

Burlington Township Burlington County



2018 Master Plan Reexamination

Burlington Township Planning Board

Adopted by the Planning Board December 13, 2018

Joseph S. Augustyn, P.P., AICP, Planning Consultant
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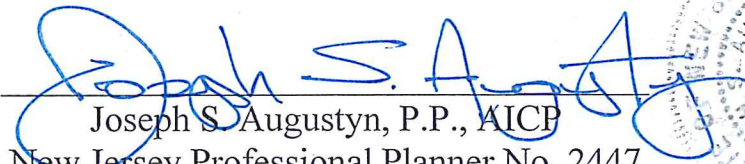
BURLINGTON TOWNSHIP BURLINGTON COUNTY

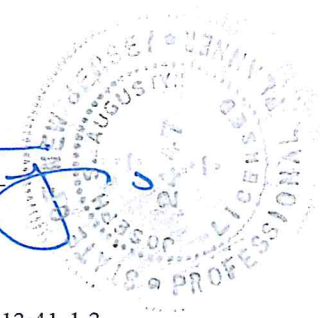
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New Jersey Professional Planner No. 2447



The Master Plan original signed and sealed in accordance with NJAC 13:41-1.3

*Cover Photograph:
Burlington Township Municipal Building view from cornfield*

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BURLINGTON TOWNSHIP 2018 MASTER PLAN REEXAMINATION REPORT



Assiscunk Creek Park

TABLE OF CONTENTS

- I. Introduction and Overview
- II. Burlington Township 2008 Comprehensive Master Plan: Vision, Goals, Objectives, Policies, Problems, Issues and Recommendations, and Extent Implemented 2008-2018; 2018 updates
- III. Significant changes in Assumptions, Policies and Objectives in current 2008 Comprehensive Master Plan and Development Regulations relative to Population, Land Uses, Housing, Circulation, Natural Resources, Energy Conservation, Recycling, and Governmental Policies
- IV. 2018 Updates and Changes Recommended Regarding Objectives, Policies and Standards for the Master Plan and Development Regulations
- V. Recommendations Regarding Redevelopment Plans and Changes in Municipal Development Regulations

APPENDICES:

- 1. A Brief History of Burlington Township
- 2. Comments on the Circulation Plan and Stormwater Management Plan Elements, prepared by Scott Hatfield, PE, CME, Township Engineer, December 13, 2018.

I. INTRODUCTION AND OVERVIEW

The Burlington Township Planning Board is pleased to present the 2018 Reexamination of the Township's 2008 Comprehensive Master Plan. The Planning Board prepares, and by resolution adopts, the findings of the reexamination. This document recommends updates and changes to municipal goals, objectives, policies, and standards as stated in the 2008 Comprehensive Master Plan.

Burlington Township maintains general consistency with the 1998 and 2003 Burlington Township Master Plan documents, and is consistent with the guidelines set forth in the Municipal Land Use Law. The 2018 Burlington Township Master Plan Reexamination addresses the following:

- Principle Objectives, Problems and Issues relating to land development in Burlington Township at the time of the adoption of the 2008 Comprehensive Master Plan, and the extent to which the strategic planning components of the 2008 Comprehensive Master Plan have been addressed in the period from 2008 to 2018.
- Extent to which there have been significant changes in the strategic planning components which form the basis of the Township's current Master Plan and development regulations, with particular regard to the density and distribution of population and land uses; housing conditions; circulation; conservation of natural resources; energy conservation; collection, disposition and recycling of designated materials; and changes in applicable state, county and municipal policies and rules.
- Specific 2018 updates and changes recommended for Burlington Township's Master Plan and development regulations, including objectives, policies and standards, and whether a new plan or regulations should be prepared.

II. BURLINGTON TOWNSHIP 2008 COMPREHENSIVE MASTER PLAN: VISION, GOALS, OBJECTIVES, POLICIES, PROBLEMS, ISSUES AND RECOMMENDATIONS, AND EXTENT IMPLEMENTED 2008-2018; 2018 UPDATES

VISION

“The Township of Burlington envisions a fiscally beneficial mix of retail, office and industrial uses; “destination” retail centers, a variety of housing that creates a strong community of all ages in safe and friendly neighborhoods; services that efficiently and effectively serve the common good; ample recreational facilities and opportunities; preserved natural resources and open spaces; and the orderly and efficient movement of people and goods.” (Ref. 2008 BTMP II.A. Pg. 1.) Burlington Township advances its established vision by governmental actions of Township Mayor and Council, Planning Board, Zoning Board and municipal departments. Burlington Township residents advance community and neighborhood cohesion.

Specifically, Burlington Township fulfills its strategic planning commitments by:

- Planning effectively for the future of the Township.
- Facilitating a robust economy by actively supporting economic development in the commercial and industrial sectors that create employment opportunities.
- Servicing the community equitably and with full public participation involving a broad range of programs and services that foster physical, social and cultural well-being.
- Contributing to regional smart growth.
- Protecting Burlington’s natural resources.
- Supporting alternative energy sources particularly solar for on-site generation and use.
- Achieving an attractive physical landscape within our built environment.
- Helping shape community character by promoting high quality and attractive architectural designs.
- Promoting cultural and ethnic diversity.
- Fostering and providing equitable support and caring for all residents.
- Encouraging and enabling residents and others to take pride in Burlington as a great place to live, work, shop, explore or visit.

Key issues:

- Redeveloping and revitalizing Burlington’s section of the Route 130 Corridor.
- Maintaining a safe community.
- Supporting a caring community.
- Giving our youth a strong educational and civic-minded basis for their future.
- Nurturing an open community/government partnership.
- Enhancing the spirit of neighborhood.
- Protecting and enhancing Burlington’s natural and built environment.
- Providing and promoting ample recreation and sports opportunities
- Building on the strengths of our multicultural and multiethnic community.
- Mitigating the impact of the recent increase in the development of warehouses and distribution facilities, particularly the increase in truck traffic on local roadways.

Ref. BTMP II. Page 2

STRATEGIC GOALS AND OBJECTIVES

The strategic goals, objectives, and policies stated below are the basis of the Master Plan, and serve to guide the physical, economic and social development of the Township.

- **Land Use**
Create balanced land uses that support a safe and healthy community where residents can live, work, recreate, and prosper. Update land use ordinances as needed.
- **Housing**
Allow for and maintain a balanced mix of housing types in good condition to meet community needs. Revise zoning and ordinances where needed to ensure a balanced of housing types.
- **Character of Development**
Require site specific designs sensitive to surrounding land use that contribute to the highest quality of life for Township residents. Implement the design guidelines established in the Community Design Plan.
- **Environmental**
Maintain a safe, healthy environment that contributes to the wellbeing of Township residents. Monitor environmental indicators and amend/update relevant ordinances as needed.
- **Jobs and Retail Services**
Provide a variety of employment opportunities for residents of all ages and qualifications. Provide a full range of local and regional retail services. Permit wide-ranging state-of-art principal uses within the Township's various zones.
- **Transportation**
Create a safe, efficient, network for all modes of transportation. Maintain local transportation networks, control congestion, and support County, State and Federal programs to improve efficiency and safety. Discourage the use of local roadways by large trucks.
- **Water and Sewer**
Create an efficient water and sewer service system with capacity for planned future growth. Effectively and efficiently collect, treat and dispose of domestic sewage and its associated by-products. Coordinate with neighboring municipalities to provide water and/or sewer service to them, where appropriate.
- **Recreation**
Create an active and passive recreation system that meets the modern-day needs of all Township residents. Monitor and respond to changing demographics.
- **Municipal Services**
Provide efficient essential services to meet basic community needs and additional optional services within budgetary limits. Monitor program costs and revenues. Make necessary adjustments to meet mandatory requirements.

POLICIES

- Continue to strengthen the commercial and industrial tax base; support existing businesses.
- Support the rehabilitation, maintenance, and upgrade of existing homes. Community character is defined primarily by the strength of its residential neighborhoods.
- Sustain a desirable traditional visual environment both natural and built. Apply traditional and creative techniques of good civic design and arrangements for all residential, commercial and industrial uses.
- Residential neighborhoods are to be protected from excessive non-local traffic, particularly truck traffic, and the loss of traditional neighborhood ambience.
- Maintain the safe and efficient movement of people and goods. Coordinate with DVRPC, Burlington County, and NJDOT regarding transportation and circulation planning projects and efforts.
- Provide necessary access for emergency vehicles in all development and redevelopment projects.
- Evaluate development regulations and zoning code requirements to assure that development/redevelopment is encouraged in appropriate areas.
- Protect natural resources including wetlands, floodplain, forested areas, wildlife habitats, and stream corridors.
- Provide ample active and passive recreational opportunities for all age groups.
- Strengthen and diversify the commercial/industrial composition of the Route 130 corridor.
- Seek opportunities to redevelop vacant and underutilized commercial sites. The mixing of compatible uses, i.e., commercial and light industrial, with appropriate buffering will be explored.
- Support and encourage safe bicycle and pedestrian pathways and sidewalks for both recreation and as a means of transportation.
- Implement and achieve sustainable development by using Smart Growth planning approaches.
- Support technological innovation and clean energy initiatives. Promote recycling, energy conservation and alternative sources of energy particularly solar on-site through municipal code, practices and development review process.
- Require all new development to meet statewide minimum standards for stormwater management, including maintenance obligations for stormwater facilities.

BURLINGTON TOWNSHIP 2008 COMPREHENSIVE MASTER PLAN ELEMENTS:

- A. Land Use Plan
- B. Housing Plan
- C. Community Design Plan
- D. Community Facilities Plan
- E. Circulation Plan
- F. Open Space and Recreation Plan
- G. Natural Resources Conservation Plan
- H. Utility Infrastructure and Service Plan
- I. Municipal Stormwater Management Plan (MSWMP)
- J. Recycling and Energy Conservation Plan

The individual Master Plan Elements take into account the Strategic Goals, Objectives and Policies as presented above. Functional goals and objectives are established for each Master Plan Element as follows.

A. LAND USE PLAN ELEMENT

Achieve balanced land use in Burlington Township that supports a healthy and safe community where residents can live, work, recreate and prosper. Regularly review the master plan and land development ordinances to maintain the strategic focus of the Township; update and amend ordinances as needed to maintain Master Plan consistency.

Housing

- Achieve a variety of housing types in sufficient quantities that create a strong community base of population in safe and friendly neighborhoods, and does not place a burden on overall Township fiscal stability.
- Control residential property taxes by promoting commercial and office/light industrial uses.
- Provide age-restricted housing in those areas of the Township where currently permitted by existing zoning regulations to meet the needs of Township residents.
- Meet affordable housing requirements through various methods including rehabilitation of existing housing stock, alternative living arrangements, supportive and special needs housing, age-restricted housing, and other means as necessary.

- Encourage new development with appropriate open space areas using Smart Growth techniques.
- Minimize the visual impact of new development and in the case of non-compatible uses, require buffers and screening for safety and visual attractiveness.
- Encourage infill development and redevelopment as a Smart Growth technique.
- Promote energy conservation in all redevelopment and new development construction.
- Promote high quality and attractive building and landscape architecture.

Community Facilities and Services

- Provide for the general needs of all Burlington Township residents by making available those facilities and services necessary for the common good.
- Promote facilities for local groups allowing them to meet and work together for the good of the community. Facilitate appropriate public and private partnerships.
- Encourage community assistance for those having special needs, and support compliance with the Americans with Disabilities Act (ADA) in public places.
- Identify the most efficient and effective means of providing municipal services while minimizing operating costs and capital expenditures.

Recreation

- Provide ample recreation facilities and opportunities to meet the active and passive recreational needs of Burlington Township residents of all ages.
- Maintain the numerous, existing family oriented parks and green spaces throughout the Township, including the Assiscunk Creek Park as a centralized location.
- Consider the NJDEP 2018-2022 Statewide Comprehensive Outdoor Recreation Plan (SCORP) in municipal recreation design.

Environment

- Preserve environmentally sensitive areas in their natural state, and protect natural resources and areas of conservation.
- Protect mapped wetland and flood plain areas by educating the public about State & Federal regulations pertaining to restricted activities in these areas.
- Protect surface and subsurface water supplies by promoting control of nonpoint source pollution and well head protection.
- Preserve wooded areas for wildlife habitat, and help manage these and other natural areas throughout the Township.
- Provide strong support for our varied natural resources.
- Continue to implement NJDEP's Stormwater Management Regulations.
- Promote stormwater management practices that protect aquifer recharge areas, flood plains, wetlands, waterways, and properties abutting waterways.
- Promote lake management which supports the maintenance of the aesthetic benefits, environmental integrity, good water quality of lakes, as well as the financial benefit of increased area realty value.
- Promote the use of native vegetation in all development. Identify and avoid invasive species.
- Encourage alternative energy sources and uses.

Open Space

- Preserve and/or protect appropriate remaining open space areas throughout the Township.
- Ensure that open space planning plays an important role in developing the character, location, magnitude and timing of growth and development in the Township.
- Consider habitats of threatened and endangered species in review of all development applications.
- Promote and encourage the protection of privately owned tracts of open space, wetlands and forestlands.

Circulation

- Provide for the orderly and efficient movement of people and goods throughout the Township.
- Protect existing transportation routes from development that would result in truck traffic on local roads that are weight restricted.
- Utilize the existing major transportation routes as much as possible, and avoid the creation of new major arterial roadways.
- Apply state of the art roadway design methods and techniques which optimize the effectiveness and efficiency of the Township's existing roadway network.
- Encourage the further development and use of public modes of transportation including light rail, buses and para-transit.
- Promote the use of existing pedestrian walkway systems and bicycle pathways throughout the community.
- Encourage the upgrading of existing transportation facilities including taking full advantage of the new Light Rail service and extending of bicycle routes.
- Monitor and record traffic patterns and conditions.
- Determine the most effective solutions for traffic control; determine effective and efficient solutions and actions.
- Assess impacts of new development on identified transportation facilities.
- Facilitate the upgrade of transportation facilities by developers relative to impacts by their proposed development.
- Maintain "official designation" of bike routes and walking trails on the Township Circulation Master Plan.

Solid Waste

- Maximize recycling and reduce solid waste generation to the greatest extent possible throughout the Township.
- Set community standards for source reduction of solid waste generation.
- Educate our residents regarding recycling and the use of the Township and County recycling and compost facilities.

B. HOUSING PLAN ELEMENT

Achieve a balanced mix of housing types in good condition to meet community needs.

- Seek to maintain existing neighborhoods as safe, attractive, healthful and stable residential areas with abundant provisions for recreation and open spaces.
- Assure continuity among the varying land uses while recognizing the need for preserving natural resources and open space.
- Enforce housing code requirements to assure stable property values and aesthetics while protecting the health, safety, morals and general welfare of its residents.

- Encourage and assist in the development of age restricted housing in appropriate locations to meet the needs of our aging population.
- Diversify housing opportunities through new, imaginative, energy efficient and innovative residential formats that meet the needs of the entire community.
- Seek to provide access to affordable housing in accordance with present and prospective housing needs.

C. COMMUNITY DESIGN PLAN ELEMENT

Achieve development that is sensitive to surrounding land use, the environment, and contributes to the quality of life of Township residents.

- Promote a desirable, visual environment through creative development techniques and good civic design and arrangements.
- Review proposals by developers based on the total, three-dimensional design of the entire project considering their relationship with the existing natural and built environment.
- Achieve the highest quality of community design through proper land use controls and design standards consistent with in the Municipal Land Use Law.

D. COMMUNITY FACILITIES PLAN ELEMENT

Provide for the general needs of all Burlington Township residents by making available those facilities and services necessary for the common good.

- Promote facilities for community groups allowing them to meet and work together.
- Facilitate appropriate public and private partnerships.
- Encourage community assistance for those having special needs.
- Maintain compliance with the Americans with Disabilities Act (ADA) in public places (Title II).
- Identify the most efficient and effective means of providing municipal services while minimizing operating costs and capital expenditures.

E. CIRCULATION PLAN ELEMENT

Create a safe, efficient, and effective transportation network for all user groups.

- Monitor traffic volumes and determine the most effective solution for control of congestion.
- Identify transportation facilities that will be affected by development on a case-by-case basis and work with Developers to determine impact costs associated with development that may be transferred to developers by the Township.
- Support efforts to implement the installation of the Delaware River Heritage Trail.
- Actively promote the use of existing pedestrian/bicycle facilities throughout the Township, both for functional and recreational use.

F. OPEN SPACE AND RECREATION PLAN ELEMENT

Provide ample recreation facilities and opportunities that meet the active and passive recreational needs of Burlington Township residents of all ages and interests include accessible active and passive recreational opportunities.

- Maintain award winning Assiscunk Creek Park as the centralized and dominant municipal park in the Township.
- Protect natural resources and conservation areas as part of the open space inventory for passive enjoyment.
- Maximize utilization and preservation of the natural character of the land.
- Protect areas with natural qualities and features which provide the aesthetic and environmental character of Burlington, as well as buffering, recreation, drainage, stormwater recharge, and flood and erosion control benefits.
- Recognize present and future benefits associated with agricultural and the changing nature and definition of "farming" (example: Agritourism).
- Protect surface and subsurface water supplies by promoting control of nonpoint source pollution and well head protection.
- Provide strong support for our varied natural resources including forested areas, streams and river frontage which provide many passive recreational opportunities, i.e., fishing, hiking and enjoyment of wildlife and the natural environment.
- Promote empowerment of Township residents to better understand and value our natural resources, and assume environmental responsibility.
- Promote stormwater management practices impacting aquifer recharge areas, flood plains, wetlands, waterways, and properties abutting waterways.
- Promote lake management to support aesthetic benefits, environmental integrity, and good water quality.

G. NATURAL RESOURCES CONSERVATION PLAN ELEMENT

Preserve and Protect Burlington Township's Natural Resources critical to the quality of life, public health, and general welfare of all Burlington Township residents, both present and future.

- Minimize to the maximum extent practicable, development in environmentally sensitive areas.
- Control environmental degradation and adverse impacts such as noise and air pollution due to improper use of land.
- Encourage land development which preserves natural amenities and addresses drainage concerns.
- Encourage preservation of wildlife habitat and woodland areas.
- Protect the quality of surface bodies of water and groundwater.

H. UTILITY AND INFRASTRUCTURE SERVICE ELEMENT

Create, maintain and/or support safe, effective and efficient public water, sanitary sewerage, stormwater management, and other utility systems for Burlington Township residents.

- Continue to rehabilitate deteriorated asbestos cement sanitary sewer pipe (ACP) and manholes.
- Maintain or increase (if needed) the operating capacity of the various Township pump stations.

- Optimize the Township's sludge-handling operations.
- Implement the Municipal Stormwater Management Plan.
- Support placement of electric and other utility wires underground for safety, efficiency and aesthetics.
- Implement the Township 5-year capital improvements plan for the Water & Sewer Departments.
- Facilitate potential additional sources of revenue by providing utility services to neighboring municipalities, where appropriate.

I. MUNICIPAL STORMWATER MANAGEMENT PLAN (MSWMP) ELEMENT

As required by Burlington Township's Tier A MS4 Permit, the MSWMP has been reviewed by the Township's Stormwater Program Coordinator (Scott W. Hatfield, P.E.) and certain revisions have been made. A copy of the revised SWMP is on file in the Office of the Township Engineer located on the second floor of the Municipal Building.

J. RECYCLING AND ENERGY CONSERVATION PLAN ELEMENT

Maximize the reduction of solid waste generation by educating residents regarding source reduction methods and benefits while effectively utilizing Township & County recycling equipment and facilities. Environmental benefits of recycling include cleaner air, water and land, as well as monetary savings for residents. Promote on-site solar power generation for on-site use.

- Partner with Burlington County, and neighboring municipalities where appropriate, to provide comprehensive solid waste services to Township and non-Township residents and businesses.
- Incorporate energy efficient land use techniques in site and building design.
- Design buildings and neighborhoods to take advantage of natural environmental systems for heating and cooling.
- Encourage the use of energy efficient appliances, and devices such as heat pumps, geothermal pumps, and on-site solar generation and use.
- Incorporate locational planning to reduce Township demand for energy.
- Advance municipal Green Initiatives (public-private partnerships involving State, County, Township, and Private Sector entities) to develop specific short term action steps and also strategic plans for achieving long range alternative energy; renewable energy; and energy efficient goals.
- Utilize data from energy audits to improve the energy efficiency of all public buildings.
- Periodically review public facilities regarding energy use and sources.
- Encourage existing property owners to have energy audits prepared for their homes and businesses.
- Maximize the recycling of energy through resource recovery.

III. SIGNIFICANT CHANGES IN ASSUMPTIONS, POLICIES AND OBJECTIVES IN CURRENT 2008 COMPREHENSIVE MASTER PLAN AND DEVELOPMENT REGULATIONS RELATIVE TO POPULATIONS, LAND USES, HOUSING, CIRCULATION, NATURAL RESOURCES, ENERGY CONSERVATION, RECYCLING, AND GOVERNMENTAL POLICIES

A. Demographics

| | <u>2010 U.S. Census</u> | <u>2016 ACS¹</u> |
|---------------------------|-------------------------|-----------------------------|
| <u>Population</u> | | |
| Total | 22,594 | 22,660 |
| Median Age | 39.6 | 38.9 |
| <u>Housing</u> | | |
| Total Households | 8,105 | 8,128 |
| Occupied Housing Units | 7,797 | 7,668 |
| Vacant Housing Units | 308 | 460 |
| Owner Occupied | 6,114 (78.4%) | 5,860 (76.4%) |
| Renter Occupied | 1,683 (21.6%) | 1,808 (23.6%) |
| <u>Race</u> | | |
| White | 55.7% | |
| Black or African American | 26.9% | |
| Hispanic or Latino | 7.1% | |
| Asian | 7.0% | |
| Other | 3.3% | |

B. Property Valuations

Land and Improvement Valuation
2017 Abstract of Ratables²
 Land Value \$653,867,300
 Imp. Value \$1,648,150,400
 Total L & I \$2,302,017,700
 Equalization Ratio 95.26
 Tax Rate \$2.856 per \$100. valuation

| <u>Valuation by Property Class³</u> | <u>2009</u> | <u>2018</u> |
|--|-------------|-------------|
| Residential | 70.3% | 70.0% |
| Commercial | 14.9% | 13.4% |
| Industrial | 9.7% | 11.1% |
| Apartment | 2.3% | 2.9% |
| Vacant | 2.5% | 2.6% |
| Farm | 2.3% | >0.01% |

¹ U.S. Census American Community Survey 2016 Data

² Burlington County Board of Taxation

³ Burlington Township Tax Office

C. Rehabilitation and Redevelopment

Over the last 10 years 2008-2018, Burlington Township has advanced its efforts to rehabilitate and redevelop properties so determined by law.⁴ These efforts focused primarily on industrial tracts; however, both commercial and residential sites have also been determined in "Need of Rehabilitation or Redevelopment." Examples of recent rehabilitation and redevelopment efforts include Shop Rite, Riverwalk (residential), DCT and Matrix (industrial). Major warehouse and distribution facility construction, along with expanded commercial development along the Route 541 Corridor, have reduced the residential tax proportion by shifting to industrial and commercial uses. Industrial and commercial uses have a lower demand for municipal services, thus reducing the tax burden on residents.

Market demand for warehouse and distribution facilities has increased dramatically in Burlington Township, particularly over the last 5 years. This demand is fueled in part by increased on-line purchases. Burlington Township is ideally positioned to help meet this demand as it provides easy regional access via Route 295, N.J. Turnpike and U.S. Route 130. The Township also has vacant or underutilized industrial zoned properties available to accommodate the need for larger light industrial development.

D. Circulation

Burlington Township is most recently working with the New Jersey Department of Transportation (NJDOT), the Delaware Valley Regional Planning Commission (DVRPC), Burlington County, Florence Township, and Burlington City to coordinate and cooperate in developing improved and more balanced routing of traffic, particularly trucks. Increased warehouse development throughout the region has focused efforts to further improve circulation throughout Burlington County. Improving traffic circulation is high priority as evidenced by the March, 2018 DVRPC report "Freight Movement Around NJ Turnpike Interchange 6A" regarding existing conditions and proposed improvements.

E. Affordable Housing

In 2008, Burlington Township submitted its Housing Element and Fair Share Plan to NJDCA for "Substantive Certification." Now in 2018, after ten (10) years of state level legal wrangling and affordable housing implementation efforts by the Township, Burlington is fulfilling its N.J. Supreme Court compliance obligations to 2025 by obtaining a "Settlement Agreement" through the N.J. Superior Court. This agreement is pending, subject to final review by the Superior Court Master.

F. Recreation and Open Space

Changing demographics of Burlington Township and evolving demands for various types of both active and passive recreation over the last decade highlights actions by the Township Department of Recreation to maintain a constant vigil regarding how to best meet the recreation needs of Township residents.

⁴ N.J. Housing and Redevelopment Law

G. Zoning

Burlington Township has monitored market demands over the last 10 years for industrial and commercial space, including state-of-the-art use and design requirements. The Township intends to be market competitive so to acquire and retain the highest quality industrial and commercial facilities as a strong tax base. This includes redevelopment of the Burlington Township Mall site with uses that meet municipal needs. Similarly, the Township continues to monitor and evaluate zoning within the Route 541 and Route 130 Corridors, in order to accommodate the demand for both commercial (retail) and light industrial (warehouse) development.

IV. 2018 UPDATES AND CHANGES RECOMMENDED REGARDING OBJECTIVES, POLICIES, AND STANDARDS FOR THE MASTER PLAN AND DEVELOPMENT REGULATIONS

- A. In July 2018, Burlington County entered into an Interlocal Services Agreement with Burlington Township and surrounding communities to coordinate, develop and implement The Northern Route 130 Circulation and Transportation Plan (Plan), with input from NJDOT. Burlington Township and the partner communities have agreed to adopt the Plan as part of their master plans (Interlocal Service Agreement adopted herein), and to review their respective ordinances to ensure compliance with State law involving off-tract improvement and contribution requirements imposed upon applicants seeking local land development approvals. The partner communities have also agreed to require developers to construct off-tract municipal improvements recommended in the plan, or make pro-rata share contributions for off-tract municipal improvements recommended in the plan. Burlington Township intends to update the Circulation Master Plan Element so to include specifics in the Plan with consideration for full community build out addressing the needs of vehicles, trucks, pedestrians and bicyclists.
- B. Smart Traffic Management adds automation and responsiveness, as well as data analysis, monitoring and management tools to continuously add efficiency to the way Burlington Township monitors roadway networks. Smart traffic management reduces congestion and improves traffic flow for motorists, and safety for pedestrians and bicyclists. In partnership with Burlington County, State (NJDOT) and Regional (DVRPC) offices, a collaborative “shared data and system services” is made available to multiple government levels. Based in IoT and Blockchain technologies, smart traffic management should be considered, where appropriate, so to advance the Township’s broader land use related goals for efficiency, effectiveness, and safety.
- C. Industrial and Commercial Facilities contribute significantly to a strong municipal tax base. Consistent with Burlington Township’s ongoing efforts to monitor market demands for industrial and commercial space, including state-of-the-art use and design, and to maintain market competitiveness for high quality industrial and commercial facilities, applicable updates to Township zoning codes should be implemented. These updates will advance and accommodate current designs and uses, in concert with ongoing municipal redevelopment efforts.
- D. Ordinances referencing the posting of Performance and Maintenance Guarantees under the Municipal Land Use Law should be revised to reflect the new law limiting the scope of performance guarantees, municipal authority to adopt two additional types of guarantees (a temporary certificate of occupancy guarantee and a safety and stabilization guarantee), changes to maintenance guarantee requirements, and changes to the posting of escrows for inspections.

- E. Local Streets should be designed as comfortable and safe places for everyone — drivers, bicyclists and pedestrians. Provide sidewalks, bikeways and bus stops, where appropriate.
- F. Monitor benefits for participation in the U.S. Federal Emergency Management Agency FEMA Community Rating System CRS Program. Benefits include advancing public safety in flood conditions, and reduction in flood insurance rates for homeowners, businesses and local government. Coordinate efforts with the Burlington County Hazard Mitigation Plan for Burlington Township.
- G. Support Best Management Practices for minimizing potential flood damage to existing structures, particular in Special Flood Hazard areas (FEMA Advisory 4, 3/18).
- H. Promote community wide resilience by identifying vulnerabilities to hazards and conditions both natural and manmade. Municipal utility systems and public works improvements are evaluated regularly. Leverage community assets to advance resilience at municipal and neighborhood scales. Monitor innovations and technology related to infrastructure, mobility, and data and information tracking which improve response to crisis and strengthen community resilience.
- I. Consider amending future municipal land use currently zoned B-2 Highway Business along the western side of CR 541 south of Route 295. Re-zoning this area to BLI-1 Business Light Industrial would permit all uses currently permitted in the B-2 and I-1 light industrial. The maximum building height would be sixty feet (60') as permitted in I-1.
- J. Consider amending future municipal land use for the now defunct Burlington Center Mall, and adjacent vacant properties, so to advance Master Plan Land Use goals and objectives. Options and opportunities include:
- Re-zone as BLI-1 so to expand permitted uses including B-2 and I-1 uses.
 - Create a “Town Center” District with a town square, combining retail and service businesses with upscale market condominiums and apartments.
 - Re-zone as residential at a density to be determined with B-2 Highway Business along the Route 541 frontage.
- K. Consider amending the Township Code to include an “Enhanced Buffer” by definition where industrial uses are being constructed in the Township’s I-1 and I-2 Zones in the vicinity of existing non-conforming residential uses, particularly along Neck Road between Route 130 and Dultys Lane. Section 330-37(G) would state “...abuts or is adjacent to a residential zone or use, the applicant shall provide ...”. Prior to amending, an analysis should determine the impact of such amendment on existing industrial uses, and future industrial construction in permitted zones. Consider revising the provisions of Section 330-37 applicable to residential zones adjacent to I-1 to provide for a min. 300’ building setback (currently 250’) and a min. 200’ buffer area (currently 150’).

Note particularly that “enhanced buffers” serve as transition areas/zones when devoted entirely to buffering and screening varying land uses.

L. Incorporate Burlington Township's (future Court approved) Affordable Housing Settlement Plan agreements in the Township Master Plan Land Use Plan Element including the zoning of 2315 Rancocas Road (Block 110, Lot 1.01) for inclusionary residential housing development with twenty (20%) percent affordable housing set-aside.

M. The Burlington Township Land Use Master Plan recommendations for Age Restricted accommodations (2/2006) provided the Census (2000) basis and need for creating age restricted overlays so to better provide for the Township's aging population. As approved by the Planning Board and implemented by Township Council, two Zone Plan overlay development options were established by Ordinance:

- Age Restricted (AR)
- Planned Retirement Community (PRC)

These overlays advanced accommodations for seniors as further established in the Masonic Charitable Trust Continuing Care Retirement Community (CCRC) last amended in 2010 (Ord. 10-OR-002). CCRC, AR and PRC allow for higher densities, smaller dwellings and lot sizes, and increased open space for seniors, thus reducing maintenance needs and increasing recreational opportunities. Based on approvals granted by the Planning Board (including the CCRC) implementing these restricted accommodations, along with evolving market demand for these land uses, it is recommended that the AR and PRC overlays be rescinded based on current census information and demographic need in Burlington Township. It is further recommended that the respective underlying zone districts be evaluated to determine the most appropriate future land use.

V. RECOMMENDATIONS REGARDING REDEVELOPMENT PLANS AND CHANGES IN MUNICIPAL DEVELOPMENT REGULATIONS

Redevelopment is a critical component of Burlington Township's on-going, long-range planning efforts intended to provide the highest quality of life for its residents, to provide opportunities for job creation within a vibrant economy, to create a strong tax base firmly supported by industrial and commercial uses, to strengthen the social support fabric of the community, to provide opportunities for affordable housing, and to guide design for a sustainable and attractive town where built and natural environments coexist in harmony. Redevelopment is key to initiate and facilitate the realization of beneficial projects that will make the most of public and private resources to bring underutilized and potentially hazardous properties back to productive use, and allow for the full potential of properties to be realized in the context of good planning with public participation.

Appendix 1

A BRIEF HISTORY OF BURLINGTON TOWNSHIP^{5,6}

Burlington is one of the few communities in the United States that can boast of its long and rich history. It was once known as a center for the manufacturing of cast-iron products, clothing, and footwear. The area has been home to numerous historical figures such as President Ulysses S. Grant, Captain James Lawrence, and James Fenimore Cooper.

Burlington, as a whole, was established in 1677 making it 340 years old as of 2017. Our community has a deep history involving Quakers who traveled from Europe to settle in the new world. Burlington served as the capital of New Jersey during this time period prior to its relocation to Trenton.

Burlington takes its name from the English east-coast town of Bridlington, where Burlington was one of the districts.

The area is actually divided into three parts of "Burlington". There is Burlington City, a small historic town, having its own town council and school district. Burlington Township forms a horse shoe around the city. Then, there is Burlington County which extends from the Delaware River on the west to near the ocean on the east.

The formation of Burlington Township dates prior to 1786, when Burlington County was actually formed, making it one of the original townships to be settled within the county. In 1791, the first highway and schoolhouse were built, and in 1801 Burlington Township was formally created. As the township was one of the earliest settled, it went through several land divisions thus creating newer, separate townships; between the years 1804 through 1855 the Township of Burlington was split to form Canton Township, Wyalusing Township, Towanda.

Located in the southern central region of New Jersey between the Trenton and the City of Camden, Burlington Township is comprised of 14.23 square miles and was one of the most rapidly growing communities within New Jersey during the period 1990-2010. The 2010 Census shows the township population at 22,594, reflecting an increase of 2,300 (+11.3%) from the 20,294 counted in the 2000 Census, which had subsequently increased by 7,840 (+63.0%) from the 12,454 counted in the 1990 Census.

The daytime population grows to approximately 35,000 people due to the large business community consisting of numerous shopping, a 20-screen movie theater, dining establishments, as well as business and industrial parks. After relocating from Burlington City in 1988, Burlington Coat Factory now has its headquarters located within the township. Burlington Township is a desirable place to reside given the convenient access to the Philadelphia, New York City, and central New Jersey regions, in addition to the emergency services, tax rates, recreational programs, reliable government, and excellent public school system.

⁵ Wikipedia - Burlington Township, New Jersey

⁶ Images of America: Burlington

Burlington Township has approximately 160 miles of roadway. The New Jersey Turnpike, Route 295, State Highway Route 130, six county roadways, and a rail line, all traverse through the community. A shipping channel on the Delaware River provides international access to goods. This places the township at multiple crossways for the northeast motoring public.

The position of Mayor within Burlington Township's government framework establishes programs for municipal services, and oversees the executive branch of the township government. The Council, holding seven council members elected at large for four year terms, is the legislative branch of the township's government. By charter, it is the responsibility of Council to enact, through legislation, programs and policies that improve or maintain the quality of life upheld within the community for which the executive branch must carry out these initiatives. It is also the responsibility of the Township Council to establish and enact sound financial policies, and approve the township's annual budget and all expenditures made by the township's departments.

Three volunteer fire companies cover all residential, commercial and industrial sectors that make up the township, and respond to incidents on the NJ Turnpike, I-295 and NJ Route 130 as well as the Conrail/NJ Transit rail line. Fire District No. 1 of the Township of Burlington was established in 1990 including the three volunteer fire companies: Independent Fire Company No. 1 (1914), Beverly Road Fire Company No. 2 (1925), and Relief Fire Company No. 3 (1957).

The Burlington Township Special Police and Police Reserves were established on January 3, 1946 with Mr. Hugh Frost appointed as the honorary Chief of Police for the township. An ordinance was introduced on April 25, 1950, to establish an official police department. It was not until April of 1951, that the first police car was purchased. Until this time, Police Officer Lane used his own vehicle to patrol the township.⁷

⁷ About Us - Burlington Township Fire Department




BURLINGTON TOWNSHIP

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MEMORANDUM

Scott W. Hatfield, PE, CME
Township Engineer
Director of Department of Engineering

TO: Mr. Delbert D. Rife, Planning Board Chairman & Members of the Board

FROM: Scott W. Hatfield, PE, CME, Township Engineer 

DATE: December 12, 2018

SUBJECT: Re-Examination of Municipal Stormwater Management Plan and Circulation Plan Element of the Township Master Plan

As part of the current re-examination of our Municipal Master Plan, being spearheaded by Township Planner, Joseph Augustyn, PP, AICP, we are also required by our Tier A Municipal Stormwater Permit to re-exam our Stormwater Management Plan. This office has performed the required re-examination of this document, which is considered an addendum to the Utility Service Plan Element.

In addition, due to the passage of time and some significant transportation related issues currently affecting our municipal roadways, it was incumbent upon this office to also look closely at the Circulation Plan Element and draft proposed revisions that, in my professional opinion, should be considered by the Planning Board as part of the re-examination process and incorporated into a revised Circulation Plan Element in the near future.

This memorandum will serve to summarize the revisions to these two elements of the Master Plan that are being recommended by this office, which are as follows:

MUNICIPAL STORMWATER MANAGEMENT PLAN

- Incorporate language to encourage the Township to require the registration of privately-owned stormwater management facilities, which will include the payment of an initial registration fee as well as annual fees in an amount to be determined by the Governing Body, which are necessary to cover administrative costs and the cost of inspections.
- Reference the Shared Services Agreement that the Township has entered into with the Burlington County Soil Conservation District to annually inspect municipally-owned stormwater management basins. This Agreement will likely be expanded in 2019 to include privately-owned facilities.
- Remove Trellis Greene from the list of flood-prone areas in Burlington Township. Improvements performed by Developers over the past ten (10) years have served to mitigate the folding that had historically occurred in this area.

Re-Examination of Municipal Stormwater Management Plan
and Circulation Plan Element of the Township Master Plan

December 12, 2018

- Update Section 4.4.2. with respect to Total Maximum Daily Load (TMDL's) to be consistent with the information contained on the NJDEP Division of Water Quality webpage.
- Investigate reports of localized roadway flooding that occurs in the western portion of the LaGorce Square residential development during heavy rainfall events that coincide with high tide in the Assiscunk Creek.
- Update the build-out analysis, which may require the services of a consultant.

CIRCULATION PLAN ELEMENT

- Perform general revisions in accordance with draft document prepared by this office. (copy attached)
- Incorporate proposed improvements along Route 130 corridor referenced in County transportation planning documents, prepared by WSP. These documents are referenced in my draft document.
- Emphasize the need to address the increase in large truck traffic on local roads and, where necessary, to perform roadway improvements that will physically separate these trucks from residential areas.
- Emphasize the importance of CR #541 (Burlington-Mt. Holly Rd.) as a retail/commercial corridor and work closely with the County to assure that issues such as safety and access as addressed as future development and re-development occurs, especially south of the Route 295.

I will be present at the Planning Board meeting tomorrow evening to provide a brief overview. If there are any questions, please do not hesitate to contact this office.

*****END OF MEMORANDUM*****

SH/tl

cc: Council Members
Stephen Fazekas, Township Administrator
Jennifer Bupp, Administrative Officer
David Serlin, Esq. Township Attorney
Joseph Augustyn, PP, AICP Township Planner (via email)
Denis Germano, Esq., Planning Board Attorney (via email)

Circulation Element

INTRODUCTION

Circulation is the movement of people and goods from one point to another. Safe and efficient circulation is a vital element in the economic growth of the Township. Land use and transportation are inextricably linked. ~~A clear understanding of this relationship is critical to the decision making process in regarding type, location and intensity of development.~~ ~~The relationship between these and the capacity (both real and perceived) of transportation system are integral parts of the decision making process in regard to the type and intensity of development.~~ An efficient adequate transportation system has always influenced the development and redevelopment of land. Burlington Township strives to maintain and enhance its transportation network to optimum efficiency. ~~The networks serve current Township residents, businesses and visitors, and are also designed to accommodate new users that can be anticipated through planned growth.~~ ~~system in such a manner that will allow it to serve its residents, businesses and visitors and also accommodate the inevitable growth and expansion that accompanies development.~~

This Circulation Element examines the existing network of vehicular, transit, and pedestrian routes in the Township and the impacts associated with the use of this network. It also establishes goals & objectives that will allow the appropriate government officials to better manage and maintain this network. ~~This planning effort provides the necessary tools to aid in reducing the impact of traffic on the community.~~ ~~and provide tools to aid in reducing the impact of traffic on the community.~~

~~Since Burlington Township is predominantly a suburban community where residents rely heavily on motor vehicles for their transportation needs.~~ ~~This Circulation Element focuses primarily,~~ this element will primarily focus on the street network, with secondary emphasis on public transportation and pedestrians/bicyclists, ~~as well as those aspects of governmental policy that affect local circulation.~~ ~~Effective governmental policy that support efficient local circulation is also critical to achieve Master Plan goals.~~

~~This Circulation Element has been prepared utilizing guidelines established in the Municipal Plan Endorsement Guidelines (October 17, 2007), State of New Jersey Department of Community Affairs State Planning Commission Office of Smart Growth.~~

DESCRIPTION OF THE ROAD NETWORK

The jurisdiction of the public road network is divided among state, county, and local (municipal) governments. This Circulation Element will focus primarily on streets under municipal jurisdiction. Federal aid highways, such as Interstate 295 and Route 130 have been placed under the State's jurisdiction since the Department of Transportation (NJDOT) has the responsibility for maintenance and petitioning for capital funds. Similarly, all County Routes (CR) have been placed under the jurisdiction of Burlington County. The private road network, which comprises roughly 8 miles of roads (consisting primarily of multi-family developments, the Burlington Center Mall roads and Richard's Run in the Haines Industrial Center, and ~~Goodyear Lane~~) also serves some of the same functions as the public street network, but will not be the focus of this element.

Route 295 and the NJ Turnpike are limited access highways. Access to Route 295 within the Township is limited to the interchange at Route 541. There is no direct access to the NJ Turnpike within the Township. The closest points of access are in adjacent Westampton Twp. (Exit 5 Interchange) and Florence Twp. (Exit 6A Interchange).

Route 130 is the major north-south oriented road traversing Burlington Township. County Route 541 (a.k.a. Burlington-Mt. Holly Road and High Street) is the major east-west oriented road. These roads provide access to the Township's main business districts. Since trucks are prohibited on Route 541, County Route 541T (a.k.a. Burlington By-Pass) provides a direct route for trucks travelling between the Turnpike or Route 295 and Route 130. Similarly, since trucks are prohibited on the County section of Neck Road (CR 658), Dulty's Lane is the designated truck route for trucks utilizing the Haines Industrial Center.

Circulation Element · Master Plan (2018 Re-Examination)
Burlington Township · Burlington County

Table #1 below depicts the total number of miles under each level of government.

Table #1. Road Miles by Governmental Level.

| <u>Governmental Level</u> | <u>Number of Miles</u> |
|--|------------------------|
| State of New Jersey (including Turnpike) | 7.20 |
| Burlington County | 19.88 |
| Burlington Township (exclusive of paper streets) | <u>73.66</u> |
| Total | 100.74 |

Table #2 below lists the streets under state and county jurisdiction. These streets primarily function as routes for regional traffic and long distance travel, as reflected in their functional classifications.

Table #2. State & County Roads – Functional Classifications¹

NEW JERSEY STATE ROADS: Interstate 295 – Principal Arterial (Interstate)
Route 130 – Principal Arterial
NJ Turnpike – Principal Arterial (Expressway)

COUNTY ROADS: Rancocas Road (CR 635) – Minor Arterial
Burlington/Mt. Holly Road (CR 541) – Principal Arterial
High Street (CR541) – Principal Arterial
Burlington By-Pass (CR541T) – Minor Arterial
Sunset Road (CR 634) – Minor Arterial
Park Road / Salem Road (CR 633) – Minor Arterial
Beverly Road (CR 543) – Principal Arterial
Columbus Road (CR 543) – Minor Arterial/Major Collector
Neck Road (CR 658, west of Route 130) – Major Collector
River Road (CR 656) – Major Collector
Jacksonville Road (CR 670) – Major Collector/Minor Arterial
Old York Road (CR 660) – Minor Arterial
Dulty's Lane (future) – Minor Collector

¹ Road classifications for State and County roads are based on the FHWA 2010 Urban Functional Classification Map, revised to February 28, 2017, prepared by the NJDOT in cooperation with the USDOT Federal Highway Administration

CLASSIFICATION FOR EXISTING STREETS

Streets may be classified into several different types based on their design capacity and access function. The Federal Highway Administration classifies streets into urban and rural types. Burlington Township is considered an urban area. In the urban system, streets are classified into principal arterials, minor arterials, collectors, and local streets. Limited access highways, expressways, and turnpikes are all considered principal arterials.

PRINCIPAL ARTERIALS are intended to handle large volumes of regional and through traffic. Typically, they are under the jurisdiction of the State or the County. These entities usually receive substantial funding from the federal government for their construction and maintenance. Examples, as listed above, are Interstate 295, Route 130 and CR 541. Roads of this type are intended for volumes of traffic ranging from an average of 10,000 vehicles a day to over 25,000 vehicles per day (AADT, which is the average daily traffic volume on an annual basis). Burlington Township has no principal/major arterials under its jurisdiction.

MINOR ARTERIALS function in much the same way as major arterials but with lesser volumes of traffic and fewer through routes. They provide a connection between major arterials and residential or non-residential collector streets, as well as providing intra-municipal travel paths. The intended number of vehicles ranges between 3,000 and 10,000 per day (AADT). Almost exclusively the province of Burlington County, Burlington Township has no minor arterials under its jurisdiction.

COLLECTOR streets are the next lower step in the street hierarchy. Collectors distribute traffic between local streets and arterial order streets. They provide access to abutting properties and allow traffic from residential neighborhoods to access arterial streets. Non-residential collectors also service industrial and business parks by channeling traffic to arterial streets.

A number of municipal streets by virtue of their location and physical configuration provide for cross-town movement and/or direct access to arterial streets. These are the primary criterion for their classification as collector streets in the Township.

Municipal streets designated as collectors are: Campus Drive, Mill Road, Elbow Lane, Neck Road (from Old York Rd. to Route 130), Fountain Avenue, Fountain Woods Road, Oxmead Road, Hancock Lane, Mill Lane, Bustleton Road, Connecticut Drive, Amherst Drive, Bromley Boulevard, and Dulty's Lane.

According to recognized standards, collector streets should generally have a minimum ultimate right-of-way width of 60 feet. They typically carry an average of between 1,500 to 3,000 vehicle trips per day (AADT.), although they may carry more depending upon their exact location. On-street parking is generally not permitted.

LOCAL streets distribute traffic between residential access streets and collector streets. This is the lowest order of street and is expected to carry up to 1,500 vehicles per day (AADT). They generally have a right-of-way width of 50 feet, allowing one lane of travel in each direction. On-street parking is generally permitted. Residential access streets are also considered local streets under the federal functional classification system. The vast majority of municipal streets are classified as local streets.

STREET DESIGN

Most of the streets that will be built in the future in Burlington Township will be designed to service new residential development. New residential streets are created as part of the subdivision and development of land. The improvements are typically constructed by Developers under Township oversight, but, eventually, almost all of these streets become the jurisdiction of the Township. The Township, therefore, has an important interest in the design and layout of collector and local streets. The design of larger collectors and arterials, which carry regional and through traffic, is mainly a function of higher levels of government that have their own set of standards.

The design of residential (local and collector) streets is governed by the standards set forth in NJAC 5:21 Residential Site Improvement Standards (RSIS). The design of non-residential streets is governed by Section 19:13 330-10 of the Township Zoning Ordinance along with authoritative, recognized standards such as AAHSTO and the NJDOT Roadway Design Manual.

The Township has ~~only one (1) signalized intersection~~ two (2) signalized intersections under its jurisdiction. ~~Other than the need to widen the Hancock Lane right-of-way to 66' on the north side of the intersection, the Township has not identified any deficiencies or level of service issues related to the traffic signal, which has been in operation since 2002. They are located at the intersection of Bromley Boulevard & Hancock Lane and at the entrances to Regal Cinema and the Burlington Center Mall along Bromley Bouevard. The Township annually contracts with a qualified vendor to perform maintenance of the signal, on an as needed basis. At such a time that the Burlington Center~~

Circulation Element · Master Plan (2018 Re-Examination)
Burlington Township · Burlington County

Mall is redeveloped, it is recommended that the developer install video detection at the signalized intersection.

All other traffic signals in the Township are either ~~privately owned and maintained (i.e., the signal at Regal Cinemas & Bromley Blvd.)~~, or under the jurisdiction of the County or State.

The intersections of Bromley Boulevard & Oxmead Road; Elbow Lane & Rancocas Road; and Jacksonville Road & Oxmead Road have been identified as potential future locations of traffic signals. Should it appear that the level of service at these stop-controlled intersections may degrade to unacceptable levels, the Township or County will evaluate the need to signalize this intersection, as part of any future approvals granted for development in and around these areas.

SIDEWALKS AND BIKEWAYS

Consistent with ongoing efforts to encourage non-traditional forms of transportation, the Township endeavors to maintain its comprehensive, continuous network of sidewalks and bikeways for both practical and recreational use. ~~This effort is particularly critical given local, regional and national concerns involving cost of fuel, health of residents, traffic congestion and green house gases.~~

It is of ~~critical note~~ worth noting that bicycle commuters along arterial streets move at speeds up to 30 miles per hour and can present a danger to pedestrians using the same system. Pedestrian sidewalks along arterials and collectors should, if possible, be separated from use by bicyclists, or a shared-use path provided. Shared-use paths should be constructed in accordance with the standards set forth in the AASHTO Guide for the Development of Bicycles Facilities along with authoritative, recognized standards such as ITE and NJDOT. More leisurely recreational cycling on local streets should make use of the cartway. The lower design speeds and the speed of traffic on local streets permit bicyclists and motorists to use the same cartway.

Where safe and functionally practicable, the Township Planning/Zoning Boards require developers to, at minimum, provide sidewalk facilities as part of proposed improvements or provide a contribution in-lieu-construction, which allows the Township to construct the improvement as part of a larger capital project or at a more feasible, nearby location. Where deemed appropriate, shared-use paths are required to be constructed in-lieu-of sidewalks.

Circulation Element · Master Plan (2018 Re-Examination)
Burlington Township · Burlington County

~~A vast~~ The majority of local streets have sidewalk installed on at least one side of the right-of-way. In general, future improvements to the pedestrian/bicycle network in Burlington Township will be incremental, and will consist of identifying and removing specific barriers, filling in missing sections, and improving connections to mass transit facilities, high employment areas, open space, recreation sites, and school sites.

The locations of existing and proposed shared-use facilities are depicted on the Circulation Plan.

The Township typically coordinates with the Office of the County Engineer with respect to pedestrian and bicycle facility improvements along County roads. The Township has also historically supported the construction of the Heritage Trail, a proposed County improvement intended to facilitate non-motorized travel along the Delaware River corridor.

MASS TRANSIT

For a suburban community, Burlington Township has a substantial amount of public transportation available, including three (3) New Jersey Transit bus routes (#s 409, 413 and 419) and ~~two (2) Burlink bus routes (#s B5 and B6)~~. In addition, there are ~~three (3) NJ Transit Riverline (Trenton to Camden, with connecting services to Philadelphia, Newark Airport and New York)~~ light rail stations located in the neighboring municipalities of Florence Twp. and Burlington City, which are within ½ mile of Burlington Township. ~~All 3 stations are located within ½ mile of Burlington Township, are served by the above referenced Burlink routes.~~

The Florence Twp. Station is located adjacent to an industrial area in Burlington Township and would be better served by the addition of pedestrian/bicycle facilities both in Burlington and Florence. ~~Toward this objective~~ To that end, Burlington Township is working with developers of property along Dulty's Lane, River Road and Route 130 to construct new or expand existing pedestrian/bicycle paths to serve commuters who utilize the Riverline as their primary source of transportation then walk or bike to their places of employment.

As part of the subdivision and site plan review process, the Planning & Zoning Board have been working closely with developers to provide amenities (such as outside rest areas, bike racks and seating) and promote public transport usage, as well as walking and biking. Burlington Township also continues plans to

coordinate with NJ Transit regarding the need to provide adequate shelters at designated stops along its bus routes in the Township.

IDENTIFICATION OF PROBLEM AREAS

The continuing development of Burlington Township and surrounding communities has increased the number of people and goods that must be moved on the street network. Streets that were previously uncongested have become increasingly busy. Delays at intersections have become longer. Demographic factors such as the increase in household size and the increase in two-earner households have added to the number of vehicles on the road. Most recently, however, traffic volumes (total and peak) are being affected nationally by rising fuel costs. This trend will be monitored and considered relative to municipal circulation policies and priorities. Of major concern is the significant increase in large truck traffic due to the recent development of millions of square feet of distribution and fulfillment centers being driven by E-commerce, which has resulted in a corresponding increase in the number of trucks utilizing local roads, some of which are located in residential areas.

Recognizing that mobility is an important quality of life factor, the Township annually performs street improvements in an effort to mostly maintain, but in some cases expand or improve, existing facilities. The location and scope of street improvements are based, in part, on the Road Ratings performed by the Department of Engineering, as well as other factors including public input criteria. Examples of the improvements performed on an annual basis are road reconstruction/overlay projects and a curb/sidewalk replacement project, and repairs, on an as needed basis, to bicycle/pedestrian facilities along these roadways.

Where possible, the Township seeks sources of outside funding, in the form of grants, to complete these projects. Examples of programs that the Township has obtained funding from are the biennial NJDOT Community Development Block Grant (CBDG) program, the NJDOT Pedestrian/Bikeway Grant Program State Aid Program and the NJDOT Local Freight Impact Fund.

The Township has also identified several major improvements and has adopted policies, as stated in the Goals & Objectives section of this Circulation Element that may potentially mitigate the impact of development on local roads, which has resulted in an increase in the number of vehicles utilizing the roadway network. These improvements are discussed described below.

FUTURE IMPROVEMENTS

The following is a list of potential, future improvements that the Township has identified as helpful in mitigating the overall effects of development on the roadway network.

1. ~~Re-align Oxmead Road between the Route 295 overpass and Jacksonville Road (C.R. 670).~~
2. ~~Perform a traffic study and signal warrant analysis of the intersection at Bromley Boulevard & Oxmead Road. If warranted, install signal.~~
3. ~~Obtain additional right of way to accommodate a road widening of Dulty's Lane.~~
4. ~~Work with PSE&G, NJDOT, Burlington County, and developers/redevelopers to convert overhead utility lines to underground lines, particularly along Route 130. This effort will serve to modernize and upgrade the appearance, safety, and function of the Route 130/River Route Commercial Corridor.~~
5. Construct a connector road between River Road (CR #656) and Daniel's Way or John Gault Way in Florence Township to serve as a truck route and relieve pressure on Dulty's Lane.
6. Widen and improve Dulty's Lane between the intersection of Route 130 and the NJ Light Rail grade crossing to improve traffic flow.
7. Construct measures to discourage trucks from utilizing Neck Road (CR #658), which has a 4-ton weight restriction, between Route 130 and Dulty's Lane.
8. Extend LaGorce Boulevard to New Pearle Street (CR #656) in Burlington City to accommodate vehicular traffic that will be generated by the Amazon site, which is located both in the Township and City.
9. ~~Re-align Oxmead Road between the Route 295 overpass and Jacksonville Road (CR 670).~~
10. Maintain existing streets to accommodate vehicular traffic at the designated design speeds.

Coordination between local, county, and state officials is crucial to implementing these the recommendations incorporated herein. All levels of government have constrained resources and cooperative ventures among government and the private sector will increase the success in identifying funding solutions have a better chance of succeeding both for funding solutions and in acting in a timely manner to address needed improvements.

The Township also intends to insure that new developments that will adversely impact local roadways contributes a fair share cost towards future roadway

Circulation Element • Master Plan (2018 Re-Examination)
Burlington Township • Burlington County

improvements that are required to mitigate the development impact(s). Fair share contributions will be calculated based on existing and future traffic volumes and will be required as condition of land use approvals to the extent authorized by the Municipal Land Use Law and the Township Land Development Code.

~~For example, the developer of the Haines Industrial Center, Whitesell Enterprises, recently funded the design and construction of an intersection improvement at Route 130 & Dulty's Lane, which widened the right-of-way, improved the level of service, and provided additional stacking capacity at the Dulty's Lane approach to the intersection. The Township reviewed plans submitted for the project and obtained the required N.J.D.O.T. Street Intersection Permit.~~

For example, Items #1 - #4 above will require close coordination between the Township, the County and the NJDOT. This coordination is exemplified by the Township ongoing involvement in the Northern Route 130 Transportation Committee. This committee has met on several occasions between 2016-2018 to identify challenges associated with the portion of Route 130 between Florence Township and Burlington City and devise solutions. These discussions will result in two important documents, one entitled Burlington County River Route Corridor Study, which is dated June 2018, and another entitled Northern Route 130 Circulation and Transportation Plan, which will be issued by the Burlington County Board of Chosen Freeholders, both of which describe critical transportation improvements identified along the US Route 130 corridor in Burlington Township and the adjoining municipalities. These documents are incorporated by reference into this Circulation Element.

ADDITIONAL PROPOSED IMPROVEMENTS AND ROADS

~~Several notable improvements are planned for the near future by NJDOT and Burlington County.~~

NEW JERSEY DEPARTMENT OF TRANSPORTATION (N.J.D.O.T.)

~~N.J.D.O.T., in conjunction with Burlington County, will be performing a major intersection improvement at the intersection of Route 130 and Campus Drive. The State will construct a signalized intersection and jughandle on property presently occupied by the Costume Gallery to provide direct access to Campus Drive. Simultaneously, the County will realign and extend Campus Drive to~~

Circulation Element · Master Plan (2018 Re-Examination)
Burlington Township · Burlington County

~~Salem Road, where a traffic signal will be installed. Upon completion of these improvements, the County will take over jurisdiction of Campus Drive. Right-of-way acquisition is underway and construction is tentatively scheduled to begin in 2010.~~

~~N.J.D.O.T. has also planned and designed (preliminary) a major intersection improvement for the intersection of Neck Road and Route 130, to include jughandles at the northwest and southeast quadrants. The schedule and funding for this project is undetermined at this time.~~

~~BURLINGTON COUNTY~~

~~Burlington County is planning long term safety improvements at various intersections in the vicinity of Route 541, Route 541T, Sunset Road, Wedgewood Drive and Cadillac Road. These improvements will include realignment of Route 541T, traffic signals for Northgate Village Apartments and Liberty Square Plaza, revisions to local traffic circulation patterns, and signage/stripping improvements.~~

~~As part of the proposed development of the Burlington Marketplace, a commercial/retail project on a 140-acre parcel adjacent to the Burlington Center Mall and Route 295, the County has proposed that the potential Developer (Develcom) install a "flyover" or overpass to and from the southbound lanes of Route 541, as well as perform other access and right-of-way improvements that are in the process of being identified by the County. Secondary access to this development is proposed to utilize Bromley Boulevard via Hampshire Drive. The need for a traffic signal at the intersection of Hampshire Drive and Bromley Boulevard, as well as any other municipal impacts, will be evaluated as part of the Township's overall review of the proposed development.~~

~~U.S. ROUTE 130 (RIVER ROUTE)~~

~~Route 130 Corridor is a vital, major arterial roadway that provides access to numerous businesses and residential areas in the Township, as well as the NJ Transit Riverline. It is also the primary route for truck traffic conveying goods to and from distribution centers along the corridor between the NJ Turnpike, the connector bridge to the Pennsylvania Turnpike, Route 295, and Route 95 via the Burlington-Bristol Bridge.~~

~~In the 1950's significant development along Route 130 gave rise to the "Route 130 Corridor", which is still dotted with buildings dating back to this time. The~~

roadway itself, a divided four-lane road was designed and built in accordance with the standards and principals applicable to traffic volumes, speeds, and the types of vehicles known that time. While improvements have been performed in the past, there are additional improvements that would clearly benefit the present day users of this roadway.

As befits a roadway of this importance, various transportation agencies have studied this roadway and have formulated recommendations to improve the access, safety and functionality of the roadway. These studies include the Route 130/Delaware River Corridor Strategic Plan, prepared by the Burlington County Board of Chosen Freeholders, and the US 130/NJ Turnpike Area Infrastructure Needs Analysis, performed by the Delaware Valley Regional Planning Commission as well as the aforementioned Burlington County River Route Corridor Study, which is dated June 2018, and another document entitled Northern Route 130 Circulation and Transportation Plan, which is still in draft form. The Township recognizes the importance of Route 130 Corridor and fully supports the recommendations included in both of these documents—efforts of both Burlington County and the State of New Jersey to make it safer for the public and a more desirable route of travel.

~~Consistent with these efforts, in June 2007, the Route 130 Corridor Redevelopment Area/South Preliminary Investigation and Proposed Redevelopment Plan, prepared by Alaimo Associates, was submitted to the Township. As stated (Policy #6 on Page #19) in this document “*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 the D.V.R.P.C., Burlington County, and N.J.D.O.T. regarding transportation and circulation planning projects and efforts.*”~~

~~Presently Burlington Township is conducting a similar investigation and preparing the companion document involving the Route 130 Corridor Northern Sector from Burlington City to Florence Township.~~

COUNTY ROUTE 541

The Burlington County Bridge Commission has recently been awarded a grant from the Delaware Valley Regional Planning Commission in the amount of \$150,000 to study the County Route 541 corridor, which includes the portion through Burlington Township. The study will focus on improving traffic safety and reducing congestion.

STATE HIGHWAY ACCESS MANAGEMENT CODE

The New Jersey Department of Transportation adopted a Highway Access Management Code in April, 1992 that applies to all of the roads under their jurisdiction. As discussed previously in this Circulation Element, these include Interstate 295 Route 130 (the NJ Turnpike being under the jurisdiction of the Turnpike Authority). The access code is intended to balance the competing demands for access to state highways and to move people and goods efficiently. Each state highway segment has been classified, with Interstate roads the most restricted. The access level determines the spacing requirements of new driveways that intersect the state road. The Department of Transportation is promoting the use of shared driveways, access to secondary streets that intersect with state highways, and interconnected parking lots. These design techniques are ones that have been encouraged in the past in the Township and contribute to the consistency of the circulation element with the Highway Access Management Code. It is also the policy of the Township that any Application proposing development along a State Highway submits the proposed plans to the NJDOT for review and approval and obtains any required access permit(s). This is a condition of any approvals granted by the Township. A continuation of these policies is recommended.

FEDERAL ACTIONS THAT AFFECT CIRCULATION

~~The supply side approach to building new roads and increasing the capacity of existing roads has been shown to have its limitations in fiscal, political, and social constraints. The focus on reducing congestion has shifted to reducing the demand for more road capacity at peak times. Demand management includes such techniques as flexible and staggered work hours to reduce peak use of the road network, car and van pooling, telecommuting, bicycling, and walking. Reducing the demand for more road capacity may include the institution of a trip reduction ordinance by a municipality, private or public subsidies to use mass transit or carpool, and reducing parking requirements (a maximum parking limit, for example).~~

~~This philosophical view is embodied in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 which instituted several major changes in transportation policy at the federal level. For the first time, highways and mass transit have been put on an equal funding basis. States will have more flexibility on deciding whether to spend money on highways or mass transit, since some of the spending categories allow trading one type of funding for another. For the first time, non-traditional items, such as turning abandoned~~

~~railroad lines into bicycle commuting paths and preserving scenic roadways, have their own spending categories. Transportation demand management techniques, smart highways, and paratransit are all encouraged within the Act.~~

SUMMARY OF GOALS & OBJECTIVES

- 1) To coordinate with developers and other governmental agencies in assuring that the roadway network is suitable to provide safe, efficient traffic circulation for all vehicles travelling within Burlington Township. More specifically,
 - To protect the existing transportation routes from development that exceeds the capacity of the roadway network.
 - To utilize the existing major transportation routes as much as possible, and avoid the creation of new major arterial roadways.
 - **Where existing transportation routes become overburdened with traffic, particularly large trucks, seek funding for new routes that will allow trucks to by-pass roadways located within residential areas.**
 - To apply state-of-art roadway design methods and techniques which optimize the effectiveness and efficiency of the Township's existing roadway network.
 - To encourage the periodic upgrading of existing transportation facilities.
 - To monitor traffic volumes and determine the most effective solution **for to control of congestion and maintain acceptable levels of service.**
 - To identify transportation facilities that will be affected by development on a case-by-case basis and work with Developers to determine impact costs associated with development that may be transferred to Developers by the Township **through a "fair share" contribution.**
- 2) To continue to implement policies that allow the Township a reasonable opportunity to mitigate the traffic impacts associated with development. More specifically, these policies include:
 - The condition rating and classification of the street network into different orders of road should be continued.
 - Unless pre-empted by the RSIS, street and cartway widths as well as applicable design standards established in the Township ~~Zoning Ordinance~~ **Land Development Code** should continue as the standards for the Township.
 - In those instances where a street has a variable or substandard right-of-way width, primary importance should be given to obtaining additional right-of-way either through a dedication or

- road widening easement.
 - Coordinate with the State and County to insure that all new development with frontage on a Municipal, County or State road provides, at minimum, a four (4) foot wide sidewalk, or where impractical, a contribution in-lieu-of construction.
 - The Township's land development regulations should be consistent with the New Jersey Highway Access Management Code or should be amended if inconsistent.
- 3) To obtain funding or partner with Developers to implement the desired "Future Improvements" listed on Page #9 of this Circulation Element.
 - 4) To obtain funding or partner with Developers to implement the installation of proposed pedestrian/bicycle paths as identified on the Township Circulation Plan.
 - 5) To support the County's efforts to implement the installation of the Delaware River Heritage Trail.
 - 6) To promote the use of pedestrian/bicycle facilities throughout the Township, both for functional and recreational use, and to obtain "official designation" of bike routes and walking trails.