0.62	397	1,210	85	14	513	6
Pemberton Twp.	62.73	40,148	28,691	2,994	10	10,778	4
Southampton Twp.	43.79	28,026	10,388	1,987	5	4,751	2
Springfield Twp.	29.53	18,898	3,227	941	3	1,138	1
Wrightstown	1.95	1,249	748	40	19	339	8
N. Burlington Total	238.3	152,496	91,473	10,589	9	32,452	3
Burlington County	819.1	524,245	423,394	45,657	9	161,311	4

Source: US Census Bureau, Delaware Valley Regional Planning Commission. Prepared by the Burlington County Department of Economic Development and Regional Planning.

Northern Burlington County Regional Strategic Plan

Table 4: Employment Density, 2000

Municipality	Area in Square Miles	Total Area in Acres	Non-Residential Area in Acres	Total Jobs 2000	Jobs per Non-Residential Acre
Bordentown City	0.96	614	148	2,211	15
Bordentown Twp.	9.31	5,960	434	5,337	12
Chesterfield Twp.	21.57	13,805	142	863	6
Eastampton Twp.	5.87	3,758	124	1,093	9
Fieldsboro	0.41	260	2	162	81
Mansfield Twp.	21.93	14,038	323	1,353	4
New Hanover Twp.	22.44	14,360	79	8,470	107
North Hanover Twp.	17.16	10,983	276	782	3
Pemberton	0.62	397	51	844	17
Pemberton Twp.	62.73	40,148	473	8,309	18
Southampton Twp.	43.79	28,026	410	3,469	8
Springfield Twp.	29.53	18,898	223	962	4
Wrightstown	1.95	1,249	41	3,170	77
N. Burlington Total	238.3	152,496	2,726	37,025	14

Source: US Census Bureau, Delaware Valley Regional Planning Commission, *Regional Data Bulletin #73*, revised, March 2005. Prepared by the Burlington County Department of Economic Development and Regional Planning.

Northern Burlington County Regional Strategic Plan

(Continued from page 22)

At 4,137 persons per square mile, or 6.5 persons per acre, the City of Bordentown is the most densely populated municipality in the Northern Burlington County planning region. This is reflected in the City's highly urban mixed-use development pattern. The small portion of North Hanover Township that is technically in the Pinelands is built at a similar density, 6.5 persons per acre, however this area is a part of McGuire Air Force Base that houses military personnel and does not reflect the same mixed-use characteristics of Bordentown.

At 1,951 persons per square mile, or 3.0 persons per acre, Pemberton Borough is the second most densely populated municipality in the Northern Burlington County planning region. Fieldsboro and Eastampton Township are, respectively, the third and fourth most densely populated municipalities.

Wrightstown, at just 383 persons per square mile, is one of the least densely populated municipalities in the planning region. However, when you subtract out the 920 acres of the Borough that is occupied by Fort Dix, the resulting population density of 1,216 persons per square mile (1.9 persons per acre), is more reflective of the urban place that it is.

Comparing the total population and the number of dwelling units of a municipality to the lands in that municipality that are solely dedicated to residential uses gives one a more accurate picture of how densely developed the neighborhoods are in that particular municipality. This is an indicator of residential sprawl (see **Table 3**). Generally, residential areas in the Northern Burlington County planning region reflect the housing density of Burlington County as a whole at 3 and 4 dwelling units per residential acre respectively and 9 persons per residential acre each. However, when looking at specific municipalities within the Northern Burlington County planning region, we can see that there is a wide variation from town to town in how densely developed residential areas are.

Looking at the numbers for Bordentown, we see that housing density of Bordentown City truly reflects its urban characteristics, with 12

dwelling units and 25 persons per residential acre. Contrast this to Springfield Township, which has residential areas developed at one dwelling unit and three persons per residential acre. It is easy to see that the low density of residential development in Springfield is reflective of a rural community with no great concentrations of development.

Based on housing densities, it is easy to see which communities are more 'urban' than others. Wrightstown is the second most urban municipality in the Northern Burlington County planning region, however the Borough of Pemberton is not far behind. Residential areas in Bordentown and Eastampton townships reflect a fairly high residential density for these suburban communities. Pemberton Township's residential areas also show a high development density. These areas are most likely Browns Mills, Country Lakes and Residential Lakes, all located within the Pinelands.

The numbers for New Hanover Township seem exceedingly high and may reflect housing units found on Fort Dix and McGuire Air Force Base.

2.4.3 Employment Distribution

There are approximately 37,000 jobs located within the Northern Burlington County planning region (see

Table 4). This represents 18% of all jobs in Burlington County. Due to the difficulty of reporting employment at the sub-municipal level, this table reports employment at the municipal level. As such, it is difficult to discern how many jobs are located inside and outside of the Pinelands.

With more than 8,000 jobs each, New Hanover and Pemberton townships have the highest levels of employment of the 13 municipalities in the Northern Burlington County Planning region. Due to the fact that Fort Dix and McGuire Air Force Base occupy significant portions of these townships, it is very likely that the majority of these jobs are military related. Most of Wrightstown's 3,170 jobs are also related to the military.

High concentrations of employment can also be found in the Bordentowns. With 2,211 and

Northern Burlington County Regional Strategic Plan

5,337 jobs respectively, Bordentown City and Bordentown Township have 20% of the total jobs in the Northern Burlington County region. A high concentration of employment can also be found in Southampton Township, which has 3,469 jobs.

Fieldsboro has the fewest number of jobs in the planning region with just 162.

Another way of viewing employment distribution is to look at employment density, or jobs per non-residential acre. This is, in a way, a measure of sprawl, and it is a more accurate way to determine where the true job concentrations are, as it helps to account for municipalities of varying size.

When employment density is used in the analysis, we see that New Hanover, Fieldsboro, and Wrightstown have the highest numbers of jobs per non-residential acre. The high numbers shown by New Hanover and Wrightstown are likely military jobs at Fort Dix and McGuire Air Force Base; however, the acreage data are likely for just the non-military portions of these municipalities, thus skewing the employment density numbers higher.

Looking at the rest of the Northern Burlington County planning region, we find high concentrations of employment in the Borough of Pemberton, Pemberton Township Bordentown City and Bordentown Township.

2.4.4 Preserved Land

Preserved open space shapes land development patterns, as these lands are not intended to be used or developed for any purpose other than for environmental protection, or to provide passive or active recreational opportunities. The preservation of land for these purposes will have the effect where development can occur, and, perhaps, how it will occur, thus forming the character of an area's landscape.

2.4.4.a Preserved Farmland

The Northern Burlington County planning region comprises the core of Burlington County's farmland preservation program, which is administered by the Department of Resource

Conservation. The program's goal is to preserve 40,000 acres of farmland countywide. **Map 9** depicts the geographical location of preserved farmland in Burlington County. More than 20 thousand acres of farmland in the planning region were preserved through June 2007 (see **Table 5** and **Map 9**) This represents 38% of the total farmland base in the planning region, and more than 50% of the Farmland Preservation Program's goal. All municipalities in the planning region, except Bordentown City and Fieldsboro, have some agricultural lands within their borders. The communities with the most preserved farmland are Chesterfield, Springfield, Mansfield and North Hanover townships.

2.4.4.b Recreation and Open Space

The Department of Resource Conservation administers Burlington County's open space preservation program. The program's goal is to preserve nearly 15,000 acres countywide. **Map 10** depicts the geographical location of preserved open space in Burlington County. Although most of the open space preserved in the Northern Burlington County planning region is state-owned, Burlington County is having an increasing presence in this area. The Department of Resource Conservation has several active projects in the planning region. The Barkers Brook project in Springfield and Pemberton townships includes a new County Fairgrounds at Route 206 and Jacksonville-Jobstown Road, and a joint farmland preservation and open space initiative, with a proposed recreational trail connecting the Rancocas Creek up to and around Arney's Mount. The Rancocas Creek greenway project in Pemberton and Eastampton townships includes greenway trails that connect Smithville Park to the Pemberton rails-to-trails project, a Rancocas Creek canoe trail from Pemberton to Mount Holly, and the Smith's Woods addition to Smithville Park. The third major project area is the Kinkora Trail, which is a proposed 13-mile rails-to-trails project connecting the Delaware River in Mansfield Township to the existing Pemberton rails-to-trails project that already connects Pemberton with Mount Holly.

(Continued on page 31)

Northern Burlington County Regional Strategic Plan

Table 5: Non-Pinelands Preserved Farmland in Acres (2007 Estimate)

Municipality	Sq. Mi.	Total Acres	Preserved Farmland
Bordentown City	0.96	614	0
Bordentown Twp.	9.31	5,958	67
Chesterfield Twp.	21.43	13,715	6,692
Eastampton Twp.	5.86	3,750	225
Fieldsboro	0.41	262	0
Mansfield Twp.	21.93	14,035	2,971
New Hanover Twp.	22.49	14,394	0
No. Hanover Twp.	17.39	11,130	3,399
Pemberton	0.62	397	12
Pemberton Twp.	62.74	40,154	607
Southampton Twp.	43.81	28,038	1,572
Springfield Twp.	29.57	18,925	4,828
Wrightstown	1.82	1,165	0
N. Burlington County Total	238.34	152,537	20,361

Data Sources: Municipal land area data are from the Delaware Valley Regional Planning Commission, *2000 Land Use by Minor Civil Division (9-county), Data Bulletin #78*, March 2004. Preserved farmland data are from the Burlington County Department of Resource Conservation, June 2007.

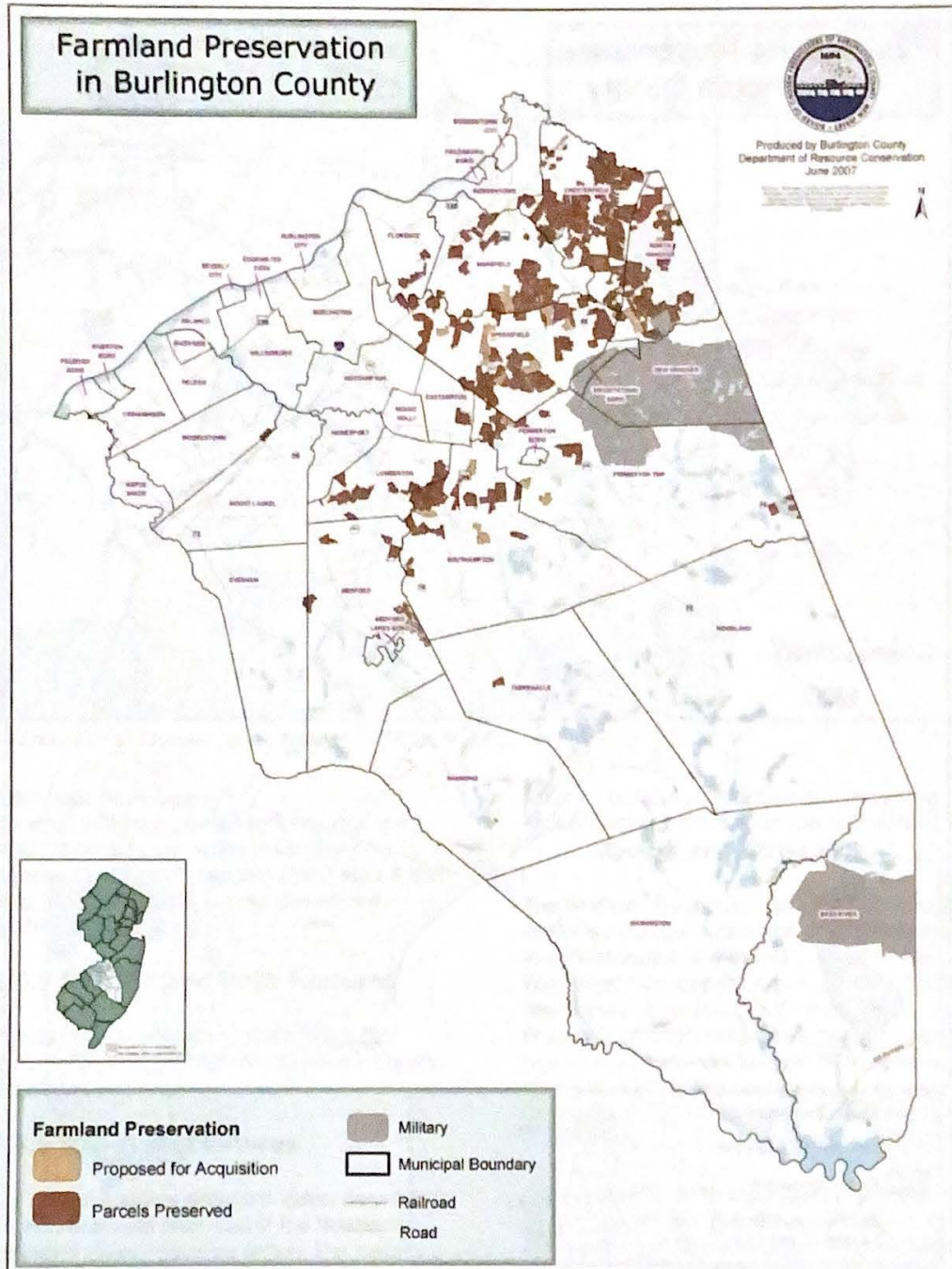
Table 6: Preserved Non-agricultural Open Space (2007 Estimate)

Municipality	Sq. Mi.	Total Acres	Preserved Open Space (Non-agricultural)
Bordentown City	0.96	614	30
Bordentown Twp.	9.31	5,958	871
Chesterfield Twp.	21.43	13,715	63
Eastampton Twp.	5.86	3,750	865
Fieldsboro	0.41	262	5
Mansfield Twp.	21.93	14,035	563
New Hanover Twp.	22.49	14,394	24
No. Hanover Twp.	17.39	11,130	139
Pemberton	0.62	397	52
Pemberton Twp.	62.74	40,154	8,871
Southampton Twp.	43.81	28,038	1,611
Springfield Twp.	29.57	18,925	1,009
Wrightstown	1.82	1,165	19
N. Burlington County Total	238.34	152,537	14,122

Data Sources: Municipal land area data are from the Delaware Valley regional Planning Commission, *2000 Land Use by Minor Civil Division (9-county), Data Bulletin #78*, March 2004. Preserved non-agricultural open space land data are from the Burlington County Department of Resource Conservation, June 2007.

Northern Burlington County Regional Strategic Plan

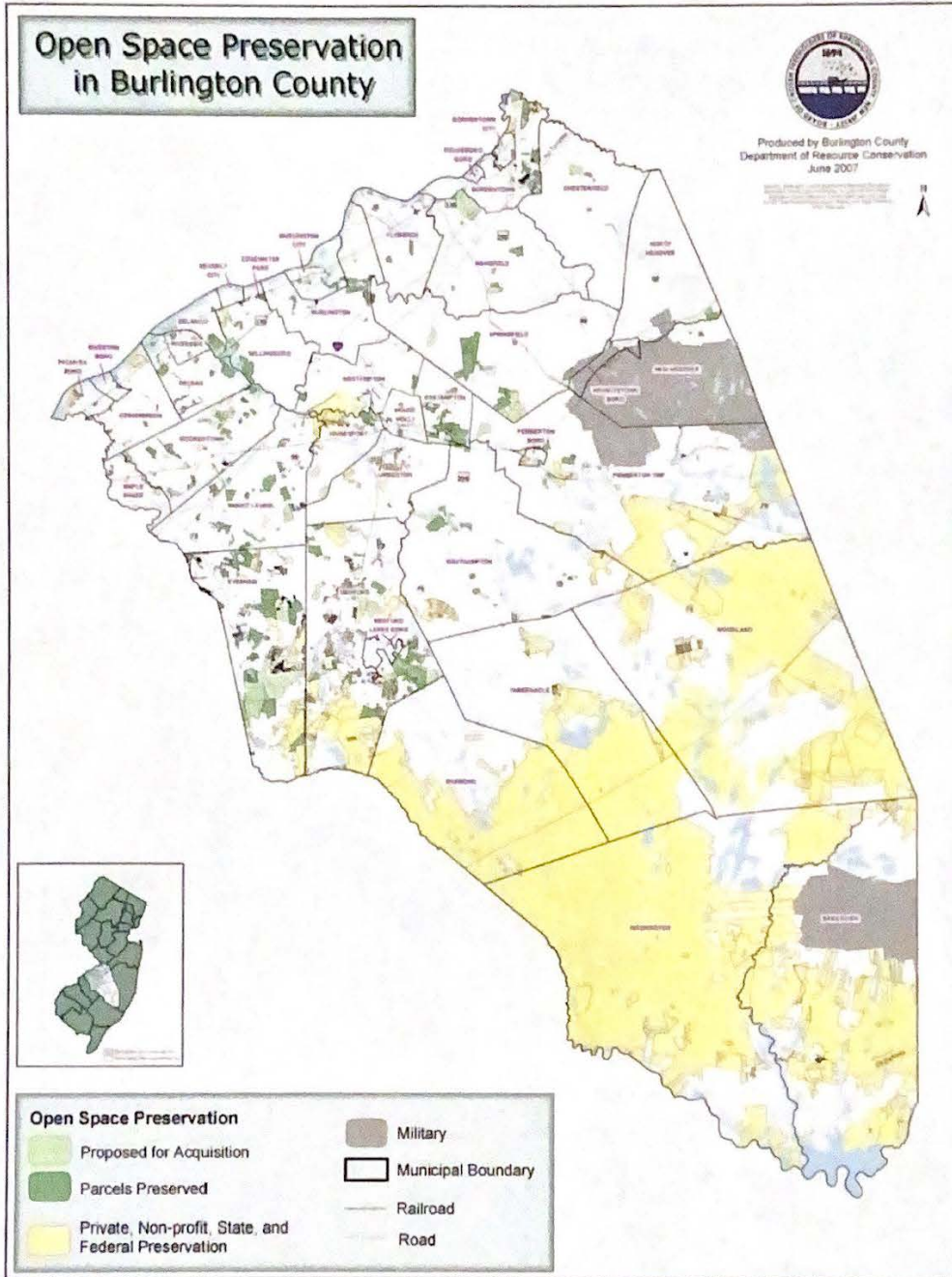
Map 9: Preserved Farmland in Burlington County, 2007



Source: Burlington County Department of Resource Conservation, 2007

Northern Burlington County Regional Strategic Plan

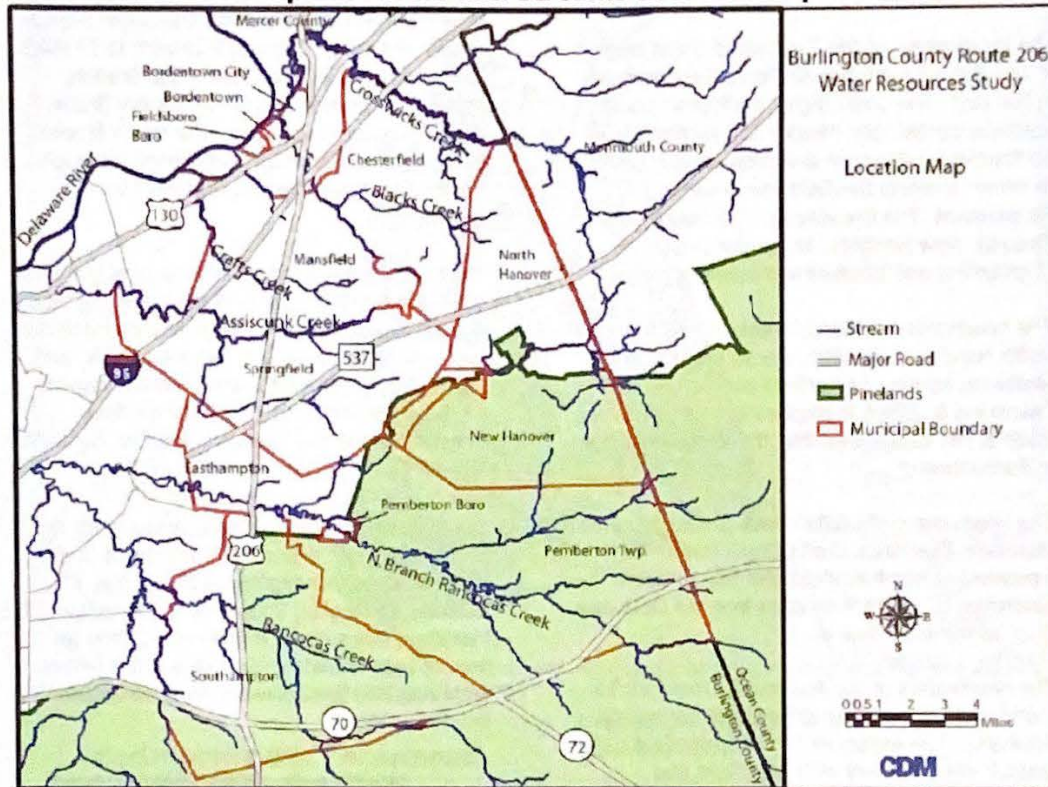
Map 10: Preserved Non-agricultural Open Space, 2007



Source: Burlington County Department of Resource Conservation, 2007

Northern Burlington County Regional Strategic Plan

Map 11: Rivers and Streams Location Map



Source: Camp, Dresser, and McKee, Inc. January 2005.

(Continued from page 27)
 At over 8,000 acres, the community with the most preserved open space in the planning region is Pemberton Township (see **Table 6** and **Map 10**). Most of this is state-owned and located in the Pinelands.

2.4.5 Natural and Built Features

This section describes the natural and built features found in the Northern Burlington County planning region.

2.4.5.a Natural Features

The natural features discussion below describes the environmental resources of the Northern Burlington County planning region. The narrative describes the following features: rivers and

streams; wetlands, floodplains and lakes; and endangered and threatened species habitats.

Rivers and Streams

The Northern Burlington County planning region comprises a major subsection of the Delaware River Watershed (see **Map 11**). In fact, two Watershed Management Areas identified by the New Jersey Department of Environmental Protection (NJDEP) encompass the planning region: the Crosswicks Watershed Management Area (WMA 20) in the north, and the Rancocas Creek Watershed Management Area (WMA 19) in the south.

The Crosswicks WMA encompasses portions of 26 municipalities in Burlington, Mercer, Monmouth, and Ocean counties. This watershed covers a total area of 253 square miles and includes the Crosswicks, Assiscunk, Blacks, and

Northern Burlington County Regional Strategic Plan

Crafts creeks in the Northern Burlington County planning region.

The headwaters of the Crosswicks Creek begin at the Fort Dix/McGuire Air Force Base complex in the east. The creek forms Burlington County's northern border with Mercer County flows in a northwesterly direction and then sharply south to where it meets the Delaware River at Bordentown. The Crosswicks Creek also flows through, New Hanover, North Hanover, Chesterfield and Bordentown townships.

The headwaters of Blacks Creek can be found in North Hanover Township. Blacks Creek flows westward across Chesterfield and Bordentown townships to where it empties into the Delaware River at the same point that the Crosswicks does in Bordentown.

The headwaters of Crafts Creek can be found in Mansfield Township. Crafts Creek flows westward across Mansfield and Bordentown townships to where it empties into the Delaware River at Newbold Island.

The headwaters of the Assiscunk Creek can be found in the far eastern portions of Springfield Township. The Assiscunk forms Springfield's geopolitical boundary with Mansfield and Florence townships as it flows westward toward the Delaware River. The Assiscunk then flows into Burlington Township and the City of Burlington before it empties into the Delaware River at Burlington Island. A small segment of Barkers Brook, a tributary to the Assiscunk Creek, flows through Eastampton Township on its way to meeting up with the Assiscunk in Springfield.

The Rancocas Creek WMA (WMA 19) is the largest watershed in south central New Jersey, and is comprised of the North Branch, South Branch and Main Stem of the Rancocas Creek, including Mill Creek. Portions of Burlington, Camden, and Ocean counties, and approximately 33 municipalities, are included in this management area, which covers 360 square miles, and extends into the Pinelands.

Of the 360 square miles, the North Branch drains 167 square miles and the South Branch drains 144 miles. The North Branch is 31 miles long and is fed by the Greenwood Branch, McDonalds Branch and Mount Misery Brook. Within the planning region, the North Branch flows westward through Pemberton Borough, Pemberton Township and Eastampton Township.

The South Branch drains an area of about 144 square miles. The major tributaries to the South Branch include the Southwest Branch Rancocas Creek, Stop the Jade Run, Haynes Creek, and Friendship Creek. Within the planning region, the South Branch and its tributaries flow through Pemberton Township and Southampton Township.

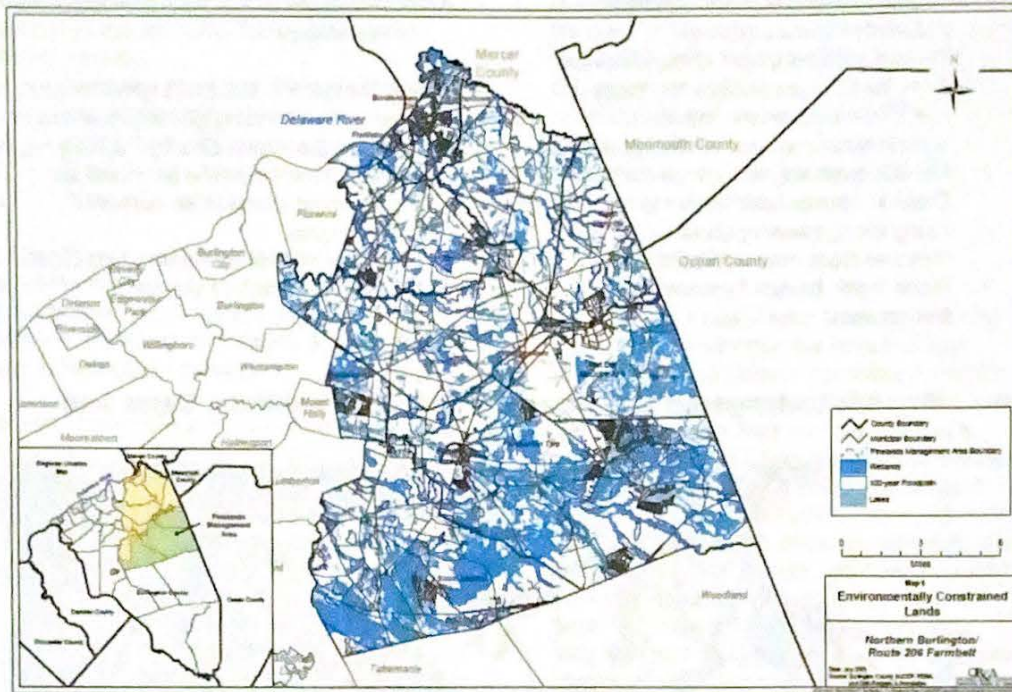
The Mainstem begins at the confluence of the North and South branches at Rancocas State Park, which is technically outside of the Northern Burlington County planning region. The Mainstem flows about 8 miles and drains an area of approximately 49 square miles before emptying into the Delaware River at Delanco and Riverside.

Wetlands, Floodplains and Lakes

Wetlands, floodplains and lakes are found throughout the Northern Burlington County planning region, but in greater number in the southern portion (see **Map 12**). In total, there are approximately 37,000 acres of wetlands, 20,500 acres of floodplains and 1,900 acres of lakes, including areas within the Pinelands. Wetlands occupy almost one-third of the total land within Southampton, New Hanover, Pemberton Township and Springfield. One-quarter of Pemberton Township and Pemberton Borough are classified as floodplains, and lakes or water bodies occupy one-third of Fieldsboro.

Northern Burlington County Regional Strategic Plan

Map 12: Wetlands, Floodplains and Lakes



Source: Orth-Rodgers Associates, Inc. July 2004.

Endangered and Threatened Species Habitats

The New Jersey Division of Fish and Wildlife's Endangered and Nongame Species Program (ENSP) adopted a Geographic Information Systems (GIS) approach to imperiled species protection called the Landscape Project. The project uses GIS to identify, delineate and ultimately protect habitat critical to the long-term survival of New Jersey's wildlife. Some of the most critical habitats identified by the Landscape Project include: Natural Heritage Priority Sites; Wood Turtle habitats; Bald Eagle Foraging Areas; Federal Threatened and Endangered Forests; Federal Threatened and Endangered Forested Wetlands; Federal Threatened and Endangered Grasslands; and Federal Threatened and Endangered Emergent Wetlands.

These categories of endangered and threatened habitat can be found throughout the Northern Burlington County planning region. Their

locations are depicted in **Map 13** and are described below.

Natural Heritage Priority Sites can be found in the following general locations in the Northern Burlington County Planning region:

- Along the Crosswicks Creek through Bordentown Township to where it meets the Delaware River at Bordentown. This is part of the more extensive Trenton/Hamilton Marsh system, which extends north toward Trenton.
- Along a portion of the South Branch Rancocas Creek in Southampton Township.

Wood Turtle Habitats can be found in the following general locations in the Northern Burlington County Planning region:

- Along the Assiscunk Creek where Springfield, Mansfield and Florence townships meet.
- Along the Eastampton-Springfield border.

Northern Burlington County Regional Strategic Plan

Bald Eagle Foraging Areas can be found in the following general locations in the Northern Burlington County Planning region:

- Along the entire length of the Delaware River as it passes through the study area. This includes the mouths of several tributaries and Newbold Island.
- Along a small segment of the Crosswicks Creek in Chesterfield Township
- Along the Crosswicks Creek at the New Hanover-North Hanover border.
- Along North Branch Rancocas Creek in Eastampton.

- Along a portion of the South Branch Rancocas Creek in Southampton Township.

Federal Threatened and Endangered Forests can be found in the following general locations in the Northern Burlington County Planning region:

- Along the Delaware River and on Newbold Island in Bordentown Township.
- In the vicinity of Hedding and Crystal Lake in Mansfield Township.

Map 13: Endangered and Threatened Species Habitats, Dams and Brownfields



Source: New Jersey Department of Environmental Protection

Northern Burlington County Regional Strategic Plan

Federal Threatened and Endangered Forested Wetlands can be found in the following general locations in the Northern Burlington County Planning region:

- Along the Assiscunk Creek in Springfield and Mansfield townships.
- Along the headwaters of the Crosswicks Creek in New Hanover and North Hanover townships.

Federal Threatened and Endangered Grasslands: can be found in the following general locations in the Northern Burlington County Planning region in the vicinity of Hedding and Crystal Lake in Mansfield Township:

Federal Threatened and Endangered Emergent Wetlands can be found in the following general locations in the Northern Burlington County Planning region:

- Along the Assiscunk Creek in Mansfield and Springfield townships.
- Along the headwaters of the Crosswicks Creek in New Hanover Township.
- On Newbold Island in Bordentown Township.

2.4.5.b Built Features

This section describes the major built features in the Northern Burlington County planning region that may have an influence as to where development may occur and at what intensity. The following built features are examined: military installations; dams; and brownfield sites.

Military Installations

Approximately 19,020 acres of Burlington County are in military use at Fort Dix and McGuire Air Force Base. Both bases, which are adjacent to one another, comprise a much larger facility of more than 31,000 acres, which extends eastward to the Lakehurst Naval Air Engineering Station in Manchester and Jackson townships in Ocean County. This is the only location in the continental United States where the Army, Navy and Air Force have bases with contiguous boundaries; the only other location is Pearl Harbor in Hawaii.

Fort Dix and McGuire are entirely located within the jurisdiction of the New Jersey Pinelands

Commission, and, as such, are not directly part of the Northern Burlington Regional Strategic Plan. However, having an understanding of Fort Dix and McGuire helps to better plan land use and economic development strategies in the communities that surround them: New Hanover Township, North Hanover Township, Pemberton Township, Springfield Township and Wrightstown Borough.

Fort Dix

Fort Dix was a major basic training center for the U.S. Army until the first round of Base Realignment and Closure Commission (BRAC) closings in 1988 removed this status. Since then, the Army Reserve kept the post open as a training reservation. Improvements to the base have increased over the years, and today it employs approximately 3,000 people. As many as 15,000 troops train there on weekends, and the post has been a major mobilization point for reserve and National Guard troops since the Sept. 11, 2001, attacks on New York and Washington. Fort Dix has been used as a troop staging area for the recent conflicts in Afghanistan and Iraq. Fort Dix also houses civilian facilities, including a state prison and a Federal medium security prison. According to the U.S. Census Bureau, 7,464 people resided on Fort Dix in 2000. The recent BRAC closing announcements seem to indicate an increased role for Fort Dix.

McGuire Air Force Base

McGuire Air Force Base is the only U.S. Air Force Base in New Jersey. Approximately 3,600 acres in size, McGuire's mission responsibilities include the movement of troops, passengers, military equipment, cargo and mail. Aerial refueling capability is another important aspect of McGuire's mission. McGuire AFB's mission sends aircraft and crews, as well as ground support personnel, throughout more than 50 countries around the globe. McGuire is home to the 305th Air Mobility Wing, which flies C-17 Globemaster III and KC-10 Extender aircraft. In addition to the active military personnel, McGuire is also home to some Air Force Reserve units flying both the C-17 and KC-10, and the 108th Air Refueling Wing, a New Jersey Air National Guard unit flying KC-135 tankers.

Northern Burlington County Regional Strategic Plan

According to the U.S. Census Bureau, 6,478 people resided on McGuire Air Force Base in 2000. The housing stock on base is in the process of being privatized. The housing privatization project is a real estate transaction to privatize family housing for military members stationed at McGuire AFB and Fort Dix. The government will lease land and more than 2,400 existing housing units to a successful commercial bidder. The successful commercial bidder is responsible for demolishing and replacing units, and performing renovations and maintenance in Falcon Courts East, Falcon Courts North, Garden Terrace, Holly Crest and Scott Plaza. Construction and renovations will be completed by December 2010. The bidder will provide quality property management for 50 years. The current family housing demand at the bases is roughly 3,900 units, with nearly 70% of the installations' assigned personnel being accommodated. By 2008, the projected demand is for 3,650 units.

'Megabase'

The 2005 BRAC recommendations call for the creation of "Joint Base New Jersey," the nation's first-ever 'Megabase,' combining the operations of Fort Dix, McGuire Air Force Base and Lakehurst Naval Air Engineering Station under one command and allowing all three facilities to share services and resources. The federal government is expected to spend up to \$300 million in facility improvements to the joint-use base, which will serve the Army, Air Force, Navy, Marine Corps and Coast Guard. Along with the \$300 million investment will come nearly 2,000 new jobs and additional military aircraft to the area. Currently, a total of 14,400 people are employed at all three bases.

Dams and Reservoirs

A severe storm in July 2004 that dumped 13 inches of rain in the Rancocas Creek watershed resulted in severe flooding that caused 18 dams to fail in Burlington County. This flooding revealed weaknesses in the way dams and other drainage structures are managed, maintained and repaired in Burlington County and in the state as a whole. While the amount of rain (a 1,000 year local event) made flooding

unavoidable, the catastrophic damage may have been reduced had local dams not failed. Many dams remain in private ownership with owners unable to pay for proper maintenance or replacement or for damages to downstream property owners in the event of failure. Knowing the locations of dams can be valuable for land use and hazard mitigation planning purposes.

In the Northern Burlington County planning region, which includes part of the Rancocas Creek watershed, there are 36 known dams on various streams, including those in the Pinelands (see **Map 13** above). With 12, Pemberton Township seems to have the greatest concentration of dams in the planning region. Five are located along the North Branch Rancocas Creek, one along Jacks Run, one along Mount Misery Brook, one along Bispham Mill Creek, one along Pole Bridge Branch, two along Bucks Cove Run, and one located east of the intersection of Magnolia Road and Buddtown Road. With seven North Hanover Township has the second highest concentration of dams. They can be found along Blacks Creek and tributaries of the Crosswicks Creek. There are four dams in Chesterfield Township, one along the Crosswicks Creek and three along Blacks Creek. There are two dams in Bordertown Township, one along Blacks Creek and the second along Spring Mill Brook. There is one dam in Springfield Township located along Barker's Brook. Eastampton Township has one dam along the North Branch Rancocas at Smithville Park. There are several dams in Southampton Township. Two are located along the South Branch Rancocas Creek, at Vincentown and near Ong's Hat Road, two are located in the vicinity of Hampton Lakes and Leisuretowne and one is located near the Red Lion Airport. There are four known dams located on Fort Dix.

Brownfield Sites

A 'brownfield' is defined under NJ state law (N.J.S.A. 58:10B-23.d) as "any former or current commercial or industrial site that is currently vacant or underutilized and on which there has been, or there is suspected to have been, a discharge of a contaminant." This is a very narrow definition in the legislation, as there can be many variations on this theme, including residential properties where there might have

Northern Burlington County Regional Strategic Plan

been a fuel oil spill. Generally, brownfields are properties that are abandoned or underutilized because of either *real or perceived* contamination.

The New Jersey Department of Environmental Protection (NJDEP) maintains a list of contaminated sites throughout the state. The NJDEP's publication, *Known Contaminated Sites*, lists familiar locations, such as gas stations, factories, waste disposal sites and other uses involving hazardous materials. Also included on this 'brownfield' sites database are reported residential fuel oil spills. The purpose of listing these residential sites is to propose removing fully remediated sites from the record and to use other brownfield sites as areas to focus redevelopment efforts and incentives that would remediate and reuse these sites in ways that would benefit the neighborhood and the municipality in the future. Both high value environmentally sensitive areas and contaminated sites could also be considered for future land preservation efforts.

There are approximately 127 contaminated sites identified in the Northern Burlington County planning region (see **Map 13** above). Every municipality in the planning region has at least one site. Some of them are strictly residential or open space remediation candidates, while others do present redevelopment opportunities. See Section 7.2 *Known Contaminated Sites* in the Appendix for a full listing of all the known contaminated sites in the Northern Burlington County planning region by municipality.

2.4.6 Centers and Corridors

This section describes the centers and development corridors found within the Northern Burlington County planning region (see **Map 14**). It is mostly based on the concept of regional development patterns established in the *New Jersey State Development and Redevelopment Plan* (SDRP).

The SDRP describes a hierarchy of central places, or "centers," ranging from urban centers as the largest, to hamlets as the smallest in

scale. Regional centers, towns and villages are intermediate-scale centers. Towns, villages and hamlets can be found in the Northern Burlington County planning region as described in Section 2.4.6.a.

The SDRP also describes the concept of nodes, which differ from centers in form and function, but is a way of organizing development that is somewhat center-based. Several nodes can be found throughout the Northern Burlington County planning region, as described in Section 2.4.6.b.

The concept of development corridors, described below in Section 2.4.6.c, has not been fully embraced by the SDRP at this time, but they exist throughout New Jersey and cannot be ignored. Several development corridors can be found in the Northern Burlington County planning region. Some highway corridors have the potential to become development corridors. Properly planned, development corridors can be a proper way to organize growth.

2.4.6.a Towns, Villages and Hamlets

This section describes the towns, villages and hamlets found within the Northern Burlington County planning region. It is based on the concept of centers as established in the SDRP.

Towns

Towns are much like cities, only smaller in scale. They are relatively freestanding in terms of their economic, social and cultural functions. Towns reflect a higher level of investment in public facilities and services than their surrounding environs and provide a core of commercial services to adjacent residents and provide employment in their regions. Typically, they have a population of more than 1,000 persons and less than 10,000 within boundaries. Towns have a population density of more than 1,000 persons per square mile. In general, an arterial highway serves them.

Northern Burlington County Regional Strategic Plan

Map 15: Centers, Nodes and Corridors



Northern Burlington County Regional Strategic Plan

Some examples of towns in the Northern Burlington County planning region include Bordentown City and a portion of Bordentown Township, Pemberton Borough and a portion of Pemberton Township, and Wrightstown and a portion of North Hanover Township.

Bordentown City/Township

This town center consists of the entire City of Bordentown and a portion of Bordentown Township where Routes 130, 206 and Farnsworth Avenue converge just outside of the City of Bordentown's municipal boundary. The precise town center boundary within Bordentown Township is still to be determined, but the center is likely to incorporate an area that includes Farnsworth Avenue, portions of Routes 130 and 206 near Farnsworth, the municipal complex, and lands between Farnsworth and the Bordentown landfill.



Map 16: The Bordentowns.
Photo courtesy of Google Earth.

Pemberton Borough/Township

The Pemberton town center consists of the entirety of the Borough of Pemberton and potentially select portions of Pemberton Township immediately to the north, west, and south of the Borough's municipal boundary. The potential town center areas within Pemberton Township are located both within and outside of the jurisdiction of the New Jersey Pinelands Commission. Areas to the north of the Borough that could be incorporated into the town center include Comical Corners, which is located at the intersection of County Routes 616, 630, and

668. Areas to the east of the Borough include Sunbury Village, which is located on the north side of Elizabeth Street. Areas to the south of the Borough include Pemberton Heights and South Pemberton, located where County Routes 616 and 644 intersect with South Pemberton Road (CR 530).



Map 17: The Pembertons.
Photo courtesy of Google Earth.

Wrightstown/North Hanover Twp.

The Wrightstown/North Hanover town center consists of the majority of the civil portion of Wrightstown, and the portion of North Hanover Township roughly defined as the Sykesville Road corridor, from the Wrightstown municipal boundary, north to Croshaw Road.

The Wrightstown portion of the town center consists of the downtown, roughly defined by the triangle formed by Fort Dix Street, Railroad Avenue and Main Street, and an additional 40 acres of former Fort Dix land that the Borough received from the federal government, located just west of and adjacent to Fort Dix Street. On these lands, the Borough envisions a mixed-use district that will serve both the civilian and military communities. Most development will be in the form of new construction, although there will be significant redevelopment of properties that currently front on Fort Dix Street, particularly on the west side, as many are slated to be demolished. With a development plan in place, the Borough is in the process of seeking developers to assist in its development objectives.

Northern Burlington County Regional Strategic Plan

The North Hanover Township portion of the town center is still in the conceptual stage, with several mixed-use concepts under consideration. As is with Wrightstown, this will be a combination of new construction and redevelopment, with the Fort Dix Street/Sykesville Road corridor acting as the spine. The intent is to seamlessly integrate the North Hanover's concept with Wrightstown's. A unique, but challenging, aspect of the North Hanover proposal is that the town center is viewed as a receiving area for a potential transfer of development rights program.



Map 18: Wrightstown/North Hanover Town Center.

Photo courtesy of Google Earth.

Villages

Villages are compact, primarily residential communities that offer basic consumer services for their residents and nearby residents. A village is mixed-residential community with a compact core of mixed-uses offering employment, basic personal and shopping services and community activities for residents of the village and surrounding environs. Its population does not exceed 4,500 persons, with a net density of at least three dwelling units per acre. A village has reasonable proximity to an arterial highway and is served by a secondary street system. A village usually has water and wastewater systems serving only core Village activities. Villages do not provide major regional shopping or employment services for their regions.

Several villages found in the Northern Burlington County planning region. They include Fieldsboro, Jacobstown, Vincentown, Crosswicks,

Columbus/Homestead, Georgetown/Mapleton, Old York, Cookstown, and Eastampton.

Fieldsboro

At 0.30 square miles in size, Fieldsboro is a predominantly residential community. Residential neighborhoods are found throughout the borough. Fieldsboro developed during two distinct periods in history. Although several early-nineteenth century structures exist in the borough, approximately half of the houses in the borough were built from the mid-nineteenth century to the early twentieth century. Most of the newer dwellings were built from 1940 to 1960, with some dwellings built recently. The predominant residential land use in the borough is single-family residential. Fieldsboro has one industrial employer.



Map 19: Fieldsboro.

Photo courtesy of Google Earth.

Jacobstown (North Hanover Twp.)

Jacobstown is a historic village located at the intersection of County Routes 528 and 665, just north of Monmouth Road (CR 537). Two schools, a cemetery, a firehouse, the North Hanover Township Municipal Building, and a community center are located here. Jacobstown is surrounded primarily by preserved farmland, although a conventional suburban-style subdivision lies just to the east of the historic village. Depending on how the place referred to as 'Jacobstown' is defined, there is the potential for some limited infill development, perhaps connecting the historic settlement to the aforementioned subdivision.

Northern Burlington County Regional Strategic Plan



Map 19: Jacobstown.

Photo courtesy of Google Earth.

Vincentown (Southampton Twp.)

Vincentown is a designated State Plan Village located along US 206 in the central portion of Southampton Township. Vincentown is approximately 0.25 square miles in size and is comprised of approximately 200 structures. The village center is compactly developed, with a mixed-use core surrounded by progressively less dense residential development as you move away from the middle. To the east, the village is bordered by Route 206, and to the west, north and south, by farmland-part of a greenbelt that Southampton is in the process of creating. Approximately 500 residents and 162 jobs are located within the village. Although there is little in the way of vacant land in the village, Vincentown is targeted to accommodate some of Southampton's future growth, primarily through infill development and some redevelopment.

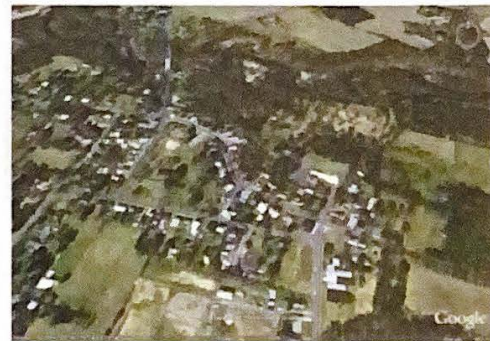


Map 20: Vincentown.

Photo courtesy of Google Earth.

Crosswicks (Chesterfield Twp.)

Crosswicks is a historic village that was founded by Quakers in 1677. It is a predominantly residential community with a mix of commercial and service uses as well as public uses. Located in the northern portion of the Chesterfield Township along the south bank of the Crosswicks Creek, Crosswicks is situated approximately 4 miles from the Route 130/I-295 interchange and Exit 7 of the New Jersey Turnpike, and is served by Bordentown-Crosswicks Road (CR 672) and Chesterfield-Crosswicks Road (CR 677). Crosswicks' current population is estimated to be approximately 225 persons. Crosswicks currently has sewer service. Crosswicks is a designated State Plan Village.



Map 21: Crosswicks.

Photo courtesy of Google Earth.

Columbus/Homestead (Mansfield Twp.)

The Columbus/Homestead 'village' center consists of two major components: 1) the historic village of 'Columbus;' and 2) 'Homestead at Mansfield.'

The village of Columbus is located at the intersection of US Route 206 and CR 543. It is the commercial and cultural center of Mansfield Township. A true mixed-use center, Columbus currently contains approximately 255 homes, along with retail, office, restaurant and institutional uses. Institutional uses include the municipal building, a post office, the John Haydock Elementary School, the fire department, several churches, and a recreational facility. Columbus is expected to

Northern Burlington County Regional Strategic Plan

grow with a mix of uses, primarily to the south and west of the existing village.

Homestead at Mansfield, located nearby at the intersection of Columbus Road and Jacksonville Road, is a more recent age-restricted community of more than 1,200 homes. The Homestead component continues to expand with the construction of "Country Walk," containing 165 homes, and the pending "Centex" and "Project Freedom" developments, with more than 400 homes.



Map 22: Columbus/Homestead.
Photo courtesy of Google Earth.

Georgetown/Mapleton (Mansfield Twp.)

The Georgetown/Mapleton 'village' is a somewhat complex cluster of development located along the NJ Route 68 corridor in the southeast corner of Mansfield Township. 'Georgetown' is a traditional village located at the intersection of CR 545, Georgetown Road and Chesterfield Road, adjacent to Route 68. However, this area also includes the adjacent and more recent 'Mapleton' and 'Four Seasons' at Mapleton' housing developments, which are located along NJ Route 68 at Mansfield Road East. Mapleton is a court-ordered inclusionary development, containing a mix of 411 single-family, detached homes, and 97 low- and moderate-income townhouses. Four Seasons at Mapleton is an age-restricted, single-family development, containing 428 dwelling units. This area also includes the Northern Burlington County Regional High School, the Northern Burlington County Regional Middle School, and the Mansfield Township Elementary School, all

of which are located along Mansfield Road East near the Route 68 intersection.



Map 23: Georgetown/Mapleton.
Photo courtesy of Google Earth.

Old York (Chesterfield Twp.)

Old York is a new, emerging village located in the northwestern portion of Chesterfield Township, southeast of the New Jersey Turnpike, approximately 2.5 miles from Interchange 7. Old York is a designated State Plan Village. The area is also referred to as Chesterfield's TDC Receiving Area, as it is designed to accommodate future development in the township via a voluntary transfer of development rights program. The locally identified 'receiving area' is designated by Chesterfield Township to receive development credits from a 'sending area' consisting of the Township's vast agricultural lands. Currently under construction, this emerging village is intended to function as a compact, mixed-residential community with a core of mixed uses for the economic, social, and cultural activities of all of Chesterfield Township. Old York is planned to accommodate a mix of compact land uses, including commercial, office, public, and recreational uses. It will contain neighborhoods containing a wide variety of housing types, including low- and moderate-income units. Proposed development will be integrated with existing residential development located in the adjacent R-1 zones. Approximately 1,000 dwelling units are to be built here. At build-out, the Planned Village is expected to have approximately 3,500 residents and 370 jobs. Old York will have sewer service.

Northern Burlington County Regional Strategic Plan



Map 24: Old York Village.
Photo courtesy of Google Earth.

Cookstown (New Hanover Twp. And North Hanover Twp.)

The village of Cookstown is located at the intersection of Wrightstown-Cookstown Road (CR 616) Main Street (CR 667) and Hockamick Road. Cookstown is the traditional economic and governmental center of New Hanover Township. Primarily residential in nature, Cookstown proper currently has limited development potential, as it is built entirely on septic systems, many of which are failing, and is constrained on its southern flank by one of the runways at McGuire Air Force Base. There is some infill development potential if public wastewater management becomes available to the village. Development potential also extends into neighboring North Hanover Township, directly across the North Run from Cookstown. This area, containing mobile home parks, apartments, limited retail and farm fields, is commonly associated with Cookstown, as it somewhat serves as an extension of the existing Cookstown village. The promotion of development here may be able to serve the needs of North Hanover's emerging growth management program as a secondary development receiving area, and, with the proper wastewater treatment technology connecting to Cookstown proper, solve the village's septic problems.



Map 25: Cookstown.
Photo courtesy of Google Earth.

Eastampton

This emerging village incorporates an area along Woodlane Road roughly bounded by Monmouth Road (CR 537) and Smithville Road. Beginning in 2003, Eastampton Township conducted a series of visioning workshops through which its residents expressed their preference for a classic mixed-use village where people are not completely reliant on their automobiles and where they can conveniently get together with family and friends in a safe and attractive environment. This has led to the development of a concept plan for a Village Center District at this location.



Map 26: Eastampton Village Center.
Photo courtesy of Google Earth.

Hamlets

Hamlets are the smallest-scale compact settlements that are found in the rural areas of New Jersey. Hamlets are often found at crossroads, with a small core of community-

Northern Burlington County Regional Strategic Plan

related functions—such as a multi-purpose community building, a house of worship, a tavern, or a luncheonette—that clearly distinguish them from the standard, single-use, residential subdivisions. A typical hamlet has a population of between 25 and 250 people. Hamlets typically do not have public water or sewage systems.

Several Hamlets can be found in the Northern Burlington County planning region. They include: Chesterfield, Sykesville, Cookstown, Georgetown/Mapleton, Hedding, Jacksonville, Jobstown, and Juliustown. They are described in more detail below.

Chesterfield (Chesterfield Twp.)

Chesterfield is designated Hamlet in the State Plan. It is located at the crossroads of five different roadways, including: Chesterfield-Crosswicks Road (CR 677); Chesterfield-Arneytown Road (CR 528); Georgetown-Chesterfield Road; Newbold Lane; and Bordentown-Chesterfield Road (CR 528). Chesterfield has a core of community-related functions, including commercial and service facilities; houses of worship; municipal facilities; and elementary school; and open space and recreational facilities. The predominant land use is single-family residential dwellings. Chesterfield contains approximately 50 dwelling units and has an estimated population of 150 persons. Chesterfield contains a mix of housing types, including large single-family homes, twins and 3- and 4-unit dwellings. Chesterfield has no public sewerage or water systems.



Map 27: Chesterfield.

Photo courtesy of Google Earth.

Sykesville (Chesterfield Twp.)

Sykesville is located at the crossroads of Wrightstown-Sykesville Road and Monmouth Road (CR 537). It is designated as a Hamlet in the State Plan. Sykesville is predominantly single-family residential in character, but does contain a mix of non-residential uses. With approximately 35 dwelling units, Sykesville has an estimated population of 105 persons. Sykesville is not located within a public water or sewer service area. As such, any future development in Sykesville will be served by on-site septic systems and wells.



Map 28: Sykesville.

Photo courtesy of Google Earth.

Hedding (Mansfield Twp.)

Hedding is located between US Route 130 and Interstate 295 in the western portion of Mansfield Township. Hedding is roughly defined by the intersection of Old York Road (CR 660) and Kinkora Road/Hedding Road (CR 678), and the immediate surrounding lands, with I-295 effectively forming its eastern boundary. Primarily residential in character, Hedding does contain a mix of uses including approximately 50 dwellings, some small shops, a church, and an industrial facility. Additionally, Hedding Park, a 7-acre active recreation facility, is located along Old York Road. The development potential in Hedding is constrained by a lack of centralized wastewater treatment facilities. As such, future development here may consist of no more than infill and some limited expansion, perhaps with some sort of community wastewater treatment option.

Northern Burlington County Regional Strategic Plan



Map 29: Hedding.

Photo courtesy of Google Earth.

Jacksonville (Springfield Twp.)

Located at the intersection County Routes 628/670 and Jacksonville-Jobstown Road, just west of US 206 in the western portion of Springfield Township, Jacksonville is identified as a Hamlet in the State Plan. Jacksonville contains a community center, a fire company, a mini market, and a church at its 'five points' intersection. Although the area around Jacksonville is still primarily agricultural, this is a busy commuter corridor. Jacksonville is a potential location for some of Springfield Township's future growth.



Map 29: Jacksonville.

Photo courtesy of Google Earth.

Jobstown (Springfield Twp.)

Located close to the geographic center of Springfield Township at the intersection County Routes 537/670 and Columbus-Jobstown Road, Jobstown is identified as a Village center in the State Plan. It is the civic center of Springfield,

containing the town hall, a post office, two churches, the Springfield Elementary School, and Veteran's Park. A few small businesses are also found in Jobstown, including a storage facility and pizza shop located along Saylor's Pond Road, and a garden center located along Monmouth Road. Although a potential location for some of Springfield Township's future growth through infill development and some village expansion, Jobstown may be limited as to how much growth it can absorb due to soil limitations and the potential for significant farmland preservation on adjacent lands, such as the 2,500-acre Helis Stock Farm.



Map 30: Jobstown.

Photo courtesy of Google Earth.

Juliustown (Springfield Twp.)

Juliustown is located at the convergence of County Routes 663 and 669 in the southeastern reaches of Springfield Township, adjacent to Fort Dix. Founded in 1693, Juliustown is mostly residential in character, with a post office and a few small businesses mixed in. Located in a predominantly agricultural area, Juliustown is a potential location for some of Springfield Township's future growth through infill and some slight village expansion. Any growth in Juliustown will be tempered by the proximity of Fort Dix and preserved farmland that surround the village. Juliustown is identified as a Village in the State Plan.

Northern Burlington County Regional Strategic Plan



Map 31: Juliestown.

Photo courtesy of Google Earth.

2.4.6.b Nodes

Nodes are concentrations of facilities and activities that are not organized in mixed-use forms, such as towns and villages, meaning they are generally single use in nature. Nodes can have concentrations of commercial, light manufacturing or warehousing and distribution facilities. Nodes may also contain heavy industrial uses or transportation and utility uses. Nodes may also be strictly residential. Nodes are found in urban and rural settings.

As mentioned earlier, the State Plan recognizes the concept of nodes. In fact, it identifies two types of nodes, 'Commercial-Manufacturing' and 'Heavy Industry-Transportation-Utility,' and establishes planning policies for them.

Commercial-Manufacturing Nodes are significant concentrations of commercial, light manufacturing, or warehousing and distribution facilities and services which are not located in a center. They may not be organized in a compact form, but may have the potential of meeting performance standards for locating in a center. For existing Commercial-Manufacturing nodes, the State Plan encourages that they be retrofitted over time to reduce automobile dependency, diversify land uses and enhance linkages to communities. The State Plan will recognize existing Commercial-Manufacturing nodes in the context of an endorsed plan. New Commercial-Manufacturing nodes are not recognized by the State Plan unless they are located in Planning Areas 1 or 2, or in centers.

Heavy Industry-Transportation-Utility Nodes are heavy industrial uses (for example, petrochemical plants), transportation (for example, airports, seaports and rail yards), 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 a center. Existing and new Heavy Industry-Transportation-Utility nodes are recognized by the State Plan within the context of endorsed plan.

In the current Cross-acceptance process to update the State Plan, the State Planning Commission is introducing the concept of a new type of node—**Agricultural Industry Node**—that would be supportive of the business of agriculture. Where appropriate, an Agricultural Industry node would encourage the development of related agricultural industries in close proximity to one another. The State Plan would recognize existing agricultural nodes in the context of an endorsed plan. With regard to new agricultural nodes, communities are encouraged to identify and delineate these node to create economic development incentives that include flexible land use regulations to support the creation of new, or the expansion of existing, food and agricultural-related businesses that serve the regional needs of the agricultural industry.

Several nodes may be found throughout the Northern Burlington County planning region (see **Map 15** above). They are described in more detail below.

*US Route 206/Woodlane Rd./N.
Pemberton Rd. (Eastampton Twp.
and Pemberton Twp.)*

This emerging non-residential development node is located at the intersection of US Route 206 and CR 630 in both Eastampton and Pemberton Townships. Both townships are seeking to create new development opportunities at this location in order to balance their respective municipal tax bases. Due to its location on a major highway in Burlington County's Farm Belt, the thinking is that future uses here could be supportive of the agricultural industry, such as a value-added operation like a

Northern Burlington County Regional Strategic Plan

food processing plant. As logistics locations closer to the regional highway system in the north begin to fill up, particularly near Exit 7 of the New Jersey Turnpike, it is possible that this location could fill the needs of the warehousing and distribution industries at some point in the future. Whatever the future land uses are, the purpose of a node at this location, in addition to attracting tax ratables, is to concentrate development in one particular area, and off the highway mainline, in order to prevent it from becoming strip-like in nature.



Map 32: Rt. 206 & Woodlane Rd. (CR 630).
Photo courtesy of Google Earth.

Rising Sun Rd./NJ Turnpike Interchange 7 (Bordentown Twp.)

This non-residential development node in Bordentown Township has access to both I-295 and Exit 7 of the New Jersey Turnpike, making it central to the New York and Philadelphia markets. Therefore, this node is dominated by trucking and logistics, featuring large truck stops and several warehouses in various stages of development. Future development in this area is likely to be related to these two industries.



Map 33: Rising Sun Rd. & NJ Turnpike.
Photo courtesy of Google Earth.

NJ Route 68 and US Route 206 (Mansfield Twp.)

This is a non-residential node in the northern portion of Mansfield Township, centered on the intersection of NJ Route 68 and US Route 206, just south of Bordentown Township. Located just off of Exit 7 of the New Jersey Turnpike, this area is central to the New York and Philadelphia markets. Due to this fact, this node is dominated by the National Auto Dealers Exchange (NADE), one of the largest automobile auctions in the country, where more than 5,000 vehicles move through the auction lanes each week. Although much of the undeveloped lands here are environmentally sensitive, there is still some development potential that can take advantage of this prime regional location.



Map 34: Routes 68 & 206.
Photo courtesy of Google Earth.

Northern Burlington County Regional Strategic Plan

I-295 and Florence-Columbus Rd. (Mansfield Twp.)

This is an emerging non-residential development node located at Interchange 52 of Interstate 295 (Florence-Columbus Rd.). Already characterized as non-residential by the presence of the Burlington County Resource Recovery Complex and the Rutgers University EcoComplex, this area is likely to attract future development in the form of warehouses or light industrial uses, as this market is moving southward from northern New Jersey into Burlington County as evidenced by the development along Rising Sun Road in Bordentown Township.



Map 35: I-295 Exit 52.

Photo courtesy of Google Earth.

NJ Route 38 and US Route 206 (Southampton Twp.)

This area in Southampton Township is one of the busiest intersections along the US Route 206 corridor. It generally comprises Route 206, from the Eastampton Township border south to Bobby's Run; NJ Route 38, from Lumberton Township east to Route 206; and CR 530, from Route 206 east to the Pemberton Township border. The southeast quadrant of the intersection at Route 206 is under the jurisdiction of the New Jersey Pinelands Commission and is primarily agricultural in nature, with many preserved farms. The non-Pinelands area is a mix of farmland and residential and commercial uses. Residential uses include a large mobile home park.

Commercial uses include a large lumberyard, a diner, an electronics store, a flower shop, a nail salon, a tattoo parlor, a convenience store, and a liquor store. This area will see a combination of new commercial and residential infill development, along with redevelopment of some existing uses. New residential development in the pipeline includes 277-unit age restricted townhouses, 15% of which will be set aside to help fulfill Southampton's affordable housing obligation. A home improvement store is slated for the intersection of Rt. 38 and Smithville Road.



Map 36: Routes 38/530 & 206.

Photo courtesy of Google Earth.

NJ Route 70/US Route 206 Red Lion Circle (Southampton Twp.)

The Red Lion Circle is located at the intersection of NJ Route 70 and US Route 206 in Southampton Township. Three of the quadrants of this intersection (northeast, southeast and southwest) are under the jurisdiction of the New Jersey Pinelands Commission. Although this intersection is actually a traffic circle, it is essentially a regional crossroads containing a variety of the expected commercial uses along the circumference of the circle and the highways that feed into it, notably a diner, a fast food restaurant, a motel and a strip shopping center. A New Jersey Department of Transportation maintenance facility, some light manufacturing, and the historic Red Lion Inn can also be found in the vicinity of the Circle.

Northern Burlington County Regional Strategic Plan



Map 38: Red Lion Circle.

Photo courtesy of Google Earth.

CR 537 and CR 545—Tilghman's Corner (Springfield Twp.)

Tilghman's Corner is situated at the far eastern end of Springfield Township at the intersection of County Routes 537 (Monmouth Road) and 545 (Wrightstown Road). This area contains no historic village or hamlet and is buffered to the north by approximately 1,000 acres of preserved farmland. This crossroads, located in close proximity to Fort Dix and McGuire Air Force Base, contains commercial uses one would expect near a military installation, including a restaurant, a convenience store, and a motel. Tilghman's Corner is envisioned by Springfield Township to accommodate infill development that complements existing commercial and nearby residential uses.



Map 39: Tilghman's Corner.

Photo courtesy of Google Earth.

US Route 206/CR 537—Chamber's Corner (Springfield Twp.)

Chamber's Corner is located at the intersection of US Route 206 and CR 537 in Springfield Township. This node can be characterized as a commercial crossroads along two major regional highways. It contains a variety of non-residential uses, including a diner, a liquor store, a small strip shopping center, an auto repair shop, and an automobile junkyard. Since this area is surrounded by preserved farmland and public open space, there is no room to expand development here. Future development will take the form of infill and redevelopment.



Map 37: Chamber's Corner.

Photo courtesy of Google Earth.

NJ Route 68 and CR 537 (Springfield Twp.)

This area, located at the intersection of NJ Route 68 and CR 537 in Springfield Township, has the potential of becoming a commercial crossroads. Currently, this area is mostly undeveloped, except for an automobile junkyard located in the northeast quadrant of the intersection. New commercial development in the undeveloped intersection quadrants and the redevelopment of the junkyard are possible.

Northern Burlington County Regional Strategic Plan



Map 38: Routes 68 & 537.
Photo courtesy of Google Earth.

Old York District (Springfield Twp.)

The Old York District could be characterized as a utility corridor. Two limited access highways traverse the district, I-295 and the NJ Turnpike. Neither of these highways has an interchange in Springfield Township. The Transco high-pressure gas line also runs through the Old York District, and to the north in Florence Township, the Burlington County Resource Recovery Center operates. The County has created a landfill buffer zone that includes lands in the Old York District. Very little farmland has been preserved outside of the landfill project area, although a primary land use in the area is agriculture. There is no village or hamlet in this area; however, Springfield Township envisions this area to be residential in nature.



Map 39: Old York District, Springfield Township.
Photo courtesy of Google Earth.

2.4.6.c Linkages

Linkages are connections within a system of central places that are generally defined by highway corridors. These linkages can vary in importance depending upon the scale of centers that they connect to and economic opportunities offered along these corridors. As such, some linkages may be seen as growth corridors, while others are not. There are also linkages that have the potential for growth, although the market has not yet caught up with them.

Growth Corridors

Growth corridors are transportation corridors that connect to major centers and offer many economic activities along their paths. Economic forces have created several growth corridors throughout the Northern Burlington County planning region that are defined by the region's highway network. These corridors offer opportunities for new development as well as redevelopment. The growth corridors identified in the planning region are listed below.

US Route 130 (Bordentown City, Bordentown Twp. and Mansfield Twp.)

The section of US Route 130 where growth is inevitable extends from the Mercer County border at Crosswicks Creek in Bordentown Township, south to Mansfield Township's corporate boundary with Florence Township. After years of decline along its entire length, from Middlesex County south to Salem County, US 130 is experiencing a rebirth in certain locations, one of which is in Hamilton Township, Mercer County, where there has been a flurry of retail and office development in and around the Interstate 195 intersection. Given its regional location and highway connections to Interstates 195 and 295, plus easy access to Exit 7 of the New Jersey Turnpike, it is only a matter of time before some of this development activity in the Route 130 corridor reaches into Burlington County.

As it passes through The Bordentowns, Route 130 is primarily characterized by highway commercial development, much of it obsolete.

Northern Burlington County Regional Strategic Plan

As such, future growth along Route 130 corridor here will be a combination of new development and redevelopment. Where Route 130 intersects Farnsworth Avenue in Bordentown Township, near its border with Bordentown City, there is the potential to organize some of this future development into a town center core, with a seamless linkage to the City. In Mansfield Township, where Route 130 takes on a more rural characteristic, with surrounding environmentally sensitive areas, future growth along the highway is much more limited.

US Route 206 (Bordentown City, Bordentown Twp. and Mansfield Twp.)

The section of US Route 206 where growth is inevitable extends from the Hamilton Township, Mercer County border at Crosswicks Creek, south to the vicinity of NJ Route 68 in Mansfield Township. Historically, development along Route 206 in Burlington County represented an extension of growth out of the Trenton area. In fact, before the completion of Interstate 295 in the 1990s, Route 206 was the primary route to Trenton for state government workers from Burlington County. Although, the completion of I-295 removed much of the Trenton-bound traffic from Route 206, growth potential along the highway still exists because of its regional location and connections to Interstates 195 and 295, and the New Jersey Turnpike at Exit 7. Continued growth in Mercer County also contributes to the development potential of Route 206.

As it passes through The Bordentowns, Route 206 is primarily characterized by a combination of residential highway commercial development. Some of this highway development is obsolete and in need of replacement. As such, future growth along Route 206 corridor here will be a combination of new development and redevelopment. Where Route 206 intersects Farnsworth Avenue in Bordentown Township, near its border with Bordentown City, there is the potential to organize some of this future development into a town center core, with a seamless linkage to the City. In Mansfield Township, a development node can be found at NJ Route 68, just south of Turnpike Exit 7.

NJ Route 38/CR 530 South Pemberton Road (Pemberton Borough, Pemberton Twp., Southampton Twp.)

The combined NJ Route 38/CR 537 corridor is playing an increasingly important regional role in connecting Moorestown, Mount Laurel, Hainesport and Lumberton with Pemberton, Browns Mills, NJ Route 70, and Lakehurst, Ocean County. This is a heavily-traveled route to the New Jersey Shore. Development is beginning to creep eastward out of Lumberton into Southampton Township along Route 38, with an emerging development node at US Route 206. Additionally, the CR 530 extension of Route 38 is slated for capacity and safety improvements that will allow for new development and redevelopment opportunities, particularly in and around Pemberton Borough, where there is the potential for multi-jurisdictional town center planning.

NJ Route 70 (Southampton Twp.)

New Jersey Route 70 is an important east-west connector in the southern portion of the Northern Burlington County planning region, linking the Jersey Shore through the Pinelands from NJ Route 72, west to Medford, Evesham, and on to Camden County and Philadelphia. Although primarily rural in nature, the stretch of Route 70 between the Red Lion Circle in Southampton Township and the Medford Township municipal boundary is vulnerable to development pressure, particularly the north side of the highway, which is not under the jurisdiction of the New Jersey Pinelands Commission. This is due to development activity occurring in Medford Township at the municipal boundary with Southampton Township. Three major development projects are anticipated, resulting in a total of 1,248 new residential units and 606,000 square feet of non-residential floor space in the next 10 years. The area around the Red Lion Circle is identified as a potential development node along this stretch of Route 70 and may have the potential of accommodating some future development in this highway corridor.

Northern Burlington County Regional Strategic Plan

CR 528 (Bordentown Twp., Chesterfield Twp., North Hanover Twp.)

County Route 528 connects The Bordentowns with New Egypt in Ocean County. The corridor is urban and suburban in character as it passes through Bordentown Township. It becomes more rural in character as it enters Chesterfield Township near the New Jersey Turnpike. It maintains its rural character as it continues south through Chesterfield and North Hanover townships before it reaches New Egypt, which is in Plumsted Township, Ocean County. Development and redevelopment opportunities present themselves in both Bordentown City and Township, particularly where CR 528 intersects with US 130/206. Although CR 528 traverses strong agricultural areas in Chesterfield and North Hanover, much of this preserved farmland, development opportunities exist at Old York Village, the Chesterfield hamlet, Jacobstown, and, perhaps at the CR 537 intersection.

Potential Growth Corridors

There are economic forces at work that make additional transportation corridors potential areas for future development. Several potential growth corridors in the Northern Burlington County planning region are identified in this section. For corridors in which future development is desired, planning strategies must ensure that land use and infrastructure capacity will be available to support this development. Where future development is not desired (due to needs such as managing traffic flow, water use or the viability of agriculture), planning strategies must limit development capacity through land use and infrastructure policies, actions and investments.

US Route 206 (Eastampton Twp., Pemberton Twp., Southampton Twp.)

As it passes through Eastampton, Pemberton and Southampton townships, US Route 206 is primarily rural in nature, containing a mix of farmland (much of it preserved), public open

space, two mobile home parks, and some scattered light industrial and highway commercial uses. However, the lands immediately adjacent to the highway corridor outside of the Pinelands have a great potential to change in character due to regional market influences and local land use desires, if not actual decisions. For example, both Eastampton and Pemberton townships envision a development node at the intersection of CR 630 and US 206 in order to attract tax ratables supportive of the agricultural industry. Additionally, Southampton Township envisions a development node at the intersection of US 206 and NJ 38/CR 530. Already, a large-scale inclusionary residential development is under design for a parcel of land along Rt. 206 just south of the intersection. Additional development at this intersection is likely, in the form of both new development and redevelopment. Additional development in this part of the Route 206 corridor is possible at Vincentown and at the Red Lion Circle.

NJ Route 68 (Mansfield Twp. and Springfield Twp.)

New Jersey Route 68 extends from US Route 206 in Mansfield Township south through Springfield Township and on to Fort Dix. Except for the node at the Rt. 206 intersection and the Georgetown/Mapleton "village," both in Mansfield Township, Route 68 is rural in character, passing through predominantly farmland, only some of which is preserved. Because Route 68 connects Fort Dix with Exit 7 of the New Jersey Turnpike, there is development and redevelopment potential in this corridor, particularly at key locations, such as the Monmouth Road (CR 537) intersection, and the US 206 intersection. The Georgetown/Mapleton area in Mansfield Township, which is the midpoint between Fort Dix and US 206, is already the location of two large residential developments and two schools, and could possibly support ancillary services.

Northern Burlington County Regional Strategic Plan

CR 537 (Eastampton Twp., Springfield Twp., Chesterfield Twp., North Hanover Twp.)

County Route 537 is one the longest county highways in New Jersey, stretching all the way from Camden in Camden County to Long Branch in Monmouth County. Heavily-traveled, this two-lane highway is the primary east-west route in the Northern Burlington County planning region. The area that it traverses is primarily rural east of US Route 206, characterized mostly by active agricultural lands, much of which is permanently preserved. However, because of its regional reach, this corridor has the potential to attract significant development. Because of Burlington County's aggressive farmland preservation program, development pressures in this corridor can be tempered and directed to the several centers and nodes located along the highway, including: Eastampton Village, Chamber's Corner, Jobstown, Sykesville, Tilghman's Corner, NJ Route 68, and Jacobstown.

CR 545 (Bordentown Twp., Chesterfield Twp., Mansfield Twp., Springfield Twp., North Hanover Twp., Wrightstown)

County Route 545 is a two-lane road that provides an important link between Bordentown and Wrightstown. Until September 11, 2001, CR 545 also provided an important link between Wrightstown and the Browns Mills section of Pemberton Township. Since September 11th, the portion of CR 545 that traverses Fort Dix and McGuire Air Force Base has been closed to the public for national security reasons. It is not likely that this segment will ever reopen to the public.

For most of its length, CR 545 traverses primarily agricultural lands; however, in The Bordentowns, and in Wrightstown and adjacent areas of North Hanover, the landscape character is primarily urban and suburban. Although CR 545 is primarily rural in nature, development and redevelopment opportunities exist in centers and nodes at several locations along the corridor, including: Bordentown City and Township; Georgetown/Mapleton; Tilghman's Corner; and Wrightstown/North Hanover.

2.5 Trends for Future Development

This section examines land use, population and employment trends in the Northern Burlington County planning region.

This analysis is drawn from three sources of information: a build-out analysis specific to this study; population and employment forecasts by the Delaware Valley Regional Planning Commission (DVRPC); and revised population and employment forecasts found in Burlington County's Cross-acceptance Report to the New Jersey State Planning Commission.

The planning firm of Orth-Rodgers & Associates was commissioned to prepare a build-out and infrastructure analysis for the 13 municipalities in the Northern Burlington County planning region as part of this study. The purpose of the build-out analysis was to determine what would happen in the planning region, in terms of land use, population growth, and employment growth if the entire planning region were to build out under current (2004) municipal zoning regulations. In other words, the study determined how much land would be consumed, how many people would be living in the planning region, and how many jobs would be there, when all available developable land has been built upon, within an unlimited timeframe. The Orth-Rodgers land use analysis is region-wide; the population and employment analyses are for the region as a whole and for each municipality.

The Delaware Valley Regional Planning Commission (DVRPC) provides periodic population and employment forecasts for its member counties and their constituent municipalities. These forecasts are at both the county and municipal scale. The most recent forecasts report future population and employment figures at five-year intervals out to the year 2030. The DVRPC forecasts form the basis for the forecasts used in this study.

In Burlington County, however, the DVRPC numbers were refined by the municipalities during the discussions leading to the preparation

Northern Burlington County Regional Strategic Plan

of the Burlington County's Cross-acceptance Report to the State Planning Commission prepared for the periodic update of the State Development and Redevelopment Plan. Municipalities were asked to look at the DVRPC numbers for reasonableness and to suggest any changes if the forecasts seemed incorrect. It is this refined set of numbers that is used for this study, using the years 2015 and 2025 as benchmark years.

2.5.1 Future Land Cover (Existing Zoning)

The findings on future land cover are from the Orth-Rodgers build-out analysis, which was based on existing municipal zoning regulations. In preparing the build-out analysis, a review of the municipal master plans and zoning ordinances was conducted. Composite zoning districts were created to standardize the analysis across municipalities. These zoning districts are identified as: High Density (10 units/acre); Medium Density (2 units/acre); Suburban Medium (1.5 units/acre); Suburban Low (.33 unit/acre); Rural Residential (.2 unit/acre); Agriculture/Conservation (.35 unit/acre); High Intensity Agriculture (.33 unit/acre); Farmette (.08 unit/acre); Retail/Commercial; Office/Business; Research/Industrial; and Mixed Use (see **Map 40**). Developable lands within each zoning district were analyzed to determine how much land would be consumed at build out. The build-out analysis determined that there are nearly 24,000 acres of potential growth within

the Northern Burlington County regional planning area (see **Table 7** and **Table 8**).

Of the 24,000 developable acres in the Northern Burlington County planning region, there are over 20,000 acres of residential zoned land, and agricultural zoned lands with residential development potential. Thirty-seven percent of the residential developable lands are within the High Intensity Agriculture category; 22% is within the Farmette category; Agriculture/Conservation contains 20%; and Suburban Low is 15%. The remaining 6% is comprised of lands within the following categories: High Density, Medium Density, Suburban Medium, Rural Residential and Mixed Use. Taken together, High Intensity Agriculture, Farmette, Agriculture/Conservation and Suburban Low represent 18,500 acres, or 88% of the developable lands in the planning region (see **Table 7**). This means that 88% of all developable lands (94% of residential) in the Northern Burlington County planning region are zoned for lots of 3 acres or more in size.

The remaining 3,650 developable acres within the Northern Burlington County planning region are zoned for non-residential development. Over 40% of the non-residential growth is within the research and industrial category, 36% is within retail/commercial and 19% is within office/business. The application of non-residential composite zones to those lands yields an additional 94 million square feet of non-residential development (see **Table 8**).
(Continued on page 57)

Northern Burlington County Regional Strategic Plan

Table 7: Build-out by Residential Composite Land Use Category

	Acres	Percentage
High Density (10 units/acre)	100	<1%
Medium Density (2 units/acre)	250	1%
Suburban Medium (1.5 units/acre)	250	1%
Suburban Low (.33 unit/acre)	3,000	15%
Rural Residential (.2 unit/acre)	300	1%
Agriculture/Conservation (.35 unit/acre)	4,000	20%
High Intensity Agriculture (.33 unit/acre)	7,600	37%
Farmette (.08 unit/acre)	4,500	22%
Mixed Use	300	2%
Total	20,300	100%

Source: Orth Rodgers Associates, Inc. July 2004.

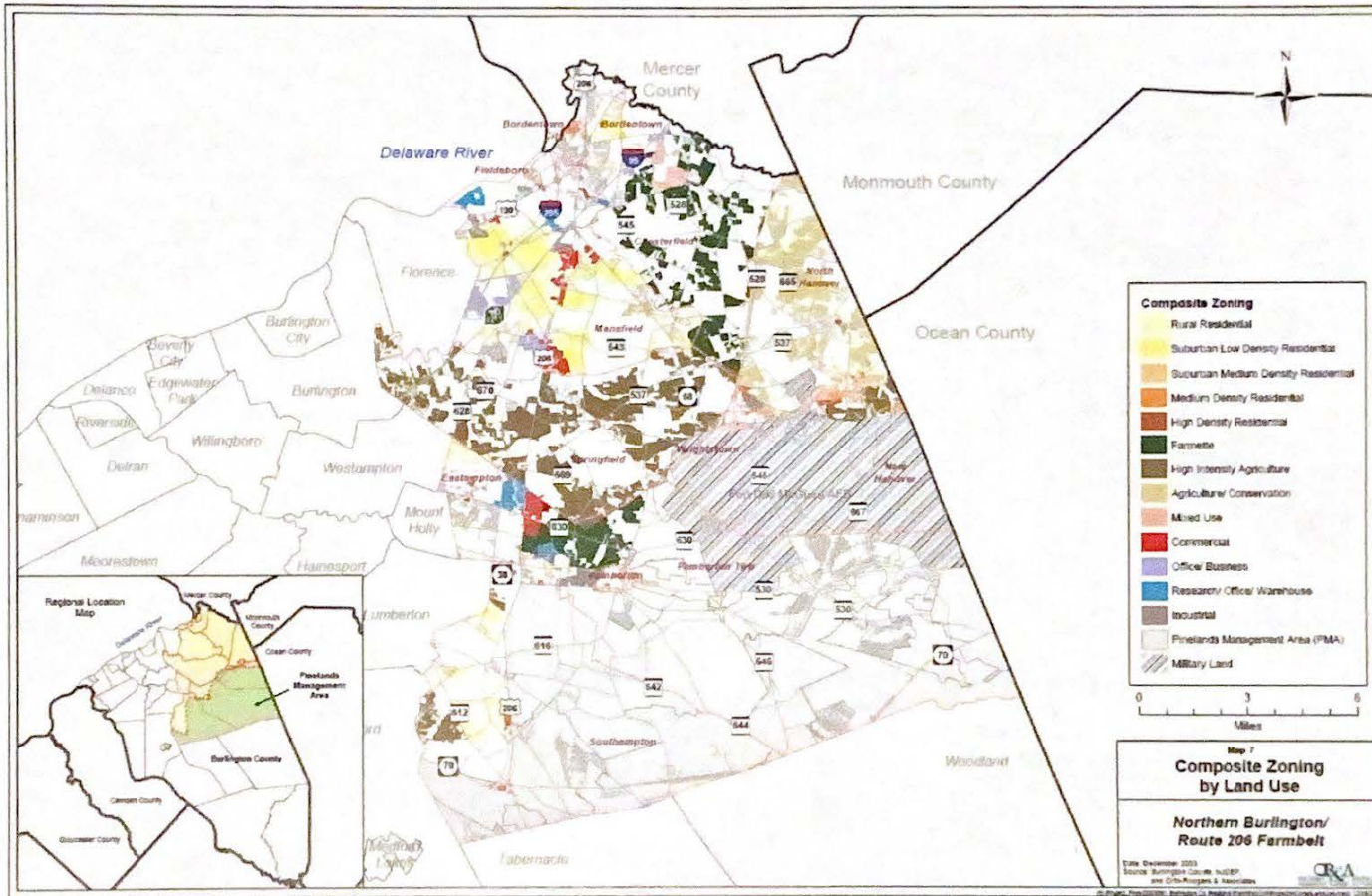
Table 8: Build-out by Non-residential Composite Land Use Category

	Acres	Percentage
Retail/Commercial	1,300	36%
Office/Business	700	19%
Research/Industrial	1,500	41%
Mixed Use	150	4%
Total	3,650	100%

Source: Orth Rodgers Associates, Inc. July 2004

Northern Burlington County Regional Strategic Plan

Map 40: Composite Zoning by Land Use, 2003



Source: Orth Rodgers Associates, Inc. July 2004.

Northern Burlington County Regional Strategic Plan

(Continued from page 54)

2.5.2 Population

Future population growth in the Northern Burlington County Planning region is analyzed at both the regional and municipal scale. It is described from two different perspectives. The first perspective is forecasted population growth for a specific timeframe. This perspective is reflective of market forces, and, perhaps, land availability.

The second perspective is not dependent on a timeframe to determine the potential population growth for a municipality. Instead, it looks at local residential zoning and developable land to determine a population capacity, or build-out capacity, for a particular municipality.

2.5.2.a Forecasts

As described above, the population forecasts used in this study are those provided by the Delaware Valley Regional Planning Commission (DVRPC) and refined by Burlington County and its constituent municipalities in the preparation of Burlington County Cross-acceptance report. This set of numbers is referred to as "CA Report 2015" and "CA Report 2025" in **Table 9** below.

The Northern Burlington County planning region is forecasted to grow by an additional 17,000 persons by the year 2015. This represents an increase of nearly 19% from the year 2000. Looking out to the year 2025, the planning region is expected to grow by 25,612 persons, an increase of 28% from the year 2000. This is a rate faster than Burlington County as a whole is forecasted to grow (21.6%).

In terms of both absolute and relative growth, Mansfield Township is forecast to be the fastest growing municipality in the Northern Burlington County planning region to the years 2015 and 2025. This translates into nearly 5,000 new residents by 2015 (97.6% change from 2000) and a total of more than 7,500 new residents by 2025 (148.6% change from 2000).

Mansfield's growth rate is more than triple those of the next closest municipalities in the Northern Burlington County planning region: Chesterfield,

Eastampton and Springfield townships.

However, in absolute numbers, it is Bordentown Township that comes in second to Mansfield, for both 2015 and 2025. Bordentown Township is expected to grow by 2,620 persons from 2000 to 2015 (31.3% change) and by 3,170 persons from 2000 to 2025 (a 37.8% change).

With 2,695 new residents by 2025, Chesterfield Township is expected to grow by 45% by 2025.

Eastampton Township will grow by more than 2,800 people by 2025, an increase of 45% from 2000.

Springfield Township is also expected to grow by more than 40% by 2025. Springfield is expected to grow by 1,323 residents by 2025.

Pemberton Township is also expected to show a significant increase in population by 2025 with 2,300 additional residents. Given Pemberton Township large population base, this represents an increase of just 8%.

Wrightstown is forecasted to grow by an additional 200 people by 2025. This represents an increase of 27% from the year 2000.

2.5.2.b Build-out of Existing Zoning

The build-out under the existing (2004) zoning yields 22,000 new residents if all undeveloped and unpreserved land is developed pursuant to existing zoning regulations (see **Table 10**). At "build-out", Springfield and North Hanover Townships would experience the largest increases in population, with over 6,000 and 4,000 new residents, respectively. For Springfield Township that would be a relative increase of 190% over its population in 2000. For North Hanover, this would be an increase of 55% over its 2000 population. Other municipalities would experience population increases of more than 50% from the 2000 Census include Chesterfield and Mansfield.

Close to half of the 8,000 new dwelling units would be built in Springfield and North Hanover Townships. For Springfield, that would be a relative increase of 194% from the year 2000. For North Hanover, this would be an increase of 55%.

Northern Burlington County Regional Strategic Plan

Of special note is Chesterfield Township. Chesterfield would experience an increase of 1,208 dwelling units, a 130% increase from the year 2000. Most of Chesterfield's build-out growth will come to fruition relatively quickly, as

this will be accommodated in the currently emerging Old York Village.
(Continued on page 60)

Table 9: Municipal Population Projections to 2025

Municipality	2000 Census	CA Report 2015	Absolute Change 2000-2015	Percent Change 2000-2015	CA Report 2025	Absolute Change 2000-2025	Percent Change 2000-2025
Bordentown City	3,969	4,064	95	2.4%	4,500	531	13.4%
Bordentown Twp.	8,380	11,000	2,620	31.3%	11,550	3,170	37.8%
Chesterfield Twp.	5,955	7,470	1,515	25.4%	8,650	2,695	45.3%
Eastampton Twp.	6,202	8,040	1,838	29.6%	9,030	2,828	45.6%
Fieldsboro	522	630	108	20.7%	700	178	34.1%
Mansfield Twp.	5,090	10,060	4,970	97.6%	12,655	7,565	148.6%
New Hanover Twp.	9,744	11,030	1,286	13.2%	11,180	1,436	14.7%
North Hanover Twp.	7,347	8,380	1,033	14.1%	8,390	1,043	14.2%
Pemberton Borough	1,210	1,370	160	13.2%	1,350	140	11.6%
Pemberton Twp.	28,691	30,070	1,379	4.8%	31,000	2,309	8.0%
Southampton Twp.	10,388	11,490	1,102	10.6%	12,580	2,192	21.1%
Springfield Twp.	3,227	4,020	793	24.6%	4,550	1,323	41.0%
Wrightstown	748	935	187	25.0%	950	202	27.0%
Study Area Total	91,473	108,559	17,086	18.7%	117,085	25,612	28.0%
Burlington County	423,394	483,232	59,838	14.1%	514,950	91,556	21.6%

Source: US Census Bureau; *Burlington County Final Cross-acceptance Report*, Burlington County Department of Economic Development and Regional Planning, August 2005.

Northern Burlington County Regional Strategic Plan

Table 10: Build-out of Existing Zoning, Population and Housing

Municipality	Pop. 2000	Build-out Pop. Growth	Pct. Change Pop.	Dwelling Units 2000	Build-out D.U. Growth	Pct. Change D.U.
Bordentown City	3,969	500	12.6%	1,884	180	9.6%
Bordentown Twp.	8,380	762	9.1%	3,436	274	8.0%
Chesterfield Twp.	5,955	3,358	56.4%	924	1,208	130.7%
Eastampton Twp.	6,202	864	13.9%	2,312	382	16.5%
Fieldsboro	522	86	16.5%	204	31	15.2%
Mansfield Twp.	5,090	2,597	51.0%	2,122	968	45.6%
New Hanover Twp.	9,744	1,298	13.3%	1,381	467	33.8%
North Hanover Twp.	7,347	4,073	55.4%	2,670	1,465	54.9%
Pemberton Borough	1,210	370	30.6%	513	133	25.9%
Pemberton Twp.	28,691	328	1.1%	10,778	118	1.1%
Southampton Twp.	10,388	1,464	14.1%	4,751	546	11.5%
Springfield Twp.	3,227	6,147	190.5%	1,138	2,211	194.3%
Wrightstown	748	145	19.4%	339	54	15.9%
Study Area Total	91,473	21,992	24.0%	32,452	8,037	24.8%

Source: U.S. Census Bureau. *Population and Employment Forecasts, 2000-2030, 9-County DVRPC Region*, Regional Data Bulletin #73, Delaware Valley Regional Planning Commission, March 2005. *Northern Burlington/Route 206 Farmbelt Build-out and Infrastructure Analysis-Existing Zoning Scenario*, Orth-Rodgers and Associates, Inc., July 2004.

Table 11: Municipal Employment Projections to 2025

Municipality	2000 Census	CA Report 2015	Absolute Change 2000-2015	Percent Change 2000-2015	CA Report 2025	Absolute Change 2000-2025	Percent Change 2000-2025
Bordentown City	2,211	2,239	28	1.3%	2,240	29	1.3%
Bordentown Twp.	5,337	6,444	1,107	20.8%	6,672	1,335	25.0%
Chesterfield Twp.	863	978	115	13.3%	1,083	220	25.5%
Eastampton Twp.	1,093	2,049	956	87.4%	3,173	2,080	190.3%
Fieldsboro	162	159	-3	-1.8%	158	-4	-2.6%
Mansfield Twp.	1,353	1,832	479	35.4%	2,284	931	68.8%
New Hanover Twp.	8,470	8,779	309	3.7%	8,700	230	2.7%
North Hanover Twp.	782	944	162	20.8%	1,075	293	37.5%
Pemberton Borough	844	813	-31	-3.7%	820	-24	-2.8%
Pemberton Twp.	8,309	8,866	557	6.7%	9,433	1,124	13.5%
Southampton Twp.	3,469	3,991	522	15.0%	4,464	995	28.7%
Springfield Twp.	962	1,402	440	45.7%	1,809	847	88.0%
Wrightstown	3,170	3,512	342	10.8%	3,774	604	19.0%
Study Area Total	37,025	42,009	4,984	13.5%	45,684	8,659	23.4%
Burlington County	202,535	223,882	21,347	10.5%	240,051	37,516	18.5%

Source: US Census Bureau. *Population and Employment Forecasts, 2000-2030, 9-County DVRPC Region*, Regional Data Bulletin #73, Delaware Valley Regional Planning Commission, March 2005. *Burlington County Final Cross-acceptance Report*, Burlington County Department of Economic Development and Regional Planning, August 2005.

Northern Burlington County Regional Strategic Plan

(Continued from page 58)

2.5.3 Employment

Future employment growth in the Northern Burlington County Planning region is analyzed at both the regional and municipal scale. It is described from two different perspectives. The first perspective is forecasted employment growth for a specific timeframe. This perspective is reflective of market forces, and, perhaps, land availability. The second perspective is not dependent on a timeframe to determine the potential employment growth for a municipality. Instead, it looks at local non-residential zoning and developable land to determine an employment capacity, or build-out capacity, for a particular municipality.

2.5.3.a Forecasts

As described above, the population forecasts used in this study are those provided by the Delaware Valley Regional Planning Commission (DVRPC) and refined by Burlington County and its constituent municipalities in the preparation of Burlington County Cross-acceptance report. This set of numbers is referred to as "CA Report 2015" and "CA Report 2025" in **Table 11**.

In terms of absolute job growth, the Northern Burlington County planning region is forecasted to have an increase of close to 5,000 jobs by the year 2015, an increase of 13.5% from the year 2000. Looking out to the year 2025, the planning region is expected to have an increase of 8,659 jobs, an increase of 23.4% from the year 2000.

Bordentown Township is expected to have the largest increase in terms of absolute job growth to the year 2015, with 1,107 jobs, a 21% increase from the year 2000. Job growth from 2000 -2025 is just 1,335 jobs or a 25% increase.

Eastampton is the municipality that seems to be the big winner when it comes to jobs over the long term. Eastampton is forecasted to have an increase of 956 jobs by the year 2015, increase of 87.4% from the year 2000. By the year 2025, Eastampton's job growth is forecasted to be 2,080, an increase of 190% from 2000.

Pemberton Township is forecasted to have an employment increase of 1,124 jobs by 2025, an increase of 13.5% from the year 2000.

Mansfield Township is forecasted to have an employment increase of 931 jobs by 2025, an increase of nearly 69% from the year 2000.

Southampton is forecasted to have an additional 995 jobs by 2025, an increase of nearly 29% from the year 2000.

Springfield is forecasted to have an additional 847 jobs by 2025, an 88% increase from the year 2000.

Wrightstown is forecasted to have an additional 604 jobs by 2025, an increase of 19% from the year 2000.

Bordentown City's employment growth is expected to be flat to the year 2025, and Fieldsboro is forecasted to remain flat or have a slight decrease in jobs.

2.5.3.b Build-out of Existing Zoning

At build-out, the Northern Burlington County planning region could potentially see 94 million square feet of new non-residential development, which translates into over 200,000 new jobs. The increase in jobs is more than 540% from the number of jobs in the planning region in 2000 (see **Table 12**) This increase in jobs almost equals the number of jobs that currently exist in all of Burlington County.

Mansfield Township at build-out could experience 40 million square feet of new nonresidential development, yielding approximately 101,000 new jobs. This is an approximately 7,500% increase in jobs from the year 2000.

Bordentown Township could experience 14 million square feet of non-residential development with 24,000 new jobs at build-out, an increase of almost 450% from 2000.

Eastampton Township could experience more than 10 million square feet of non-residential development, with an accompanying increase of

Northern Burlington County Regional Strategic Plan

16,000 jobs, a 1,484% increase in jobs from 2000.

At build-out, Chesterfield Township could experience 9,800 additional jobs. This is a 1,141% increase in jobs from 2000.

Pemberton Township could experience close to 18,000 additional jobs at build-out, a 215% increase from 2000.

Table 12: Build-out of Employment, Existing Zoning

Municipality	Total Jobs 2000	Build-out Jobs Growth	Percent Change Jobs	Build-out Non-Residential Sq. Ft.
Bordentown City	2,211	218	9.9%	87,120
Bordentown Twp.	5,337	23,958	448.9%	14,048,100
Chesterfield Twp.	863	9,852	1141.6%	3,291,660
Eastampton Twp.	1,093	16,224	1484.4%	10,380,348
Fieldsboro	162	96	59.3%	34,761
Mansfield Twp.	1,353	101,804	7524.3%	39,765,924
New Hanover Twp.	8,470	2,178	25.7%	871,200
North Hanover Twp.	782	8,255	1055.6%	4,399,560
Pemberton	844	1,111	131.6%	566,280
Pemberton Twp.	8,309	17,929	215.8%	11,952,864
Southampton Twp.	3,469	8,782	253.2%	4,024,944
Springfield Twp.	962	2,801	291.2%	1,620,432
Wrightstown	3,170	7,383	232.9%	2,570,040
N. Burlington Total	37,025	200,591	541.8%	93,613,233

Source: *Population and Employment Forecasts, 2000-2030, 9-County DVRPC Region, Regional Data Bulletin #73, Delaware Valley Regional Planning Commission, March 2005. Northern Burlington/Route 206 Farmbelt Build-out and Infrastructure Analysis-Existing Zoning Scenario, Orth-Rodgers and Associates, Inc., July 2004. Prepared by the Burlington County Department of Economic Development and Regional Planning.*

Northern Burlington County Regional Strategic Plan

3.0 Policy Initiatives

Several recent and current public policy initiatives dealing with regional land use management issues affecting the Northern Burlington County planning region are described in this section.

Section 3.1 describes the *New Jersey State Development and Redevelopment Plan* (State Plan), a statewide growth management plan that is intended to guide growth to appropriate locations through state investment and permitting policies.

The *Burlington County Parks and Open Space Plan*, short- and long-term strategy for acquiring open space and developing a parks system that will meet the region's recreation needs, is described in Section 3.2.

Several policy studies were also initiated as part of the Northern Burlington County regional planning effort. Section 3.3 describes an initial visioning exercise by the Steering Committee to develop a draft land use concept that would guide the remainder of the planning process. This exercise was refined by the Route 206 Visioning Study in 2003, described in Section 3.4. Although confined to just the US Route 206 highway corridor, this public exercise was a catalyst for community visioning in the entire region. Section 3.5 describes the Land Use Management Plan study designed to continue the work that began with the Route 206 Visioning Study and to apply it to the entire planning region.

3.1 State Development and Redevelopment Plan

On June 12, 1992 the New Jersey State Planning Commission (SPC) prepared the New Jersey State Development and Redevelopment Plan (SDRP), pursuant to the New Jersey State Planning Act (Act), N.J.S.A. 52:18A – 196 et seq. The Act set the stage for initiating statewide planning in New Jersey. The legislative finding set forth in the Act states:

"New Jersey, the nation's most densely populated State,

requires sound and integrated Statewide planning and the coordination of Statewide planning with local and regional planning in order to conserve its 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..."

In order to understand New Jersey's landscape and implement statewide planning, the State Planning Commission developed the "resource planning and management structure" upon which the SDRP is founded. The resource planning and management structure is based on the concepts of 'centers' and 'planning areas' (See **Map 41** below).

The SDRP establishes statewide goals, objectives and policies for the different types of center and planning areas, and applying the statewide policy structure through the resource planning and management structure is intended to achieve the goals of the Act.

The SDRP defines a 'center' as a "a compact form of development with a core or a node (focus of residential, commercial and service development) and [surrounding environs] that ranges in scale from Urban Center, to a Regional Center, Town, Village, and Hamlet" (SDRP, page 159). The surrounding environs is defined as the "community development area [which] means the land around a Center and within [certain boundaries] where [infrastructure and services] are located and provided in order to accommodate the anticipated long-term growth for that center" (SDRP, page 159). The boundary, specifically identified as the "community development boundary" by the SDRP, is defined as "the outer limits... as defined by physical features, such as rivers, road, or changes in character of urban structures, or by [permanently preserved] open spaces..." (SDRP, page 159).

Northern Burlington County Regional Strategic Plan

The SDRP provides for five types of centers:

Urban Center – This center offers the most diverse mix of industry, commerce, residences and cultural facilities of any central place. Typically, an Urban Center is fully developed with an infrastructure network serving its region. It has a population of more than 40,000 persons and a density exceeding 7,500 persons per square mile. Its employment base is more than 40,000 jobs, with a job-to-dwelling ratio of 1:1 or higher. An Urban Center serves as the primary focus for commercial, industrial, office and residential uses in the region (SDRP, pages 94-95).

Town – Towns are like Urban Centers, only lesser in scale. They are relatively freestanding in terms of their economic, social and cultural functions. Towns reflect a higher level of investment in public facilities and services than their surrounding environs and provide a core of commercial services to adjacent residents and provide employment in their regions. Typically, they have a population of more than 1,000 persons and less than 10,000 within surrounding environs. Towns have a density of more than 1,000 persons per square mile. In general, towns are served by an arterial highway (SDRP, page 95).

Regional Center – A Regional Center functions as the focal point of the economic, social and cultural activities of its economic region, often serving as the county seat, with a compact, mixed-use core and neighborhoods offering a wide variety of housing types. It has a population ranging between 5,000 and 10,000 people and a gross density of 5,000 persons per square mile. It has an urban or community-level infrastructure system serving the area and is near a

major public transportation terminal, arterial intersections or interstate interchange. Its employment base ranges from 5,000 to 10,000 jobs (SDRP, pages 96-97).

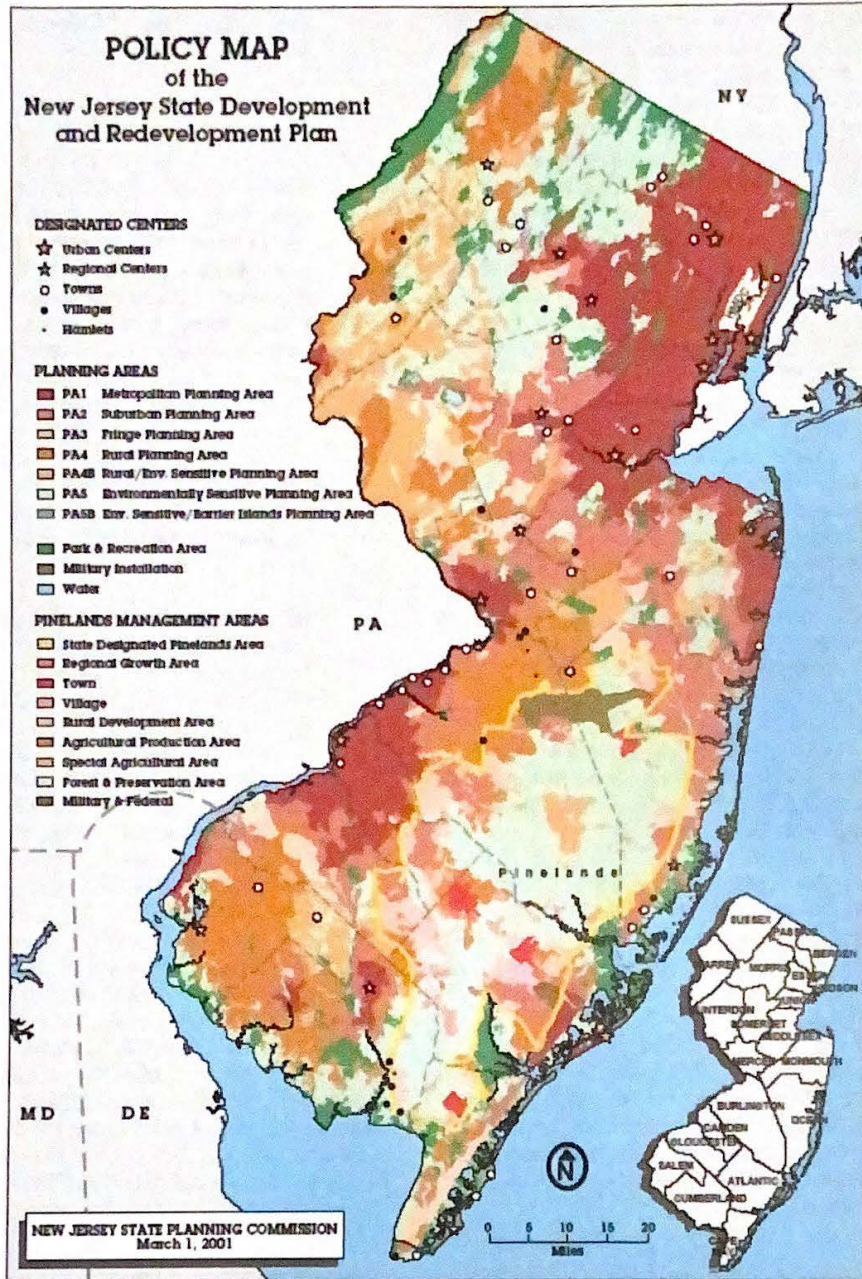
Village – Villages are compact, primarily residential communities that offer basic consumer services for their residents and nearby residents. A village is mixed – residential community with a compact core of mixed uses offering employment, basic personal and shopping services and community activities for residents of the Village and surrounding environs. It is partially developed with water and wastewater systems serving only core Village activities. Its population does not exceed 4,500 persons, with a net density of at least three dwelling units per acre. The Village has reasonable proximity to an arterial highway and is served by a secondary street system (SDRP, pages 97-98).

Hamlet – Hamlets are the smallest places eligible for center designations. They are found primarily in rural areas, often at crossroads, with a small core of community – related functions that clearly distinguish them from the standard, single-use, residential subdivision. Typically, a hamlet has a population between 25 and 250 people. It has no public water or sewage systems and has a range of housing types (SDRP, pages 99-100).

The SDRP defines a "planning area" as "an area greater than one square mile, that is described by the presence or absence of a set of existing conditions, such as population density, utilities, infrastructure and services systems, level of development, or natural resources and sets forth policy objectives that guide growth in the context of those conditions" (SDRP, page 172). The SDRP has established six planning areas for the state:

Northern Burlington County Regional Strategic Plan

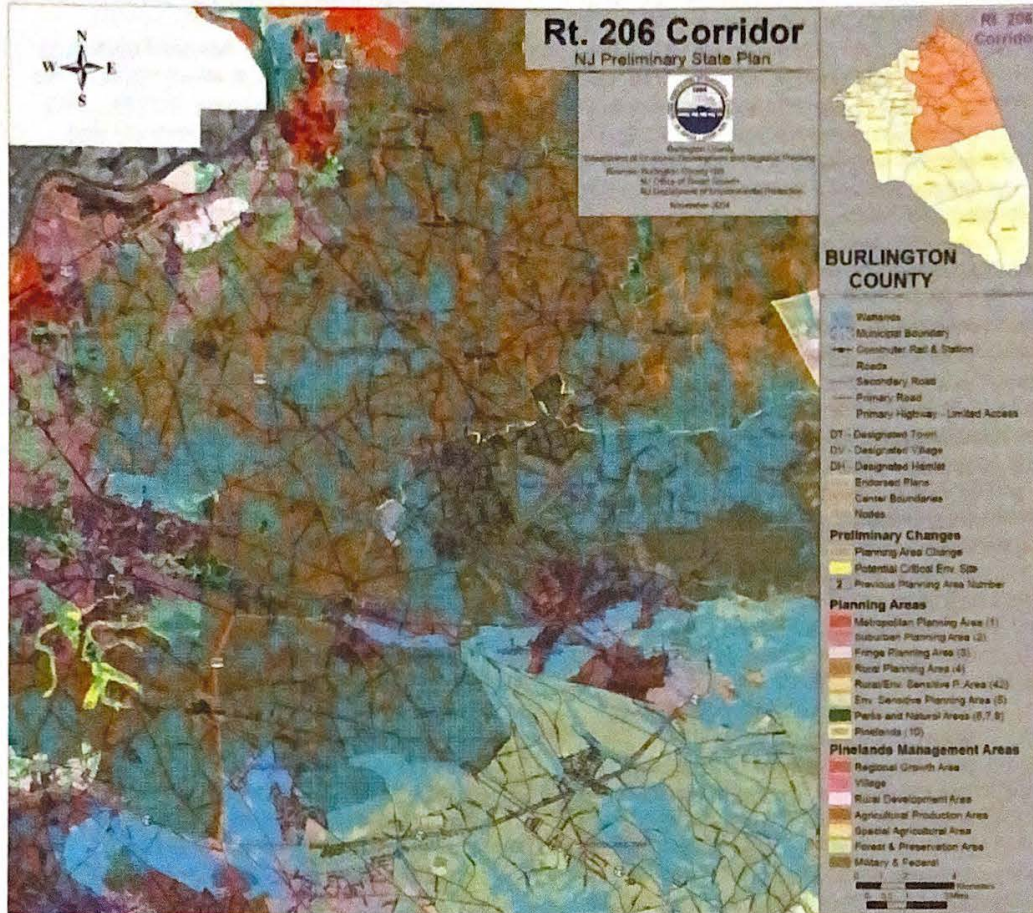
Map 41: State Plan Policy Map



Source: New Jersey State Planning Commission, 2001.

Northern Burlington County Regional Strategic Plan

Map 42: Preliminary State Plan Map, Northern Burlington County



Source: New Jersey State Planning Commission, 2004.

PA1 Metropolitan Planning Area – This planning area includes a variety of communities that range from large urban centers to post – war suburbs. In the PA1 public and private sectors have made enormous investments in buildings and maintaining a wide range of facilities and services to support these communities. These communities have mature settlement patterns resulting in a diminished supply of vacant land and aging infrastructure. In general, a Metropolitan Planning Areas has a density of more than 1,000 persons per square mile; existing public water and

sewer systems; land area of more than one square mile; and a population of not less than 25,000 persons (SDRP, pages 101-103).

PA2 Suburban Planning Area – This planning area is generally located adjacent to PA1 but can be distinguished from it by a lack of high intensity centers and by the availability of vacant developable land. In general, a Suburban Planning Area has a population density of less than 1,000 persons per square mile and land area greater than one square mile and is served by infrastructure or

Northern Burlington County Regional Strategic Plan

readily expandable infrastructure (SDRP, pages 104-107).

PA3 Fringe Planning Area – This planning area is at the edges of the developing Suburban Planning Area. In general, a Fringe Planning Area has a population density of less than 1,000 persons per square mile and land area greater than one square mile. It is served by rural roads and utilities and is generally lacking public wastewater systems (SDRP, pages 107-109).

PA4 Rural Planning Area – This planning area includes large masses of undeveloped land interspersed by sparse residential, commercial and development. Characteristically, it has significant amounts of land currently in agricultural or natural resource production and is predominantly served by rural two-lane roads and individual wells and septic systems. PA4 has a population density of less than 1,000 persons per square mile outside centers and an area greater than one square mile (SDRP, pages 110-113).

PA4B Rural/Environmentally Sensitive Planning Area – This planning area is similar to PA4 except it contains areas outside centers which are environmentally sensitive, i.e., trout production and trout maintenance waters and watersheds, aquifer recharge areas of potable water supply sources, coastal wetlands, prime forested areas, etc. (SDRP, pages 110-116).

PA5 Environmentally Sensitive Planning Area — This planning area has large contiguous land areas with valuable ecosystems and wildlife habitats, i.e., trout production and trout maintenance waters and watersheds, watersheds of potable water supply sources, aquifer recharge areas of potable water supply sources, habitats of populations of endangered or threatened plant or animal species, coastal wetlands, contiguous freshwater wetland systems, prime forest areas, etc. It has a population density of less than 1,000

persons per square mile outside centers and a land area greater than one square mile (SDRP, pages 114-116).

The SDRP delineates the Northern Burlington County planning region as being a part of five planning areas, which include PA1, PA2, PA3, and PA4. (See **Map 42**) The northern and western suburbanized portions of the planning region are delineated as PA1, PA 2 and PA 3, with rural areas in Chesterfield, Mansfield, North Hanover, Southampton and Springfield delineated as PA4. The southeastern portion of the planning region is also delineated as PA4 due to the predominance of farmland.

The SDRP is not created in a vacuum by the State Planning Commission. The SDRP is updated on a periodic basis through a public planning process called "Cross-acceptance." The Cross-acceptance is a formal, periodic cross-comparison of local and county land use and infrastructure plans with the SDRP. The cross-acceptance process is defined by New Jersey State Planning Act of 1985 (N.J.S.A. 52:18A-202.b.). This process is meant to ensure that all New Jersey residents and levels of government have the opportunity to participate and shape the goals, strategies and policies of the State Plan. Through Cross-acceptance, counties work with local governments and residents to compare their local master plans with the State Plan and to identify potential changes that could be made to achieve a greater level of consistency with statewide planning policy.

The SDRP is currently undergoing its second update since it was first adopted in 1992. The first major update was in 2001. The current cross-acceptance process is the third such opportunity to revise State Plan policies to address both existing and emerging local concerns. Burlington County has been an active participant in the current effort to update the SDRP to achieve better consistency between state and county planning policies.

County staff prepared a Cross-acceptance Report to the State Planning Commission that outlines the major findings from discussions with municipalities and presents recommendations for potential changes to the current SDRP. Major recommendations emanating from the

Northern Burlington County Regional Strategic Plan

municipalities within the Northern Burlington County planning region include the following:

- Mansfield Township is proposing to change the Planning Area delineation from PA 2 and PA 3 to PA 5 for the Hedding area in order to better recognize the environmental sensitivity of the area, including Crystal Lake
- Allow for 'Rural Enterprise Zones' in rural areas similar in concept to Urban Enterprise Zones in urban areas. Such a designation with its associated benefits would help promote businesses that support the viability of agriculture.
- Allow for development nodes in rural areas within the context of an endorsed plan. Eastampton and Pemberton townships are advancing this concept for the Rt. 206/North Pemberton Road/Woodlane Road intersection.
- Recognize a development corridor along South Pemberton Road within the context of an endorsed Plan. Pemberton Township is promoting this concept knowing that it will need to collaborate with Southampton Township and Pemberton Borough.
- Recognizing their importance to the local economy, Pemberton Township is promoting a two-mile buffer zone around Fort Dix and McGuire Air Force Base in order to protect them from development encroachment.
- Recognizing the environmental sensitivity of much of Burlington County's Farm Belt, PA 4B is being proposed for large areas in Chesterfield, Mansfield, New Hanover, North Hanover, Springfield, Southampton, and Pemberton townships.
- Wrightstown is proposing the designation of a Town Center within the context of an endorsed plan.

3.2 Burlington County Parks and Open Space Plan

Preserved open space shapes land development patterns. The Burlington County Parks and Open Space Master Plan, completed in 2002 by the County's Department of Resource Conservation with the assistance of the engineering and

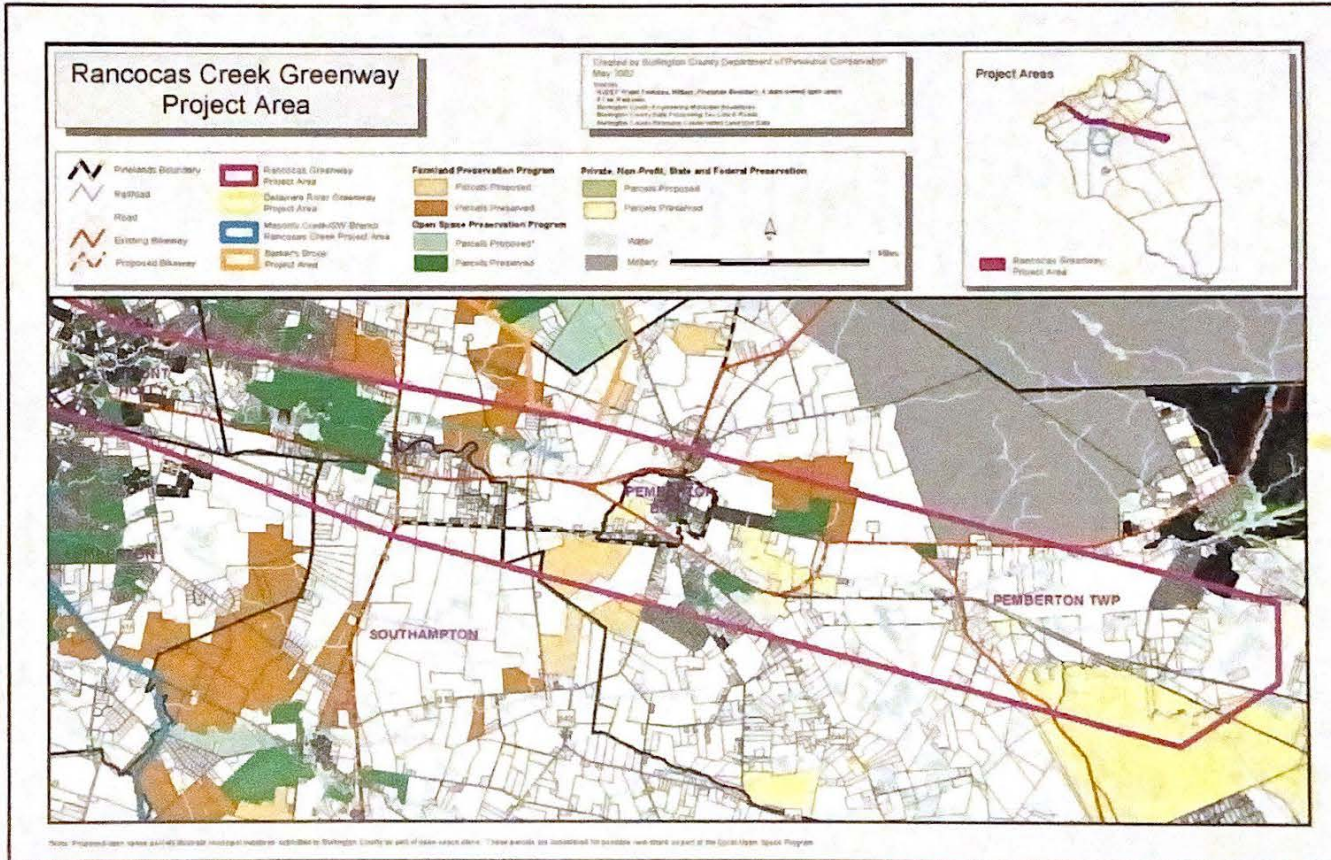
planning firm of Schoor-DePalma, identified existing County open space and a short- and long-term strategy for acquiring open space and developing a parks system that will meet the region's recreation needs. Five project areas were identified to be the near-term focus of the County's preservation and parks development efforts. Only three of these project areas are located within the Northern Burlington County planning region: Rancocas Creek Greenway, Delaware River Greenway, and Barker's Brook.

- **Rancocas Creek Greenway Project Area.** This project area is a 20-mile long interconnected, predominantly off-road trail system envisioned to run along the Rancocas Creek (see **Map 43** and **Map 44**). The trail will run from the Delaware River at Riverside and Delanco to Smithville Regional Park and beyond toward Pemberton and Browns Mills. At several locations, "hub" sites are being developed with various passive recreational amenities. One such hub site is Smithville Regional Park in Eastampton Township, which has seen, or will see, improved trails, a floating walkway on Smithville Lake, picnic areas, playgrounds, wildlife observation blinds, a canoe landing, parking facilities and restrooms.
- **Barker's Brook Project Area.** This project area is predominantly located in Springfield Township, the core of the Burlington County's 'Farm Belt,' and encompasses Arney's Mount, the highest point in Burlington County (see **Map 45**). Activities focus on the promotion of the County's agricultural heritage, and include land that will serve as a permanent home for the Burlington County Farm Fair, and a 'working farm' to promote greater appreciation of the County's agricultural industry. As a complement to its farmland preservation efforts, the County is working to provide recreational trail access to the Farm Belt through the utilization of abandoned railroad rights-of-way and with roadway improvements for bicycle compatibility. Hub site development is envisioned for the Arney's Mount section of Springfield Township.

(Continued on page 73)

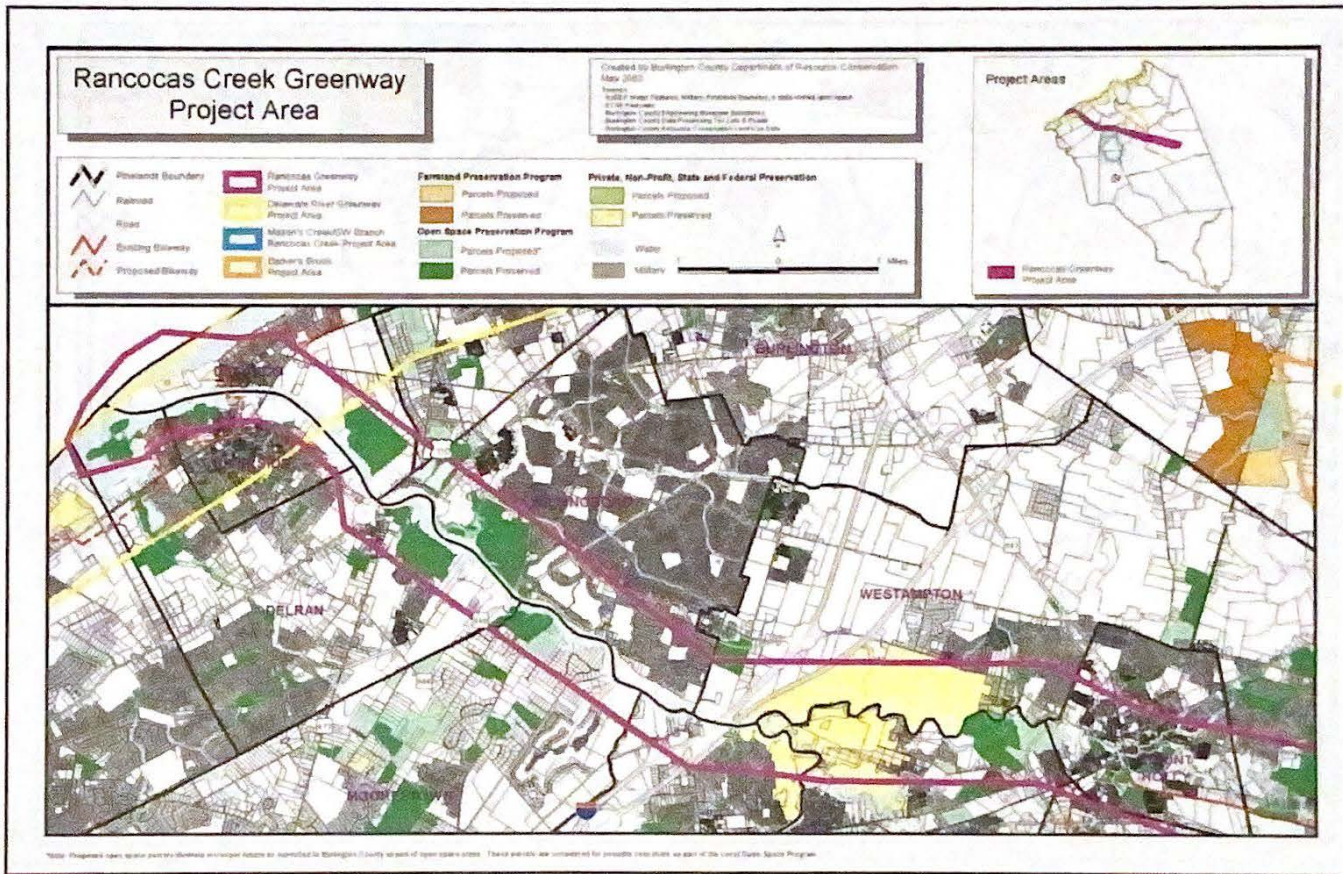
Northern Burlington County Regional Strategic Plan

Map 43: Rancocas Creek Greenway Project Area, Eastern Segment



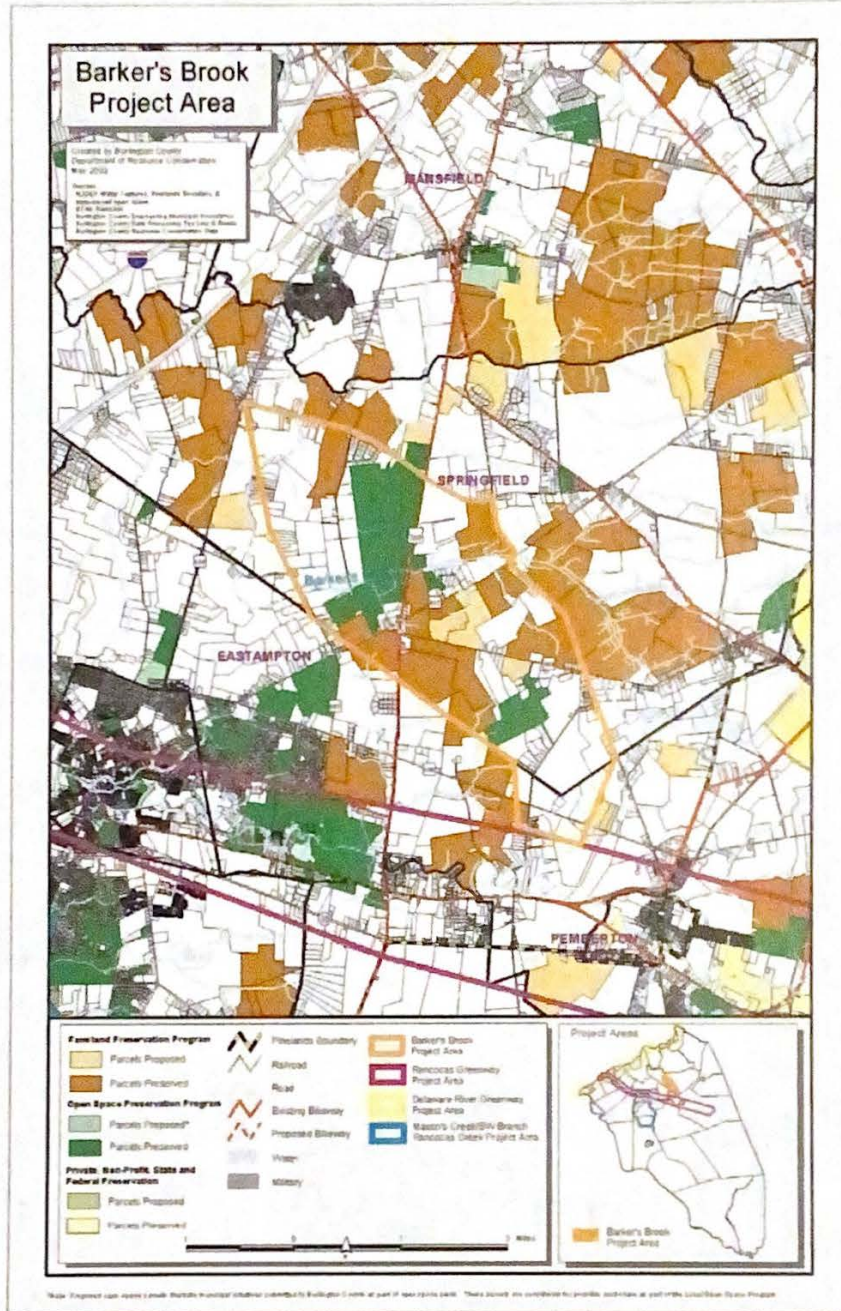
Northern Burlington County Regional Strategic Plan

Map 44: Rancocas Creek Greenway Project Area, Western Segment



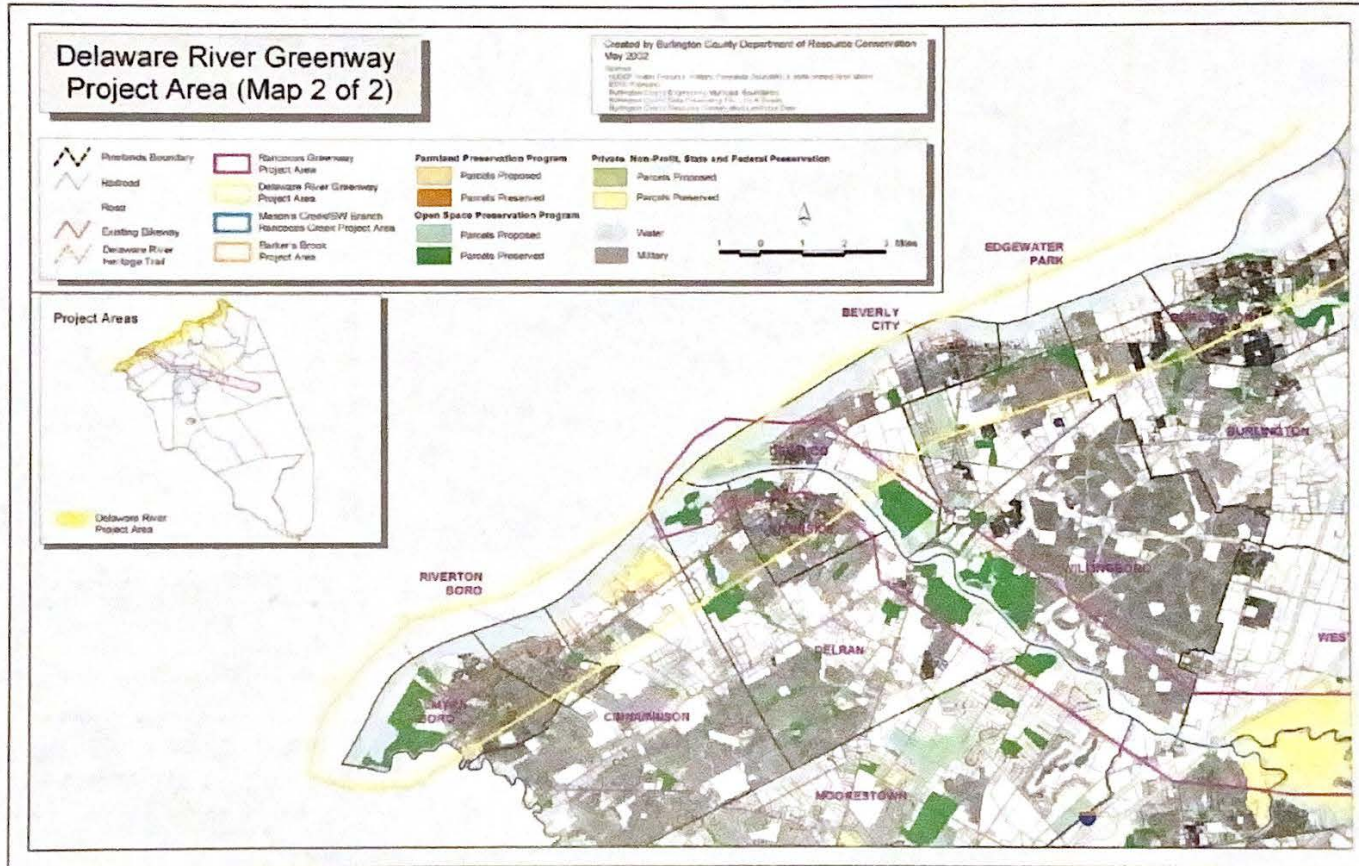
Northern Burlington County Regional Strategic Plan

Map 45: Barker's Brook Project Area



Northern Burlington County Regional Strategic Plan

Map 46: Delaware River Greenway (Southern Segment)



Northern Burlington County Regional Strategic Plan

(Continued from page 67)

- **Delaware River Greenway Project Area.** The Delaware River Greenway (see **Map** and **Map 46**) will provide a north-south complement to the Rancocas Creek Greenway. In cooperation with the National Park Service, riverfront municipalities, and non-profit organizations, Burlington County is helping to develop the Delaware River Heritage Trail, which is proposed to connect Palmyra and Trenton via a 25-mile bicycle/pedestrian trail. This trail parallels the RiverLINE light rail transit system and provides easy public access to all riverfront communities. The project's ultimate goal is to link with a similar trail to be created along the Pennsylvania side of the river, creating a 50-mile loop trail. Municipal spur trails will entice bicyclists and pedestrians to enjoy local attractions. Regional hub sites will focus on water access, island properties, and large, contiguous parcels suitable for park development. Within the Northern Burlington County planning region, the Delaware River Greenway runs through Bordentown City, Bordentown Township and Fieldsboro.

3.3 Steering Committee Initial Visioning Exercise

In January 2002, the Steering Committee undertook an initial visioning exercise to develop a draft land use concept for the region that would guide the remainder of the planning process. During this exercise, general land use types roughly based on the State Development and Redevelopment Plan were identified throughout the planning region. Steering Committee members identified growth areas as well as non-growth areas (see **Map 47**).

Growth areas were identified as existing centers, proposed centers, nodes and residential areas. Existing centers that were identified included: Bordentown City; Cookstown; Chesterfield; Columbus; Crosswicks; Fieldsboro; Hedding; Pemberton Borough; Sykesville; Vincentown; and Wrightstown. Proposed town centers were identified in Bordentown Township and Eastampton Township. Nodes, generally concentrations of non-residential development

were identified in several areas. Commercial nodes, generally retail and commercial uses, were identified in places such as the Route 38/530 corridor in Southampton and Pemberton townships, Route 206 in Eastampton Township, the Columbus Market along Route 206 in Springfield Township, and Routes 130/206 in Bordentown Township. Industrial nodes, generally industrial and office uses were identified in places such as southern Bordentown Township, the vicinity of the New Jersey Turnpike in Mansfield Township, Route 206 in Pemberton Township, and Wrightstown-Cookstown Road in New Hanover Township. An institutional node was identified at the Wagner Youth Correctional Facility in Chesterfield Township. Identified residential areas included existing suburban residential areas in Bordentown Township, Eastampton Township, and Mansfield Township.

Non-growth areas, defined as areas of low intensity uses, included, but were not limited to; farmland and other agricultural uses; open space, parks and preserves; and very low density housing development. The vast majority of the planning region was identified as non-growth.

3.4 Route 206 Visioning Study

The objective of the Route 206 Visioning Study was to serve as a catalyst for community visioning in the Northern Burlington County planning region. In July 2003, residents and business and community leaders from municipalities along the Route 206 corridor were invited to participate in a publicly held Visual Preference Survey® and visioning workshop meeting with the visioning consultant, A. Nelessen Associates, Inc. Through a one-day workshop, participants examined potential transportation, economic development and visual enhancements on and along Route 206 from the Crosswicks Creek in Bordentown Township south to the Red Lion Circle in Southampton Township. Although the results of the visioning workshop have not been officially endorsed by the Burlington County Board of Chosen Freeholders, or by any municipal governing body, they represent a new direction that planning in Northern Burlington County may

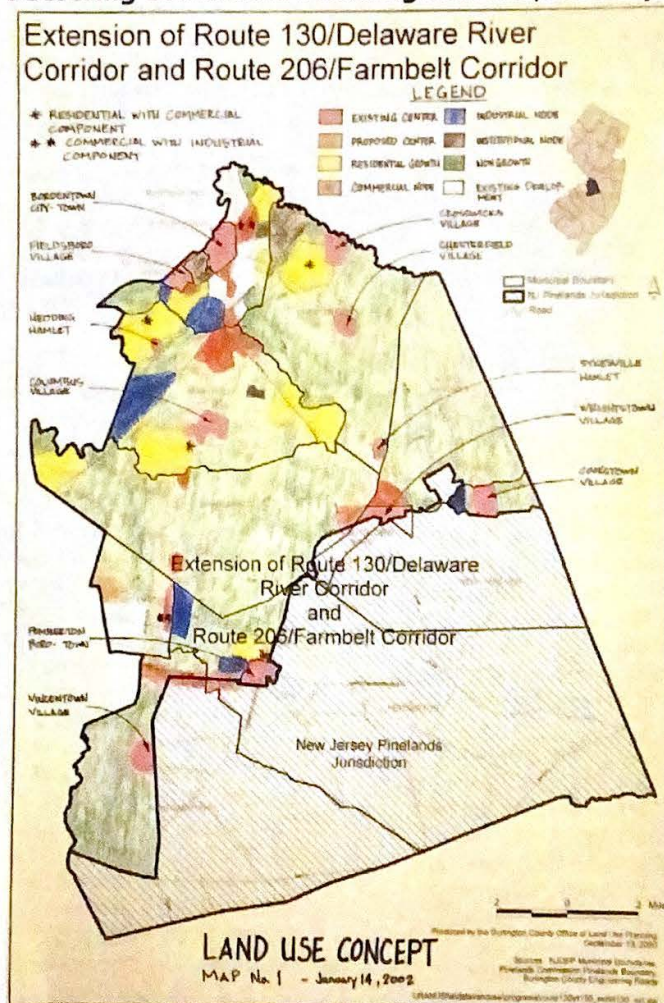
Northern Burlington County Regional Strategic Plan

take under the Smart Growth scenario that is developed for the regional plan.

Based on the observations of the workshop participants, a prototype development plan for the Route 206 corridor was recommended by the consultant that creates four basic categories of future land uses that are functionally and environmentally related. (*Strategic Planning through Public Participation for the Route 206 Farmbelt Corridor*, A. Neessen Associates, Inc., November 2003) Traditional Euclidian zoning that separates land and buildings into numerous

unrelated zones was purposely avoided. In its place a land use system that integrates various land uses while providing greater choices of life quality and development opportunities was employed. The recommended future land uses were labeled using the new national Transect-based planning code. The premise of the Transect is that *all places, to be in balance, must be designed in a logical pattern transitioning from the natural to urban.*

Map 47: Steering Committee Visioning Exercise, January 14, 2002



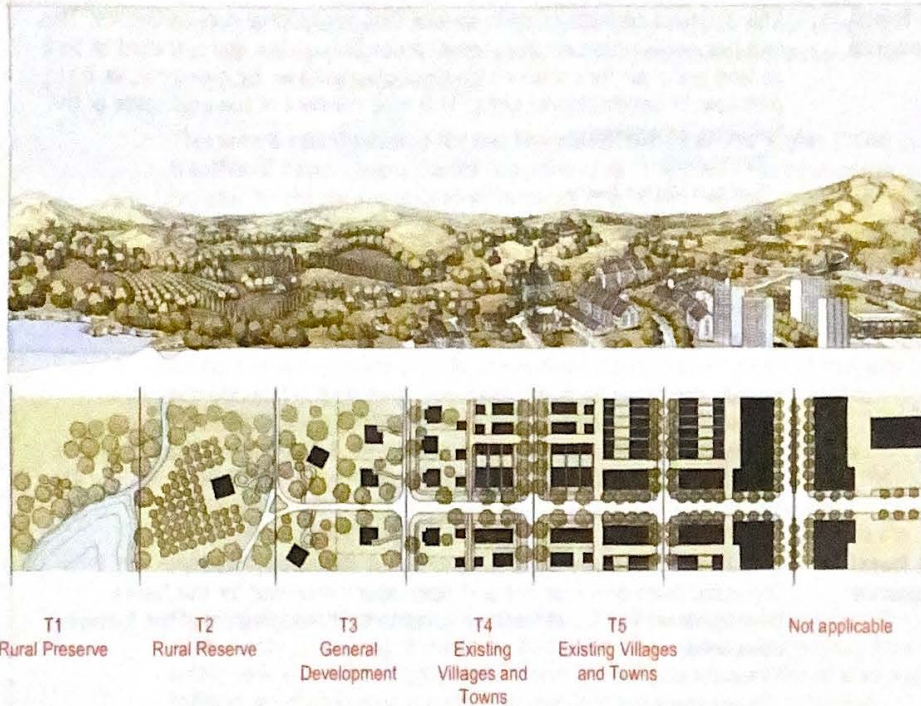
Source: Burlington County Department of Economic Development and Regional Planning, January 2002.

Northern Burlington County Regional Strategic Plan

Exhibit 1: Example of the Transect for Route 206

Example of Transect

Source: DPZ – Smart Code



Source: *Strategic Planning through Public Participation for the Route 206 Farmbelt Corridor, A.* Nelessen Associates, Inc., November 2003.

The Transect is a planning concept that promotes a sustainable urban pattern while protecting landscapes that are considered ecologically and culturally valuable. A Transect is a geographical cross section of a region used to reveal a sequence of environments and urban development patterns that logically relate to each other (see **Exhibit 1**). A Transect typically ranges from the most rural or natural to the most urban. With the Transect, the urban and natural environments can be specified that keep true to their locational character. Each Transect has an urban and rural character that looks and

feels different based on its location but relates logically to other Transects. For example, a farm does not look and feel logical in the middle of a village or town center, multi family housing does not look or feel logical in the middle of a farm, and subdivisions and strip commercial development are not compatible in areas reserved for farms.

Table 13 and **Map 48** below illustrate how the Transects could be applied along Route 206.

Northern Burlington County Regional Strategic Plan

Table 13: Recommended Transects for the Route 206 Corridor

Transect	Description
T1 Rural Preserve	<p>This Transect consists of open spaces that are protected in perpetuity. This includes areas under environmental protection by law and standard as well as land acquired for conservation through purchase, by easement, or by past sale of development rights. This area consists of the aggregate of the following categories:</p> <ul style="list-style-type: none"> Pine Lands Surface Water bodies Protected Wetlands Protected Habitat Riparian corridors Purchased Open space Conservation Easements <p>Local examples include: Delaware River and Crosswicks Creek waterfronts in Bordentown City and Township, Black's Creek, Assiscunk Creek, Springfield Township farmland north of Chambers Corner, South Branch Rancocas Creek and Southampton Township farmland north of Rt. 70.</p>
T2 Rural Reserve	<p>This Transect consists of open spaces that should be, but is not yet, protected from development and open space reserved for the future development. The Rural Reserve consists of the aggregate of the following categories:</p> <ul style="list-style-type: none"> Flood Plains Steep slopes Open space to be acquired Buffers to be acquired Legacy woodlands Legacy farmlands Legacy view sheds <p>This area is recommended for the Transfer of Development Rights (TDR) sending area or transfer of development credits based on existing zoning. The TDR shall be available to be used to exceed the allocated densities of any new village, hamlet or existing village or town within the study area. Once development rights have been transferred from a sending area, that area originally in the Reserve becomes part of the Preserve.</p> <p>Development allowed in Rural Reserve includes Large farms (100+ acres), small farms or land stewardship plots of 50 or more acres, and rural hamlets. Farm clusters with up to two units adjacent to the exiting farm buildings only. This does not include road edge lots.</p> <p>Local examples include: Mansfield Township farmland near Columbus, Mansfield Township farmland south of Columbus, and Southampton Township farmland north of Vincentown.</p>

Northern Burlington County Regional Strategic Plan

Transect	Description
<p>T3 General Development Suburban</p>	<p>This Transect consists of locations that can be both vacant and currently built up in more conventional forms of development. A range of development options includes new villages and hamlets, large lot land stewardship holdings of 6 or more acres on the periphery of the villages, and new villages. New neighborhoods are also recommended if they are an extension of an existing village.</p> <p>This area is recommended for the Transfer of Development Rights (TDR) or transfer of development credits receiving area. The TDR shall be available to be used to exceed the allocated densities of any new village, hamlet or existing village or town within the study area provided that the new development strictly adheres to the design standards of the existing historic villages.</p> <p>Much of this area currently contains classic sprawl development in the pattern of subdivisions or strip commercial development. Much of this will remain until it is redeveloped. Detailed analysis should be conducted to determine those areas in present need or potentially future need for redevelopment. A significant amount of land will fall into this category. Specific plans should be developed for each of these sites particularly the larger sites. Encouragement for additional parking lot screening and landscaping should be pursued if and when improvements are made to the existing buildings.</p> <p>Infill housing is highly recommended including senior citizens housing (62+), multi-family consisting of duplexes and small lot single-family housing. New retail, civic uses and employment should be limited to the center of a village. Infilling of existing strip commercial uses are encouraged and extensive landscaping of front yards and parking lots are required.</p> <p>Local examples include: Residential areas in Bordentown Township, Columbus Market, Chambers Corner, and the Red Lion Circle.</p>
<p>T4 - T5 Existing Villages and Towns</p>	<p>This Transect consists of existing villages and towns. These should be marketed at tourist destinations, restaurants, bed and breakfasts and historic related retail. Infill and redevelopment is highly recommended provided that any new development strictly adheres to the design character, scale and details of the existing historic vernacular architecture and the scale and character of the street. Typical suburban street standards are not allowed.</p> <p>Infill housing is highly recommended including senior citizens housing (62+), multi-family consisting of duplexes and small lot single-family housing. New retail, civic uses and employment should be limited to the center of a village.</p> <p>Pedestrian and streetscape enhancements are recommended.</p>

Northern Burlington County Regional Strategic Plan

Transect	Description
	<p>This area is also recommended for the Transfer of Development Rights (TDR) receiving area. The TDR shall be available to be used to exceed the allocated densities of the village or town with the study area provided that the new development strictly adheres to the design standards of the existing historic villages.</p> <p>Local examples include: City of Bordentown, Columbus, and Vincentown.</p>

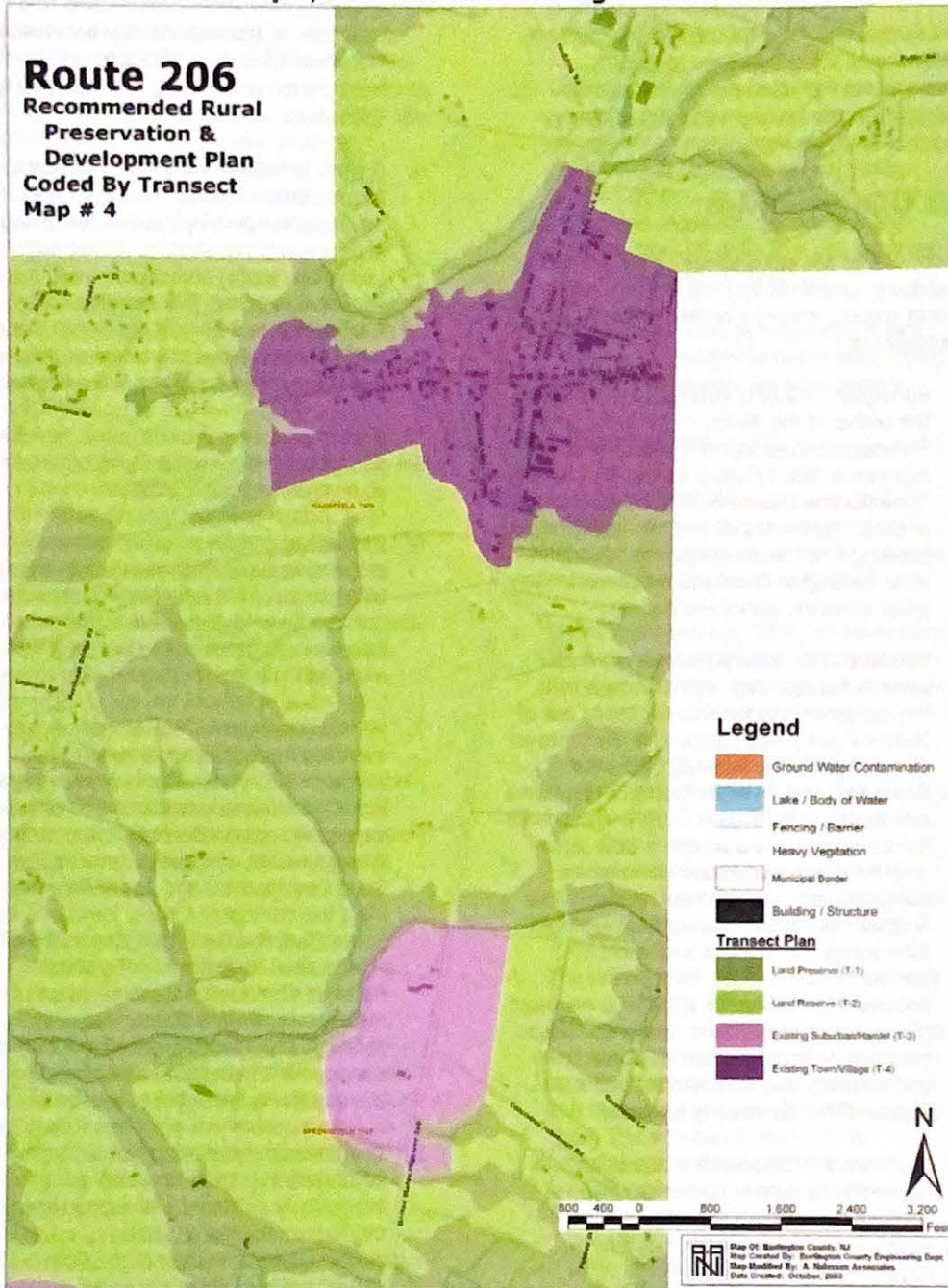
3.5 Land Use Management Plan

Building upon the vision and recommended transect concept provided in the Route 206 Visioning Study described above, a consultant team led by the planning firm of Brown and Keener Bressi was commissioned to prepare a Smart Growth Land Use Management Plan for the entire Northern Burlington County planning region. Working with county staff, the Steering Committee, and other representatives from local and state agencies, the consultant is charged with preparing a plan that recommends the physical organization and arrangement of land uses in the planning region. Specifically, the plan

will provide a vision statement that articulates the overall visual image of what the municipalities want for the planning region; identify goals and objectives that define and support the vision; and set forth recommendations for achieving the vision based on the respective goals and objectives for the vision. The plan will include an implementation agenda for state, county and municipal governments, identifying initiatives and actions needed to accomplish the vision. It is the intention of the plan to influence the preparation and adoption of local master plans and development regulations for achieving the Smart Growth vision for the planning region.

Northern Burlington County Regional Strategic Plan

Map 48: Transect Example, Rt. 206 from Hedding Rd. South to Columbus Mkt.



Source: Strategic Planning through Public Participation for the Route 206 Farmbelt Corridor, A. Nelesen Associates, Inc., November 2003.

Northern Burlington County Regional Strategic Plan

4.0 Analysis

This section analyzes the current development patterns and policy initiatives to identify opportunities and obstacles that should be addressed in the Northern Burlington County Regional Strategic Plan.

4.1 Opportunities

Opportunities are key findings of the analysis describing conditions that the regional plan should protect, enhance or take advantage of (capitalize on).

1. Burlington County is strategically located in the center of the Boston-New York-Philadelphia-Washington Corridor. Prime highway access provided by the New Jersey Turnpike and Interstate 295, US Routes 130 and 206, NJ Routes 38 and 70, and now passenger rail service along the RiverLINE, allow Burlington County to reach markets in other counties, states and nations.
2. The RiverLINE light rail service is a major asset in the planning region for capturing the residential market that is coming out of Mercer County. With stations in Bordentown City and in nearby Roebing (Florence Township), the RiverLINE attracts employers into Northern Burlington County whose work forces in central and southern New Jersey and Philadelphia have become more accessible, and attracts new residents into Northern Burlington County from northern New Jersey job markets accessible by commuter rail services. There are opportunities to provide shuttle bus services that serve employers and residents in close proximity to these stations at Bordentown and Roebing that may want to utilize the RiverLINE for commuting purposes.
3. Increases in transportation accessibility of the region to outside consumers and markets through the RiverLINE and advancing development in neighboring regions (such as along NJ Route 70 in Evesham and Medford and along US Route 130 in Mercer County) may attract economic development near the borders of the region, especially in Bordentown City and Township, Mansfield Township, Wrightstown Borough, North Hanover Township, and Southampton Townships.
4. Growth pressures are likely to be sustained for the foreseeable future, as current pressures for development are diverse both in direction (from all sides except the immediate south) and causes (northern and central New Jersey real estate markets, Philadelphia and Bucks County real estate markets, the Jersey Shore housing market and Federal investment in military bases).
5. Growth pressures provide public recognition, political and civic support, and urgency for planning for "smart growth."
6. Increase in growth pressures bid up property values, which can be harnessed to offset costs of increased infrastructure and community amenities provided by new development as well as to increase municipal and county property tax revenues.
7. With approximately 74% of its land area classified as agriculture or vacant, the Northern Burlington County planning region is still relatively undeveloped and can still shape the region's development patterns through smart, sustainable growth. The State Development and Redevelopment Plan, the Burlington County Parks and Open Space Plan, the Burlington County Farmland Preservation Program and the State Planning Commission's endorsement of the Northern Burlington County Regional Strategic Plan can clearly define future land development patterns and reinforce corresponding municipal initiatives.
8. The Transect approach proposed in the 2003 Visioning Study provides an increasingly validated and supported legal mechanism for municipalities to manage mixtures and intensities of uses and patterns of land development in northern Burlington County.

Northern Burlington County Regional Strategic Plan

9. The Northern Burlington County planning region is the heart of Burlington County's "Farm Belt," where substantial public monies have already been invested in preserving more than 18,000 acres of farmland in the planning region. Burlington County's success in farmland preservation will easily allow the County to continue to make strategic easement purchases throughout the planning region in order to preserve the necessary land base for agriculture to remain viable in the future.
10. Growth patterns that preserve farmland and open space will help to sustain aquifer recharge and water supply capacity for agriculture, economic development and residents.
11. Redevelopment opportunities exist in several locations throughout the Northern Burlington County planning region. The highway corridors formed by US Routes 130 and 206 in the Greater Bordentown area offer prime examples. They are regional commercial corridors that are characterized mostly by strip commercial development, some of it obsolete or underutilized. However, they are located in a strong regional market influenced by Mercer County and points north, making them candidates for redevelopment. Wrightstown, along with a portion of neighboring New Hanover and North Hanover townships, also provides an example of a redevelopment opportunity.
12. The Delaware River and its tributaries (particularly the Crosswicks Creek and the Rancocas Creek) and the Pinelands offer unique opportunities for a high-amenity balance of housing, recreational and commercial development and environmental preservation, including establishing a system of greenways along the waterways, which Burlington County is already undertaking along the Delaware River and Rancocas Creek.
13. The 2005 BRAC recommendations indicate that the military missions at Fort Dix, McGuire Air Force Base and Lakehurst Naval Air Engineering Station will be enhanced. If implemented as proposed, this joint-use 'Megabase' will provide long-term economic development opportunities for the communities that surround it.
14. Demographic trends favoring smaller housing units (fewer family households in all age groups) provide markets for rehabilitating housing and revitalizing existing centers, as well as for creating new higher and moderate density housing (ranging from 20 units to 1 unit per acre) in new and expanded centers.
15. Opportunities exist to locate and create economic development nodes with impacts isolated from residential development.

4.2 Obstacles

Obstacles are key findings of the analysis describing conditions that the regional plan should counteract, resolve, or identify ways to work around (but not avoid or ignore).

1. Eighty-eight percent (88%) of developable lands (94% of residential) in the Northern Burlington County planning region are zoned for lots of 3 acres or more in size.
2. Residential neighborhoods in rural communities are built at fairly low densities, usually at 1 – 2 dwelling units per acre.
3. Population forecasts have the Northern Burlington County planning region reaching residential build-out by the year 2025.
4. The tax base for many rural communities relies principally on residential land uses, placing greater degrees of fiscal stress upon the communities. New residential growth increases demands on municipal services and the school system, thus, increasing local costs. The immediate response to addressing this fiscal issue is to attract non-residential development, i.e., commercial, office and industrial uses.

Northern Burlington County Regional Strategic Plan

5. At build-out, the Northern Burlington County planning region could potentially see 94 million square feet of new non-residential development, which translates into over 200,000 new jobs. This would nearly double the employment base of all of Burlington County. For Mansfield Township alone, build-out would yield 40 million square feet of non-residential floor area and 101,000 new jobs. This capacity is far out of balance with the market, as forecasted employment growth for the region is only 8,659 jobs by the year 2025.
6. Municipal master plans and zoning ordinances often fail to visualize agriculture as a productive land use in its own right. The viability and permanence of the agricultural industry is undercut by plans and ordinances that regard agriculture as a transient, 'underdeveloped' land use, with farms often classified as 'open space' or 'vacant land' being held for future development.
7. Municipal and/or public support is currently lacking in rural areas for growth-supporting infrastructure that can support higher residential densities, such as community wastewater treatment systems, including not only conventional sanitary sewer systems but on-tract systems such as shared, fixed-capacity community septic systems that can redirect and focus growth while permanently preserving farm lands and open space.
8. The ability or willingness of government agencies to respond with changes in land use and infrastructure plans, infrastructure projects, development ordinances and budgetary resources continues to lag far behind private sector market research, project planning and advancement of development applications. Abilities for guiding growth are diminishing as development review draws time and resources from planning, and stalemates in project review only reduce the affordability of development as potential investments by developers into the community are diverted to banks for financing costs.
9. Growing regional and local traffic volumes on the principal travel routes in the planning region conflict with needs of farmers to move their equipment along many of the same roads. The growing difficulty of sharing the road with commuters threatens the viability of agriculture in Burlington County's Farm Belt.
10. The concept of growth corridors has not been fully embraced by the State Plan at this time; but they exist throughout New Jersey and cannot be ignored. Several development corridors can be found in the Northern Burlington County planning region. Other highway corridors have the potential to become development corridors. Existing and potential growth corridors need to be redesigned, and traffic flows and land uses (traffic generators) distributed, to ensure capacity for increasing commuter, shopper and pleasure traffic, as well as to increase efficiency and safety for movement of large farm vehicles along designated farm routes.
11. The future missions of Fort Dix and McGuire Air Force Base have, in recent years, provided a sense of economic uncertainty to the municipalities that surround these military facilities. Although the recent Base Realignment and Closure Commission (BRAC) 'Megabase' concept appears to be favorable to the continued and enhanced missions at Fort Dix and McGuire, a past history of cutbacks still casts a shadow on the long-term viability of these facilities.
12. The post-9/11 closing of some roads, including county roads, through the Fort Dix/McGuire complex has had negative economic and traffic impacts on the communities that surround the military bases.
13. Proximity to military bases requires land use management to reduce encroachment by future development into zones of safety hazard (such as flight paths) and nuisances (traffic and noise).

Northern Burlington County Regional Strategic Plan

14. There are approximately 127 brownfield sites (with existing or perceived contamination) in the Northern Burlington County planning region. Near term market pressures are not likely to be strong enough to accelerate privately funded cleanup of brownfield sites.
15. Significant amounts of wetland (37,000 acres) and floodplain (20,500 acres) areas characterize the region.
16. Protected habitats of State and Federal-designated endangered and threatened plant and animal species are found throughout the Northern Burlington County planning region.
17. Eastern portions of the planning region are within a water supply critical area with a limited ability to support growth.
18. Much of the region is characterized by high water tables and surface waters (and water table aquifers) of limited capacity to assimilate additional wastewater flows.
19. Increased demand for land development will raise costs for preserving farmland and open space.
20. Dams for recreational lakes and agricultural water supply, and recent catastrophic failures of some of these dams, require substantial investment in both facilities improvement and in flood plain management and hazard mitigation.
21. Needs for active recreation and local neighborhood and community recreation opportunities may not be adequately addressed in regional development patterns unless they are better integrated into the Burlington County Parks and Open Space Plan and the Burlington County Farmland Preservation Program.
22. Most agricultural municipalities do not have farmland preservation elements in their master plans that address the land use issues affecting agriculture.

Northern Burlington County Regional Strategic Plan

5.0 Conclusions and Recommendations

The consideration of opportunities and obstacles yields conclusions and recommendations for inclusion in the regional strategic plan.

5.1 Conclusions

The analysis of opportunities and obstacles yields a series of conclusions that are a basis for action:

1. The zoned development potential of the Northern Burlington County planning region will not allow it to maintain its predominantly rural character and will likely harm the viability of agriculture.
2. Current zoned residential development densities in the rural communities do not seem to support the development of centers. Existing residential zoning in the planning region appears to promote sprawl.
3. The Northern Burlington County planning region appears to be over-zoned for non-residential uses. The non-residential build-out potential is not likely to occur anytime within the next 50 years, nor is it likely to be desirable from a quality of life standpoint.
4. As the Northern Burlington County region reaches residential build-out, there will be an increasing demand to rezone non-residential lands to residential uses.
5. Environmental constraints, such as wetlands, floodplains, high water tables, critical water supplies and endangered species habitats, separately, or in concert with one another, have the ability to determine where future development can occur, of what uses and of what intensities.
6. Greenways can establish links between parks and open spaces and residential areas that are amenities adding to the region's quality of life.
7. More than just the preservation of the farmland base is necessary to keep agriculture viable. Planning for agriculture needs to occur at the municipal, county and state levels. Local planning for agriculture and state and county economic development initiatives aimed toward agriculture industry will be keys to protecting the public investment already made in farmland base. This would not only complement existing "right-to-farm" ordinances, but also ensure appropriate public perceptions of agricultural operations and limit the potentially severe negative traffic congestion impacts of new employees resulting from the conversion of farmland to commercial or industrial uses.
8. Development corridors exist throughout the Northern Burlington County planning region and cannot be ignored. Properly planned, and in appropriate locations, development corridors can be an appropriate way to organize growth. Highway access management plans need to be developed for these corridors.
9. Development nodes exist throughout the Northern Burlington County planning region. Almost always, they are located at the intersections of major roads. Properly planned, and in appropriate locations, development nodes can be appropriate ways to organize growth.
10. The 'megabase' concept for Fort Dix, McGuire Air Force Base and Lakehurst Naval Air Engineering Station is a significant federal government statement about the long-term viability of these facilities. The reported \$300 million investment in these facilities and 2,000 additional military personnel are not insignificant and need to be factored into local planning decisions.

Northern Burlington County Regional Strategic Plan

5.2 Recommendations

A series of recommendations is advanced in response to the preceding opportunities, obstacles and conclusions. Each recommendation may support one or more actions.

1. Adopt a new development strategy with a system of centers and corridors as its basis instead of sprawl, or spread out, development.
2. Replace existing zoning with provisions and mechanisms that inevitably establish growth patterns that are consistent with regional and local plans, with quality of life goals and objectives, and with landowner equity.
3. Advance mechanisms such as cluster development, non-contiguous parcel density transfer and transfer of development rights to support more concentrated development jointly with increased preservation of farmland and protection of environmentally sensitive lands through private market activities.
4. Establish higher development densities and wastewater management systems where centers and nodes become the growth organizing principle for rural communities.
5. Prepare new, or update existing, municipal environmental resource inventories to determine what important environmental resources need to be protected from development and to guide development to areas where adverse environmental impacts are minimal.
6. Coordinate municipal development and infrastructure activities with Burlington County's open space initiative in developing a regional greenway system through the regional strategic plan.
7. Recognize agriculture as an "industrial" use in municipal master plans and zoning ordinances based on the similarities between agricultural and industrial operations with regard to noise, odors, traffic and other impacts, and support county and state economic development initiatives aimed toward maintaining the economic (business) viability of agriculture.
8. Establish farmland preservation elements in the master plans of municipalities in the Northern Farm Belt and the Southern Farm Belt sub-regions that both target parcels of land for preservation and address the land use issues that impacts the economic viability of agriculture.
9. Diversify local economies in municipalities surrounding Fort Dix and McGuire Air Force Base to avoid depending on the military for their economic futures, despite the proposed \$300 million 'Megabase' investment.
10. Identify areas in need of redevelopment and prepare municipal redevelopment plans in accordance with the Local Redevelopment and Housing Law.
11. Provide technical and financial resources to support municipal efforts to update and refine municipal master plans, capital improvement plans and development ordinances that are consistent with their long-term vision.
12. Prepare and update municipal wastewater management plans that promote development in centers at appropriate densities.
13. Prepare corridor development plans for existing and potential growth corridors that incorporate and manage growth corridors within the network of towns, villages, hamlets and nodes, and
14. Develop standards for creating development nodes to ensure they are mixed-use, minimize land consumption and automobile use, and managed within the network of towns, villages, hamlets and growth corridors.

Northern Burlington County Regional Strategic Plan

6.0 Implementation Strategy

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. This technical report is not in itself a strategic plan; rather, it advances an implementation strategy consisting of identified actions, criteria for prioritization, and an implementation agenda for consideration in preparing the Northern Burlington County Regional Strategic Plan.

The Action Items in **Table 14** are recommended for inclusion in the implementation agenda for the Northern Burlington County Regional Strategic Plan.

6.1 Actions

A series of specific actions are defined in the Implementation Agenda (Section 6.3) to implement each of the Recommendations advanced in the previous section.

6.2 Prioritization

Actions are given priority within the Implementation Agenda (Section 6.3) 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.

The result of this prioritization analysis is a time frame for implementation, expressed in years from adoption of the regional strategic plan.

6.3 Implementation Agenda

The core of the Implementation Strategy is the Implementation Agenda, which is a chart that assigns recommended actors, timelines and, potentially, resources to each action item for follow through.

Northern Burlington County Regional Strategic Plan

Table 14: Recommended Implementation Agenda for Regional Development Patterns

Action Item	Recommendations Implemented	Actors	Resources	Time Frame
Establish and maintain local environmental commissions.	5	<ul style="list-style-type: none"> • All Municipalities • Burlington County Department of Resource Conservation • NJDEP 	<ul style="list-style-type: none"> • NJDEP • Association of NJ Environmental Commissions (ANJEC) • Municipal budgets 	1 Year
Strengthen local right-to-farm ordinances.	7, 8	<ul style="list-style-type: none"> • Chesterfield Twp. • Mansfield Twp. • New Hanover Twp. • North Hanover Twp. • Pemberton Twp. • Southampton Twp. • Springfield Twp. • Burlington County Department of Resource Conservation • Burlington County Department of Economic Development and Regional Planning • NJ Department of Agriculture 	<ul style="list-style-type: none"> • NJ Department of Agriculture, Planning Incentive Grants • Municipal budgets 	1 Year
Modify county and state economic development initiatives in order to address the business needs of agriculture.	7, 8, 11	<ul style="list-style-type: none"> • Chesterfield Twp. • Mansfield Twp. • New Hanover Twp. • North Hanover Twp. • Pemberton Twp. • Southampton Twp. • Springfield Twp. • Burlington County Department of Resource Conservation • Burlington County Department of Economic Development and Regional Planning • NJ Department of Agriculture 	<ul style="list-style-type: none"> • NJ Department of Agriculture • NJ Economic Development Authority • NJ Department of Commerce, Economic Development and Tourism • Burlington County Board of Chosen Freeholders • Burlington County Bridge Commission • Municipal budgets 	1 Year

Northern Burlington County Regional Strategic Plan

Action Item	Recommendations Implemented	Actors	Resources	Time Frame
Create local agricultural advisory committees.	8	<ul style="list-style-type: none"> • Chesterfield Twp. • Mansfield Twp. • New Hanover Twp. • North Hanover Twp. • Pemberton Twp. • Southampton Twp. • Springfield Twp. • Burlington County Department of Resource Conservation • Burlington County Department of Economic Development and Regional Planning • NJ Department of Agriculture 	<ul style="list-style-type: none"> • Municipal budgets 	1 Year
Provide technical and financial resources to support municipal efforts to update and refine their master plans, capital improvement plans and development ordinances, and to prepare redevelopment plans, to be more consistent with the long-term local and regional development strategy.	10, 11	<ul style="list-style-type: none"> • Burlington County Department of Economic Development and Regional Planning • NJ Office of Smart Growth. • NJ Department of Environmental Protection • NJ Department of Transportation • Delaware Valley Regional Planning Commission. 	<ul style="list-style-type: none"> • US Environmental Protection Agency Smart Growth Program • NJ Office of Smart Growth, Smart Futures Grants • NJ Department of Environmental Protection • NJ Department of Transportation, Transportation Enhancements Program • Delaware Valley Regional Planning Commission, Annual Transportation Improvement Program • Burlington County Board of Chosen Freeholders • Municipal budgets 	1 Year
Conduct community visioning workshops.	1, 2, 3, 4, 6, 11, 13, 14	<ul style="list-style-type: none"> • All Municipalities • Burlington County Department of Economic Development and Regional Planning • NJ Office of Smart Growth 	<ul style="list-style-type: none"> • NJDCA Smart Futures Grants • Burlington County Bridge Commission • Burlington County Board of Chosen Freeholders • Municipal budgets 	2 Years

Northern Burlington County Regional Strategic Plan

Action Item	Recommendations Implemented	Actors	Resources	Time Frame
Perform local and regional market studies for economic development.	2, 7, 8, 9, 10, 11, 14	<ul style="list-style-type: none"> • Eastampton Twp. • Mansfield Twp. • Pemberton Twp. • Southampton Twp. • Springfield Twp. • Burlington County Department of Economic Development and Regional Planning • NJ Economic Development Authority • NJ Department of Labor • NJ Department of Commerce, Economic Development and Tourism 	<ul style="list-style-type: none"> • NJ Economic Development Authority • NJ Office of Smart Growth, Smart Futures Grants • NJ Department of Commerce, Economic Development and Tourism • NJ Department of Transportation • Delaware Valley Regional Planning Commission • Burlington County Bridge Commission • Burlington County Board of Chosen Freeholders • Municipal budgets 	2 Years
Develop regional and local economic development strategies.	2, 7, 8, 9, 10, 11, 14	<ul style="list-style-type: none"> • Eastampton Twp. • Mansfield Twp. • Pemberton Twp. • Southampton Twp. • Springfield Twp. • Burlington County Department of Economic Development and Regional Planning 	<ul style="list-style-type: none"> • NJ Economic Development Authority • NJ Office of Smart Growth, Smart Futures Grants • NJ Department of Commerce, Economic Development and Tourism • Delaware Valley Regional Planning Commission • Burlington County Bridge Commission • Burlington County Board of Chosen Freeholders • Municipal budgets 	3 Years
Prepare environmental resource inventories.	5	<ul style="list-style-type: none"> • Municipalities • Burlington County Department of Resource Conservation • Burlington County Department of Economic Development and Regional Planning • NJDEP • DVRPC 	<ul style="list-style-type: none"> • NJDEP • Association of NJ Environmental Commissions (ANJEC) • Burlington County Board of Chosen Freeholders • Municipal budgets 	3 Years

Northern Burlington County Regional Strategic Plan

Action Item	Recommendations Implemented	Actors	Resources	Time Frame
Prepare farmland preservation master plan elements.	8	<ul style="list-style-type: none"> • Chesterfield Twp. • Mansfield Twp. • New Hanover Twp. • North Hanover Twp. • Pemberton Twp. • Southampton Twp. • Springfield Twp. • Burlington County Department of Resource Conservation • Burlington County Department of Economic Development and Regional Planning • NJ Department of Agriculture 	<ul style="list-style-type: none"> • NJ Department of Agriculture, Planning Incentive Grants • Municipal budgets 	3 Years
Prepare corridor development plans (including scenic byway management plans) for appropriate growth corridors.	9, 13	<ul style="list-style-type: none"> • Bordentown City • Bordentown Twp. • Mansfield Twp. • Pemberton Twp. • Southampton Twp. • Burlington County Department of Economic Development and Regional Planning • Burlington County Department of Engineering • NJ Department of Community Affairs, Office of Smart Growth • NJ Department of Transportation 	<ul style="list-style-type: none"> • US Environmental Protection Agency Smart Growth Program • NJ Office of Smart Growth, Smart Futures Grants • NJ Department of Environmental Protection • NJ Department of Transportation • Delaware Valley Regional Planning Commission • Burlington County Board of Chosen Freeholders • Municipal budgets 	3 Years
Update municipal master plans and zoning ordinances.	1, 2, 3, 4, 7, 8, 11	<ul style="list-style-type: none"> • Municipalities • Burlington County Department of Economic Development and Regional Planning • NJ Office of Smart Growth 	<ul style="list-style-type: none"> • NJDCA Smart Futures Grants • Burlington County Board of Chosen Freeholders • Municipal budgets 	4 Years

Northern Burlington County Regional Strategic Plan

Action Item	Recommendations Implemented	Actors	Resources	Time Frame
Create standards to guide new economic and mixed-use development in nodes.	2, 7, 8, 9, 10, 11, 14	<ul style="list-style-type: none"> • Eastampton Twp. • Mansfield Twp. • Pemberton Twp. • Southampton Twp. • Springfield Twp. • Burlington Co. Dept. of Economic Development and Regional Planning • Burlington Co. Engineer • NJ Office of Smart Growth • NJ Dept. of Transportation 	<ul style="list-style-type: none"> • NJ Office of Smart Growth • NJ Department of Transportation • Delaware Valley Regional Planning Commission • Burlington County Board of Chosen Freeholders • Municipal budgets 	4 Years
Adopt local cluster noncontiguous parcel density transfer and TDR ordinances.	3	<ul style="list-style-type: none"> • Mansfield Twp. • North Hanover Twp. • Pemberton Twp. • Southampton Twp. • Springfield Twp. • Burlington Co. Dept. of Resource Conservation • Burlington Co. Dept. of Economic Development and Regional Planning • NJ Office of Smart Growth 	<ul style="list-style-type: none"> • NJDCA Smart Futures Grants • Burlington County Board of Chosen Freeholders • Municipal budgets 	4 Years
Update wastewater management plans.	4, 12	<ul style="list-style-type: none"> • Mansfield Twp. • New Hanover Twp. • North Hanover Twp. • Pemberton Borough • Pemberton Twp. • Southampton Twp. • Springfield Twp. • Wrightstown • NJDEP • DVRPC Tri-county Water Quality Management Board • Burlington County Department of Resource Conservation • Burlington County Department of Economic Development and Regional Planning 	<ul style="list-style-type: none"> • NJ Department of Environmental Protection • Delaware Valley Regional Planning Commission • Burlington County Board of Chosen Freeholders • Municipal budgets 	4 Years

Northern Burlington County Regional Strategic Plan

Action Item	Recommendations Implemented	Actors	Resources	Time Frame
Develop highway access management plans.	9, 13	<ul style="list-style-type: none"> • Bordentown City • Bordentown Twp. • Mansfield Twp. • Pemberton Twp. • Southampton Twp. • Burlington County Department of Economic Development and Regional Planning • Burlington County Department of Engineering • NJ Department of Community Affairs, Office of Smart Growth • NJ Department of Transportation 	<ul style="list-style-type: none"> • NJ Department of Transportation • Delaware Valley Regional Planning Commission • Burlington County Board of Chosen Freeholders • Municipal budgets 	4 Years
Revise zoning and land development ordinances to support mixed-use development in nodes.	2, 7, 8, 9, 10, 11, 14	<ul style="list-style-type: none"> • Eastampton Twp. • Mansfield Twp. • Pemberton Twp. • Southampton Twp. • Springfield Twp. • Burlington Co. Dept. of Economic Development and Regional Planning • Burlington Co. Engineer • NJ Office of Smart Growth • NJ Dept. of Transportation 	<ul style="list-style-type: none"> • NJ Office of Smart Growth • NJ Department of Transportation • Delaware Valley Regional Planning Commission • Burlington County Board of Chosen Freeholders • Municipal budgets 	6 Years
Revise zoning and land development ordinances to support implementation of the corridor development plan and highway access management plan.	9, 13	<ul style="list-style-type: none"> • Bordentown City • Bordentown Twp. • Mansfield Twp. • Pemberton Twp. • Southampton Twp. • Burlington County Department of Economic Development and Regional Planning • Burlington County Department of Engineering • NJ Department of Community Affairs, Office of Smart Growth • NJ Department of Transportation 	<ul style="list-style-type: none"> • NJ Office of Smart Growth, Smart Futures Grants • NJ Department of Transportation • Delaware Valley Regional Planning Commission • Burlington County Board of Chosen Freeholders • Municipal budgets 	6 Years

Northern Burlington County Regional Strategic Plan

7.0 Appendix

7.1 References

- A. Nelessen Associates. *Strategic Planning through Public Participation for the Route 206 Farmbelt Corridor*, Belle Mead, NJ. November 17, 2003.
- Adams, Rehmann and Heggan Associates. *Master Plan of Pemberton Borough, Burlington County, New Jersey*, Hammonton, NJ. May 1978.
- Alvin E. Gershen Associates, Inc. *Pemberton Township Master Plan Summary*, Trenton, NJ. October 1972.
- Banisch, Francis J. III. *Master Plan Reexamination Report, Pemberton Township, Burlington County, Sergeantsville, NJ*. August 26, 1982.
- Banisch, Francis J. III. *(Pemberton Township) Natural Resource Inventory, Part I: Geology and Hydrogeology, Topography, Surface Hydrology and Watersheds, Soils*, Sergeantsville, NJ. 1981.
- Banisch, Francis J. III and David J. Banisch. Memorandum to Pemberton Township Planning Board. *Draft of 1994 Reexamination Report*. September 8, 1994.
- Banisch Associates. *The 1988 Pemberton Township Master Plan Reexamination Report, Pemberton Township, Burlington County, Sergeantsville, NJ*. August 8 1988.
- Borough of Pemberton Planning Board. *Master Plan Reexamination Report, Borough of Pemberton, Burlington County, Pemberton, NJ*. 1999.
- Borough of Wrightstown Joint Land Use Board and Ragan Design Group. *Borough of Wrightstown Master Plan Re-examination*, Medford, NJ. July 2001.
- Borough of Wrightstown Planning/Zoning Board and Ragan Design Group. *The Master Plan of the Borough of Wrightstown*, Wrightstown, NJ. June 27, 1995.
- Burlington County Department of Economic Development and Regional Planning. *2004/2005 Cross-Acceptance Report, County of Burlington*, Mount Holly, NJ. August 2005.
- Burlington County Department of Resource Conservation. *Parks and Open Space Master Plan*, Mount Holly, NJ. 2002.
- Burlington County Office of Land Use Planning. *Burlington County Farmland Preservation Program Strategic Plan*, Mount Holly, NJ. September 23, 1998.
- Camp, Dresser, and McKee, Inc. *Burlington County Department of Resource Conservation, Integrated Water Resource Management Project for the 206 Corridor, Phase I: Existing & Build-Out Conditions—Draft*, Edison, NJ. January 2005.
- Chesterfield Township. *Land Development Ordinance*, Chesterfield, NJ. December 31, 1998.
- Chesterfield Township Planning Board and Clarke, Caton and Hintz. *Amendment to the Master Plan Township of Chesterfield*, Trenton, NJ. May 28, 2002.

Northern Burlington County Regional Strategic Plan

City of Bordentown Planning Board and Burlington County Department of Economic Development and Regional Planning, *City of Bordentown, Burlington County, New Jersey, Reexamination of Master Plan*, Bordentown, NJ. July 3, 2002.

City of Bordentown Planning Board and Burlington County Department of Economic Development and Regional Planning, *Master Plan Land Use Element for City of Bordentown, New Jersey*, Bordentown, NJ. August 4, 2004.

City of Bordentown Planning Board and Burlington County Department of Economic Development and Regional Planning, *Master Plan Open Space Preservation Plan Element for City of Bordentown, New Jersey*, Bordentown, NJ. February 2, 2005.

City of Bordentown Planning Board and Lord, Anderson, Worrell and Barnett, *City of Bordentown Master Plan Re-examination*, Bordentown, NJ. July 1993.

CME Associates. *First Amendment to the 1996 Land Use Plan Element of the Springfield Township Master Plan*, Parlin, NJ. April 2000.

Coppola & Coppola Associates. *Township of New Hanover, Burlington County, New Jersey, Land Use Plan Periodic Reexamination and Update Report*, Lawrenceville, NJ. April 1997.

Coppola & Coppola Associates. *Township of New Hanover, Burlington County, New Jersey, Master Plan Housing Plan Element and Fair Share Plan*, Lawrenceville, NJ. October 1995.

Coppola & Coppola Associates. *Township of New Hanover, Burlington County, New Jersey, Master Plan Housing Plan Element and Fair Share Plan*, Princeton Junction, NJ. October 2005.

Coppola & Coppola Associates. *Township of New Hanover, Burlington County, New Jersey, Traffic Circulation Plan Element*, Lawrenceville, NJ. April 1997.

Coppola & Coppola Associates. *Township of Springfield, Burlington County, New Jersey, Land Use Plan Periodic Reexamination and Update Report*, Lawrenceville, NJ. 1996.

Delaware Valley Regional Planning Commission. *Environmental Resource Inventory for Bordentown Township, Burlington County, New Jersey*, Philadelphia, PA. December 2004.

Delaware Valley Regional Planning Commission. *Route 130/Delaware River Corridor Extension Route 206/Farmbelt Corridor, Transportation and Circulation Study*, Philadelphia, PA. June 2003.

Heinrich-Schilling Joint Venture, The. *Agriculture in Burlington County's Route 206 Farm Belt, Current Industry Status and Trends*, Madison, NJ. December 2004.

Heinrich-Schilling Joint Venture, The. *Agriculture in Burlington County's Route 206 Farm Belt, A Review of Farm Industry Economics*, Madison, NJ. February 2004.

Heinrich-Schilling Joint Venture, The. *Agriculture in Burlington County's Route 206 Farm Belt, Strategies for Farm Viability*, Madison, NJ. December 2004.

Louis Glass Associates. *Mansfield Township Master Plan, Mansfield Township, Burlington County, New Jersey*, Bala Cynwyd, PA. October 18, 2001.

Louis Glass Associates. *Mansfield Township Community Vision*, Bala Cynwyd, PA. Draft January 12, 2007.

Northern Burlington County Regional Strategic Plan

New Jersey Department of Environmental Protection, Site Remediation and Waste Management Program. *Known Contaminated Sites in New Jersey*, Trenton, NJ. Spring 2005. www.nj.gov/dep/srp/kcs-nj.

New Jersey State Planning Commission. *The New Jersey State Development and Redevelopment Plan*, Trenton, NJ. March 1, 2001.

North Hanover Township Master Plan Review Committee. *2000 Master Plan North Hanover Township, Burlington County, New Jersey*, Jacobstown, NJ. November 8, 2000.

Orth-Rodgers Associates, Inc. *Northern Burlington/Route 206 Farmbelt Build-out and Infrastructure Analysis, Existing Zoning Analysis*, Somerset, NJ. July 2004.

Pemberton Borough Planning Board. *1982 Reexamination of the Master Plan and Land Development Ordinance*, Pemberton, NJ. September 23, 1982.

Pemberton Borough Planning Board. *1994 Reexamination of the Master Plan and Land Development Ordinance*, Pemberton, NJ. Incomplete. 1994.

Pemberton Borough Planning Board. *Borough of Pemberton Redevelopment Investigation Area Report*, Pemberton, NJ. December 1999.

Pemberton Borough Planning Board. *Master Plan Reexamination Report, Borough of Pemberton, Burlington County*, Pemberton, NJ. 1999.

Pemberton Township Planning Board and Banisch Associates. *Master Plan Reexamination Report, Pemberton Township, Burlington County*, New Lisbon, NJ. March 12, 2001.

Planning Board of the Borough of Fieldsboro and Burlington County Office of Land Use Planning. *Borough of Fieldsboro, Burlington County, New Jersey, 1997 Master Plan Update, Land Use Plan Element*, Fieldsboro, NJ. April 16 1997.

Ragan Design Group. *The Borough of Wrightstown Redevelopment Plan*, Medford, NJ. June 1, 1999.

Remington and Vernick Engineers, Inc. *Reexamination of the Master Plan, Township of Bordentown in the County of Burlington, NJ*, Haddonfield, NJ. May 9, 2002.

Southampton Township Planning Board and Thomas J. Scangarello and Associates. *1996 Master Plan Update, Southampton Township, Burlington County, New Jersey*, Medford, NJ. February 1996.

Southampton Township Planning Board and Thomas J. Scangarello and Associates. *Draft Master Plan Reexamination Report, Prepared for the Township Planning Board, Southampton Township, Burlington County, NJ*. Medford, NJ. Revised May 2003.

Springfield Township Planning Board. *Master Plan Reexamination for Springfield Township, Burlington County, New Jersey*, Jobstown, NJ. February 1, 1994.

Springfield Township Planning Board. *Master Plan Studies for Springfield Township, Jobstown, NJ*. January 5, 1988.

Springfield Township Planning Board. *Springfield Township Farmland Preservation Element*, Jobstown, NJ. September 2003.

Northern Burlington County Regional Strategic Plan

Springfield Township Planning Board and Clarke, Caton and Hintz. *2002 Master Plan Amendment*, Trenton, NJ. September 17, 2002.

Springfield Township Planning Board and Clarke, Caton and Hintz. *Land Use Plan Amendment, Township of Springfield*, Trenton, NJ. November 2005.

Springfield Township Planning Board and C. Kenneth Anderson, Denis Germano, Esq., and Alan Malach. *Springfield Township Master Plan 1987*, Jobstown, NJ. Adopted January 5, 1988.

Township of Bordentown Planning Board and Clarke, Caton and Hintz. *Housing Element of the Master Plan, Bordentown Township*, Trenton, NJ. December 14, 1994.

Township of Bordentown Planning Board and Clarke, Caton and Hintz. *Reexamination of the Master Plan, Bordentown Township*, Trenton, NJ. July 1996.

Township of Bordentown Planning Board and Clarke, Caton and Hintz. *Reexamination of the Master Plan, Bordentown Township, Addendum to Report*, Trenton, NJ. November 1996.

Township of Bordentown Planning Board and Hintz Associates, Inc. *Master Plan of the Township of Bordentown, Burlington County, NJ*, Pennington, NJ. July 1990.

Township of Bordentown Planning Board and Marc R. Shuster, PP, AICP. *Township of Bordentown Master Plan Revisions 1999 as Recommended in the Reexamination Reports of 1997 & 1998*, Bordentown, NJ. August 3, 1999.

Township of Bordentown Planning Board and Marc R. Shuster, PP, AICP. *Township of Bordentown Recreation and Conservation Master Plan Elements*, Moorestown, NJ. May 10, 2000.

Township of Eastampton Planning Board and Environmental Resolutions, Inc. *Eastampton Township Master Plan Housing Element*, Mount Laurel, NJ. August 2003.

Township of Eastampton Planning Board and Peter P. Karabashian, PP. *Eastampton Township Land Use Plan*, Atlantic City, NJ. June 2001.

Township of Eastampton Planning Board and Peter P. Karabashian, PP. *Eastampton Township Master Plan Statement of Goals and Objectives*, Atlantic City, NJ. October 1998.

Township of Eastampton Planning Board and Peter P. Karabashian, PP. *Eastampton Township Open Space and Recreation Plan*, Atlantic City, NJ. June 2001.

Northern Burlington County Regional Strategic Plan

7.2 Known Contaminated Sites

The data below is from the inventory of Known Contaminated Sites in New Jersey (KCS-NJ), New Jersey Department of Environmental Protection, Site Remediation and Waste Management Program, April 1, 2005.

The Site Link column provides a hyperlink to additional data regarding the site for online and other digital editions of this Technical Report.

Table 15: Known Contaminated Sites, 2004

Bordentown City

Sites with On-Site Sources of Contamination

Site Name	Site Address	Site Zip	Pref. ID	Site Link
258-260 RT 130 N BORDENTOWN LLC	RT 130 N & CROSSWICKS ST	08505	7350	More Info
36 2ND STREET	36 2ND ST	08505	230007	More Info
62 UNION STREET	62 UNION ST E	08505	249641	More Info
BORDENTOWN COAL GAS (PSE&G)	WALNUT & WILLOW STS	08505	G000008793	More Info
BORDENTOWN SUNOCO	RTE 130 & 206	08505	8414	More Info
HILLTOP EXXON	RTE 130 & CROSSWICKS RD	08505	7351	More Info
MERCATANTI FORD INC	RT 206 & RT 130	08505	25376	More Info
OCEAN SPRAY CRANBERRIES INC	104 E PARK ST	08505	23203	More Info

Bordentown Twp.

Sites with On-Site Sources of Contamination

Site Name	Site Address	Site Zip	Pref. ID	Site Link
10 VALLEY FORGE RD	10 VALLEY FORGE RD	08620	G000040752	More Info
1301 JACKSONVILLE SMITHVILLE ROAD	1301 JACKSONVILLE SMITHVILLE RD	08505	192129	More Info
BADSHAH OIL CORP	1077 RTE 206	08505	32332	More Info
BORDENTOWN GASWAY GAS STATION	51 RT 130 N	8620	13345	More Info
BORDENTOWN REGIONAL HIGH SCHOOL	34 & 318 WARD AVE	08505	156237	More Info
CIRCUIT FOIL USA INC	88 RTE 130 S	08505	7412	More Info
E R JOHNSTON TRAINING & RESEARCH CENTER	BURLINGTON ST E	08505-0000	13933	More Info
J&S AUTOMOTIVE & LAWN MOWER	30 RTE 130	8620	12429	More Info
NEW JERSEY STATE POLICE BARRACKS	RTE 130 N	08505	15626	More Info
NJDOT ROUTE 206 SECTION 39	NJDOT RT 206 SECTION 39	08505	130531	More Info
NORTH AMERICAN SALVAGE COMPANY	2691 RTE 130 & BURLINGTON ST	08505	G000026030	More Info

Northern Burlington County Regional Strategic Plan

PAULS SERVIC CENTER INC	RTE 206 S	08505	15211	More Info
PILOT TRAVEL CENTER #382	2008 RT 206 S	08505	1515	More Info
SOUTHGATE APARTMENTS	272 WARD AVE	08505	22851	More Info
TRI STATE YARDVILLE	RTE 130 & BORDENTOWN CHESTERFIELD RD	08505	7053	

Chesterfield Twp.

Sites with On-Site Sources of Contamination

Site Name	Site Address	Site Zip	Pref. ID	Site Link
120 GEORGETOWN CHESTERFIELD ROAD	120 GEORGETOWN CHESTERFIELD RD	08022	239870	More Info
202 BORDENTOWN CHESTERFIELD ROAD	202 BORDENTOWN CHESTERFIELD RD	08505	237701	More Info
218 BORDENTOWN GEORGETOWN ROAD	218 BORDENTOWN GEORGETOWN RD	08022	160457	More Info
KATONA FARMS	355 ELLISDALE RD	08620	1296	More Info
MAINTENANCE DISTRICT 3	NJ TPKE M M 57 3 N	08515	13302	More Info
PALOMA FARMS	31 FENTON LN	08515	G000062807	More Info

Eastampton Twp.

Sites with On-Site Sources of Contamination

Site Name	Site Address	Site Zip	Pref. ID	Site Link
1300 WOODLANE ROAD	1300 WOODLANE RD	08060	G000035273	More Info
2429 ROUTE 206	2429 RT 206	08060	172370	More Info
37 PADUCAH ROAD	37 PADUCAH RD	08060	223494	More Info
4 MAPLE ROAD	4 MAPLE RD	08060	G000062433	More Info
EASTAMPTON TWP	SMITHVILLE JACKSONVILLE RD	08060	10943	More Info
KAUFFMAN AND MINTERITNC	RTE 537 (MONMOUTH RD)	08060	3448	More Info
RANCOCAS INVESTMENT LLC	WOODLAND & MONMOUTH RDS	08060	G000037108	More Info

Fieldsboro

Sites with On-Site Sources of Contamination

Site Name	Site Address	Site Zip	Pref. ID	Site Link
STEPAN CO	4TH ST	08505	15356	More Info

Mansfield Twp.

Sites with On-Site Sources of Contamination

Site Name	Site Address	Site Zip	Pref. ID	Site Link
------------------	---------------------	-----------------	-----------------	------------------

Northern Burlington County Regional Strategic Plan

304 GEORGETOWN ROAD	304 GEORGETOWN RD	08022	203096	More Info
309 WHITE PINE ROAD	309 WHITE PINE RD	08022	216859	More Info
5 VANCZA DRIVE	5 VANCZA DR	08022	195844	More Info
835 WRIGHTSTOWN ROAD	835 WRIGHTSTOWN RD	08022	237587	More Info
COLUMBUS TEXACO	RTE 206 N	08022	18693	More Info
DURR FARM	625 RT 68	08022	218434	More Info
MILDRED MCPEAK	RT 206	08000	1121	More Info
NJDOT KINKORA BRANCH BRIDGES	RT 130	08016	187638	More Info
NORTHERN BURLINGTON CO REGIONAL HIGH SCHOOL	160 MANSFIELD SQUARE GEORGETOWN RD	08022	27169	More Info
S&H COLUMBUS MART	RT 206 & COLUMBUS MART	08022	11862	More Info
TRI STATE COLUMBUS	3372 RT 206 N	08022	24026	More Info
VACANT LOT @ ZEIGER PROPERTY	RT 130	08505	208716	More Info

New Hanover Twp.

Sites with On-Site Sources of Contamination

Site Name	Site Address	Site Zip	Pref. ID	Site Link
2 GRADLYN DRIVE	2 GRADLYN DR	08511	240561	More Info
3 GRADLYN DRIVE	3 GRADLYN DR	08511	133953	More Info
AMOCO SERVICE STATION 60751	10 WRIGHTSTOWN COOKSTOWN RD	08511	7068	More Info
EXXON R/S 37413	16 WRIGHTSTOWN COOKSTOWN RD	08511	7361	More Info
HOLLY CLEANERS HANOVER PLAZA	7 WRIGHTSTOWN COOKSTOWN RD	08511	G000059779	More Info
US AIR FORCE - MCGUIRE AFB	BLDG 3001	08641	2427	More Info
US ARMY TRAINING CENTER - FT DIX	PEMBERTON BROWNS MILL RD	08640	7195	More Info

North Hanover Twp.

Sites with On-Site Sources of Contamination

Site Name	Site Address	Site Zip	Pref. ID	Site Link
5 PATTY DRIVE	5 PATTY DR	08562	131473	More Info
BPG CAR CO INC	CORNER OF RT 545 & BYRON DR	08562	23452	More Info
COOKSTOWN DISTRICT	WRIGHTSTOWN COOKSTOWN RD	08511	9974	More Info
CORNER STORE	RTES 537 & 528	08562	1900	More Info
FAMILY PARK MOBIL HOMES	89 COOKSTOWN NEW EYGPT RD	08562	236470	More Info
FORT DIX STATE POLICE STATION	10 WRIGHTSTOWN GEORGETOWN RD	08562	15624	More Info
GULF GAS STATION	534 WRIGHTSTOWN - SYKEVILLE RD	08562	21973	More Info
NW CORNER	RTE 537 & 528 LOT	08562-0000	24833	More Info

Northern Burlington County Regional Strategic Plan

Closed Sites with Restrictions

Site Name	Site Address	Site Zip	Pref. ID	Site Link
SUNOCO 0004-5922	FORT DIX & CHARLES ST	08562	25097	More Info

Pemberton Borough

Sites with On-Site Sources of Contamination

Site Name	Site Address	Site Zip	Pref. ID	Site Link
14 NORTH PEMBERTON ROAD	14 N PEMBERTON RD	08068	227689	More Info
25 MARY ST	25 MARY ST	08068	G000036866	More Info
33 HOUGH STREET	33 HOUGH ST	08068	214436	More Info
GETTY 56313	206 HANOVER ST	08068	24864	More Info
MARINO RESIDENCE	38 W HAMPTON ST	08068	33837	More Info

Closed Sites with Restrictions

Site Name	Site Address	Site Zip	Pref. ID	Site Link
SUNOCO 0004-6276	HANOVER & HAMPTON STS	08068	14950	More Info

Pemberton Twp.

Sites with On-Site Sources of Contamination

Site Name	Site Address	Site Zip	Pref. ID	Site Link
10 DELAWARE TRAIL	10 DELAWARE TRL	08015	234738	More Info
131 JULIUSTOWN RD	131 JULIUSTOWN RD	08060	G000044258	More Info
14 SPRUCE BLVD	14 SPRUCE BLVD	08068	G000043558	More Info
226 CHEROKEE DRIVE	226 CHEROKEE DR	08015	133084	More Info
300 SENECA TRAIL	300 SENECA TRL	08015	127370	More Info
34 THIRD AVENUE	34 THIRD AVE	08068	229172	More Info
4 BELLA COOLA TRAIL	4 BELLA COOLA TRL	08015	240590	More Info
4 KIOWA TRAIL	4 KIOWA TRL	08068	G000027491	More Info
413 CALIFORNIA TRAIL	413 CALIFORNIA TRL	08060	G000040635	More Info
506 VIRGINIA DRIVE	506 VIRGINIA DR	08015	245241	More Info
BALLARDS USED CARS	201 FORT DIX RD	08068	G000035192	More Info
BROWNS MILLS SHOPPING CENTER	101 PEMBERTON BROWNS MILL RD	08068	32109	More Info
BUS GARAGE	150 JULIUSTOWN RD	08064	18280	More Info
BUTTONWOOD HOSPITAL	610 PEMBERTON & BROWNS MILL RDS	08064	443	More Info
EARLINES GARAGE	107 TRENTON RD	08015	30584	More Info
FORT DIX LANDFILL	JULIUSTOWN BROWNS MILLS RD	08640--0	G000000024	More Info
LANG PROPERTY	WHITES BOGS PASADENA RD & RTE 70	08068	G000004422	More Info
M AND T CITGO	538 LAKEHURST RD	08015	1904	More Info
PEMBERTON ACTIVE ADULT COMMUNITY	SPLIT ROCK & LAKEHURST RDS	08075	227536	More Info

Northern Burlington County Regional Strategic Plan

PEMBERTON TEXACO	227 PEMBERTON BROWNS MILLS RD	08068	2815	More Info
PEMBERTON TWP MUNICIPAL COMPLEX	500 PEMBERTON- BROWNS MILLS RD	08015	23811	More Info
QUAIL RUN HOLDINGS	HUCKLEBERRY LN	08075	246347	More Info
SHELL SERVICE STATION #138304	2 LAKEHURST RD	08015	6599	More Info
SYBRON CHEMICALS INC	200 BIRMINGHAM RD	08011	6168	More Info

Closed Sites with Restrictions

Site Name	Site Address	Site Zip	Pref. ID	Site Link
TOC BROWNS MILLS	LAKEHURST PEMBERTON RDS	08015	7070	More Info

Southampton Twp.

Sites with On-Site Sources of Contamination

Site Name	Site Address	Site Zip	Pref. ID	Site Link
148 BEAVER DAM ROAD	148 BEAVER DAM RD	8088	228864	More Info
1771 RT 206	1771 RT 206	7036	7383	More Info
SOUTHAMPTON LLC				
18 HUNTERS LANE	18 HUNTERS LN	08088-2835	246583	More Info
27 ALLENTOWN ROAD	27 ALLENTOWN RD	8088	235325	More Info
514 ONGS HAT ROAD	514 ONGS HAT RD	8088	G000030584	More Info
570 ONGS HAT ROAD	570 ONGS HAT RD	8088	G000034201	More Info
7 OLD MANSION ROAD	7 OLD MANSION RD	8088	229744	More Info
806 CRYSTAL AVE	806 CRYSTAL AVE	8068	131278	More Info
BIG HILL/BEMS LANDFILL	BIG HILL RD	8088	19974	More Info
RED LION DINER	1753 RT 206	8088	238029	More Info
RED LION MAINT YARD	RT 70 E M M 18-2	8016	12362	More Info
RED LION STATE POLICE STATION	1722 RT 206 NORTH	8088	16587	More Info
SOOPY PLACE GROUP HOME	340 SOOY PL RD	8088	G000061757	More Info
SOUTHAMPTON COMMERCIAL CENTER	RTES 206 & 70	8088	22078	More Info
SOUTHAMPTON RIGGINS	2343 RT 206	8068	2305	More Info

Springfield Twp.

Sites with On-Site Sources of Contamination

Site Name	Site Address	Site Zip	Pref. ID	Site Link
13 MORAN DRIVE	13 MORAN DR	08041	G000060415	More Info
1317 NECK ROAD	1317 NECK RD	08016	217056	More Info
1771 BURLINGTON JACKSONVILLE RD	1771 BURLINGTON JACKSONVILLE RD	08041	G000061352	More Info
1832 JACKSONVILLE JOBSTOWN ROAD	1832 JACKSONVILLE JOBSTOWN RD	08041	G000036628	More Info
673 JULIUSTOWN GEORGETOWN ROAD	673 JULIUSTOWN GEORGETOWN RD	08041	243752	More Info
8 BEECHWOOD LANE	8 BEECHWOOD LN	08016	156318	More Info

Northern Burlington County Regional Strategic Plan

COMMERCIAL CREDIT SERVICES CORP	JULIUSTOWN & MONMOUTH RDS	08041	12449	More Info
INTERSTATE STORAGE&PIPELINE CORP	RT 670 & OLD YORK RD	08505	15060	More Info
SOD FARM ASSOCIATES PROPERTY	WARNER RD	08022	232043	More Info
WRIGHTSTOWN AMOCO	213 GEORGETOWN WRIGHTSTOWN RD	08041	14611	More Info

Wrightstown

Sites with On-Site Sources of Contamination

Site Name	Site Address	Site Zip	Pref. ID	Site Link
15 FRANCIS STREET	15 FRANCIS ST	08562	187782	More Info
ROYAL MOTEL	42 GEORGETOWN RD	08562	233835	More Info
VIRGINIAN MOTEL	39 GEORGETOWN RD	08562	233834	More Info
WRIGHTSTOWN BORO	21 SAYLORS POND RD	08562	202312	More Info

Closed Sites with Restrictions

Site Name	Site Address	Site Zip	Pref. ID	Site Link
DYNAIR SERVICES INC	8 FORT DIX ST	08016	32108	More Info
EXXON 3-6208	FORT DIX ST	08562	7973	More Info

