


TOWNSHIP OF BURLINGTON PLANNING BOARD

MRP/CLARION REDEVELOPMENT PLAN

Block 125; Lots 1, 2, 3, 3.02, 4, 4.01, 4.02, 5, 6 and 7
Block 130; Lot 2
Block 132.02; Lots 3, 3.01, 6 and 8.01

Planning Board Approved: January 7, 2021
Governing Body Adopted: February 9, 2021

New Jersey Local Redevelopment and Housing Law-N.J.S.A. 40A:12A-7.

Prepared by: 
Richard A. Alaimo Association of Engineers

BURLINGTON TOWNSHIP

MRP/CLARION
REDEVELOPMENT PLAN

Block 125; Lots 1, 2, 3, 3.02, 4, 4.01, 4.02, 5, 6 and 7
Block 130; Lot 2
Block 132.02; Lots 3, 3.01, 6 and 8.01

*Redevelopment Consistent with the
New Jersey Local Redevelopment and Housing Law
N.J.S.A. 40:12A –1 et seq.
January 7, 2021*

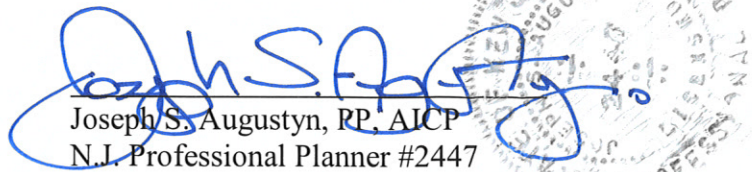
Burlington Township Council (“Council”) authorized the Planning Board (“Planning Board”) to investigate properties identified as Block 124; Lots 4.01, 9, 10 and 12; Block 125; Lots 1, 2, 3, 3.02, 4, 4.01, 4.02, 5, 6 and 7; Block 130; Lot 2; Block 132.02; Lots 3, 3.01, 6 and 8.01, which collectively comprise the Study Area, to determine whether the Study Area should be designated as Non-Condensation Area in Need of Redevelopment. Resolutions were adopted in 2019 and 2020 to include all stated lots.

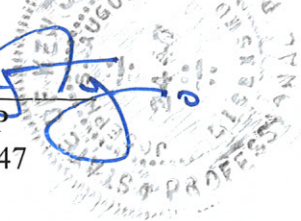
The Planning Board pursuant to the criteria set forth in the Local Redevelopment and Housing Law (“LRHL”), N.J.S.A. 40A:12A-1 et seq., adopted Resolution in 2019 and 2020 recommending to Council Study Area to be a non-condemnation area in need of redevelopment.

The Council adopted Resolutions declaring the Study Area to be non-condemnation area in need of redevelopment and directed the Planning Board to prepare a redevelopment plan or plans for the Study Area.

The MRP/Clarion Redevelopment Plan includes only that portion of the Study Area known as Block 125, Lots 1, 2, 3, 3.02, 4, 4.01, 4.02, 5, 6 and 7; Block 130, Lot 2; and Block 132.02, Lots 3, 3.01, 6 and 8.01 (“Property”) to be developed for light industrial and commercial/retail uses.

The Mayor and Council are the Redevelopment Entity.


Joseph S. Augustyn, RP, AICP
N.J. Professional Planner #2447



The document original was signed and sealed in accordance with NJAC 13:41-1.3

Township of Burlington

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Joyce R. Howell, Councilman President Pro Tem
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3. Planning Board Resolution:
 - a. Resolutions 2019-11 and 2020-11 recommending to Township Council Designation as a Non-Condensation Redevelopment Area

Burlington Township
MRP/Clarion
Redevelopment Plan
Block 125, Lots 1, 2, 3, 3.02, 4, 4.01, 4.02, 5, 6 and 7;
Block 130, Lot 2;
Block 132.02, Lots 3, 3.01, 6 and 8.01

January 7, 2021

I. MRP/CLARION REDEVELOPMENT PLAN

A. Overview and Redevelopment Entity

Burlington Township intends to implement a Redevelopment Plan for the identified Redevelopment properties comprised of Block 125, Lots 1, 2, 3, 3.02, 4, 4.01, 4.02, 5, 6 and 7; Block 130, Lot 2; and Block 132.02, Lots 3, 3.01, 6 and 8.01 (hereinafter, the “Property”). The Property is primarily zoned B-1 Regional Business, with a portion of Block 130, Lot 2 zoned R-20. This Plan designates redevelopment objectives, uses, and bulk requirements and design standards to the existing zoning. Only those uses listed in Section I.1 upon adoption of this redevelopment plan shall be permitted.

B. Redevelopment Plan Relationship to the Township Master Plan, Redevelopment Vision, Policies, Goals and Objectives

The vision, policies, goals and objectives as expressed in the Burlington Township 2008 Comprehensive Master Plan and 2018 Master Plan Reexamination Report guide redevelopment plan efforts for the redevelopment area. With the demise of the Burlington Center Mall, there is an immediate threat to the public health, safety and welfare resulting from the presence of deteriorating structures. The Redevelopment Plan fulfills a regional commercial need as the Property is proximate to the regional and national highway transportation systems. The Redevelopment Plan implements the community’s desire to have a retail presence along Bromley Boulevard and along County Route 541. The mixture of industrial and retail uses, with design standards in place to adequately buffer nearby residential uses, will result in the positive redevelopment of the Property. The Redevelopment Plan provides for employment opportunities in an existing developed area of Burlington Township consistent with Township’s smart growth objectives.

Comprehensive Master Plan Vision:

Burlington's 2008 Comprehensive Master Plan provides a strategic vision for the Township, calling for economic redevelopment and a "fiscally beneficial mix of retail, office, and industrial uses" (2008 Master Plan, II.A. p. 1 of 13). The Township seeks... "state-of-the-art light industrial office uses and modern commercial enterprises designed with varying architectural features" as part of its efforts to achieve an adequate balance in its existing land uses as identified by its zoning code (Ibid.). Key issues identified include "redeveloping and revitalizing Burlington's (Transportation) Corridor(s)" (2008 Master Plan, II.A. p. 2 of 13).

Comprehensive Master Plan Policies Applicable to Redevelopment:

- Burlington Township will continue to strengthen its commercial and industrial tax base, and support the viability of its existing businesses.
- Burlington Township intends to apply traditional and creative techniques of good civic design and arrangements for all residential, commercial and industrial uses.
- Burlington Township will maintain and achieve the safe and efficient movement of people and goods, as the community is further developed and redeveloped in accordance with the Township Master Plan. Burlington Township will coordinate with DVRPC, Burlington County, and NJDOT regarding transportation and circulation planning projects and efforts.
- Burlington Township supports necessary access for emergency vehicles and personnel in all development and redevelopment projects.
- Burlington Township will implement and achieve sustainable development by using Smart Growth planning approaches for the benefit of not only the Township, but the entire region as well.
- Burlington Township strives to achieve and sustain a desirable traditional visual environment both natural and built, and to protect and preserve established residential and commercial neighborhoods.
- Burlington Township seeks to protect its natural resources including wetlands, floodplain, forested areas, wildlife habitats, and stream corridors.
- Burlington Township strives towards a fiscally beneficial mix of retail, office/industrial uses, and heavy industrial uses to achieve economic strength and stability in the municipal tax base.

Comprehensive Master Plan Objectives Applicable to Redevelopment:

- Provide increased development and redevelopment opportunities for industrial uses in appropriately zoned areas of the Township.
- Encourage infill development and redevelopment as a “Smart Growth” technique.
- Support increased utilization of existing office, industrial and commercial development.
- Promote energy conservation in all redevelopment and new development construction.
- Facilitate appropriate public and private partnerships.
- Protect surface and subsurface water supplies by promoting control of nonpoint source pollution.
- Utilize the existing major transportation routes to the maximum extent practicable, and avoid the expansion of new major arterial roadways while providing, in those instances where deemed necessary, new collector routes that facilitate access to major arterial roadways.
- Promote pedestrian walkway systems and bicycle pathways throughout the community, particularly connecting residential neighborhoods with nodes of commercial activity and places of employment.

C. Redevelopment Properties and Access

MRP/Clarion Redevelopment Properties

Block 125, Lots 1, 2, 3, 3.02, 4, 4.01, 4.02, 5, 6 and 7;

Block 130, Lot 2;

Block 132.02, Lots 3, 3.01, 6 and 8.01

The Property has immediate regional access via County Route 541; is located within ½ mile of interchanges for both the N.J. Turnpike and Interstate Route 295; and is within a short distance of U.S. Route 130, all of which are major arterial roadways. The Property is within an hour drive of the Newark and Philadelphia Airports. The Property is in proximity to the Conrail Freight Line and N.J. Transit Light Rail Line connecting Camden and Trenton.

D. Source of Local Employees: Existing Residential within Vicinity of the Redevelopment Area

An abundance and variety of existing housing is located within easy walking and biking distance to the MRP/Clarion Redevelopment Area. This juxtaposition provides employment opportunities for Burlington Township residents; employers are encouraged to hire locally. The spectrum of nearby housing includes:

- Wyngate
- Hancock Hollow
- Bridle Club
- Oxmead Crossing
- Bromley Estates
- Bromley Place
- Oxmead Road Residential
- Bromley Tract (Future)

E. Public Transportation Serving the Redevelopment Area and Route 130 Corridor

New Jersey Transit Bus Route 413 serves Burlington Township's Route 541 Corridor, within the vicinity of the property. Bus routes connect with the Riverline and other New Jersey Transit and Burlink (Burlington County) Services.

F. Public Utilities: Water, Sewer, Gas, Electric and Communications

The MRP/Clarion Redevelopment Area is serviced by:

Water:

Burlington Township owns and operates the public water supply in the Township. Water is provided through eight groundwater wells (located on municipal owned lands), which are routed through one of the municipal water treatment facilities.

Sewer:

Burlington Township owns and operates its own public sewerage system. The system accommodates all municipal areas designated within the approved NJDEP Wastewater Management Plan Service Area, including the MRP/Clarion Redevelopment Area.

Other:

Natural Gas and Electric: PSE & G
Communications: Verizon, Comcast, AT&T
Fiber Optic: Cable

G. Pedestrian and Bicycle Access

Pedestrian and bicycle access and accommodation improvements may be expanded as opportunities are presented at site plan review.

H. Burlington Township Stormwater Management Plan Applicability

The Municipal Stormwater Management Plan (MSWMP) and implementing ordinance as required by N.J.A.C. 7:14A-25 will be utilized to review development applications within the redevelopment area. The MSWMP addresses groundwater recharge, stormwater quality, and quantity impacts by incorporating design and performance standards for new development that disturbs more than one (1) acre of land. The goals as listed in the MSWMP are incorporated into this redevelopment plan with a particular emphasis on the *“prevention of increased nonpoint pollution”* and *“public safety protection through the proper design and operation of stormwater management facilities.”*

I. Land Use and Development Regulations: Bulk Requirements, Design Standards, and Performance Criteria

This Plan designates permitted redevelopment objectives, uses, bulk requirements and design standards to supersede the existing zoning controls of the B-1 and R-20 Zones on the designated Property. Should the redevelopment plan not proceed, permitted and conditional uses as designated for the B-1 and R-20 Zone District remain applicable. Bulk requirements, design standards, and submission requirements for the underlying zone districts also remain should the redevelopment plan not be implemented.

All terms not otherwise defined herein shall have the same meaning as those set forth in the Municipal Land Use Law, N.J.S.A. 40:55D-3 through -7, or the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-3. All other terms not expressly defined in those statutes are left to their common definitions.

1. Land Uses

a. Permitted Uses.

- Only those Retail and Service Businesses Expressly Permitted in the B-1 Business Zone District
- Warehouse/Distribution Facilities
- Daycare Facilities
- Gyms/Fitness Centers
- Medical Facilities, including outpatient services
- Wholesale Clubs and Convenience Stores with or without the sale of gasoline as permitted uses.
- Branded Full Service Hotels¹

b. Accessory Uses

- All accessory uses allowed under Permitted Uses in the B-1 Zone District
- Electric Vehicle and Truck Recharging Facilities
- Drive-Thru Facilities Associated with any Principal Permitted Use

c. Conditional Uses

- None

2. Building Size, Area and Bulk Requirements

- | | |
|---|--------------|
| • Maximum Individual Warehouse Area | 1,000,000 SF |
| • Maximum Warehouse Total Area | 2,000,000 SF |
| • Maximum Total Number of Warehouses | 3 |
| • Minimum Retail Non-Industrial Area | 36 AC |
| • Minimum Lot Width | 50 FT |
| • Minimum Lot Depth | 100 FT |
| • Minimum Front Yard Setback | 50 FT |
| • Minimum Side Yard Setback | 10 FT |
| • Minimum Side Yard Setback (Both) | 20 FT |
| • Minimum Rear Yard Setback | 50 FT |
| • Minimum Side and Rear Distance to Accessory Buildings | 20 FT |

¹ Full Service Hotel is defined as “generally mid-price, upscale, or luxury hotel with a restaurant, lounge facilities, and meeting space as well as minimum service levels often including bell service and room service. These hotels report food and beverage revenue.

- Maximum Building Height 60 FT
- Maximum Building Coverage Individual Lots 75%
- Maximum Overall Lot Coverage 55%

- a. No setbacks are required for lot lines fully interior to the Redevelopment Area.
- b. Stormwater drainage basins, utilities, fencing and walls are permitted within the buffer area or setback areas for property developed under this Redevelopment Plan.
- c. Parking shall not be permitted within eight (8) feet of any principal building.
- d. Fences or walls constructed shall be a maximum of twelve feet (12') feet, exclusive of berms; however, where necessary for obscuring light and vision, and reducing noise beyond the lot, the Planning Board may permit increased height.

3. **Design Standards, Parking, Lighting, Demolition, and Road Widening/Easements**

- a. All design and performance standards set forth in the Township Code within Article XII of Chapter 330 shall apply, unless otherwise modified herein.
- b. Parking Requirements. The parking standards for the Property have been formulated to ensure that adequate parking is being provided while also recognizing the benefit of a lower overall impervious cover.
 - i. All parking spaces on the Property shall be a minimum of 9' x 18', except those provided for uses with shopping carts, which shall be 10' x 20'.
 - ii. All parking aisles shall be a minimum of twenty-four (24') feet in width.
 - iii. Car parking shall be provided at a rate of 0.8 spaces per 1,000 square feet for industrial (warehouse/distribution) operations.²

² The parking ratios provided are subject to modification based on site specific data and subsequent review by the Planning Board and its professionals. Based on Site Plans and Traffic Study information provided and review against the current Institute of Transportation Engineers (ITE) Parking Generation Manual, the parking ratios may be adjusted accordingly.

- iv. Parking shall be provided at a minimum rate of 5.5 spaces per 1,000 square feet for non-industrial uses.³
 - v. Should the applicant demonstrate parking requirement conformance for uses included in the most recent ITE Parking Generation Manual and the Planning Board deems these parking requirements to be reasonable, relief may be requested.
 - vi. Parking for trucks over 4 tons shall not be permitted for any commercial/retail use. The loading and unloading of vehicles over four (4) tons; however, shall be permitted within designated loading areas.
 - vii. Fueling facilities shall be required to utilize only low-flow nozzles for dispersing diesel fuel.
 - viii. Truck Refrigeration Units (TRUs) shall not be permitted on vehicles parked on the site.
- c. Lighting. Luminaire height may not exceed twenty five feet (25'), and be LED lighting with sharp cutoff luminaires and shields. The measure of lighting intensity at the boundary of the Property shall not exceed 0.2 foot-candles, except lighting levels at all property lines located within 500 feet of the property line of any residential use shall not exceed 0.1 foot-candles (see also J.3.). Lighting intensity limits are exclusive of any driveway access points for purposes of vehicular and pedestrian safety.
 - d. Existing obsolete improvements will be demolished and disposed in accordance with all governing regulations, and in a timely manner.
 - e. Area roadway improvements may include adjoining municipal roads particularly Bromley Boulevard, and upgrades to traffic signals at the entrance to the current movie theatre and Hancock Lane intersection.

³ The parking ratios provided are subject to modification based on site specific data and subsequent review by the Planning Board and its professionals. Based on Site Plans and Traffic Study information provided and review against the current Institute of Transportation Engineers (ITE) Parking Generation Manual, the parking ratios may be adjusted accordingly.”

- f. For lots without street frontage, or shared access, utilities and/or parking, cross easements shall be provided as required by the Planning Board.

4. Signage

- a. Total gross advertising area of all signs on all sides combined shall not be greater than 10% of the area of the building face fronting on the street. The maximum area of all wall signs on a building shall not exceed 250 square feet.
- b. One (1) freestanding sign be permitted per driveway and one additional sign be permitted on corner lots. The total advertising area shall not exceed 10% of the area of the building face(s) fronting on the street, but in no event exceed 250 square feet.
- c. Monument style signs shall be permitted if applicant can demonstrate they will not block sight lines of motorists or pedestrians.
- d. Billboards, for which a permit has been obtained from the NJDOT Office of Outdoor Advertising, are permitted along Interstate Route 295 frontage only. Billboard development shall comply with Township Code.
- e. All other signage requirements including setbacks shall be in compliance with Township Code.

5. Performance Criteria and Standards⁴

- a. Provide transportation improvements relative to impacts of the redevelopment (MPR2018, p.8).
- b. Extend and upgrade existing pedestrian/bicycle pathways relative to impacts of the redevelopment (MPR2018, p.8).
- c. Avoid truck traffic on local roads (MPR2018, p.8).
- d. Advance infill development and redevelopment as a smart growth technique (MPR2018, p.6).

⁴ Burlington Township 2018 Master Plan Reexamination.

- e. Promote energy conservation in redevelopment construction design (MPR2018, p.6); Promote alternative energy uses (electric vehicle/truck charging stations) (MPR2018, p.7).
- f. Control environmental degradation and adverse development impacts (including) noise and air pollution (MPR2018, p.10).
- g. (Advance) placement of electric and other utility wires underground for safety, efficiency and aesthetics (MPR2018, p.11).
- h. Encourage ground mounted on-site solar electric generation and use: Advance Municipal Green Initiatives (MPR2018, p.11).
- i. Construct off-tract municipal improvements, or make pro-rata share contributions for off-tract improvements (MPR2018, p.15).
- j. Include an “Enhanced Buffer” as deemed by the Planning Board where warehouse uses are in the vicinity of residential, and commercial/retail. Enhanced buffers serve as transition areas devoted entirely to buffering and screening views and noise perception.
- k. Modification from Township standards may be granted in recognition that national and regional tenants may have design criteria and standards for architectural design which deviates from Township standards upon the reviewing board finding that a deviation comports with the overall architectural elements of the redevelopment plan. Retail buildings with three or more uses or tenants are to be designed with a complex massing that includes varying roof lines, projections/recesses along the facades, storefronts and rooflines, smaller additions to the main building, and/or separate, smaller structures.
- l. Retail buildings are to avoid monotonous principal wall facades or roof plans by modulating the façade to give the appearance of several smaller scale buildings. Wall facades exceeding fifty feet (50’) in length and oriented towards the public view shall include windows, entrances or similar architectural features appropriately spaced.
- m. Retail building with gable roofs with a minimum pitch of 5/12 are encouraged, and should be provided with eaves. Two-story or taller buildings should be provided with a traditional cornice treatment.

- n. Retail buildings are to include architectural design adding visual interest to the building. The eaves fascia shall be of traditional proportions and shall not be used as a “sign band” for the building.
- o. Retail façade treatments should include attractively designed storefronts, doorways, windows and related design features. Each façade must be treated architecturally, not just the main entrance façade. The entire front, sides and rear of the building should be coordinated in compatible colors and materials. Principal facades, in the public view, should receive primary architectural emphasis.
- p. Retail entrances should be inviting to pedestrians and, to the greatest extent possible, provide shade and weather protection.
- q. Corner facades are encouraged for buildings located at intersections.
- r. As visible to the public, equipment-providing services to the building whether roof mounted or ground placed, shall be screened by appropriate architectural/landscape design features.
- s. In retail areas, “Do not enter” and “one-way” signs often confuse the motoring public and add to the clutter of the streetscape. They shall be used sparingly while accounting for traffic safety considerations.
- t. Lighting for retail is to be designed to provide for security, safety, and adequate (not excessive) illumination, while providing for sharp cutoff luminaires to control light pollution, offsite glare and uplighting. LED lighting fixture designs shall compliment building architecture.
- u. Warehouse Architectural Performance Standards are to apply Class “A” standards as the top tier in a specific real estate market. Class A “Standards” for industrial real estate properties is a classification that incorporates a broad variety of features and qualities. Key attributes of Class “A” properties include high-end construction and finishes, modern architectural design, state-of-the-art mechanical systems and technology and a variety of property amenities. Amenities typically include the latest in sustainable design and operating efficiencies. Class “A” properties are the “best-in-class” assets that usually command the highest possible rents in their respective submarkets.

With that understanding of Class “A” properties, the exterior architectural features of the buildings are to display a high degree of permanence and quality while being relatable in style and scale to the development’s surrounding. The use of finely finished and detailed concrete and masonry for walls incorporating metal frame and glass wall systems for office area windows and entrances are examples of these types of components. The colors and finishes of these components should also be selected to blend with the predominant characteristics of the landscape design, site features and the natural surroundings.

6. Development Regulations

- a. Development of the Redevelopment Area shall be in accordance with the requirements of the Township Code, unless otherwise modified herein.
- b. Submission Waivers. The Planning Board, upon the recommendation of the Township Engineer, will consider waivers from the submission requirements within this redevelopment area so as to minimize development costs without compromising health and safety.
- c. Development and subdivision within the redevelopment area shall be governed by the procedural and performance requirements set forth under the Land Development section of the Township code and applicable provisions of the M.L.U.L. with the following modifications:
 - i. Redevelopment activities shall be in conformance with this Redevelopment Plan, which may be amended in accordance with the requirements of the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq.;
 - ii. Deviations from the terms hereof shall be addressed by way of an application submitted to the Planning Board. A deviation shall be granted where:
 1. an applicant can demonstrate that the proposed deviation is more beneficial for the Township than compliance with the terms required by the Township Code or otherwise required by this Plan, and

2. the proposed deviation furthers the intent and purposes of the Redevelopment Plan.

d. The Redeveloper may consolidate or subdivide the Property or a portion of the Property. Where the Redeveloper proposes a subdivision that would typically require frontage on a dedicated street or a private right of way, the Planning Board may grant relief pursuant to N.J.S.A. 40:55D-36.

J. Specific Redevelopment Plan Warehouse Building Setbacks, Enhanced Buffer and Screening Requirements within Vicinity of Residential and Commercial/Retail

The MRP/Clarion Redevelopment Area is located within the vicinity of existing and future residential uses. Burlington Township Master Plan and ordinances call for protection of residential neighborhoods.

1. A minimum warehouse building setback of 400 feet from the property line or zone line of adjoining residential use is required.
2. A minimum of 300 foot buffer area between warehouse use and residential property line or zone line is to remain natural and/or improved using techniques described in Code Section 330-85B. An enhanced buffer as described below may be required as determined by the Planning Board.
3. A minimum building separation of 300 feet from a commercial/retail building is required.
4. A minimum of 70 foot buffer area between warehouse use and commercial/retail use improved using techniques described in the Township Code is required. An enhanced buffer as described below may be required as determined by the Planning Board. Within the 70' wide buffer area, a minimum 10' high berm shall be provided, along with a minimum 12' high solid fence or sound wall, or a combination thereof as determined appropriate by the Planning Board.
5. The primary performance objective of buffer areas is to screen views and achieve noise attenuation beyond the tract. Buffers are to be designed, planted, graded, screened, and landscaped so that the closer a use or activity is to the property line, or the more intense the use, the more effective the buffer is to be in obscuring light and vision, and reducing noise beyond the tract.

Enhanced buffer designs including dense primarily native evergreen trees and shrubs, fencing, sound attenuation including berms and professionally designed sound walls are among techniques to be considered. First and foremost is the preservation of all existing natural wooded areas within the landscape buffer, so to be an integral part of project design. Post occupancy noise studies are required as determined by the Planning Board.

Headlight glare is best initially screened with fencing and/or dense evergreen shrubs internally along parking lots and drive areas.

Potential off-site glare from parking lot and drive area lighting is to be mitigated by LED lights with sharp cutoff luminaires and/or shields where determined necessary, and by lower Kelvin temperature (2700-3200K) so to provide lighting attenuation benefits.

Applying combinations of screening designs as outlined (evergreen and deciduous trees and shrubs; berming; fencing; sound attenuation designs; LED lighting designs, height and Kelvin temperature controls; parking lot and drive area layouts; and depth of buffer distance and building setback) provide greater design accountability toward achieving stated performance objectives.

K. Acquisition and Relocation (Non-Condensation)

This Redevelopment Plan does not propose acquisition of property. This proposed Redevelopment Plan is not anticipated to temporarily or permanently displace any residents or businesses.

L. Consistency with State, County, Regional, and Nearby Municipal Plans

1. *New Jersey State Development and Redevelopment Plan (SDRP)*

The MRP/Clarion Redevelopment Area is entirely within PA2. The SDRP policies support and encourage development and redevelopment within PA1 and PA2.

The SDRP recognizes the following general characteristics of municipalities and communities located within PA2:

- Mature settlement patterns.
- Infrastructure systems that area approaching reasonable life expectancy.

- The need to rehabilitate housing.
- Redevelopment will be the predominant form of growth in the future.
- Growing realization of the need to regionalize services and systems.
- Changing demographics.

The intention of the SDRP for PA2:

- Provide for much of the State's future redeveloping;
- Revitalize cities and towns;
- Promote growth in compact forms;
- Stabilize older suburbs;
- Redesign areas of sprawl;
- Protect the character of existing stable communities.

Burlington Township's Comprehensive Master Plan and 2018 Master Plan Reexamination Report recognize that absorbing new development and growth will largely involve redeveloping underutilized parcels and the renovation of existing structures. Through the 2004/2005 State Plan Cross-acceptance Process and Report for the Burlington Township, the Burlington County Department of Economic Development and DVRPC, in conjunction with Burlington Township, forecasted growth rates for Burlington Township's population and employment. Projections provided below were updated in 2016 by DVRPC to 2045 (ADR022 and 023).

Population:	2020 Forecast (22,936)	2045 Forecast (23,398)
Employment:	2020 Forecast (17,584)	2045 Forecast (18,013)

2. *Burlington County*

The Delaware River Corridor Strategic Plan lists the following future activities impacting Burlington Township.

- a. Support the creation of a corridor-wide redevelopment zone, which has an economic development component.

- b. Enhance the “Gateways” into the Township.
- c. Create an inviting highway business district.
- d. Create innovative circulation and parking solutions that improve the ability to access business.
- e. Improve operations and safety of segments of Route 130 and its crossroads.
- f. Provide pedestrian connections to the Delaware River Heritage Trail.

In conjunction with regional redevelopment efforts by Burlington County, the Township continues to identify sites within the corridor that are suitable for smart growth based redevelopment.

3. *Delaware Valley Regional Planning Commission (DVRPC)*

Burlington Township actively participates with the efforts of DVRPC, to improve and redevelop, including the MRP/Clarion Redevelopment Area. Efforts include mobility improvements for vehicles and pedestrians, improved access to alternative modes of transportation, access to and use of light rail facilities, economic revitalization of the corridor, landscaping and streetscape improvements along the corridor, and the provision of bicycle/pedestrian access ways and facilities. Burlington Township’s bicycle/pedestrian access and redevelopment planning efforts further this overall regional effort by developing specific plans for Burlington Township to address these issues.

MRP/Clarion Redevelopment maintains consistency with identified Smart Growth goals as established by DVRPC:

- a. Revitalization - Reversing past declines and enhance a more stable climate as a foundation to attract new real estate and infrastructure investment.
- b. Infrastructure Investment - Use existing and planned expansions of sewer & water systems and transportation facilities and services as key growth management strategies to curtail sprawl and yield more efficient and sustainable regional development patterns.
- c. Manage future development through focused infrastructure investments.

- d. Restore and maintain existing infrastructure systems, services and capacity - Support existing development as well as attract new population and employment growth.

The smart growth goals and policies of DVRPC's Connections 2045 Long Range Plan were prepared and coordinated with the New Jersey State Development and Redevelopment Plan and the New Jersey Department of Transportation. This coordination was undertaken to ensure regionally consistent land use plans.

Burlington Township's redevelopment efforts including the MRP/Clarion Redevelopment Area support and encourage investment in existing infrastructure to increase support for existing and new businesses, while promoting environmentally sensitive design and increased non-private automobile usage to reduce congestion and pollution.

Burlington Township's smart growth redevelopment planning efforts for MRP/Clarion are consistent with the DVRPC 2045 Plan by promoting and fostering revitalization and renewal of areas in need of redevelopment.

M. Burlington County Improvements Under Consideration For Burlington Township Route 541 Corridor in Vicinity of Redevelopment Area⁵

1. Remove reverse jug-handle at Bromley Boulevard and replace with forward jug-handle at Elbow Lane extension.
2. Extend Elbow Lane at Bromley; add turning movements at Elbow.
3. Separate future warehouse and retail traffic.
4. Install sidewalks, crosswalks, and multi-use paths: Route 541 and Bromley Boulevard.

Redeveloper is to provide for improvements adjacent to the Redevelopment Area, including off-tract sidewalk and multi-use paths facilitating access to the Redevelopment Area.

N. MRP/Clarion Redevelopment Program and Process Schedule

1. Establish a general schedule for constructing retail/non-industrial uses in sequence with constructing industrial warehouse uses with the objective to balance buildout of the entire Redevelopment Area in accordance with a

⁵ Burlington County Route 541 Transportation and Circulation Plan, Burlington County Board of Chosen Freeholders, Draft May 6, 2020.

developer's agreement to be entered into between the redeveloper and the Township.

2. Complete MRP/Clarion Draft Redevelopment Plan; present to Planning Board for review, comment, and recommendation to Council by Resolution.
3. MRP/Clarion Redevelopment Plan adopted by Ordinance; redeveloper designated by Council Resolution.

APPENDICES

WETLANDS AND 100-YEAR FLOOD ZONE

TAX MAP & ZONE PLAN

**TOWNSHIP COUNCIL AND PLANNING BOARD
RESOLUTIONS**