

U.S. ROUTE 130 / DELAWARE RIVER CORRIDOR PLAN ENDORSEMENT ASSESSMENT REPORT

Prepared on behalf of the Burlington County Board County Commissioners
by the Burlington County Bridge Commission,
Department of Economic Development and Regional Planning
in coordination with the following municipalities:

City of Beverly
City of Burlington
Burlington Township
Cinnaminson Township
Delanco Township
Delran Township
Edgewater Park Township
Florence Township
Borough of Palmyra
Riverside Township
Borough of Riverton
Willingboro Township

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INTRODUCTION

Background

On April 28, 1999, the New Jersey State Planning Commission (NJSPC) endorsed the Route 130/Delaware River Corridor Strategic Plan (Plan), which was prepared by the Burlington County Office of Land Use Planning¹ for the twelve municipalities along U.S. Route 130 listed below:

- Beverly City
- Burlington City
- Burlington Township
- Cinnaminson Township
- Delanco Township
- Delran Township
- Edgewater Park Township
- Florence Township
- Palmyra Borough
- Riverside Township
- Riverton Borough
- Willingboro Township

The endorsement of the Plan resulted in the designation of six centers and the delineation of fourteen nodes within the Route 130/Delaware River Corridor² (Corridor). In 2009, the designation of those centers was extended to June 30, 2019. Subsequently, the NJSPC amended N.J.A.C. 5:85-7.21 to extend the expiration dates of certain plan endorsements, including the above-mentioned plan, to June 30, 2020. In March 2020, the worldwide COVID-19 pandemic caused local and State government to temporarily shift focus away from plan endorsement. In recognition of the current situation, the State Planning Commission extended by resolution the June 30, 2020 deadline until 180 days after the revocation of Executive Order 103, which declared the COVID public emergency and does not expire until revoked by the Governor. The purpose of this self-assessment report is to meet the requirements of plan endorsement and extend the designations for the six centers identified in the 1999 Plan: 1) Palmyra-Riverton-East Riverton; 2) Beverly-Delanco-Edgewater Park; 3) Burlington; 4) Riverside-Cambridge; 5) Willingboro-Edgewater Park; and 6) Florence-Roebling, as well as the 14 associated nodes within the Corridor.

Over the last 20 years since the Plan was first endorsed, the Corridor experienced significant changes in population, employment, infrastructure and land use, as described in more detail in the following sections. As an example, the population in the Corridor increased from 129,089 in 1990 to 142,714 in 2010, which equates to a 10.6% increase. This positive trend is a reversal of the previous 30 years when the Corridor experienced a slow but steady decline. However, during the last 20 years, proper planning, which was guided by the Plan and municipal initiatives, has created a blueprint for sensible growth, redevelopment and economic stability. Additionally, the presence of the NJ TRANSIT RiverLine, which opened in 2004, and the new Turnpike Interchange in Florence Township has had a positive impact on the economy and development patterns throughout the Corridor. A growth in regional demand for warehouse and distribution facilities, the revitalization of retail centers in the commercial corridor and a rise in residential development, especially around the transit stations, are expected to continue over the next ten years, affecting land use and zoning decisions at the local and regional scale.

¹ On June 15, 2010, the Burlington County Bridge Commission assumed the roles of economic development and regional planning within the County from the Burlington County Office of Land Use Planning.

² In 2014, the Route 130/Delaware River Corridor was rebranded and is also referred to as the River Route Corridor

Although the landscape has changed since 1999, the goals and objectives within the Corridor have remained generally the same since the original Plan received endorsement. Attracting new jobs to the County and improving the quality of life in the County are still major goals. Additionally, Burlington County strives to maintain a balance between preservation and progress without jeopardizing the quality of life of its citizens. Other goals of the Strategic Plan include: improving the quality of life; initiating positive change and improvement; encouraging development and redevelopment; promoting consensus planning among municipalities; involving county departments; fostering public and private partnerships; and coordinating with State agencies, entities and authorities. These goals are consistent with the local master plans as well as Statewide Goals found in the State Development and Redevelopment Plan (SDRP).

Receiving plan endorsement, which will extend center designation beyond 2030, will assist the 12 municipalities as they continue to implement strategies to address development and redevelopment, economic revitalization, pedestrian safety, improved circulation, stormwater management and sustainable growth principles. As in the past, collaboration between State, the County and local entities is vital to the ongoing success of planning initiative in the Corridor.

Since the NJSPC endorsed the Plan in 1999, Burlington County and the 12 municipalities have worked diligently to enact the implementation agenda provided in the Strategic Plan. During this time, the municipalities within the Corridor benefitted from the assistance of several State agencies to advance various projects and developments. Additionally, the municipalities in the Corridor were able to competitively compete for and obtain various grants and collaborated with neighboring municipalities, the County and the Delaware Valley Regional Planning Commission (DVRPC) to improve the quality of life for its citizens and the economic viability of the region. Continued technical and financial assistance from State agencies, in the form of brownfields development and remediation, housing guidance, redevelopment, infrastructure improvements, coordinated planning assistance and water quality protection, is essential to the continued improvement and revitalization of the Corridor and the provision of support necessary for the municipalities and the County to implement the goals of the Plan. This Self-Assessment Report outlines previous accomplishments and areas where continued technical and financial assistance will provide opportunities to further implement the goals and objectives of the Plan. This Report takes a region-wide approach looks at the Route 130 Corridor as whole. It is a snapshot taken in time between 2019 and 2021 and may be updated as new information becomes available.

Input from Municipal Questionnaire

In December 2020, the 12 municipalities in the corridor were asked to complete and submit a municipal questionnaire, which was crafted by the State's Office of Planning Advocacy and the Burlington County Bridge Commission's Economic Development and Regional Planning Department. The questionnaire fills in any missing gaps from the region-wide report and allows each individual municipality an opportunity to provide detail on topics not addressed in the original 1999 Strategic Plan, complement and expand on the regional analysis contained in this Self-Assessment Report and give a more local perspective. The completed questionnaires include a description of local goals, relevant planning issues and past efforts related to Plan Endorsement, requests for assistance from State agencies and waivers sought. Submitted as a separate document by each municipality, the questionnaire summarizes how each community is

addressing their vulnerable populations, resiliency and climate change, environmental justice and social equity and affordable housing. Together, this Self-Assessment Report and the municipal questionnaire satisfy the requirements outlines in the State Planning Guidelines.

EXISTING CONDITIONS/OPPORTUNITIES & CHALLENGES

Location and Regional Context

The Route 130/Delaware River or River Route Corridor lies in the western portion of Burlington County. The Corridor is located along U.S. Route 130 and the Delaware River and extends approximately 16 miles from Cinnaminson Township in the south to Florence Township in the north. The combined area of the 12 municipalities is approximately 64 square miles. It is strategically located 20 minutes from Center City Philadelphia and an hour and a half from Midtown Manhattan. According to the U.S. Census Bureau, the population of the Corridor was 142,714 in 2010. The Corridor contains approximately 32% of the population of Burlington County yet accounts for less than 8% of the total land area.

The Corridor is in the Philadelphia Metropolitan Statistical Area. The boundaries of the 12 municipalities are shown on Map 1 (Appendix 2) and the total area of each municipality, in square miles and acres, appears in Table 1. By area, Burlington Township is the largest and Beverly City is the smallest municipality. The Corridor is bordered by Mansfield Township, Springfield Township and Westampton Township to the east, Moorestown Township and Maple Shade Township to the south, Pennsauken Township to the west and the Delaware River to the north and west. All municipalities, except for Willingboro Township, have land adjacent to the Delaware River.

Table 1 – Municipalities by Area

Municipality	Area	
	Square Miles	Acres
BEVERLY CITY	0.76	486.44
BURLINGTON CITY	3.78	2,418.90
BURLINGTON TWP	14.08	9,008.53
CINNAMINSON TWP	7.95	5,090.49
DELANCO TWP	3.42	2,189.90
DELRAN TWP	7.25	4,643.13
EDGEWATER PARK TWP	3.09	1,975.61
FLORENCE TWP	10.23	6,547.55
PALMYRA BORO	2.61	1,673.15
RIVERSIDE TWP	1.64	1,047.20
RIVERTON BORO	0.96	614.45
WILLINGBORO TWP	8.12	5,193.99
ROUTE 130 CORRIDOR	63.89	40,889.33
BURLINGTON COUNTY	820.32	525,002.68

Source: NJDEP Bureau of GIS

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The State Development and Redevelopment Plan, which reaffirms the original 1992 State Plan, was adopted by the New Jersey State Planning Commission on March 1, 2001. The Plan seeks to implement the eight State Plan Goals resulting from the State Planning Act of 1985 through a series of statewide policies and the State Plan Policy Map. According to the current map, Palmyra Borough, Riverton Borough, Cinnaminson Township, Riverside Township, Delanco Township, Beverly City, Edgewater Park Township, Willingboro Township and Burlington City are completely within the Metropolitan Planning Area (PA 1). Delran Township is mostly within the Metropolitan Planning Area, apart for the area east of Bridgeboro Road, which is located in the Suburban Planning Area (PA 2). Burlington Township is within the Metropolitan Planning Area (PA 1), Suburban Planning Area (PA 2) and Park Planning Area. Florence Township is split between Suburban Planning Area (PA 2) and Rural Planning Area (PA 4). There are six designated centers, in the Corridor, which were set to expire in June 2020: 1) Palmyra-Riverton-East Riverton; 2) Beverly-Delanco-Edgewater Park; 3) Burlington; 4) Riverside-Cambridge; 5) Willingboro-Edgewater Park; and 6) Florence-Roebling, as shown on Map 2 (Appendix 2). Any changes to the State Plan map will be proposed during future discussions with the Office of Planning Advocacy.

Table 2 – State Planning Areas by Area

State Planning Area	Acres
Metropolitan Planning Area (PA 1)	25,169.9
Suburban Planning Area (PA 2)	9,137.3
Rural Planning Area (PA 4)	2,884.8
Park Area	395.8

Source: NJ Office of Planning Advocacy

U.S. Route 130 is the principal north-south highway through the study area. Since the last Plan was prepared, Exit 6A of the New Jersey Turnpike was reconstructed in Florence Township and now provides a direct connection to U.S. Route 130. More recently, the New Jersey Turnpike was widened between Exits 6 and 9, which has doubled its capacity. A new high-speed interchange was built in Bristol Township Pennsylvania, which provides a direct connection between Interstate 95 and the Pennsylvania Turnpike, rerouting Interstate 95 over the Turnpike Bridge and north along the New Jersey Turnpike. These capital improvements improve access between the Corridor and the Interstate Highway System and points beyond.

In addition to the Turnpike Bridge, which now carries the Interstate 95 designation, two other toll bridges, the Tacony-Palmyra Bridge (State Route 73) and the Burlington-Bristol Bridge (State Route 413), cross the Delaware River and directly link the Corridor to Pennsylvania and points west. Other principal arterials in the Corridor intersect U.S. Route 130 and provide key linkages, such as County Routes 541 (Burlington Mount Holly Road), 543 (Beverly Road) and 626 (Beverly-Rancocas Road). Minor arterials, including 607 (Cinnaminson Avenue), 603 (Riverton Road), 613 (Bridgeboro Road), 630 (Cooper Street/Charleston Road), 629 (Levitt Parkway), 636 (Creek Road), 633 (Salem Road) and 656 (Delaware Avenue) also connect to U.S. Route 130. Interstate 295, located in Burlington Township and Florence Township, is approximately two to four miles east of U.S. Route 130 and accessible by two interchanges serving the two respective municipalities. Collector and local roads fill in the remaining road network.

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NJ TRANSIT operates rail passenger service via the RiverLine, which connects the communities in the Corridor with Camden to the South and Trenton to the North. The RiverLine, which opened in 2004, provides passengers with connections to the NJ TRANSIT Atlantic City Line and Northeast Corridor Line as well as AMTRAK, SEPTA and PATCO trains. The route is 34 miles long with 21 stations. There are 10 light rail stations located in the Corridor (Palmyra, Riverton, Cinnaminson, Riverside, Delanco, Beverly-Edgewater Park, Burlington South, Burlington Center, Florence and Roebling). According to NJ Transit, the number of annual passenger trips in 2018 was 2,700,645. This number has slowly decreased from a high of 2,869,707 in 2014. The Burlington Center Station has the highest weekday ridership of all the stations in the Corridor and is third overall behind the Walter Rand and Trenton transit centers. The 2013 opening of the Pennsauken Station enabled RiverLine commuters to transfer to the NJ Transit AC Line, either east to Cherry Hill, Lindenwold, and on to Atlantic City or west to 30th Street Station and the International Airport in Philadelphia, greatly adding to the transit system's opportunities.

Additionally, NJ TRANSIT operates the 409 (Trenton-Willingboro-Philadelphia), 413 (Camden-Mount Holly Burlington), 417 (Mount Holly-Willingboro-Philadelphia), 418 (Trenton Express) and 419 (Camden-Pennsauken-Riverside) bus routes, which provide service to all municipalities on the corridor, except Beverly City. BurLink, a fixed route bus service provided by Burlington County, fills in areas not served by NJ TRANSIT and offers connections between the RiverLine stations in Beverly/Edgewater Park and Florence to places of employment and human services. Although the BurLink had five commuter routes in 1998, service has now been cut to one.

Conrail Shared Assets operates rail freight service on the railroad tracks that are owned by NJ TRANSIT and on which the RiverLine runs. Operating late evenings and early mornings, Conrail's freight service is time-separated from the RiverLine service. The freight rail line has the ability to directly serve all the communities within the Corridor except for Willingboro. Limited freight service connects industries within the Corridor to the Port of Camden and the Del Air Bridge, which connects to Philadelphia and points west. Park and Ride facilities are located at several stations along the RiverLine as well as at the Willingboro Plaza. Bicycle and pedestrian mobility are important to the communities within the Corridor. As of today, only a few designated on-road bicycle facilities exist; however, the Burlington County Bicycle Master Plan (June 2014) proposes a comprehensive network along several of the county roads within the Corridor. Sidewalks are prominent in the residential and downtown commercial areas. Sections of Palmyra, Riverton, Riverside and Burlington City exhibit high walkability scores. The Delaware River Heritage Trail runs between the City of Trenton and Palmyra Borough.

Land use patterns in Corridor can be divided into three distinct sections: south, central and north. Generally, the southern and central sections of the corridor are mostly developed. The highest densities are in the southern section as it is closest to Philadelphia. The central section is a mix of developed areas as well as preserved parkland and managed open space along the Rancocas Creek in Delran and Delanco Townships. Both sides of Rancocas Creek are critical for flood control and watershed protection. Any development would be vulnerable to recurring flood damage. Other smaller pockets of undeveloped/protected land exist along the Delaware River in Palmyra (Palmyra Nature Cove and south and southeast of the Cove), Cinnaminson (Taylor Preserve), Delran, Riverside, Delanco (Hawk Island) and Edgewater Park.

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The physical land development patterns differ in the northern section of the Corridor as development densities decrease. However, land use in this northern section has begun a dramatic change with the light industrial and logistics-based development that has occurred around Exit 6A. Other developed land in the northern section is concentrated along U.S. Route 130, County Route 541 and within Burlington City and the Florence and Roebling Census Designated Place. Over the last twenty years, suburbanization has occurred in Florence and Burlington Townships, which has consumed significant amounts of undeveloped land on the eastside of U.S. Route 130 scattered along the various county roads. A significant undeveloped feature in this section of the Corridor is Burlington Island, which is a 300-acre island with a 100-acre lake located adjacent to Burlington City in the Delaware River. The remaining agricultural lands in the Corridor lie in the southern portion of Florence Township, around Interstate 295.

The completion of the new interchange, Exit 6A, between the New Jersey Turnpike and U.S. Route 130 in March 2000 spurred industrial and warehouse development in Burlington City and Florence and Burlington Townships. With an estimated build-out of 27.5 million square feet, this area has become a major employment center in the Corridor. In general, the area is bounded by Neck Road, River Road, the Turnpike Extension, Cedar Lane and U.S. Route 130 and contains an array of office and industrial parks, most notably the Haines Center. Burlington Stores, Amazon, B&H Photo, Express Scripts, Destination Maternity, ReadyPac, H&M Logistics and QPSI are in the top 30 employers within Burlington County and are located in this area. Other businesses, such as BJ Wholesale, Home Depot Supply, International Paper and Cream-O-Land Dairy each employ over a 100 people and are located in the Exit 6A area. Office, warehouse and distribution space, as well as some retail, in the vicinity of Exit 6A, is incomplete due to several vacant parcels that are in various approval and construction stages, as described in later sections of this report.

Outside of the Exit 6A area, other large employers in the Corridor include Sea Box (Cinnaminson), Virtua Willingboro Hospital (Willingboro), Radwell International (Willingboro), Masonic Homes of NJ (Burlington Township), Simon & Shuster (Delran), McCollister's (Burlington Township) and Lutheran Social Ministries (Burlington Township). Several industrial and business parks containing small to midsize businesses are found within the Corridor, such as the Industrial Centre at Cinnaminson, Cinnaminson Industrial Park, Taylor Industrial Park, Cindel Industrial Park, Delanco Industrial Park, Willingboro Industrial Park, Commerce Square Park and Crossroads Business Centre. Large industrial buildings and warehouses of 250,000 square feet to over a million square feet are found up and down the Corridor in Cinnaminson, Delran, Delanco, Edgewater Park, Willingboro, Florence and Burlington Townships.

Commercial development in the form of strip malls, shopping centers and professional offices are primarily along the southern and central portion of the U.S. Route 130 corridor. Many of these shopping centers were built in the 1960s and 1970s and have since been rehabilitated. Larger shopping centers include: the Shoppes at Cinnaminson, Pep Boys Plaza, Colonial Square, Clover Square, and Mainline Shopping Center in Cinnaminson Township, Heritage Square, Millside Plaza, and Hartford Commons in Delran Township, and Grand Market Place and Willingboro Town Center in Willingboro. These centers are home to many popular retail chains. Smaller shopping centers and standalone retail stores can be found throughout the Corridor with fluctuating occupancy rates. Palmyra Borough, Riverton Borough, Riverside Township, Beverly City, Burlington City and Florence Township have varying sizes of commercial downtown districts.

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Several large shopping centers exist along County Route 541 in Burlington Township, such as Liberty Square, Wishing Well Plaza and Towne Crossing Shopping Center.

Background

The demographic profile in Table 3a displays key statistics for each of the 12 Corridor municipalities, the Corridor as whole, Burlington County and the State of New Jersey. At first glance, the demographics provided demonstrate the distinct contrast in population, housing and economies of the urban communities along the river and the suburban municipalities with land east of U.S. Route 130. The municipalities along the river tend to have higher densities, lower home ownership and lower incomes than the municipalities to the east.

Table 3a – Demographic Profiles – 2010

	New Jersey State	Burlington County	River Route Corridor	Beverly City	Burlington City
Population	8,791,894	448,734	142,714	2,577	9,920
Households	3,214,360	166,318	52,609	1,002	3,858
Average Household Size	2.68	2.62	2.61	2.57	2.53
Housing Units	3,553,562	175,615	55,539	1,086	4,223
Home Ownership Rate	65.4%	78.0%	75.9%	68.5%	61.9%
Vacancy Rate	9.5%	5.3%	5.7%	7.7%	8.6%
Median Household Income (\$)	69,811	76,258	-	51,964	48,317
Per Capita Income (\$)	34,858	34,802	31,722	30,364	24,612
Poverty Rate	9.1%	5.5%	7.4%	15.2%	11.8%
Unemployment Rate	7.8%	7.3%	9.0%	14.1%	9.5%
	Burlington Township	Cinnaminson Township	Delanco Township	Delran Township	Edgewater Park Township
Population	22,594	15,569	4,283	16,896	8,881
Households	7,797	5,535	1,755	6,148	3,683
Average Household Size	2.81	2.79	2.44	2.74	2.41
Housing Units	8,105	5,758	1,853	6,442	3,926
Home Ownership Rate	78.4%	93.5%	82.4%	77.4%	61.7%
Vacancy Rate	3.8%	3.9%	5.3%	4.6%	6.2%
Median Household Income (\$)	83,291	88,470	77,357	77,220	53,502
Per Capita Income (\$)	32,122	37,104	33,943	34,191	26,916
Poverty Rate	5.6%	4.7%	4.3%	4.4%	11.7%
Unemployment Rate	8.3%	5.9%	7.0%	8.3%	10.6%
	Florence Township	Palmyra Borough	Riverside Township	Riverton Borough	Willingboro Township
Population	12,109	7,398	8,079	2,779	31,629
Households	4,775	3,156	2,959	1,057	10,884
Average Household Size	2.54	2.34	2.73	2.52	2.9
Housing Units	5,053	3,392	3,147	1,112	11,442
Home Ownership Rate	80.7%	74.2%	65.6%	78.2%	87.8%
Vacancy Rate	5.5%	7.0%	6.0%	4.9%	4.9%
Median Household Income (\$)	75,219	61,990	56,377	94,762	66,479
Per Capita Income (\$)	32,871	30,361	24,243	47,945	25,989
Poverty Rate	2.5%	7.6%	8.1%	4.2%	8.6%
Unemployment Rate	6.4%	9.7%	9.8%	6.5%	11.3%

Source: U.S. Census Bureau, 2010 Census Summary File 1 and 2006-2010 American Community Survey

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The population and household data show Willingboro Township and Burlington Township have the largest number of residents with Delran Township, Cinnaminson Township and Florence Township rounding out the top five. Beverly City, Riverton Borough and Delanco Township each have populations under 5,000. Average household size varies substantially with Willingboro Township, Burlington Township, Cinnaminson Township and Delran having the highest household size, which indicates the presence of families with school-age children present. Palmyra Borough, Delanco Township and Edgewater Park Township are well below the State average, which may be contributed to the condominium and townhome developments that represent a higher percentage of dwelling units within these municipalities. Age restricted/over 55 residential development would also lower the household averages. Homeownership is higher than the County average (78.0%) in half of the Corridor municipalities; however, Burlington City and Edgewater Park Township are below the State average (65.4%). Vacancy rates are higher in the urban municipalities, such as Burlington City and Beverly City, and lower in the suburban municipalities, such as Burlington Township and Cinnaminson Township.

The urban versus suburban trend continues in the economic data, with the exception of Riverton Borough, which is a high-density, affluent municipality that is located along the River. Riverton Borough exhibits the highest median household income and per capita income and the second-lowest poverty rate and third-lowest unemployment rate in the entire Corridor. Burlington Township, Cinnaminson Township, Delanco Township, Delran Township and Florence Township show healthy economic indicators, which are either near or better than the State averages. Conversely, the more urban municipalities are below many of the State and County economic indicators. Burlington City, Edgewater Park Township and Riverside Township possess lower median household incomes than the other municipalities. Beverly City exhibits the highest poverty and unemployment rates in the Corridor, while Burlington City, Edgewater Park Township are above the State averages. The more densely populated communities situated on the Delaware River lacked the positive economic growth and revitalization that occurred along U.S. Route 130 in the last 20 years. Although Willingboro is situated along U.S. Route 130, the municipality is predominately residential, when compared to commercial and industrial land uses, creating an uneven tax-base thereby affecting municipal fiscal vitality.

The demographics of the Corridor are comparable to that of Burlington County with an unevenness found in the older, more densely developed riverfront communities. The Corridor exhibits a lower poverty and vacancy rates and a higher homeownership rate than the State but has a lower per capita income and slightly higher unemployment rate. Continued investment in the Corridor will spur the economy and add jobs, while expanding the ratable base.

The Corridor is racially diverse and boasts an assortment of age groups and family structures. The racial breakdown of the Corridor municipalities is 58% White, 28% Black or African-American, 7% Hispanic or Latino and 7% Other. These ratios are comparable to that of the County, with exception of a higher percentage of the Black or African-American population found in the Corridor, which is due largely to Willingboro Township having 70% Black or African-American population. Riverside Township and Edgewater Park Township have a higher percentage of Hispanic or Latino persons (11%). There are many pockets of various ethnic populations scattered throughout the Corridor. Age distribution in the Corridor aligns with the County's pattern. The Corridor communities exhibit slightly higher average ages than the State.

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Table 3b shows the same statistics, as above, updated with data from the 2019 ACS.

Table 3b – Demographic Profiles – 2019

	New Jersey State	Burlington County	River Route Corridor	Beverly City	Burlington City
Population	8,878,503	445,702	131,758	2,267	9,815
Households	3,231,874	166,391	52,299	913	3,690
Average Household Size	2.69	2.61	2.60	2.48	2.47
Housing Units	3,616,614	179,414	57,603	1,159	4,419
Percent Owner-Occupied	63.90%	75.40%	73.23%	71.40%	62.90%
Percent Vacant	10.60%	7.30%	9.27%	21.20%	10.40%
Median Household Income (\$)	82,545	87,416	79,049	50,868	57,690
Per Capita Income (\$)	42,745	43,187	38,029	34,268	33,877
Poverty Rate (People)	10.00%	6.10%	8.50%	16.10%	13.30%
Unemployment Rate	5.50%	5.70%	6.50%	8.80%	11.90%

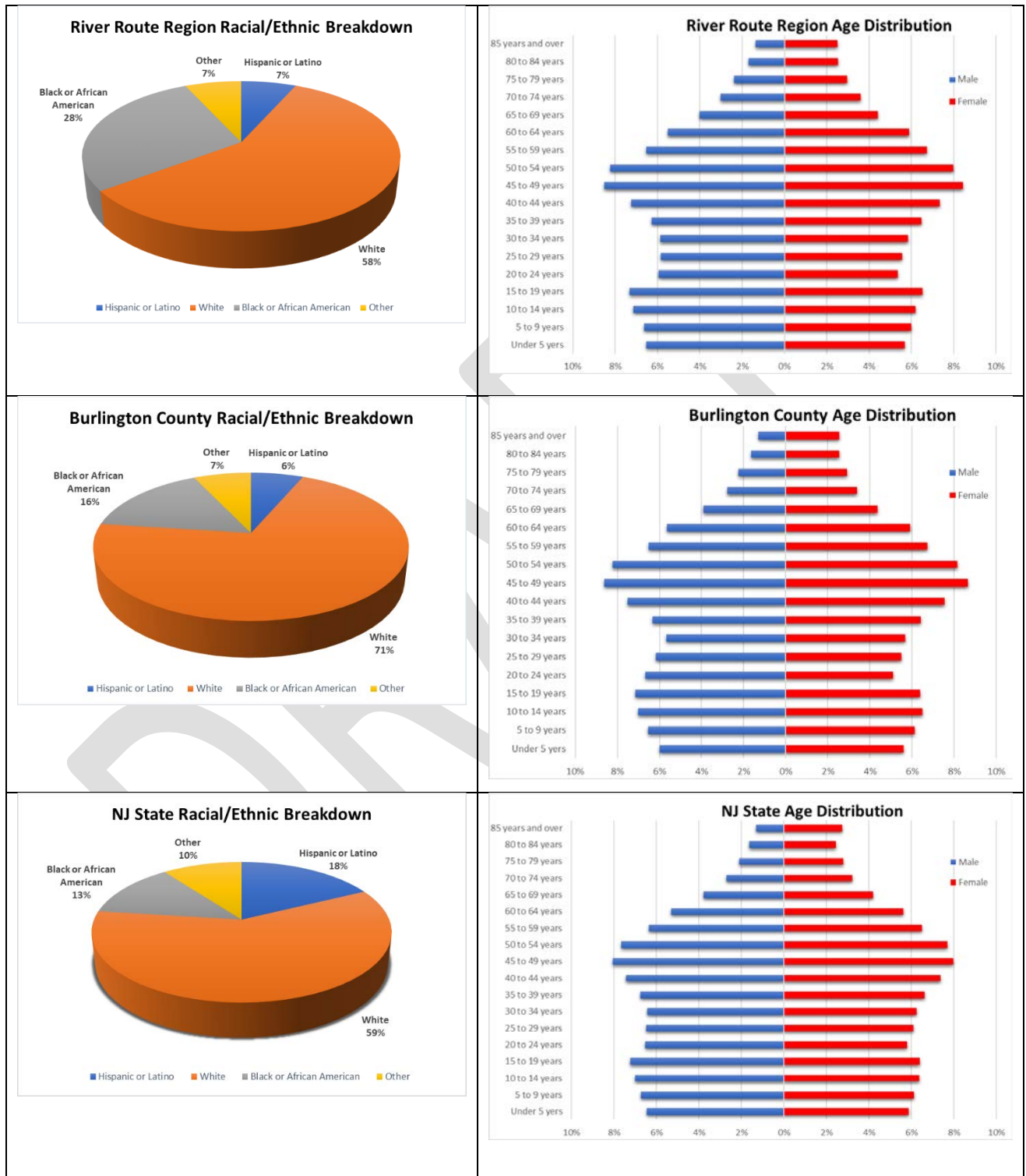
	Burlington Township	Cinnaminson Township	Delanco Township	Delran Township	Edgewater Park Township
Population	22,586	16,416	4,469	16,548	8,692
Households	7,888	5,878	1,991	5,991	3,414
Average Household Size	2.78	2.77	2.24	2.76	2.54
Housing Units	8,343	6,288	2,097	6,455	3,607
Percent Owner-Occupied	78.00%	89.20%	75.00%	73.90%	55.80%
Percent Vacant	5.50%	6.50%	5.10%	7.20%	5.40%
Median Household Income (\$)	89,545	110,227	82,043	89,346	68,095
Per Capita Income (\$)	38,688	46,987	41,290	39,861	32,806
Poverty Rate (People)	5.60%	3.40%	6.50%	5.60%	8.70%
Unemployment Rate	7.40%	4.00%	2.90%	5.30%	2.70%

	Florence Township	Palmyra Borough	Riverside Township	Riverton Borough	Willingboro Township
Population	1,552	7,189	7,857	2,705	31,662
Households	4,941	2,825	3,047	1,020	10,701
Average Household Size	2.54	2.54	2.58	2.57	2.95
Housing Units	5,363	3,200	3,465	1,091	12,116
Percent Owner-Occupied	78.40%	69.50%	64.50%	80.90%	79.30%
Percent Vacant	7.90%	11.70%	12.10%	6.50%	11.70%
Median Household Income (\$)	84,897	72,578	61,813	106,058	75,428
Per Capita Income (\$)	41,597	35,252	30,766	50,005	30,952
Poverty Rate (People)	5.80%	10.40%	11.40%	6.00%	9.20%
Unemployment Rate	4.40%	8.60%	6.90%	4.30%	10.80%

Source: U.S. Census Bureau, 2015-2019 American Community Survey

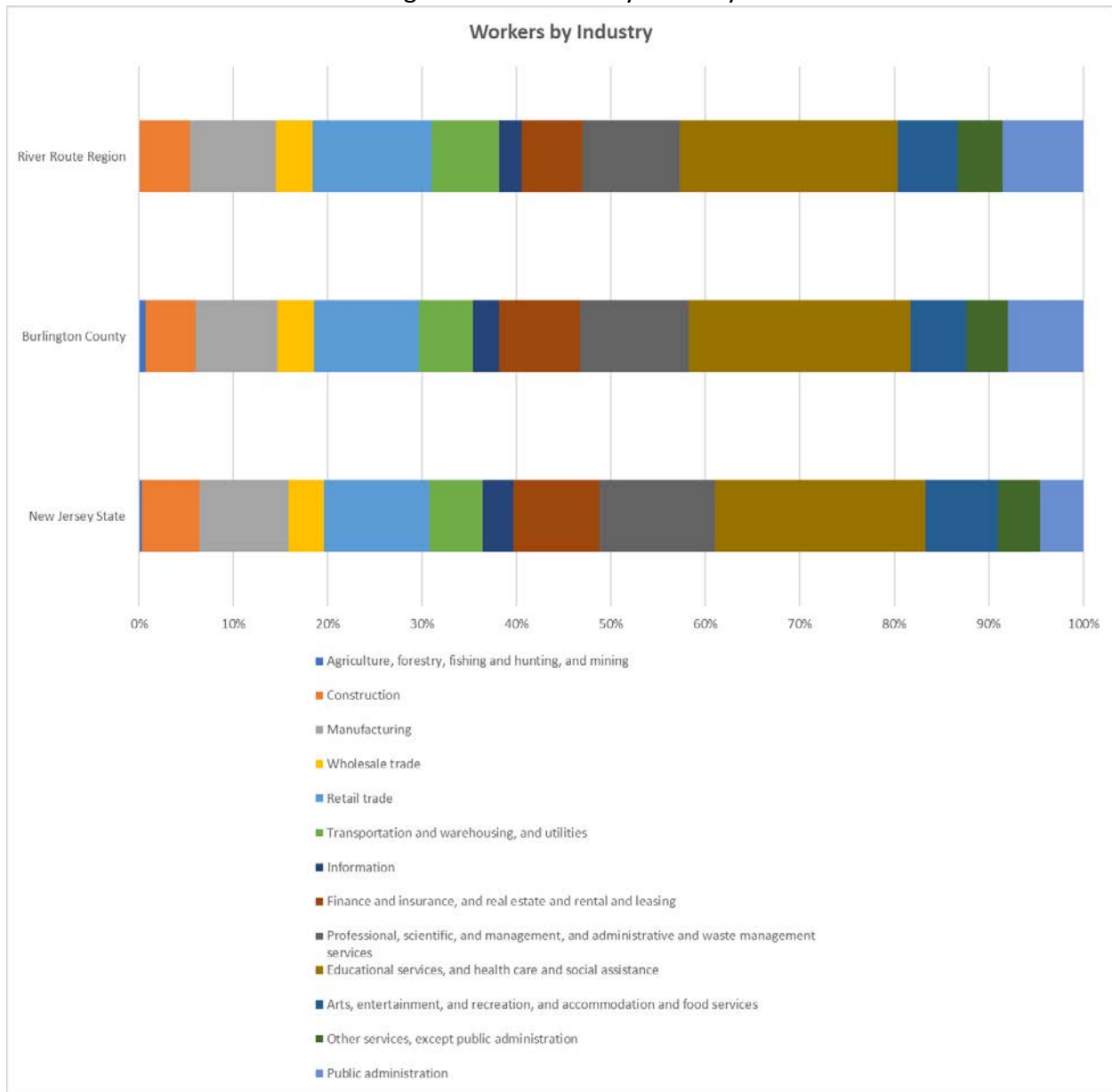
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Figure 1 – Racial/Ethnic Breakdown and Age Distribution



Source: U.S. Census Bureau, 2006-2010 American Community Survey

Figure 2 – Workers by Industry



U.S. Census Bureau, 2006-2010 American Community Survey

Figure 2 shows the percentage of workers by industry sector for the Corridor, Burlington County and the State of New Jersey. The Corridor is in line with the patterns found in the State and the County. Where, the State exhibits slightly higher percentages in the finance and insurance, and real estate and rental and leasing and professional, scientific, and management, and administrative and waste management services sectors, the Corridor displays higher percentages in retail trade, public administration and transportation and warehousing, and utilities. Based on current trends, a continued increase in transportation, warehousing, and utilities is expected. Looking toward the future, the Corridor communities may look to balance the employment percentages by attracting more professional services and technology firms.

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Current Population and Trends

The following data are derived from the Delaware Valley Regional Planning Commission (DVRPC) 2045 Municipal-Level Population Forecasts in five-year increments, which were adopted on July 28, 2016. The five-year increments through 2045 were generated using the 2015 Census population estimates as the base. This information is the most current and was used in place of COAH and State Plan projections, which are no longer applicable at this time. The DVRPC recently updated their projections to the year 2050. Data will be amended to this report as available.

The data reflected in Table 4 and Figure 3 show an anticipated increase in population for all 12 municipalities. Willingboro Township is the most populated municipality in the Corridor and is expected to experience the most growth in absolute change between 2015 and 2045. This may be due to the recent trend of condominium construction along U.S. Route 130. Riverton Borough, which is almost entirely built-out is expected to have the lowest absolute and percentage change between 2015 and 2045. Burlington City, Edgewater Park and Riverside Township are projected to increase both by over 1,000 residents and over 10% of their current population. Since many of the towns, especially along the Delaware River, have limited vacant developable land remaining for large housing opportunities, population growth is expected to occur through redevelopment, high-density infill in the downtown cores and reuse of underutilized buildings. Suburban housing development is expected to continue east of U.S. Route 130. The growth projections of the Corridor are consistent with the growth of County.

Table 4 – Population Projections by Municipality

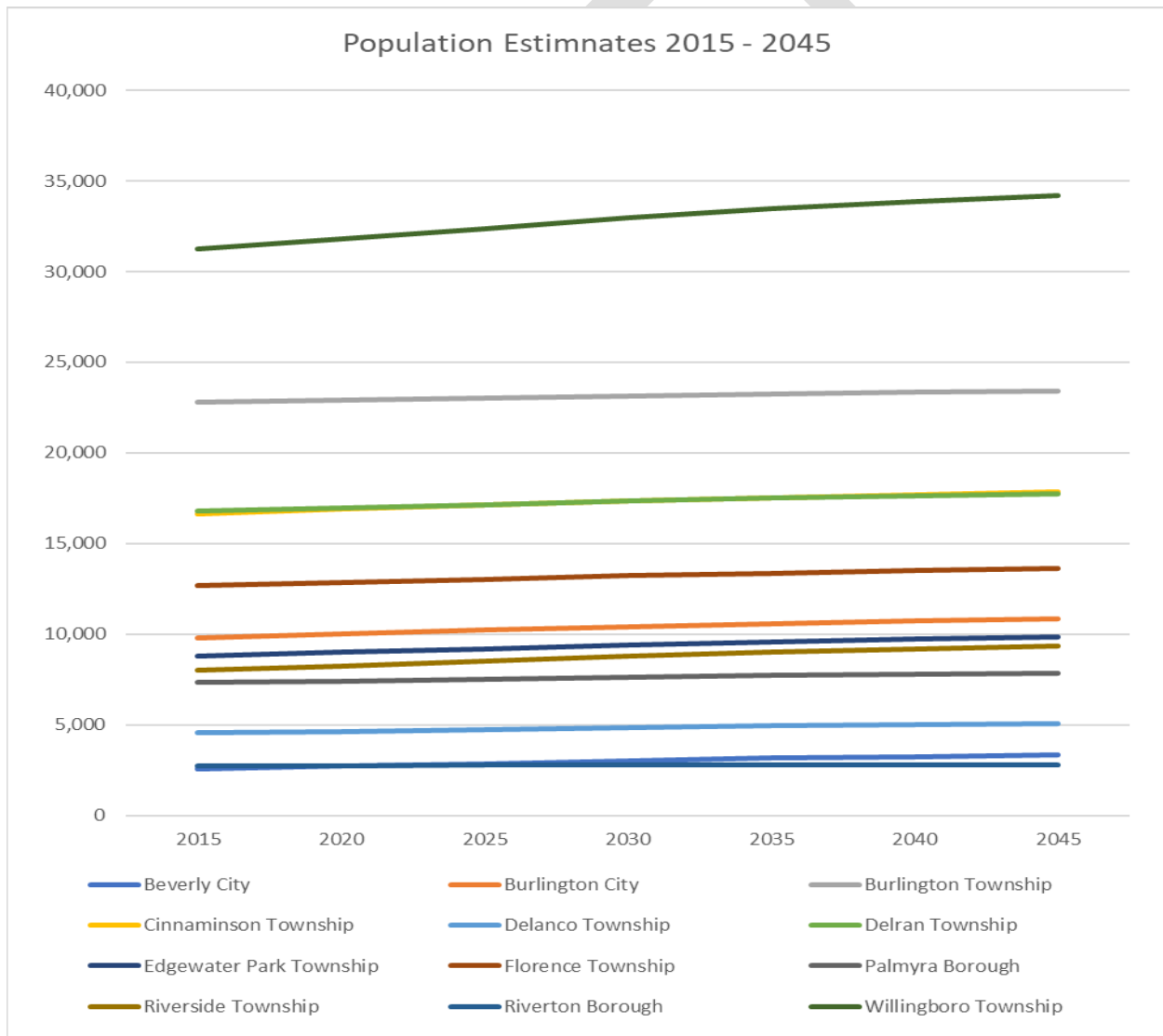
Municipality	2015	2020	2025	2030	2035	2040	2045	Abs Change 2015 - 2045	% Change 2015 - 2045
Beverly City	2,559	2,710	2,859	3,011	3,143	3,251	3,343	784	30.64%
Burlington City	9,808	10,010	10,210	10,414	10,590	10,735	10,858	1,050	10.71%
Burlington Township	22,826	22,936	23,045	23,156	23,252	23,331	23,398	572	2.51%
Cinnaminson Township	16,651	16,880	17,108	17,339	17,540	17,704	17,844	1,193	7.16%
Delanco Township	4,541	4,644	4,746	4,849	4,939	5,013	5,075	534	11.76%
Delran Township	16,767	16,959	17,150	17,343	17,511	17,649	17,766	999	5.96%
Edgewater Park Township	8,788	8,995	9,200	9,409	9,590	9,738	9,864	1,076	12.24%
Florence Township	12,688	12,864	13,038	13,216	13,369	13,495	13,602	914	7.20%
Palmyra Borough	7,314	7,420	7,525	7,632	7,725	7,801	7,865	551	7.53%

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Riverside Township	7,997	8,254	8,511	8,771	8,996	9,181	9,338	1,341	16.77%
Riverton Borough	2,748	2,753	2,758	2,763	2,768	2,771	2,774	26	0.95%
Willingboro Township	31,270	31,831	32,391	32,959	33,451	33,855	34,198	2,928	9.36%
River Route Corridor	143,957	146,256	148,541	150,862	152,874	154,524	155,925	11,968	8.31%
Burlington County	450,226	459,344	468,428	475,978	482,560	488,026	492,709	42,483	9.44%

Source: Delaware Valley Regional Planning Commission 2045 Municipal-Level Population Forecasts

Figure 3 – Population Estimates 2015-2045



Source: Delaware Valley Regional Planning Commission 2045 Municipal-Level Population Forecasts

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The data reflected in Table 5 and Figure 4 show that Burlington Township has the largest number of jobs in the Corridor but is projected to plateau as remaining land is developed. Florence, Delanco Willingboro and Edgewater Park Townships are expected to experience a sustained growth in employment over the 30-year period, likely due in part to the planned development of business parks and warehouses. Employment in Beverly City is projected to increase almost 30% between 2015 and 20145; however, this large increase may be reflective of the low number of current jobs in the City. The older, more established areas of the Corridor are expected to see more modest growth in employment. A loss of jobs is projected in Riverton Borough and Palmyra Borough between 2015 and 2045; however, redevelopment initiatives could reverse the projected trend. Employment will increase in the Corridor as a whole as the increase in population generates a demand for more retail, commercial and service activities.

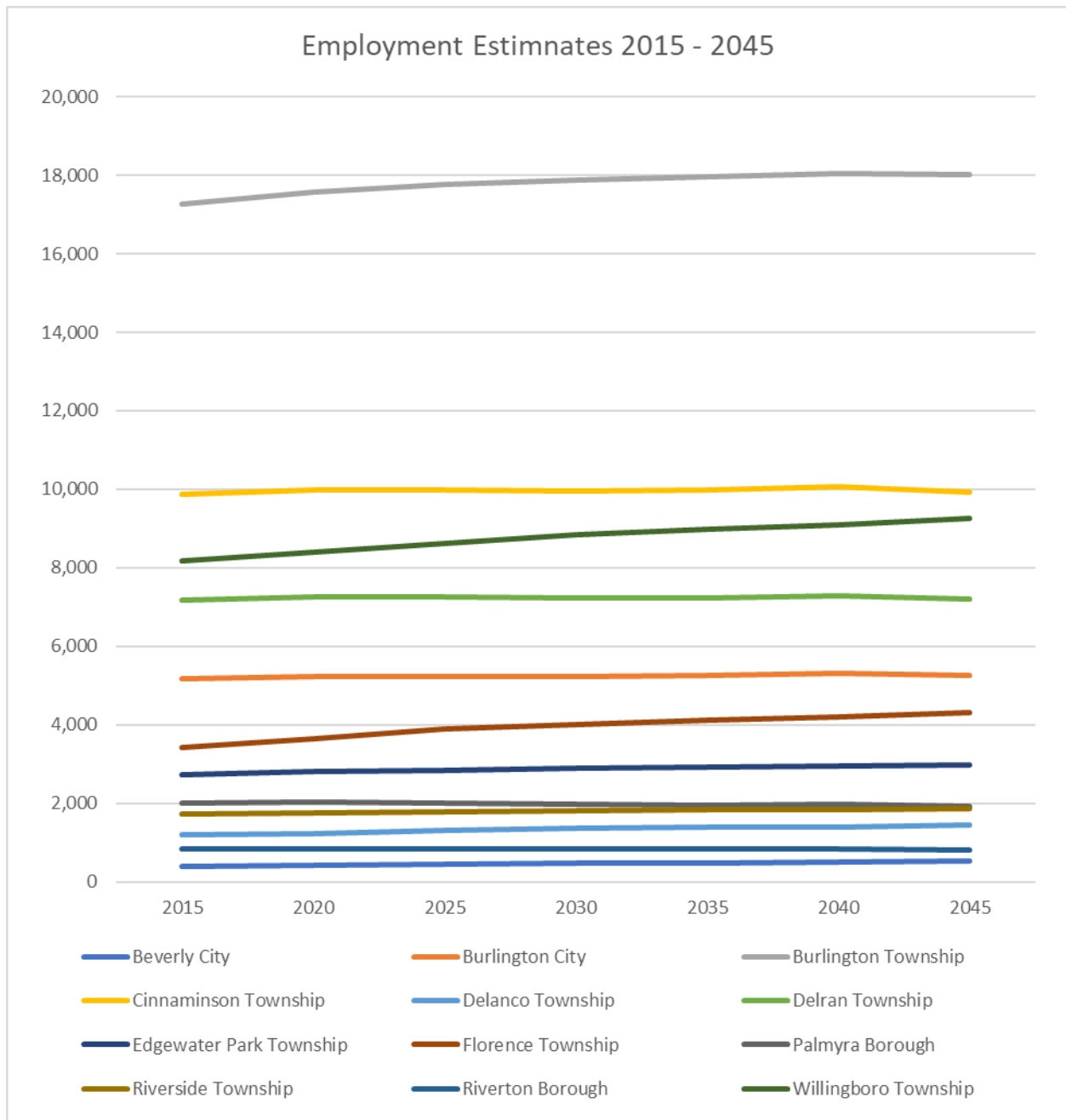
Table 5 – Employment Projections by Municipality

Municipality	2015	2020	2025	2030	2035	2040	2045	Abs Change 2015 - 2045	% Change 2015 - 2045
Beverly City	400	417	446	472	485	493	519	119	29.75%
Burlington City	5,162	5,229	5,237	5,231	5,251	5,298	5,242	80	1.55%
Burlington Township	17,266	17,584	17,772	17,879	17,949	18,054	18,013	747	4.33%
Cinnaminson Township	9,862	9,981	9,978	9,949	9,979	10,064	9,938	76	0.77%
Delanco Township	1,193	1,234	1,296	1,353	1,383	1,403	1,455	262	21.96%
Delran Township	7,181	7,263	7,249	7,217	7,234	7,295	7,190	9	0.13%
Edgewater Park Township	2,738	2,795	2,849	2,896	2,928	2,961	2,985	247	9.02%
Florence Township	3,424	3,650	3,889	4,017	4,112	4,190	4,297	873	25.50%
Palmyra Borough	2,008	2,021	1,994	1,963	1,957	1,971	1,916	-92	-4.58%
Riverside Township	1,726	1,759	1,787	1,811	1,827	1,847	1,856	130	7.53%
Riverton Borough	836	844	839	832	832	840	823	-13	-1.56%
Willingboro Township	8,184	8,388	8,632	8,850	8,979	9,093	9,253	1,069	13.06%
River Route Corridor	59,980	61,165	61,968	62,470	62,916	63,509	63,487	3,507	5.85%
Burlington County	241,298	246,351	251,368	255,562	258,363	261,195	263,622	22,324	9.25%

Source: Delaware Valley Regional Planning Commission 2045 Municipal-Level Population Forecasts

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Figure 4 – Employment Estimates 2015-2045



Source: Delaware Valley Regional Planning Commission 2045 Municipal-Level Population Forecasts

Housing and Economic Trends

Potential growth area designations, redevelopment areas, TDR receiving areas, Transit Village

Each of the 12 municipalities have designated areas in need of redevelopment within their boundaries consistent with the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A). These areas typically contain buildings that are unsafe, dilapidated, abandoned or substandard or land that is underutilized or vacant and may be redeveloped with the proper planning and zoning or incentives such as payments in lieu of taxes or tax abatements. Many of the areas in need of redevelopment are along U.S. Route 130 as shown in Map 3 (Appendix 2). Several areas in need of redevelopment have successfully redeveloped into viable uses during the last twenty years such as sections of the Cinnaminson, Delran and Willingboro Route 130 Corridor Redevelopment Areas as well as the Haines Center and Route 130 Redevelopment Area in Florence and Burlington Townships. The redevelopment at Palmyra Route 73 South and Griffin Pipe are moving forward and approvals have been granted for projects within Riverside's Golden Triangle. A complete list of Areas in Need of Redevelopment can be found in Table A (Appendix 1) and the adopted plans have been submitted to the Office of Planning Advocacy as part of the pre-petition submission.

Several locations in the Corridor are designated as Areas in Need of Rehabilitation, which have distinct criteria and benefits. The entire City of Beverly and Riverside Township are designated Areas in Need of Rehabilitation as well as portions of Palmyra and Cinnaminson Township.

There are two Transit Villages in the Corridor: Riverside Township, designated in 1999 and Burlington City, designated in 2007. Other municipalities in the corridor, such as Cinnaminson Township, are exploring Transit Village Designation around their RiverLine station. The New Jersey Department of Transportation (NJDOT) designates Transit Village status once a municipality has completed the Transit Village Application and demonstrates that the criteria set forth at: <https://www.state.nj.us/transportation/community/village/criteria.shtm> is met. Although other municipalities have not been formally designated as transit villages, Beverly, Edgewater Park, Burlington City and Florence have embraced transit village design and are planning for appropriate, context-sensitive development around their respective stations. The 2007 Beverly City Redevelopment Plan provides for a transit village on its side of the railroad tracks and the 2021 Edgewater Park Township Land Use Plan Update includes a recommendation to evaluate opportunities for the same on the Township's side of the tracks.

Land Use

The Corridor communities represent some of the earliest urban and suburban development in Burlington County. Towns first sprung up along the River and later expanded along the railroad and road network. Today, the Corridor is almost completely developed with residential, commercial, industrial, marine, recreational, vacant and agricultural uses. Map 4 (Appendix 2) shows land uses in the Corridor as identified in the Delaware Valley Regional Planning Commission's (DVRPC) 2015 Land Use GIS layer. The predominant land use in the southern and central sections is residential. In the northern section, especially in southern portions of Florence and Burlington Townships, contain the most agricultural and wooded found in the Corridor. The 300-acre Burlington Island is currently wooded and undeveloped but has the potential to become a combined public open space and outdoor commercial recreational facility. The vacant land

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designation (i.e., undeveloped land) includes riparian areas along the rivers and streams, lawns in business parks, open fields stormwater basins, and brownfield sites. The Roebling Steel Plant property and the area behind the Watchcase Building are two examples of vacant land with development potential. Commercial land uses are located along the entire stretch of U.S. Route 130, with smaller pockets along State Route 73 and County Routes 541 and 543. The industrial land uses are found in the numerous industrial parks located on the Cinnaminson/Delran border, Delanco Township and the area between in the Delaware River and Route 130 in Burlington City, Burlington and Florence Townships. Recreational land uses, which include County and municipal parks and school athletic fields are interspersed throughout the Corridor and are discussed later in the Community Inventory section. Community Service land uses, which include government buildings, schools and other institutional facilities are also described in more detail later in this Report. The Corridor has one mining operation and does not contain any military facilities.

Table 6 – Land Use Percentages within the Corridor

Land Use	Percent
Agriculture	6.48%
Commercial	7.43%
Community Services	2.83%
Industrial	3.08%
Mining	0.06%
Recreation	4.51%
Residential	36.75%
Transportation	1.83%
Utility	1.96%
Vacant	8.57%
Water	9.64%
Wooded	16.87%
Corridor Total	100.00%

Source: Delaware Valley Regional Planning Commission 2015 Land Use GIS

Commercial and Industrial square footage

Table 7 shows the square footage of nonresidential buildings by municipality in 2014 and 2019. Burlington Township has the most commercial, flex, industrial and medical space of all the 12 municipalities. The Township shows a 17% increase in industrial space between 2014 and 2019. Florence has the second most industrial space with an increase of almost 1,700 square feet (39.5%) during that time. Burlington City and Cinnaminson and Delran Townships have over a million square feet of each commercial and industrial floor space. Edgewater Park and Delanco Townships have almost double the amount of industrial space than commercial while Willingboro and the towns along the River tend to have more commercial floor space. Riverside and Cinnaminson experienced decreases in industrial space, likely due to demolitions. Approvals for

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additional commercial and industrial facilities in the twelve municipalities that were granted in 2020 and 2021 are not shown in this table but are discussed later in this Report.

Table 7 – Non-Residential Space between 2014-2019 (by square footage)

Municipality	Year	Commercial	Flex	Industrial	Medical	Office
Beverly	2014	101,440		149,316		26,149
	2019	104,556		149,316		26,149
Burlington City	2014	1,136,802	87,452	741,178	35,466	362,491
	2019	1,136,802	87,452	1,883,155	35,466	362,491
Burlington Township	2014	2,775,580	1,453,981	7,107,166	176,256	604,971
	2019	2,799,601	1,453,981	8,273,063	176,256	604,971
Cinnaminson	2014	1,844,970	932,745	2,420,840	69,021	329,970
	2019	1,821,660	932,745	2,418,430	69,021	329,970
Delanco	2014	81,682	13,034	1,544,755		47,105
	2019	81,682	13,034	1,588,533		47,105
Delran	2014	1,929,929	400,165	2,126,510		396,933
	2019	1,944,959	400,165	2,325,729		396,933
Edgewater Park	2014	643,465	52,799	1,210,346		69,240
	2019	653,527	52,799	1,210,346		69,240
Florence	2014	501,295	30,278	4,338,912	1,152	221,593
	2019	508,010	30,278	6,008,935	1,152	221,593
Palmyra	2014	397,322		382,019		61,375
	2019	404,804		382,019		61,375
Riverside	2014	562,705	37,859	703,469		46,362
	2019	562,705	37,859	633,301		46,362
Riverton	2014	152,260		38,904		25,274
	2019	149,295		38,904		37,922
Willingboro	2014	1,114,459	11,132	538,859	52357*	209,372
	2019	1,114,459	11,132	538,859	313,057	209,372

Source: Burlington County Bridge Commission GIS Analysis of aerial photography and field research

Table 8 shows the total square footage of three types of nonresidential space (retail, office and storage) reported on certificates of occupancy for the 12 municipalities in the Corridor as reported to the NJ Department of Community Affairs. As expected, Burlington and Florence Township have the highest increases in storage space (warehouses) during the period between

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2016 and 2021. Except for Palmyra Borough, Riverside Township and Riverton Borough, all other municipalities have experienced modest increases during this time.

Table 8 – Non-Residential constructed between 2016-2021

	2016			2017			2018		
AREA NAME	Office	Retail	Storage	Office	Retail	Storage	Office	Retail	Storage
Beverly City	0	8,424	0	0	0	0	0	0	0
Burlington City	0	0	0	0	440	1,820	0	0	0
Burlington Township	5,600	68,939	1,424,182	4,665	9,956	192,380	0	40,447	97,500
Cinnaminson Twp.	0	2,345	0	2,560	0	0	840	53,113	0
Delanco Township	0	0	0	0	0	0	14,192	0	43,660
Delran Township	0	6,000	0	0	0	0	0	0	0
Edgewater Park Twp.	1,920	0	0	0	0	0	0	0	0
Florence Township	218,425	0	504,000	120	0	342,720	0	0	1,194,420
Palmyra Borough	0	0	0	0	0	0	0	0	0
Riverside Township	0	0	0	0	0	0	0	0	0
Riverton Borough	0	0	0	0	0	0	0	0	0
Willingboro Twp.	2,075	0	0	0	0	0	0	0	0

	2019			2020			2021 (Jan-Apr)		
AREA NAME	Office	Retail	Storage	Office	Retail	Storage	Office	Retail	Storage
Beverly City	0	0	0	0	0	0	0	0	0
Burlington City	0	0	0	0	0	0	0	0	0
Burlington Township	0	0	1,395,115	2,592	29,089	1,608,623	0	0	0
Cinnaminson Twp.	2,830	0	0	4,644	0	1,300	1,230	0	0
Delanco Township	0	0	0	0	0	150,000	0	0	0
Delran Township	0	0	0	0	0	0	0	0	0
Edgewater Park Twp.	0	0	0	0	0	0	0	0	0
Florence Township	0	0	0	0	0	3,000	0	0	0
Palmyra Borough	0	0	0	0	0	0	0	0	0
Riverside Township	0	0	0	0	0	0	0	0	0
Riverton Borough	0	0	0	0	0	0	0	0	0
Willingboro Twp.	0	0	0	0	0	0	0	0	0

Source: New Jersey Department of Community Affairs, Construction Reporter

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Property Classifications

The New Jersey Division of Taxation maintains and updates the New Jersey Property Tax System (MOD-IV) data tables, which are based upon individual parcel records collected by local tax assessors. Each block and lot record contains a single property classification code for taxable real property, railroad property and exempt property. Table 9 shows the acreage of each property classification for the 12 municipalities. Burlington Township (16.2%), Delanco Township (15.3%), Florence Township (10.2%) and Palmyra Borough (16.3%) have the largest percentage of land classified as “vacant” by the tax assessor while Riverton Borough has the least at 1.9%. Beverly City (58.1%), Riverside Township (52.9%) and Willingboro Township (54.2%) have the highest percentages of residential properties and Edgewater Park Township (5.1%) and Riverton Borough have high percentages of apartment and condominium buildings. Public land consumes high percentages of land in Burlington City (41.2%), due to the City’s ownership of Burlington Island. Delanco Township (20.5%), Delran Township (21.8%), Palmyra Borough (20.4%) and Willingboro Township (19.0%) also have high percentages of public land, which includes both developed and undeveloped properties. Other exempt properties include cemeteries, churches and charitable properties. Burlington Township, Cinnaminson Township and Delanco Township each have 20% or more land in commercial and industrial uses combined. Conversely, Willingboro Township is just below 7% and may benefit from more non-residential development. Florence Township has the highest percentage of land in farming with 43.0%, followed by Burlington Township (21.3%) and Edgewater Park Township at (18.8%). The total area for each municipality shown below does not include public road rights-of-way and waterways.

Table 9 – Property Class by Municipality

Property Classification	BEVERLY CITY	BURLINGTON CITY	BURLINGTON TOWNSHIP	CINNAMINSON TOWNSHIP
Vacant	27.04	164.51	1,361.45	265.71
Residential	163.63	456.13	1,937.76	2,123.86
Farm	0.00	0.00	1,785.94	433.23
Commercial	14.54	172.92	790.87	484.11
Industrial	9.56	131.54	918.45	524.95
Apartment	1.74	21.94	93.68	20.20
Railroad	0.00	17.11	26.58	13.86
School	1.29	89.12	133.88	145.09
Public	27.01	784.83	1,104.63	303.48
Other Tax Exempt	36.58	73.51	239.32	216.02
Total	281.40	1,911.60	8,392.57	4,530.51

Property Class	DELANCO TOWNSHIP	DELRAN TOWNSHIP	EDGEWATER PARK TOWNSHIP	FLORENCE TOWNSHIP
Vacant	218.33	346.80	113.15	678.47
Residential	340.18	1,415.42	717.08	1,151.04
Farm	119.48	415.31	340.55	2,873.64
Commercial	107.13	498.88	167.07	125.71

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Industrial	215.73	185.84	41.75	497.89
Apartment	1.65	122.11	92.94	17.02
Railroad	0.00	0.00	19.34	2.25
School	15.64	202.00	35.06	78.88
Public	293.02	906.79	129.68	883.65
Other Tax Exempt	120.18	64.17	154.53	366.63
Total	1,431.34	4,157.34	1,811.15	6,675.18

Property Class	PALMYRA BOROUGH	RIVERSIDE TOWNSHIP	RIVERTON BOROUGH	WILLINGBORO TOWNSHIP
Vacant	186.59	53.85	6.21	283.98
Residential	367.52	387.45	238.05	2,240.72
Farm	52.66	0.00	0.00	37.48
Commercial	205.16	44.86	26.01	253.90
Industrial	14.95	39.05	8.24	30.15
Apartment	8.23	16.22	15.92	19.05
Railroad	9.04	8.49	1.70	0.00
School	28.13	15.75	2.00	272.59
Public	233.80	129.24	18.94	782.99
Other Tax Exempt	41.36	37.36	10.98	210.48
Total	1,147.44	732.27	328.06	4,131.36

Source: Burlington County GIS, NJ Division of Taxation, MOV-IV property tax data, 2015

Natural Cultural and Recreational Features

Lakes, Rivers, Streams

The Route 130 Corridor is bounded by the Delaware River to the West, the Pennsauken Creek to the South and the Crafts Creek to the North, as shown on Map 5 (Appendix 2). The Rancocas Creek, which drains a significant watershed in the Burlington County, bisects the corridor and empties into the Delaware River between Hawk Island and Amico Island. The Assiscunk Creek, Swede Run, Tanners Run, Bustleton Creek and Pompeston Creek are smaller stream that drain into the Delaware River but are still significant to the ecosystem within the Corridor. The Pompeston Creek, between Route 130 and Broad Street is listed as a Category One water by the NJDEP. Swedes Lake and Olympia Lake are among the few named lakes located in the Corridor.

Wetlands, including coastal and forested wetlands

According to the 2012 NJDEP Wetlands GIS layer, wetlands of varying widths can be found along all the creeks and streams in the Corridor especially along the Rancocas Creek, Mill Creek, Swede Run and Assiscunk Creek. Pockets of wetlands are found adjacent to the Delaware River within Palmyra Cove, Burlington Island, Taylor's Preserve Bogg's Ditch (Delaware River to Edgewater Park), surrounding the West Avenue "Dunes" Nature Trails Park and the Hawk Island peninsula along the Rancocas Creek. These wetland corridors and riparian areas are important environmental features and should be preserved to protect water quality and reduce flood risks.

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As shown in Table 10, the Corridor municipalities contain 3,788 acres of wetlands with the most acres in the southern portions of Burlington and Florence Townships.

The NJDEP produced a digital Geographic Information Systems (GIS) data layer depicting land use and land cover based upon the visual interpretation of aerial photography. Two-dimensional shapes known as “polygons” were created, assigned distinct land use and land cover and generalized into the following six basic categories: agriculture; barren land; forest; urban; water; and wetlands. Table 10 shows the amount of land by municipality for each land use category.

Table 10 -Land Use Categories by Municipality

Municipality	Agriculture	Barren Land	Forest	Urban	Water	Wetlands
Beverly City	0.00	0.00	29.18	306.97	140.07	10.20
Burlington City	2.36	20.52	343.90	1,429.49	490.86	131.73
Burlington Township	611.80	104.45	1,614.54	5,175.60	364.15	1,137.99
Cinnaminson Township	119.98	181.09	325.44	3,756.19	353.97	353.86
Delanco Township	68.58	5.68	254.78	1,045.14	699.30	116.40
Delran Township	253.55	9.73	520.29	2,986.26	412.02	461.27
Edgewater Park Township	186.81	15.81	194.60	1,461.49	112.66	4.25
Florence Township	1,106.07	417.39	909.40	2,795.36	331.86	987.44
Palmyra Borough	0.00	62.82	203.09	828.42	514.05	64.70
Riverside Township	0.00	22.26	37.09	757.98	106.26	123.60
Riverton Borough	0.00	0.00	17.70	392.00	195.48	9.27
Willingboro Township	12.51	10.62	287.19	4,208.33	287.32	388.01
Total for the Corridor	2,361.66	850.37	4,737.20	25,143.23	4,008.01	3,788.72

Source: NJDEP 2012 Land Use/Land Cover GIS Data

Woodlands

Generally, the wooded areas in the Corridor are coincident to the boundaries of the County parks and the Palmyra Cove Nature Park. The NJDEP’s 2012 Land Use/Land Cover GIS layer, shows small pockets of forestland along the Delaware River, including Burlington Island, Hawk Island and Taylor Wildlife Preserve. According to Table 10, Burlington Township has the most acres of forest or 34% of the total while built out municipalities, such as Beverly, Riverside and Riverton, each have less than 50 acres. According to NJDEP Land Use/Land Cover data, the Corridor lost approximately 1,654 acres of forest, mostly to urban development, between 1997 and 2012.

Farmland

Burlington County has a strong farmland preservation program. The County’s designated Agricultural Development Area (ADA) includes areas that have the potential for continued agricultural use. Much of the farmland between the New Jersey Turnpike Extension and I-295 in Florence Township is located in the ADA. Outside of Florence Township, Hunter’s Farm in

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Cinnaminson Township is the only other farm in the Corridor within an ADA. Outside of the ADA, much of the farmland has been lost to development. Comparing the 1997 and 2012 NJDEP Land Use/Land Cover data shows almost a 43% loss in agricultural land. Hunter's Farm and several farms in Florence Township have been permanently preserved, as shown in Table 11. Most farms within the Corridor are field crops with a few orchards and nurseries interspersed. Aside from Beverly City, Burlington City, Riverside Township and Riverton Borough, each municipality has some property that is farmland assessed, as shown in Table 7. Not all farmland is planned to be preserved from future development. For example, in Edgewater Township, about 75 acres are planned for inclusionary affordable housing, and another 60 acres along US Route 130 are now being developed for warehouse / industrial use.

Table 11 – Preserved Farmland in the Corridor

Farm, Municipality	Easement Acres	Farm, Municipality	Easement Acres
Hunter Farm, Cinnaminson	76.3	Reeder Farm, Florence	102.8
Schoen Farm, Florence	73.9	Staub Farm Florence	80.5
Hathaway Farm, Florence	28.5	Ashmore Farm, Florence	35.2

Source: NJ SADC / Burlington County CADB

Habitat for threatened and endangered species

According to the NJDEP Division of Fish and Wildlife's website, "Designed to guide strategic wildlife habitat conservation, the Landscape Project is a pro-active, ecosystem-level approach for the long-term protection of imperiled species and their important habitats in New Jersey. The N.J. Division of Fish and Wildlife's Endangered and Nongame Species Program (ENSP) began the project in 1994. Its goal: to protect New Jersey's biological diversity by maintaining and enhancing imperiled wildlife populations within healthy, functioning ecosystems." Habitats are ranked and divided into five distinct categories: 1) habitat specific requirements, 2) special concern, 3) state threatened, 4) state endangered and 5) federally listed, see Map 6 (Appendix 2). According to the New Jersey's Landscape Project (Version 3.3) GIS layer, the most critical areas, which contain State and federally-listed threatened and endangered species are found along the Delaware River, Rancocas, Creek, Mill Creek, Assiscunk Creek, Swede Run and Pompeston Creek. Burlington Township contains the highest amount of habitat (3,284 acres) concentrated mostly within the southern portion where wetlands are found in the headwaters of the Mill Creek and Assiscunk Creek. Palmyra Borough (51.6%) and Delanco Township (50.9%) have the largest percentage of land considered prime habitat for threatened and endangered species. Many of these areas are located within already preserved open space areas.

Parks, recreation and open space (including a distinct layer showing preserved open space)

At the time the 1999 Plan was written, there were no State or County recreational facilities located within the Corridor. However, over 20 years later, the County has made a concerted effort to expand its parks and open space system. There are now four parks operated by Burlington County located adjacent to the Rancocas Creek. The four parks are Amico Island Park

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(Delran Township), Laurel Run Park (Delran Township), Pennington Park (Delanco Township) and Willingboro Lakes Park (Willingboro Township) and include many popular amenities, as listed in Table 12. The County is improving Willingboro Lake Park to include an official paved parking lot, pavilions, restrooms and improved trails. Pennington Park has 120 garden plots that can be leased seasonally, including six accessible gardens.

Table 12 – County Park Amenities

County Facility	Hiking/ Biking	Fishing	Dog Park	Play- ground	Picnic/ Grills	Bird- watching	Canoeing
Amico Island	x	x				x	
Pennington Park	x	x	x	x	x	x	
Willingboro Lakes	x	x				x	x
Laurel Run Park	x				x	x	

Source: Burlington County, Division of Parks <http://www.co.burlington.nj.us/554/County-Park-Facilities>

All 12 municipalities have a robust local park system that offer a variety of amenities such as parking, playgrounds, trails, athletic fields, tennis and basketball courts and tot lots. There are approximately 90 municipal parks in the Corridor ranging from the large parks such as Mill Creek Park (Willingboro), Memorial Park (Cinnaminson), Community Park (Delran), Greenacres (Burlington Township) and Marter Field (Florence) to small pocket parks that are less than one acre as shown in Table B (Appendix 1) and Map 7 (Appendix 2). Facilities dedicated to youth sports are popular and are home to a variety of recreational organizations. With grant money from the Burlington County Board of County Commissioners, Delran Township recently created an all-inclusive park with equipment that is designed to be accessible for all children.

There are several community centers in the Corridor including the Palmyra Community Center, the Kennedy Center, the Keegan Recreational Center and the Florence Community Center. All 12 municipalities meet the “Balanced Land Use Concept”, which is endorsed by the New Jersey Department of Environmental Protection and states that a minimum 3% of a municipality’s developed or developable land should be set aside for recreational use within the community. The National Recreation and Park Association suggests 10.1 acres of parkland per 1,000 residents as an appropriate standard. Both metrics, as well as the total acres of recreation and open space by municipality, are shown in Table 12 A.

Private recreation facilities

In addition to the public sites, there are several private recreation facilities available to the residents in the Corridor. These recreational opportunities include passive open space, swim clubs, golf courses, marinas, yacht clubs, gyms, bowling alleys, roller skating rinks and family activity centers. Within the last few years, an indoor go-kart track and a trampoline park have opened in formerly vacant shopping centers. Not only do these facilities provide recreational opportunities, but most are also ratables and provide employment opportunities.

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Table 12 A – Acres of Open Space by Municipality

Municipality	Acres of Open Space and Recreation	Total Acres of Municipality (less streets, waterways)	Percent of Open Space/ Recreation	Acres of OS per 1,000 Residents
Beverly City	9.51	281.4	3.38%	3.69
Burlington City	424.78	1911.6	22.22%	42.82
Burlington Township	708.07	8392.57	8.44%	31.33
Cinnaminson Township	424.82	4530.51	9.38%	27.28
Delanco Township	279.05	1431.34	19.50%	65.15
Delran Township	706.45	4157.34	16.99%	41.81
Edgewater Park Township	140.96	1811.15	7.78%	15.87
Florence Township	303.50	6675.18	4.55%	25.06
Palmyra Borough	231.52	1147.44	20.18%	31.29
Riverside Township	92.07	732.27	12.57%	11.39
Riverton Borough	14.07	328.06	4.29%	5.06
Willingboro Township	498.70	4131.36	12.07%	15.76

Sources: Burlington County GIS, NJDEP Green Acres, U.S. Census Bureau, municipal records

Greenways and trail systems

According to its website, “the East Coast Greenway connects 15 states, 450 cities and towns, and 3,000 miles of people-powered trails from Maine to Florida — the country’s longest biking and walking route.” Between Trenton and Philadelphia, the East Coast Greenway follows along two designated bicycle routes that form a 60-mile loop, known as the Delaware River Heritage Trail. On the New Jersey side, from the Calhoun Street Bridge in Trenton to the Tacony-Palmyra Bridge in Palmyra Borough, the route currently winds its way through the Corridor mostly on County and local roads. Currently, there are only a few small sections in the Route 130 Corridor that utilize off-road paths in the Corridor. The segment between Trenton and Bordentown is now open. To the south Burlington County just approved a new 5.5-mile trail section from Fieldsboro to the Roebling Museum in Florence. Sections of the Delaware River Heritage Trail are now complete in Florence. The DVRPC’s interactive website shows the existing and proposed network of planned trails (<https://www.dvrpc.org/webmaps/thecircuit/>).

In addition to the Delaware River Heritage Trail described above, the Rancocas Creek Greenway Trail is a proposed 20-mile multi-use trail to follow along the northeast side of the Rancocas Creek. The Newton’s Landing Trail (1.3 miles), in Delanco Township, presently parallels the Rancocas Creek and feeds into the County’s Pennington Park. In 2019, Burlington County secured funding to construct the remaining four miles of the trail between Amico Park in Delran and Pennington Park in Delanco. Once completed, the trail will eventually extend to Mount Holly and beyond to Brendan Byrne State Forest. Both trails, as proposed, are shown on Map 7 in Appendix 2. Other municipal trails exist throughout the Corridor, which link parks and other community facilities. Florence Township is completing a multiuse trail from Florence-Columbus Road to

Memorial High School, via Ezra “Bud” Marter Park. In addition, the Fifth Street Rails to Trails project, also in Florence Township, recently received state and federal funding and will be completed in the near future.

Historic & Cultural Sites

Each of the communities within the Corridor have a deep and extensive historical background, many dating back to colonial times. Burlington City served as the capital of West Jersey until 1702, was the co-capital of the colonial Province and later State of New Jersey with Perth Amboy until the capital moved to Trenton in 1792. In as much as the Delaware River served as one of the major early gateways into the County, the riverfront communities are among the oldest and present a rich mosaic of historic development patterns and architecture. In the mid and late 1800s industries prospered in the towns situated along the Camden and Amboy Railroad. There are five historic districts located in the Corridor – Roebling Historic District, Riverton Historic District, High Street Historic District, Beverly National Cemetery, Burlington Historic District. Additionally, there are 57 historic registered buildings located in all municipalities except Riverton Borough, Cinnaminson Township and Delran Township. A complete list can be found in Table C (Appendix 1).

Other natural features that are critical and relevant to the community

The 100-year floodplains are associated with major streams flowing through the Corridor, i.e., Delaware River, Rancocas Creek, Pennsauken Creek, Pompeston Creek, Swedes Run, Mill Run, Assiscunk Creek and Craft’s Creek. Much of the extensive flooding that occurs during the 100-year storm events affects lands along the Delaware River and Rancocas Creek, as well as the Pennsauken and Assiscunk Creeks. In addition to impacting undeveloped lands, the Delaware River has flooded portions of the more-densely developed communities. The Corridor hosts three NJDEP Natural Area Priority Sites: Stevens (Burlington Township), Nelly’s Pond (Delanco) and the Edgewater Park Site (Edgewater Park, Beverly and Burlington City).

Available Public Facilities and Services

Schools (private and public)

There are 12 school districts representing the 12 municipalities, which operate the public-school systems. Each district consists of at least one school and provides classes for children from kindergarten through eighth grade. The Palmyra Borough, Cinnaminson Township, Delran Township, Riverside Township, Willingboro Township, Burlington City, Burlington Township and Florence Township school districts provide education for students in grades 9 through 12 in their respective high schools. Riverton Borough send their students to Palmyra High School, Delanco Township sends to Riverside High School, Edgewater Park Township sends to Burlington City High School and Beverly City sends to Palmyra High School. Recurring discussion for realignment of existing send /receive relationships or broader regionalization of smaller (K-8) Districts into existing larger districts have occurred between Delanco, Beverly and Edgewater Park. Students have a variety of private school options at all grade levels. Additionally, high school students have the option of attending Burlington County Institute of Technology in nearby Westampton Township. Rowan College Burlington County’s Willingboro Campus recently closed. All schools are found on Map 8 (Appendix 2) and in Table D (Appendix 1).

Daycare centers

Non-profit and profit childcare centers are in each of the 12 municipalities within the Corridor. A complete listing of licensed active childcare centers is provided in Table E (Appendix 1).

Government buildings and public services

Table F (Appendix 1) contains a list of all the governmental buildings located in the Corridor. Each municipality has a municipal hall, public works facility and police department. Several municipalities operate community centers, which offer an array of programs and activities. The list also includes, elevated water storage tanks, wastewater treatment plants and water treatment plants. There is at least one fire company located in each municipality in the Corridor, except for Edgewater Park Township, which is served by the Beverly City Fire Department. Several ambulance squads provide emergency services and traverse municipal boundaries based on various local agreements. For example, the Beverly-Edgewater Park Emergency Squad recently closed and the Endeavor Emergency Squad, out of Burlington Township, is now covering this area. Since the 1999 Strategic Plan was drafted, the Florence Township Fire Department consolidated three fire companies into a single company in a new firehouse. Willingboro recently constructed a new combined Fire and EMS building on Charleston Road.

Several libraries are located within the Corridor providing broad coverage and access to the resident population. The Burlington County Library System (BLCS), which operates out of its main location in Westampton, has two branches in the Corridor, the Riverton Library and Cinnaminson Library. The Riverside Library, Delanco Public Library, Beverly Free Library, Library Company of Burlington and Florence Township Library are members of the BLCS. The BLCS also operates a mobile library with scheduled stops within the Corridor. The Willingboro Public Library is an independent library, founded in the fall of 1959 by the Levittown Civic Association.

Vulnerable Populations

The Corridor communities have a robust network of health and medical options for their senior residents. Several facilities are located within the 12 municipalities including, but not limited to: Masonic Home of NJ, Riverview Estates, Burlington Woods, Marcella Center, Living Springs, Granville Place, Cinnaminson Center, Brookdale-Florence, Home for Aged Women and Roebbling Arms. Adult day care facilities and other senior services can also be found within the Corridor. According to NJ Department of Human Services data, the STABLE Community Services on 513 High Street in Burlington City is the only New Jersey Licensed Addiction Treatment Center in the Corridor and one of ten centers located in Burlington County. The municipal questionnaire asked municipalities if they assessed their vulnerable populations and whether they have an inventory of community assets.

Resiliency and Climate Change

Addressed in the municipal questionnaire.

Equity and Affordable Housing

Addressed in the municipal questionnaire.

Transportation, Circulation and Goods Movement

Highways

U.S. Route 130 runs 15.9 miles southwest to northeast through the Study Area as shown on Map 9 (Appendix 2). The divided highway is six lanes wide south of Burlington City and four lanes wide to the north. Other highways, as listed in Table 10, also traverse the Corridor but have a smaller footprint in the Corridor. Exit 6A connects the New Jersey Turnpike Extension with U.S. Route 130 in Florence Township. Exit 47 connects I-295 with County Route 541 in Burlington Township and Exit 52 is located just south of Florence Township. State Route 90 originates in Cinnaminson Township, continues through Pennsauken Township over the Betsy Ross Bridge and terminates at Interstate 95 in Pennsylvania. The Tacony-Palmyra Bridge and Burlington-Bristol Bridge, operated by the Burlington County Bridge Commission, connect New Jersey with Pennsylvania via State Routes 73 and 413, respectively. Table 13 provides a list of the State-maintained highways found in the Corridor.

Table 13 – State Maintained Highways in the Corridor

Highway	Length in Corridor (Miles)	Municipalities
New Jersey Turnpike (I-95)	4.16	Burlington Township, Florence Township
New Jersey Turnpike	0.79	Burlington Township
Interstate 295	4.70	Burlington Township, Florence Township
U.S. Route 130	15.90	Burlington City, Burlington Twp., Cinnaminson Twp., Delanco Twp., Delran Twp., Edgewater Park Twp., Florence Township Willingboro Twp.,
State Route 73	2.09	Palmyra Borough, Cinnaminson Township
State Route 413	0.76	Burlington City
State Route 90	0.32	Cinnaminson Township

Source: NJDOT Straight Line Diagrams, 2015

County roads

Burlington County maintains an extensive network of County Roads, including 82.6 miles in the Corridor (16.2% of the total miles of County Roads in the County). The primary (500-series) and secondary (600-series) County Roads link neighborhoods and urban areas to the state-maintained highway system described above. Several of these County Roads provide important regional links between U.S. Route 130 and Interstate 295. In addition, the County maintains 364 bridges and 700 culverts throughout Burlington County including guardrails, bridges, culverts, pipes, and dams.” Table 14 lists the County Road numbers found within the Corridor.

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Table 14 – County Roads in the Corridor

541	608	633	660
543	613	634	661
601	624	635	670
602	625	636	688
603	626	637	693
604	629	656	541T
605	630	657	
606	631	658	
607	632	659	

Source: Burlington County Engineering Division <https://www.co.burlington.nj.us/917/County-Roads>

Transportation Improvements

Below is the list of projects in the Corridor that were included in the Delaware Valley Regional Planning Commission's (DVRPC) FY 2018-2021 Transportation Improvement Program (TIP):

- 12415 – Route 130, Charleston Road/Cooper Street (CR 630) to Crafts Creek
- 02397 – Route 130, Columbus Road/Jones Street
- D1401 – Burlington County ATMS Upgrade & CR 656 DMS Deployment
- D0302 – Burlington County Roadway Safety Improvements
- D1804 – CR 537, CR 628, and CR 660 Guiderail Installation
- D1905 – Traffic Signal and ATMS Replacement and Upgrade Project

The DVRPC Draft FY 2020-2023 TIP, includes reconfiguring the Route 130/Delaware Avenue/Florence-Columbus Road (CR 656) intersection in its Study and Development Program.

The DVRPC's Long Range Plan, also known as Connections 2045, identifies several transportation enhancements along U.S. Route 130 that may be included in a future Transportation Improvement Program. These projects include: 1) adding missing jug-handles and signaling the Campus Drive intersection (Burlington Township); 2) reconfiguring the jug-handle at Bridgeboro Road (Edgewater Park and Delanco Townships) and; 3) reconfiguring the two important intersections in Florence Township near Exit 6A, which have experienced an increase in both truck and interstate traffic: Florence-Busleton Road/Cedar Lane (CR 659) and Florence-Columbus Road/Delaware Avenue (CR 656). The latter project has been moved to the Draft FY 2020-2023 TIP Study and Development Program. Connections 2050, is currently being drafted.

The County is also actively working with the New Jersey Department of Transportation on a comprehensive plan to address traffic issues along U.S. Route 130 around Exit 6A. Intersection improvements along Route 130 at Jones Street and Dulty's Lane as well as extending Daniels Way to River Road and extending Cathy Lane to Florence-Columbus Road are in consideration.

Water and Sewer Infrastructure and Capacity Issues

Sewer service areas

Almost the entire Corridor is within an approved sewer service area, except for the agricultural areas in the southern portion of Florence Township, which rely on individual septic systems. The environmentally sensitive wetland corridors, especially along the Delaware River and Rancocas Creek have been carved out and are not within sewer service areas. In 2013, the NJDEP adopted the Future Wastewater Service Area map as an amendment to the Tri-County Water Quality Management Plan, as shown on Map 10 (Appendix 2). There are ten wastewater treatment plants in Corridor, which are operated by either the local municipality or an independent utility authority. Delanco is served by Beverly Sewerage Authority and the Willingboro Municipal Utilities Authority. Edgewater Park is served by the Willingboro Municipal Utilities Authority. Other services areas overlap municipal boundaries. For example, Riverside serves portions of Delran Township. As described in the County's Wastewater Management Plan, all the facilities that serve the communities in the Corridor have surplus capacity to meet both current and projected flows (see Table 15). Delran Township is the closest to capacity at 90%. It may be beneficial for municipalities in the Corridor to consider interconnections in order to better serve the future regional need for additional wastewater treatment capacity. Treated effluent from these facilities is discharged to either the Delaware River or the Rancocas Creek, as is case of Willingboro Township. There are a few private industrial and non-industrial facilities, which operate small on-site treatment plants. These facilities discharge their effluent to groundwater.

In response to the State's new Water Quality Management Plan (WQMP) rules, which became effective as of November 7, 2016, Burlington County submitted a county-wide Wastewater Management Plan (WMP) to the New Jersey Department of Environmental Protection (NJDEP) for adoption into the Tri-County WQMP, which covers Burlington, Camden and Gloucester counties. The Plan includes a description of wastewater facilities and their treatment capacity, proposed actions and strategies and wastewater service area maps. Additionally, the WMP includes a detailed parcel-by-parcel zoning build-out analysis for each municipality.

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Table 15

Treatment Facility or Non-Sewer Service Area	NJPDES PERMIT NUMBER	Municipalities Served	Existing Flow (MGD)	Project Add'l Flow	Total Future Planning Flow	NJPDES Permit Flow	Surplus or Deficiency
Beverly City Sewerage Authority	NJ0027481	Beverly City Delanco Township	0.480 (48%)	0.135	0.615	1	0.386
Burlington City	NJ0024660	Burlington City & Burlington Twp.	1.769 (66%)	0.105	1.874	2.7	0.826
Central Avenue WWTP	NJ0021709	Burlington Twp. Burlington City	2.322 (64%)	0.581	2.903	3.65	0.747
Cinnaminson Township Sewerage Authority	NJ0024007	Cinnaminson Township	1.385 (69%)	0.069	1.454	2	0.546
Delran Sewerage Authority	NJ0023507	Delran Township	2.255 (90%)	0.166	2.421	2.5	0.079
Florence Township STP	NJ0023701	Florence Twp. Burlington Twp.	1.531 (61%)	0.750	2.281	2.5	0.219
Maple Shade Park Avenue	NJ0069167	Maple Shade Twp. & Cinnaminson Twp.	2.747 (81%)	0.030	2.777	3.4	0.623
Palmyra Sewerage Treatment Plant	NJ0024449	Palmyra Borough & Riverton Borough	0.489 (47%)	0.132	0.621	1.05	0.429
Riverside Reclamation Authority STP	NJ0022519	Riverside & p/o Delran Twp.	0.813 (81%)	0.062	0.875	1	0.125
Riverton WWTP	NJ0021610	Riverton Borough	0.172 (78%)	0.001	0.173	0.22	0.048
Willingboro MUA WWTP	NJ0023361	Willingboro Twp., Edgewater Park, Twp. Westampton (p/o) Delanco (p/o)	4.063 (78%)	0.787	4.850	5.22	0.370

Source: Burlington County Wastewater Management Plan

www.co.burlington.nj.us/243/Wastewater-Management-Planning

Water supply franchises

Most of the households in the Corridor rely on public water systems, apart from the southern portion of Florence Township, where individual wells prevail. New Jersey American Water (NJAW) provides drinking water to the communities of Palmyra, Riverton, Cinnaminson, Delran, Riverside, Delanco, Beverly and Edgewater Park through a combination of a surface water intake on the Delaware River and a network of groundwater wells. Willingboro, Burlington City, Burlington Township and Florence operate their own water supply systems, which utilize a series of groundwater wells situated in the Potomac-Raritan-Magothy (PRM) Aquifer System. These

four municipalities have interconnection agreements in place in case of emergencies. In addition, most of the communities have at least one elevated water storage tank, as listed below, to supplement withdrawals during the summer months and periods of peak demand.

- West Broad Street and Commerce Drive, Burlington City
- 7th and Walnut, Burlington City
- Neck Road, Burlington Township
- Bromley Road, Burlington Township
- Pomona Road, Cinnaminson Township
- Conrow Road and Haines Mill Road, Delran Township
- Cedar Lane, Florence Township
- Florence Columbus Road, Florence Township
- Hancock Street, Riverside Township
- JFK Way and Van Sciver Parkway, Willingboro Township
- Edge Lane, Willingboro Township

The water allocation permitting program, administered by the NJDEP's Division of Water Supply & Geoscience (DWSG), closely reviews water diversions in Water Supply Critical Areas. The Corridor communities are situated in Water Supply Critical Area 2, which covers parts of Atlantic, Burlington, Camden, Gloucester, Ocean and Salem Counties. The 2017-2022 New Jersey Water Supply Plan shows the public water systems in the Corridor all have a surplus supply in relation to the currently approved potable supply.

High tension wires and energy substations

The Corridor is within the PSEG Southern Electric Division Service Area and the PSEG Burlington Gas Delivery District. The PSEG Burlington Generating Station is in Burlington City along the Delaware River and provides electricity to southern New Jersey. Overhead transmission lines, which were recently upgraded, run from the Burlington Generating Station south to Willingboro (near Van Sciver Parkway) where it branches to the northeast, south and southwest. The southwest branch occupies a large right-of-way through the Corridor as it makes its way to the Camden Substation. There are substations located in Willingboro and Cinnaminson Townships. PSE&G grid capacity limitations in the service area may restrict future development and constrain customers who may make solar energy contributions (i.e., net energy metering). See <https://nj.pseg.com/saveenergyandmoney/solarandrenewableenergy/solarpowersustainability>

Underutilized Land

Selected Brownfields, Greyfields, Hazardous sites

Based on the Corridor's rich history of commerce and industry, dating back to the mid-1800s, there are several former industrial properties, which either lie vacant or underutilized. Many of these sites have experienced some level of contamination and have been, or will be, remediated and redeveloped. In 2004, the State designated the 190-acre South Route 73 Redevelopment Area in Palmyra Borough as one of only 28 Brownfield Development Areas (BDA) in New Jersey.

According to the US EPA, a brownfield is a property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Other notable brownfields include: Hoeganaes (Cinnaminson Township); AFG Glass (Cinnaminson Township); Beaunit Mills (Beverly City); Occidental Chemical (Burlington Township); U.S. Pipe and Foundry (Burlington City); Hercules (Burlington Township); Polyone Corp (Burlington Township); Griffin Pipe (Florence Township); and Zurbrugg Hospital (Riverside). In addition, Cosden Chemical (Beverly City) and Roebling Steel Mill (Florence Township) are also identified as superfund sites, which allows the US EPA to clean up contaminated sites and hold responsible parties accountable. Many of the municipal landfills, which have long since ceased accepting waste, contain some level of contamination and still need to be properly closed before they can be redeveloped, as listed in Table 16. The NJDEP compiles and maintains a complete list of known contaminated site locations, which can be found in Table G (Appendix 1) and is shown on Map 11 (Appendix 2). According to the NJDEP, “The Known Contaminated Sites List (KCSNJ) for New Jersey are those sites and properties within the state where contamination of soil or ground water has been confirmed at levels equal to or greater than applicable standards. This list of Known Contaminated Sites may include sites where remediation is either currently under way, required but not yet initiated or has been completed.” Each site is classified by Lead Program, Status of Cleanup, Remediation Level and Category (description of contaminant source and case status).

As part to the 1999 Strategic Plan, the Corridor communities, in partnership with the County and State, have successfully reduced and/or eliminated several greyfields (i.e., outdated or underutilized lands, such as old retail shopping centers) and brownfields within the last 20 years. As vacant, developable land becomes scarcer, municipalities are focusing growth towards these redevelopment opportunities, which are typically located near town centers that have access to existing infrastructure. Where municipalities have plans to redevelop these remaining brownfields and greyfields, the subsequent sections of this report provide further details. In 2014, the Burlington County Department of Economic Development and Regional Planning (EDRP) identified the areas below as targeted projects for redevelopment in the Corridor. With the exception of Burlington Island, each of these properties have been redeveloped or have proposals for development.

- A. Southside NJ 73 in Palmyra – Affordable housing and industrial redevelopment proposed under a new developer’s agreement
- B. Golden Triangle in Riverside – Housing redevelopment underway
- C. Burlington Island in Burlington City
- D. US Pipe Foundry in Burlington City and Burlington Township – Industrial redevelopment
- E. Burlington Center Mall in Burlington Township – Demolished, retail/industrial redevelopment
- F. Griffin Pipe Foundry in Florence Township – Industrial redevelopment
- G. Roebling Steel Mill in Florence Township – Florence is working on a new plan. Part of the Superfund Site is developed as a waterfront park.

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Seagull Lighting in Riverside should also be added as a targeted property for redevelopment.

Table 16 – Former Landfills within the Corridor

Landfill Name	Municipality	Solid Waste Program ID	Owner/ Operator Type	Operating Status	Properly Closed ?	Date Ceased Operating	Acres
Beverly Municipal SLF	Beverly City	536419	Government	NOT OPEN	FALSE		
Burlington City	Burlington City	131938	Government	NOT OPEN	FALSE	1988	61.00
Burlington Clay and Eng.	Burlington City	536428	Private	NOT OPEN	FALSE		
Burlington Twp. – Old York Road	Burlington Twp.	536479	Government	NOT OPEN	FALSE		
Burlington Twp. Landfill	Burlington Twp.	131940	Government	NOT OPEN	FALSE	1978	20.00
Hercules Inc.	Burlington Twp.	536484	Industrial	NOT OPEN	FALSE		
Patsaros	Burlington Twp.	131941	Private	NOT OPEN	FALSE	1987	5.00
Tenneco	Burlington Twp.	131942	Industrial	NOT OPEN	FALSE	1984	4.80
U.S. Pipe	Burlington Twp.	131939	Industrial	NOT OPEN	TRUE	2002	12.55
Hoeganes LF	Cinnaminson Twp.	131945	Industrial	NOT OPEN	FALSE		
Lakeview Cemetery SLF	Cinnaminson Twp.	131948	Private	REMOVED	TRUE		
Sanitary Landfill, Inc.	Cinnaminson Twp.	131946	Private	NOT OPEN	TRUE	1980	51.00
Delanco Twp. SLF/C&Z Assoc..	Delanco Twp.	421425	Private	NOT OPEN Twp Verified	FALSE		31.00
Edgewater Park	Edgewater Park Twp.	133502	Government	NOT OPEN	FALSE		
Florence Land Reclaiming Landfill	Florence Twp.	131956	Private	NOT OPEN	TRUE	1981	
Florence Twp. Landfill	Florence Twp.	131957	Government	NOT OPEN	FALSE		
Griffin Pipe	Florence Twp.	131955	Industrial	NOT OPEN	TRUE	1998	29.00
Roebbling Steel	Florence Twp.	536089	Industrial	NOT OPEN	FALSE		
Palmyra	Palmyra Borough	131976	Government	NOT OPEN	FALSE		

Source: NJDEP Division of Solid and Hazardous Waste <https://www.nj.gov/dep/dshw/lrm/landinfo.htm>

STATUS OF PLANNING

Several studies, plans and reports were prepared by the State, the County and DVRPC to address a wide range of transportation issues Corridor. The preparation of these regional documents included municipal participation and public outreach and have guided development within the Corridor. A detailed, although not all inclusive, list of relevant documents is summarized below:

1. US 130 Corridor Study, Delaware Valley Regional Planning Commission, August 1997 – This document summarizes existing conditions, identifies problems and long range and short-range potential improvement scenarios for 44 project locations and identifies 30 high priority locations along Route 130 between Bordentown Township and Palmyra Borough. This is plan was folded into to the County's Route 130/Delaware River Corridor Strategic Plan.
2. Route 130/Delaware River Corridor Strategic Plan, Burlington County, Part 1: Constraints and Opportunities Analysis, December 1997 and Part 2: Recommendations, October 1998 – In 1995, the Burlington County Board of Commissioners (Commissioners) initiated the process for preparing a strategic plan to revitalize the Route 130/Delaware River Corridor (Corridor). The Corridor, which consists of twelve municipalities located in the northwestern region of the county, experienced a slow, but steady, decline over the past thirty years. The Commissioners became concerned that if efforts to stop and reverse this decline were not made, quality of life in the Corridor would be jeopardized. By having this concern, the Commissioners identified the need to develop a blueprint for revitalizing the Route 130 and riverfront communities. The Strategic Plan is presented in two parts. Part One: Constraints and Opportunities Analysis, a separate document prepared December 1997, examines the Corridor as it exists today and where it is headed in physical, social and economic terms. Part One identifies six major areas of concern that define quality of life in the Corridor, and from these areas of concern, analyzes constraints and opportunities for the development of strategies to improve the Corridor. It provides baseline data from which future change can be measured. Part Two establishes a compelling long-term vision for the revitalization of the Corridor communities and provides a clear direction for the next ten years. This Plan provided the foundation for the Corridor's Plan Endorsement and Town Center designation.
3. U.S. Route 130 NJ Turnpike Area Infrastructure Needs Analysis, Delaware Valley Regional Planning Commission, March 2002, June 2001 – This document is the result of the DVRPC's effort to conduct a local impact analysis to determine the impact of the new interchange between U.S. Route 130 and the NJ Turnpike on the surrounding area. The intent of this study was to develop a coordinated plan to assess the infrastructure needs created by the growth in the area, while keeping in mind the existing light industrial facilities and residents.
4. Transit Village Design in Burlington County – Southern New Jersey Light Rail System, Delaware Valley Regional Planning Commission, March 2002 – This document builds on the Route 130/Delaware River Corridor Strategic Plan and the U.S. Route 130 Corridor Study. The goal of the study is to encourage transit-oriented development (TOD) around seven light rail stations in the Corridor and to promote suitable zoning, land use and coordination.
5. Route 130 Visioning Study – Part 1: Context Sensitive Vision Plan, May 2003 and Part 2: – Transportation Planning Deficiency Analysis, August 2003, Parsons Brinckerhoff – This project was sponsored by the Burlington County, Delaware Valley Regional Planning Commission

(DVRPC) and the New Jersey Department of Transportation (NJDOT) to develop a comprehensive visualization, transportation, and implementation plans that addresses the goals, needs, and vision of the Route 130 corridor and enhance the revitalization process. The project recommended adoption of a Route 130/Delaware River Corridor Strategic Plan.

6. *River Route Regional Strategic Plan Update DRAFT, Burlington County Department of Economic Development and Regional Planning, October 2006* – The River Route Regional Strategic Plan is an update to the Route 130/Delaware River Corridor Strategic Plan adopted by the Burlington County Board of Commissioners in 1998. The purpose of this update was to guide revitalization through policies, actions and strategies for implementation on the local, county, state and federal levels. The River Route Regional Strategic Plan and supporting Technical Reports for 2006 was meant to selectively update and combine the tables identified in these two reports and to include new data and information. This document was not adopted by the Burlington County Board of Commissioners.
7. *NJ Transit River LINE Survey, Delaware Valley Regional Planning Commission, March 2013* – In response to NJ Transit’s request, the DVRPC conducted a comprehensive series of bus and rail surveys in the DVRPC region. The NJ Transit River LINE Survey was carried out on November 17, 2010, on NJ Transit River LINE service between Camden and Trenton, NJ.
8. *River Route Strategic Plan Reexamination DRAFT, Burlington County Bridge Commission, Department of Economic Development and Regional Planning, 2014* – The Burlington County Bridge Commission’s Department of Economic Development and Regional Planning prepared a re-examination and progress report as required by its charter. This report summarizes progress made in implementing the River Route Strategic Plan, identifies changes to land use, demographic and economic patterns, business, housing and environmental conditions, recreational and transportation infrastructure and general quality of life conditions between 1997 and present, discusses changes in constraints and opportunities concerns set forth in the plan, identifies new issues and concerns that should be included in the plan, and recommends revisions for implementing the plan. This Plan is a work in progress and will continue to be updated as part of the Plan Endorsement process.
9. *Transportation Improvements for the US 130-Bridgeboro Road Corridor, Delaware Valley Regional Planning Commission, June 2017* – At the request of Burlington County, the Delaware Valley Regional Planning Commission (DVRPC) conducted a study to assess the improvement alternative for a segment of the U.S. Route 130 (Burlington Pike) corridor.
10. *Freight Movement Around the NJ Turnpike Interchange 6A, Delaware Valley Regional Planning Commission, March 2018* – This study examines traffic circulation along the U.S. Route 130 Corridor in the industrial area by the NJ Turnpike Interchange 6A. The study area is one of the Delaware Valley Regional Planning Commission’s (DVRPC’s) designated Freight Centers. It encompasses parts of Florence Township, Burlington Township, and Burlington City zoned for light/heavy industry and manufacturing. Numerous short- and long-term concepts were formulated to address current or expected transportation deficiencies.
11. *Burlington County River Route Corridor Study, WSP, June 2018* – This final report was funded in part by a TCDI grant from the Delaware Valley Regional Planning Commission (DVRPC). It

summarizes 41 priority locations (intersections and corridors) along the U.S. Route 130 Corridor within 16 municipalities from Bordentown City and Township to Cinnaminson and Palmyra. A total of 39 locations are examined. For each location, the report includes summaries of existing conditions (location, current design and geometric configuration, crash data, traffic volumes, and local and regional context), notable previous studies and findings, issues and deficiencies, recommended improvements, and concept diagrams. Municipalities may use the Study for incorporation into their transportation and circulation plan elements of their master plans. Several of the locations have been identified as high priorities for the County and recommendations from this report will be incorporated into the DVRPC's Long Range Plan. Multiple public meetings were held during 2017 and 2018.

12. Burlington County Highway Master Plan, Delaware Valley Regional Planning Commission, June 2019 – This document is an update to the 1989 plan and is based on the goals to maintain existing county highway infrastructure and modernize it to meet current and future demands and to have adequate rights-of-way provided for future road widening and intersection improvements. An inventory current projects, programs, plans, and proposals are included as well as an analysis on current conditions. The Plan assesses various strategies to address future volume and capacity conditions on county roads.
13. CR 541 Transportation and Circulation Plan June 2020 – This Plan, which focuses on the section of County Route 541 from U.S. Route 130 to the Mount Holly By-pass, recommends strategies to improve automobile congestion and circulation, increase bicycle and pedestrian access and address land-use and zoning issues. The Plan provides an in-depth examination of existing demographics, crash data, traffic volumes and transit use. BCBC conducted a land use build-out analysis to calculate the amount of additional residential and development that can be built on the remaining available vacant land based on current zoning provided by each municipality. The results of the build-out analysis were used to inform a computer-based model, which generated future traffic volumes and levels of service. Detailed improvements and conceptual designs were developed for six intersections. The findings of the Plan should be used as a planning tool by the County and the municipalities when pursuing improvements to County Route 541 and adjacent roadways within the corridor.
14. Northern Route 130 Transportation Plan, August 2020 – In 2017, the Burlington County Board of Commissioners created a committee to address the growing transportation and circulation issues affecting an area of the county identified as the Northern U.S. 130 Transportation Region. About 12.3 million square feet of industrial space has been constructed, mostly in the last 15 to 20 years and 9.5 million square feet is in the pipeline. The Commissioners directed the County Engineer and the Director of Economic Development and Regional Planning to prepare the Northern U.S. 130 Transportation Regional Plan that is based on the preferred solutions for addressing the Region's traffic problems. The Plan is to be used when state, county and local government make decisions to have the Region's road network improved.

Each of the 12 municipalities have either adopted Master Plan amendments or have conducted Master Plan Reexamination Reports since the Route 130/Delaware River Corridor Strategic Plan was endorsed in 1999. A comprehensive list of all available municipal planning documents

required for pre-petition by the Office of Planning Advocacy (OPA) is shown in Appendix 3. A summary of pending and approved major subdivision and site plan applications as of 2019 can be found in the section entitled, “RECENT AND UPCOMING DEVELOPMENT ACTIVITIES” and a concise inventory of the projects can be found in Table H (Appendix 1). Board of Adjustment annual reports, which have been prepared pursuant to N.J.S.A. 40:55D 70.1, are available for Burlington Township, Cinnaminson Township, Delanco Township and Riverton Borough. All of these documents and references were submitted to OPA as part of the pre-petition meeting, as requested. Below is a summary of recent planning efforts made by each municipality.

Beverly City

The **1992 Master Plan**, which replaced the 1966 Master Plan, contains the following Elements: Land Use Plan, Housing and Fair Share Plan, Circulation Plan, Utility Service Plan, Community Facilities Plan, Recreation Plan, Conservation Plan, Economic Plan and Recycling Plan. The 2007 Redevelopment Plan for Beverly City recommends an ambitious strategy for redevelopment of the City’s waterfront, downtown Five Points district, the Cooper Street corridor, the Railroad Avenue corridor and the City’s central neighborhoods. The 2014 Master Plan Reexamination Report identified that several major assumptions in the 2007 Redevelopment Plan, such as relocation of the sewage treatment plant to the existing dredge spoils area, conversion of the Cooper Street corridor into an apartment district, and relocation of the Delacove public housing community, are no longer tenable due primarily to financial constraints. However, redeveloping of the waterfront and providing recreational opportunities on the river frontage are still major planning goals of the City. The 2014 Master Plan Reexamination Report update recommended that the redevelopment plan be revised to implement 2014 plan’s land use objectives. The 2014 Reexamination Report also recommends continued participation in the River Route (formerly the Route 130 Corridor) Advisor Committee and support regional planning initiatives that support revitalization along the Corridor. The City received substantive certification of its Housing Element and Fair Share Plan from COAH on June 10, 2009 but has not negotiated an affordable housing settlement agreement. In 2017, the City adopted the Green Building and Environmental Sustainability Element and Healthy Community Plan Element to the Master Plan.

Burlington City

The **2010 Master Plan**, which replaced the 1961 Master Plan, includes a Land Use Plan Element, Circulation Plan Element and urban design guidelines. The focus of the Master Plan and its elements is to promote and enhance the non-automobile experience for pedestrians, bicyclist and transit riders, through improved design and encouraging traditional development, which is consistent with its Town Center designation. The City seeks to improve walkability, encourage bicycling and improve access to its two RiverLine stations. A roundabout at Delaware, Pearl and High Streets, proposed in the Master Plan, has been constructed and successfully calms traffic through this area, which is part of a larger circulation plan for the waterfront. A centralized transportation center catering to all modes of transportation has been recommended and Burlington is seeking to locate a new facility across from City Hall. The Plan also touches upon economic redevelopment along the Route 130 Corridor, protecting and enhancing historic resources and open space and rehabilitating neighborhoods. The City desires develop recreation facilities along the Assiscunk Creek and Delaware River waterfronts and create linkages to

Burlington Island. Implementing context sensitive design and creating a gateway to the City along Route 130 are still valid strategies. The Circulation Plan includes recommendations to improve key intersections along Route 130, including Salem Avenue/Keim Boulevard and Jones Street/Columbus Road. The Land Use Plan suggests consolidating several zoning districts and creates complementary design standards for each zone. The Plan identifies opportunity areas in the City where rehabilitation and redevelopment efforts may be focused. Many of these areas are included within the many Redevelopment Plans adopted by the City. The City adopted a Downtown Circulation Plan in 2020, which was funded in part by a TCDI grant from the Delaware Valley Regional Planning Commission (DVRPC). This plan updates the City's 2010 Circulation Element with a focus on enhancing bicycle and pedestrian travel while improving roadway safety, enhancing mobility and supporting economic development. The City is currently reexamining its Master Plan and plans to have a completed Reexamination Report adopted by in July 2021.

Burlington Township

The 2018 Master Plan Reexamination Report examines the goals, objectives and policies set forth in the **2008 Comprehensive Master Plan**, which contains the following elements: Land Use Plan, Housing Plan, Community Design Plan, Community Facilities Plan, Circulation Plan, Open Space and Recreation Plan, Natural Resources Conservation Plan, Utility Infrastructure and Service Plan, Municipal Stormwater Management Plan and Recycling and Energy Conservation Plan. The 2018 Report recommends revising the Circulation Plan Element to address the traffic and transportation impacts associated with the development of warehouses and distribution centers on the northern section of U.S. Route 130, in the vicinity of Exit 6A. Recommendations include, separating truck traffic from residential areas, implementing recommendations from the Northern Route 130 Circulation and Transportation Plan and incorporating proposed improvements along the Route 130 corridor referenced in the Burlington County River Route Corridor Study, prepared by WSP. Achieving balanced land use is a goal for the Township and strategies include providing a variety of housing types, encouraging a mix of commercial uses and preserving and protecting the natural environment. The Township seeks to review its current ordinances and to require developers to contribute to off-tract municipal improvements. Additionally, Burlington Township will continue to monitor market demands ensure that the high demand for warehouses and distribution facilities does not result in a degradation of the quality of life for its residents. Several redevelopment areas have been designated in the Township and Burlington Township will continue to evaluate requests from Developers looking to obtain area in redevelopment/rehabilitation designations for functionally obsolete facilities.

Cinnaminson Township

The Township conducted a reexamination of its 1965 Master Plan and adopted a new **Master Plan in 1983**. In response to subsequent Master Plans Reexamination Reports in 1997 and 2005, the Township has updated or drafted a Land Use Plan Element, Circulation Plan Element, Housing Element and Fair Share Plan, Farmland Preservation Plan and Historic Preservation Plan. The 2005 Reexamination Report further recommends updating the goals and objectives of the Master Plan as well as creating a new Open Space and Recreation Element. Additionally, the 2005 Reexamination Report details the recommendations and the Implementation Agenda prescribed in the Route 130/Delaware River Corridor Strategic Plan. Many of the recommendations have

been addressed by the Township. Specifically, the redevelopment of the Shoppes at Cinnaminson and the construction of the Marketplace at Cinnaminson have prompted the reconfiguration of two critical intersections along Route 130 (Cinnaminson Avenue and Andover Road, respectively). Cinnaminson participates and continues to implement the Context Sensitive Vision Plan for the Route 130. As Cinnaminson approaches build-out, the Township believes growth should be accommodated through infill and redevelopment. Addressing redevelopment in the Light Industrial zone and along the waterfront is a priority for the Township, especially with the addition of the RiverLine station. The Cinnaminson Township Redevelopment Plan was adopted in June 2002 and provides a series of redevelopment strategies for four sections of the Township along U.S. Route 130. The Township has completed a master plan reexamination in late 2019, which continues to acknowledge the importance of the U.S. Route 130 Strategic Plan.

Delanco Township

Delanco Township adopted a comprehensive **Master Plan in 2009**. The 2009 Master Plan contains a Land Use Plan Element, Circulation Plan Element, Historic Preservation Plan Element and Open Space and Recreation Plan Element. The Master Plan includes in its list of goals and objectives implementing the recommendations set forth in the Regional 130 Corridor Plan. The Land Use Plan Element also recognizes the goals set forth for the Beverly-Delanco-Edgewater Park Designated Town Center and Node #10: Industrial Complex, which focus on industrial development, open space preservation and implementation of the Delaware River Heritage Trail. The Master Plan recognizes Delanco's location along the Delaware and Rancocas Rivers and the NJ TRANSIT RiverLine as an important asset, therefore expanding recreational opportunities along the Rancocas Creek and redeveloping around the Delanco station are important themes within the Master Plan. The Land Use Element was amended in 2012 to address the realignment of Creek Road in coordination with the Newton's Landing development and the Housing Element and Fair Share Plan was last amended in 2016. The Delanco Township Redevelopment Plan of 2002 focuses on attracting industrial development along Creek Road and Coopertown Road. The Township is preparing to draft their next Master Plan Reexamination Report.

Delran Township

As of 2019, the most recent Master Plan Reexamination Report was completed in 2009 and examines the goals and objectives contained in the **1999 Master Plan** and 2003 Reexamination Report. The Reexamination Report acknowledges the redevelopment efforts along Route 130 such as the creation of Hartford Commons Planned Commercial development and the connection of Fairview Street and Hartford Road. The 2009 Reexamination Report identifies the loss of anchor tenants and the need to redevelop the Vornado and the Millside retail commercial centers. Since then, these two shopping centers have regained new tenants. The creation of a Town Center in Delran is an important goal for Township as it looks for a proper location. The Reexamination Report recommends the creation of a Circulation Element and a comprehensive Conservation, Recreation and Open Space Element. The 2005, the Route 130 Corridor Land Use Plan summarizes the goals, objectives and policies of the 1999 Master Plan and 2003 Master Plan Reexamination Report. It also acknowledges the intent, purpose, objectives and challenges contained in the Route 130/Delaware River Corridor Strategic Plan, particularly as they relate to

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Target Area 9, Route 130 Frontage – Delran/Cinnaminson. Modifications were recommended to the permitted and conditional uses within the zoning districts along Route 130. The **2009 Reexamination Report** focuses modernizing and upgrading the appearance, safety and function of Route 130 by improving cross-corridor circulation and creating design guidelines. Delran Township adopted a new Reexamination Report on November 5, 2020.

Edgewater Park Township

The 2017 Master Plan Reexamination Report analyzes the goals and objectives from the **1982 Master Plan**, which is an update to the Comprehensive Master Plan of 1967. The Master Plan was updated in 2000 includes a Land Use Plan Element (last revised in 2005), Housing Element and Fair Share Plan (2002), Stormwater Management Plan (2007) and Open Space and Recreation Plan (2002) as well as the Circulation and Transportation Element and Community Facilities Element. The goals set forth in the **2000 Master Plan** centered providing a variety of housing options, enhancing open space opportunities, encouraging economic development and improving the movement of traffic around the Township. In addition to updating the current zoning, the Reexamination Report recommends updating the Land Use Plan Element and Open and Space Recreation Plan. The reexamination Report identifies objectives that have changed over the years including creating a traditional town center along Cooper Street. The Reexamination Report recommends continuing to implement the recommendations, set forth in the Route 130/Delaware River Corridor Strategic Plan including Edgewater Park's implementation agenda. Limiting truck traffic on local roads, mitigating undue vehicular traffic on Route 130 and capitalizing on the state benefits and incentives for redevelopment as a result of plan endorsement are other objectives the Township seeks to pursue in order to increase economic development along Route 130. The Reexamination Report identifies two intersections along U.S. Route 130 that need to be reconfigured: 1) Delanco Road/Pennypacker Drive and 2) Bridgeboro Road. The Township adopted and incorporated into its zoning ordinance the 2006 Redevelopment Plan for Block 1202, Lots 4.01, 9 and 10 and seeks to target the other areas in need redevelopment in the Township for economic development. Edgewater Park adopted an update to its Land Use Plan Element in May 2021, which includes public input via an online survey.

Florence Township

The Township has reexamined its Master Plan on a regular basis and has adopted its most recent **Reexamination Report in 2018**. The original **1976 Master Plan** contained a number of elements, which have been amended over the years. The Master Plan Reexamination (adopted in June 2008) examined the need for more commercial and industrial development to balance existing residential development. Since then, the disparity has been reduced. The Township has taken a proactive approach in meeting their affordable housing obligation, preserving agricultural land and redeveloping underutilized land. In 2009, Florence Township designated certain parcels U.S. Route 130 as an Area in Need of Redevelopment. The Planning Board and the Township Council adopted and endorsed, respectively, the 2018 Housing Element and Fair Share Plan that addresses the municipality's third round affordable housing obligation. The 2013 Route 130 Redevelopment Plan added parcels along U.S. Route 130 Cedar Lane, within the Haines Center and Florence-Columbus Road to the existing Area in Need of Redevelopment. The preceding Preliminary Investigation Report describes the relationship with the Route 130/Delaware River

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Corridor Strategic Plan and references the goals, objectives, opportunities, constraints, recommendations and implementation agenda set forth in the Plan. The Weiss Properties and Primestone Properties, both within the Redevelopment Area and near the intersection of Cedar Land and Route 130, are sites for proposed hotels. The former Florence Griffin Pipe and Roebling Steel Plant properties were also designated as areas in need of redevelopment and have redevelopment plans that propose non-residential development. Florence has experienced the benefits of warehouse and distribution facility construction but is also coordinating with the New Jersey Department of Transportation (NJDOT), DVRPC, Burlington County and surrounding municipalities to address the increased truck traffic. NJDOT has undertaken the concept development process for studying and proposing solutions to address traffic issues occurring at the intersection of US Route 130 and Florence-Columbus Road (CR 656). Enhancing access and amenities along the Delaware River and creating pedestrian linkages to points of interest is also an important objective set forth in the Report. The Reexamination Report recommends a new Master Plan, consistent with the Municipal Land Use Law, a new Circulation Plan Element and Recreation Plan Element, updates to the other Master Plan Elements and several zoning ordinance revisions or amendments. The area around the Interstate 295 interchange with Florence-Columbus Road (Exit 52) was considered as a potential site for an industrial node; however, the Township has since withdrawn support of developing this area due traffic impacts, road conditions and preservation of farmland. Florence is currently preparing a comprehensive Master Plan, which is discussed further in their municipal questionnaire.

Palmyra Borough

The **2018 Master Plan Reexamination Report** reviews the goals and objectives established in the Borough's **1992 Master Plan**, which includes the following elements: Land Use Plan, Housing Plan, Circulation Plan, Utilities, Community Facilities, Recreation, Conservation, Historic Preservation and Recycling. The Reexamination Report identifies the need to address the decline of the downtown business district and ongoing storefront vacancies. Upgrading aging infrastructure, creating an arts district, supporting the downtown and expanding recreation opportunities are important objectives included in the Borough's Report. Palmyra seeks to adopt a Complete Streets Policy and update its Open Space and Recreation Plan. Burlington County assisted the Borough with a Determination of Need Study, which led to the designation of portions of Broad Street as an Area in Need of Rehabilitation. Subsequently, Palmyra drafted a downtown revitalization plan based on the County's findings. The Borough also recognizes the lands located on the westside of Route 73 as an Area in Need of Redevelopment. This area has some environmental concerns and consists of the former drive-in theatre (currently the Palmyra Flea Market), the former landfill and other underutilized and vacant lots. The Borough is seeking primarily non-residential development on this site and is in discussions with a potential developer. Affordable housing could also be accommodated on a portion of the site.

Riverside Township

In 1996, a Master Plan Reexamination Report was prepared, which recommended amending the Township's **1978 Master Plan**. As a result, an amended Land Use Plan was drafted in 1997 as an update to the Master Plan. The **2010 Master Plan Reexamination Report** suggests several re-zonings to address existing land use conflicts. The Report details a number of initiatives the

Township has undertaken to address the deterioration of housing stock, loss of businesses and the need to maintain the current population and encourage redevelopment. The Township has adopted two redevelopment plans: 1) the Golden Triangle, which includes the former Keystone Watchcase Factory site, the Riverside metals plant, the former Zurbrugg Hospital site and other small properties; and 2) the former William F. Taubel Knitting Mill site. Several outdated or deteriorated buildings, including Taubel's Mill, Zurbrugg Hospital and Riverside Metals have been demolished to make way for anticipated development opportunities. The Township has acquired several properties in the Golden Triangle area. The 2010 Report refers to the "Downtown Strategic Plan with Redevelopment Plan" that was drafted in 2010. This Plan suggests that residential projects are the optimal direction for redevelopment in Riverside due to the proximity of the RiverLine and lack of highway linkages. In total, the Plan proposes almost 1,000 new residential units in the two redevelopment areas and public access to the Rancocas Creek. As an update to the 1997 Land Use Plan, the Township adopted the 2025 Land Use Plan Element in 2013. The Plan suggested that the Township explore investigating the Seagull Lighting Tract and Diocese of Trenton parcels to determine whether to designate the areas in need of redevelopment.

Riverton Borough

The **2018 Master Plan Reexamination Report** reviews the goals and objectives established in the **1998 Master Plan**, which includes a Historic Element, Housing Element, Economic Element, Circulation Element, Municipal Services Element, Recreation Element and Land Use Element. The Borough has since updated its Housing Element and Open Space and Recreation Element. The 2008 Open Space and Recreation Element recognizes the Route 130 Corridor Strategic Plan and adds, "all of these County objectives would support Riverton's open space and recreation goals. Therefore, it's possible to work in tandem with the County to fulfill objectives that support both the local Master Plan and the larger Route 130 Corridor Strategic Plan." The Borough has a Bicycle and Pedestrian Plan and seeks to develop and adopt a Compete Streets Policy. As an almost built-out community Riverton, seeks to preserve its small-town character, historic resources and variety of housing stock while strengthening its economic vitality. The Borough participated in the River Route Advisory Committee and has established the Riverton Improvement Association and Riverton Economic improvement Committee to promote and support downtown businesses. The Nu-way and Sitlzer Tracts, which are in an Area of Redevelopment, have been redeveloped consistent with the Plan below. The Nu-way Tract is home to the Shops at Riverton, which includes a CVS Pharmacy, WSFS Bank (previously Beneficial Bank) and the new Learning Experience preschool. The Sitlzer Tract contains the Riverton Square building, which consists of office and retail space and the Riverton Post Office.

Willingboro Township

The Township's **1990 Master Plan** has been amended three times, in 1997, 2008 and **2015**. The 2018 Master Plan Reexamination Report acknowledges a declining population, vacant properties, outdated development standards and lack of housing type variety. To counteract these trends, the Township looks to facilitate rehabilitation of existing homes, permit "in-law" additions and redevelop and revitalize the U.S. Route 130 Corridor. The reexamination report acknowledges improving conditions, such as the redevelopment of the Willingboro Town Center and the

construction of the Avery Townhome Apartments but notes there is approximately 60 acres of land along the Corridor that is either vacant or distressed. The Township wishes to redevelop the Village Mall/Grand Marketplace, which went up for auction in September 2017. The Township applied to the NJEDA's 21st Century Redevelopment Program in 2020 to redevelop this site. Willingboro will review the Route 130/Delaware River Corridor Strategic Plan to confirm if any guidelines are still applicable as well as capitalize on State funds and resources that are associated with Plan Endorsement status of the Corridor. As redevelopment proceeds, Willingboro seeks to draft design standards to create a unified vision for commercial areas along U.S. Route 130. All the properties fronting US Route 130, from Burlington Township to Rancocas Creek, are included in the Township's Redevelopment Area. While the Township has adopted a Historic Preservation Element in 2010, a Green Buildings and Environmental Sustainability Plan Element in 2012 and its most recent, Housing Element and Fair Share Plan in 2015, the Reexamination Report recommends the Township prepare a new comprehensive Master Plan and update outdated Elements, as appropriate. The Reexamination Report recommends creating a Business Improvement District to grow business along the Corridor.

Shared Service Agreements

All 12 municipalities participate in an intricate network of formal and informal shared service agreements between neighboring towns, the County, sewage authorities, school boards and emergency services. As of 2019, Burlington Township estimates that it has approximately 55 shared service agreements. For instance, Burlington Township and Burlington City recently entered into a shared services agreement to merge Construction Departments, effective April 15, 2019. These two municipalities already share municipal court responsibilities as well as other services. Riverside and Delran Townships have share service agreements in place and Riverton, Palmyra and Cinnaminson also participate in multiple shared service agreements. As an example, Cinnaminson Township provides municipal court services for Riverton. Willingboro provides animal control services for many towns along the Corridor. Beverly Fire District and Cinnaminson Fire District recently announced an agreement for Fire Marshal Services, which will lower costs for taxpayers in both communities. A complete listing of provided and received shared services are included in the municipality's annual User-Friendly Budget that is submitted to the Department of Community Affairs, Local Government Services and can be provided for each municipality, as needed. More shared service agreements are expected in the near future.

COMMUNITY VISION & PUBLIC PARTICIPATION

This section discusses how the vision set forth in the 1999 Strategic Plan continues to support the State Plan vision and includes specific references to the State Plan goals and policies. The vision for the future of the River Route Corridor evokes vibrancy, diversity, stability and change. The future envisioned for the Corridor is built upon the Corridor's strengths, assets and resources. Based on that vision, quality of life will be improved so that the Corridor will become a more desirable place in which to live, raise a family, work, shop and recreate.

The cornerstone for the vision of the Corridor is founded upon the idea that quality of life is affected by the relationship of three general components: economy, environment and equity. A vibrant economy keeps us employed and drives the engine for investment and reinvestment in our communities and ourselves. A clean, healthy environment provides immeasurable health and welfare benefits to us and our communities. The state of the environment is a barometer which measures the lengths that we will go to alter the environment for the sake of achieving economic development. The third component is the difficult task of providing benefits and opportunities to all members of our society in a fair and equitable manner. The way in which equity is provided is constantly challenged and redefined. The Economic Development and Regional Planning Department recognizes the importance of being inclusive and aims to take the necessary steps to seek and incorporate input from a diverse representation of the local population as it moves forward in its public participation efforts.

As described throughout this Assessment Report, the vision, goals and objectives from the 1999 Strategic Plan continue to be consistent with all eight State Plan goals and policies listed below:

- Goal #1: Revitalize the State's Cities and Towns Strategy
- Goal #2: Conserve the State's Natural Resources and Systems
- Goal #3: Promote Beneficial Economic Growth, Development and Renewal for All Residents of New Jersey
- Goal #4: Protect the Environment, Prevent and Clean Up Pollution
- Goal #5: Provide Adequate Public Facilities and Services at a Reasonable Cost
- Goal #6: Provide Adequate Housing at a Reasonable Cost
- Goal #7: Preserve and Enhance Areas with Historic, Cultural, Scenic, Open Space and Recreational Value
- Goal #8: Ensure Sound and Integrated Planning and Implementation Statewide

The municipalities within the Corridor may seek a waiver from any further Community Visioning requirements. Over the past 20 plus years the County and municipalities have regularly included the public in the planning process through open houses, public meetings and survey requests. Below is a summary of some of the local public participation that has occurred since 1995. Supporting materials, such as presentations and meeting agendas produced by the Department of Economic Development and Regional Planning, can be provided, as requested. In a separate

document, each municipality has elaborated on how it has addressed the eight State Plan goals and policies and has included and will include the public in its local planning efforts.

In 1995, the Burlington County Commissioners initiated the planning process for developing a strategic plan to revitalize the Route 130/Delaware River Corridor. Representatives of the 12 Corridor municipalities, numerous volunteers and interested citizens participated in this initial planning and implementation process. This multiyear endeavor relied on the input gathered from community leaders and the public. The work from this process laid the ground work for public participation and municipal coordination that has continued over the last 20 years.

In 2003, Burlington County, Delaware Valley Regional Planning Commission (DVRPC) and the New Jersey Department of Transportation (NJDOT) conducted the Route 130 Visioning Study. An extensive public outreach and coordination effort was conducted, which included project committee meetings, local official's meetings, public meetings and visual planning workshops.

Since 2003, the Burlington County Department of Economic Development and Regional Planning EDRP held countless, public meetings, charrettes and several workshops (e.g. the 2006 Waterfront Visioning Workshop) to seek feedback from the communities along the Corridor. For example, in 2005, the Burlington County Commissioners provided Beverly City with a \$5,000 smart growth grant to hold two workshops and hire a planner to prepare a concept based on public input. In 2004 and 2007, the County and the 12 municipalities participated in the NJ Office of Smart Growth's Cross-Acceptance Process, which is defined as a bottom-up approach to planning, designed to encourage consistency between municipal, county, regional, and state plans to create a meaningful, up-to-date and viable State Plan.

In 2014, as part of a new marketing campaign, the Delaware River/Route 130 Corridor was rebranded as the River Route Corridor. That same year, as part of the River Route Strategic Plan Reexamination, the County undertook the River Route Quality of Life Survey to obtain input from the public. The survey was provided on the Internet to access a wide audience with links to the survey on the websites of the County and the Bridge Commission. The intention was to engage the River Route municipalities by having them promote the survey in their municipal buildings, newsletters and communications as well as on their websites with links to the survey. The goal was to reach a broad audience that included River Route residents, persons that own businesses or work in the River Route, persons who live outside the River Route and persons who visit the River Route. Over the course of six weeks, 920 surveys were collected. Several follow-up meetings with municipal stakeholders were held during 2014 to share the findings.

Between 2016 and 2018, the County facilitated several municipal working groups, which included SWOT Analyses (Strengths/Weaknesses/Opportunities/Threats) to discuss local traffic and circulation issues. Four "Quality of Life" Subcommittees were formed to tackle issues related to economic development, community development, transportation resources and natural and cultural resources. As part of the 2018 Burlington County River Route Corridor Study, a series of meetings were held with municipal decision makers and professionals to identify and evaluate critical issues and needs, proposed and planned development, and review the proposed concepts and improvements. In the Fall of 2019, the EDRP facilitated and the Burlington Township hosted an open house to gather input from the residents of Burlington City and Burlington Township regarding traffic and circulation issues on County Route 541. Almost 50 residents attended.

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Since the beginning of the Plan Endorsement process, the EDRP has met with all 12 municipalities to seek additional information and garner their input for inclusion within the Self-Assessment Report. The results of these meetings are documented in the following section.

Additionally, the EDRP has and continues to assist many of the communities within the Corridor draft their Master Plan Reexamination Reports, prepare Preliminary Investigation Reports for Areas in Need of Redevelopment and update Master Plan Elements, which typically includes a public participation component. The Burlington County Bridge Commission has recently provided no-cost technical assistance to Cinnaminson, Palmyra and Riverton with their Master Plan Reexamination Reports through a contract with a planning consultant. EDRP has assisted Beverly City and Riverside Township with preparation of their Land Use Plan. Currently, EDRP staff is working with Burlington City on the preparation of their Reexamination Report and Edgewater park Township on their Land Use Plan Element.

The River Route Economic Development Steering Committee consists of county and municipal representatives and at-large members from the business community. Since 2004, the Committee has met on and off to evaluate local planning and regulatory policies that impact quality of life issues in the Corridor and develop recommendations to address important quality of life issues. The EDRP plans to reconvene the Steering Committee in the near future.

RECENT AND UPCOMING DEVELOPMENT ACTIVITIES

The 12 municipalities have experienced a substantial amount of development activity over the last five years throughout the Route 130 Corridor. On June 17, 2019, the Burlington County Commissioners and the Burlington County Bridge Commission sponsored a municipal economic roundtable to discuss development activities and gather information. Nine of the 12 Corridor municipalities attended that event and provided valuable input. In addition, the Department of Economic Development and Regional Planning met individually with each Corridor municipality in the summer of 2019 to gain further knowledge of any recent and upcoming development activities occurring in their community. See meeting schedule below:

- Beverly City July 31, 2019 • Edgewater Park Twp August 20, 2019
- Burlington City July 18, 2019 • Florence Township July 18, 2019
- Burlington Township July 11, 2019 • Palmyra Borough July 17, 2019
- Cinnaminson Township July 11, 2019 • Riverside Township July 10, 2019
- Delanco Township July 17, 2019 • Riverton Borough July 10, 2019
- Delran Township August 1, 2019 • Willingboro Township July 9, 2019

The ensuing text provides a summary of the economic development projects described by each municipality. A detailed list of approved major subdivision and site plan projects for the past 5 years is provided in Table H in Appendix 1. The information was compiled through the above municipal meetings as well as application submitted to the Burlington County Land Use Board. Table 17 shows the total number of housing units certified by municipality between 2014 and 2020 as reported to the New Jersey Department of Community Affairs by the construction official. The suburban municipalities experienced modest residential growth while the urban municipalities had very few certificates of occupancy issued over the same five-year period.

Table 17 – Housing units certified, 2014 - 2020

Municipality	2014	2015	2016	2017	2018	2019	2020	Total
Beverly City	0	0	0	1	1	0	0	2
Burlington City	0	56	2	55	0	0	0	2
Burlington Township	68	69	45	87	54	18	0	341
Cinnaminson Township	34	22	1	7	2	113	31	210
Delanco Township	1	0	0	0	0	0	0	1
Delran Township	0	0	3	18	12	0	0	33
Edgewater Park Township	0	0	8	3	0	1	1	13
Florence Township	36	65	22	3	0	3	2	131
Palmyra Borough	0	0	0	0	0	0	1	1
Riverside Township	1	0	0	0	0	1	1	3
Riverton Borough	0	0	0	0	1	1	0	2
Willingboro Township	1	258	159	9	11	32	1	471

Source: New Jersey Department of Community Affairs Construction Reporter

Table 8, in the previous section, shows the amount of non-residential development by total square footage that occurred during the last three years. As a supplement to this report, the 2019 Burlington County Hazard Mitigation Plan, which can be viewed at the following website address, <http://www.co.burlington.nj.us/1812/2019-Hazard-Mitigation-Plan---Draft>, lists all the planning and regulatory tools and plans, critical, facilities and recent residential/ commercial development since 2013 as well as any known or anticipated major residential/commercial development and major infrastructure development that has been identified in the next five years within the municipality. Municipalities provided updates to summaries below in 2021.

Beverly City – In 2016, a new 8,320 square foot Family Dollar store opened on the corner of Cooper and Warren Streets. It was the largest retail development in more than 40 years. In the last five years, the City received three minor development applications, in addition to the Family Dollar. In 2008, a three-story building adjacent to Saint Joseph’s Church was converted into an affordable 24-unit senior apartment complex, known as Beverly Commons. The former Masonic Hall on Cooper Street was renovated in 2014 and is now known as Beverly Commons II, which has seven apartment units on the upper floor and commercial space below. The City has foreclosed on the former Beaunit Mills site on the corner of Broad Street and Railroad Avenue. The site is currently contaminated but once remediated could be the location of a possible emergency services facility. Other new businesses opening in Beverly include a Nana’s deli at 644 Cooper Street and an artistic metalworking shop at 401 Railroad Avenue in the former Pioneer Railing building. The City continues to seek redevelopment opportunities along the waterfront, preferably high-density market-rate residential, but there are no specific plans in the pipeline. Several privately-owned properties along the western portion of the waterfront (also known as the “Dunes”) have development potential but there are no specific proposals. The Beverly Sewerage Authority operates a wastewater treatment plant, which is located along the Delaware River near Magnolia Street. The City would support a plan to relocate the hundred-year-old wastewater treatment plant in order to free up this waterfront property for a higher and better use; however, the current proposal is cost prohibitive and unlikely to occur anytime soon.

Burlington City – A one million-square foot Amazon fulfillment center has been completed on the former U.S. Pipe property, which straddles the City (534,240 square feet) and Township boundary. The City is negotiating with an investor (ROI) to redevelop the remainder of U.S. Pipe/McNeal Mansion redevelopment area. Possible uses include art studios, retail, residential, a 200-room hotel and an indoor waterpark, similar to a Great Wolf Lodge resort. Construction of pedestrian trails between the River and the Amazon warehouse are in progress and damaged sections of the existing promenade are being repaired. Once completed the promenade will stretch from the border of Burlington Township to the Burlington-Bristol Bridge. The City has retained an architect to design a new band shell for outdoor concerts on the Riverfront Promenade. The existing parking will be reconfigured to allow for 359 total spaces along the waterfront. Pearl Pointe, located at the corner of High and Pearl Streets, is under construction and will contain 184 market rate apartments and 7,900 sq. ft. of commercial space on the ground floor. The Willows at Burlington Mill, an affordable rental community, was recently completed at the corner of Mitchell Avenue and Williams Street with 65 units. The former landfill property is almost completely closed and the City is looking for the site to be developed as a solar farm. Riverwalk Station is proposed as a mixed market and affordable development located on

Commerce Square Boulevard with plan for 700 to 1,100 apartments. As recommended in the Master Plan, the City will build a new downtown bus stop across from City Hall at 524-526 High Street. There are currently no proposals to develop Burlington Island, which zoning permits only educational and recreational uses. The City issued an RFP to build senior housing on Clarkson and Linden Streets for 50 units. The City has hired an economic development consultant to help promote new commercial development, business growth and new housing in its Federally designated Opportunity Zone, which is located primarily in the Yorkshire section of the City. In addition to projects noted above, several other vacant and/or underutilized parcels in the City's Opportunity Zone were identified for possible development, including the Armory site, the public works site and the interior corridor of U.S. Route 130. The City seeks a developer for the former Burlington Mart property on U.S. Route 130 and Salem Road as well as a new tenant for the former YMCA building. Finally, a Settlement Agreement has been reached in 2018 between the City and Fair Share Housing Center to address the City's affordable housing obligation.

Burlington Township – The former K-Mart shopping center (now known as Wishing Well Plaza) on County Route 541 has been redeveloped and is home to a 91,300-square foot Shop Rite, a 5,000-square foot Chick-fil-A and a 40,000-square foot Burlington Stores as well as several other smaller retail stores (~167,000-square feet total). A new Wawa and 19,600-square foot shopping center were recently built to the south of the Wishing Well Plaza, at the site of the former Wedgewood Diner. The Walmart at Liberty Square Center has been renovated with a 70,000-square foot addition. In the same shopping center, the Toys R Us and Acme have closed and the vacant space will be occupied by new tenants, which includes Planet Fitness, Ross and Five Below. A new McDonald's was built where former Friendly's restaurant was located, in front of Liberty Square Center. A Lidl grocery was built just south of the Milestone Plaza on Route 541 and Kelly Drive. The Burlington Center Mall will be demolished and replaced with retail along Bromley Boulevard and warehouses in the rear, adjacent to Interstate 295. New office and warehouse development continue to occur in the Crossroads Industrial Park and along Elbow Lane. A new 95,000-square foot shopping center, to be named Fountain Square, is proposed on Route 541 and Irick's Road, near the Burlington-Westampton border. Several new warehouses have been constructed west of Neck Road and several others are pending along Dulty's Lane and River Road. Along the U.S. Route 130 Corridor, a 1,064,000-square foot warehouse was completed on the former site of McCollister's Transportation Group, Inc and is now a Target distribution center. Within or adjacent to the Haines Center, the Township anticipates the potential for an additional six million square feet of warehouse space. Municipal officials emphasize that resolving traffic issues is imperative and must be addressed first. Burlington Township is working with Burlington County, Burlington City and Florence Township to address traffic issues in the vicinity of Exit 6A, known as the Northern U.S. Route 130 Circulation Plan. In addition, the pending redevelopment of the former Burlington Center Mall site will create residential, retail/commercial and industrial development opportunities along the Route 541 corridor for years to come.

Cinnaminson Township – The nine-acre redevelopment site, which was once the location of the Triboro car dealership (2701 U.S. Route 130) is in the concept phase with a proposed hotel and three pad sites. Within the Marketplace in Cinnaminson, which contains a Modell's and Sam's Club, the Walmart has recently expanded its footprint by 40,000 square feet and is now a Supercenter. Several auto-oriented commercial establishments have been built along U.S. Route

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130 between Union Landing Road and Taylor's Lane, including the Valet Auto car wash, Conoco gas station and convenient store and Super Wawa. A second Wawa opened in 2018 along U.S. Route 130 across from the Shoppes at Cinnaminson. A new Starbucks (former Pearle Vision), Bagelati (former 7-11), Burger King (former 1st Colonial Bank) and Chipotle Mexican Grill and Chase Bank (pad sites at Shoppes at Cinnaminson) have also recently located along the Corridor. At the former Acme site (Cinnaminson Shopping Center), construction initiated on a self-storage facility, day care center, I-HOP and one additional pad site. A new dental office opened on Riverton Road. The Township acquired 9.85 acres of property along U.S. Route north of Highland Avenue, which includes Azalea Farm. The Garden State Inn has been demolished and the NJDOT agreed to remove the turning ramp in order to make room for a LIDL grocery store (now under construction) and other retail to be constructed around the existing Friendly's restaurant. Immediately north, a possible assisted living facility is in the concept stage. A few additional pad sites are available for development at the Shoppes at Cinnaminson. The final phase of the Siena townhome development, a 55-over community, is under construction and will include 203 units. The Colonial Square Shopping Center will be designated as an Area in Need of Rehabilitation. Cinnaminson would like to find a tenant for the vacant former Bottom Dollar store, possibly a furniture store. A fast food restaurant and retail are approved for the vacant property at U.S. 130 and Willow Drive. Lakeview Memorial Park was approved to build a new mausoleum on its property. The Township seeks to consolidate the properties associated with the former Jersey Diner and Rite Aid for future redevelopment. MEND, a non-profit corporation, is completing the construction of a 54-unit affordable rental senior housing of affordable senior housing complex located at the site of the former Cinnaminson Home on Riverton Road. The Township is looking to redevelop the former Hoeganaes property, which was demolished in 2012 and recently was purchased by Sea Box. The final phase of the Harbors at Cinnaminson is under construction.

Delanco Township – The Township recently drafted a Preliminary Investigation Report for the Canvas Shop Factory area at Rancocas and Ash Streets, which has the potential for redevelopment. The Township is working with NJ TRANSIT and the County to secure the alignment of the Rancocas Greenway Trail. A 64-unit affordable housing development, known as Cornerstone at Delanco, was constructed on the Rhawn Property, adjacent to the RiverLine Station. A new detached, age restricted housing development, consisting of 105 single-family homes known as the Crossings at Delanco Station, is under construction on Coopertown Road, between Traditions at Newton's Landing, a 55 and older community and Cornerstone at Delanco. Abundant Life Fellowship Church built 120 affordable rental units on their site at Route 130 and Creek Road. RiverWalk on the Delaware consists of eight luxury carriage homes built in 2013 on the Zurbrugg Mansion property. The Mansion itself now contains 27 affordable, age-restricted units. A plan was recently proposed to the Planning Board to develop two warehouse buildings (127,535 and 98,115 square feet) on the property adjacent to the municipal building. Located on the former Winzinger landfill at Cooperstown Road and Enterprise Drive. A solar PV facility was completed and is now operational. Initial phase is dedicated PV power to adjacent RLS Logistics cold storage warehouse and the 2nd phase is Sustainable Jersey community solar PV project managed by ACPower / Soltage / Neighborhood Sun. An 88,000-square foot cold storage facility ("Stanker & Galetto / RLS Logistics) has been built on the former site of the Dietz and Watson facility, which was destroyed by fire and subsequently demolished in 2013. Misfits Market

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distribution center, 250,000 square foot facility opened at this site in October 2020. This is the first phase of a larger plan to develop 425,000 square feet of warehousing, storage, manufacturing and office space on the 32-acre site at 1000 Coopertown Road. The Motor Vehicle Commission opened a 12,114-square-foot facility at 400 Creek Road in 2018. Carvana and FedEx Freight also operate distribution facilities on Creek Road. The former Costume Gallery (700 Creek Road) property is available for new tenants.

Delran Township –Delran finalized their affordable housing settlement and have identified several properties that will be developed to meet their obligation, which will include 681 new housing units (186 affordable and 495 market rate). The Holy Cross Property on Chester Avenue will have 265 units (53 affordable). The Atlantic Delta development, next to Home Depot on U.S. Route 130 will have 240 units (48 affordable). Foxtail Creek is under construction on the former Stellwag Property off Hartford Road, will be an age-restricted neighborhood with 111 units (20 affordable). The Abrasive Alloy site on Rancocas Street is Township-owned and is proposed for a 100% affordable housing site that will accommodate 65 units. A market-rate residential development, on the former Willowbrook Country Club, on Bridgeboro Road, (also known as Timber Ridge), which was planned for 108 units, is currently on hold. A market-rate development containing 46 single-family homes on the former Walton Farm, between Hartford and Creek Roads, was recently completed. The former 171,000 square foot Vornado Shopping Center, now known as Greenleaf Shopping Center is almost fully occupied with new tenants, which include Edge Fitness, Ashley Furniture, Stumpy's Hatchet House, Todd Marcus Exotic Birds, Lightbridge Academy and Launch Trampoline Park. An additional pad site in front of the shopping center has been approved for development. A new used car dealership opened on U.S. Route 130 and Delran Parkway known as Expert Lux. A Crab Du Jour restaurant opened in 2020 in the former Chili's site. Patient first opened its facility in 2014. Vacant land on U.S. Route 130, just north of Walgreens is available but plans for a new Lidl fell through. A 7-11, Dunkin' Donuts and small shopping center have been approved at the corner of Hartford and Bridgeboro Roads. There are vacant and underutilized properties for sale in the area north of the Hartford Road and Bridgeboro Road intersection, which was a possible location for a Delran Towne Center. Simon and Schuster expanded its warehouse facility at 100 Front Street by 198,000 square feet.

Edgewater Park Township – Most of the U.S. Route 130 Corridor in Edgewater Park is within a designated redevelopment area. Diamond Tool has renovated and moved into the former ALDI building and a pre-school has opened on a portion of the Willing RV property. A 300,000 square feet warehouse has been approved on a portion of Cramp's Farm on U. S. Route 130 and Delanco Road. In the early 2000s, the 785,000-square foot Burlington Stores distribution center was built at the former Metro Marketplace site. The McDonalds restaurant and a car wash on U.S. Route 130 have recently been rehabilitated. The former Iron Gate apartments were rehabilitated and renamed The Courtyards as part of a redevelopment plan that was adopted in 2011. The Township approved a redevelopment plan in 2019 for the partially vacant Pathmark Shopping Center redevelopment area (Block 1202, Lots 2 and 11). Plans for the site include redeveloping the vacant grocery store to accommodate expansion of the adjacent Big Lots and a possible new tenant. In 2020, construction began on an affordable housing development with a commercial component at the former Kings property (Block 1202, Lot 8) now known as the Abergel/Aerial Realty site. Park Plaza, an underutilized shopping center at the corner of Cooper Street and U. S.

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Route 130 was purchased by Hoover Truck and Bus Center and has been renovated to accommodate new tenants. Other redevelopment opportunities in this area still exist and should be further explored. The former Wall Rope Factory between Mount Holly Road and Bridgeboro Road has is now used as a distribution center. Two agricultural properties, owned by the Versaci family, have been approved for residential development, which will include affordable units. One development will include 44 single-family homes on approximately 60 acres on Green Street and Bridgeboro Road and the other located on Mount Holly Road will contain 19 single-family homes and 24 townhouses on approximately 20 acres. The Buckno property located on Mount Holly Road, adjacent to municipal building, has been remediated and is now owned by Township and may be used as open space /passive recreation.

Florence Township – Foxdale Properties, LLC will be constructing a 300,700-square foot warehouse along Railroad Avenue, adjacent to Ready-Pac Produce. Kampack Packaging, a corrugated paper manufacturer, was planning to build a new facility on a portion of the Roebling Mill site, however, due to a change in company ownership the plans to build the new facility were halted but the plans fell through. The Township has demolished several buildings on Hornberger Avenue in anticipation of future roadway improvements leading to the former mill. Industrial Planning Trust (IPT) Acquisitions was approved and began construction of a 528,000-square-foot warehouse on the Griffin Pipe property, east of West Front Street. The developer is also looking to develop a similar sized warehouse on the westside of West Front Street. The 82-room hotel approved on Hunts Circus Drive is on hold. Weiss Properties received approvals to construct a mixed-use development that will include 240 apartments, retail space and a 104-room hotel. As part of the development, traffic patterns at the Cedar Land and U.S. Route 130 intersection will be improved. Forge Mill, a townhouse community with 80 units was constructed on Florence Columbus Road and Regars Lane. Several warehouses were constructed in the Haines Center and have occupants including Destination Maternity. Burlington Stores corporate headquarters was constructed on U.S. Route 130. As part of redeveloping Route 130, the Nirdip Motel was acquired through eminent domain, transferred to Burlington Stores and demolished. The retail company is looking to expand its headquarters on the same site. Express Scripts, Subaru and QPSI occupy recently constructed offices and warehouses along U.S. Route 130. The former 75,000 square foot Jet.com warehouse is currently utilized by Ready-Pac. Oak Mill is a single-family housing development that was built off Summer and West Sixth Streets.

Palmyra Borough – The Borough is seeking to redevelop the Route 73 South Redevelopment Area, which is 189 acres and consists of the former drive-in movie lot, former landfill and other smaller properties adjacent to Palmyra Cove Park. There are environmental issues in the redevelopment area as well as several different property owners including Fillit Corp. and National Amusement. The Flea Market on the drive-in site permanently closed in August 2019. The signed redevelopment agreement with previous owner of Forman Mills has been withdrawn and the Borough is in discussions with a new redeveloper looking to purchase the site. The Borough prepared a redevelopment plan for the former PNC Bank building at 620-622 Highland Avenue, which will likely be redeveloped as a fitness center. There have not been any major development application approvals in Palmyra during the last five years.

Riverside Township – Within the “Golden Triangle,” a developer received preliminary final approval and has commenced work on redevelopment of the Watchcase building, which when

completed, will have 64 apartment units. Adjacent to Watchcase is a 14-acre former brownfield site, now known as the Camelot property, has received preliminary final approval for construction of 170 apartments. The Township is looking to acquire the NJ Transit property on North Pavilion Street for redevelopment. Riverside also owns the adjacent former hotel property on North Pavilion Street. These two properties will mostly likely be developed as a residential use. The Township wishes to develop the former Zurbrugg Hospital site but has not found a developer due to outstanding environmental issues. Commercial development in the downtown is ongoing as Riverside seeks developers for several underutilized properties on Scott Street. The Taubel's Mill project, known as the Mill at Riverside, has been approved for 180 units.

Riverton Borough – Riverton is almost built out and very few vacant developable parcels remain. Most of the opportunities for growth are located in the designated redevelopment area extending along Broad Street from the Pompeston Creek to Thomas Avenue. As part of its affordable housing settlement agreement with Fair Share Housing Center, new construction within the redevelopment area will have an affordable housing component. The Borough is currently utilizing its Affordable Housing Zone along Martha's Lane to meet a portion of its obligation. National Casein, which recently closed, is located on Martha's Lane and occupies the largest parcel in the redevelopment area. The Borough is seeking a redeveloper to develop the site primarily with commercial uses, which will include an affordable housing component. The former Collins Lumber Yard, on Broad Street near the light rail station, is also a possible site for redevelopment. As described in the previous section, the Nu-Way and Sitzler Tracts have been successfully redeveloped with retail and office space in 2010. More recently, the building on the Nu-Way Tract that formerly contained multiple tenants was converted to the Learning Experience preschool. The Orange Blossom Café on Main Street recently closed and is now Milanese Pizza and the old Milanese location on Howard Street is looking for a new tenant. Erin Cleaners at the corner of Broad Street and Fulton Street permanently closed on June 30.

Willingboro Township – The Township will prepare a market analysis to spur redevelopment at the 19-acre former Burlington County Times site, which is located along U.S. Route 130 and. A 450-unit apartment complex, known as "The Avery" was built on U.S. Route 130. A vacant property, along U.S. Route 130 between The Avery and Pennypacker Drive, is available for additional development and a developer has recently proposed a 119,900-square foot self-storage facility. Further north on U.S. Route 130, a developer is looking at the possibility of redeveloping the Grand Marketplace, which is a 250,000-square foot underutilized indoor flea market with a large parking lot on a 28.8-acre property. Proposed reuse may include a hotel and restaurant but a formal application has not been submitted. There are several vacant storefronts that need to be addressed in the old shopping centers off U.S. Route 130, such as Country Club Plaza (next to Produce Junction), Rancocas Plaza (former Acme) and Kennedy Way Shopping Center (former Shop Rite). Other than a few vacancies (e.g., Ruby Tuesday), the Willingboro Town Center, formerly the Willingboro Plaza Shopping Center, is a successful example of redevelopment along the Route 130 Corridor. Rowan College at Burlington County (formerly Burlington County College) has operated a satellite campus at the Willingboro Plaza since 2012. Radwell International, located adjacent to the Willingboro Town Center, is planning to expand its current building footprint. The new 38,000-square foot combined fire and EMS building recently opened on Charleston Road. Willingboro Township is planning improvements to the John F.

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Kennedy Center. In July 2019, Lourdes Medical Center of Burlington County was purchased and is now known as Virtua Willingboro Hospital.

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STATEMENT OF PLANNING COORDINATION

On April 28, 1999, the New Jersey State Planning Commission endorsed the Route 130/Delaware River Corridor Strategic Plan (Plan), which was prepared by the Burlington County Office of Land Use Planning in consultation with the 12 municipalities. The endorsement of the Plan by the State Planning Commission resulted in the designation of six town centers and town center cores, as well as the delineation of fourteen nodes within the Corridor. Since that time, the County and municipalities continued to cooperate with the State Planning Commission during the Cross-Acceptance process. In 2009, the designations of those centers were extended to June 30, 2019. Subsequently, the designations were further extended to June 30, 2020. However, in response to the worldwide COVID-19 pandemic and related lockdowns, the June 30, 2020 deadline was further extended by resolution of the State Planning Commission until 180 days after the revocation of Executive Order 103, which declared COVID-19 a public emergency and does not expire until revoked by the Governor. To continue the success of these past efforts, the County's Economic Development and Regional Planning Department, with support of the Board of County Commissioners and the governing bodies of the 12 municipalities, is seeking to continue this unique regional planning coordination by reapplying for Plan Endorsement.

Since the State Planning Commission endorsed the Plan in 1999, the Corridor municipalities, Burlington County and the Burlington County Bridge Commission have made significant progress implementing the recommendations of the Plan. During this period, of about twenty years, the State provided various plan endorsement benefits to the Corridor municipalities and the County. Of course, the municipalities and the County have more work to do and therefore need to maintain plan endorsement of the Plan, designated centers and delineated nodes. As discussed in the previous sections, as well as listed in Appendix 4, the 12 municipalities have incorporated most of components of the Route 130/Delaware River Corridor Strategic Plan into their Master Plans and Master Plan Elements, as feasible. Moving forward, the County and municipalities seek to implement the recommendations set forth in more recent corridors studies, such as the 2018 Burlington County River Route Corridor Study. Implementation of these regional and local plans will need support for various State agencies, such as the Department of Transportation, Department of Environmental Protection and the Department of Community Affairs.

The Burlington County Economic Development and Regional Planning Department provides technical support to municipalities in the Corridor as described in the COMMUNITY VISION & PUBLIC PARTICIPATION and STATUS OF MASTER PLAN AND OTHER RELEVANT PLANNING ACTIVITIES sections of this report. As part of its continued task of coordinating planning within the Corridor, the Department offers an array of planning assistance to municipalities such as:

- Preparing Municipal Master Plan Re-examination Reports
- Updating Municipal Master Plans
- Preparing Municipal Housing Elements
- Updating Municipal Zoning Ordinances
- Updating Municipal Development Regulations
- Preparing Municipal Design Guidelines

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- Conducting Buildout and Capacity Analyses for Municipalities
- Preparing Municipal Redevelopment Plans
- Inventorying Vacant, Abandoned and Underutilized Sites
- Inventorying Brownfield Sites
- Conducting Visual Assessments for Municipalities
- Preparing Municipal Property Maintenance Codes
- Preparing a Marketing Strategy
- Directing Private Sector to Target Areas and Projects
- Directing State and Federal Agencies to Target Areas
- Proving GIS and demographic data

Additionally, as discussed in previous sections, the Burlington County Economic Development and Regional Planning Department has coordinated planning efforts between the 12 municipalities, the Delaware Valley Regional Planning Commission (DVRPC), Burlington County and the various State of New Jersey Departments such as the Department of Environmental Protection, Department of Transportation, Department of Community Affairs and the Department of State. Numerous reports, summarized in the STATUS OF MASTER PLAN AND OTHER RELEVANT PLANNING ACTIVITIES have been funded or prepared by the above-mentioned agencies in order to guide growth, recommend transportation enhancements and spur economic development. As part of the Plan Endorsement process, the County and municipalities have participated in the Cross-Acceptance process and will continue to work with the Office of Planning Advocacy and Business Action Center to implement the goals of this Plan. The following section, STATE, FEDERAL & NON-PROFIT PROGRAMS, GRANTS AND CAPITAL PROJECTS, provides a limited list of programs and projects completed through inter-agency coordination.

Through the current Plan Endorsement process, the EDRP plans to continue to coordinate planning efforts between the municipalities and State and facilitate meetings, as needed.

STATE, FEDERAL & NON-PROFIT PROGRAMS, GRANTS AND CAPITAL PROJECTS

Table 18 lists and describes selected projects or funding, which involved state resources.

Table 18 – Grant Programs by Municipality

Program Name	Project Name	Agency	Brief Description	Geographic area covered	Project amount (\$)	Funding Received
Local Aid and Economic Development Transportation Alternatives Set-Aside	Fifth Street Rail to Trail	NJDOT		Florence Twp.	\$562,000.00	2018
Local Aid and Economic Development Transportation Alternatives Set-Aside	Temple Boulevard Enhancements Project	NJDOT		Palmyra	\$343,000.00	2018
Safe Streets to Transit Grants	ROUTE 130 PEDESTRIAN CROSSWALK SAFETY IMPROVEMENTS	NJDOT		Delran Twp.	\$250,000.00	2019
Municipal Aid Grant	2019 City of Beverly Road Improvement Program	NJDOT		Beverly City	\$260,000	2019
Municipal Aid Grant	Reconstruction of Various Streets	NJDOT		Burlington City	\$246,709.00	2019
Municipal Aid Grant	Reconstruction of Elbow Lane	NJDOT		Burlington Township	\$250,000.00	2019
Municipal Aid Grant	Reconstruction of Union Landing Road, Phase 2	NJDOT		Cinnaminson Township	\$252,000.00	2019
Municipal Aid Grant	Township of Delanco Road Improvement Program	NJDOT		Delanco Township	\$252,000.00	2019
Municipal Aid Grant	Conrow Road Improvements	NJDOT		Delran Township	\$255,000.00	2019
Municipal Aid Grant	Regency Road Improvements	NJDOT		Edgewater Park Township	\$255,000.00	2019
Municipal Aid Grant	Potts Mill Road II Improvement Project	NJDOT		Florence Township	\$255,000.00	2019
Municipal Aid Grant	Temple Boulevard Reconstruction - Phase II	NJDOT		Palmyra Borough	\$260,000.00	2019
Municipal Aid Grant	New Jersey Avenue & Washington	NJDOT		Riverside Township	\$250,000.00	2019

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	Street Improvements				
Municipal Aid Grant	FY 2019 NJDOT Trust Fund Resurfacing of Garfield Drive (Phase II)	NJDOT	Willingboro Township	\$363,409.00	2019
Local Aid and Economic Development Transportation Enhancement Recipients	Phase V TE: Broad Street/Towne Center Station, Pedestrian Route & Beautification Improvement Plan	NJDOT	Burlington City	\$216,000.00	2012
Local Aid and Economic Development DVRPC Transportation Alternatives Recipients	Delaware River Heritage Trail, Route 130 Bypass, Fieldsboro to Florence connector trail	NJDOT	Bordentown Township, Fieldsboro Borough, Florence Township, Mansfield Township,	\$750,000	2014
Transportation and Community Development Initiative	Downtown Circulation Plan	DVRPC	Burlington City	\$50,000 Awarded	2019
Transportation and Community Development Initiative	River Route Circulation Plan	DVRPC	The River Route Circulation Plan will focus on updating the 1997 circulation and transportation component of the River Route Master Plan. The plan will identify safety, functional, and operational problems and provide investment strategies to link transportation improvements with economic development opportunities	Multiple Municipalities \$175,000 Awarded	2017
Transportation and Community Development Initiative	Traffic Calming	DVRPC	TCDI funds will be used to program in exploring traffic calming measures to address heavy and fast-moving traffic along Broad Street (County Route 543), from the border of Riverton to New Jersey State Highway 73.	Palmyra Borough \$32,000 Awarded	2012
Transportation and Community Development Initiative	Broad Street Revitalization Plan	DVRPC	The study addressed disinvestment and congestion along County Road 543 and created a new pedestrian-friendly area for the community.	Palmyra Borough \$40,000 Awarded	2005
Transportation and Community	Downtown Revitalization Plan	DVRPC	TCDI funds provided the Borough a means to undertake a revitalization	Riverton Borough \$45,000 Awarded	2007

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Development Initiative			planning process for the downtown area			
Transportation and Community Development Initiative	Rancocas Creek Greenway, Amico Island Park	DVRPC	This project proposes to study on and off-road trail routing alternatives for a 5-mile segment of the Rancocas Creek Greenway (part of the greater Philadelphia region's Circuit trail network). It will examine solutions to provide safer pedestrian crossings along U.S. Route 130.	Multiple Municipalities	\$95,000 Awarded	2015
Transportation and Community Development Initiative	CBD Plan	DVRPC	TCDI funds were used to prepare a Redevelopment Area Determination Report and Redevelopment Plan for the central business district.	Riverside Township	\$69,000 Awarded	2007
Transportation and Community Development Initiative	Downtown Strategic Revitalization Plan and Redevelopment	DVRPC	The Borough utilized TCDI funds to prepare plans and regulations that facilitated the redevelopment of the downtown and residential area that are served by the RiverLine station.	Riverside Township	\$46,000 Awarded	2005
Transportation and Community Development Initiative	Conceptual Design Plan to Route 130 Intersections	DVRPC	An in-depth land use and buildout analysis will be conducted for the communities of Beverly, Delanco, and Edgewater Park to assess the future traffic volumes for the interchange at location 32 along U.S. Route 130.	Multiple Municipalities	\$100,000 Awarded	2017
Transportation and Community Development Initiative	Subdivision and Site Plan (DRAFT)	DVRPC	The Township implemented a master plan and new zoning language that embraces the smart growth techniques that have been used along the revitalized Route 130 corridor	Willingboro Township	\$44,000 Awarded	2004
Transportation and Community Development Initiative	Route 130 Redevelopment	DVRPC	This project will provide the Township updates to their community design standards, environmental facilities plan, and provide for revision to the Route 130 redevelopment plan.	Burlington Township	\$48,000 Awarded	2004
Transportation and Community Development Initiative	Zoning Update		This project will allow for the City to develop a new zoning ordinance that matches the recommendations put forth in the new master plan.	Burlington City	\$64,000 Awarded	2012
Transportation and Community Development Initiative	Master Plan		A new master plan for Burlington City was developed that included a community visioning process, a land use and circulation plan, and design guidelines. This project	Burlington City	\$90,000 Awarded	2007

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			won project of the year from APA NJ.			
Transportation and Community Development Initiative	Gateway Study from Route 130 to Broad Street (TOD)		The recent arrival of light rail in Burlington provides an excellent opportunity for downtown revitalization and transit-oriented development. The creation of a Gateway from Route 130 to Broad Street along High Street (the “main street” of downtown) will provide an important connection between the highway, the downtown, and the waterfront. This Gateway will continue streetscape work begun in the 1980s along High Street, and the project will prepare preliminary plans and cost estimates for these enhancements.	Burlington City	\$40,000 Awarded	2002
Transportation and Community Development Initiative	Waterfront Park and TOD	DVRPC	This project addressed the lack of recreation, access, and protection of the existing Delaware River waterfront. A waterfront plan created a preliminary design for a waterfront park, which will involve relocation of existing parking lots, stabilization of the riverfront, screening of a sewage treatment plant, acquiring adjacent parcels of land, creating new boating and fishing opportunities, and improving the pedestrian environment. A transit-oriented development plan addressed the lack of connections between the downtown light rail and the waterfront, by improving the streetscape, circulation, parking, and locations of bus stops.	Beverly City	\$40,000 Awarded	2002
Neighborhood Preservation	New London Neighborhood	NJ DCA	Revitalize downtown business districts and neighborhoods	Burlington City	\$125,000	2019
Community Development Block Grants	ADA Enhancements Project	NJDCA	Installation of ADA-compliant sidewalk curb cuts throughout the Harbour, Riverfront and Lakeside Drive neighborhoods.	Palmyra Borough	\$400,000	2019
Community Development Block Grants	Housing Rehabilitation Program	NJDCA	Rehabilitation of approximately eight low-income housing units within Burlington City	Burlington City	\$138,000	2019

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Community Development Block Grants	Housing Rehabilitation Program	NJDCA	Rehabilitation of approximately five low-income housing units within Palmyra Borough.	Palmyra Borough	\$100,000	2019
Community Development Block Grants	Housing Rehabilitation Program	NJDCA	To rehabilitate six single-family homes occupied by low income households located throughout Palmyra Borough.	Palmyra Borough	\$100,000	2015
Community Development Block Grants	Housing Rehabilitation Program	NJDCA	To rehabilitate six single-family homes occupied by low moderate-income households located throughout Riverside Township	Riverside Township	\$100,000	2015

Sources: <https://www.nj.gov/transportation/business/localaid/fedaid.shtm>
<https://www.dvrpc.org/webmaps/TCDI/https://nj.gov/dca>

SUSTAINABILITY STATEMENT

In 1987, the United Nations defined sustainability as “meeting the needs of the present without compromising the ability of future generations to meet their own needs.” Sustainable design supports social, economic and environmental sustainability and seeks to mitigate the impacts of climate change by promoting clean air and water, renewable energy and green infrastructure. Sustainability and resiliency to natural and manmade disasters are important topics to all the municipalities within the Corridor. As such, many towns have active Green Teams, Shade Tree Commissions and/or Environmental Committees charged with the role of stewardship in their community. For example, Burlington Township, through a Clean Communities Grant from the NJDEP, recently sponsored the 20th Annual Burlington Township Cleanup Day, which educates the community about recycling and composting practices. Willingboro Township is converting streets lights to LED lighting and is installing solar panels at multiple municipal facilities. The DVRPC is working with the County to support various sustainability initiatives in the region.

All municipalities, except Cinnaminson, are currently registered Sustainable Jersey Communities; however, The Township plans to take steps toward becoming a Sustainable Jersey Community. Delran and Burlington Townships are Bronze certified, which means, according to the Sustainable Jersey website, “a municipality has made a commitment to sustainability and succeeded in implementing the first significant steps.”

The narrative below briefly highlights examples of how communities in the Corridor are addressing sustainable development and environmentally sensitive design in their planning documents. The municipal questionnaire asks each municipality to define its own stance on sustainability and the results are included in a separate document.

Beverly City adopted a Green Buildings and Environmental Sustainability Plan Element in 2017, which encourages and promotes, green building technology, efficient use of natural resources, use of renewable energy, protecting the natural environment and conservation of water resources. Burlington City’s 2010 Master Plan encourages a walkable community and open space protection through urban design and sustainable development. Delanco Township’s 2009 Master Plan, states, “Encourage the development of green buildings; and have Delanco Township

lead by example by constructing LEED certified buildings.” To date, Delanco has implemented adaptive reuse through 1) remediation of the former municipal trash dump by the current owner to a solar farm. Project developer, ACPower 1, LLC has implemented the Phase 1 section by providing dedicated PV to RLS (S&G) cold storage facility on the adjacent property and Phase 2, (ACPower / Soltage) is a PV “community solar” under NJDEP/ NJPUC program. The Delran Township 2009 Reexamination Report contains a section dedicated to reducing the effects of global climate change. Florence Township adopted a renewable energy ordinance to provide for standards regarding renewable energy facility uses and installations to address new solar farms. Palmyra Borough’s Reexamination Report recommends exploring ways to reduce the Borough’s carbon footprint and preserve and protect the environment. Riverton seeks to “continue its efforts to protect, promote and maintain the town in an environmentally conscious manner.” Willingboro Township adopted a Green Buildings and Environmental Sustainability Plan Element in 2012 with assistance of a sustainable land use planning grant from the Association of Environmental Commissions. Most towns adopted a Recreation and Open Space Element.

The Corridor-concept, by design, promotes sustainability principles. Cooperative planning at the regional scale encourages, environmental and economic equity. Since most municipalities are near or at full-buildout, redevelopment has been the driving force behind new growth. Obsolete buildings and previously contaminated lands are reused or readapted to meet current needs. Burlington County has led the way in open space protection and farmland preservation.

CONSISTENCY

Local and Regional Planning

Every municipality has reexamined and/or amended its Master Plan within the last ten years as detailed in the STATUS OF MASTER PLAN AND OTHER RELEVANT PLANNING ACTIVITIES section. All municipalities refer to specific portions of the 1999 Route 130/Delaware River Corridor Strategic Plan in their Master Plans and/or Reexamination Reports in some form. All 12 Towns acknowledge or support the Plan goals that are listed below:

1. Improve quality of life in the Corridor.
2. Initiate positive change and improvement in the Corridor.
3. Encourage development and redevelopment in the Corridor, with a sensitivity toward the environment and aesthetics.
4. Educate Corridor municipalities about consensus planning, the need for a strategic plan and the benefits of regional planning.
5. Involve various county departments in the consensus planning effort, drawing upon their respective areas of expertise.
6. Encourage participation of and cooperation among Corridor municipalities in the consensus planning process to develop a better understanding of the Corridor to plan for a better future.
7. Foster the development of public/private partnerships directed toward improving the Corridor.
8. Coordinate Corridor planning efforts with outside agencies, entities and authorities, i.e., N.J. Office of State Planning, N.J. Department of Transportation, N.J. Transit, N.J. Department of Environmental Protection, Burlington County entities, public utilities, and others.

9. Prepare a strategic plan for the Corridor based on the consensus findings and recommendations of Corridor municipalities.
10. Explore avenues to provide improved economics in the Corridor, i.e., grants, no and low-cost loans, tax abatement, etc.
11. Encourage the implementation of the strategic plan through the adoption of state, regional, county and local master plans, capital improvement plans and economic development plans, municipal zoning ordinances and other governmental services and programs.
12. Provide mechanisms for continued reexamination and implementation of the strategic plan and the consensus planning process based on an ongoing dialogue with Corridor municipalities.

The 1999 Plan included a plan implementation agenda for each of the twelve municipalities and the County. The agenda listed a number of planning activities/objectives under eight different issue categories: land use, housing, economic development, transportation, recreation and open space, historic preservation, public facilities and services, and intergovernmental coordination. Each planning activity/ objective had specific initiatives or tasks to perform and a targeted time frame for completion. Attached, in Appendix 4, is a summary of the status of the municipalities' and County's plan implementation agenda. With County and State agency technical and financial assistance, the 12 municipalities have completed their implementation agenda items. The municipalities and County continue to review existing recommendations and new initiatives.

In the municipal questionnaire, submitted as a separate document, the 12 municipalities were asked to review the 8 goals of the State Development and Redevelopment Plan and address how their master plan and vision is (or is not) consistent with the goals, policies & indicators. The following section describes in a general sense how the regional as a whole is consistent with the goals, policies & indicators.

State Plan - Goals, Policies & Indicators

GOAL	POLICIES	INDICATORS
<p>Goal 1: Revitalize the State's Cities and Towns</p> <p>STRATEGY: Protect, preserve and develop the valuable human and economic assets in cities, towns and other urban areas. Plan to improve their livability and sustainability by investing public resources in accordance with current plans which are consistent with the provisions of the State Plan. Leverage private investments in jobs and housing; provide comprehensive public services at lower costs and higher quality; and improve the natural and built environment. Incorporate ecological design through mechanisms such as solar access for heating and power generation. Level the playing field in such areas as financing services, infrastructure and regulation. Reduce the barriers which limit mobility and access of city residents, particularly the poor and minorities, to jobs, housing, services and open space within the region. Build on the assets of cities and towns such as their labor force, available land and buildings, strategic location and diverse populations.</p>	<p>Policy on Urban Revitalization - Prepare strategic revitalization plans, neighborhood empowerment plans and urban complex strategic revitalization plans that promote revitalization, economic development and infrastructure investments, coordinate revitalization planning among organizations and governments, support housing programs and adaptive reuse, improve access to waterfront areas, public open space and parks, and develop human resources with investments in public health, education, work force readiness and public safety in cities and towns.</p>	<p>Key Indicator 5. Progress in socioeconomic revitalization for the 68 municipalities eligible for Urban Coordinating Council assistance</p> <p>Indicator 6. Percent of jobs located in Urban Coordinating Council municipalities</p> <p>Indicator 23. Percent of building permits issued in Urban Coordinating Council municipalities</p> <p>Indicator 27. Number of Neighborhood Empowerment Plans approved by the Urban Coordinating Council</p>

Analysis

The vision for the Corridor contemplates revitalized downtowns surrounded by stable, traditional residential neighborhoods located along the Delaware River. Beverly City, Burlington City, Palmyra Borough, Riverside Township and Riverton Borough are historic development centers and are among the densest municipalities in the Corridor. Redeveloping underutilized or vacant properties into mixed-use developments that provide a variety of housing options is a common goal. To spur economic development in these areas, qualified census tracts in Palmyra Borough, Riverside Township, Burlington City and Willingboro Township were designated as Opportunity Zones by the State. According to the State website, "the Opportunity Zones program was enacted as part of the 2017 federal Tax Cuts and Jobs Act and is designed to drive long-term capital investments into low-income rural and urban communities." Communities are actively coordinating with multiple State agencies and the Burlington County Economic and Regional Planning Department to find and attract investments to their community and focus development efforts in areas designated for redevelopment.

Beverly City recently hired an economic development planning consultant and is revising its 5-year tax abatement program as it reviews the current Redevelopment Plan for the downtown area. Burlington City is working with a consultant to create a marketing plan for its Opportunity Zone as well as revitalize businesses and stores along High Street and decrease number of vacant properties. Palmyra is also actively pursuing developers for the Route 73 South Redevelopment Area, which is located in an Opportunity Zone as well as find new retail tenants along Broad Street. Riverside is actively pursuing redevelopment by purchasing and promoting key properties in the Golden Triangle. Riverton Borough has an active economic improvement committee and is working on marketing the downtown through social media and scheduled events including concerts and food trucks. Willingboro's Master Plan Reexamination Report recommends engaging businesses and citizens to strengthen revitalization efforts and allow for coordinated marketing. These are just a few examples of strategies implemented by the "urbanized" towns in the Corridor to further the goal of revitalizing their downtown areas.

The redevelopment of the downtown business districts in the Corridor's Town Centers is an important component for the revitalization of the Corridor. The Strategic Plan recommends actions to initiate the revitalization of these downtown areas. The economic challenges of the Town Centers and Cores differ from those of the Route 130 highway commercial areas. Invariably, the economic issues in the Town Centers are associated with a diminution in their economic importance--they have the built environment and infrastructure but have not possessed the attractions people desire to visit or in which to conduct business. The Strategic Plan recognizes this fundamental problem and stresses the importance of making the Town Centers attractive and pleasant places in which to live, visit and do business. The Town Centers should capitalize on their locations along the waterfront and RiverLine and the rich mix of architecturally diverse housing stock situated in "small town" settings. The riverfront communities can become attractive, unique places in which people want to live, work and visit.

The Corridor municipalities are racially diverse and have a slightly higher percentage on non-white residents when compared to the entire State. In Beverly City, Burlington City, Burlington Township, Edgewater Township and Willingboro Township over a quarter of the population is Black or African American. Edgewater Park Township and Riverside Township are over 10% Hispanic or Latino. There are pockets of other ethnic communities scattered throughout the Corridor. Providing these communities improved access to jobs and services is a priority especially in the communities with high poverty and unemployment rates and low household incomes as discussed within the demographics section of this report. Moderate income census tracts, where median family income is greater than or equal to 50% and less than 80%, are found in Palmyra, Riverside, Beverly, Edgewater Park, Willingboro and Burlington City and should be the focal point of future economic development and infrastructure investments.

According to the New Jersey Department of Community Affairs, "Measuring Distress in New Jersey – The 2017 Municipal Revitalization Index" Beverly City, Burlington City, Riverside Township and Willingboro Township have a low Municipal Revitalization Index (MRI) Score and rank among bottom 95 municipalities in New Jersey. The MRI considers several factors, such as income, poverty rate, unemployment, educational attainment and tax rates. These municipalities have qualified for a variety State programs in the past and should continue to seek and receive technical and financial assistance to improve and revitalize their communities.

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The "New Jersey Urban Redevelopment Act" (PL 1996 c.62) created the New Jersey Redevelopment Authority (NJRA). It also established the Urban Coordinating Council (UCC). Since that time, the UCC has been allowed to "sunset" and now no longer exists. However, Burlington City and Willingboro Township meet other urban revitalization criteria that encourage public investment. For example, Burlington City and Willingboro Township meet the criteria at N.J.S.A. 52:27D-178 for NJRA eligibility. Burlington City is participating in the Neighborhood Revitalization Tax Credit Program and Neighborhood Preservation Program. Willingboro Township meets the NJ Economic Opportunity Act definition of a "Distressed Municipality."

GOAL	POLICIES	INDICATORS
<p>Goal 2: Conserve the State's Natural Resources and Systems</p> <p>STRATEGY: Conserve the state's natural resources and systems as capital assets of the public by promoting ecologically sound development and redevelopment in the Metropolitan and Suburban Planning Areas, accommodating environmentally designed development and redevelopment in Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas, and by restoring the integrity of natural systems in areas where they have been degraded or damaged. Plan, design, invest in and manage the development and redevelopment of Centers and the use of land, water, soil, plant and animal resources to maintain biodiversity and the viability of ecological systems. Maximize the ability of natural systems to control runoff and flooding, and to improve air and water quality and supply.</p>	<p>Policy on Water Resources - Protect and enhance water resources through coordinated planning efforts aimed at reducing sources of pollution and other adverse effects of development, encouraging designs in hazard-free areas that will protect the natural function of stream and wetland systems, and optimizing sustainable resource use.</p> <p>Policy on Open Lands and Natural Systems - Protect biological diversity through preservation and restoration of contiguous open spaces and connecting corridors; manage public land and provide incentives for private land management to protect scenic qualities, forests and water resources; and manage the character and nature of development for the protection of wildlife habitat, critical slope areas, water resources, and for the provision of adequate public access to a variety of recreational opportunities.</p> <p>Policy on Coastal Resources - Acknowledge the statutory treatment of the coastal area under federal and state legislation, coordinate efforts to establish a comprehensive coastal management program with local planning efforts, undertake a regional capacity analysis, protect vital ecological areas and promote recreational opportunities.</p> <p>Policy on Special Resource Areas - Recognize an area or region with unique characteristics or resources of statewide importance and establish a receptive environment for regional planning efforts. The Highlands region has been recognized as the first Special Resource Area in New Jersey.</p>	<p>Key Indicator 2. The amount of land permanently dedicated to open space and farmland preservation</p> <p>Key Indicator 3. Percent of New Jersey's streams that support aquatic life</p> <p>Indicator 11. Conversion of wetlands for development</p> <p>Indicator 26. Percent of land in New Jersey covered by adopted watershed management plans</p>

Analysis

Burlington County, as well as the 12 municipalities, have taken a proactive approach to protecting natural resources in the Corridor. The County has preserved over 400 acres of land within the

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four County parks located in the Corridor and along the Rancocas Creek (Amico Island, Laurel Run, Pennington and Willingboro Lakes). The Burlington County Open Space Master Plan identifies key parcels in the Corridor targeted for open space preservation within the Rancocas Creek Greenway and Delaware River Project Areas, most notably, Hawk Island, which is located at the confluence of the two rivers in Delanco Township. Most of the municipalities either have an Open Space and Recreation Plan, as listed below. Several municipalities have recommended creating or updating their Open Space and Recreation Plan in their Reexamination Reports.

- Beverly City – Recreation Plan Element – 1992
- Burlington City – Recreation Element part of Master Plan – 1982
- Burlington Township – Recreation Element – 2008
- Cinnaminson Township – Recreation Element part of Master Plan – 1983
- Delanco Township – Recreation and Open Space Plan – 2002
- Delran Township Open Space Plan – 2006
- Edgewater Park Township – Open Space Plan Amendment – 2002
- Florence Township – Recreation Plan Element – 1999
- Palmyra Borough – N/A
- Riverside Township – N/A
- Riverton Borough – Recreation Element – 1998
- Willingboro Township – Recreation Plan – 1990

The smaller, more developed municipalities do not have an open space or recreation plan since there is very little remaining natural land that isn't wetlands or publicly owned or regulated. Despite this, both Riverside and Palmyra still have several existing recreational opportunities.

A reoccurring theme which is interwoven throughout the vision for the Corridor is the use of the waterfront -- the Delaware River and Rancocas Creek. The waterfront is viewed as a major asset to the Corridor -- a key component for economic revitalization of downtown areas and the primary amenity for nearby residential neighborhoods and communities. At the present, the waterfront's potential has not been fully realized. The vision for the Corridor is aimed at tapping this valuable resource. The waterfront offers opportunities for tourism and recreational development. Trails linking together open space areas, natural preserves, historic communities and features, and passive and active parks are being implemented on the waterfront. The trail and associated amenities will be attractions for residents and visitors to the Corridor. The City of Burlington and the Board of Island Managers envision one day developing family recreation and educational activities on a portion of the 300-acre Burlington Island, located in the Delaware River. Beverly City and Riverside Township also look to develop parks and passive recreation facilities along their waterfront as they continue to redevelop.

The Corridor has 91% of its land designated within a Metropolitan (PA 1) or Suburban (PA 2) Planning Area, where the State Plan encourages development and redevelopment. In these

Planning Areas, development is discouraged on or not permitted within environmentally sensitive land, such as wetlands, through local zoning ordinances and land use regulations.

The 1999 Route 130/Delaware River Corridor Strategic Plan recommends the retention and preservation of agricultural lands in the PA 4. Efforts have been under way by the County to preserve farmland around the Resource Recovery Complex in the southern portion of Florence Township. The Strategic Plan recommends local zoning ordinances provide for the preservation of environmentally sensitive lands and open space as tracts are developed in the PA 4. Almost 400 acres of farmland has been preserved in Cinnaminson and Florence Townships.

The Strategic Plan recommends the preservation of the stream corridors as permanent open space. In many cases, the open space can be preserved as a part of land development applications. The Strategic Plan recommended Burlington and Florence townships revisit their zoning ordinances and amend them to require the preservation of open space as part of land development applications. Pedestrian and bicycle paths have been and should continue to be planned through the preserved open space. Lands located along the Rancocas Creek in Delran and Delanco Townships were preserved by the County through acquiring parcels and/or as a component of land development. In addition, a number of parcels have been preserved along the Delaware River as well by the State and non-profit organizations. The three Natural Priority Sites located in the Corridor near the Delaware River contain undisturbed habitat that supports a diversity of plants and is host to a small population of a globally rare plant species.

Recent hurricanes and storm events have impacted communities along the Delaware River and Rancocas Creek. As part of the New Jersey Resilient Coastal Communities Initiative, the DVRPC has assisted six Burlington County communities (four in the corridor including Beverly City, Burlington City, Burlington Township and Delran Township) by producing Coastal Vulnerability Assessment Reports for each town. These reports analyze the effects of storm surges and sea level rise to help plan for coastal flooding and were submitted to the OPA as part of the pre-petition meeting package. Many municipalities have taken additional measures to ensure resiliency during storm and flood events, as described in the municipal questionnaires.

In 2014, the EDRP identified the areas below as targeted projects for conservation and recreation in the Corridor:

- A. Delaware River Heritage Trail
- B. Anderson Farm in Delran
- C. Willingboro Lakes in Willingboro
- D. Burlington Island in Burlington City
- E. Assiscunk Creek Greenway in Burlington City and Burlington Township
- F. Dredge Spoils Areas (Hawk Island and The Dunes) in Delanco and Beverly
- G. Agricultural Development Areas in Florence

To date, much progress has been made and continues to be made on the Delaware River Heritage Trail. Anderson Farm in Delran is now owned and operated by the County and is known as Laurel Run Park. Willingboro Lakes has been recently renovated by the County. The Dunes was

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designated in 2012 as open space and is listed on the NJDEP Green Acres ROSI. The West Avenue Nature Trails at the Dunes Park was established 2012. Hawk Island Lots 1 & 4, Block 2300 was acquired by Delanco in 2020 by estate donations. The long-term goal is to protect/preserve 120 acres of Hawk Island and provide public access to Delaware River & Rancocas Creek.

GOAL	POLICIES	INDICATORS
<p>Goal 3: Promote Beneficial Economic Growth, Development and Renewal for All Residents of New Jersey</p> <p>STRATEGY: Promote socially and ecologically beneficial economic growth, development and renewal and improve both the quality of life and the standard of living of New Jersey residents, particularly the poor and minorities, through partnerships and collaborative planning with the private sector. Capitalize on the state's strengths—its entrepreneurship, skilled labor, cultural diversity, diversified economy and environment, strategic location and logistical excellence—and make the state more competitive through infrastructure and public services cost savings and regulatory streamlining resulting from comprehensive and coordinated planning. Retain and expand businesses, and encourage new, environmentally sustainable businesses in Centers and areas with infrastructure. Encourage economic growth in locations and ways that are both fiscally and environmentally sound. Promote the food and agricultural industry throughout New Jersey through coordinated planning, regulations, investments and incentive programs—both in Centers to retain and encourage new businesses and in the Environs to preserve large contiguous areas of farmland.</p>	<p>Policy on Economic Development - Promote beneficial economic growth and improve the quality of life and standard of living for New Jersey residents by building upon strategic economic and geographic positions, targeting areas of critical capital spending to retain and expand existing businesses, fostering modern techniques to enhance the existing economic base, encouraging the development of new enterprises, advancing the growth of green businesses, elevating work force skills, and encouraging sustainable economic growth in locations and ways that are fiscally and ecologically sound.</p> <p>Policy on Agriculture - Promote and preserve the agricultural industry and retain farmland by coordinating planning and innovative land conservation techniques to protect agricultural viability while accommodating beneficial development and economic growth necessary to enhance agricultural vitality and by educating residents on the benefits and the special needs of agriculture.</p> <p>Policy on Equity - It is the position of the State Planning Commission that the State Plan should neither be used in a manner that places an inequitable burden on any one group of citizens nor should it be used as a justification for public actions that have the effect of diminishing equity. It is also the position of the Commission that the achievement, protection and maintenance of equity be a major objective in public policy decisions as public and private sector agencies at all levels adopt plans and policies aimed at becoming consistent with the State Plan.</p>	<p>Key Indicator 1. New development, population and employment located in the Metropolitan and Suburban Planning Areas or within Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas</p> <p>Indicator 1. Average annual disposable income among New Jerseyans</p> <p>Indicator 2. Unemployment</p> <p>Indicator 3. Conversion of farmland for development</p> <p>Indicator 5. Agricultural output</p> <p>Indicator 7. Economic output per unit of energy consumed</p> <p>Indicator 21. Municipalities with median household incomes of less than \$30,000 per year (in 1990 dollars)</p> <p>Indicator 22. Number of census tracts with more than 40% of the population living under the poverty level</p>

Analysis

There are several initiatives in Burlington County charged with promoting beneficial economic growth, development and renewal in the County. For example, the EDRP supports economic development within the County through a variety of programs. The Burlington County Route 130/Delaware River Corridor Economic Development Fund Revolving Loan Program is for businesses and business owners located in Burlington County, along the Route 130 Corridor. Three zero-interest loans are offered to businesses expanding in or relocating to the Route 130 Corridor. The Department works to bring, investors, developer and municipalities together by providing information on its website (www.bcbridges.org) and facilitating educational events. The Burlington County Workforce Development Board helps businesses grow and/or retain their workforce by coordinating planning, policy guidance and oversight of employment and training activities in Burlington County. The Burlington County One Stop Career Center provides career counseling, job search assistance and training. The Burlington County Regional Chamber of Commerce (BCRCC) fosters regional economic growth by providing business advocacy, educational opportunities and mentoring programs to businesses and employees in the County. These agencies have and will continue to work together to promote cooperation, assist business development, train the workforce and market the Corridor.

The vision for the Corridor recommends a new direction for the obsolete and deteriorated sites in the older communities. In some instances, the vision recommends the adaptive reuse of industrial and commercial buildings as residential and mixed residential and commercial uses. The redevelopment of the Watchcase Factory as 64 market-rate apartments in Riverside Township is a good example. In other cases, the vision recommends capitalizing on the use of existing structures and associated utilities and improvements by reusing vacant and underutilized commercial buildings, which are in areas of the Corridor where large scale retail operations are no longer viable, as flexible light industrial facilities which bring new employment to the Corridor. The total razing of some sites and constructing neo-traditional villages with smaller scale commercial and office components in their place are also envisioned. New residential and mixed developments will bring new patronage to businesses in the Corridor especially in areas that have a high concentration of minority or low and moderate-income households.

The vision recommends retaining viable businesses and finding ways to upgrade and improve them. The vision also recommends attracting new businesses that want to locate in the Corridor based on the strengths of the Corridor, Burlington County, the region and New Jersey. The significant increase of warehousing and distribution center development during the last ten plus years around Exit 6A of the New Jersey Turnpike is a good example of the implementation of this strategy. This area employs over 6,000 workers and includes approximately 14,000,000 square feet of industrial, office and commercial space and has altered the traffic and land use in the area. The lag between land use and transportation improvements is evident in the Exit 6A area. The growth of this employment center has strained the roadway system which lacks improvements that are needed to keep pace with development. The vision recommends developing and implementing methods to ensure infrastructure keeps pace with development and maintaining a well-coordinated effort among state, county and municipal governments to facilitate timely improvements to the infrastructure.

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A highly prized and closely guarded asset of the Corridor is the number of stable, close-knit neighborhoods existing throughout the Corridor. Preservation of these neighborhoods is a primary goal of the vision. The vision focuses on upgrading and improving physical and social aspects of the neighborhoods and communities in which they are located. A goal of the 1999 Strategic Plan was to improve the quality of education and community services to attract new residents and retain existing residents in the Corridor communities. Since then the Corridor communities have taken great strides to upgrade and increase access to community facilities (see page 25). The towns within the Corridor are also working to improve education in their communities. For example, after receiving multiple state honors, the Beverly City School is being recognized on the national level as one of up to 100 National Title I Distinguished Schools.

The southern portion of Florence Township is within the County's Agricultural Development Area (ADA) where farmland preservation is encouraged. Hunter's Farm in Cinnaminson is a preserved farm in the East Riverton section of the Township and operates a popular farm stand.

GOAL	POLICIES	INDICATORS
<p>Goal 4: Protect the Environment, Prevent and Clean Up Pollution</p> <p>STRATEGY: Develop standards of performance and create incentives to prevent and reduce pollution and toxic emissions at the source, in order to conserve resources and protect public health. Promote the development of businesses that provide goods and services that eliminate pollution and toxic emissions or reduce resource depletion. Actively pursue public/private partnerships, the latest technology and strict enforcement to prevent toxic emissions and clean up polluted air, land and water without shifting pollutants from one medium to another; from one geographic location to another; or from one generation to another. Promote ecologically designed development and redevelopment in the Metropolitan and Suburban Planning Areas and accommodate ecologically designed development in Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas, to reduce automobile usage; land, water and energy consumption; and to minimize impacts on public health and biological systems, water and air quality. Plant and maintain trees and native vegetation. Reduce waste and reuse and recycle materials</p>	<p>Policy on Air Resources - Reduce air pollution by promoting development patterns that reduce both mobile and stationary sources of pollution, promoting the use of alternative modes of transportation, and supporting clean, renewable fuels and efficient transportation systems.</p> <p>Policy on Energy Resources - Ensure adequate energy resources through conservation, facility modernization, renewable energy and cogeneration; to continue economic growth while protecting the environment; and to modify energy consumption patterns to capitalize on renewable, domestic energy supplies rather than virgin extraction and imports.</p> <p>Policy Waste Management, Recycling and Brownfields- Promote recycling and source reduction through product design and materials management and by coordinating and supporting legislative, planning and facility development efforts regarding solid and hazardous waste</p>	<p>Indicator 4. Percent of brownfield sites redeveloped</p> <p>Indicator 7. Economic output per unit of energy consumed</p> <p>Indicator 8. The generation of solid waste on a per capita and per job basis</p> <p>Indicator 9. Number of unhealthful days annually caused by ground-level ozone, particulate matter and carbon monoxide</p> <p>Indicator 10. Greenhouse gas emissions</p> <p>Indicator 13. Changes in toxic chemical use and waste generation (non-product output or NPO) by New Jersey's manufacturing sector</p> <p>Indicator 15. Vehicle miles traveled per capita</p>

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through demanufacturing and remanufacturing	treatment, storage and disposal. Capitalize on opportunities provided by brownfield sites through coordinated planning, strategic marketing and priority redevelopment of these sites.	
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Analysis

Revitalizing vacant and obsolete industrial and commercial sites is a prominent goal of the Strategic Plan, which recommends that the County prepare a comprehensive inventory of vacant, abandoned and underutilized buildings and brownfield sites in the Corridor. The list would note size, location, ownership, known previous uses and potential for redevelopment. The County and municipalities would investigate the feasibility of acquiring vacant and obsolete buildings on sites for redevelopment. The EDRP has created on a Countywide interactive web-based map of all redevelopment areas, which currently shows the name, location and resolution number of each area designated. The web-based map is a work in progress and may in the future allow a user to click on a redevelopment area and retrieve more data, such as a copy of the redevelopment plan and a municipal link for a contact.

As part of a redevelopment plan, the public sector can work with the private sector in a partnership to redevelop distressed sites. The County, municipalities and private sector look to consider utilizing available state funding for brownfields. site assessments and remediation, i.e., New Jersey Department of Environmental Protection (NJDEP). For example, in 2004, the State designated the South Route 73 Redevelopment Area in Palmyra Borough as a Brownfield Development Area (BDA). This program enables remediation and reuse to occur in a coordinated fashion by involving the NJDEP and other State agencies, such as the New Jersey Economic Development Authority (EDA), New Jersey Department of Community Affairs (DCA), and New Jersey Business Action Center (BAC). Other brownfields may benefit from this type of collaboration in order to remediate contaminated sites and bring them back into productive use, especially in less affluent areas, such as Beverly, Burlington City and Riverside Township.

Superfund sites are generally former manufacturing facilities, processing plants, landfills or mining operations that are contaminated due to hazardous waste that has been dumped or left on the site. Cosden Chemical Coatings Corporation (Beverly), the Florence Land Recontouring Landfill Superfund Site (Florence), Cinnaminson Township (Block 702) Ground Water Contamination and the Roebling Steel Co. (Florence) are four superfunds sites located in the Corridor that are undergoing cleanup by the US EPA. As part of the initiative to redevelop Superfund sites for productive reuse, a few of these sites are now being redeveloped. For example, more than 32,000 solar panels were constructed at the Cinnaminson Township Landfill, which will now provide electricity to about 2,000 homes. Other known contaminated sites and brownfields have been remediated and are either reused or preserved as open space.

In 2014, the EDRP identified the areas below as targeted projects for redevelopment in the Corridor:

- A. Southside NJ 73 in Palmyra

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- B. Golden Triangle in Riverside
- C. Burlington Island in Burlington City
- D. US Pipe Foundry in Burlington City and Burlington Township
- E. Burlington Center Mall in Burlington Township
- F. Griffin Pipe Foundry in Florence Township
- G. Roebling Steel Mill in Florence Township

As stated in the sustainability statement section of this report, many municipalities are taking a proactive approach to green initiatives and reducing their carbon footprint. For example, one of the major planning goals in Beverly's 2014 Master Plan Reexamination Report is "to consider and evaluate innovative development proposals which enhance and protect environmental features, minimize energy usage and encourage development densities consistent with existing patterns of development." Delran's 2009 Master Plan Reexamination Report states, "it is incumbent for the Township to encourage the establishment of requirements that address onsite renewable energy infrastructure for both residential and commercial properties.

GOAL	POLICIES	INDICATORS
<p>Goal 5: Provide Adequate Public Facilities and Services at a Reasonable Cost</p> <p>STRATEGY: Provide infrastructure and related services more efficiently by supporting investments based on comprehensive planning and by providing financial incentives for jurisdictions that cooperate in supplying public infrastructure and shared services. Encourage the use of infrastructure needs assessments and life-cycle costing. Reduce demands for infrastructure investment by using public and private markets to manage peak demands, applying alternative management and financing approaches, using resource conserving technologies and information systems to provide and manage public facilities and services, and purchasing land and easements to prevent development, protect flood plains and sustain agriculture where appropriate.</p>	<p>Policy on Infrastructure Investments - Provide infrastructure and related services more efficiently by investing in infrastructure to guide growth, managing demand and supply, restoring systems in distressed areas, maintaining existing infrastructure investments, designing multi-use school facilities to serve as centers of community, creating more compact settlement patterns in appropriate locations in suburban and rural areas, and timing and sequencing the maintenance of capital facilities service levels with development throughout the state.</p> <p>Policy on Transportation - Improve transportation systems by coordinating transportation and land-use planning; integrating transportation systems; developing and enhancing alternative modes of transportation; improving management structures and techniques; and utilizing transportation as an economic development tool.</p>	<p>Key Indicator 4. Meet present and prospective needs for public infrastructure systems</p> <p>Indicator 14. The percent of all trips to work made by carpool, public transportation, bicycle, walking or working at home</p> <p>Indicator 16. Number of pedestrian fatalities in vehicular accidents on state roads</p> <p>Indicator 17. Increase in transit ridership</p> <p>Indicator 18. Percent of potable water supplies that meet all standards</p> <p>Indicator 19. Percent of development on individual septic systems</p>

Analysis

As described in the previous sections, all the municipalities within the Corridor have a robust infrastructure system to accommodate both existing and proposed development. According to the Burlington County Wastewater Management Plan capacity summary for major domestic discharges, all the wastewater treatment plant facilities have adequate sewer capacity. The New Jersey Water Supply Plan shows that the water purveyors in the corridor also have adequate potable water capacity. PSE&G supplies electric and gas to the Corridor communities.

The transportation network within the Corridor is comprehensive with a variety of available modes in order to meet the diverse need of the residents and workers that rely on the system. As discussed in previous sections, access to the Corridor is made possible by the excellent network of roads and bridges. Numerous inter- and intra-state highways (i.e., Interstate 295 and Routes 130, 413, 90 and 73, the New Jersey Turnpike and the recently constructed Turnpike interchange at U.S. Route 130) traverse the Corridor providing important linkages to the rest of Burlington County and the Philadelphia Region. The existing network of bus service provided by NJ TRANSIT and BurLink is a valuable resource to residents that rely on public transportation for working and shopping. The RiverLine runs through the Corridor and provides passenger rail service between Camden and Trenton with direct connections to Philadelphia and New York City. The Corridor has excellent freight rail service and the potential for a deep-water port. The County continues to increase the number of miles of pedestrian and bicycle trails in the Corridor. These superior modes of transportation available in the Corridor are viewed as important assets and key components for achieving the vision of the Strategic Plan.

Table 19 shows the mode split of commuters in the 12 Corridor municipalities. Except for Burlington Township, Delran Township and Florence Township the Corridor communities have lower percentages of commuter driving alone to work than the County. Edgewater Park, Palmyra, Riverton and Willingboro are all under 80%. Over 12% of commuters in Riverside and Willingboro carpool to work, which is higher than the County average. Delanco (9.4%) and Willingboro (7.1%) have the highest percentage of transit ridership of the 12 municipalities while Palmyra has the highest percentage of people who walk to work. Cross County Connection Transportation Management Association (CCCTMA) is the designated transportation management association for the seven southern New Jersey counties, which includes Burlington County. CCCTMA actively promotes alternative commuting options to residents and employees in the Corridor and provides technical assistance to municipalities.

Table 19 – Commuting Patterns by Municipality

Municipality	Drove Alone	Carpool	Public Transportation	Walked	Other	Worked at Home
Beverly City	82.8%	5.9%	3.4%	2.9%	1.3%	3.8%
Burlington City	83.1%	5.7%	4.7%	3.4%	1.0%	2.2%
Burlington Twp.	84.5%	6.0%	3.6%	2.1%	1.0%	2.6%
Cinnaminson Twp.	81.8%	5.4%	4.5%	1.9%	2.0%	4.5%
Delanco Twp.	81.7%	3.6%	9.4%	1.7%	0.3%	3.3%

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Delran Twp.	85.7%	7.4%	3.1%	0.3%	1.2%	2.5%
Edgewater Park Twp.	79.9%	9.8%	3.6%	3.4%	2.1%	1.2%
Florence Twp.	85.6%	6.2%	4.4%	0.9%	0.7%	2.1%
Palmyra Twp.	78.4%	9.7%	4.1%	4.1%	0.6%	3.1%
Riverside Twp.	81.2%	12.6%	3.1%	1.3%	0.1%	1.7%
Riverton Twp.	77.3%	8.2%	4.3%	0.6%	1.8%	7.8%
Willingboro Twp.	75.4%	12.2%	7.1%	2.1%	1.0%	2.1%
Burlington County	83.1%	7.1%	3.6%	1.4%	1.0%	3.8%

Source: 2013-2017 American Community Survey 5-Year Estimates

Many of the recommended intersection and roadway improvements set forth in the 1999 Strategic Plan have been completed, which has greatly improved safety, access and circulation. Completed intersection improvements along U.S. Route 130 include: Cinnaminson Avenue/Church Road/Branch Pike (Cinnaminson Township), Andover Road/Mainline Drive (Cinnaminson Township), Fairview Street (Delran Township), Columbus Road/Jones Road (Burlington City) and Hornberger Avenue (Florence Township), to name a few. The 2018 Burlington County River Route Corridor Study, prepared by WSP, suggests improvements at many key intersections for vehicular, pedestrian and bicycle traffic. Many of these suggested improvements will be incorporated into municipal Master Plans and the DVRPC's Long Range Plan. The Study includes suggested configurations, crash data and Average Annual Daily Traffic (AADT) statistics. One such improvement is the U.S. Route 130 and Florence-Columbus Road/Delaware Avenue (CR 656) intersection. To alleviate traffic and circulation issues and improve pedestrian and bicycle safety, NJDOT designed intersection improvements to include new sidewalks, ADA compliance, full shoulders, upgraded signalization, revised turning movements, a connector roadway, and a traffic roundabout. The project is in the Study & Development Program of the current Transportation Improvement Program (TIP) and was in the Concept Development Phase as of March 2021. The County is the lead agency for final design and construction of the project.

In 2014, the EDRP identified the areas below as targeted projects for transportation improvements in the Corridor:

- A. Complete Streets Policies
- B. US 130 Pedestrian Safety Corridor
- C. River Line Signal Timing Corridor
- D. NJ 73 Cross-Access to Palmyra Redevelopment
- E. US 130 Cross-Access to Creek Road (CR 625) / Bridgeboro Road
- F. Burlington Island Bridge
- G. Mt Holly Avenue (CR 541) Cross-Access to Burlington Center Mall Redevelopment
- H. Hornberger Avenue Access to Roebling Steel Mill Redevelopment

Analysis

GOAL	POLICIES	INDICATORS
<p>GOAL 6: Provide Adequate Housing at a Reasonable Cost</p> <p>STRATEGY: Provide adequate housing at a reasonable cost through public/private partnerships that create and maintain a broad choice of attractive, affordable, ecologically designed housing, particularly for those most in need. Create and maintain housing in the Metropolitan and Suburban Planning Areas and in Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas, at densities which support transit and reduce commuting time and costs, and at locations easily accessible, preferably on foot, to employment, retail, services, cultural, civic and recreational opportunities. Support regional and community-based housing initiatives and remove unnecessary regulatory and financial barriers to the delivery of housing at appropriate locations.</p>	<p>Policy on Housing - Preserve and expand the supply of safe, decent and reasonably priced housing by balancing land uses, housing types and housing costs and by improving access between jobs and housing. Promote low- and moderate-income and affordable housing through code enforcement, housing subsidies, community-wide housing approaches and coordinated efforts with the New Jersey Council on Affordable Housing.</p> <p>Policy on Design - Mix uses and activities as closely and as thoroughly as possible; develop, adopt and implement design guidelines; create spatially defined, visually appealing and functionally efficient places in ways that establish an identity; design circulation systems to promote connectivity; maintain an appropriate scale in the built environment; and redesign areas of sprawl.</p>	<p>Indicator 20. Percent of New Jersey households paying more than 30% of their pre-tax household income towards housing</p> <p>Indicator 24. Annual production of affordable housing units</p>

The Strategic Plan recognizes housing as an important component for quality of life in the Corridor. Housing units arranged collectively to form neighborhoods of varying densities, housing types and amenities and the condition of the housing stock contribute toward the health, welfare, vitality and character of a community. In general, the character of the Corridor is described as "small town" which is held in highest regard by the communities. This does not mean that change should be prohibited in the communities; rather, it means that any change must contribute toward the retention and enhancement of the "small town" character and qualities of the Corridor communities. The study found three general housing challenges facing the Corridor:

1. Population growth and economic development are constrained by a tight supply of housing, particularly owner-occupied units;
2. A considerable amount of the housing stock is old, built before 1940, requiring more maintenance and having the potential to slip into disrepair and deteriorate if not adequately maintained; and
3. Providing affordable, code-compliant housing, particularly for the elderly and extremely low and low-income households, is needed

The Strategic Plan indicates that there are opportunities to provide affordable housing for low income elderly, small related households, large related households and other households in the

Corridor where various services and goods are more easily accessible, i.e., public transportation, personal services, medical services, jobs, etc. Opportunities also exist to provide affordable housing facilities and services for the homeless population and special needs population at strategic locations in the Corridor where similar services and goods are more easily accessible.

All 12 municipalities have participated in the various phases of the affordable housing process since the Fair Housing Act was passed in 1985, which has resulted in the construction of hundreds of affordable units in the Corridor. Appendix 1, Table I contains affordable housing opportunities listed in the Guide to Affordable Housing in New Jersey, last revised in April 2016. This list is not complete and additional units have been built since the last revision.

Beverly City, Burlington City, Burlington Township, Florence Township, Palmyra Borough, Riverside Township and Riverton Borough submitted Housing Elements and Fair Share Plans to the Council on Affordable Housing (COAH) consistent with the requirements of the third-round rules. Beverly, Florence and Palmyra received substantive certification. Cinnaminson Township, Delanco Township, Delran Township, Edgewater Park Township and Willingboro Township filed for declaratory Judgement with the Superior Court.

In 2010 the Appellate Court again invalidated the third-round rules and methodology, which were based upon a modified growth share formula. As a result, COAH was directed by the New Jersey Supreme Court to revise its current methodology and regulations and adopt new rules by October 22, 2014. After years of COAH's inaction and failing to meet the Court ordered deadline, Fair Share Housing Center (FSHC) filed a Motion, which resulted in the Supreme Court's March 10, 2015 ruling, transferring the responsibility of the review and approval of housing plans from COAH to the Superior Court. With the assistance of an appointed Special Court Masters, the lower court judges are charged with reviewing and approving housing plans on a case-by-case basis.

To date, ten municipalities (Burlington City, Burlington Township, Cinnaminson Township, Delanco Township, Delran Township, Edgewater Park Township, Florence Township, Palmyra Borough, Riverton Borough Willingboro Township) have settled their affordable housing obligations with Fair Share Housing in New Jersey Superior Court. These towns that have agreements in place intend to meet their obligations through a combination of 100% affordable communities, inclusionary zoning ordinances, senior housing and group homes. The majority of the affordable housing projects will occur in the redevelopment areas that are already designated throughout the Corridor. The Southside NJ 73 in Palmyra and Downtown Riverton redevelopment areas are just two examples. Many of these municipalities, such as Delanco Township and Florence Township, have recently completed affordable projects and/or have units in various phases of construction. Other municipalities, such as Delran and Cinnaminson Townships, have proposals for affordable developments in the approval stages as set forth in their respective Settlement Agreements.

After initial negotiations with Fair Share Housing Center, Riverside Township withdrew from pursuing a Settlement Agreement. Beverly City does not have an active filing with the court.

The Burlington County Community Action Program works with residents in the Corridor by

providing safe, decent, affordable housing to low- and moderate-income families as well as housing counseling services. The Burlington County Department of Community Development administers federally funded Housing and Urban Development programs, Home Improvement Loan Programs, Home Investment Partnership Program, First-Time Home Buyers Program and Community Development Block Program. These housing programs are designed to give priority to low and moderate-income persons in the County.

GOAL	POLICIES	INDICATORS
<p>Goal 7: Preserve and Enhance Areas with Historic, Cultural, Scenic, Open Space and Recreational Value</p> <p>STRATEGY: Enhance, preserve and use historic, cultural, scenic, open space and recreational assets by collaborative planning, design, investment and management techniques. Locate and design development and redevelopment and supporting infrastructure to improve access to and protect these sites. Support the important role of the arts in contributing to community life and civic beauty.</p>	<p>Policy on Historic, Cultural and Scenic Resources - Protect, enhance, and where appropriate rehabilitate historic, cultural and scenic resources by identifying, evaluating and registering significant historic, cultural and scenic landscapes, districts, structures, buildings, objects and sites and ensuring that new growth and development is compatible with historic, cultural and scenic values</p>	<p>Key Indicator 2. The amount of land permanently dedicated to open space and farmland preservation</p> <p>Indicator 12. Conversion of land per person</p>

Analysis

Open space sustains and enhances the Corridor as a desirable place in which to live and work by protecting the quality of surface and groundwater resources, preserving natural, cultural and historical resources, shaping community character, providing land for outdoor recreation and performing other vital functions related to the welfare of the Corridor and its communities. Open space must be preserved in conjunction with development, not at the expense of it. Large contiguous parcels of land at key locations in the Corridor must be preserved without development. Open space preservation must address ways to restore open space in heavily developed areas and preserve open space in developing areas.

A fundamental goal of the Corridor Plan, which comports with the *Burlington County Open Space Preservation Program*, is to preserve critical environmental, cultural and scenic resources while maximizing low intensity passive recreational uses. The state and federal governments are responsible for broad passive levels of regionally significant recreation, i.e., preservation of large unique natural attributes and habitats like beaches, forests, etc. Municipalities are responsible for providing daily active recreation for residents. Burlington County's responsibility for providing open space and recreational facilities is between the intense level of active recreation provided by municipalities and the broader, more passive levels provided by state and federal governments. The county's role is to provide for passive recreation as well as conservation. Active recreational facilities are ancillary to the primary passive recreational facilities provided by the county.

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The Strategic Plan provides goals and recommendations to protect the Corridor's valuable natural resources and build upon the Corridor's riverfront identity. Environmentally unique settings, i.e., Palmyra Cove, the Golden Triangle waterfront area, Amico Island, Hawk Island, Burlington Island, the Roebling Steel Mill waterfront and others, have the potential to be preserved totally or partially as a component of development and redevelopment. The Strategic Plan identifies these candidate locations for preservation, conservation and redevelopment. The Strategic Plan endorses the creation of the Delaware Heritage River Trail, a bi-state linear path system sponsored by the National Park Service, as well as the Rancocas Greenway Trail, to further strengthen and solidify the identity of the riverfront, improve public access to the waterfront, expand recreational opportunities in the Corridor, increase economic opportunities derived from eco-tourism and build upon the history and heritage of the Corridor. Portions of both the Delaware Heritage Trail and Rancocas Greenway Trail have received funding and are under construction. As the County has actively preserved environmentally valuable land in the Corridor, municipalities are also taking a local approach to protect these valuable resources through developer's agreements, deed restrictions and zoning.

There are several historical societies and organizations that educate the public as well as preserve and promote the abundant local history in the Corridor including: City of Burlington Historical Society; Burlington City Historic Preservation Commission; Burlington County Historical Society Cinnaminson Historic Preservation Commission; Delanco Historic Board; Florence Historical Society; Palmyra Historical and Cultural Society; Riverfront Historical Society (Beverly, Delanco and Edgewater Park); Riverside Historical Society; Historical Society of Riverton; Roebling Historical Society; and Willingboro Heritage Commission.

Recently, the New Jersey Historic Trust announced approximately one million dollars in grant recommendations for historic preservation planning within Burlington County. Sites within the corridor recommended for grant funding include: the Shipman Mansion (Edgewater Park), Saint Mary's Hall (Burlington City) and the William R. Allen School (Burlington City).

GOAL	POLICIES	INDICATORS
<p>Goal 8: Ensure Sound, Integrated Planning and Implementation Statewide</p> <p>STRATEGY: Use the State Plan and the Plan Endorsement process as a guide to achieve comprehensive, coordinated, long-term planning based on capacity analysis and citizen participation; and to integrate planning with investment, program and regulatory land-use</p>	<p>Policy on Comprehensive Planning - Promote planning for the public's benefit, and with strong public participation, by enhancing planning capacity at all levels of government, using capacity-based planning and Plan Endorsement to guide the location and pattern of growth and promoting cooperation and coordination among counties, municipalities, state, interstate and federal agencies.</p> <p>Policy on Planning Regions Established by Statute - The State Plan acknowledges the special statutory treatment accorded the New Jersey Pinelands under the Pinelands Protection Act, and the Hackensack Meadowlands under the Hackensack Meadowlands Reclamation and Development Act. The State</p>	<p>Key Indicator 6. The degree to which local plans and state agency plans are consistent with the State Plan</p> <p>Indicator 25. Municipalities participating in comprehensive, multijurisdictional regional planning processes consistent with the State Plan</p>

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decisions at all levels of government and the private sector, in an efficient, effective and equitable manner. Ensure that all development, redevelopment, revitalization or conservation efforts support State Planning Goals and are consistent with the Statewide Policies and State Plan Policy Map of the State Plan.	<p>Planning Commission is explicitly directed to “rely on the adopted plans and regulations of these entities in developing the State Plan.” In the State Plan, these areas are considered Planning Regions Established by Statute.</p> <p>Policy on Public Investment Priorities - It is the intent of the State Plan that the full amount of growth projected for the state should be accommodated. Plan Strategies recommend guiding this growth to Centers and other areas identified within Endorsed Plans where infrastructure exists or is planned and where it can be provided efficiently, either with private or public dollars. (Designated Centers are included in the category of communities with Endorsed Plans.) Public investment priorities guide the investment of public dollars to support and carry out these Plan Strategies.</p>	
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Analysis

The Strategic Plan itself is evidence demonstrating that the twelve Corridor participated and cooperated in the consensus planning process. The Steering Committee members, representatives from the Corridor municipalities, defined quality of life by identifying the six areas of concern and related issues and explored the constraints and opportunities for revitalizing the Corridor. Without the input from the municipalities, The Plan could not have been prepared. This goal was attained during the consensus planning process.

The Strategic Plan encourages the creation of public/private partnerships to foster economic revitalization in the Corridor. The Strategic Plan targets key projects and areas, which are significantly distressed, for development and redevelopment. In order to reverse the decline of these areas of the Corridor and facilitate the undertaking of target projects, public and private sectors must join together in a partnership using innovative planning and financing techniques and providing mutually beneficial incentives. Attainment of this goal is part of an ongoing process

The process in preparing the Strategic Plan involved the outside agencies identified in this goal and additional groups, organizations and associations, i.e., local realtors, developers, civic groups, etc. Although the Strategic Plan initially involved these agencies and groups in the planning process, the Strategic Plan recommends coordination be continued during the implementation phase. Such continued efforts strive to attain this goal as part of an ongoing process.

The Strategic Plan provides a list of funding sources for development, redevelopment and revitalization of the Corridor. Funding programs and sources are always evolving, changing and being created anew. To that end, the Strategic Plan recommends a list be maintained, constantly updated and made available to Corridor municipalities and the private sector. Attainment of this goal is part of an ongoing process.

Center Criteria and Policy

This section contains tables associated with the State Plan criteria for the six Town Centers and Town Center Cores located in the Route 130 Corridor. Since, the boundaries of the Town Centers do match more common jurisdictional or Census boundaries, population, housing and employment numbers were estimated for each Town Center. To derive population and housing statistics, the 2010 U.S. Census Bureau's data was used at the Block geography. The population and number of housing units were calculated by summing the data of all the blocks that have their center located in the Town Center. Densities were calculated by using the area of the Town Center minus the area of the Delaware River. The employment numbers were generated by geocoding all businesses within the boundary of each Town Center. Employment was estimated by summing the data of all businesses located in the Town Center. The employment list, generated from Info USA, was provided to the Department of Economic Development and Regional Planning by the New Jersey Department of Labor and Workforce Development. Below is a narrative describing the current development patterns of each Town Center. Further detail can be found in the Route 130/Delaware River Corridor Strategic Plan. Each previously approved Town Center is essentially compliant with the existing criteria. As with prior designations, some flexibility should be granted in regard to the application of the quantitative criteria set forth in the following tables.

It is important to note that technology and data accuracy and availability have changed drastically over the last 25 years. The technological advances made in the fields of digital data, aerial photography, Geographic Information Systems and internet service allows for more precise analysis and calculations today as opposed to when the previous Plan was drafted. More accurate mapping techniques may lead to boundary changes or reclassifications.

The City of Burlington is almost completely developed with compact, high density residential land uses concentrated around the downtown business district located along Broad and High Streets. Railroad tracks parallel Broad Street, traversing through the city from end to end. The portion of the city from the Delaware River to the vicinity of Broad and High Streets developed from the eighteenth to early twentieth centuries. High and Broad Streets serve essentially as the city's "main" streets. Broad Street, particularly east of High Street, has experienced higher level of vacancies over the last few years. The portion of the city from the vicinity of Broad Street toward Route 130 considered as part of the town center developed during the late nineteenth and early to mid-twentieth centuries. This portion has fewer mixed uses and more residential uses. Northbound and southbound traffic, along the portion of U.S. Route 130 through Burlington City between Keim Boulevard and the Assiscunk Creek, is split with commercial uses in between. This traffic pattern, along with the presence of commercial and institutional destinations along Route 130 creates conflicts between vehicles and pedestrians.

Table 20 shows the Burlington City Town Center is essentially compliant with SDRP criteria for Town Centers. The Burlington City Town Center includes the commercial district, most of the civic buildings and the oldest residential sections in the municipality. The Town Center is densely populated, apart from Burlington Island, which is included in the Town Center although it is completely unhabitated. The Island was included in the Town Center due to its potential to develop as a commercial recreational destination. The 414-acre island decreases the otherwise

high densities in the remainder of the Town Center. Modest population and employment growth is expected in Burlington City. Since the City is basically built-out, all new development will likely occur at higher densities in the areas designated for redevelopment. Infill development is occurring primarily along the waterfront as construction has begun on Pearl Pointe, a mixed-use development. A new Amazon distribution center was built on the eastern end of the former U.S. Pipe Site and more mixed-use development is planned.

A variety of transportation choices is an asset to the City of Burlington. In 2016, Burlington City passed a resolution adopting a Complete Streets Policy, “that acknowledges and implements the concept that streets should be designed, built and retrofitted for all users: motor vehicles, pedestrians, bicyclists, transit users and people with disabilities. Implementation of this policy will integrate the needs of all users into everyday transportation and land use decision making.” The City contains two RiverLine stations. Burlington South contains 268 parking spaces and Burlington Center boasts the highest average weekday passenger boardings of all the RiverLine stations located along the Corridor. The City is planning to construct a bus terminal directly across from City Hall on High Street. Located a block away from the light rail station, this stop will be served by NJ TRANSIT’s 409 and 413 buses. Burlington City was designated as a Transit Village in 2007 and the 2010 Master Plan emphasizes alternative transportation choices.

The Beverly-Delanco-Edgewater Town Center is centrally located in the Corridor along the Delaware River. It is an existing Town Center that comprises the entire City of Beverly, a portion of Delanco Township and the Edgewater portion of Edgewater Park Township. The land use patterns of the town center vary among the three communities, but share common links. In addition to CR 543 connecting the Town Center together, the railroad traverses through the three communities. The Town Center is served by two RiverLine Stations – Delanco and Beverly/Edgewater Park. The Delaware River is also a common feature in the three communities. These towns participate together in various shared services agreements.

The City of Beverly is almost entirely developed with compact residential land uses with a small downtown business area and industrial uses located along the railroad. Beverly’s land use patterns are based on a grid system built during the nineteenth and early to mid-twentieth centuries. The majority of dwellings in Beverly were built prior to 1939.

The Delanco portion of the Town Center is the older, developed section of the township located between the Delaware River and the railroad. It, too, was built upon a grid system. Regarding the land use patterns in Delanco, they consist almost entirely of compact residential development with commercial uses located along CR 543, which is the “main” street that traverses through the municipality and connects it to Beverly. Delanco does not have a formal downtown business district as Beverly does. The development of the Delanco portion can be traced to the latter half of the nineteenth and early to mid-twentieth centuries.

Like Delanco, the Edgewater portion was developed during the late nineteenth and early to mid-twentieth centuries, but with larger residential lots situated within a looser grid system. The Edgewater portion extends from the railroad and extends to the Delaware River. CR 543 traverses through Edgewater, connecting to Beverly. This section is essentially built-out.

Table 21 shows the Beverly-Delanco-Edgewater Town Center is essentially compliant with SDRP criteria for Town Centers. The Town Center does not meet the density criteria due to a few large tracts of open space and vacant land located between Delanco and Beverly and between Beverly and Edgewater Park. Population and housing density is considerably higher in the downtown areas of Delanco and Beverly. Although the Edgewater Park section contains large lots, which decreases housing density, it is geographically and historically tied to the Town Center. Other than the River's Edge, Zurbrugg Mansion and Cornerstone at Delanco, all within in Delanco, there has not been any substantial recent residential growth in this Town Center. Future growth opportunities are limited to infill and redevelopment. The City of Beverly welcomes high density residential growth within its designated redevelopment area, especially along its waterfront, but there are no definite plans in the pipeline. There is some opportunity for redevelopment in the Delanco section of the Town Center along Ash Street. Most of the large-scale development is occurring just outside the Town Center. For example, in Delanco, major industrial and residential development has occurred and will continue to expand along Coppertown and Creek Roads. Development in Edgewater Park is occurring along U.S. Route 130. Both Beverly and Delanco look to improve pedestrian connections between their walkable downtown areas, which include schools and other civic buildings and the nearby train stations.

The Willingboro-Edgewater Park Town Center is focused around the 56-acre redeveloped Willingboro Town Center Shopping Center located on U.S. Route 130 between Levitt and Van Sciver Parkways. In its early days, Willingboro Town Center (known previously as Willingboro Plaza) served as a regional shopping center, drawing patrons from Burlington County and communities in Lower Bucks County, Pennsylvania. As time marched on, the region changed with shifts in population centers moving away from the Corridor toward Interstate 295, the commercial retail industry relocating to the new "frontier" to chase after population growth, and the industry itself evolving from open air malls to closed malls and eventually to the power centers of today. New shopping malls and stores sprang up along the major intersections with the interstate, sapping the economic strength from the older malls, i.e., Willingboro Plaza, and stores located in the Corridor. This process, in part, contributed toward the decline of the Corridor and the slow, painful death of Willingboro Plaza. Today, the shopping center has been reborn with a mixed use of retail, institutional, residential and manufacturing tenants.

The Town Center also includes commercial and residential areas in Willingboro Township and neighboring Edgewater Park Township. In Willingboro, the underutilized Grand Marketplace is a property that is ripe for redevelopment. Edgewater Park designated portions of the Town Center as a redevelopment area where commercial development has declined and residential development remains unfinished. The former Pathmark Shopping Center is one example.

Table 22 shows the Willingboro-Edgewater Park Town Center is less compliant with SDRP criteria for Town Centers as compared to the other more established Town Centers. Potential redevelopment opportunities may eventually increase housing and employment in this Town Center, especially on the Willingboro side. Edgewater Park is developing affordable housing on the southbound side of Route 130 but there are no pedestrian access linking both sides of the Town Center together. The Town Center is served by NJ TRANSIT bus routes and the Willingboro Town Center Shopping Center is a designated park and ride location.

The Florence-Roebling Town Center is in the northwestern portion of the Corridor. It is an existing Town Center located entirely in Florence Township. The Town Center comprises two unique and historic sections of Florence Township, Florence and Roebling.

The Florence section is in the northwestern portion of the Township between the Delaware River (north and west), Delaware Avenue, a.k.a. CR 656 (northeast), the railroad (southeast) and the Pennsylvania Turnpike Extension (south). Most of the Florence section was built upon a grid system. Most of the Florence section is housing, which was originally developed for workers of nearby foundries and factories in the early twentieth century. Non-grid based residential areas of Florence developed later. The downtown commercial district in Florence is located primarily along Broad Street and its intersection with CR 656 (a.k.a. Front Street). The commercial district provides convenience shopping and services (i.e., food, gas station, post office, etc.) to the locals.

The Roebling section of the Town Center is located in the northeastern portion of the township between the Delaware River (north), Craft's Creek (east), Route 130 (south) and Delaware Avenue (west). The original part of Roebling was built, circa. 1905, by the Roebling family to provide housing for workers who supplied labor in the Roebling steel mill. This portion of Roebling retains much of its original "company town" character, i.e., rowhomes, duplexes, single family dwellings built upon a grid system with alleys, a commercial district centered around a rotary through which Main Street traverses, a school, etc. The steel mill lies dormant because of changes and competition in the steel industry, the obsolescence of the facility and the fact that the Roebling steel mill site is an environmentally contaminated "Superfund" site. Pockets of commercial activity occur along Hornberger Avenue, the other "main" street that traverses through Roebling.

Table 23 shows the Florence-Roebling Town Center is essentially compliant with SDRP criteria for Town Centers. The one criteria where this Town Center falls short is in the ratio of jobs to housing units. This is due primary to the locations historic and current employment centers in the Township. Historically, the villages of Florence and Roebling grew around two large manufacturing plants: Griffin Pipe and Roebling Steel, which employed a large portion of the surrounding population. These industrial giants are now closed and no longer contribute to the employment within the Town Center. Just outside of the Town Center is the new hub of employment located within the Haines Center and along Cedar Lane and U.S. Route 130. The area employs over 6,000 workers and may employ many more once full build-out is realized. This Town Center is served by the RiverLine and the NJ TRANSIT 409 bus route. Community facilities, such as the elementary school, middle school, municipal building, community center, library, public boat launch and a variety parks are located in either Florence or Roebling Village and are easily accessible by foot, bicycle and bus. This Town Center continue to grow as residential infill development has occurred in the few remaining vacant parcels.

The Palmyra-Riverton-East Riverton Town Center is in the southwestern portion of the Corridor along the Delaware River. It is an existing Town Center that comprises the developed portions of Palmyra Borough, the entire municipality of the Borough of Riverton and a portion of Cinnaminson Township identified as East Riverton. The three communities share common land use patterns and are linked together by CR 543, the RiverLine and the Delaware River.

The portion of Palmyra identified as part of the Town Center is almost entirely developed. This portion extends from Route 73 to the Riverton Borough boundary and from the Delaware River to the Cinnaminson Township boundary. The physical form of this portion of Palmyra is organized into traditional compact development with a downtown business district along CR 543 (a.k.a. Broad Street) and a mix of single and multifamily housing concentrated around the downtown. Palmyra's municipal building, schools, emergency services and parks are all walking distance from downtown. A set of railroad tracks, which carries the RiverLine, as well as freight, parallels CR 543. Industrial uses are located toward the southwestern end near Route 73.

The Riverton portion of the Town Center is situated between the Palmyra (west) and East Riverton (east) portions and the Delaware River (north) and Cinnaminson Township (south). To the east, the Pompeston Creek forms the physical boundary between East Riverton and Riverton and is also the municipal boundary separating Riverton Borough and Cinnaminson Township. Riverton's grid street patterns and original housing stock were created during the 1850s. Development occurred initially between the river and the railroad. A small downtown business district formed around where the railroad station once stood at Broad (CR 543) and Main Streets. The Borough continued to develop as a late nineteenth and early twentieth century suburban bedroom community which offered convenient commutes to Camden and Philadelphia via rail and steamboat. Today, Riverton retains its turn-of-the-century land use patterns and character.

The East Riverton portion is in Cinnaminson Township bounded by the Delaware River to the north, Union Landing Road to the east, Hunter's farm field to the south and the Pompeston Creek to the west. It developed from the mid-nineteenth to the mid-twentieth centuries. Industrial uses are intermixed among the residential areas of East Riverton, with most of the non-residential uses concentrated along the railroad. Older housing stock exists in the western portion; newer housing stock built during the late 1940s and the 1950s exists in the eastern portion and are based on a grid system. The more recent development, Cinnaminson Harbour, has a variety of housing choices and is located just across River Road from the RiverLine Station.

Table 24 shows the Palmyra-Riverton-East Riverton Town Center is essentially compliant with SDRP criteria for Town Centers. It is one of the larger Town Centers in the Corridor as it relates to area and population. Like the other Town Centers in the Corridor, much of the larger employers are located just outside the Town Center boundary, which causes a lower jobs-housing ratio. For example, Cinnaminson's Industrial and Light Industrial zones, which contain several large businesses, are adjacent but outside of the East Riverton area. The Palmyra Route 73 South Redevelopment Area, which is also just outside the Town Center, will provide additional employment opportunities once it is redeveloped. Similar to the other Town Centers along the Corridor, the Palmyra-Riverton-East Riverton Town Centers has excellent access to public transportation. The Town Center and three RiverLine Stations and is also served by the NJ TRANSIT 419 bus route. The Delaware River Heritage Trail is planned to traverse through all three communities along Broad Street, adjacent to the RiverLine. With the exception of Cinnaminson Harbour, which is in the final phase of development, residential development has been mostly limited to single family construction on infill lots. The Palmyra and Riverton sections are basically built-out and the remaining developable land is within East Riverton.

The Riverside-Cambridge Town Center is in southwestern portion of the Corridor northeast of the Palmyra-Riverton-East Riverton Town Center. The Riverside-Cambridge Town Center shares common physical links with its southwestern neighboring town center, including CR 543, the railroad and the Delaware River. The Riverside-Cambridge Town Center is an existing Town Center comprised of almost the entire municipality of Riverside Township and the Cambridge section of Delran Township.

The Riverside portion of the Town Center is almost entirely developed. It is situated at the confluence of the Delaware River and Rancocas Creek. Riverside has a downtown business district concentrated along Scott Street and portions of Pavilion Avenue and Bridgeboro Street. Many of the Industrial uses concentrated along CR 543 and the railroad are gone. High density single and multi-family housing surround the downtown business district. For the most part, Riverside developed using a grid system, with grids perpendicular to major roads and not always perpendicular to each other. Riverside's development patterns are reflective of the periods during which the community evolved and expanded. The central portion of the township developed during the mid- and late nineteenth century. Development continued throughout the early and mid-twentieth century, adding residential neighborhoods to the community. The latest developments occurred during the 1970's in the southern portion of Riverside.

The Cambridge section of Delran is located southwest of Riverside. Although it is in Delran Township, Cambridge appears to be part of Riverside, a later extension of the residential neighborhoods of Riverside. As an illustration of Cambridge being an outgrowth of Riverside, many of the sanitary sewers serving Cambridge flow to the Riverside sewage treatment plan. Cambridge consists primarily of residential neighborhoods built upon a grid system. Simon & Schuster, a large publishing company operates a distribution center in the Cambridge section.

Table 25 shows the Riverside-Cambridge Town Center is essentially compliant with SDRP criteria for Town Centers and has the highest population density of all the Town Centers in the Corridor. Similar to the Florence-Roebling Town Center, the historic employers within the Riverside-Cambridge Town Center have long since closed, thereby lowering the jobs to housing ratio. As Riverside redevelops the Watchcase Tower, the Taubel's Mill site and the Zurbrugg Hospital site, new employment opportunities may emerge, which will increase the number of jobs within the Town Center. Like the Town Centers above, Riverside Township has excellent access to public transportation, which includes the NJ TRANIST 419 bus route and the Riverside RiverLine Station. The downtown section of Riverside, which includes Scott Street, Bridgeboro Street and Pavilion Avenue, is very walkable and easily accessible to the RiverLine passengers and the future residents of the various planned housing developments. As mentioned previously, Burlington County recently secured funding to construct four miles of the trail between Amico Park in Delran and Pennington Park in Delanco. This trail will traverse through Riverside via Whomsley Field, along the Riverfront toward the Riverside-Delanco Bridge.

Each of the six Town Centers described above play a vital role in the economy of the Corridor. As more open space is preserved and developable land becomes scarcer, redevelopment will take place in these already established communities where the infrastructure already exists. Investing in these Town Centers improves the equity for residents of all income levels.

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Table 20 Burlington City Town Center

Criteria	State Plan Criteria: Town Center	Proposed Town Center Baseline	Proposed Town Center (20 years forward)
<i>Land Use</i>			
Function	Mixed-use core and diverse housing.	Yes	
	Identified as a result of a strategic planning effort.	Yes	
Land area	< 2 sq mi	2.72	
Housing units	500 to 4,000	3,571	
Housing Density	> 3 du/acre	2.05	
<i>Population</i>			
Number of people	1,000 to 10,000	8,348	
Density	> 5,000 per sq mi	3,073	
<i>Economy</i>			
Employment	>500 to 10,000	4,214	
Jobs-housing ratio	1:1 to 4:1	1.18	
<i>Infrastructure</i>			
Capacity (general)	Sufficient existing or planned infrastructure.	Yes	
Transportation	Arterial highway or public transit.	Yes	

Table 21 Beverly – Delanco – Edgewater Park Town Center

Criteria	State Plan Criteria: Town Center	Proposed Town Center Baseline	Proposed Town Center (20 years forward)
<i>Land Use</i>			
Function	Mixed-use core and diverse housing.	Yes	
	Identified as a result of a strategic planning effort.	Yes	
Land area	< 2 sq mi	1.83	
Housing units	500 to 4,000	2,739	
Housing Density	> 3 du/acre	2.33	
<i>Population</i>			
Number of people	1,000 to 10,000	6,575	
Density	> 5,000 per sq mi	3,583	
<i>Economy</i>			
Employment	>500 to 10,000	1,120	
Jobs-housing ratio	1:1 to 4:1	0.41	
<i>Infrastructure</i>			
Capacity (general)	Sufficient existing or planned infrastructure.	Yes	
Transportation	Arterial highway or public transit.	Yes	

Sources: U.S. Census Bureau Block Data, 2010

Info USA data provided by NJ Department of Labor and Workforce Development

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Table 22 Edgewater Park-Willingboro-Burlington Twp. Town Center

Criteria	State Plan Criteria: Town Center	Proposed Town Center Baseline	Proposed Town Center (20 years forward)
<i>Land Use</i>			
Function	Mixed-use core and diverse housing. Identified as a result of a strategic planning effort.		
Land area	< 2 sq mi	0.55	
Housing units	500 to 4,000	1,051	
Housing Density	> 3 du/acre	2.96	
<i>Population</i>			
Number of people	1,000 to 10,000	2,118	
Density	> 5,000 per sq mi	3,816	
<i>Economy</i>			
Employment	>500 to 10,000	2,278	
Jobs-housing ratio	1:1 to 4:1	2.17	
<i>Infrastructure</i>			
Capacity (general)	Sufficient existing or planned infrastructure.	Yes	
Transportation	Arterial highway or public transit.	Yes	

Table 23 Florence-Roebling Town Center

Criteria	State Plan Criteria: Town Center	Proposed Town Center Baseline	Proposed Town Center (20 years forward)
<i>Land Use</i>			
Function	Mixed-use core and diverse housing. Identified as a result of a strategic planning effort.	Yes Yes	
Land area	< 2 sq mi	1.55	
Housing units	500 to 4,000	3,392	
Housing Density	> 3 du/acre	3.43	
<i>Population</i>			
Number of people	1,000 to 10,000	8,014	
Density	> 5,000 per sq mi	5,182	
<i>Economy</i>			
Employment	>500 to 10,000	1,555	
Jobs-housing ratio	1:1 to 4:1	0.46	
<i>Infrastructure</i>			
Capacity (general)	Sufficient existing or planned infrastructure.	Yes	
Transportation	Arterial highway or public transit.	Yes	

Sources: U.S. Census Bureau Block Data, 2010

Info USA data provided by NJ Department of Labor and Workforce Development

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Table 24 Palmyra-Riverton-East Riverton Town Center

Criteria	State Plan Criteria: Town Center	Proposed Town Center Baseline	Proposed Town Center (20 years forward)
<i>Land Use</i>			
Function	Mixed-use core and diverse housing. Identified as a result of a strategic planning effort.		
Land area	< 2 sq mi	2.40	
Housing units	500 to 4,000	4,889	
Housing Density	> 3 du/acre	3.19	
<i>Population</i>			
Number of people	1,000 to 10,000	11,081	
Density	> 5,000 per sq mi	4,624	
<i>Economy</i>			
Employment	>500 to 10,000	3,558	
Jobs-housing ratio	1:1 to 4:1	0.73	
<i>Infrastructure</i>			
Capacity (general)	Sufficient existing or planned infrastructure.		
Transportation	Arterial highway or public transit.		

Table 25 Riverside-Cambridge Town Center

Criteria	State Plan Criteria: Town Center	Proposed Town Center Baseline	Proposed Town Center (20 years forward)
<i>Land Use</i>			
Function	Mixed-use core and diverse housing. Identified as a result of a strategic planning effort.	Yes Yes	
Land area	< 2 sq mi	1.88	
Housing units	500 to 4,000	3,879	
Housing Density	> 3 du/acre	3.22	
<i>Population</i>			
Number of people	1,000 to 10,000	9,997	
Density	> 5,000 per sq mi	5,306	
<i>Economy</i>			
Employment	>500 to 10,000	2,487	
Jobs-housing ratio	1:1 to 4:1	0.64	
<i>Infrastructure</i>			
Capacity (general)	Sufficient existing or planned infrastructure.	Yes	
Transportation	Arterial highway or public transit.	Yes	

Sources: U.S. Census Bureau Block Data, 2010

Info USA data provided by NJ Department of Labor and Workforce Development

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There are 14 approved Nodes (concentrations of commercial facilities and activities) located in the Corridor, as described in Table 33. A detailed summary of each node can be found in the Route 130/Delaware River Corridor Strategic Plan, Burlington County, Part 2.

Table 33 – Nodes by Area

Node ID No.	Node Type	Municipality	Area (acres)
1	Commercial/Services Redevelopment	Florence	416.4
2	Industrial Complex	Burlington City Burlington Township Florence	59.5 1,334.3 751.4
3	Resource Recovery Research/Industrial Complex with Agricultural Buffer	Florence	1,231.3
4	Commercial/Recreational/Services/Entertainment Complex	Burlington City	436.1
5	Industrial Complex	Burlington City Burlington Township	63.0 192.0
6	Linear Commercial/Services Redevelopment	Burlington City Burlington Township	114.6 73.9
7	Commercial/Industrial Complex	Burlington Township	1,503.2
8	Linear Com./Serv./Ind./Res. Redevelopment	Burlington Township Edgewater Park Willingboro	196.0 384.6 239.1
9	Industrial Complex	Beverly Edgewater Park	12.4 131.5
10	Industrial Complex	Delanco	515.4
11	Linear Commercial/Services Redevelopment	Cinnaminson Delran	348.2 352.3
12	Marina Complex	Delran	250.6
13	Industrial Complex	Cinnaminson Delran	729.9 173.5
14	Commercial/Services/Residential Redevelopment	Palmyra	152.9

Source: Route 130/Delaware River Corridor Strategic Plan, 1998

Planning and Policy Objectives

According to the 2001 State Development and Redevelopment Plan, “Statewide Policies are designed to improve both the planning and the coordination of public policy among all levels of government through flexible application. The Statewide Policies address 19 substantive areas. These policies provide guidance for municipal, county, regional and state planning initiatives. Using the State Plan Policy Map as guidance, these policies are applied to each Planning Area, Center and Environ in a unique and appropriate manner to achieve the goals of the State Planning Act.” The previous sections of this report describe how the Corridor is compatible with the applicable Statewide Policy Categories listed below:

1. Equity
2. Comprehensive Planning
3. Public Investment Priorities
4. Infrastructure Investments
5. Economic Development
6. Urban Revitalization
7. Housing
8. Transportation
9. Historic, Cultural and Scenic Resources
10. Air Resources
11. Water Resources
12. Open Lands and Natural Systems
13. Energy Resources
14. Waste Management, Recycling and Brownfields
15. Agriculture
16. Coastal Resources
17. Planning Regions Established by Statute
18. Special Resource Areas
19. Design

The 1999 Route 130/Delaware River Corridor Strategic Plan provides a detailed analysis of the policies for the three planning areas identified for the Corridor: Metropolitan Planning Area (PA1); Suburban Planning Area (PA2); and Rural Planning Area (PA4). The Corridor-wide goals were reconciled with the planning area policies. Appendix 5 provides the planning area policy objectives for each Planning Area and the Corridor-wide goal response contained in the 1999 Plan. The bulk of the Corridor is within areas designated for Growth: Metropolitan Planning areas (PA 1), Suburban Planning Areas (PA 2) and Designated Centers. These areas contain the densest populations, a concentration of community facilities and are served by public sewer and water as well as an extensive road network. The Rural Planning Areas (PA 4), which is primarily agricultural, promotes a balance of conservation and limited growth—environmental constraints affect development and preservation is encouraged in large contiguous tracts.

STATE AGENCY ASSISTANCE

The County plans to continue to work with the municipalities in the Corridor to secure financial and technical assistance from various State agencies that have provided support in the past. The most obvious partnership is with the New Jersey Department of Transportation (NJDOT) as the Corridor has numerous intersection improvements that need to be addressed to improve circulation and safety for all modes of transportation. The NJDOT, County, Burlington City, Burlington Township and Florence Township are working together to develop a regional plan to mitigate traffic impacts along Route 130, especially around Exit 6A, which has experienced increases in local truck traffic as well as inter-state traffic. These improvements include:

- The intersection of Route 130 and Jones Street in Burlington City
- The swap of jurisdiction of Neck Road and Dulty's Lane between Burlington County and Burlington Township
- Improvements to the intersection of Route 130 and Dulty's Lane in Burlington Township
- The building of a connector road from River Road through Daniels Way and to the intersection of John Galt Way and Route 130
- Improvements to the intersection of Route 130 and John Galt Way in Burlington Township
- Improvements to Route 130 and Cedar Lane in Florence Township
- Improvements to Route 130, Delaware Avenue/Florence -Columbus Road in Florence Township

Additionally, the County seeks to work with NJDOT to move projects currently on the Lone Range Plan to the Transportation Improvement Program (TIP) and ultimately to completion. These projects, which are of regional significance include 1) adding missing jug-handles and signaling the Campus Drive intersection (Burlington Township); 2) reconfiguring the jug-handle at Bridgeboro Road (Edgewater Park/Delanco Township); 3) reconfiguring the intersection at U.S. Route 130 and Florence-Busleton Road/Cedar Lane (CR 659) and; 4) reconfiguring the intersection at U.S. Route 130 and Florence-Columbus Road/Delaware Avenue (CR 656). These projects, as well as others, were recommended in the June 2018 Burlington County River Route Corridor Study, prepared by WSP, which was funded in part by a TCDI grant from the Delaware Valley Regional Planning Commission (DVRPC). These other projects, not listed above, will improve circulation within the Corridor but have more of a local significance. Many of these intersections improvements are detailed in the Route 130/Delaware River Corridor Strategic Plan. Bicycle and pedestrian issues also need to be addressed in the Corridor. Several NJDOT programs, such as Safe Routes to School, would benefit municipalities along Route 130.

The Corridor is served by a robust public transportation system, which includes NJ TRANSIT's RiverLine and the 409 (Trenton-Willingboro-Philadelphia), 413 (Camden-Mount Holly Burlington), 417 (Mount Holly-Willingboro-Philadelphia), 418 (Trenton Express) and 419 (Camden-Pennsauken-Riverside) bus routes. The County seeks to work with NJ TRANSIT to improve the public transportation within the Corridor. One issue that need attention is improving connections between the Florence RiverLine station and the surrounding warehouse and

distribution facilities. One solution to this issue is a new light rail station platform located at Railroad Avenue and Cedar Lane, which would serve commuters working in that area. A new platform (with limited service based upon work shifts) would eliminate the dangerous trek of employees that chose to walk from the existing train station to work along the goat path located alongside the railroad tracks. Another important transit issue is restoring bus service to Beverly. The 419 bus route formerly served Beverly but now terminates at Riverside Township. Extending the 419 bus route through Delanco to Beverly and Edgewater Park will serve lower-income areas in the Corridor, which are more likely to rely on public transportation. Finally, there are other light rail stations where pedestrian access could be improved, particularly at Delanco where sidewalks along Cooper Street are needed for both residents and employees at the nearby industrial park. Burlington City is pursuing the creation of a transportation center, which would need to be coordinated with NJTRANSIT.

There has been an increase in flood occurrences and damage due to the frequency of major storm events and impending sea-level rise caused by climate change. The Corridor communities could benefit from financial and technical assistance provided by the Department of Environmental Protection (DEP) in order to strengthen resiliency against future impacts. Many of the critical facilities located in the Corridor are near the Delaware River and Rancocas Creek, which put them at greater risk of flooding. Additionally, wastewater and water supply facilities are aging and will need to be replaced and/or relocated. The New Jersey Water Bank - NJWB (formerly New Jersey Environmental Infrastructure Financing Program - NJEIFP) may be one source of funding to assist with infrastructure improvements in the Corridor. Another area of assistance that municipalities along Route 130 need is remediation and cleanup of contaminated sites in order to put these fallow properties back into productive use in areas that working to revitalize and redevelop old and underutilized industrial sites. The DEP's Site Remediation and Waste Management Program may have the capacity to assist municipalities in the Corridor with reducing contamination.

The majority of the Corridor communities have formal Recreation and Open Space Inventories (ROSI) and look to continue working with Green Acres to preserve open space.

The Corridor communities wish to work with the Department of Community Affairs (DCA), which offers a variety of programs that provide housing and neighborhood revitalization assistance. For example, Burlington City is participating in the Neighborhood Revitalization Tax Credit Program and Neighborhood Preservation Program. DCA's office of Local Planning Services (LPS), provides no-cost planning assistance to qualified municipalities. Beverly City and Burlington City have already inquired about this service. The Economic Development Authority (EDA) provides several programs such as Grow NJ Assistance Program, the Brownfields Assistance Program and the Economic Redevelopment and Growth (ERG) Program, which help support large corporations that are creating or retaining jobs in New Jersey. Many businesses, site owners and developers could benefit from these incentive programs. Finally, the municipalities local to continue to work closely with the Office of Planning Advocacy Planning and Business Action Center as they coordinate statewide planning efforts to protect the environment and guide future growth into compact, mixed-use development and redevelopment.

CONCLUSION

On April 28, 1999, the New Jersey State Planning Commission (NJSPC) endorsed the Route 130/Delaware River Corridor Strategic Plan (Plan). The Strategic Plan itself is evidence demonstrating that the 12 Corridor participated and cooperated in the consensus planning process. Over the last 20 years, Burlington County, the municipalities and State agencies have worked together to implement sound planning principles and the common goals set forth in the State Development and Redevelopment Plan and Route 130/Delaware River Corridor Strategic Plan. The vision set forth in the 1999 Plan remains relevant and the goals are still valid. The municipalities have invested in the success of the Plan and have implemented, many, if not most of the recommendations and strategies. In order to continue this successful partnership, the County, on behalf of the 12 municipalities is again seeking plan endorsement, in order to further advance the transportation, economic and land use goals of the Corridor and extend the existing Town Center designations for another ten years. The regional approach undertaken in the Strategic Plan is unique as compared to other Endorsed Plans. It could be a model for other areas of the State, where several municipalities must cooperate to achieve common goals.

The Municipal Self-Assessment Report, which is a necessary component of Plan Endorsement. It is written at the regional level and provides a thorough description of the demographics, environmental features, infrastructure, land uses, redevelopment opportunities and community facilities within the Corridor. A review of this information highlights how the municipalities in the Corridor have balanced economic growth and development with protection and preservation of natural resources. Recent and proposed residential and non-residential development activity is also summarized by municipality. This report gives a general overview of the regional planning documents and local Master Plan Reexaminations that affect planning in the Corridor. There are sections of this report dedicated to the numerous examples of public participation and planning coordination that has occurred within the Corridor over the last 20 years. This Self-Assessment Report provides an in-depth analysis of how the goals set forth in the State Development and Redevelopment Plan are being implemented as well as how the designated Town Centers have and continue to meet the criteria set forth in that Plan.

APPENDICES

Appendix 1

Table A – Designated Areas in Need of Redevelopment

Name	Municipality	Year Created	Acres
City of Beverly	Beverly	2006	203.63
McNeal Mansion	Burlington City	2006	103.32
Former Burlington City Acme Site	Burlington City	2005	20.94
Washington Ave & Gregory's Site	Burlington City	2006	6.79
Historic Yorkshire	Burlington City	1998	88.64
New Yorkshire	Burlington City	1998	105.26
Delran Redevelopment Area 1	Delran	2002	61.04
Delran Redevelopment Area 4	Delran	2002	32.44
The John A. Roebling Steel Plant and Environs	Florence	1999	262.80
Palmyra Route 73 South Area	Palmyra	2003	196.28
Commerce Square	Burlington City	2004	65.18
Knitting Mill	Burlington City	1998	2.47
Burlington Mart	Burlington City	1998	5.89
Cinnaminson Route 130 Corridor	Cinnaminson	2002	99.98
Coopertown Road	Delanco	2002	123.90
Creek Road / Route 130	Delanco	2002	41.22
Zurbrugg Mansion	Delanco	2008	3.47
Delran Redevelopment Area 5	Delran	2002	13.45
Edgewater Park Southbound Route 130	Edgewater Park	2010	128.10
Edgewater Park Redevelopment Area 3	Edgewater Park	1998	16.06
Edgewater Park Redevelopment Area 2	Edgewater Park	1998	5.11
Delran Redevelopment Area 2	Delran	2002	134.45
Delran Redevelopment Area 3	Delran	2002	61.37
Edgewater Park Redevelopment Area 1	Edgewater Park	1998	153.78
Duffy School	Florence	2011	1.12
Griffin Pipe	Florence	2010	206.94
Route 130 Redevelopment Area	Florence	2009	810.84
Palmyra Broad Street Corridor	Palmyra	2009	22.00
Palmyra South Broad Street	Palmyra	2003	13.62
Aqua Lane	Burlington Township	2005	49.26
Golden Triangle	Riverside	2004	76.99
Taubel's Mill	Riverside	2006	7.05
Riverton Downtown Area	Riverton	2001	26.58
Willingboro Route 130 Area	Willingboro	1998	386.75
Route 541 & I-295	Burlington Township	2007	151.36
Mattson's Market	Burlington Township	2011	5.02

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Springside School	Burlington Township	2011	4.08
Haines Center	Burlington Township	1997	250.64
Haines Industrial Center	Burlington Township	2013	183.05
Wishing Well Plaza	Burlington Township	2013	18.45
620-622 Highland Ave / PNC Bank	Palmyra	2016	0.51
Tatham Street	Burlington City	2004	6.00
Alexander's	Burlington City	1998	0.22
Block 118, Lots 2 and 60	Burlington City	2010	2.46
Burlington City Landfill	Burlington City	2012	59.81
McCollister's	Burlington Township	2017	85.42
Former U.S. Pipe	Burlington Township	2017	35.70
Route 130 and River Road	Cinnaminson	2013	45.01
Triboro Site	Cinnaminson	2014	5.53
Route 130 and Highland Avenue	Cinnaminson	2017	9.86
Sea Box and Hoeganaes	Cinnaminson	2019	167.74

Source: Municipal Resolutions, Burlington County Bridge Commission

Table B – Municipal Parks

Parks	Address	Municipality
Lauinger Field	MELBORNE & RAILROAD AVE	Beverly City
Farnum Park	CORNER OF JENNINGS & PINE STREETS	Beverly City
Talbot Hall Park	BROAD ST	Beverly City
Riverfront Park	COOPER & BROAD ST	Beverly City
Barclay Tot lot	BARCLAY ST	Burlington City
Columbus Park	VALENTINE RD	Burlington City
East Burlington Field Complex	COLUMBUS ST	Burlington City
Engle Park	ENGLE AVE	Burlington City
Farner Ave Field Complex	GRANT & LINCOLN AVE	Burlington City
Highland Ave Field	UHLER & HIGHLAND AVE	Burlington City
Jones & Linden Tot lot	JONES & LINDEN AVE	Burlington City
Kennedy Park	WOOD ST & CHELTON AVE	Burlington City
Mehlville Playground	TAYLOR & HIGHLAND AVE	Burlington City
Mitchell Field	MITCHELL AVE	Burlington City
Neptune Avenue Tot lot	NEPTUNE AVE	Burlington City
Oakland Avenue Park	OAK AVE	Burlington City
Sixth Street Park	MARTHA ST & FRANCES ST	Burlington City
The Riverfront Promenade	N HIGH ST & PEARL ST	Burlington City
York & Clarkson Tot lot	YORK & CLARKSON ST	Burlington City
Greenacres I	851 OLD YORK RD	Burlington Township
Greenacres II	1001 OLD YORK RD	Burlington Township
Greenacres III	1001 OLD YORK RD	Burlington Township
Greenacres IV	58 PINEWALD RD	Burlington Township

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Skimmer Adams Field	LAKE AVE	Burlington Township
Stonebridge Park	TANNER AVE	Burlington Township
Walnut Ave Park	MARTHA ST	Burlington Township
Maynard Magnum Park	Lavet Road	Burlington Township
East Riverton Park	ROWLAND ST	Cinnaminson
Palmyra Extension Park	CUTHBERT RD & LEJUNE RD	Cinnaminson
Fountain Farms Park	WILLOW DR	Cinnaminson
Garfield Park	GARFIELD AVE	Cinnaminson
Memorial Park	CINNAMINSON RD & LENOLA RD	Cinnaminson
Ravenswood Park	CHESTNUT HILL DR	Cinnaminson
Wood Park	BRANCH PIKE / MOORESTOWN-RIVER RD	Cinnaminson
Brynwood Square	Willow Drive	Cinnaminson
Glacier/Sequoia Park	Sequoia Drive	Cinnaminson
Rolling Green/Pompeston Park	Industrial Highway	Cinnaminson
Yellowstone Park	Yellowstone Drive	Cinnaminson
Babe Ruth Field	618 Cooper Street	Delanco
Gateway Park	205 BURLINGTON AVE	Delanco
Joseph C. Phile Memorial Fields	200 West Avenue	Delanco
West Avenue - The Dunes	1 West Avenue	Delanco
Vine Street Park	501 BURLINGTON AVE	Delanco
Zurbrugg Waterfront Park	531 DELAWARE AVE	Delanco
Field of Dreams	501-503 Creek Road	Delanco
Delaware Avenue street end riverfront "pocket parks"	9 Parks at Willow Ave., Union Ave., Walnut St., Hazel Ave., Edgewood Ave., Center Ave., Oakford Ave., Maple Ave., & Lilac Ln	Delanco
Ash Street/ Mulberry Street Playground	ASH & MULBERRY ST	Delran Township
Brown Street Park	BROWN ST	Delran Township
Conrow Road Park	CONROW & HAINES MILL RD	Delran Township
Delran Community Park	18 HARTFORD RD	Delran Township
Faunce Street Park	FAUNCE ST	Delran Township
Notre Dame Park	NOTRE DAME DR	Delran Township
Ohio State Drive Park	OHIO STATE DR	Delran Township
Princeton Park	PRINCETON DR	Delran Township
Stewart Avenue Park	STEWART AVE	Delran Township
Swedes Run Linear Park	BAYLOR ST	Delran Township
Tenby Chase Playground	Tenby Chase Drive	Delran Township
Delran Junior Marksman	Off Taylors Lane	Delran Township
Peter Vermes Complex	Tenby Chase Drive	Delran Township
Don Deutsch Field	Tenby Chase Drive	Delran Township
Dinoia Park (Spider Park)	N GARDEN BLVD	Edgewater Park
Kite Field	WOODLAND RD	Edgewater Park

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Memorial Field	COOPER ST	Edgewater Park
Roosevelt Park and Pond	STEVENSON AVE	Edgewater Park
Weimann Field	DELANCO RD & MT HOLLY RD	Edgewater Park
Wood Lake Park	LAFAYETTE RD	Edgewater Park
Buckno Property Open Space	MT HOLLY ROAD	Edgewater Park
Eugene A. Olaff Field	SUMMER ST	Florence Township
Ezra "Bud" Marter Recreation Complex	OLD YORK RD	Florence Township
J.A.R. Memorial Park	505 Hamilton Avenue	Florence Township
Nyikita Field	NINTH AVE & MAIN ST	Florence Township
R.D. Wood Field	W FIFTH ST & EYRE ST	Florence Township
Railroad Ave Park	Railroad Avenue	Florence Township
Richard Coates Memorial Field	SUMMER ST	Florence Township
Roebeling Park	Riverside Avenue	Florence Township
Susan Muchowski Memorial Field	BROAD ST	Florence Township
Veterans Park Field	BROAD & NINETH ST	Florence Township
Water Works Field	BROAD ST & W SIXTH ST	Florence Township
Wilke Park Tennis Courts	W FRONT ST & IRON ST	Florence Township
Woodlawn Field	WOODLAWN AVE & W FOURTH ST	Florence Township
Chestnut Street Playground	CHESTNUT ST & W BROAD ST	Palmyra Borough
Ethel B. Hardy Memorial Park	MARKET ST & MADISON ST	Palmyra Borough
Legion Park	LEGION AVE	Palmyra Borough
Palmyra High School Track and Football Field	MARKET & SECOND ST	Palmyra Borough
War Memorial Park	CINNAMINSON AVE	Palmyra Borough
Riverfront Park	Bank Avenue	Palmyra Borough
Chief Payton I Flournoy Park	Corner of Cinnaminson Ave and E Broad St	Palmyra Borough
A.A. Field & Playground	CHESTER AVE	Riverside Township
Bob Kenney Field	HOOKE ST & PINE ST	Riverside Township
Libby Edinger Totlot	500 KOSSUTH ST	Riverside Township
Spring Garden Park	SPRING GARDEN ST	Riverside Township
Whittaker Street Playground	WHITTAKER & STOKES ST	Riverside Township
Whomsley Fields	AMERICAN LEGION DR & MONROE ST	Riverside Township
Pocket Park	BROAD & MAIN STS	Riverton Borough
Riverton Memorial Park	BROAD ST & CEDAR ST	Riverton Borough
Bank Avenue street end riverfront "pocket parks"	Delaware River to Fulton, Howard and Penn Streets; Lippincott, Thomas and Linden Avenues	Riverton Borough
BASEBALL FIELDS	410 Van Sciver Parkway	Willingboro Township
Broido Park	TWIN HILL DR	Willingboro Township
Fairmount Park	FAIRMOUNT DR	Willingboro Township
HARRISON DR SOFTBALL FIELD	HARRISON DR	Willingboro Township

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Kennedy Center Park	429 JOHN F KENNEDY WAY	Willingboro Township
Millcreek Park	300 BEVERLY-RANOCAS RD	Willingboro Township
Sportsman Field	129 BEVERLY RANOCAS RD	Willingboro Township
Willingboro American League Field	202 PENNYPACKER DRIVE	Willingboro Township
Willingboro Lakes	4140 NORTH ROUTE 130	Willingboro Township
Baldin Tot Lot	Buckingham Park	Willingboro Township
Country Club Pool	440 Beverly Rancocas Road	Willingboro Township
Crystal Lake	Industrial Drive	Willingboro Township
Pennypacker Field	Pennypacker Drive	Willingboro Township

Source: Burlington County GIS, Municipal documents, NJDEP Green Acres ROSI

Table C – Registered Historic Sites

Name	Municipality	Historic Register	Address
Quaker School	Burlington City	Yes	231 York St., Burlington, NJ 08016
Coopertown Meetinghouse	Edgewater Park Twp.	Yes	Cooper St., Edgewater Park, NJ 08010
Philadelphia Watch Case Company Building	Riverside Twp.	Yes	1 Pavilion Ave., Riverside, NJ 08075
Schoolhouse	Willingboro Twp.	Yes	1 Rev. Dr. M.L. King Jr. Dr., Willingboro, NJ 08046
Pearson-How, Cooper, and Lawrence Houses	Burlington City	Yes	457-459 High St., Burlington, NJ 08016
New St. Mary's Episcopal Church	Burlington City	Yes	145 W. Broad St., Burlington, NJ 08016
Providence Presbyterian Church of Bustleton	Florence Twp.	Yes	2087 Old York Rd., Burlington, NJ 08016
Allen, William R., School	Burlington City	Yes	Mitchell Ave., Burlington, NJ 08016
Cinnaminson Avenue and Spring Garden Street Schools	Palmyra Boro	Yes	700 Cinnaminson Ave., Palmyra, NJ 08065
Collins, Isaac, House	Burlington City	Yes	201 E. Broad St., Burlington, NJ 08016
Stokes, Charles, House	Willingboro Twp.	Yes	600 Beverly-Rancocas Rd., Willingboro, NJ 08046
St. Stephens Episcopal Church	Beverly City	Yes	158 Warren St, Beverly, NJ 08010
Budd, J.F., Baby Shoe Factory	Burlington City	Yes	240 E. Pearl Blvd., Burlington, NJ 08016
Red Dragon Canoe Club	Edgewater Park Twp.	Yes	221 Edgewater Ave, Edgewater Park, NJ 08010
Zurbrugg Mansion	Delanco Twp.	Yes	531 Delaware Avenue, Delanco, NJ 08075
West Hill	Burlington Twp.	Yes	1114 Oxmead Rd., Burlington, NJ 08016
Florence Public School	Florence Twp.	Yes	225 W. 2nd St., Florence, NJ 08518
Springside Public School	Burlington Twp.	Yes	1508 Mount Holly Rd., Burlington, NJ 08016
Burlington Island	Burlington City	No	Burlington Island, Burlington, NJ 08016

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Hoskins House	Burlington City	No	202 High St., Burlington, NJ 08016
Isaac Collins Print Shop Site	Burlington City	No	206 High St., Burlington, NJ 08016
Temple B'Qnai Israel	Burlington City	No	212 High St., Burlington, NJ 08016
Dr. John Howard Pugh House	Burlington City	No	214 High St., Burlington, NJ 08016
Thomas Gardiner House Site	Burlington City	No	228 High St., Burlington, NJ 08016
Endeavor Fire Co.	Burlington City	No	19 E. Union St., Burlington, NJ 08016
Burlington Pharmacy	Burlington City	No	301 High St., Burlington, NJ 08016
Dr. Richard Smith House	Burlington City	No	315 High St., Burlington, NJ 08016
Nathaniel Coleman House	Burlington City	No	320 High St., Burlington, NJ 08016
Friends Meetinghouse	Burlington City	No	340 High St., Burlington, NJ 08016
Chief Ockanickon Gravesite	Burlington City	No	340 High St., Burlington, NJ 08016
Blue Anchor Inn site	Burlington City	No	400 High St., Burlington, NJ 08016
Alcazar	Burlington City	No	406 High St., Burlington, NJ 08016
Surveyor General Cō's Office	Burlington City	No	39 W. Broad St., Burlington, NJ 08016
Kinsey House	Burlington City	No	38 W. Broad St., Burlington, NJ 08016
Mcllvaine House	Burlington City	No	100-102 W. Broad St., Burlington, NJ 08016
Old St. Mary's Episcopal Church	Burlington City	No	145 W. Broad St., Burlington, NJ 08016
St. Mary's Guild Hall	Burlington City	No	145 W. Broad St., Burlington, NJ 08016
Delia Biddle-Pugh House	Burlington City	No	130 W. Broad St., Burlington, NJ 08016
Boudinot-Bradford House	Burlington City	No	207-209 W. Broad St., Burlington, NJ 08016
Ulysses S. Grant House	Burlington City	No	309 Wood St., Burlington, NJ 08016
Carriage House	Burlington City	No	12 Smith's Ln., Burlington, NJ 08016
Library Company of Burlington	Burlington City	No	23 W. Union St., Burlington, NJ 08016
Gummere House	Burlington City	No	222 Wood St., Burlington, NJ 08016
Revell House	Burlington City	No	213 Wood St., Burlington, NJ 08016
Grubb Estate	Burlington City	No	46 Riverbank, Burlington, NJ 08016
Shippen House	Burlington City	No	180 Riverbank, Burlington, NJ 08016
"Shield" Ship Marker	Burlington City	No	180 Riverbank, Burlington, NJ 08016
Doane Academy	Burlington City	No	350 Riverbank, Burlington, NJ 08016
Birch-Bloomfield House	Burlington City	No	415 High St., Burlington, NJ 08016
Statue of Mercury	Burlington City	No	435 High St., Burlington, NJ 08016
Bard-How House	Burlington City	No	453 High St., Burlington, NJ 08016
Herman T. Costello-Lyceum Hall	Burlington City	No	432 High St., Burlington, NJ 08016

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Oliver Cromwell House	Burlington City	No	114 E. Union St., Burlington, NJ 08016
Old Barracks site	Burlington City	No	354 E. Broad St., Burlington, NJ 08016
Fenimore Family House	Burlington City	No	503 York St., Burlington, NJ 08016
Oneida Boat Club House	Burlington City	No	3 York St., Burlington, NJ 08016
Bethlehem African Methodist Episcopal Church	Burlington City	No	213 Pearl Blvd., Burlington, NJ 08016

Source Burlington County GIS

Table D1 – Public Schools

School	From	To	Location
Beverly City School	Pre-K	8	Beverly
Burlington City High School	7	12	Burlington City
Wilber Watts Intermediate School	3	6	Burlington City
Capitan James Lawrence School	K	2	Burlington City
Samuel Smith School	Pre-K	2	Burlington City
Burlington Township High School	9	12	Burlington Township
Burlington Township Middle School	6	8	Burlington Township
Fountain Woods Elementary School	3	5	Burlington Township
B. Bernice Young Elementary School	Pre-K	2	Burlington Township
New Albany Elementary School	K	2	Cinnaminson Township
Eleanor Rush Intermediate School	3	5	Cinnaminson Township
Cinnaminson Middle School	6	8	Cinnaminson Township
Cinnaminson High School	9	12	Cinnaminson Township
Pearson Elementary School	K	5	Delanco Township
Walnut Street Middle School	6	8	Delanco Township
Delran High School	9	12	Delran Township
Delran Middle School	6	8	Delran Township
Delran Intermediate School	3	5	Delran Township
Millbridge Elementary School	K	2	Delran Township
Samuel Ridgway School	5	8	Edgewater Park Township
Mildred Magowan School	K	4	Edgewater Park Township
Florence Township Memorial High School	9	12	Florence Township
Florence Township Riverfront School	4	8	Florence Township
Roebbling Elementary School	K	3	Florence Township
Delaware Avenue School	9	12	Palmyra Borough

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Palmyra High School	7	12	Palmyra Borough
Charles Street School	Pre-K	6	Palmyra Borough
Riverside High School	9	12	Riverside Township
Riverside Middle School	6	8	Riverside Township
Riverside Elementary School	K	5	Riverside Township
Riverton Public School	K	8	Riverton Borough
Willingboro High School	9	12	Willingboro Township
Memorial Middle School	7	8	Willingboro Township
Levitt Intermediate School	5	6	Willingboro Township
Levitt Alternative Education School	6	12	Willingboro Township
Garfield East Early Childhood Dev Center	Pre-K	3	Willingboro Township
Hawthorne Park Elementary School	1	4	Willingboro Township
W.R. James Elementary School	1	4	Willingboro Township
Twin Hills Elementary School	1	4	Willingboro Township
Creswell Stuart Early Childhood Dev Center	Pre-K	K	Willingboro Township
Benjamin Banneker Charter School	K	8	Willingboro Township
Riverbank Charter School	K	3	Florence Township

Source: 2018-2019 Burlington County Public Schools Directory

Table D2 –Private Schools

Doane Academy	Pre-K	12	Burlington City
Saint Paul School	Pre-K	8	Burlington Township
Holy Cross High School	9	12	Delran Township
Westfield Friends School	Pre-K	8	Cinnaminson Township
Saint Charles Borromeo	Pre-K	8	Cinnaminson Township
Orchard Friend School	K	12	Riverton Borough
Pope John Paul II Regional School	Pre-K	8	Willingboro Township

Source: Google Maps

Table E – Day Care Centers

Day Care Center Name	Address	City	State	Zip Code
Lightbridge Academy of Delran	5029 Route 130 Ste 70	Delran	NJ	08075
LIFE / Four Corners Child Development Center	201 Clarkson Street	Burlington	NJ	08016
Edgewater Park School District - Magowan School	25 Washington Avenue	Edgewater Park	NJ	08010
Willingboro BOE at J C Stuart School	70 Sunset Road	Willingboro	NJ	08046
Willingboro BOE at Hawthorne School	84 Hampshire Lane	Willingboro	NJ	08046

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Willingboro BOE at Levitt School	50 Rev. Dr. Martin Luther King	Willingboro	NJ	08046
Willingboro BOE at W R James School	41 Pinetree Lane	Willingboro	NJ	08046
Willingboro BOE at Twin Hills School	110 Twin Hills Drive	Willingboro	NJ	08046
Willingboro BOE at Garfield East School	150 Evergreen Drive	Willingboro	NJ	08046
Kiddie Kastle Learning Center, Inc	4202 Route 130 North	Willingboro	NJ	08046
The Red Balloon Nursery School, Inc	41 Saint Mehiel Drive	Delran	NJ	08075
Stepping into Excellence Learning Center	320 Beverly Rancocas Road 2k	Willingboro	NJ	08046
Cinnaminson Baptist Church Nursery School	2801 New Albany Rd	Cinnaminson	NJ	08077
Cinnamon Sticks Learning Center	600 Route 130 N	Cinnaminson	NJ	08077
Dor-Lyn Preschool LLC	1308 Mt Holly Rd	Burlington	NJ	08016
Dor-Lyn Preschool LLC II	300 Mill Road	Burlington	NJ	08016
Family Co-op Nursery School	2618 New Albany Rd	Cinnaminson	NJ	08077
The Goddard School	90 Hartford Rd	Delran	NJ	08075
Goddard School	1750 Bustleton Rd	Burlington Township	NJ	08016
Holly Day School	2 Grant Street	Riverside	NJ	08075
YMCA Primetime at Delran Intermediate School	20 Creek Rd	Delran	NJ	08075
The Joy of Learning Child Care Center, Inc.	2902 Route 130 N	Delran	NJ	08075
KinderCare Learning Center #229	2004 Salem Rd	Burlington	NJ	08016
Little Friends Cooperative Nursery School	617 Morgan Ave	Palmyra	NJ	08065
Little Promises Learning Center	1285 Hornberger Avenue	Roebbing	NJ	08554
YMCA Childcare at Millbridge	Conrow Avenue	Delran	NJ	08075
Kiddie Academy of Delran	2908 Route 130 N.	Delran	NJ	08075
Great Minds Childcare and Learning-Rancocas	640 Beverly Rancocas Road	Willingboro	NJ	08046
Primary Colors, LLC	248 Pennypacker Drive	Willingboro	NJ	08046
YMCA Childcare at Fountain Woods	601 Fountain Ave	Burlington	NJ	08016
YMCA Primetime at Riverton	Fifth & Howard Street	Riverton	NJ	08077
The Learning Experience	710 Broad Street	Riverton	NJ	08077
YMCA Primetime at Riverside Elementary	Washington Street	Riverside	NJ	08075
Temple Sinai Nursery School	2101 New Albany Rd	Cinnaminson	NJ	08077
YMCA Prime Time at Bernice Young School	1203 Neck Rd	Burlington	NJ	08016
Rising Stars Learning Center	201 Levitt Parkway	Willingboro	NJ	08046-3148
Mosaic Early Learning Child Development and Preschool	2431 Burlington Ave	Delanco	NJ	08075
Great Minds Childcare and Learning Center	563 High Street	Burlington	NJ	08016

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Cathedral of Love Christian Academy & Pre-school	139 Beverly-Rancocas Rd	Willingboro	NJ	08046
Kids Town Academy	27 Charleston Road	Willingboro	NJ	08046
Kaleidoscope Academy	2144 Route 130 N	Bordentown	NJ	08505
Heavens Nest Learning Center	1614 Salem Road	Burlington	NJ	08016
All Things Are Possible Foundation	630 Beverly Rancocas Road	Willingboro	NJ	08046
YMCA Prime Time at Beverly City School	601 Bentley Avenue	Beverly	NJ	08010
Burlington Township Middle School	1600 Burlington Bypass	Burlington	NJ	08016
On the Wings of Love Christian Academy	24 West 2nd Street	Florence	NJ	08518

Source: New Jersey Department of Environmental Protection BGIS

Table F1 – Government Facilities

Name	Street	City	State	Zip
Beverly City Sewerage Authority	446 Broad Street	Beverly City	NJ	08010
Borough of Palmyra	20 West Broad St.	Palmyra	NJ	08065
Borough of Riverton	505A Howard St.	Riverton	NJ	08077
Burlington City Public Works	601 E. Pearl Street	Burlington City	NJ	08016
Burlington City Public Works Garage	Federal Street and Mitchell Avenue	Burlington City	NJ	08016
Burlington Township	851 Old York Road	Burlington Township	NJ	08016
Burlington Twp Public Works & Utilities	1106 Oxmead Road	Burlington City	NJ	08016
Burlington Twp Recreation Dept.	1101 Lake Avenue	Burlington City	NJ	08016
Cinnaminson Public Works	1601 Union Landing Rd	Cinnaminson	NJ	08077
Cinnaminson Sewerage Authority	400 N. Randolph Street	Cinnaminson	NJ	08077
Cinnaminson Township	1621 Riverton Rd	Cinnaminson	NJ	08077
City of Beverly	446 Broad Street	Beverly City	NJ	08010
City of Burlington	525 High Street	Burlington City	NJ	08016
Delanco Sewerage Authority	PO Box 5073	Delanco	NJ	08075
Delanco Township	770 Coopertown Rd	Delanco	NJ	08075
Delanco Sewerage Authority	33 Norman Avenue	Delran	NJ	08075
Delran Township	900 Chester Ave	Delran	NJ	08075
Edgewater Park Sewerage Authority	1123 Cooper Street	Edgewater Park	NJ	08010
Edgewater Park Township	900 Delanco Road	Edgewater Park	NJ	08010
Florence Township	711 Broad Street	Florence	NJ	08518
Florence Township Community Center	69 Main Street	Roebbing	NJ	08554
Florence Township Municipal Garage	875 Summer Street	Florence	NJ	08518
Florence Township Wastewater Treatment Facility	1500 W. Front Street	Florence	NJ	08518
John F. Kennedy Center	429 John F. Kennedy Way	Willingboro	NJ	08046
Keegan Recreational Center	1101 Lake Avenue	Burlington City	NJ	08016
Palmyra Community Center	30 W. Broad Street	Palmyra	NJ	08065
Palmyra Public Works and Sewer	1 Firth Lane	Palmyra	NJ	08065

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Riverside Sewerage Authority	237 S. Pavilion Avenue	Riverside	NJ	08075
Riverside Township	237 S. Pavilion Ave	Riverside	NJ	08075
Riverton Borough Public Works	3rd Street & Martha's Lane	Riverton	NJ	08077
Willingboro Municipal Utilities Authority	433 John F. Kennedy Way	Willingboro	NJ	08046
Willingboro Township	1 Rev. Dr. Martin Luther King Drive	Willingboro	NJ	08046
Willingboro Public Works	25 Industrial Drive	Willingboro	NJ	08046

Source: Municipal websites

Table F2 – Emergency Services Facilities

Name	Street	City	State	Zip
Beverly Fire Company No. 1	440 Laurel Street	Beverly	NJ	08010
Hope Hose Company No. 2	Broad Street	Beverly	NJ	08010
Mitchell Fire Company No. 3	Federal & Mitchell Street	Burlington	NJ	08016
Neptune Hose Company No. 5	Bordentown Road	Burlington	NJ	08016
Niagara Hose Company No. 6 (closed)	Route 130 & High Street	Burlington	NJ	08016
Independent Fire Company # 1	1601 Burlington By Pass	Burlington	NJ	08016
Beverly Road Fire Company	1001 Beverly Road	Burlington	NJ	08016
Relief Fire Company # 3	1020 Neck Road	Burlington	NJ	08016
Cinnaminson Fire Dept, Station 201	1725 Cinnaminson Avenue	Cinnaminson	NJ	08077
Cinnaminson Fire Dept, Station 202	1900 Taylors Lane	Cinnaminson	NJ	08077
Washington Fire Co. # 1	1800 Burlington Avenue	Delanco	NJ	08075
Delran Fire Company No. 1	9 South Bridgeboro Street	Delran	NJ	08075
Delran Fire Company No. 2	1020 Chester Avenue	Delran	NJ	08075
Florence Volunteer Fire Company No. 1	401 Firehouse Lane	Florence	NJ	08518
Palmyra Fire Department	115 West Broad Street	Palmyra	NJ	08065
Riverside Fire Company No. 1	4 Scott Street	Riverside	NJ	08075
Riverton Fire Company	505 Howard Street	Riverton	NJ	08077
Headquarters Station 161	398 Charleston Road	Willingboro	NJ	08046
Willingboro Station 163	603 Beverly-Rancocas Road	Willingboro	NJ	08046
Beverly City Police Department	446 Broad Street	Beverly	NJ	08010
Burlington City Police Department	525 High Street	Burlington	NJ	08016
Burlington Township Police Department	851 Old York Road	Burlington	NJ	08016
Cinnaminson Township Police Department	900 Manor Road	Cinnaminson	NJ	08077
Delanco Township Police Department	770 Coopertown Road	Delanco	NJ	08075
Delran Township Police Department	900 Chester Avenue	Delran	NJ	08075
Edgewater Park Township Police Department	400 Delanco Road	Edgewater Park	NJ	08010
Florence Township Police Department	711 Broad Street	Florence	NJ	08518
Palmyra Borough Police Department	20 W. Broad Street	Palmyra	NJ	08065
Riverside Township Police Department	1 W. Scott Street & Pavilion Ave	Riverside	NJ	08075

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Riverton Borough Police Department	501 Fifth Street	Riverton	NJ	08077
Willingboro Township Police Department	One Salem Road	Willingboro	NJ	08046
Endeavor Emergency Squad	1309 Rancocas Road	Burlington	NJ	08016
Florence Township Fire District #1 Ems	401 Firehouse Lane	Florence	NJ	08518
Palmyra, Cinnaminson, Riverton EMS	125 West Broad Street	Palmyra	NJ	08065
Willingboro Twp. Ems	396 Charleston Road	Willingboro	NJ	08046
Delanco EMS Squad, Station 119	1800 Burlington Avenue	Delanco	NJ	08075

Source: <https://www.bcchiefsopolice.org/>, <https://www.bcfirechiefs.org/>; <https://www.state.nj.us/health/ems>

Table G – Known Contaminated Sites List

NAME	ADDRESS	MUNICIPALITY	STATUS
10 SHEFFIELD DRIVE	10 SHEFFIELD DR	Willingboro Twp	MOA Terminated
1703 HIGHLAND AVENUE	1703 HIGHLAND AVE	Cinnaminson Twp	Pending
18 PHEASANT LN	18 PHEASANT LN	Willingboro Twp	Active
210 MITCHELL AVENUE	210 MITCHELL AVE	Burlington City	Active
2218 MT HOLLY RD BURLINGTON LLC	2218 HOLLY RD	Burlington Twp	Active
2503 BURLINGTON LLC	2503 BURLINGTON MT HOLLY RD	Burlington Twp	Active
305 TATHAM STREET	305 TATHAM ST	Burlington City	Active
409 RT 130 S CINNAMINSON LLC	409 S RT 130	Cinnaminson Twp	Active
4212 RT 130 WILLINGBORO LLC	RTE 130 & BEVERLY RANOCAS RD	Willingboro Twp	Active
48 PRIMROSE LANE	48 PRIMROSE LN	Willingboro Twp	Active
56264 GETTY	RT 130 & RIVERTON RD	Cinnaminson Twp	Active
567 DELAWARE AVENUE	567 DELAWARE AVE	Florence Twp	Pending
6018 ROUTE 130 NORTH	6018 RT 130 N	Delran Twp	Active
715 SECOND STREET	715 2ND ST	Florence Twp	Active
ABRASIVE ALLOY CASTING COMPANY	10 RANOCAS AVE	Delran Twp	Pending
ABUNDANT LIFE FELLOWSHIP INC	4151 RT 130	Edgewater Park Twp	Active
AFG GLASS	1 AFG DR AKA 2600 RIVER RD	Cinnaminson Twp	Active
AMERICAN TIRE CENTER	1040 BORDENTOWN RD	Burlington Twp	Active
AMOCO SERVICE STATION 60760	RTE 130 & CEDAR LN	Florence Twp	Active
ANDERSON FARM	235 CREEK RD	Delran Twp	Active
ARMOTEK INDUSTRIES INC	701 ROTO AVE & 709 PUBLIC RD	Palmyra Boro	Active
ARTHUR J EVERS CORPORATION	1009 BROAD ST	Cinnaminson Twp	Active
ASTRO GAS STATION	1105 RTE 73	Palmyra Boro	Active
ATOMIC TIRE LOCATION (FORMER)	200 RTE 73 N	Palmyra Boro	Active
AUERBACH CHEVROLET CORP	RT 130 S & LAWRENCE ST	Burlington City	Active
BERNHEIM SIEGEL CORP	630 BROAD ST	Beverly City	Active
BOC GASES	600 UNION LANDING RD	Cinnaminson Twp	Active
BUCS	HORNBERGER AVE & 4TH ST	Florence Twp	Active

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BURLINGTON AMOCO STATION	RT 130 & HIGH ST	Burlington City	Active
BURLINGTON ARMY PLANT	KEIM BLVD	Burlington City	Active
BURLINGTON CITY HIGH SCHOOL	DEWEY ST	Burlington City	Active
BURLINGTON CITY PUBLIC WORKS	FEDERAL ST	Burlington City	Pending
BURLINGTON CITY RECYCLING YARD	505 MITCHELL AVE	Burlington City	Active
BURLINGTON CITY SANITARY LANDFILL	JACKSONVILLE RD	Burlington City	Active
BURLINGTON CITY SEWAGE PLANT	BROAD ST W	Burlington City	Pending
BURLINGTON CITY WATER TREAT	601 PEARL ST E	Burlington City	Active
BURLINGTON CLAY & ENGINEERING	GLENWOOD AVE & MILL RD	Burlington City	Active
BURLINGTON CLAY & ENGINEERING	OLD YORK RD	Burlington Twp	Active
BURLINGTON DINER	637 RT 130 S	Burlington City	Active
BURLINGTON DISTRICT GAS T & D	300 CONNECTICUT DR	Burlington Twp	Active
BURLINGTON GAS WORKS	RT 130 & HIGH ST	Burlington City	NFA-E (Restricted Use)
BURLINGTON HEIGHTS DEVELOPMENT	SUNSET RD	Burlington Twp	Active
BURLINGTON MART	745 SALEM RD	Burlington City	Active
BURLINGTON RIVERFRONT DEVELOPMENT CORP	DULTYS LN	Burlington Twp	NFA-A (Restricted Use)
BURLINGTON SUNOCO	357 E FEDERAL ST	Burlington City	Active
BURLINGTON TOWNSHIP LANDFILL	LAKE AVE	Burlington Twp	Active
CAROL REICHMAN	301 W FRONT ST	Florence Twp	Pending
CECCHI PARTNERSHIP	415 SAINT MARY ST	Burlington City	Active
CENCO INC	2707 BURLINGTON MOUNT HOLLY RD	Burlington Twp	NFA-E (Limited Restricted Use)
CHESTER AVENUE WELL STATION	CHESTER AVE	Delran Twp	Active
CINNAMINSON GROUND WATER CONTAMINATION	1017 UNION LANDING RD	Cinnaminson Twp	Active
CINNAMINSON HIGH SCHOOL	1197 RIVERTON RD	Cinnaminson Twp	Active
CINNAMINSON MALL	195 RT 130	Cinnaminson Twp	Active
CINNAMINSON SHELL	RTE 130 & WILLOW ST	Cinnaminson Twp	Active
CINNAMINSON UHAUL	2101 RT 130 S	Cinnaminson Twp	Pending
CITGO BURLINGTON	2006 MT HOLLY RD	Burlington Twp	Active
CONWED BONDED FIBER	DELANCO RD	Delanco Twp	Active
COSDEN CHEMICAL COATINGS CORPORATION	CHERRY ST	Beverly City	Active
CROWN ENTERPRISES INC	22 SCOTT ST	Riverside Twp	MOA Terminated
CUMBERLAND 126313	2212 MT HOLLY RD	Burlington Twp	Active
CUMBERLAND FARMS 2902	RT 73 & VANDERVEER ST	Palmyra Boro	Active
DAIBES SVC STATION WILLINGBORO	102 JFK BLVD	Willingboro Twp	Active

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DELANCO TOWNSHIP SANITARY LANDFILL	301 COOPERTOWN RD	Delanco Twp	Active
DELRAN FARM	HARTFORD RD	Delran Twp	Active
DELRAN FORD	6035 RT 130 S	Delran Twp	Active
DELVALINK & COLORINC	1301 TAYLORS LN	Cinnaminson Twp	Pending
DETREX CHEMICAL INDUSTRIES	835 INDUSTRIAL HWY	Cinnaminson Twp	Active
EDGEWATER PARK SUNOCO	2304 RT 130 S & COOPER ST	Edgewater Park Twp	Active
ERIN CLEANERS	608 BROAD ST	Riverton Boro	Active
EXXON #36640 FORMER	125 RT 130 S	Burlington City	Active
FENTELL HOUSING CORPORATION	CREEK BRIDGEBORO & HARTFORD RDS	Delran Twp	Active
FLORENCE LAND RECONTOURING (FLR) LANDFILL	CEDAR LN EXT	Florence Twp	Active
FLORENCE LIQUOR MART	291 RTE 130	Florence Twp	Pending
FLORENCE TOLLGATE CONDO ASSOC	CEDAR LN & 9TH ST	Florence Twp	Active
FRANK N CARUSO & SONS INC	915 HIGH ST	Burlington City	Active
FRANK'S AUTO SERVICE	RTE 73 & 5TH ST	Palmyra Boro	Active
G S S BUSINESS INC/BURLINGTON BP	RT 130 N & PRINCETON CIR	Burlington City	Active
GAS STATION	2913 RT 130 S	Delran Twp	Active
GAS STOP	RT 130 TENBY CHASE DR	Delran Twp	Active
GASKO PARKVIEW	844 COLUMBUS RD	Burlington City	Active
GETTY 56322	RTE 73	Palmyra Boro	Active
GETTY SERVICE STATION EDGEWATER PARK TWP	2608 RTE 130	Edgewater Park Twp	Pending
GRIFFIN PIPE PRODUCTS CO	1100 W FRONT ST	Florence Twp	Active
GRIFFITH CONSTRUCTION	LENOLA & FORK LANDING RDS	Cinnaminson Twp	Pending
GRINDING BALLS INCORPORATED	UNION LANDING RD	Cinnaminson Twp	Pending
HARCO ROEBLING CORP	2141 RT 130 S & HORNBERGER RD	Florence Twp	Active
HEISLER FARM	4397 RT 130	Burlington Twp	Active
HERCULES INCORPORATED	NECK RD	Burlington Twp	Active
HOEGANAES CORP	1001 TAYLORS LN	Cinnaminson Twp	Active
HUGHES INDUSTRIES INCORPORATED	501 BELLVIEW AVE N	Cinnaminson Twp	NFA-E (Restricted Use)
INDEPENDENCE CHERUBINI	1 PAVILION AVE	Riverside Twp	Active
INTERNATIONAL ELECTION SYSTEMS	RAILROAD & VAN ROSSUM AVES	Edgewater Park Twp	Pending
INTERSTATE STORAGE PIPELINE	RT 130 N & WOOD ST	Burlington City	Active
J DONALD KENYON, INC.	401 E BROAD ST	Burlington City	MOA Terminated
JERSEY GAS	99 SALEM RD	Willingboro Twp	Active
JIFFY LUBE 340	RTE 130 & CINNAMINSON AVE	Cinnaminson Twp	Active
JIM LORINGERS BP	901 BURLINGTON AVE	Delanco Twp	Active

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KEIM BLVD CITGO	325 W RT 130	Burlington City	Active
KMART 3434	MILLSIDE SHOPPING CT RT 130	Delran Twp	Active
LAND & SEA FOREST PRODUCTS CORP	320 DULTYS LN	Burlington Twp	Active
LESTER FELLOWS CO	PEARL & TATHAM ST	Burlington City	Active
LUCAS MOTOR COMPANY INC	RT 130 & COLUMBUS RD	Burlington Twp	Active
LUKOIL #57275	2933 RT 130 S	Delran Twp	Active
LUKOIL #57329	2101 BRANCH PK	Cinnaminson Twp	Active
MACS AMOCO INC	8004 RT 130 N	Delran Twp	Active
MCNULTY TRUCKING COMPANY	LINCOLN & PULASKI AVES	Riverside Twp	Active
METHODE ELECTRONICS INC EAST	10 INDUSTRIAL DR	Willingboro Twp	Active
MILLSIDE SERVICE STATION	16 HAINES MILL RD	Delran Twp	Active
MOBIL	RT 130 & WILLOW DR	Cinnaminson Twp	Active
MOBIL OIL 15LV7	651 LEVITT PKWY	Willingboro Twp	Active
NATIONAL BUSINESS PARKS	RTE 130	Willingboro Twp	Pending
NATIONAL CASEIN OF NJ	401 MARTHA'S LN	Riverton Boro	Pending
NATIONAL STEEL SERVICE CENTER	901 COOPERTOWN RD	Delanco Twp	Active
NEW CENTURY TRANSPORTATION INC	48 IRONSIDE CT	Willingboro Twp	Active
NEW JERSEY AMERICAN WATER CO WELL 14	NEW ALBANY RD	Cinnaminson Twp	Active
NEW JERSEY AMERICAN WATER WELLS 13 & 27	HIGHLAND AVE	Cinnaminson Twp	Active
NJ DOT EDGEWATER MAINTENANCE FACILITY	BURLINGTON & MOUNT HOLLY RDS	Edgewater Park Twp	Active
NJ DOT ROUTE 130 DELAWARE AVENUE	RTE 130 DELAWARE AVE	Florence Twp	Active
NJDOT KINKORA BRANCH BRIDGES	RT 130	Mansfield Twp	Active
NORTH AMERICAN SALVAGE COMPANY	2691 RTE 130 & BURLINGTON ST	Bordentown Twp	Active
OCCIDENTAL CHEMICAL CORP	BEVERLY RD	Burlington Twp	Active
PALMYRA AUTO SERVICE	121 E BROAD ST	Palmyra Boro	Active
PALMYRA BOATYARD	RTE 73 & BROAD ST N	Palmyra Boro	Active
PALMYRA BOROUGH SANITARY LANDFILL	RTE 73 & PENNSAUKEN CREEK	Palmyra Boro	Active
PARAM PETROLEUM	RT 130 & WOOD AVE	Burlington City	Active
PARKWAY CITGO	33 LEVITT PKWY PLZA CIR	Willingboro Twp	Active
PATSAROS SANITARY LANDFILL	1051 LITTLE OXMEAD RD	Burlington Twp	Active
POLYONE CORP	1804 RIVER RD	Burlington Twp	Active
PRAXAIR	180 DULTYS LN	Burlington Twp	Active
PSE&G WALL STREET SUBSTATION	317 E FEDERAL ST	Burlington City	NFA-E (Restricted Use)
PUBLIC WORKS DEPARTMENT	INDUSTRIAL DR	Willingboro Twp	Active
QUAKER HARBOR PETROLEUM CORP	1502 RIVER RD	Burlington Twp	Active
RDS AUTO REPAIR	RT 130 & MOTT AVE	Burlington City	Active
RIVERTON COAL GAS (PSE&G)	MAIN & 10TH STS	Riverton Boro	Active

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RIVERTON COUNTRY CLUB	1416 HIGHLAND AVE	Cinnaminson Twp	MOA Terminated
RMP	800 INDUSTRIAL HWY	Cinnaminson Twp	Pending
ROEBLING STEEL COMPANY	HORNBERGER & 2ND AVES	Florence Twp	Active
ROOT CORPORATION @ GOLDEN TRIANGLE PROJECT	1 PAVILLION AVE	Riverside Twp	Active
ROUTE 130 & UNION LANDING ROAD	RT 130 & UNION LNDG RD	Cinnaminson Twp	Active
ROUTE 73 CITGO	700 RT 73 N	Palmyra Boro	Active
ROY'S GARAGE	2110 RT 130 N	Florence Twp	Pending
RT 130 N CINNAMINSON LLC	RT 130 N	Cinnaminson Twp	Active
RUSSO'S GARAGE FORMER	RT 130 & JACKSONVILLE RD	Burlington City	Active
SALEM ROAD SERVICE STATION	RT 130 & SALEM RD	Burlington City	Active
SHELL GAS STATION #100310	4061 RT 130 & CHESTER AVE	Delran Twp	Active
SHELL SERVICE STATION 138467	RTE 73 & VANDERVEER ST	Palmyra Boro	Active
SHERMAN INDUSTRIES INC	600 W BROAD ST	Palmyra Boro	NFA-A (Restricted Use)
SHORTLINE BUS COMPANY	10 CADILLAC RD	Burlington Twp	Active
SUNNY FOOD MARKET	419 VAN SKIVER PKWY	Willingboro Twp	Active
SUNOCO #0012-5146	WILLINGBORO PWKY & N HAMPTON DR	Willingboro Twp	Active
SUNOCO DELRAN	3029 RTE 130 & MANOR DR	Delran Twp	Active
SUNSET RIDGE	SALEM & SUNSET RDS	Burlington Twp	Active
TACONY-PALMYRA BRIDGE	1300 RTE 73 (MARKET ST)	Palmyra Boro	NFA-A (Limited Restricted Use)
TEDAN INC	2089 RT 130	Florence Twp	Active
THE JET SET MARINE INC	400 RT 73 N	Palmyra Boro	Active
TIEMANS TIRE & REPAIR	551 BURLINGTON AVE	Delanco Twp	Active
TOP LINE LIMOSINE	515 MAIN ST	Riverton Boro	NFA-A (Limited Restricted Use)
TRANSAMERICA DELAVAL CONDENSER	FRONT ST	Florence Twp	Pending
TRI COUNTY WATER SUPPLY PROJECT	TAYLORS LN	Cinnaminson Twp	Active
US GAS	2201 MOUNT HOLLY RD	Burlington Twp	Active
US PIPE AND FOUNDRY CO	PEARL BLVD E	Burlington City	Active
WEST ELECTRONICS INCORPORATED	231 PENN ST	Burlington City	Active
WILBUR WATTS INTERMEDIATE SCHOOL	550 HIGH ST	Burlington City	Active
WILLINGBORO CHRYSLER	4175 RT 130 S	Edgewater Park Twp	Active
WILLINGBORO SHOPPING PLAZA	1 LEVITT PKWY	Willingboro Twp	NFA-E (Restricted Use)
WILLINGBORO TWP	1 SALEM RD	Willingboro Twp	Active

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WILLIS HONDA	1201 NORTH RT 130	Burlington Twp	Active
WILLOW POINTE APARTMENTS	1701 SALEM RD	Burlington Twp	MOA Terminated
WOOD-RIVER IND	301 WASHINGTON ST W	Riverside Twp	Active

Source: NJDEP KCSL

Table H – Approved major subdivision and site plan projects

Development Name	Municipality	Type	Application Date	Approval Status
Jesus the Good Shepherd	Riverside Township	Site Plan, Non-Residential	1/12/2017	Conditional Approval
Camelot at Riverside	Riverside Township	Site Plan, Non-Residential	1/10/2017	Conditional Approval
Approval Status	Florence Township	Site Plan, Non-Residential	5/22/2015	Conditional Approval
Academy Woods Apartments	Florence Township	Site Plan, Residential	9/6/2017	Conditional Approval
Hoover Truck	Edgewater Park Township	Site Plan, Non-Residential	12/22/2017	Approved
Route 130 Daycare	Edgewater Park Township	Site Plan, Non-Residential	4/3/2017	Approved
Lowthers Small Engine	Delanco Township	Site Plan, Non-Residential	2/27/2017	Approved
Cinnaminson Solar Project	Cinnaminson Township	Site Plan, Non-Residential	12/22/2017	Approved
Rambow Associates	Cinnaminson Township	Site Plan, Non-Residential	8/2/2017	Exempt
Milestone Plaza	Burlington Township	Site Plan, Non-Residential	12/22/2017	Conditional Approval
North Line 6A	Burlington Township	Site Plan, Non-Residential	5/1/2017	Approved
Northline 6A	Burlington Township	Site Plan, Non-Residential	5/1/2017	Approved
Stag Industrial	Burlington Township	Site Plan, Non-Residential	9/28/2017	Conditional Approval
Burlington Coat Factory Solar Array	Burlington Township	Site Plan, Non-Residential	4/26/2017	Approved
Burlington Chevrolet	Burlington City	Site Plan, Non-Residential	5/1/2017	Approved
Daniel Mark Properties	Riverside Township	Site Plan, Residential	5/24/2016	Conditional Approval
Watchcase Apartments	Riverside Township	Site Plan, Residential	2019	Approved
Camelot at Riverside	Riverside Township	Site Plan, Residential	2019	Approved
The Mill at Riverside	Riverside Township	Site Plan, Residential	2020	Approved
Wawa Trash Enclosure	Palmyra Borough	Site Plan, Non-Residential	7/14/2016	Conditional Approval
NFI Warehouse	Florence Township	Site Plan, Non-Residential	4/29/2016	Approved

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500 Cedar Lane North	Florence Township	Site Plan, Non-Residential	1/19/2016	Conditional Approval
500 Cedar Lane South	Florence Township	Site Plan, Non-Residential	1/19/2016	Conditional Approval
Cooper Street Station Treatment Improvements	Edgewater Park Township	Site Plan, Non-Residential	9/23/2016	Conditional Approval
South Fairview Street Grocery Store	Delran Township	Site Plan, Non-Residential	9/10/2015	Conditional Approval
Greenleaf at Delran	Delran Township	Site Plan, Non-Residential	4/6/2016	Conditional Approval
Mid-Atlantic Logistics Center	Delanco Township	Site Plan, Non-Residential	11/28/2016	Conditional Approval
Cornerstone at Delanco	Delanco Township	Site Plan, Residential	10/1/2016	Conditional Approval
Midwest Construction	Cinnaminson Township	Site Plan, Non-Residential	10/14/2016	Exempt
Continuation of Asphalt Manufacture and Concrete Processing Operations	Cinnaminson Township	Site Plan, Non-Residential	4/5/2016	Approved
The Shoppes at Cinnaminson	Cinnaminson Township	Site Plan, Non-Residential	3/17/2016	Conditional Approval
RBAC Properties	Cinnaminson Township	Site Plan, Non-Residential	3/7/2016	Conditional Approval
Wawa Cinnaminson	Cinnaminson Township	Site Plan, Non-Residential	2/22/2016	Approved
Burger King	Cinnaminson Township	Site Plan, Non-Residential	1/13/2016	Exempt
Wishing Well Plaza Phase 2	Burlington Township	Site Plan, Non-Residential	11/23/2016	Conditional Approval
HGMH Properties	Burlington Township	Site Plan, Non-Residential	8/29/2016	Conditional Approval
American Custom Drying	Burlington Township	Site Plan, Non-Residential	5/5/2016	Approved
2005 & 2007 Mount Holly Road	Burlington Township	Site Plan, Non-Residential	4/6/2016	Conditional Approval
Willingboro Fire Department & EMS	Willingboro Township	Site Plan, Non-Residential	12/4/2015	Conditional Approval
Zio Gio Restaurant	Willingboro Township	Site Plan, Non-Residential	4/6/2015	Approved
Riverside 69KV Substation	Riverside Township	Site Plan, Non-Residential	12/20/2015	Exempt
Cedar Lane South Industrial Park	Florence Township	Site Plan, Non-Residential	5/22/2015	Conditional Approval
Auto zone	Delran Township	Site Plan, Non-Residential	9/18/2015	Exempt
Verizon Wireless PHI Meadow view	Delran Township	Site Plan, Non-Residential	8/6/2015	Exempt
Simon & Schuster	Delran Township	Site Plan, Non-Residential	1/23/2015	Conditional Approval
Tenby Chase Apartments Recreation Area	Delran Township	Site Plan, Non-Residential	7/8/2015	Approved

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738 Associates office	Delanco Township	Site Plan, Non-Residential	12/16/2015	Conditional Approval
Dunkin' Donuts - The Camp Meeting Grounds	Delanco Township	Site Plan, Non-Residential	4/27/2015	Conditional Approval
Dejana Trucking & Utility Equipment Company	Cinnaminson Township	Site Plan, Non-Residential	10/8/2015	Approved
Cinnaminson Car Wash	Cinnaminson Township	Site Plan, Non-Residential	10/8/2015	Approved
Merion Caterers	Cinnaminson Township	Site Plan, Non-Residential	9/2/2015	Approved
St. Charles Borromeo Church	Cinnaminson Township	Site Plan, Non-Residential	3/12/2015	Conditional Approval
Lidl Grocery Store	Burlington Township	Site Plan, Non-Residential	10/29/2015	Conditional Approval
American Asphalt	Burlington Township	Site Plan, Non-Residential	11/28/2015	Approved
iStorage L038.1	Burlington Township	Site Plan, Non-Residential	3/26/2015	Conditional Approval
Sunset Road Site Plan	Burlington Township	Site Plan, Non-Residential	1/16/2015	Approved
Lucas Ford Motor	Burlington City	Site Plan, Non-Residential	5/28/2015	Conditional Approval
Pearl Pointe	Burlington City	Site Plan, Non-Residential	3/20/2015	Exempt
PSE&G Burlington-Croydon Reconductor	Burlington City	Site Plan, Non-Residential	1/16/2015	Exempt
202 Broad Street & 435 Thomas Avenue	Riverton Borough	Site Plan, Non-Residential	6/2/2014	Conditional Approval
Church of The Resurrection Parking	Riverside Township	Site Plan, Non-Residential	12/17/2014	Conditional Approval
7-11 Florence	Florence Township	Site Plan, Non-Residential	6/16/2014	Conditional Approval
Burlington Coat Factory	Beverly City	Site Plan, Non-Residential	8/29/2014	Conditional Approval
Burlington Coat Factory Warehouse	Edgewater Park Township	Site Plan, Non-Residential	6/20/2014	Approved
Patient First Medical Office	Delran Township	Site Plan, Non-Residential	9/29/2014	Exempt
Hyperion Tree Service	Delran Township	Site Plan, Non-Residential	1/17/2014	Exempt
Lowther's Coopertown Road	Delanco Township	Site Plan, Non-Residential	7/3/2014	Approved
The Village at Cinnaminson Harbour Section 7 & 8	Cinnaminson Township	Site Plan, Residential	11/21/2014	Approved
Bajwa Gas	Cinnaminson Township	Site Plan, Non-Residential	7/2/2014	Conditional Approval
Balford Farms	Burlington Township	Site Plan, Non-Residential	9/25/2014	Conditional Approval
McDonald's @ Liberty Square	Burlington Township	Site Plan, Non-Residential	6/24/2014	Conditional Approval

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Woolston Companies	Burlington Township	Site Plan, Non-Residential	6/24/2014	Conditional Approval
Tecoppa Real Estate	Burlington Township	Site Plan, Non-Residential	6/3/2014	Conditional Approval
15 Campus Drive Warehouse	Burlington Township	Site Plan, Non-Residential	5/15/2014	Conditional Approval
250 Daniels Way	Burlington Township	Site Plan, Non-Residential	1/7/2014	Approved
PSE&G Burlington Generating Station	Burlington City	Site Plan, Non-Residential	11/12/2014	Exempt
Family Dollar	Beverly City	Site Plan, Non-Residential	6/30/2014	Conditional Approval
Florence Turnpike Crossings East	Florence Township	Subdivision, Major	9/13/2018	Conditional Approval
Lennar Tri-State	Florence Township	Subdivision, Major	9/11/2017	Conditional Approval
Stellwag Farm	Delran Township	Subdivision, Major	12/21/2016	Conditional Approval
High Point at Newton's Landing	Delanco Township	Subdivision, Major	9/6/2017	Approved
Zimmerman Subdivision	Cinnaminson Township	Subdivision, Major	10/1/2017	Approved
Cinnaminson Baptist Church	Cinnaminson Township	Subdivision, Major	3/1/2017	Approved
Riverwalk – Market townhomes	Delanco Township	Subdivision, Major	1/28/2016	Approved
Anthony Ricciari Subdivision	Cinnaminson Township	Site Plan, Residential	11/15/2016	Approved
FLDSJ at Burlington City	Burlington Township	Subdivision, Major	7/11/2016	Approved
Timber Ridge at Delran	Delran Township	Subdivision, Major	7/2/2015	Conditional Approval
Walton Farm	Delran Township	Subdivision, Major	3/30/2015	Approved
High Point at Newton's Landing	Delanco Township	Subdivision, Major	9/9/2015	Approved
Hidden Lakes Villages	Burlington Township	Subdivision, Major	11/6/2015	Conditional Approval
Columbus Residential	Burlington Township	Subdivision, Major	4/21/2015	Conditional Approval
The Village at Cinnaminson Harbour Section 7 & 8	Cinnaminson Township	Subdivision, Major	11/21/2014	Conditional Approval
318 O'Donnell Lane	Cinnaminson Township	Subdivision, Major	8/21/2014	Approved

Source: Burlington County Land Use Board

Table I – Affordable Housing Projects

Development / aka	type	tenure	units
BURLINGTON COUNTY			
Burlington County Rental Assistance		rent	628 vouchers

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Beverly / Beverly Housing Authority			
Beverly Commons	age	rent	25
Beverly for sale housing	family	sale	6
Beverly housing rehab			12 REHAB
Beverly housing rehab / Evesham RCA 1 & 2			24 REHAB
Beverly housing rehab / Moorestown RCA			81 REHAB
Beverly housing rehab / Mt Laurel RCA			88 REHAB
Beverly housing rehab / New Hanover RCA			3 REHAB
Beverly housing rehab / Springfield RCA			25 REHAB
Beverly rental housing	family	rent	5
Burlington County Community Action housing	family	sale	7
Delacove Homes	family	rent	71
Habitat for Humanity housing	family	sale	10
Burlington City / Burlington City Housing Authority			
Burlington City housing rehab			15 REHAB
Burlington City housing rehab / Burlington Twp RCA			19 REHAB
Burlington Manor Apts	age	rent	125
Dunbar Homes	family	rent	40
Metropolitan Inn / Blue Anchor Inn / Burlington Twp RCA	age	rent	16
Selected Workers Education Program (SWEET)	family	sale	2
Stone Villa	mixed	rent	50
West Electronic bldg / Delran RCA	age	rent	36
Burlington Township			
ADEPT group homes	special	rent	22
Bridle Club townhouses / Calton Homes	family	sale	56
Burlington County ARC	special	rent	4
Burlington Heights / Kenosha			30
Burlington Senior Apts	age	rent	71
Burlington Township housing rehab			14 REHAB
Catholic Charities 1 & 2	special	rent	11
Family Services Apts	special	rent	33
Park South	family	sale	24
Steeplechase inclusionary development / Moors	family		70
Cinnaminson			
A L L Y Housing Cooperative	special	rent	4
Burlington County ARC group home	special	rent	5
Burlington County Family Services group home	special	rent	4
Cinnaminson consumer group home	special	rent	3
Independence 4 group home	special	rent	4
Kelsch Associates	special	rent	4
Delanco			

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Living Springs Senior Housing	age	rent	99
Zurbrugg Mansion / Grapevine RD	age	rent	27
Cornerstone / Walters RD	family	rent	64
Abundant Life RD / Living Springs Manor	Age special	rent	100 20
Delran			
Allies Inc group home 2004	special	rent	8
Community Options Inc group homes	special	rent	13
Delran group home	special	rent	6
Garden Club condominiums	family	sale	75
Independence 1 consumer group home	special	rent	3
Independent consumer group home 4	special	rent	6
Summerhill condominiums	family	sale	75
Edgewater Park			
Edgewater Park housing rehab			13 REHAB
Haven housing 1, 2, & 3	special	rent	6
Prince Association for disabled group home	special	rent	4
Salt and Light	special	rent	1
the Courtyards Apartments	family	rent	39
Florence / Florence Housing Authority			
Florence Township housing rehab			5 REHAB
Maplewood Homes	family	rent	50
Roebing Arms independent living	special	rent	24
Roebing Village Inn	age	rent	14
Salt & Light Inc family housing	family	rent	12
Salt & Light Inc special housing	special	rent	5
Transitional Housing Services 1-4 / Salt & Pepper	special	rent	9
Palmyra			
Palmyra housing rehab			7 REHAB
Palmyra housing rehab / Delanco RCA			13 REHAB
Palmyra housing rehab / Evesham RCA			45
Willingboro			
Adept Services group home	special	rent	3
Burlington County ARC group homes	special	rent	9
Catholic Charities special needs housing 1 - 4	special	rent	14
Community Options Inc group home	special	rent	4
Doretha D Campbell Senior Apartments / Willingboro Sr Apartments	age	rent	104
Homeless shelters 1 & 2 / HIPA	special	rent	9
Outlook America group home	special	rent	4
Oxford House Bradford transitional housing	special	rent	8
Personalized independent living	special	rent	2
Salt & Light Inc NJ	special	rent	

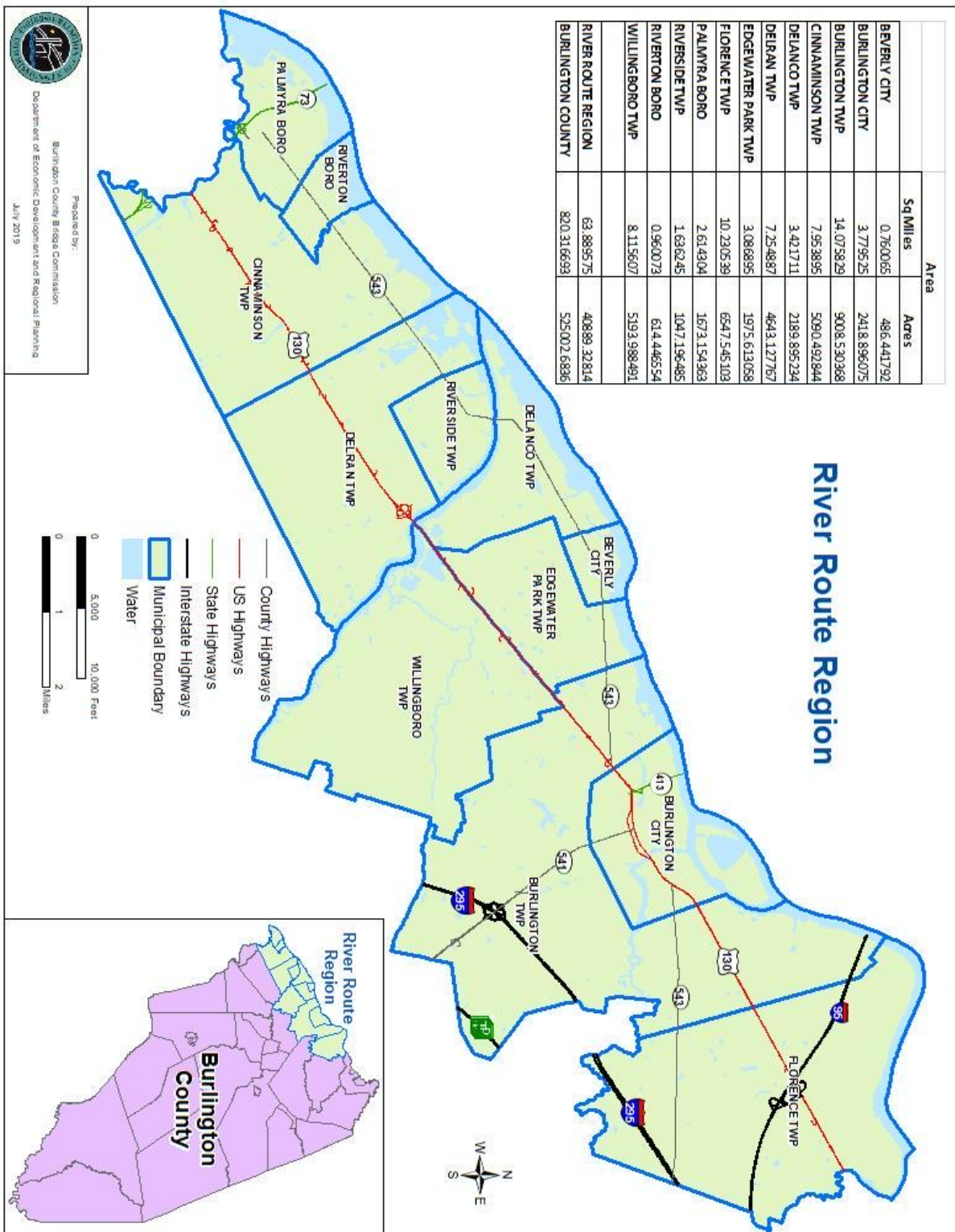
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Willingboro housing rehab		sale	20 REHAB
Willingboro Senior Apartments / Doretha Campbell	age	rent	104
Willingboro transitional housing	special	rent	6

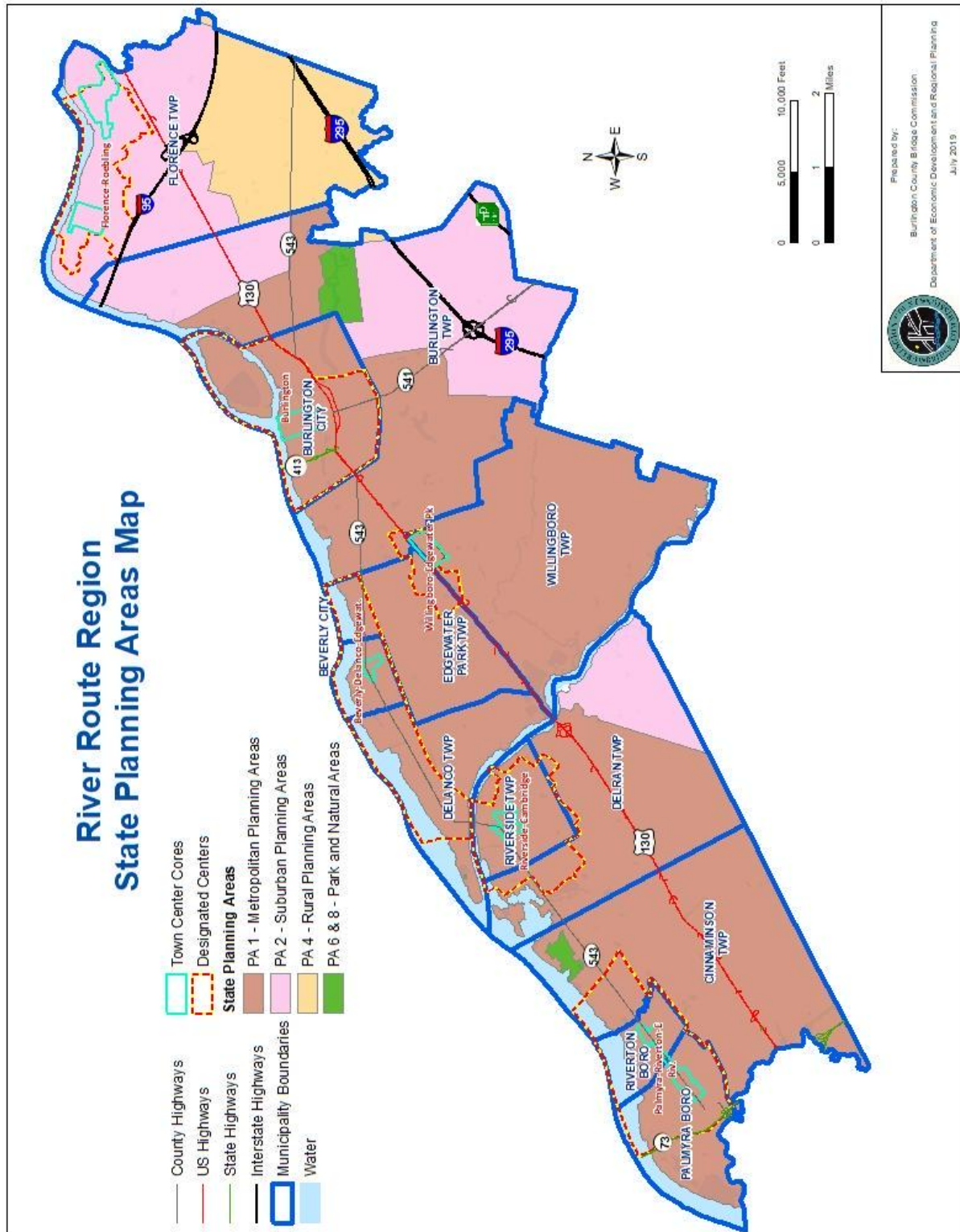
Source: NJ Department of Community Affairs, Guide to Affordable Housing in New Jersey

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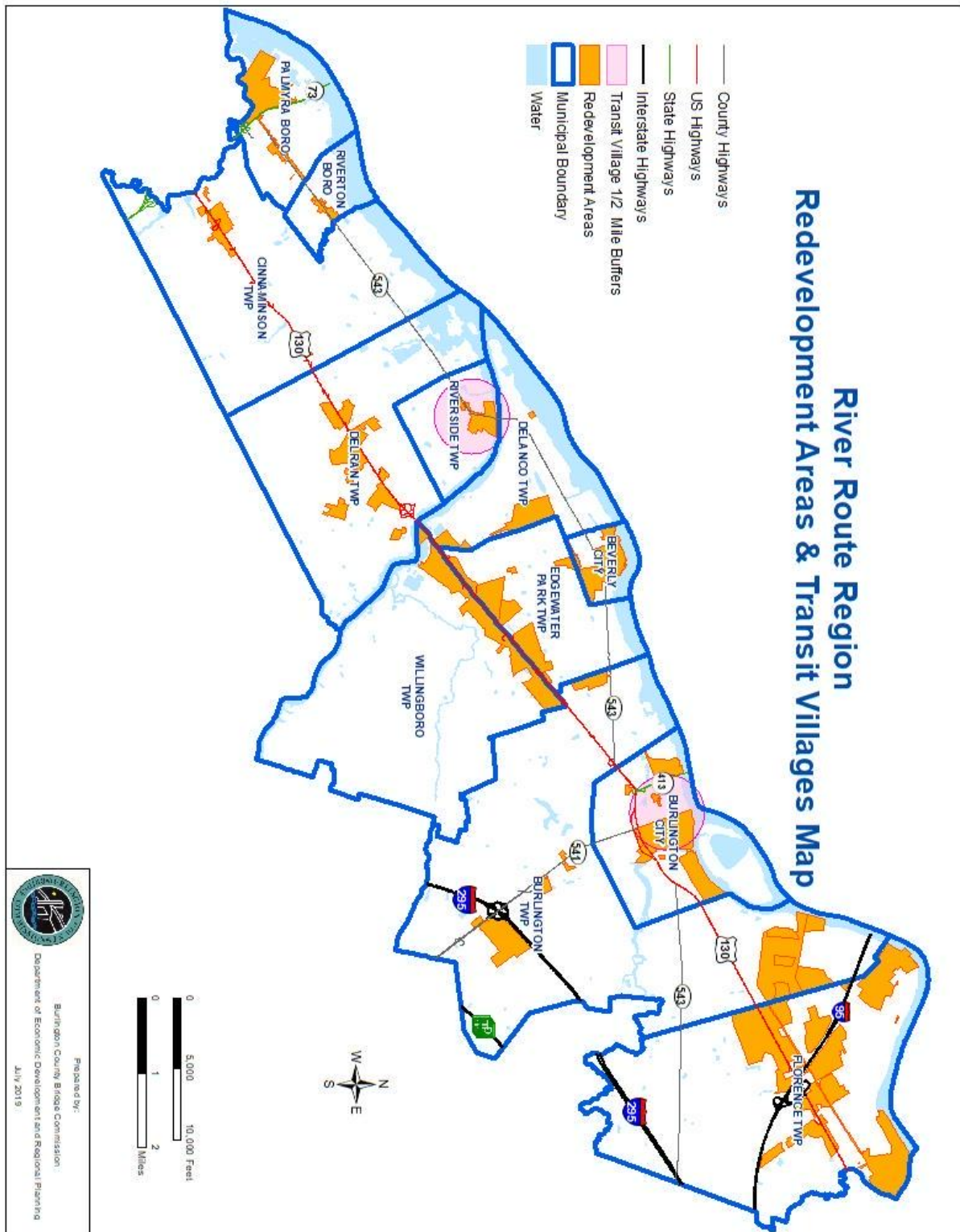
Appendix 2
Map 1



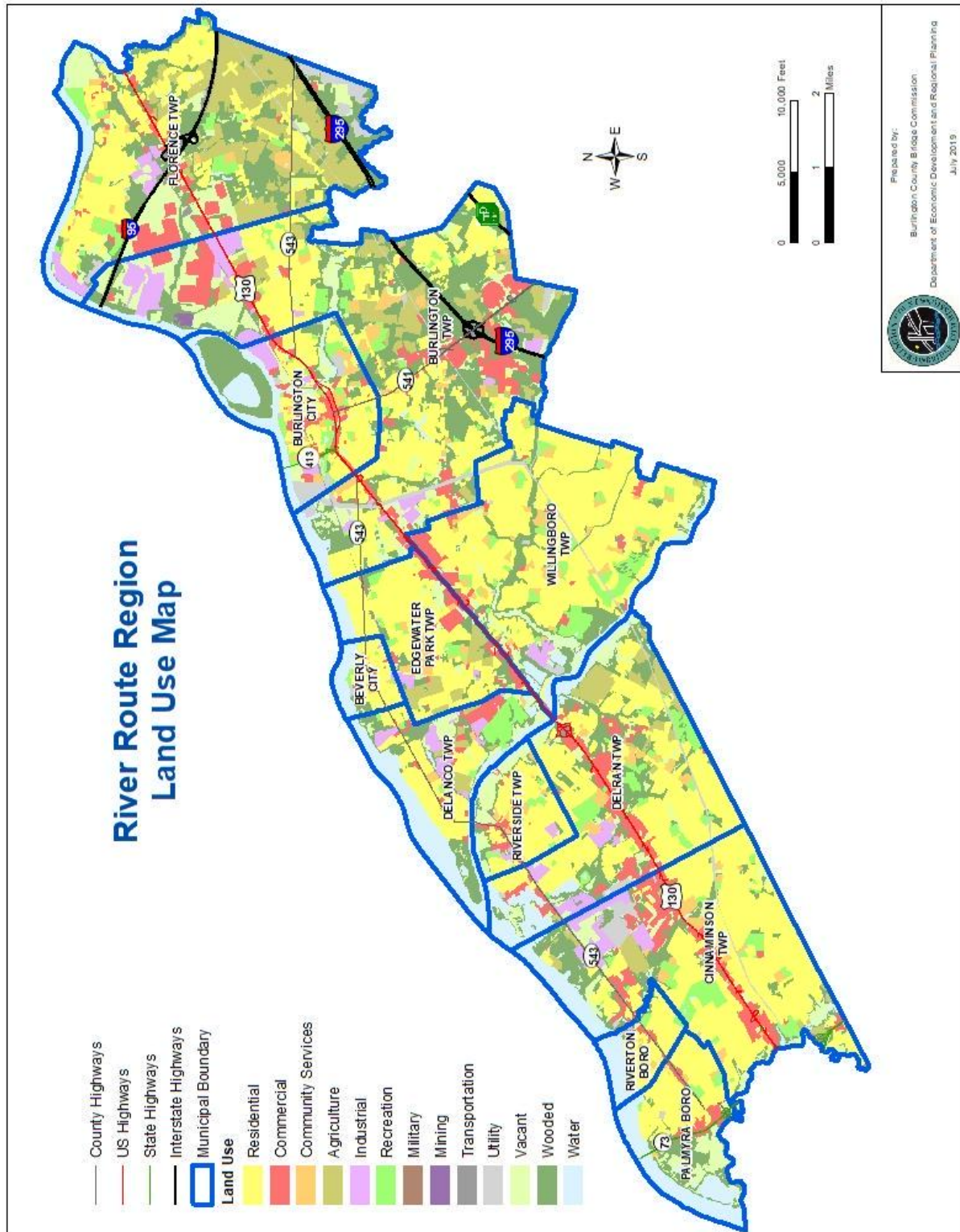
Map 2



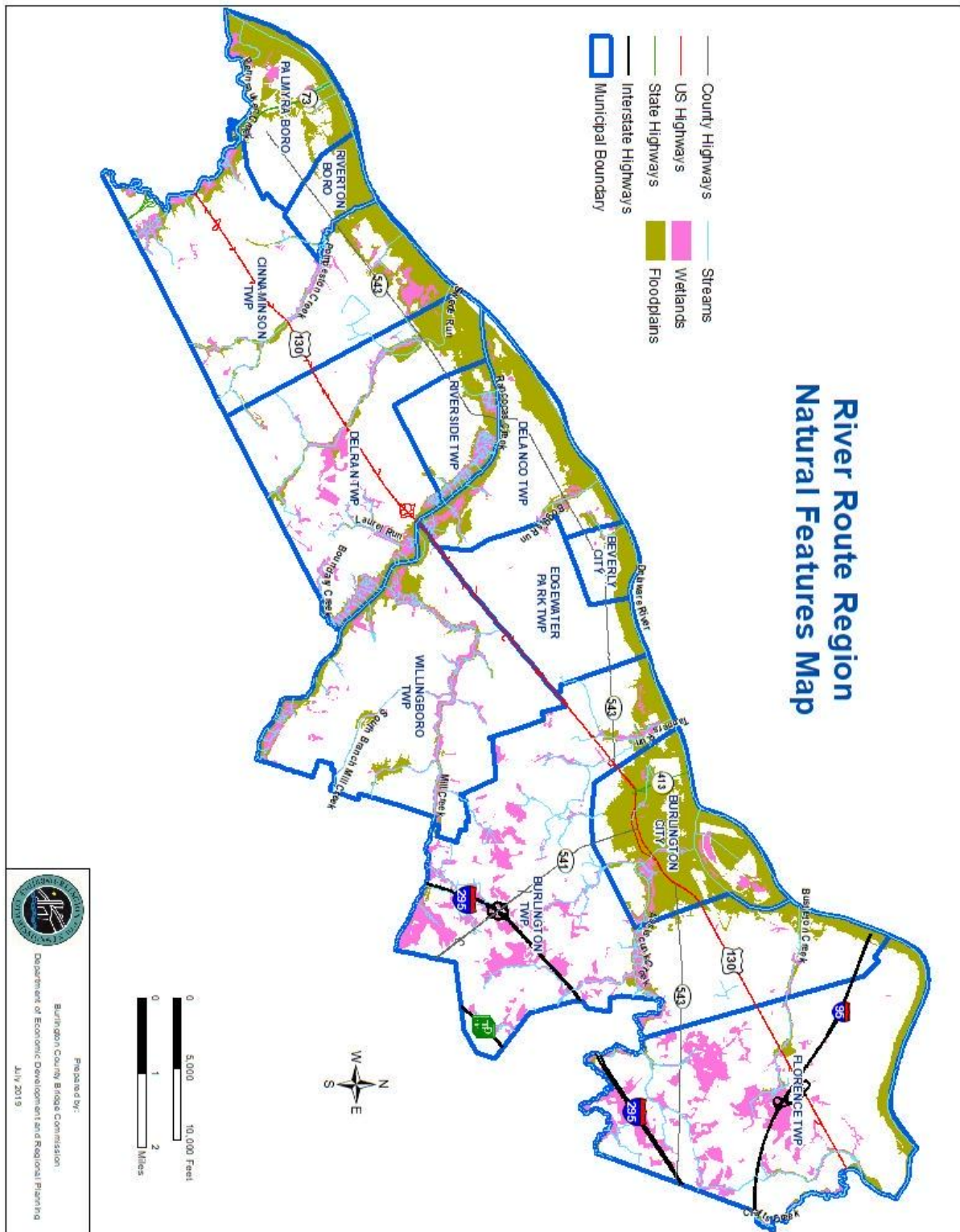
Map 3



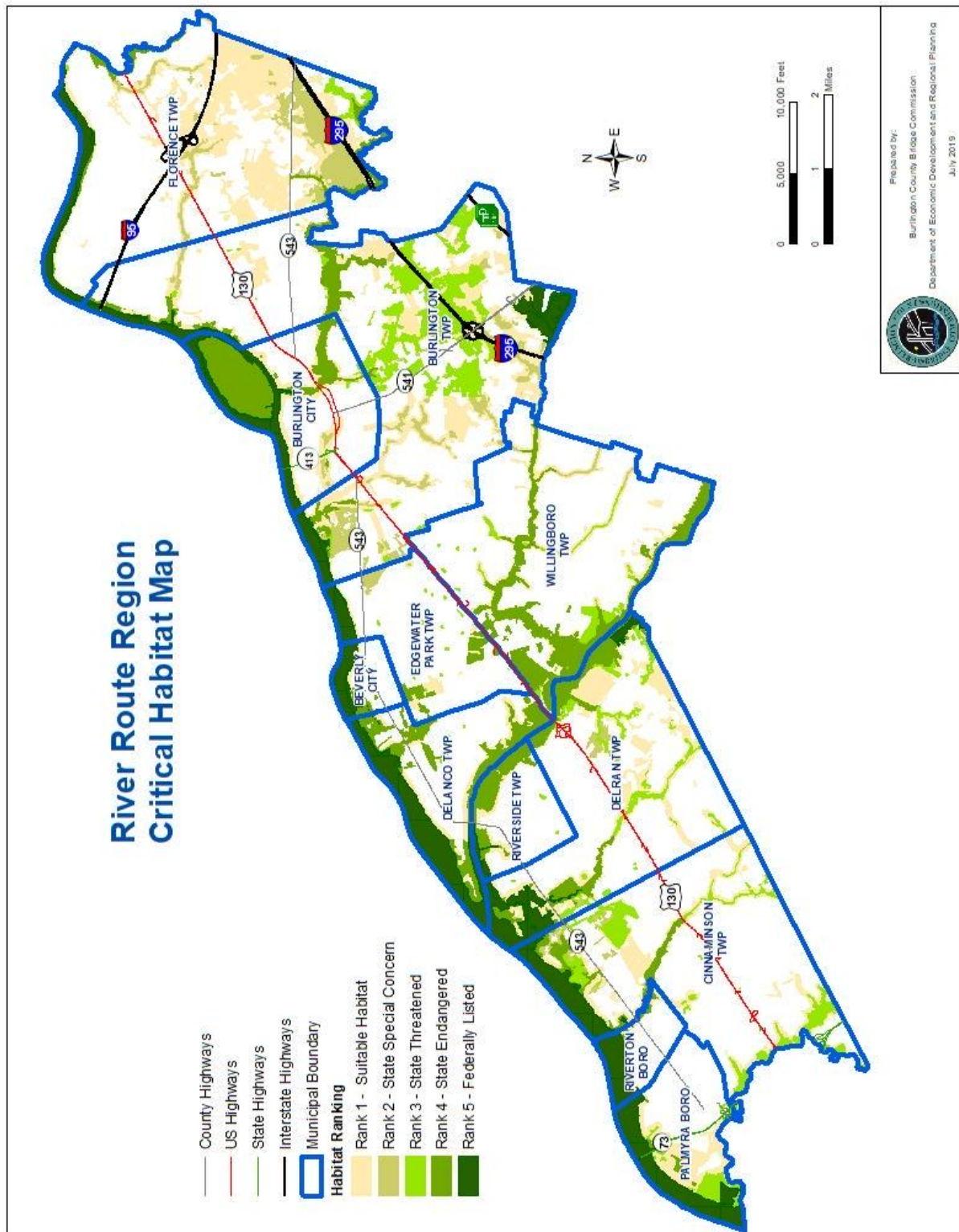
Map 4



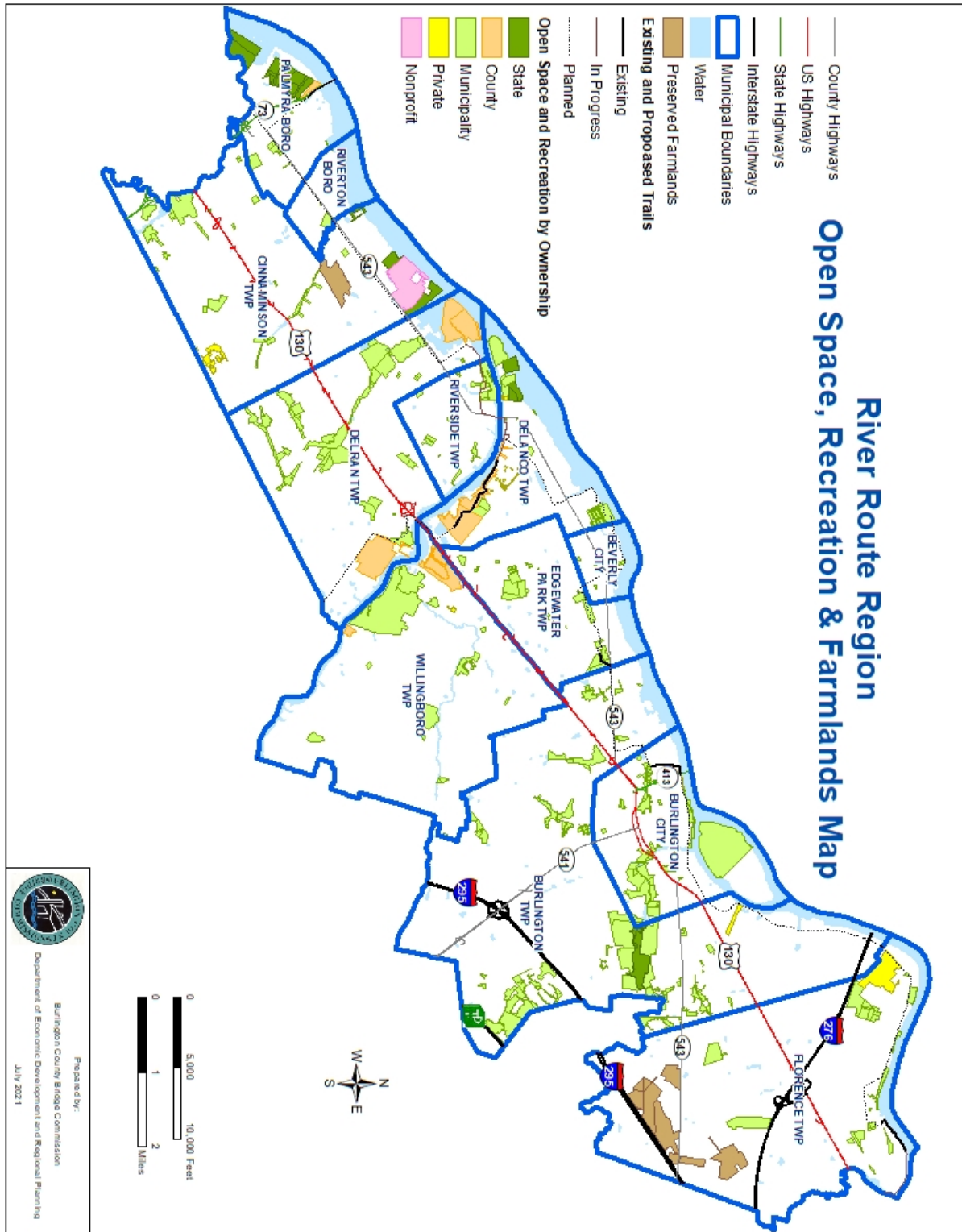
Map 5



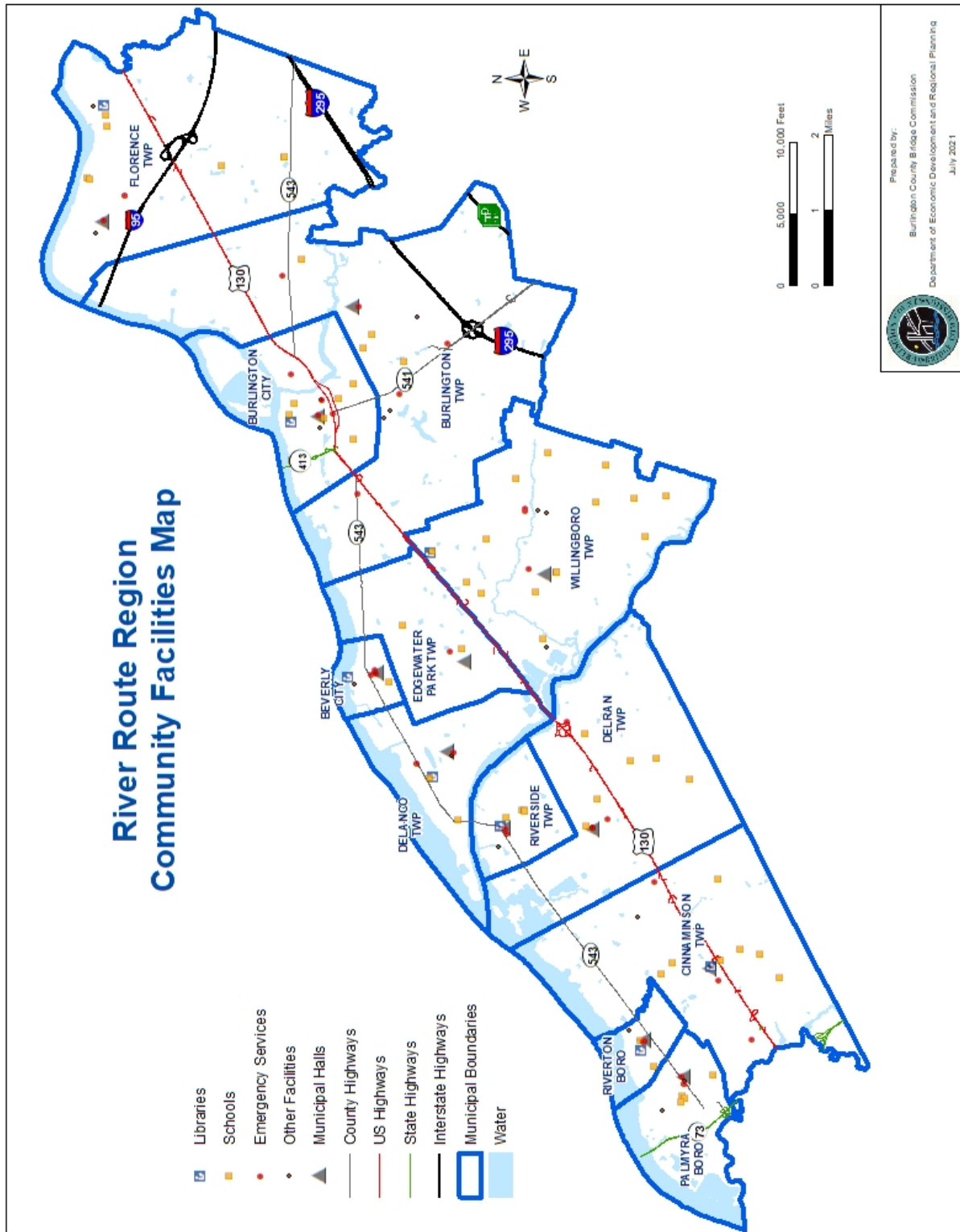
Map 6



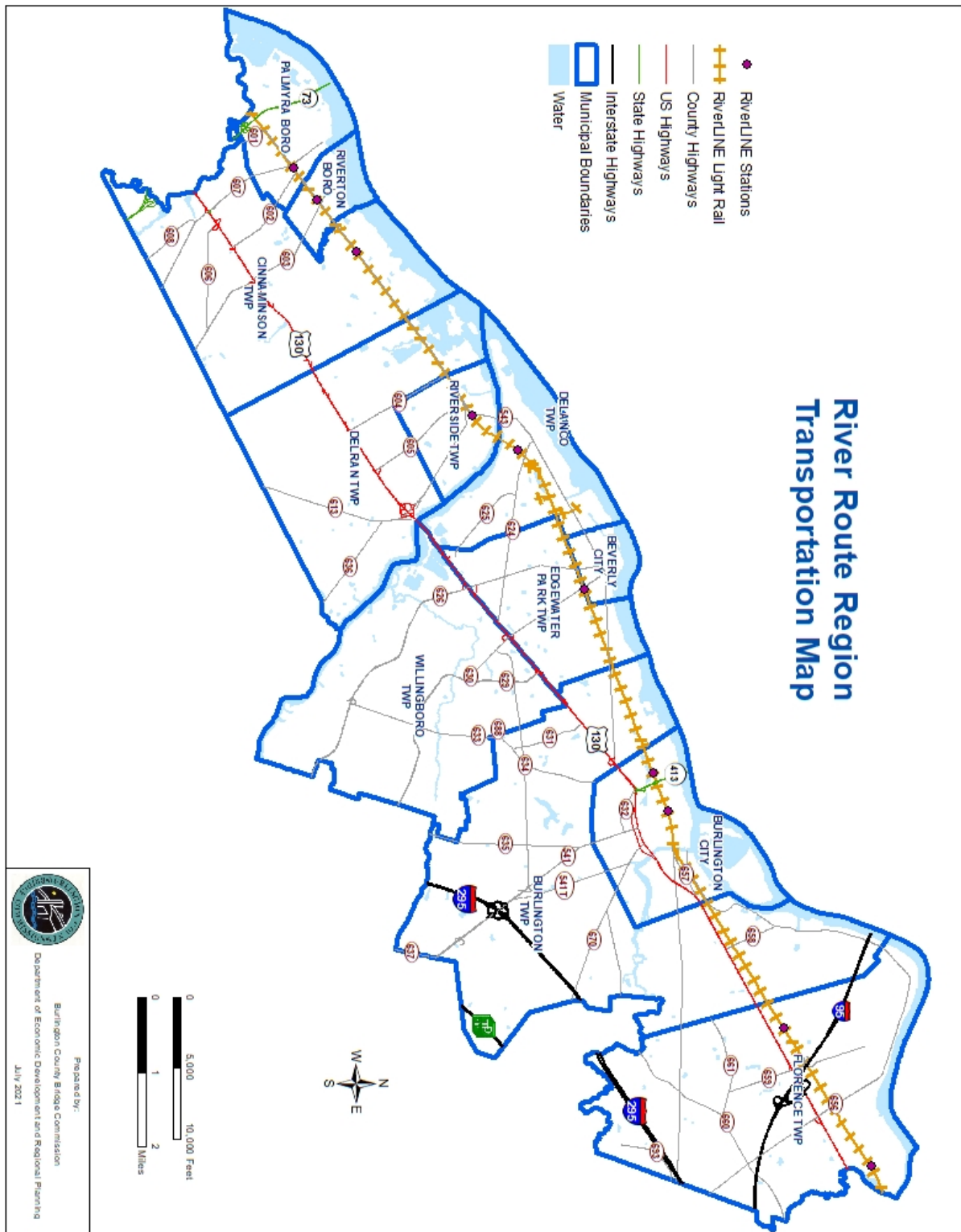
Map 7



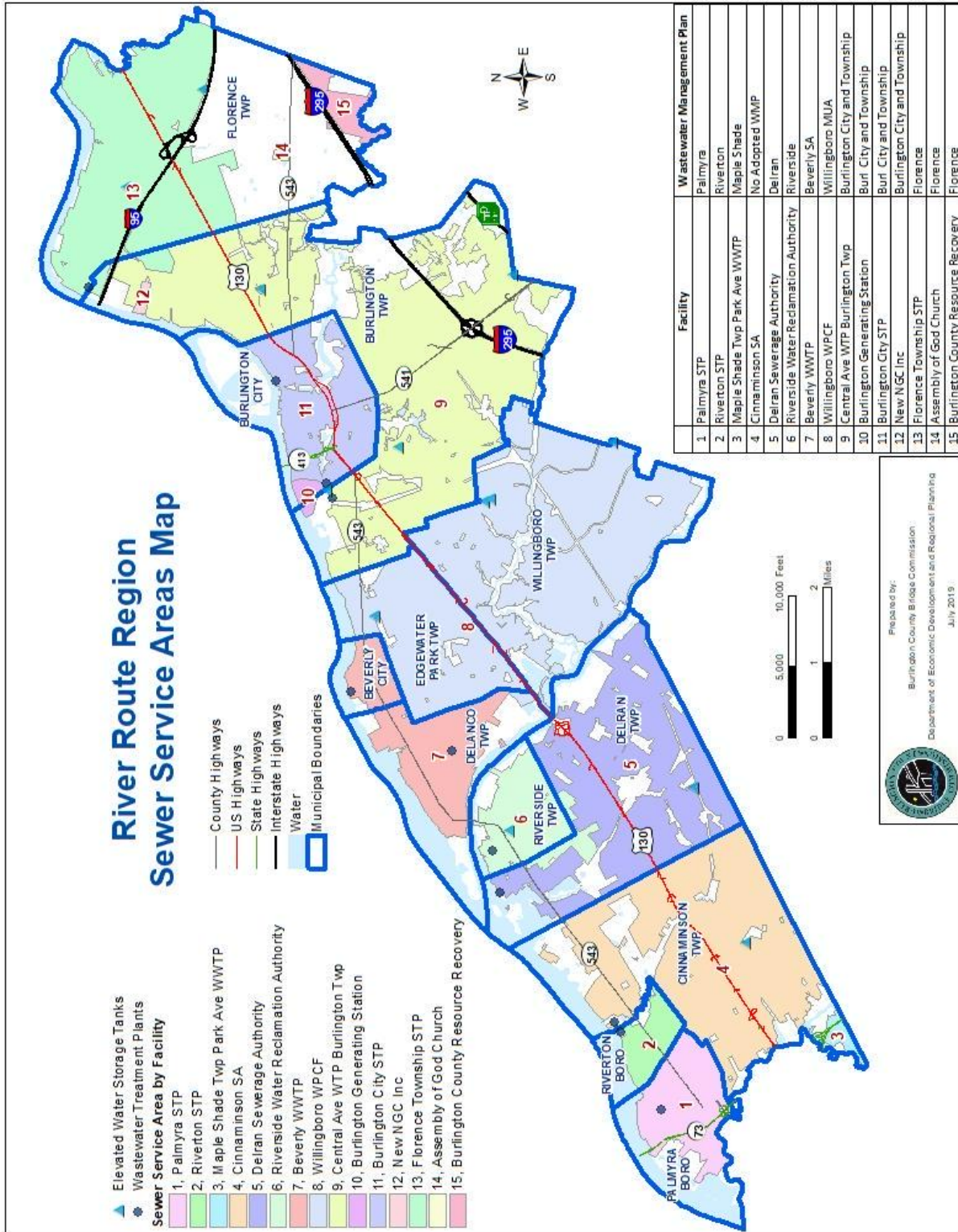
Map 8



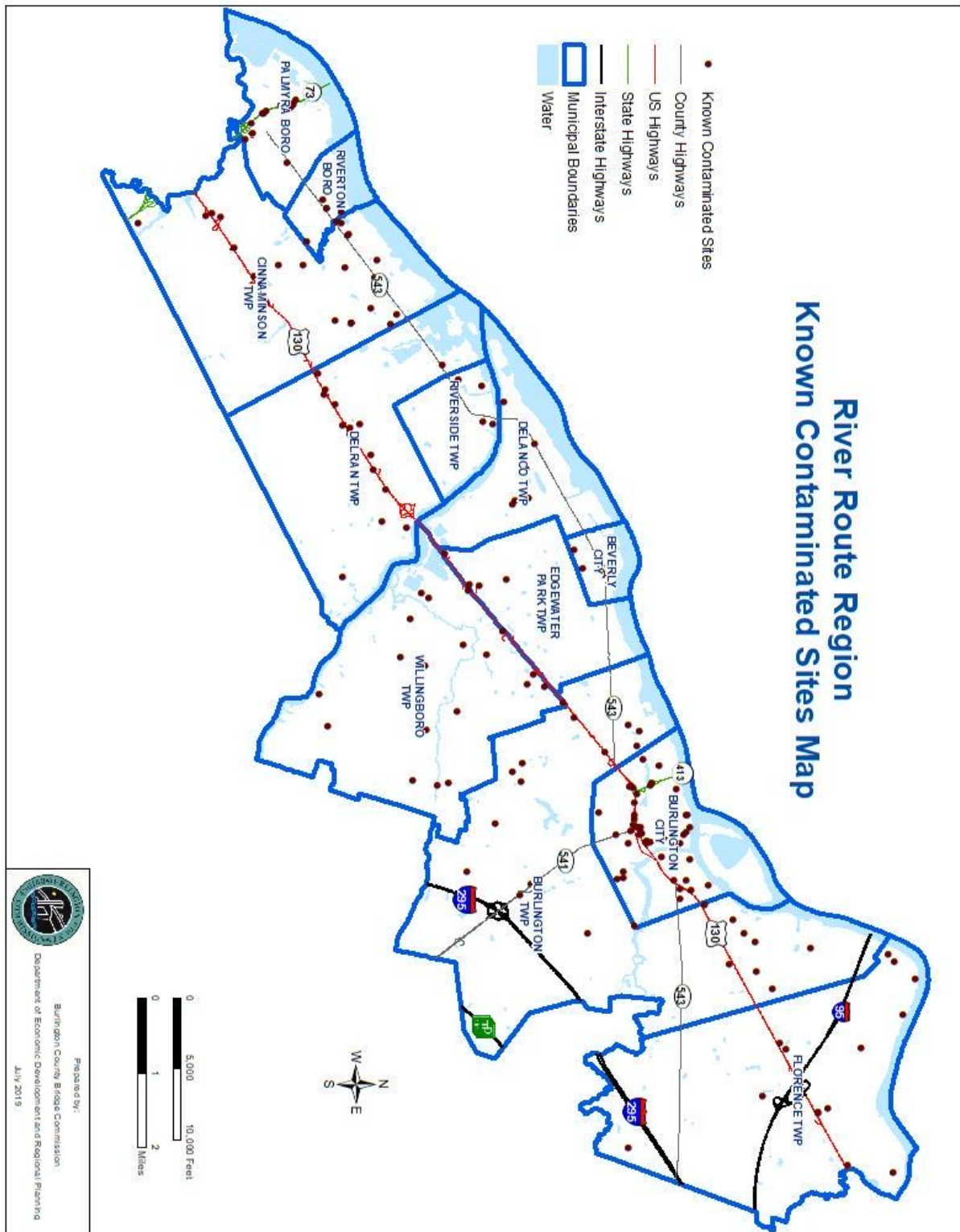
Map 9



Map 10



Map 11



Appendix 3

Available Planning Documents by Municipality

Beverly City Planning Documents

- Master Plan – 1992
 - Land Use Plan Element
 - Housing and Fair Share Plan Element
 - Circulation Plan Element
 - Utility Service Plan Element
 - Community Facilities Plan Element
 - Recreation Plan Element
 - Conservation Plan Element
 - Economic Plan Element
 - Recycling Plan Element
- Land Use Plan Element – 1999
- TCDI Land Use Inventory - 2004
- City Redevelopment Plan – 2007
- Housing Element and Fair Share Plan – 2008
<https://www.nj.gov/dca/affiliates/coah/reports/petitions/0302a.pdf>
- Master Plan Reexamination Report – 2014
- 2025 Land Use Plan Element (DRAFT) – 2014
- Southern Gateway Redevelopment Area Redevelopment Plan (DRAFT) – 2014
- Green Building and Environmental Sustainability Element – 2017
- Healthy Community Plan Element – 2017
- DVRPC Coastal Vulnerability Assessment Report – 2017
- Zoning Ordinances <http://thecityofbeverly.com/wp-content/uploads/2015/11/Beverly-City-Zoning-Ordinance.pdf>
- Land Use Map - 2010
- Zoning Map <http://thecityofbeverly.com/wp-content/uploads/2014/06/Beverly-Zoning-Map.pdf>
- Official Map

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Burlington City Planning Documents

- Master Plan – 1961
- Master Plan – 1972
- Master Plan Revision – 1982
- Master Plan Reexamination Report – 1989
- Master Plan Reexamination Report – 1995
- Housing Element – 1999
- Master Plan Reexamination Report – 2001
- Circulation Plan Element – 2007
- Master Plan – 2010
 - Land Use Element
 - Circulation Element
- Housing Element and Fair Share Plan – 2008
<https://www.nj.gov/dca/affiliates/coah/reports/petitions/0305a.pdf>
- Yorkshire-New Yorkshire and Three Surrounding Areas “Redevelopment Plan for the City of Burlington Redevelopment Agency” – 1998
- Commerce Square “Redevelopment Plan” – 2004
- Tatham Street Redevelopment Area “Amendment to Redevelopment Plan, Tatham Street Redevelopment Area and Historic Water Works Redevelopment Area” -2004
- McNeal Mansion and Vicinity “Redevelopment Plan-McNeal Mansion & Vicinity” – 2006
- Former Gregory’s and Washington Avenue Vicinity “Redevelopment Plan-Former Gregory’s & Washington Ave. Vicinity” – 2006
- Route 130 Corridor Redevelopment Area “Redevelopment Plan, Route 130 Corridor Redevelopment Area, Block 221.01, Lots 1, 2 and 3” – 2010
- Block 118, Lots 2 and 60, Amended Redevelopment Plan “Amended Redevelopment Plan, Block 118, Lots 2 and 60” – 2010
- New Yorkshire Redevelopment Plan Amendment “New Yorkshire Redevelopment Plan” – 2011
- Block 198, Lot1, Knitting Mill Redevelopment Area Amended Redevelopment Plan, 2012
- Burlington City Landfill (BCLF) Redevelopment Area “Burlington City Landfill (BCLF) Redevelopment Plan” – 2012
- Redevelopment Plan Part of McNeal Mansion & Vicinity Area Block 226, Lot 1 – 2017

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- Zoning Ordinances <https://ecode360.com/13612651> <https://ecode360.com/13611758>
- Recreation and Open Space Inventory <https://www.nj.gov/cgi-bin/dep/greenacres/facproc.pl>
- Zoning Map – 2014
http://www.burlingtonnj.us/departments/housing_and_community_development/docs/Burlington_Zoning_Map_7_1_14.pdf
- Housing Element and Fair Share Plan – 2018
- Official Map / Tax Map

Burlington Township Planning Documents

- Master Plan – 1998
 - Land Use Plan Element
 - Circulation Plan Element
 - Recreation Plan Element
 - Conservation Plan Element
 - Public Utilities Service Plan Element
 - Housing and Fair Share Plan Element
- Master Plan Reexamination Report – 2003
- Housing Element and Fair Share Plan – 2004
- Aqua Lane Redevelopment Area – 2005, amended 2010
- Master Plan Land Use Analysis and Recommendations – 2005
- Preliminary Investigation and Proposed Redevelopment Plan – Route 130 Corridor Redevelopment Area/South – 2007
- Route 541/295 Interchange Redevelopment Plan – 2007
- Master Plan – 2008
 - Land Use Plan
 - Housing Element & Fair Share Plan (separate document)
<https://www.nj.gov/dca/affiliates/coah/reports/petitions/0306a.pdf>
 - Community Design Plan
 - Community Facilities Plan
 - Circulation Plan
 - Open Space and Recreation Plan

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- Natural Resources Conservation Plan
- Utility Infrastructure and Service Plan
- Municipal Stormwater Management Plan (separate document)
- Recycling and Energy Conservation Plan
- Master Plan Reexamination Report – 2018
- Non-Condensation Preliminary Investigation and Redevelopment Plan for Identified Vacant Properties within Clarion Partners/Former Hercules Tract – 2018
- Crossroads Business Center Preliminary Investigation and Redevelopment Plan 2014
- Non-Condensation Preliminary Investigation and Redevelopment Plan for Identified Liberty Property Trust Tract – 2018
- Preliminary Investigation and Proposed Redevelopment Plan – Route 130 Corridor Redevelopment Area/North – 2009
- Zoning Ordinances <https://ecode360.com/7630968> <https://ecode360.com/7630362>
- Recreation and Open Space Inventory <https://www.nj.gov/cgi-bin/dep/greenacres/facproc.pl>
- Land Use Map
- Zoning Map – 2012
- Official Map

Cinnaminson Township Planning Documents

- Master Plan / Reexamination Report – 1983
 - Land Use Element & Housing Plan
 - Housing Element
 - Circulation Plan
 - Facilities, Open Space and Utilities Service Plan
 - Energy Conservation Plan
- Land Use Plan Element – 1989
- Housing Element and Fair Share Plan – 2004
- Ordinance 2002-16 Adopting a Redevelopment Plan for the Route 130 Corridor and Other Areas
- Redevelopment Plan – 2005
- Circulation Plan Element – 2009

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- Master Plan Reexamination Report – 2005
- Farmland Preservation Plan – 2005
- Historic Preservation Plan – 2005
- Housing Element and Fair Share Plan – 2008
- Land Use Plan Element – 2009
- Triboro Site Preliminary Investigation Report and Resolution – 2014
- Cinnaminson House Redevelopment Plan/Ordinance 2015-11 – 2015
- LIDL/Garden State Inn Redevelopment Plan and Ordinance 2017-9 – 2018
- Old Acme Area Redevelopment Plan, Ordinance 2018-16 and Redeveloper's Agreement – 2018
- Affordable Housing Settlement Agreement – 2019
- Resolution Designating Block 610, Lots 2.01, 2.02, 2.03, 3 and Block 702, Lots 39 and 40 as an Area in Need of Redevelopment - 2019
- Master Plan Reexamination Report (DRAFT) – 2019
- Zoning Ordinances <https://ecode360.com/10011224>
- Recreation and Open Space Inventory <https://www.nj.gov/cgi-bin/dep/greenacres/facproc.pl>
- Zoning Map <http://www.co.burlington.nj.us/DocumentCenter/View/6684/Map4M-8?bidId=>
- Settlement Agreement
- Official Map – Tax Map

Delanco Township Planning Documents

- Comprehensive Master Plan – 1973
- Master Plan Reexamination Report – 1982
- Land Use Plan Element – 1990
- Land Use Plan Element Update – 1992
- Master Plan Reexamination Report – 1996
- Housing Element and Fair Share Plan – 1998
- Master Plan Reexamination Report – 1999
 - Land Use Plan Element
- Master Plan Revision – 2001
- Recreation and Open Space Plan – 2002

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- Delanco Township Preliminary Investigation Report – 2002
- Delanco Township Redevelopment Plan – 2002
- Housing Element and Fair Share Plan – 2003
- Master Plan Reexamination Report – 2007
- Housing Element and Fair Share Plan – 2008
- Zurbrugg Mansion Redevelopment Plan – 2008
- Comprehensive Master Plan – 2009
 - Land Use Plan
 - Circulation Plan
 - Historic Preservation
 - Open Space and Recreation Plan
 - Community Facilities
 - Economy
 - Housing Plan
 - Utility Service
 - Stormwater Management
- Housing Element and Fair Share Plan – 2010
- [2011 Creek Road Realignment Zoning Study & Master Plan Land Use Plan Amendment](#) – 2012
- Housing Element and Fair Share Plan – 2016
- Rhawn Pipe Factory Redevelopment Plan – 2015
- Dietz and Watson Redevelopment Plan – 2016
- Ash Street Preliminary Investigation Report – 2019
- Zoning Ordinances <https://ecode360.com/10019997>
- Recreation and Open Space Inventory <https://www.nj.gov/cgi-bin/dep/greenacres/facproc.pl>
- Land Use Map – 2009
- Zoning Map – 2017
- Affordable Housing Settlement Agreement – 2016
- Master Plan Reexamination Report – 2019

Delran Township Planning Documents

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- Master Plan Reexamination Report – 2000
- Master Plan – 1999
 - Land Use Plan
 - Conservation Plan
 - Housing Plan
 - Circulation
 - Recreation
 - Recycling
 - Public Facilities
 - Utilities
- Delran Redevelopment Plan (Redevelopment Area I through V) – 2002
- Master Plan Reexamination Report – 2003
- Route 130 Corridor Land Use Plan – 2005
- Open Space and Recreation Plan – 2005
- Master Plan Reexamination Report – 2009
- Delran Township Coastal Vulnerability Assessment Report – 2017
- Zoning Ordinances <https://ecode360.com/10027367>
- Recreation and Open Space Inventory <https://www.nj.gov/cgi-bin/dep/greenacres/facproc.pl>
- Zoning Map https://www.delrantownship.org/wp-content/uploads/2018/12/Delran_Zoning_Map.pdf

Edgewater Park Township Planning Documents

- Master Plan – 1967
 - Land Use Plan Element
 - Circulation Plan Element
 - Community Facilities Element
- Master Plan Update – 1982
 - Land Use Plan Element
 - Circulation Plan Element
 - Community Facilities Element

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- Master Plan Reexamination Report – 1997
- Open Space and Recreation Plan – 2000
- Land Use Plan Element – 2000, 2002
- Housing Element and Fair Share Plan – 2002
- Amendment to the Open Space and Recreation Plan Element – 2002
- Land Use Plan Element – 2005
- Redevelopment Plan – 2006
- Master Plan Reexamination Report – 2006
- Fox Run Redevelopment Plan – 2011
- Housing Element and Fair Share Plan – 2017
- Master Plan Reexamination Report – 2017
- Route 130/Woodlane Road Redevelopment Agreement – 2019
- Zoning Ordinances <http://edgewaterpark-nj.com/content/161/334/default.aspx>
<https://ecode360.com/14373249>
- Zoning Map http://edgewaterpark-nj.com/filestorage/173/885/887/ZONING_MAP_2015.pdf

Florence Township Planning Documents

- Master Plan – 1976
 - Land Use Plan
 - Housing Plan
 - Traffic and Circulation
 - Recreation
 - Utilities
- Master Plan Reexamination Report – 1982
- Land Use Element – 1987
- Historic Preservation Element – 1991
- Master Plan Reexamination Report – 1994
- Utility Service Element – 1995
- Housing Element and Fair Share Plan – 1998
- Land Use Element – 1999

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- Florence Township Redevelopment Plan – 1999
- Master Plan – 1999
- Master Plan Reexamination Report – 2000
- Master Plan Reexamination Report – 2003
- Housing Element and Fair Share Plan – 2005
- Master Plan Reexamination Report – 2007/2008
- Housing Element and Fair Share Plan – 2008 – COAH website
- Preliminary Investigation Report - 2009
- Route 130 Redevelopment Plan – 2013
- Former Duffy School Redevelopment Plan – 2012
- Route 130 Redevelopment Plan – 2013
- Cedar Lane First Industrial Redevelopment Plan – 2015
- Railroad Avenue Covington Redevelopment Plan – 2015
- Griffin Pipe Redevelopment Plan – 2016
- Housing Element and Fair Share Plan – 2018
- Master Plan Reexamination Report – 2018
- Zoning Ordinances <https://ecode360.com/10059695>
- Recreation and Open Space Inventory <https://www.nj.gov/cgi-bin/dep/greenacres/facproc.pl>
- Roebling / Kampack Redevelopment Plan
- Affordable Housing Settlement Agreement <https://florence-nj.gov/notices/180514-Adopted-Amended-Third-Round-FSP-with-Appendix.pdf>
- Zoning Map <https://florence-nj.gov/maps/zoning-map.pdf>
- Concept Development plans and documents for US Route 130 and Florence-Columbus Road (CR 656). **These will be sent to EDRP.**

Palmyra Borough Planning Documents

- Land Use Plan Element – 1990
- Master Plan – 1992
 - Land Use Plan Element
 - Housing Plan Element

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- Circulation Plan Element
- Utilities Element
- Community Facilities Element
- Recreation Element
- Conservation Element
- Historic Preservation Element
- Recycling Element
- Master Plan Reexamination Report – 2001
- Redevelopment Plan Route 73 South Area – 2003
- Housing Element and Fair Share Plan – 2005
- Master Plan Reexamination Report – 2008
- Housing Element and Fair Share Plan – 2008
<https://www.nj.gov/dca/affiliates/coah/reports/petitions/0327a.pdf>
- Determination of Redevelopment Needs Study Broad Street Commercial Corridor - 2009
- Master Plan Reexamination Report – 2018
- Zoning Ordinances <https://ecode360.com/30583746> <https://ecode360.com/30584830>
- Recreation and Open Space Inventory <https://www.nj.gov/cgi-bin/dep/greenacres/facproc.pl>
- Zoning Map – 2007
- Official Map – Tax Map
- Affordable Housing Settlement Agreement – 2017
- Redevelopment Plan PNC Bank – 2018 (Ordinance 2018-11)

Riverside Township Planning Documents

- Master Plan – 1978
 - Land Use Plan Element
 - Community Facilities and Conservation Plan Elements
 - Circulation Plan Element
- Master Plan Reexamination Report – 1996
- Land Use Plan – 1997
- Redevelopment Plan – 2000

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- Golden Triangle Redevelopment Plan – 2004
- Taubel's Mill Redevelopment Plan – 2005
- Housing Element and Fair Share Plan – 2005
- Housing Element and Fair Share Plan – 2008
<https://www.nj.gov/dca/affiliates/coah/reports/petitions/0330a.pdf>
- Master Plan Reexamination Report – 2010
- 2025 Land Use Plan Element – 2013
- Zoning Ordinances <https://ecode360.com/R11446> <https://ecode360.com/11338965>
- Recreation and Open Space Inventory <https://www.nj.gov/cgi-bin/dep/greenacres/facproc.pl>
- Land Development Ordinance / Land Use Map – 2016 <http://www.riversidetwp.org/wp-content/uploads/2017/05/Land-Use-Ordinance-2016-Full-Version.pdf>
- Zoning Map - <http://www.riversidetwp.org/wp-content/uploads/2013/11/Zoning-Map.pdf>
- Official Map – Tax Map

Riverton Borough Planning Documents

- Master Plan – 1983
- Master Plan Amendment– 1989
- Master Plan – 1998
 - Historic Element
 - Housing Element
 - Economic Element
 - Circulation Element
 - Municipal Service Element
 - Recreation Element
 - Land Use Element
- Nu-way Tract and Sitzer Tract Redevelopment Plan – 2006
- Master Plan Reexamination Report – 2006/7 <http://www.riverton-nj.com/wp-content/uploads/2017/07/ADOPTED-2007-Master-Plan-Re-Examination-Report.pdf>
- Housing Element and Fair Share Plan – 2008
- Open Space and Recreation Element – 2008

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- Stormwater Pollution Plan – 2009
- Housing Element and Fair Share Plan – 2010
- Housing Element and Fair Share Plan – 2015 <http://www.riverton-nj.com/wp-content/uploads/2018/08/ADOPTED-2015-Housing-Element-and-Fair-Share-Plan.pdf>
- Master Plan Reexamination Report – 2018
- Zoning Ordinances <http://www.riverton-nj.com/current-code/>
- Natural Resources Inventory <http://www.riverton-nj.com/wp-content/uploads/2017/12/Environmental-Resource-Inventory-2008.pdf>
- Recreation and Open Space Inventory <https://www.nj.gov/cgi-bin/dep/greenacres/facproc.pl>
- Zoning Map -2017 <http://www.riverton-nj.com/wp-content/uploads/2017/07/Zoning-Map.pdf>
- Official Map / Tax Maps <http://www.riverton-nj.com/wp-content/uploads/2019/09/Complete-Tax-Maps.pdf>
- Settlement Agreement <http://www.riverton-nj.com/wp-content/uploads/2019/08/HOUSING-ELEMENT-2019-FINAL-8-2719.pdf>

Willingboro Township Planning Documents

- Master Plan – 1990
 - Land Use
 - Housing
 - Recreation and Community Facilities
 - Utilities
 - Circulation
- Master Plan – 1997
 - Housing Plan
 - Land Use Plan
- Natural Resources Inventory – 2002
- Master Plan Reexamination Report – 2006
- Housing Element and Fair Share Plan – 2008
- Historic Preservation Element – 2010
- Green Buildings and Environmental Sustainability Plan Element – 2012
- Housing Element and Fair Share Plan – 2015

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- Willingboro Redevelopment Plan – 1998
- Willingboro Redevelopment Plan Amendment Ordinances – 2003, 2008
- Master Plan Reexamination Report – 2018
- Zoning Ordinances <https://ecode360.com/15568995>
- Recreation and Open Space Inventory <https://www.nj.gov/cgi-bin/dep/greenacres/facproc.pl>
- Zoning Map - 2009
- Official Map – See Tax Map
- Affordable Housing Settlement Agreement

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Appendix 4

Based on Draft 2014 River Route Plan Re-Exam Plan Implementation History Report

BEVERLY

LAND USE - All 1998 Corridor Plan planning activities completed.

- Master Plan re-examined in 2001 and another re-exam currently in progress.
- Redevelopment plans for railroad area, downtown and waterfront adopted.
- User-friendly development regulations included in redevelopment plans and agreements.
- Visual assessment completed and user-friendly urban design standards established by ordinance in 2005.
- City continues to seek outside funding sources and public/private partnerships for various municipal initiatives and through redevelopment agreements.

HOUSING - All 1998 Corridor Plan planning activities completed.

- Housing element and fair share plan completed and sent to COAH in December 2008.
- City continues to rehabilitate deteriorated housing, finances permitting.
- Affordable housing obligation components are included in redevelopment plans
- City continues to enforce property maintenance code for rental units.
- Tax abatements approved for residential rehabs.

ECONOMIC DEVELOPMENT - All 1998 Corridor Plan planning activities completed.

- Redevelopment plans for railroad area, downtown and waterfront adopted.
- Critical site, visual corridor and gateway enhancement plans included in *Beverly Waterfront Plan (2000)*, *DVRPC's Transit Village Design Study (2002)*, and redevelopment plans.
- User-friendly urban design standards established by ordinance in 2005.
- City's economic development committee remains active in local and regional development and marketing activities.
- Mixed-use transit-oriented development at RiverLine station included in redevelopment plan.

TRANSPORTATION - All 1998 Corridor Plan planning activities completed.

- NJ Transit RiverLine service initiated in 2004 with Beverly-Edgewater Park station and parking lot.
- BurLINK program initiated to supplement regular bus service and to provide regional service from RiverLine station to industrial areas, Route 130, Moorestown Mall, Willingboro, Mount Holly and Browns Mills.
- Traffic calming measure installed by County at intersection of Warren, Cooper and Bridge streets in 2006.
- Streetscape improvements completed for Cooper and Broad streets.
- Streetscape and parking improvement plans incorporated in redevelopment plans.

RECREATION and OPEN SPACE - All 1998 Corridor Plan planning activities completed.

- Open space and recreational amenities, including ball fields, promenade, fishing pier and boat ramp included in waterfront redevelopment plan.

HISTORIC PRESERVATION - Most 1998 Corridor Plan planning activities completed

- Historic site inventory not yet completed.

PUBLIC FACILITIES and SERVICES - All 1998 Corridor Plan planning activities completed.

- Major repair and upgrades to sewerage system completed. Others will occur through redevelopment process.
- Mandatory stormwater management plan completed and is being implemented.
- Major repair and upgrades to storm drainage system completed. Others will occur through redevelopment process.
- Because the town is basically built-out and will not see significant increases in residential service demands above the 1950-1970 baby-boom period, there is no substantial need to adopt a community facility or utility element.

INTERGOVERNMENTAL COORDINATION - All 1998 Corridor Plan planning activities completed.

- City actively participates in River Route advisory committee and coordinates with surrounding communities.
- City participates in several joint / shared service ventures.
- City actively supports NJ Transit light rail program.

BURLINGTON CITY

LAND USE- All 1998 Corridor Plan planning activities completed

- Master Plan update completed in 2010. Won NJ American Planning Association award.
- City continues to seek outside funding sources and public/private partnerships for various municipal initiatives and through redevelopment agreements.
- A project to update Zoning Ordinances to be consistent with Master Plan is currently underway, and being funded through a DVRPC Grant.

HOUSING - All 1998 Corridor Plan planning activities completed

- Housing element and fair share plan completed and sent to COAH in December 2008.
- City continues to rehabilitate deteriorated housing, finances permitting.
- Redevelopment plans for new housing construction have been adopted. Some projects completed.
- City continues to enforce property maintenance code for rental units.

ECONOMIC DEVELOPMENT - All 1998 Corridor Plan planning activities completed

- Redevelopment plans for new have been adopted for various vacant and underutilized buildings and sites. One of them, Commerce Square at Burlington South train station is

near completion. West Electronics and Metropolitan Inn were converted to senior housing. Redeveloper appointed for several downtown commercial projects in 2013.

- City participated in 2004 US Route 130 visioning study to enhance visual quality of corridor.
- Visioning sessions held for waterfront redevelopment, as well as updates of Waterfront Park.
- Transit Oriented Development (TOD) study completed for High Street corridor in historic downtown.
- City is a NJ Main Street-designated community, which focuses on shopping, dining, entertainment and business development.
- City's tourism office established. Sites, activities and events promoted through website, publications and other media.
- City is actively exploring costs and benefits of Special Improvement District (SID).
- US Route 130 gateway improvements completed at Burlington Bristol Bridge.
- Pedestrian linkages and upgrades completed at both RiverLine stations.
- User-friendly design guidelines completed for historic district.
- Market Analysis underway of former PSE&G property on corner of E. Federal Street and Wall Street. The City has an ongoing engagement with Triad Associates to examine the environmental issues and market conditions for this now city-owned property, funding is through a grant/loan program from NJ EDA. The report is anticipated to be completed in Spring 2014 and will include recommendations for redevelopment and reuse of the property.

TRANSPORTATION - All 1998 Corridor Plan planning activities completed

- NJ Transit RiverLine service initiated in 2004 with Burlington station and Burlington South station and parking lot.
- BurLINK program initiated to supplement regular bus service and to provide regional service from RiverLine station to industrial areas, Route 130, Moorestown Mall, Willingboro, Mount Holly and Browns Mills.
- Circulation element adopted for master plan. Includes parking study that indicated less than 30% of spaces in downtown used.
- City continues to work with developers, County and NJDOT to improve traffic safety at US Route 130 intersections and pedestrian crossings.
- The City received a FY 2010 Transit Village grant for Phase One of the Broad Street/Towne Center Station Pedestrian Route and Beautification Improvement Plan; this project is complete and provided improved parking lot adjacent to Towne Center Station, as well as brick sidewalk installation on the South sides of West Broad Street with ADA compliant curb ramps.
- The City received a FY 2011 Transit Village grant in February 2011 for Phase Two of the Broad Street/Towne Center Station Pedestrian Route and Beautification Improvement Plan; this project is complete and provided brick sidewalk installation on the North side of West Broad Street from High Street to Wood Street with ADA compliant curb ramps.

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- The City received an NJDOT Transportation Enhancement Grant in 2013 to fund Phase 5 of the Broad Street/Towne Center Station Pedestrian Route and Beautification Plan; this grant will provide for the installation of brick sidewalks on East Broad Street from Stacy/Lawrence Streets to York Street once complete.
- The City received a Transit Village Grant in 2013 for Phase One of a Riverfront Promenade Pedestrian access and Roundabout Improvement Plan at the foot of High Street; not complete.

RECREATION and OPEN SPACE - All 1998 Corridor Plan planning activities completed

- Visioning and redevelopment plans include a new 16-slip transient marina and comfort station on the City of Burlington Riverfront; City received a FY 2013 Boating Infrastructure Grant from the New Jersey Department of Transportation Division of Maritime Services for Phase One of this project which includes engineering and architectural design, geotechnical and benthic testing.
- Burlington Island Managers are working with City and NJDEP to make island accessible for passive recreation.
- The City received a 2010 Burlington County Municipal Park Development Grant for \$250,000 for the creation of a Flat All-purpose athletic field on the Riverfront Promenade. This project is completed and open to the public, as well as being utilized for high school field hockey and youth soccer programs.
- The City received a 2011 Burlington County Municipal Park Development Grant for \$250,000 for the Farner Avenue Tennis Court restoration. This project is completed and offers two regulation tennis courts with lighting and is open to the public.
- The City received a 2013 Burlington County Municipal Park Development Grant for \$100,000 for the Bandstand replacement project at the Riverfront Promenade.

HISTORIC PRESERVATION - All 1998 Corridor Plan planning activities completed

- Historic site inventory completed.
- Marketing and tourism campaigns developed and implemented for historic district properties.
- The City completed Phase One of a Historic Structures Improvement Plan. City received a 2012 Certified Local Government Grant (CLG) and completed a report "Conditions of Five (5) Properties" for five city-owned historic buildings: Carriage House, Quaker School House, Hoskins House, Allen School, and Lyceum Hall.

PUBLIC FACILITIES and SERVICES - All 1998 Corridor Plan planning activities completed

- Major construction improvements completed for City schools.
- Mandatory stormwater management plan completed and is being implemented.
- Flood mitigation improvements throughout the City are being implemented, including Assiscunk Creek Levee and tide gate projects.
- The City is actively seeking funding to implement various flood control projects that are included in the County Hazard Mitigation Plan.

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- Major repairs and upgrades to sewerage system will occur through the redevelopment process.
- The City is experiencing development including infill and redevelopment of former industrial sites which may create significant increases in residential service demands above current levels. There is a need to adopt a community facility and utility element.
- Major improvements to City sewerage systems completed between 2009-2013 including pipe grouting/lining throughout the City, lining the wastewater treatment plant discharge pipe under West Broad Street and upgrading Mitchell Avenue Pump Station.
- The City is actively seeking funding to implement a long-term wastewater treatment plant evaluation to accommodate future growth and maintenance needs
- The City is seeking to implement a plan to expand the sewer service area to accept flows from the County and wastewater from other municipalities.

INTERGOVERNMENTAL COORDINATION - All 1998 Corridor Plan planning activities completed

- City actively participates in River Route advisory committee and coordinates with surrounding communities.
- City participates in several joint / shared service ventures.
- City actively supports NJ Transit light rail program.

BURLINGTON TOWNSHIP

LAND USE - All 1998 Corridor Plan planning activities completed

- Master Plan update completed in 2008.
- Community Design element with basic architectural guidelines included in 2008 master plan.

HOUSING - All 1998 Corridor Plan planning activities completed

- Housing element and fair share plan completed and sent to COAH in December 2008.
- Township continues to rehabilitate deteriorated housing, finances permitting.
- Former Springside School building rehabilitated into a 74 unit (58 age-restricted; 16 special & supportive needs) affordable housing complex.

ECONOMIC DEVELOPMENT - All 1998 Corridor Plan planning activities completed

- Two redevelopment plans adopted for commercial development in vicinity of I-295 & CR 541 and another for the Haines Industrial Center area; a redevelopment plan for housing on Township-owned property on Aqua lane also adopted; and older commercial properties along US 130 South and North determined to be areas in need of redevelopment.
- Township participated in 2004 US Route 130 visioning study to enhance visual quality of corridor.

TRANSPORTATION - All 1998 Corridor Plan planning activities completed

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- NJ Transit RiverLine service initiated in 2004 with a station in Florence Township in the Haines Industrial Center and two stations in Burlington City.
- BurLINK program initiated to supplement regular bus service and to provide regional service from RiverLine station to industrial areas, Route 130, Moorestown Mall, Willingboro, Mount Holly and Browns Mills.
- Circulation Plan element was included in 2008 Master Plan with recommendations for US Route 130 and other key transportation network facilities.
- Township continues to work with developers, County and NJDOT to improve traffic safety at US Route 130 intersections and pedestrian crossings.

RECREATION and OPEN SPACE - All 1998 Corridor Plan planning activities completed

- Open Space and Recreation element included in 2008 master plan.

HISTORIC PRESERVATION - Not applicable.

PUBLIC FACILITIES and SERVICES- All 1998 Corridor Plan planning activities completed

- Utility Infrastructure and Services element included in 2008 master plan.
- Mandatory stormwater management plan completed and is being implemented.
- Completed required water quality management plan (WQMP) in 2013.

INTERGOVERNMENTAL COORDINATION- All 1998 Corridor Plan planning activities completed

- Township actively participates in River Route advisory committee and coordinates with surrounding communities.
- Township participates in several joint / shared service ventures.
- Township actively supports NJ Transit light rail program.
- Municipal Green Team founded and bronze level certification obtained on two occasions from Sustainable Jersey.
- The Township has a joint water quality management plan (WQMP) with Burlington City.
- Township has several inter-local agreements for water and sewer service in place with neighboring municipalities.

CINNAMINSON

LAND USE- All 1998 Corridor Plan planning activities completed

- Master Plan re-examined in 2005. Several new plan elements also adopted including a Farmland Preservation Element in June 2005 and a Land Use Element in October 2009
- The Township is engaged in several redevelopment projects along US Route 130 and on other properties. For preliminary investigations for the determination of area in need of redevelopment or rehabilitation were prepared and adopted in 2013. Three of them were for several parcels along US Route 130 and the fourth was for the Children's Home on Riverton Road.
- User-friendly design guidelines and development regulations adopted for US Route 130, waterfront and other areas.

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- Township continues to seek outside funding sources and public/private partnerships for various municipal initiatives and through redevelopment agreements.

HOUSING- All 1998 Corridor Plan planning activities completed

- Affordable housing judgment of repose expired in 2007.
- Township continues to enforce property maintenance code for rental units.
- Tax abatements approved for residential rehabs.
- Township participates in County's neighborhood preservation program.

ECONOMIC DEVELOPMENT- All 1998 Corridor Plan planning activities completed

- Township participated in 2004 US Route 130 visioning study to enhance visual quality of corridor.
- Design guidelines ensure redevelopment projects enhance visual corridor and Township "entrances".
- Waterfront development mostly bound by court order from Crestmont litigation. Remaining waterfront preserved under Green Acres.
- Twp. completed redevelopment plan with a focus on Rt. 130 and the Parry and East Riverton sections.
- Township remains active in local and regional development and marketing activities.
- Rezoning for commercial development near train station completed.

TRANSPORTATION - All 1998 Corridor Plan planning activities completed

- A circulation Plan Element was prepared and adopted in October 2009.
- BurLINK program initiated to supplement regular bus service from RiverLine station to industrial areas, Route 130, Moorestown Mall, Willingboro, Mount Holly and Browns Mills.
- Pedestrian linkage improvements to station are completed.
- Township continues to work with developers, County and NJDOT to improve traffic safety and circulation.

RECREATION and OPEN SPACE - All 1998 Corridor Plan planning activities completed

- Open Space and Recreation master plan element adopted in 2006.

HISTORIC PRESERVATION - All 1998 Corridor Plan planning activities completed

- A Historic Preservation Plan Elements was prepared and adopted.
- The Township has established a Historic Preservation Commission.

PUBLIC FACILITIES and SERVICES - All 1998 Corridor Plan planning activities completed

- Township continues to repair and upgrade sewerage system, sidewalks and roads.
- Because the town is basically built-out and will not see significant increases in residential service demands above the 1950-1970 baby-boom period, there is no substantial need to adopt a community facility or utility element.
- Mandatory stormwater management plan completed and is being implemented.

INTERGOVERNMENTAL COORDINATION- All 1998 Corridor Plan planning activities completed

- Township actively participates in River Route advisory committee and coordinates with surrounding communities.
- Township participates in several joint / shared service ventures.
- Township actively supports NJ Transit light rail program

DELANCO

LAND USE - All 1998 Corridor Plan planning activities completed

- The Joint Land Use Board adopted an updated Master Plan in February 2009, which included design guidelines.
- User-friendly development regulations to implement master plan recommendations completed.
- Township continues to seek outside funding sources and public/private partnerships for various municipal initiatives and through redevelopment agreements.

HOUSING - All 1998 Corridor Plan planning activities completed

- Housing element and fair share plan completed and sent to COAH in December 2008.
- Township continues to enforce newly adopted property maintenance code and rental C/O program.
- Financial incentive programs for private-sector housing rehabilitation not yet adopted.

ECONOMIC DEVELOPMENT - All 1998 Corridor Plan planning activities completed

- Economic development planning for Burlington Avenue, industrial area and waterfront has begun.
- Township participated in 2004 US Route 130 visioning study to enhance visual quality of corridor and developed community design standards for gateway area.
- Township established steering committee on vacant and underutilized parcels and is finding businesses for them.
- Township has begun Wastewater Management Plan revisions to extend sanitary sewer throughout industrial area. [UPDATE] Project completed 2003/04 to extend municipal sewer service to development along Coopertown Road (Blocks 1900 & 2000)
- Township's economic development committee remains active in local and regional development and marketing activities.

TRANSPORTATION - All 1998 Corridor Plan planning activities completed

- NJ Transit RiverLine service initiated in 2004 with Delanco station and parking lot.
- BurLINK program initiated to supplement regular bus service from adjacent RiverLine stations to industrial areas, Route 130, Moorestown Mall, Willingboro, Mount Holly and Browns Mills.
- Township continues to work with developers, County and NJDOT to improve traffic safety and circulation. [UPDATE] Efforts are underway to connect the I-2 Zone with sidewalks to RiverLINE Station through a combination of new development site plan

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requirements, municipal capital project, & NJDOT grants to complete nearly a mile of pedestrian sidewalks.

- Township continues to repair sidewalks and streets on annual basis.
- Circulation element included in 2009 master plan.

RECREATION and OPEN SPACE - All 1998 Corridor Plan planning activities completed

- Open Space and Recreation element included in 2009 master plan.
- Township is working with County and other parties to acquire Hawk Island and other open space parcels along Rancocas Creek to create and inviting waterfront attraction. [UPDATE] Acquisition by Township of two Hawk Island parcels (26 acres total) through estate donations has occurred during 2020. Block 2300, Lots 1 & 4. Ash Street / Canvas Shop RD are now under consideration for municipal park access to Rancocas Creek.
- Township designated a “Tree City USA” in recognition of its conservation practices.

HISTORIC PRESERVATION - All 1998 Corridor Plan planning activities completed

- Township has created a Historic Advisory Board.

PUBLIC FACILITIES and SERVICES - All 1998 Corridor Plan planning activities completed

- Township continues to repair and upgrade sewerage system, sidewalks and roads.
- At the time of this analysis, it was thought that the town was basically built-out and will not see significant increases in residential service demands above the 1950-1970 baby-boom period, there is no substantial need to adopt a community facility or utility element. [UPDATE] However, based on recent development activity the Township may need to revisit this assessment.
- Mandatory stormwater management plan completed and is being implemented. [UPDATE] Delanco adopted a Stormwater Control Ordinance consistent with 2021 regulations.

INTERGOVERNMENTAL COORDINATION - All 1998 Corridor Plan planning activities completed

- Township actively participates in River Route advisory committee and coordinates with surrounding communities.
- Township participates in several joint / shared service ventures.
- Township actively supports NJ Transit light rail program and see the need to expand RiverLINE parking lot to alleviate spillover parking congestion into adjacent neighborhood.

DELRAN

LAND USE - All 1998 Corridor Plan planning activities completed

- Updated Master Plan adopted in 1999 and re-examined in 2003. New re-examination is underway this year.
- The Township is engaged in several redevelopment projects along US Route 130, in Bridgeboro and on other properties.

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- Township continues to seek outside funding sources and public/private partnerships for various municipal initiatives and through redevelopment agreements.

HOUSING - All 1998 Corridor Plan planning activities completed

- Housing element and fair share plan completed and sent to COAH in December 2008.
- Property maintenance code and rental C/O program adopted and enforced.

ECONOMIC DEVELOPMENT - All 1998 Corridor Plan planning activities completed

- Updated Master Plan and land use ordinances address economic redevelopment issues on US Route 130.
- Township participated in 2004 US Route 130 visioning study to enhance visual quality of corridor.
- Architectural design guidelines adopted for Planned Commercial District.
- Hartford Corners redevelopment designed to enhance visual corridor and Township “entrance”.
- Zoning ordinance amended to promote water-dependent recreational uses in Harbor District.
- Township works with Delran Business Association on economic development strategies and activities.
- Township remains active in local and regional development and marketing activities.

TRANSPORTATION - All 1998 Corridor Plan planning activities completed

- BurLINK program initiated to supplement regular bus service from adjacent RiverLine stations to industrial areas, Route 130, Moorestown Mall, Willingboro, Mount Holly and Browns Mills.
- Township continues to work with developers, County and NJDOT to improve cross-traffic connections on US Route 130.

RECREATION and OPEN SPACE - All 1998 Corridor Plan planning activities completed

- Township adopted Open Space and Recreation master plan element.

HISTORIC PRESERVATION – Not applicable.

PUBLIC FACILITIES and SERVICES - All 1998 Corridor Plan planning activities completed

- Township continues to repair and upgrade sewerage system, sidewalks and roads.
- Because the town is basically built-out and will not see significant increases in residential service demands above the 1950-1970 baby-boom period, there is no substantial need to adopt a community facility or utility element.
- Completed required water quality management plan (WQMP) in 2013.
- Mandatory stormwater management plan completed and is being implemented.

INTERGOVERNMENTAL COORDINATION - All 1998 Corridor Plan planning activities completed

- Township actively participates in River Route advisory committee and coordinates with surrounding communities.

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- Township participates in several joint / shared service ventures.
- Township actively supports NJ Transit light rail program.

EDGEWATER PARK

LAND USE - All 1998 Corridor Plan planning activities completed

- Updated Master Plan adopted in 2000. Re-examination Report completed in December 2006.
- The Township is engaged in redevelopment projects along US Route 130, at the train station and on other properties.
- Land use ordinances updated and amended in 2006.
- Design guidelines to enhance US Route 130's visual quality are incorporated in redevelopment plans.
- Township continues to seek outside funding sources and public/private partnerships for various municipal initiatives and through redevelopment agreements.

HOUSING - All 1998 Corridor Plan planning activities completed

- Updated housing element and fair share plan completed and sent to court for endorsement.
- Township participates in County's neighborhood preservation program.
- Tax abatement program available for residential rehabilitation throughout Township
- Township continues to enforce newly adopted property maintenance code and rental C/O program.

ECONOMIC DEVELOPMENT- All 1998 Corridor Plan planning activities completed

- Updated Master Plan addresses economic development issues on US Route 130, the industrial area and Cooper Street.
- Township participated in 2004 US Route 130 visioning study to enhance visual quality of corridor.
- Streetscape improvement plan along Cooper Street implemented.
- Township's redevelopment steering committee is finding businesses for qualified properties.
- Township remains active in local and regional development and marketing activities.

TRANSPORTATION - All 1998 Corridor Plan planning activities completed

- NJ Transit RiverLine service initiated in 2004 with Beverly / Edgewater Park station and parking lot.
- BurLINK program initiated to supplement regular bus service from RiverLine stations to industrial areas, Route 130, Moorestown Mall, Willingboro, Mount Holly and Browns Mills.
- Township continues to work with developers, County and NJDOT to improve traffic safety and circulation.

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- Township, Board of Education and County participated in Safe Routes to School program improvements.
- Township continues to repair streets on annual basis. Sidewalks are the property owners' responsibility.
- Streetscape upgrades planned in 2000 Open Space and Recreation element and 2002 update.

RECREATION and OPEN SPACE – No planning activities completed.

HISTORIC PRESERVATION – Not applicable.

PUBLIC FACILITIES and SERVICES - All 1998 Corridor Plan planning activities completed

- Township continues to repair and upgrade sewerage system, sidewalks and roads.
- Because the town is basically built-out and will not see significant increases in residential service demands above the 1950-1970 baby-boom period, there is no substantial need to adopt a community facility or utility element.
- Completed required water quality management plan (WQMP) in 2013.
- Mandatory stormwater management plan completed and is being implemented.

INTERGOVERNMENTAL COORDINATION - All 1998 Corridor Plan planning activities completed

- Township actively participates in River Route advisory committee and coordinates with surrounding communities.
- Township participates in several joint / shared service ventures.
- Township actively supports NJ Transit light rail program.

FLORENCE

LAND USE - All 1998 Corridor Plan planning activities completed

- Master Plan update adopted in 1999 and last re-examined in 2007.
- Redevelopment plan adopted for Roebling Steel plant in 1999. Township continues to find ways to remediate the Superfund site and redevelop the tract. Portions of the former slag area are being conveyed to the township for riverfront parks beginning 2014.
- Redevelopment plan adopted for Roebling Village in 1999.
- Route 130 Corridor Redevelopment Plan completed 2013 for several large land areas.
- Township continues to seek outside funding sources and public/private partnerships for various municipal initiatives and through redevelopment agreements.

HOUSING - All 1998 Corridor Plan planning activities completed

- Housing element and fair share plan completed and sent to COAH in December 2008.
- Township continues to enforce property maintenance codes and rental C/O programs.
- Township continues to seek outside funding for housing programs

ECONOMIC DEVELOPMENT - All 1998 Corridor Plan planning activities completed

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- Township's economic development committee remains active in local and regional development and marketing activities.
- Township controls future development of the former John A. Roebling & Sons Wire Mill, which is nearing completion of the remediation process under the Federal Superfund Program.
- Township maintains a full-time economic liaison and participates in many programs with other entities.

TRANSPORTATION - All 1998 Corridor Plan planning activities completed

- NJ Transit RiverLine service initiated in 2004 with Roebling and Florence stations and parking lots.
- BurLINK program initiated to supplement regular bus service and to provide regional service from RiverLine station to industrial areas, Route 130, Moorestown Mall, Willingboro, Mount Holly and Browns Mills.
- 2014 NJ DOT completed substantial roadway and bridge improvements at Route 130 and Hornberger Avenue.

RECREATION and OPEN SPACE - All 1998 Corridor Plan planning activities completed

- Township continues to maintain local park improvement projects
- Several grant projects have been instrumental in helping the community with park improvements and accessibility projects.

HISTORIC PRESERVATION - All 1998 Corridor Plan planning activities completed

- Township supported founding of Roebling Museum, artifacts displays, and oral history project;
- Township established a historic preservation commission.

PUBLIC FACILITIES and SERVICES - All 1998 Corridor Plan planning activities completed

- Township continues to maintain and repair local infrastructure systems and has re-introduced an annual roadway improvement program.
- Because the town is basically built-out and will not see significant increases in residential service demands above the 1950-1970 baby-boom period, there is no substantial need to adopt a community facility or utility element.
- Mandatory stormwater management plan complete and is implemented.

INTERGOVERNMENTAL COORDINATION - All 1998 Corridor Plan planning activities completed

- Township actively participates in River Route advisory committee and coordinates with surrounding communities.
- Township participates in several joint / shared service ventures.
- Township actively supports NJ Transit light rail program.

PALMYRA

LAND USE - All 1998 Corridor Plan planning activities completed

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- Master Plan update adopted in 2001 and re-examined in 2008.
- Redevelopment plans adopted for the south side of NJ Route 73 and the S. Broad Street (Legion Field) area.
- User-friendly development regulations incorporated into the south side of NJ Route 73 redevelopment plan.
- Rehabilitation Needs Study completed for north side of Broad Street corridor from NJ Route 73 to Riverton.
- Borough continues to seek outside funding sources and public/private partnerships for various municipal initiatives and through redevelopment agreements.

HOUSING LAND USE - All 1998 Corridor Plan planning activities completed

- Housing element and fair share plan completed and sent to COAH in December 2008.
- Borough continues to enforce newly adopted property maintenance code and rental C/O program.
- Neighborhood Preservation Program was established and funded housing rehabilitation in a targeted area.
- The Borough continues to utilize RCA funds for operate a Borough-wide housing rehabilitation program.

ECONOMIC DEVELOPMENT - All 1998 Corridor Plan planning activities completed

- Redevelopment plans adopted for the south side of NJ Route 73.
- Rehabilitation Needs Study completed for north side of Broad Street from NJ Route 73 to Riverton.
- Revitalization plan for the Broad Street corridor has been completed (funded via a DVRPC TCDI grant)
- Mixed-use transit-oriented development permitted in Broad Street commercial corridor around RiverLine station.
- Township participated in 2004 US Route 130 visioning study to enhance visual quality of corridor.
- User-friendly development regulations incorporated in redevelopment plans.
- Borough's economic development committee remains active in local and regional development and marketing activities.

TRANSPORTATION - All 1998 Corridor Plan planning activities completed

- NJ Transit RiverLine service initiated in 2004 with Palmyra station and parking lot.
- BurLINK program initiated to supplement regular bus service and to provide regional service from RiverLine station to industrial areas, Route 130, Moorestown Mall, Willingboro, Mount Holly and Browns Mills.
- Broad Street commercial district downtown parking and streetscaping improvements completed.
- Borough continues to work with developers, County and NJDOT to improve traffic safety and circulation along Broad Street and Route 73.
- Borough continues to repair sidewalks and streets on annual basis.

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- Traffic calming plan completed for the Broad Street corridor (funded via a DVRPC TCDI grant)
- Market Street (from Broad Street to Souder Avenue) has been repaved and new streetscaping installed (funded via a NJDOT TE grant).

RECREATION and OPEN SPACE - All 1998 Corridor Plan planning activities completed

- Palmyra Cove Nature Center completed with assistance from Burlington County Bridge Commission.
- A total reconstruction of Legion Field, the Borough's largest municipal park have been completed. Additional lots have also been added to the park to expand recreational opportunities.
- Improvements have also been made at Ethel Hardy Park on Market Street.

HISTORIC PRESERVATION - Most 1998 Corridor Plan planning activities completed

- Historic site inventory not yet completed.

PUBLIC FACILITIES and SERVICES - All 1998 Corridor Plan planning activities completed

- Borough continues to repair sidewalks and streets on annual basis.
- Borough continues to repair and upgrade water and sewage systems.
- Because the town is basically built-out and will not see significant increases in residential service demands above the 1950-1970 baby-boom period, there is no substantial need to adopt a community facility or utility element.
- Mandatory stormwater management plan completed and is being implemented.

INTERGOVERNMENTAL COORDINATION - All 1998 Corridor Plan planning activities completed

- Borough actively participates in River Route advisory committee and coordinates with surrounding communities.
- Borough participates in several joint / shared service ventures.
- Borough actively supports NJ Transit light rail program.

RIVERSIDE

LAND USE - All 1998 Corridor Plan planning activities completed

- Master Plan last re-examined and updated in 2013.
- Redevelopment plans for the downtown area and Golden Triangle adopted.
- User-friendly development regulations incorporated in zoning ordinances and redevelopment plans.
- Township continues to seek outside funding sources and public/private partnerships for various municipal initiatives and through redevelopment agreements.

HOUSING - All 1998 Corridor Plan planning activities completed

- Housing element and fair share plan completed and sent to COAH in December 2008.

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- Township continues to enforce newly adopted property maintenance code and rental C/O program.
- Financial incentives, e.g., tax abatements, approved for residential rehabs in redevelopment areas.
- Township continues to rehabilitate deteriorated housing, outside finances permitting.

ECONOMIC DEVELOPMENT - All 1998 Corridor Plan planning activities completed

- Redevelopment plans for downtown area and Golden Triangle adopted.
- Commercial and mixed-use transit-oriented development around RiverLine station included in redevelopment plans.
- The gateway visual enhancement plan is completed. Welcome signage installed.
- User-friendly development regulations incorporated in zoning ordinances and redevelopment plans.
- Township's economic development committee remains active in local and regional development and marketing activities.
- Financial incentive programs for private-sector business façade and site improvements awaiting outside funding.
- Township established steering committee on vacant and underutilized parcels and is finding businesses for them. Taubel Mills and rear portions of Keystone Watchcase Factory demolished due to safety concerns for future redevelopment.
- Township's economic development committee remains active in local and regional development and marketing activities.

TRANSPORTATION - All 1998 Corridor Plan planning activities completed

- NJ Transit RiverLine service initiated in 2004 with Riverside station and parking lot.
- BurLINK program initiated to supplement regular bus service and to provide regional service from RiverLine station to industrial areas, Route 130, Moorestown Mall, Willingboro, Mount Holly and Browns Mills.
- Township continues to work with developers, County and NJDOT to improve traffic safety and circulation.
- Streetscape improvements completed for Scott Street and Zurbrugg Way (Franklin Street).
- Sidewalk, streetscape and parking improvement plans incorporated in redevelopment plans.
- Fairview Street – Hartford Road connection made at US Route 130
- Township continues to repair sidewalks and streets on annual basis.

RECREATION and OPEN SPACE - All 1998 Corridor Plan planning activities completed

- Waterfront recreational opportunities included in Golden Triangle redevelopment plan.

HISTORIC PRESERVATION - All 1998 Corridor Plan planning activities completed

- Historic site inventory completed by State Historic Preservation Office.

PUBLIC FACILITIES and SERVICES - All 1998 Corridor Plan planning activities completed

- Township completed sewage treatment capacity study.
- Because the town is basically built-out and will not see significant increases in residential service demands above the 1950-1970 baby-boom period, there is no substantial need to adopt a community facility or utility element.
- Completed required water quality management plan (WQMP) in 2013.
- Mandatory stormwater management plan completed and is being implemented.

INTERGOVERNMENTAL COORDINATION - All 1998 Corridor Plan planning activities completed

- Township actively participates in River Route advisory committee and coordinates with surrounding communities.
- Township participates in several joint / shared service ventures.
- Township actively supports NJ Transit light rail program.

RIVERTON

LAND USE - All 1998 Corridor Plan planning activities completed

- Master Plan re-examined in 2007.
- Redevelopment plans for the Downtown area and the NuWay shopping center adopted and projects completed.
- User-friendly development regulations included in ordinance, redevelopment plans and on Borough website.
- Downtown Revitalization Study completed in 2009.
- Borough continues to seek outside funding sources and public/private partnerships for various municipal initiatives and through redevelopment agreements.

HOUSING - All 1998 Corridor Plan planning activities completed

- Housing element and fair share plan completed and sent to COAH in December 2008. Additional submission for third round housing numbers were submitted in late 2011—awaiting approval and resolution of appeal from Fair Share Housing Group **UPDATE: settlement reached September 2020**
- Borough continues to rehabilitate deteriorated housing **UPDATE: Never Done**, finances permitting. Borough has reached agreement with Quality Management Associates for development of a group home in mid-2013 and Habitat for Humanity for development of single-family home, which is pending. **UPDATE: This was taken out of Plan**
- Tax abatements approved for residential and commercial rehabs.

ECONOMIC DEVELOPMENT - All 1998 Corridor Plan planning activities completed

- Downtown mixed-use redevelopment project completed.
- The Riverton Business and Civic Association, the Riverton Economic Committee and the Riverton Improvement Association were founded and remain active in local and regional development and marketing activities.

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- Downtown Revitalization Study, which will have an economic development component, completed in 2009.
- Broad Street streetscape enhancement project completed.
- Tax abatements approved for residential and commercial rehabs.
- Borough continues to seek funding to rebuild and maintain the Borough owned portions of the seawall.

TRANSPORTATION - All 1998 Corridor Plan planning activities completed

- NJ Transit RiverLine service initiated in 2005 with Riverton station and parking lot. Borough is seeking pedestrian friendly improvements to the rail crossings at Cedar Street, Thomas Avenue and Elm Street
- BurLINK program initiated to supplement regular bus service and to provide regional service from RiverLine station to industrial areas, Route 130, Moorestown Mall, Willingboro, Mount Holly and Browns Mills.
- Downtown municipal parking lot completed in 2004. Additional parking needs to be addressed in redevelopment projects.
- Broad, Main and Fulton streets repaved. Further improvements to occur as redevelopment plans are implemented Borough has plan for street repairs and improvements
- Streetscape and parking improvement plans incorporated in redevelopment plans.
- Downtown Revitalization Study, which will have a circulation component, to be completed in 2009.

RECREATION and OPEN SPACE - All 1998 Corridor Plan planning activities completed

- Environmental Resource Inventory (ERI) completed in 2007.
- Open space and recreational element to master plan, based on ERI, adopted in 2008.
- Borough designated a "Tree City USA" in recognition of its parks and streetscape conservation practices.
- Mandatory stormwater management plan completed and is being implemented.
- Waterfront design guidelines adopted in 2008.
- Improvements to Riverton Park including regraded and reoriented fields, new grandstand with improved amenities and access for handicapped users, funded through grants from Burlington County Commissioners (Open Space grants); more improvements planned in future.

HISTORIC PRESERVATION - All 1998 Corridor Plan planning activities completed

- The historic district, which includes more than 50% of the Borough, is now listed on state and national registers.
- Architectural Review Committee provides design advice to construction permit and planning board applicants in the historic district.

PUBLIC FACILITIES and SERVICES - All 1998 Corridor Plan planning activities completed

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- Borough has completed comprehensive plans for repair and upgrade of sewer lines and streets. Sewage treatment plant capacity study and upgrades still important if major redevelopment activity approved. Borough has plan for street repairs, but nothing comprehensive on sewer repair **UPDATE: The Borough now has a sewer repair plan**
- Mandatory stormwater management plan completed and is being implemented.
- Because the town is basically built-out and will not see significant increases in residential service demands above the 1950-1970 baby-boom period, there is no substantial need to adopt a community facility or utility element.
- Major repair and upgrades to storm drainage system completed. Others will occur through redevelopment process.

INTERGOVERNMENTAL COORDINATION - All 1998 Corridor Plan planning activities completed

- Borough actively participates in River Route advisory committee and coordinates with surrounding communities.
- Borough participates in several joint / shared service ventures.
- Borough actively supports NJ Transit light rail program.

WILLINGBORO

LAND USE - All 1998 Corridor Plan planning activities completed

- The 1997 Master Plan was re-examined in 2006.
- Township continues to seek outside funding sources and public/private partnerships for various municipal initiatives and through redevelopment agreements.

HOUSING - All 1998 Corridor Plan planning activities completed

- Housing element and fair share plan updated.
- Township participates in County's neighborhood preservation program.
- Tax abatement program available for residential rehabilitation throughout Township
- Township continues to enforce adopted property maintenance code and rental C/O program.

ECONOMIC DEVELOPMENT - All 1998 Corridor Plan planning activities completed

- Township participated in 2004 US Route 130 visioning study to enhance visual quality of corridor.
- Township adopted and implemented Willingboro Town Center redevelopment plan.
- Design guidelines to enhance US Route 130's visual quality were incorporated in Town Center redevelopment plan.
- Township's economic development committee remains active in local and regional development and marketing activities.
- Township remains active in local and regional development and marketing activities.

TRANSPORTATION - All 1998 Corridor Plan planning activities completed

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- NJ Transit RiverLine service initiated in 2004 with stations and parking lots in adjacent communities.
- BurLINK program initiated to supplement regular bus service from RiverLine stations to industrial areas, Route 130, Moorestown Mall, Mount Holly and Browns Mills.
- Township continues to work with developers, County and NJDOT to improve traffic safety and circulation.

RECREATION and OPEN SPACE - All 1998 Corridor Plan planning activities completed

- Township maintains and improves existing parks.
- Willingboro Lakes Park transferred to County, which is preparing a plan for it.

HISTORIC PRESERVATION - All 1998 Corridor Plan planning activities completed

- Township adopted a historic preservation element for the master plan.

PUBLIC FACILITIES and SERVICES - All 1998 Corridor Plan planning activities completed

- Township continues to repair and upgrade sewerage system, sidewalks and roads.
- Because the town is basically built-out and will not see significant increases in residential service demands above the 1950-1970 baby-boom period, there is no substantial need to adopt a community facility or utility element.
- Completed required water quality management plan (WQMP) in 2013.
- Mandatory stormwater management plan completed and is being implemented.
- Completed a Green Building and Environmental Sustainability element in 2012.

INTERGOVERNMENTAL COORDINATION - All 1998 Corridor Plan planning activities completed

- Township actively participates in River Route advisory committee and coordinates with surrounding communities.
- Township participates in several joint / shared service ventures.
- Township actively supports NJ Transit light rail program.

BURLINGTON COUNTY

LAND USE - All 1998 Corridor Plan planning activities completed / ongoing.

- Advisory Committee staff assists municipalities in re-examining and updating local master plans, at the municipalities' request.
- Advisory Committee staff conducted build out /capacity analysis to project populations, service demands, fiscal and open space impacts, etc. with the Delaware Valley Regional Planning Commission (DVRPC), *Zoning Build-Out Analysis of the Route 130 Corridor, October (2001)*. Transit village potential was also evaluated in DVRPC's *Transit Village Design in Burlington County (2002)*. It uses both reports for preparation of master plans.
- Advisory Committee staff works with municipalities, at their request, to identify desirable of the environmental, neighborhood and community qualities to retain and enhance. Municipalities incorporate findings into master plans.

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- Advisory Committee staff assists municipalities, at their request, in studying areas to determine redevelopment suitability and in preparing redevelopment plans for areas found to be suitable for redevelopment. It coordinates redevelopment plans with master plans and the Corridor Plan.
- Advisory Committee staff maintains a web-based inventory of available commercial properties, including vacant, abandoned and underutilized sites and buildings and brownfield sites. It works with municipalities to target high-ranking sites and buildings for redevelopment. The staff's technical report and GIS mapping identified strategic properties along the Corridor and near RiverLine transit stations in 2006. An update is underway for 2009.
- Advisory Committee staff assists municipalities, at their request, in preparing user-friendly development regulations that implement new master plans and redevelopment plans. It encourages municipalities to work together in preparing the regulations to ensure coordination and continuity regarding land uses and zoning. In 2004, it published the Route 130 Corridor Redevelopment Toolkit, which contains model municipal master plan design language and standards for the Corridor.
- Advisory Committee staff assists municipalities, at their request, in conducting visual assessments and preparing design guidelines. It encourages municipalities to work together in conducting the assessment and preparing the guidelines to ensure coordination and continuity regarding the physical landscape. It published the *Route 130 Context Sensitive Vision Plan (May 2003)* and *Route 130 Corridor Redevelopment Toolkit (August 2004)* containing model regional municipal Master Plan design language and standards for the Corridor.

HOUSING - All 1998 Corridor Plan planning activities completed / ongoing.

- Advisory Committee staff assists municipalities, at their request, in preparing housing plan elements, including rehabilitation components.
- Advisory Committee staff encourages municipalities to create incentives, such as tax abatements and low-cost financing, for private sector rehabilitation and redevelopment projects.
- County supports local actions to obtain outside funding for rehabilitation projects. Advisory Committee staff assists municipalities in applying for outside funding, at their request.
- Advisory Committee staff assists municipalities, at their request, in preparing property maintenance codes and apartment inspection / certificate of occupancy codes for rental units.
- Advisory Committee staff works with municipalities, at their request, to direct private sector to target redevelopment sites, including converting former industrial and commercial sites to housing.
- Advisory Committee staff encourages municipalities to plan for infill development in appropriate areas in their master plans.
- Advisory Committee staff and Office of Community Development (OCD) educates municipalities in planning for affordable and supportive housing for families, the elderly

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and special needs persons, assisted housing for the Corridor's indigenous poor, homeless and threatened with homelessness. Staff conducts workshops, seminars and presentations through the OCD.

- Affordable housing Regional Contribution Agreements (RCAs) are now prohibited by law.

ECONOMIC DEVELOPMENT - All 1998 Corridor Plan planning activities completed / ongoing.

- Advisory Committee staff works with Corridor municipalities to encourage economic growth and development that provides benefits and improves quality of life over the long term.
- Advisory Committee staff encourages the adaptive use of vacant, underutilized commercial buildings and sites, with a focus on high-tech and light industrial uses. It also examines sites for residential potential.
- Advisory Committee staff encourages public/private sector cooperation and joint economic development efforts, with a focus on redevelopment in locally designated areas.
- The Burlington County Commissioners and the River Route Advisory Committee Marketing Sub-Committee completed the marketing strategy in 2005 and established a "brand-name" for the Corridor: "The River Route-Gateway to Opportunity".
- The Burlington County College / New Jersey Institute of Technology established a High Technology Small Business Incubator program at the Mount Laurel campus.
- Advisory Committee staff educates elected municipal officials, planning boards and zoning boards of adjustment about the importance of coordinating economic development projects, activities and programs with neighboring communities. Staff provides workshops, seminars and presentations on request.
- County Workforce Investment Board continues fostering education and retraining of the county labor force.
- Advisory Committee staff published an economic development resource directory and guide in 2001. The internet version of the guide is on county web site and updated annually.

TRANSPORTATION - All 1998 Corridor Plan planning activities completed / ongoing.

- NJ Transit RiverLine service initiated in 2004.
- BurLINK program runs regional bus service routes that run perpendicular to and connecting into the RiverLine from industrial areas, Route 130, Moorestown Mall, Willingboro, Mount Holly and Browns Mills.
- Detailed report, *Route 130 Visioning Study: Transportation Planning Deficiency Analysis (2003)*, completed and used by Municipalities, the County, Cross-County Connection (TMA), DVRPC and NJDOT to identify and prioritize improvement projects for along Route 130.
- Advisory Committee staff works with NJDOT and municipalities to improve cross-Corridor circulation that connects into regional and interstate highways, with a focus on

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eliminating antiquated and obsolete intersections along Rt.130, reconstructing inadequate cross-Corridor connectors and constructing new cross-Corridor connectors.

- Advisory Committee staff supports the provision of pedestrian linkages to county open space in the Corridor by encouraging municipalities to identify proposed linkages in their master plans and assisting municipalities in obtaining outside funding to create linkages.

RECREATION and OPEN SPACE - All 1998 Corridor Plan planning activities completed / ongoing.

- County completed *Parks and Open Space Master Plan (2002)* with greenway project areas for Delaware River and Rancocas Creek.
- County continues to preserve key open space parcels in the plan's projects areas.
- Advisory Committee staff continues to assist municipalities in preparing Open Space Preservation and Recreation Plan Elements in their master plans and zoning ordinances implementing such plan elements.
- Advisory Committee staff continues to assist municipalities in seeking funds for maintaining and upgrading recreational facilities and preserving open space in the Corridor.
- Advisory Committee staff continues to work with the municipalities and the National Park Service, NJ Department of Environmental Protection and other groups in developing plans for the Delaware River Heritage Trail.
- Advisory Committee staff assists municipalities in obtaining outside funding to improve deteriorated and/or outdated waterfronts and waterfront parks.
- River Route Advisory Committee's marketing subcommittee incorporates waterways and waterfronts as economic destinations into the marketing strategy for the Corridor.

HISTORIC PRESERVATION - All 1998 Corridor Plan planning activities completed / ongoing.

- Advisory Committee staff assists municipalities, at their request, in inventorying historic areas of the Corridor, identifying unique characteristics and amenities of historic areas, and evaluating areas for potential uses and/or adaptive reuses and for economic development potential.
- Advisory Committee staff works with municipalities, at their request, to attract private sector interest in redeveloping and rehabilitation historic properties and areas and developing economic incentives to do so.
- Advisory Committee staff assists municipalities, at their request, in updating local master plans and zoning ordinances for permitting new potential uses and adaptive re-use of historic areas and encouraging economic development. When appropriate, it assists municipalities in establishing historic preservation districts.
- Advisory Committee staff assists municipalities, at their request, in obtaining outside funding to preserve and enhance historic properties and areas in the Corridor.
- Advisory Committee staff refers to historic preservation directories and guidance documents prepared by the NJ Historic Preservation Office and the NJ Historic Trust.

PUBLIC FACILITIES and SERVICES - All 1998 Corridor Plan planning activities completed / ongoing.

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- Advisory Committee staff continues to assist municipalities in identifying areas for redevelopment, determining utility service needs for such redevelopment areas, and assisting municipalities in obtaining developer or outside funding for upgrades to utilities.
- Advisory Committee staff continues to support municipal watershed management planning efforts: stormwater, wastewater, groundwater, etc.
- Advisory Committee staff educates municipal elected officials about the benefits and advantages of sharing services and programs with neighboring communities. Burlington County Bridge Commission is lead agency, assisted by County Commissioners and Advisory Committee staff.

INTERGOVERNMENTAL COORDINATION - All 1998 Corridor Plan planning activities / ongoing.

- Planning and implementation is coordinated through regional plan and through the River Route Advisory Committee, which also educates Corridor municipalities about the importance of intergovernmental coordination.
- No local or legislative interest found for legislation to create a Corridor-wide redevelopment zone.

Appendix 5

The text below provides the planning area policy objectives for each Planning Area and the Corridor-wide goal response contained in the Route 130/Delaware River Corridor Strategic Plan.

1. Metropolitan Planning Area (PA1)

a. Land Use

Policy Objective:

Promote redevelopment and development in Centers, Cores and Nodes, that have been identified through cooperative regional planning efforts. Promote the diversification of land uses, including housing where appropriate, in single-use developments and enhance their linkages to the rest of the community. Ensure efficient and beneficial utilization of scarce land and resources throughout the planning area to strengthen its existing diversified and compact nature (212).

Response:

The foregoing subsection provided an elaborate analysis of the Corridor identifying and delineating Planning Areas, Centers, Cores and Nodes. Five of the six Town Centers in the Corridor are located in the PA1. Four are existing, and one is proposed. Each Town Center, existing and proposed, has a Core. Nodes are identified throughout the Corridor, based on the Development/ Redevelopment Suitability Analysis prepared in Part One. The identification of Corridor Centers, Cores and Nodes is derived from a Corridor-wide regional planning process undertaken from January 1996 to December 1997.

The major thrust of the Corridor Strategic Plan is to encourage development and redevelopment in the Corridor. Part One documented the need to revitalize the Corridor and identified development and redevelopment opportunities in the Corridor. The primary principle of the Strategic Plan is to improve and enhance the Corridor and the land use development patterns of the Corridor. Development activities are meant to add to, complement and upgrade the Corridor. Redevelopment activities are meant to eliminate problems in the Corridor and enhance what already exists in the Corridor. Together, development and redevelopment activities are meant to facilitate the revitalization of the Corridor without making wholesale changes to the Corridor.

Further, Part One identified Target Areas in which development and redevelopment activities must occur to facilitate revitalization and Target Projects which, if implemented, will have significant positive impacts toward facilitating the revitalization of the Corridor. Paramount importance is placed upon Target Areas and Projects because in order to jump start any revitalization of the Corridor, the Target Areas which experienced the greatest decline and the Target Projects which have the greatest potential influence and impact on the Corridor must be addressed and implemented first.

In sum, the goal of the Strategic Plan is to retain and enhance the small-town character of the Corridor while endeavoring to revitalize the Corridor. This goal is clearly articulated in the vision for the Corridor (Section III). The primary objectives of the Strategic Plan are to: enhance the Town Centers, the Cores and Nodes through development and redevelopment; and respect the land use development patterns of the Corridor by building upon them and avoiding wholesale changes.

b. Housing

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Policy Objective:

Provide a full range of housing choices through redevelopment, new construction, rehabilitation, adaptive reuse of non-residential buildings, and the introduction of new housing into appropriate non-residential settings. Preserve the existing housing stock through maintenance, rehabilitation, and flexible regulation (212, 213).

Response:

The Corridor already provides a full range of housing choices, including single family dwellings, townhouses, condominiums, apartments and senior citizen housing, in a variety of settings, including small city, small town, mature suburban, growing suburban and rural. The housing market in the Corridor is very stable with a Corridor-wide vacancy rate of 3.7 percent. This essentially means that there is room to expand the housing supply for new residents to be attracted to the Corridor.

Approximately 79 percent of the housing supply is owner-occupied. The vacancy rate for owner-occupied units is very low, 1.2 percent. Opportunities exist to increase the supply of owner-occupied units in the Corridor. Rental units have a Corridor-wide vacancy rate of 6.4 percent. Within in the Corridor there is a relatively even distribution of rentals. Five communities provide more than 30 percent of their total units as rentals. The supply of rentals should be increased in those communities in which the supply of rentals is less than 10 percent. The balance of the communities has a supply of rentals ranging between 20 and 30 percent of all local units.

Adding more housing to the Corridor is not a primary concern, notwithstanding the fact that new housing increases the population in the Corridor which, in turn, increases the potential patronage of Corridor businesses. The focus of the Strategic Plan is on maintaining and upgrading the housing stock in the Corridor. More than one-third of the Corridor's housing stock was built before 1940. Three of the communities have more than half of their units built before 1940, and four have between 40 and 50 percent of their units built before 1940. In Willingboro 98.5 percent of the housing units were built from 1940 to 1979. With such a significant percentage of older dwelling units, the Strategic Plan stresses the importance of renovating and rehabilitating the Corridor's housing stock and establishing programs and plans to facilitate the improvement of the Corridor's housing stock.

Opportunities to adaptively reuse older industrial, commercial and institutional buildings and sites exist in the Corridor. The Strategic Plan identifies Target Areas and Projects which are suitable for mixed residential-nonresidential redevelopment. For example, the former Willingboro Plaza shopping center site is suitable for a Town Center, which has a residential component. Another example is the redevelopment of the Golden Triangle, as a residential-commercial redevelopment project in Riverside.

Approximately 37.5 percent of the owner-occupied housing stock in the Corridor is affordable to moderate-income households, as defined by the New Jersey Council on Affordable Housing (COAH). In contrast, approximately 26.5 percent of the housing units in the county are affordable to moderate income households. Only 2.1 percent of the owner-occupied units in the Corridor are affordable to low income households; 1.8 percent of the owner-occupied units in the county are affordable to low income households. There is an opportunity to increase the supply of owner-occupied units affordable to low income households in the Corridor.

A substantial percentage of the supply of rental housing in the Corridor is affordable to low and moderate-income households. Slightly more than half of the rental units are affordable to low income households; almost 90 percent of the rentals are affordable to moderate income households. Since the Corridor has a significant amount of affordable rental units, the Strategic Plan stresses the

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importance of establishing programs and plans to ensure that affordable rentals are safe, wholesome and code-compliant and are retained as affordable.

The Strategic Plan indicates that there are opportunities to provide affordable housing for low income elderly, small related households, large related households and other households in the Corridor where various services and goods are more easily accessible, i.e., public transportation, personal services, medical services, jobs, etc. Opportunities also exist to provide affordable housing facilities and services for the homeless population and special needs population at strategic locations in the Corridor where similar services and goods are more easily accessible.

c. Economic Development

Policy Objective:

Promote economic development by encouraging strategic land assembly, site preparation and infill development, public/private partnerships and infrastructure improvements that support an identified role for the community within the regional marketplace. Encourage job training and other incentives to retain and attract businesses. Encourage private sector investment through supportive government regulations, policies, and programs, including tax policies and expedited review of proposals that support appropriate redevelopment (213).

Response:

An economic overview and market analysis was prepared for the Corridor and county in Part One. The findings of the overview and analysis indicate that the Corridor which was once heavily reliant upon the Manufacturing Sector has shifted toward service-based businesses, a phenomenon experienced county-, state- and nation-wide. Heavy industry still exists in the Corridor, i.e., two pipe foundries, plastic bottle manufacturer, specialty gas bottler, automobile glass manufacturer, and manufacturer of specialty metallic powders for automotive paints, etc. Warehousing and distribution have grown significantly in the Corridor, as well as in the county. The Strategic Plan recognizes these changes and recommends measures to retain the existing manufacturing industries, encourage the expansion of warehousing and distribution with support services and businesses and attract new service-based businesses and new technology industries, i.e., resource recovery research, processing and manufacturing, and other new technology-based businesses that outgrow the Burlington County College/New Jersey Institute of Technology business incubator, to the Corridor.

The Route 130 highway section of the Corridor was once the commercial retail and services center for Burlington County from the 1950s to the early 1970s. Housing and job growth along Interstate 295 and Routes 70 and 73 and in the south-central portion of the county contributed toward the shift in the center for providing commercial retail and services from the Corridor to the areas of growth, leaving behind high rates of commercial vacancy and deteriorating commercial facilities in the Corridor. The Strategic Plan identifies Nodes along Route 130 in which commercial retail and services should be retained and strengthened and the composition of commercial retail and services should be diversified with industrial and residential uses. For example, a new Town Center on the old Willingboro Plaza site is planned.

The Strategic Plan emphasizes the diversification of land uses to strengthen the economic composition of the Corridor and avoid relying upon one or two industries to carry the local economy. Infill development and adaptive reuse of vacant and underutilized commercial sites are encouraged. Many empty stores along Route 130 are suitable for conversion to light industrial and warehousing operations. Target Projects, like the redevelopment of Willingboro Plaza and the "Golden Triangle" and the development of Burlington Island, represent major investments in creating new businesses and jobs in the Corridor and the county.

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The redevelopment of the downtown business districts in the Corridor's Town Centers is an important component for the revitalization of the Corridor. The Strategic Plan recommends actions to initiate the revitalization of the downtown areas. The economic problems of the Town Centers and Cores differ from those of the Route 130 highway commercial areas. Invariably, the economic problems in the Town Centers are associated with a diminution in their economic importance--they have the built environment and infrastructure but no longer possess the attractions people desire to visit or in which to conduct business. The Strategic Plan recognizes this fundamental problem and stresses the importance of making the Town Centers attractive and pleasant places in which to live, visit or do business. The Town Centers should capitalize on their locations along the waterfront and rich mix of architecturally diverse housing stock situated in "small town" settings. In essence, the riverfront communities must become attractive, unique places in which people want to live, work and visit.

Public/private partnerships are encouraged, particularly for the Target Areas and Projects. The Strategic Plan encourages the creation of local redevelopment areas and the implementation of local redevelopment plans, as provided in N.J.S.A. 40A:12A-1 et seq., so that Corridor municipalities can avail themselves to creative development and redevelopment techniques for problem areas and sites. Other incentives and progressive, proactive approaches in facilitating economic development in the Corridor are encouraged.

d. Transportation

Policy Objective:

Maintain and enhance a transportation system that capitalizes on the high-density settlement patterns of this Planning Area by encouraging the use of public transit systems, walking, and alternative modes of transportation to reduce auto dependency, link Centers, Cores and Nodes, and create opportunities for transit oriented redevelopment. Facilitate efficient goods movement through strategic investments and intermodal linkages. Preserve and stabilize general aviation airports that encourage community economic development and promote multi-level uses for airport property such as business centers (ibid.).

Response:

The Corridor has a well-developed transportation system consisting of highways, roads, rail, walkways and navigable waters. Several transportation components form, in general, north-south spines through the Corridor: the Delaware River, CR 543, the railroad and US Route 130. Major east-west branches to the spine include: CR 541 in Burlington City and Township; CR 626 in Beverly, Edgewater Park and Willingboro; CR 613 and 636 in Riverside and Delran, respectively; CR 603 in Cinnaminson and Riverton; and CR 607 in Cinnaminson and Palmyra.

Part One found crossing the Corridor from one side to the other was difficult due to the preponderance of "T" intersections and offset connecting roads along Route 130, undersized and obsolete jug-handles, and circuitous ramps and intersecting roads along the state highway. Part One identified 44 locations where improvements are needed within the Corridor. This section of Part One is currently being used by the New Jersey Department of Transportation, the Burlington County Engineer and municipalities to conduct advanced planning for improving the road network in the Corridor. The goal of this effort is to identify potential projects to be undertaken jointly by state, county and municipal jurisdictions, as well as the private sector.

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In addition to examining the transportation system in the traditional safety and functional/operational approach, the Strategic Plan identifies "economic development" investment strategies intended to:

1. Help create new economic nodes (concentrations) of activity;
2. Help improve existing economic activity;
3. Increase potential patronage of traditional downtown areas, i.e. Town Centers and Cores;
4. Provide adequate mass transit service to access jobs and purveyors of goods and services;
5. Improve movement of freight via highway and rail; and
6. Help strengthen Corridor and tourist trade.

The recommendations of the Strategic Plan are evaluated on their ability to promote economic development in the Target Areas and Projects.

The Strategic Plan endorses the reinstitution of passenger service in the form of light rail transit (LRT) to the existing Conrail railroad which traverses through the Corridor. The railroad, known as the Bordentown Secondary, is an active freight line serving industrial facilities from Camden City through Burlington County to Trenton City. Freight service will continue on the line, operating during late evening and early morning hours when the LRT is not in operation. The LRT will increase the mobility of Corridor residents and improve access to jobs, educational facilities and medical services within the region. It will also provide the foundation upon which new development and redevelopment can occur along the line, i.e., the redevelopment of the "Golden Triangle," and development and redevelopment in Burlington City, Riverside and Palmyra. Corridor municipalities must capitalize on this investment in the infrastructure by planning for transit-oriented development and redevelopment to occur around and along the rail line.

In order to provide enhanced public transit service, the Strategic Plan endorses the rerouting of bus lines to link into LRT station stops as feeders and serve areas which are under served or not at all. The bus routes must tie into Target Areas and Projects to improve accessibility to the jobs and the commercial goods and services provided and increase the mobility of new and existing residents living in the designated areas.

e. Natural Resource Conservation

Policy Objective:

Reclaim environmentally damaged sites and mitigate future negative impacts, particularly to waterfronts, scenic vistas, wildlife habitats and to Critical Environmental/Historic Sites generally. Give special emphasis to addressing air quality concerns. Use open space to reinforce neighborhood and community identity, and protect natural linear systems, including regional systems that link into other planning areas (ibid).

Response:

The Corridor has been blessed with a variety of environmental settings that contribute toward its uniqueness. The most dominant environmental features in the Corridor are the Delaware River, the Rancocas Creek and the other tributaries to the Delaware River. Associated with the river, creeks and streams are undeveloped open spaces, some left for nature to reclaim and others farmed. The river and streams helped in shaping the Corridor's identity where small cities and towns grew and developed. The waterfront is considered to be the glue that holds the Corridor together and the leverage point upon which development, redevelopment and preservation activities should take place. The river and streams

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were the first choices of settlement in the Corridor and the places where growth first occurred. The riverfront communities are steeped in history, providing the birthplace of many leaders, innovators and famous people, the stage upon which industry, commerce and innovation occurred and the physical record of the growth and development of the Corridor and the county. These are valuable resources the Strategic Plan holds dear and endorses for preservation, conservation and redevelopment.

The Strategic Plan provides goals and recommendations to protect the Corridor's valuable natural resources and build upon the Corridor's riverfront identity. Environmentally unique settings, i.e., Palmyra Cove, the Golden Triangle, waterfront, Amico Island, Hawk Island, Burlington Island, the Roebling Steel Mill waterfront and others, have the potential to be preserved totally or partially as a component of development and redevelopment. The Strategic Plan identifies these candidate locations for preservation, conservation and redevelopment. The Strategic Plan endorses the creation of the Delaware Heritage River Trail, a bi state linear path system sponsored by the National Park Service, to further strengthen and solidify the identity of the riverfront, improve public access to the waterfront, expand recreational opportunities in the Corridor, increase economic opportunities derived from eco-tourism and build upon the history and heritage of the Corridor.

Tantamount to creating the Delaware Heritage River Trail is the completion of the Rancocas Greenway Project. The Strategic Plan recommends communities become actively involved in the implementation of the Project to preserve and protect the Rancocas Creek from environmental degradation. The Strategic Plan recommends the creation of a Rancocas Creek Trail similar to the Delaware Heritage River Trail.

Older waterfront parks, i.e., Burlington City and Beverly City, are showing their age and wear. In order to remain as focal points in the Corridor, the waterfront parks need to be renovated and upgraded. These and other waterfront parks should be linked together and to the surrounding communities with pathways.

The legacy of the Corridor's early industrialization is the contamination of sites. The Strategic Plan recommends the remediation and reclamation of these sites. In many cases, the redevelopment of these sites can and should include the creation of new parks and recreational facilities. For example, the cleanup and redevelopment of the Roebling Steel Mill Superfund site should include the reclamation of the slag dump area as a waterfront park. Another example is the redevelopment of the "Golden Triangle" where the Rancocas Creek frontage should be reclaimed with the construction of a new bulkhead, docking facilities and a waterfront park.

The Strategic Plan recommends key open space parcels, i.e., Hawk Island and the Pennington Farm, be permanently preserved. The open space preservation recommendations should be folded into the Burlington County Open Space Preservation Program, which uses county tax dollars applied toward the purchase of open space based on a cost sharing basis with municipalities and non-profit organizations.

f. Agriculture

Policy Objective:

Use development and redevelopment opportunities wherever appropriate and economically feasible to meet the needs of the agricultural industry for intensive agricultural production, packaging and processing, adding value operations, marketing, exporting and other shipping. Provide opportunities for farms, greenhouses, farmers markets and community gardens (ibid.).

Response:

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The Strategic Plan does not contemplate long term agricultural production activities for the PA 1 in the Corridor. Current farming activities in the PA1 are considered transitional as the Corridor continues to develop. Community gardening activities occur on the Taylor Preserve in Cinnaminson and are expected to continue on this permanently preserved open space parcel. Active agricultural production is planned for the PA4.

The establishment of farmers markets are encouraged in the Corridor. The Cores in the Towns Centers provide the stage in which the farmers markets could be located.

g. Recreation

Policy Objective:

Provide maximum recreational opportunities at the neighborhood, local and regional levels by concentrating on the maintenance and rehabilitation of existing parks and open space while expanding and linking the system through redevelopment and reclamation projects (ibid.).

Response:

The recommendations in the Strategic Plan for providing recreational opportunities in the Corridor are closely linked to and a part of the recommendations for preserving and conserving natural resources. The Strategic Plan encourages the provision of adequate usable open space and recreational facilities to meet the needs of existing and future populations. Active recreational facilities are expected to be provided (lands acquired and facilities constructed) by municipalities, tailored to meet the needs of each community. In special instances, through its Open Space Preservation Program, Burlington County may contribute funding for the purchase of land for active recreational purposes; municipalities must still fund the construction of the active recreational facility on lands acquired in this fashion.

The Strategic Plan urges communities to upgrade, improve and rehabilitate older and/or deteriorated recreational facilities. It also encourages the development of commercial/private recreational facilities, i.e., Burlington Island as a golf course and outdoor recreational facility.

The recommendations for the Delaware Heritage River Trail and the Rancocas Greenway Project discussed above in the response to the Natural Resource Conservation policy objective are incorporated into this response to the Recreation policy objective.

h. Redevelopment

Policy Objective:

Encourage redevelopment at intensities sufficient to support transit, a broad range of uses and efficient use of infrastructure. Promote physical design features that enhance public safety, encourage pedestrian activity and reduce dependency on the automobile (ibid.).

Response:

As stated above in the response to the Land Use policy objective, the major thrust of the Strategic Plan is to encourage the development and redevelopment in the Corridor. Target Areas and Projects which are suitable for redevelopment are identified in Part One, and recommendations for the redevelopment of the Target Areas and Projects are discussed in Part Two.

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The Strategic Plan stresses the redevelopment of the Corridor must retain and enhance the ¹¹Small town character of the communities. The key to the redevelopment of the Corridor is to facilitate the implementation of new, innovative concepts and ideas that add to and complement the communities and not conflict with the existing land uses and development patterns. Problems created by outdated and obsolete land uses and development patterns should be eliminated and replaced with positive solutions that fit into the communities.

The recommendations in the response to the Land Use policy objectives are incorporated into this response to the Redevelopment policy objectives.

i. Historic Preservation

Policy Objective:

Encourage the preservation and adaptive reuse of historic or significant buildings, neighborhoods and districts in ways that will not compromise either the historic resource or the area's ability to redevelop (ibid.).

Response:

Burlington Island is the site of the first European settlers to the region, arriving in 1624. Burlington (City) was the ¹¹Chief-town, or capital of the Province of West New Jersey during the seventeenth century. The official formation of Burlington County occurred in 1694 by an act of the West Jersey Assembly. In 1702 the Province became a Crown Colony of England, and Burlington served as the Capital of the Colony and the county seat of government. Burlington's importance as a center of government continued after the Revolutionary period, until the new State Legislature finally settled at Trenton in 1790. The county seat moved from Burlington to Mount Holly in 1795.

From its early beginnings, the county continued to grow with new settlements and towns developing along the Delaware River and the Rancocas Creek. In 1832 the county saw the arrival of a new form of transportation--the steam locomotive on rails. In 1834 the railroad pushed south from Bordentown to Camden, spurring the development and expansion of the county's riverfront. Communities like Beverly, Riverside, Riverton and Palmyra grew up and expanded around the railroad. The industrial revolution brought more growth to the riverfront communities, creating new jobs and requiring the construction of housing for the new workers and downtown business districts to serve the new residents.

The end of World War II ushered in a new era of unprecedented growth experienced throughout the nation. This growth came in the form of lower density, suburban sprawl. The Corridor did not escape this phenomenon. The farmlands surrounding the older riverfront communities were transformed into vast housing developments, giving rise to new suburban communities such as Cinnaminson, Delran, Edgewater Park, Burlington Township and Willingboro. When the first Levitt & Sons model homes opened in 1958, Willingboro began its transformation from a collection of farms to a suburban community of 11,000 new homes. As the suburban communities grew so did the need to provide commercial retail and services. Route 130, too, was transformed from a two-lane road traversing farm fields to strip shopping centers and stores, transferring the economic importance of the downtown commercial districts of the riverfront communities to the highway.

As time marched on, the county continued to grow and prosper, however, no longer in the Corridor but in a new region. That region of growth was, and still is today, in the south-central portion of the county, which was essentially the continued suburban sprawl expanding from the Cherry Hill suburbs in Camden County. The completion of Interstate 295 hastened the growth in this

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region and encouraged new growth in the vicinity of CR 541 and other interchanges. Population and jobs concentrated in this new suburban frontier," shifting the socio-economic importance away from the Corridor to these areas of growth.

Today, the Corridor reflects the many changes it experienced from its early beginnings as one of the centers of Colonial New Jersey to its decline resulting from socio-economic shifts in the county. The Corridor still retains its "small town character and historically significant communities. The Strategic Plan recognizes these valuable assets of the Corridor and recommends preserving them. Burlington City is the only Corridor municipality with an officially designated historic district. The Strategic Plan urges the other riverfront communities to inventory historic buildings and sites and designate, where feasible and realistically possible, historic districts. The Strategic Plan encourages the preservation and adaptive reuse of historic buildings, structures and landscapes.

j. Public Facilities and Services

Policy Objective

Complete, repair or replace existing infrastructure systems to eliminate deficiencies and provide capacity for sustainable development and redevelopment in the region. Encourage the concentration of public facilities and services in centers, cores and nodes (214).

Response:

The Corridor municipalities, the county and private utilities have sufficiently maintained their infrastructure. The Corridor has adequate sewage treatment and water supply capacities for existing and future needs--this is one of the advantages of developing and redeveloping land in the Corridor. In anticipation of commercial and industrial growth, Florence Township is extending sewer and water lines along Route 130. Delanco Township is in the process of modifying its Water Quality Management Plan to provide for sewers in its industrial district. The Strategic Plan recommends the continued maintenance and upgrade of existing infrastructure systems in the Corridor. Plans should be made to complete water and sewer service in undeveloped areas within the PA1.

k. Intergovernmental Coordination

Policy Objective:

Regionalize as many public services as feasible and economical to enhance the cost-effective delivery of those services. Establish multi-jurisdictional policy and planning entities to guide the efforts of State, county and municipal governments to ensure compatible and coordinated redevelopment (ibid.).

Response:

The Strategic Plan is based on a regional planning initiative carried out by twelve municipalities in the Corridor, Burlington County, various state agencies and departments and the Delaware Valley Regional Planning Commission. The Strategic Plan is a guide which establishes a vision and recommendations for revitalization of the Corridor that is to be followed and implemented by municipal, county, state and federal governmental entities to ensure compatible and coordinated development and redevelopment. The level of participation of the various governmental entities demonstrates a commitment to regional planning for the revitalization of the Corridor.

2. Suburban Planning Area (PA2)

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a. Land Use

Policy Objective:

Guide development into more compact forms-- new Centers with Community Development Boundaries, and former single-use developments that have been retrofitted, or restructured, to accommodate mixed-use development, services and cultural amenities. Plan and zone for a wide range of land uses and users, in order to achieve more balanced communities. Seek to better integrate different land uses, and remove or mitigate physical barriers between them. Encourage densities capable of supporting transit. Maintain the Environs of Centers -- with density sufficient to absorb their projected growth-- as parkland, farmland, or partially developed low-density uses. Manage the Environs of Centers that are not planned to absorb significant growth to protect natural systems and provide regional recreational opportunities (220).

Response:

The PA2 in the Corridor represents the growing suburban areas of Delran, Burlington and Florence Townships. These areas of the townships have been growing steadily since the 1992 SDRP was adopted and will continue to do so. The physical land development patterns have been established in these areas, particularly around the Interstate 295-CR 541 interchange in Burlington Township.

The lands designated PA2 in the southeastern portion of Delran Township are expected to continue growing with suburban residential development. Some of the lands along the Rancocas Creek are expected to be preserved entirely as open space or as an open space component of residential development.

The lands around the interchange have been developing as a Commercial/Industrial Complex Node (Node No. 7) and will continue to grow and develop accordingly. Residential development is expected to continue growing around Node No. 7. Burlington Township has planned for this growth and has zoned the areas for this growth in the PA2. The Strategic Plan recognizes these dynamics and the direction of suburban growth and development in the PA2 in Burlington Township. The Strategic Plan stresses the importance of ensuring adequate road design and capacities are provided in order to accommodate this continued growth. Further, the Strategic Plan recommends the establishment of appropriate design guidelines to ensure new development is visually pleasing and avoid sign and overhead utility clutter.

The PA2 in Florence Township is expected to continue growing with residential, commercial and industrial development. The Strategic Plan recommends concentrating commercial and industrial development along Route 130 in the Industrial Complex Node (Node No. 2) and in Roebling in the Commercial/Services Redevelopment Node (Node No. 1). The PA2 will represent the areas designated for growth around the Florence-Roebling Town Center and Nodes in Florence Township. The Strategic Plan stresses the need to provide adequate road designs and capacities to accommodate this anticipated growth and establish design guidelines to ensure the open space character of the PA2 is maintained.

b. Housing

Policy Objective:

Provide a full range of housing choices primarily in Centers at appropriate densities to accommodate the area's projected growth. Ensure that housing in general, and in particular affordable housing, senior citizen housing, special needs housing and family housing is developed with maximum access to a full range of commercial, cultural, educational, recreational, health and

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transportation services and facilities. Focus multi-family and higher density single-family housing in Centers. Any housing in the Environs should be planned and located to maintain the existing character (ibid.).

Response:

Delran, Burlington and Florence Townships do provide a full range of housing choices and comply with their affordable housing obligations established by the New Jersey Council on Affordable Housing. The sixth Town Center is designated for Florence and Roebling in the PA2. No center is designated for Burlington Township; Burlington Township is served by the designated Burlington City Town Center and will be served by the proposed Willingboro Town Center.

The Strategic Plan recommends no significant changes to local planning for the residential areas in the PA2.

c. Economic Development

Policy Objective:

Guide opportunities for economic development into Centers or existing pedestrian- and transit-supportive single-use areas and target new jobs in PA2 to these locations (ibid.).

Response:

The Strategic Plan recommends focusing economic development in the Town Centers and Nodes through development and redevelopment. With regard to PA2, the Strategic Plan identified Node Nos. 1, 2 and 7 for economic development. Node No. 1 is the existing and growing highway commercial area in Florence, including the Roebling Steel Mill Superfund site (Target Project-1). Node No. 2 is the Food Distribution Center located in Burlington and Florence Townships (Target Project-2). Node No. 7, which is centered around the Interstate 295-CR 541 interchange, is planned for commercial and industrial development. Node Nos. 1, 2 and 7 are already served by public transit in the form of bus service. LRT service is planned to serve these nodes. Node No. 11 in Delran (PA1) provides commercial retail and service opportunities and is served by bus service. This Node is in close proximity to the Delran PA2.

d. Transportation

Policy Objective:

Maintain and enhance a transportation system that link Centers and existing single-use areas to each other, to the Metropolitan Planning Area and to major highway and transit corridors. Emphasize the use of public transportation systems and alternative modes of transportation where appropriate and feasible, and maximize circulation and mobility options (including pedestrian and bicycle connections between developments) throughout. Encourage significant redevelopment and intensification around existing and planned rail stations and shuttle services. Preserve and stabilize general aviation airports that encourage community economic development, act as transportation intermodal hubs, and promote multi-level uses such as business centers (221).

Response:

As indicated in the response to the PA1 Transportation policy objective, the Corridor has a well-developed transportation system. In the PA2 the transportation system consists primarily of roads and highways. In most cases, county roads connect the PA2 to the Town Centers and Nodes.

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LRT service to the PA2 will enhance the development of the Food Distribution Center and the redevelopment of the Roebling Steel Mill Superfund site and the village portion of Roebling. Opportunities exist to redevelop Roebling as a transit-oriented village.

A primary transportation issue for the PA2 is to ensure the road system has adequate capacity, is upgraded and functions properly as the PA2 grows and develops.

In addition, the Strategic Plan encourages the creation of pedestrian and bicycle paths connecting residential neighborhoods, commercial areas and public facilities, parks and open space throughout the PA2.

e. Natural Resource Conservation

Policy Objective:

Conserve continuous natural systems, strategically-located open space and buffer areas of critical environmental concern. Use open space to reinforce neighborhood and community identity, and protect natural linear systems, including regional systems that link into other Planning Areas (ibid.).

Response:

Many streams flow through the areas designated PA2 in the Corridor. Associated with the streams are wetlands and woodlands. The Strategic Plan recommends the preservation of the stream corridors as permanent open space. In many cases, the open space can be preserved as a part of land development applications. The Strategic Plan recommends Burlington and Florence townships revisit their zoning ordinances and amend them to require the preservation of open space as part of land development applications. Pedestrian and bicycle paths should be planned through the preserved open space. Lands located along the Rancocas Creek in Delran should be preserved acquiring parcels and/or as a component of land development.

f. Agriculture

Policy Objective:

Guide development to ensure the viability of agriculture and the retention of productive farmland in strategically located agricultural areas of PA2 and in areas of PA3 or other planning areas adjacent to the Suburban Planning Area. Actively promote more intensive, new-crop agricultural enterprises and meet the needs of agricultural industry for intensive packaging, process, adding value operations, marketing, exporting and other shipping through development and redevelopment (ibid.).

Response:

The Strategic Plan does not contemplate long term agricultural production activities for the PA2 in the Corridor. Current farming activities in the PA2 are considered transitional as the Corridor continues to develop. Agricultural activities are not discouraged in the PA2. Realistically, the Strategic Plan anticipates agricultural activities to remain until market forces become significant enough to persuade owners to sell their farmland for development. The area designated PA2 in the Corridor is situated outside the Burlington County Agriculture Development Area. Active agricultural production is planned for the PA4.

In the PA2, agricultural industry-related activities are contemplated as a part of the Food Distribution Center/Packing, processing and distribution of agricultural products grown in the county

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and the region are encouraged to be a part of the industrial complex. These value-added operations create a synergistic relationship between the agricultural producers in the county and region and the food processing, packing and distribution industries, thus, creating new jobs in the Corridor.

The PA2 in Delran has active peach orchards that could be maintained if incorporated into an open space preservation program.

g. Recreation

Policy Objective:

Provide maximum recreational opportunities at the neighborhood, local and regional levels in the developed portions of the Suburban Planning Area by concentrating on the maintenance and rehabilitation of existing parks and open space while expanding and linking the system through redevelopment and reclamation projects. In the undeveloped portions of this planning area, acquire and improve neighborhood and municipal parkland within centers, and regional park land and open space either in or within easy access of centers (ibid.).

Response:

The recommendation in the Strategic Plan for providing recreational opportunities in the Corridor are closely linked to and a part of the recommendations for preserving and conserving natural resources. The Strategic Plan encourages the provision of adequate usable open space and recreational facilities to meet the needs of existing and future populations. Active recreational facilities are expected to be provided (lands acquired and facilities constructed) by municipalities, tailored to meet the needs of each community.

The Strategic Plan recommends Delran, Burlington and Florence Townships establish ordinances requiring developers to provide active recreational facilities in the open space set aside in residential development projects. The recreational facilities should be linked to surrounding residential neighborhoods by pedestrian and bicycle paths.

h. Redevelopment

Policy Objective:

Encourage redevelopment efforts in existing Centers and single-use areas which can be redeveloped into mixed-use areas, and areas within walking distance of train stations or other major public transit facilities. Redevelop at transit-supportive densities, while creating pedestrian-oriented environments. Take full advantage of the opportunities available under the State's redevelopment statutes to promote new Centers and redevelop areas of sprawl (ibid.).

Response:

The major thrust of the Strategic Plan is to encourage the redevelopment of the Corridor. Although most of the areas of the Corridor designated for redevelopment are located in the PA1, the Strategic Plan encourages redevelopment of Commercial/Services Redevelopment Node (Node No. 1 -- Roebling village and Roebling Steel Mill Superfund site) and commercial and industrial facilities in the Commercial/Industrial Complex Node (Node No. 7) should the need arise.

i. Historic Preservation

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Policy Objective:

Encourage the preservation and adaptive reuse of historic or significant buildings, neighborhoods and districts in ways that will not compromise either the historic resource or the area's ability to develop or redevelop (ibid.).

Response:

Within the Corridor, historically significant buildings, structures and landscapes are concentrated in the PA1. Notwithstanding, opportunities exist to preserve the .company town. character of Roebling and historically significant buildings and structures in Roebling. The Strategic Plan encourages the preservation and adaptive reuse of historic buildings and structures, although limited, in the PA2.

j. Public Facilities and Services

Policy Objective:

Phase and program the extension of public facilities and services to support development in Centers and ensure adequate levels of public and private services. Encourage jurisdictions to locate all public and private community facilities -- schools, libraries, municipal buildings, government offices, post offices, civic, cultural and religious facilities, fire stations, etc.-- in Centers or in proximity to (within walking distance of) Centers. Central facilities serving a wide population should be located in Cores or in close proximity to Cores (ibid).

Response:

As previously discussed in the response to the PA1 Public Facilities and Services policy objective, the Strategic Plan indicates the Corridor municipalities, the county and private utilities have sufficiently maintained their infrastructure and the Corridor has adequate sewage treatment and water supply capacities for existing and future needs. Such utilities must be extended into the undeveloped portions of the PA2.

Public community facilities are strategically located in the respective municipalities in the PA2. For example, the Florence Township municipal building, post offices, fire stations and schools are located in the Florence-Roebling Town Center. Burlington Township does not have a Town Center; however, the municipal complex and schools are strategically located in the geographical center of Burlington Township accessible from the established and growing areas of the township. Delran recently moved its municipal operations to a larger facility, which was a vacant industrial building, located near the former municipal building on Chester Avenue.

Since the three townships are continuing to grow, the Strategic Plan recommends the municipalities track development to plan for the need of future community facilities and services.

k. Intergovernmental Coordination

Policy Objective:

Establish regional approaches to the planning and provision of facilities and services. Create public/private partnerships to locate, facilitate, coordinate and implement new development and redevelopment in Center (222).

Response:

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The same response to the PA1 Intergovernmental Coordination policy objective is made for the PA2 policy objective.

3. Rural Planning Area (PA4)

a. Land Use

Policy Objective:

Enhance agricultural viability and rural character by guiding development and redevelopment into Centers with Community Development Boundaries. In the Environs, maintain and enhance agricultural uses, and preserve agricultural and other lands to form large contiguous areas, greenbelts around Centers and greenways regionally. Ensure that the location, pattern and intensity of any development in the Environs maintain existing low-density development patterns that complement the rural character and landscape, and maintain large contiguous areas of open space. Any development in Planning Area 4 should be designed using creative land use and design techniques to ensure that it does not conflict with agricultural operations, does not exceed the capacity of natural and built systems and protects areas where past public investments in farmland preservation have been made (236).

Response:

The area of the Corridor designated PA4 is located solely in Florence Township south of Route 130 and the Turnpike Extension to the township's borders shared with Burlington, Mansfield and Springfield Townships. Growth is not encouraged in the PA4 --public sewer and water service is not planned in this portion of the township: In turn, growth is directed to the areas of the township, which have or are planned to receive public sewer and water service and have supporting road infrastructure, designated PA2, the Florence-Roebling Town Center and Node Nos. 1 and 2. The PA4 is zoned for agricultural uses and low density single family housing.

The Strategic Plan recommends an agricultural buffer be created around the county Resource Recovery Complex. The buffer is part of the county's planned Agriculture Development Area in which agricultural activities are encouraged to be retained and expanded. The Resource Recovery Complex has the potential to be the basis upon which public/private partnerships can be created to develop a research and development complex for the reuse, preprocessing and remanufacturing of recovered resources, creating new jobs and ratables for the community. The Strategic Plan stresses the importance of developing such a research and development complex that fits into the rural landscape of the PA4, is compatible with surrounding agricultural and residential uses, does not burden the local road network in the rural areas and is not noxious or obtrusive to the community and surrounding communities.

b. Housing

Policy Objective:

Provide for a full range of housing choices primarily in Centers at appropriate densities to accommodate the area's projected growth, recognizing the special locational needs of agricultural employees, and minimizing conflicts with agricultural operations. Ensure that housing in general, and in particular affordable housing, senior citizen housing, special needs housing and family housing, is developed with maximum access to a full range of commercial, educational, recreational, health and transportation services and facilities in Centers. Focus multi-family and higher density single-family housing in Centers. Any housing in the Environs should be planned and located to maintain the existing character of the Environs (236,237).

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Response:

As discussed above, the PA4 is planned to retain its rural character with agricultural uses and low density single family development. A full range of housing is provided in the Florence-Roebling Town Center; the Strategic Plan recommends such housing development be focused in the Town Center and suburban residential development occur in the PA2. Access to employment, commercial, educational, recreational, transportation and other services and facilities are available from the PA4 via county roads which traverse the planning area and connect to the Florence-Roebling Town Center, the Commercial/Services Redevelopment Node (Node No. 1), the Industrial Complex Node (Node No. 2), Route 130, Interstate 295 and other parts of the Corridor.

c. Economic Development

Policy Objective:

Promote economic activities within Centers that complement and support the rural and agricultural communities and that provide diversity in the rural economy and opportunities for off-farm income and employment. Where appropriate, encourage tourism related to agriculture and the environment, as well as the historic and rural character of the area (237).

Response:

As indicated above, part of the PA4 is located in the county Agriculture Development Area (ADA). The goal for lands designated in the ADA is to be retained in agricultural uses and have agricultural uses expanded to maintain and strengthen the agricultural industry in the ADA. The lands located outside the ADA are planned and zoned for agricultural uses. The Strategic Plan encourages such actions and efforts to maintain and strengthen the agricultural industry in the PA4.

The preservation of farmland accomplishes two goals in the Corridor PA4. First, permanently preserving farmland assures farmers to receiving fair market value for the agricultural component of their land and retaining ownership of their farm to continuing farming and retains a critical mass of farmland in the ADA which contributes toward maintaining and strengthening the agricultural industry. The county's aggressive Farmland Preservation Program targets strategic farms in the ADA, some of which are located in the PA4. Second, the preservation of farmland in the Corridor PA4 helps create a buffer around the county Resource Recovery Complex. The buffer is intended to preserve and protect the surrounding residential and agricultural community from the operations of the complex to prevent housing from being built too closely to the complex.

As discussed above in the response to the Land Use policy objective, the Strategic Plan identifies the opportunity for economic development related to the Resource Recovery Complex. The complex can be the basis for creating a research and development/industrial facility that studies alternatives for recovering and reusing waste retrieved from the complex and establishing industrial facilities for applying the findings of the research by reprocessing the waste and manufacturing new products from the waste. The Strategic Plan encourages the development of this new-technology based facility which will create jobs and ratables. The Strategic Plan urges the formation of a public/private partnership to develop such a facility.

In addition, lands zoned GM General Manufacturing in Florence Township have the potential to be developed as light industrial and office complexes, further diversifying economic development in this area.

d. Transportation

Policy Objective:

Maintain and enhance a rural transportation system that links Centers to each other and to the Metropolitan and Suburban Planning Areas. Provide appropriate access of agricultural products to markets, accommodating the weight of modern agricultural equipment. Promote reactivation of public transportation facilities and services, where feasible, to connect existing and planned (new) Centers. In Centers, emphasize the use of public transportation systems and alternatives to private cars where appropriate and feasible, and maximize circulation and mobility options throughout. Support the preservation of general aviation airports as integral parts of the State's rural transportation system (ibid.).

Response:

The PA4 is well served by a network of municipal and county roads which link the rural areas to Centers in the Corridor and state and interstate highways. The Strategic Plan recommends improvements in the PA4 be limited to maintaining safe operating conditions and avoid increasing capacity of the roads to encourage extensive development of the PA4.

e. Natural Resource Conservation

Policy Objective:

Minimize potential conflicts between development, agricultural practices and sensitive environmental resources, and promote acceptable management practices and other agricultural techniques (such as contour planting) to protect soil and water resources. Protect and preserve large, contiguous tracts and corridors of recreation, forest or other open space land that protect natural systems and natural resources (ibid.).

Response:

The PA4 is largely in agricultural use. As discussed above, the Strategic Plan recommends the retention and preservation of agricultural lands in the PA4. Efforts are under way by the county to preserve farmland around the Resource Recovery Complex.

The Strategic Plan recommends local zoning ordinances provide for the preservation of environmentally sensitive lands and open space as tracts are developed in the PA4.

f. Agriculture and Farmland Preservation

Policy Objective:

Give priority to the Rural Planning Area for farmland preservation funding to preserve lands around Centers and maintain and enhance large contiguous areas of farmland and open space (ibid.).

Response:

As discussed above, the Strategic Plan encourages the preservation of farmland in the PA4. Burlington County is already in the process of preserving farmland around the Resource Recovery Complex located in the ADA. Local planning and zoning establishes provisions for the continuation of farming in the PA4.

g. Recreation

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Policy Objective:

Provide maximum recreational and tourism opportunities at the neighborhood and local levels by targeting the acquisition and development of neighborhood and municipal parkland within Centers. Provide regional recreation and tourism opportunities by targeting parkland acquisitions and improvements that enhance large contiguous open space systems and by facilitating alternative recreational and tourism uses of farmland (ibid.).

Response:

Active recreational facilities for Florence Township, which are currently under expansion, are provided in the Florence-Roebling Town Center. The township has a waterfront park and boat launch on the Delaware River in the Florence-Roebling Town Center. The Delaware Heritage River Trail, a regional waterfront trail which traverses Florence Township, is in the planning stages. The Strategic Plan identifies the slag dump area of the former Roebling Steel Mill has the potential to be developed into a waterfront park. The Strategic Plan recommends providing pedestrian linkages from the PA4 to the recreational facilities in the Florence-Roebling Town Center.

h. Redevelopment

Policy Objective:

Encourage redevelopment in existing Centers and single-use areas that have the potential to become Centers, to accommodate growth that would otherwise occur in the Environs. Redevelop with intensities sufficient to support transit, a broad range of uses, efficient use of infrastructure, and physical design features that enhance public safety, encourage pedestrian activity, reduce dependency on the automobile and maintain the rural character of Centers (ibid.).

Response:

Redevelopment activities are recommended for the PA1 and PA2 and the Florence-Roebling Towns Center and the nodes located along Route 130. No redevelopment activities are planned for the PA4.

i. Historic Preservation

Policy Objective:

In Centers, encourage the preservation and adaptive reuse of historic or significant buildings, neighborhoods and districts in ways that will not compromise either the historic resource or the center's ability to develop or redevelop. Outside Centers, coordinate historic preservation needs with farmland preservation efforts. In all cases, coordinate historic preservation with tourism efforts (237, 238).

Response:

No historic preservation activities are contemplated in the PA4.

j. Public Facilities and Services

Policy Objective:

Phase and program the extension of public facilities and services, particularly wastewater

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systems to establish adequate levels of capital facilities and services to support Centers; to protect large contiguous areas of productive farmlands and other open spaces; to protect past public investments in farmland preservation programs; and to minimize conflicts between Centers and surrounding farms. Encourage private investments and facilitate public/private partnerships to provide adequate facilities and services, particularly wastewater systems, in Centers (238).

Response:

Public sewers are not planned for the PA4; sewers are planned for the Florence-Roebling Town Center and the PA2. Such planning will avoid inducing development pressures in the PA4 where farmland preservation and retaining rural character are paramount.

k. Intergovernmental Coordination

Policy Objective:

Coordinate efforts of various State agencies, county and municipal governments to ensure that State and local policies and programs support agriculture, rural economic development, and the rural character of the area by examining the effects of financial institution lending, government regulation, taxation and other government policies and programs (ibid.).

Response:

The Strategic Plan endorses the continued efforts undertaken by Burlington County to preserve farmland in the PA4. The Strategic Plan recommends Florence Township pursue furthering the preservation of farmland through innovative planning and zoning techniques and coordinate such efforts with the county's Farmland Preservation Program.

RESOLUTION 95-2021
BOROUGH OF RIVERTON

A RESOLUTION STATEMENT OF INTENT TO PURSUE PLAN
ENDORSEMENT AND AUTHORIZATION TO SUBMIT THE MUNICIPAL SELF-
ASSESSMENT REPORT TO THE NEW JERSEY STATE OFFICE OF PLANNING
ADVOCACY FROM THE BOROUGH OF RIVERTON, COUNRTY OF BURLINGTON, STATE OF NEW JERSEY

WHEREAS, the State Planning Act recognizes that New Jersey requires sound and integrated land use planning and coordination of planning at all levels of government in order to conserve the state’s natural resources, revitalize the urban centers, protect the quality of the environment, and provide needed housing and adequate public services at a reasonable cost while promoting economic growth, development, and renewal; and

WHEREAS, Plan Endorsement is a voluntary review process developed by the State Planning Commission to provide the technical assistance and coordination of the State for municipalities, counties, and regional agencies to meet the goals of the State Planning Act and the State Development and Redevelopment Plan (“State Plan”); and

WHEREAS, the purpose of the Plan Endorsement process is to increase the degree of consistency among municipal, regional, and state agency plans with each other and with the State Plan, and to facilitate the implementation of these plans and guide where and how development and redevelopment can be accommodated in accordance with the State Plan; and

WHEREAS, Riverton Borough participated in the Plan Endorsement process for the regional Route 130/Delaware River Corridor Strategic Plan, which was initiated by Burlington County, was endorsed by the State Planning Commission on April 28, 1999, and received a ten-year Plan Endorsement extension and additional extensions; and

WHEREAS, the current State Planning Rules and Plan Endorsement Guidelines incorporate, and expand upon the principles of the Municipal Land Use Law in order to help municipalities plan for a sustainable future; and

WHEREAS, the current State Planning Rules and Plan Endorsement Guidelines require the preparation and submission of a Municipal Self-Assessment Report as the means by which a municipality assess the consistency of its existing community vision and planning documents with the State Plan; and

WHEREAS, the Mayor and Council of the Borough of Riverton desire to obtain new Plan Endorsement for itself and the twelve-municipal region that comprises the original Route 130/Delaware River Corridor and is now known as the River Route from the State Planning Commission; and

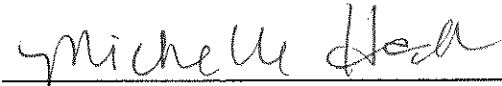
WHEREAS, Riverton Borough has participated in the Municipal Self-Assessment Report process undertaken with the assistance of the Burlington County Bridge Commission Department of Economic Development and Regional Planning on behalf of Burlington County pursuant to the State Planning Rules and Plan Endorsement Guidelines; and

WHEREAS, Riverton Borough held a public meeting at which the Self-Assessment Report was reviewed and approved on September 21, 2021


NOW, THEREFORE, BE IT RESOLVED that the Mayor and Council of Riverton Borough hereby expressly state the intention of Riverton Borough to pursue Plan Endorsement from the State Planning Commission; and

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Clerk of Riverton Borough shall transmit a certified copy of this Resolution, Proof of Public Notice for public meetings in the form of an affidavit of publication, and copies of meeting minutes of the public meeting at which the Self-Assessment Report was reviewed and adopted, as required by the State Planning Rules to the State Planning Commission and the Office of Planning Advocacy.

ATTEST:


Michelle Hack, RMC, Borough Clerk

SIGNED:


Suzanne Cairns Wells, Mayor

RECORDED VOTE	MOTION	SECOND	AYE	NAY	ABSTAIN	ABSENT
CORBI	x		x			
FULLERTON			x			
MAJOR		x	x			
SCOTT			x			
QUINN			x			
WILBURN			x			
MAYOR (TIE)						