

Township of Bordentown

Burlington County

Master Plan Reexamination Report

August 2018

Adopted by the Planning Board on August 9, 2018

Prepared by



Heyer Gruel & Associates

Community Planning Consultants

236 Broad Street

Red Bank, NJ 07701

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The original of this report was signed and
sealed in accordance with N.J.S.A. 45:14A-12

A handwritten signature in black ink, reading 'Susan S. Gruel'.

Susan S. Gruel, P.P. #1955

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Introduction

This report constitutes a Master Plan Reexamination Report for the Township of Bordentown as defined by the New Jersey Municipal Land Use Law (N.J.S.A. 40:55D-89). The purpose of the Reexamination Report is to review and evaluate the local Master Plan and Development Regulations on a periodic basis in order to determine the need for updates and revisions. The Municipal Land Use Law (MLUL) requires that this review be conducted at least every 10 years and requires it be conducted by the Planning Board.

The Township of Bordentown adopted its last Comprehensive Master Plan in 1990 and adopted subsequent Master Plan Reexamination Reports and Revisions in 1996, 1999, 2002, and 2008.

This report has been prepared in order to satisfy the review requirement of NJSA 40:55D-89. Section A of this report identifies the goals and objectives which were established in the 1990 Master Plan, and in the subsequent Reexamination Reports and Revisions. Sections B and C describe changes that have occurred in the Township, County and State since the adoption of these Plans. Finally, Sections D and E discuss recommended actions to be addressed by the Township in the future.

Periodic Reexamination

New Jersey Municipal Land Use Law (N.J.S.A. 40:55D-89) requires the Reexamination Report to contain the following:

- A. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report,
- B. The extent to which such problems and objectives have been reduced or have increased subsequent to such date,
- C. The extent to which there have been significant changes in assumptions, policies and objectives forming the basis for the Master Plan or development regulations as last revised, 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 recyclable materials, and changes in State, County and Municipal policies and objectives,
- D. The specific changes recommended for the Master Plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared, and
- E. The recommendations of the Planning Board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law," P.L.1992, c. 79 (C.40A: 12A-1 et seq.) into the land use plan element of the Municipal Master Plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

Community Outreach- Public Meetings

As a component of this Master Plan Reexamination Report, two public meetings were held on October 17, 2017 and October 24, 2017 at the Bordentown Senior Center. Residents were able to speak freely about the positive and negative aspects of the Township.

Based upon those meetings, the following issues and comments were raised by the public:

- Circulation

The Township continues to serve as a “road hub” due to the location of several major New Jersey corridors, including Route 130, Route 206, I-295, and the New Jersey Turnpike. Because of this, traffic issues were one of the most relevant issues at these meetings.

Interstate 295 has limited access to both interchanges, resulting in heavy truck traffic on State, County and local roadways. Public comments cited truck traffic hindering car circulation throughout the Township. The most prominent were at roundabouts where trucks appear to have a difficult time navigating the circle, and ultimately cause additional traffic.

Route 130 and Route 206 continue to have negative impacts on businesses due to existing roadway barriers dividing the north/south sides of the roads.

Other roads that experience traffic issues include:

- Fort Dix traffic along Georgetown Road
- Residential traffic along Cemetery Lane and Crosswicks Road
- Speeding along West Constitution Road near the cemetery
- Incoming traffic from Chesterfield Township
- Traffic along Grainger Avenue cut-through
- Visibility issues due to on-street parking along Crosswicks Road and Chesterfield Road.

Comments regarding roadway maintenance were raised, such as the replacement of a Car U-turn sign at Farnsworth Avenue and US Route 130/206.

Because of these roadways and their associated limitations, traffic continues to remain a significant issue for the Township and its residents.

- Land Uses

As mentioned above, the barriers separating the north/south lanes of Route 206 and 130 make it difficult for commercial ratables to thrive. The public noted that the conditions of these corridors should be more “business friendly” by improving the streetscapes and overall appearance.

The residents expressed a need for a pharmacy and a “healthy” type of chain restaurant. There were also comments on the location and amount of gas stations in the Township, which line the Route 130 and 206 corridors. Many feel that there are “too many” gas stations.

There were mixed feelings about attracting big-box retail; some residents would like to see more big-box retail within the Township while others were open to the idea but did not want big-box on Farnsworth Avenue.

Many residents believe that the Grainger Development is a good ratable and that additional warehousing uses and possibly “clean industry” should be located in the southern portion of the Township due to the area’s proximity to highways. However, these industrial types of uses should be limited near the existing residential development and zones.

In general, many of the residents liked the appearance of Team 85 Fitness and Wellness.

Additional comments were made recommending development of Rising Sun East with commercial development for the ratables since the area is currently developed with only residential.

Residents would like to see the old weigh station near Route 206 and Georgetown Road be reused/redeveloped, since it is currently an eyesore along the road.

Lastly, many residents view the City of Bordentown as an asset due to its charming downtown.

- Infrastructure

In terms of infrastructure, residents felt that the growth of the Township is limited due to its sewer capacity and location of existing sewer infrastructure. Several community members noticed reduced water pressure in the area of the Grainger development since it was completed.

Residents would also like to see more sidewalks throughout the Township. Priority areas should include roadways where there are bus stops. Moreover, residents would also like to see existing sidewalks be better maintained.

- Site Design

Overall, the majority of the residents would like to see more trees and improved streetscapes incorporated into development applications, especially along the Route 130 and 206 corridors. These corridors appear “messy” and “disorganized”. Some of the residents would like the hotels/motels to appear more aesthetically pleasing

The north/south division on these roads appear to be hindering businesses. The exterior and signage of the buildings may also deter patronage due to the aesthetics of the overall corridor. Many residents like the appearance of the Hamilton Marketplace, located to the north of the Township in Hamilton Township.

- Sense of Community

It appeared that overall, many thought of their home in the Township as quiet country living with a strong sense of community. There was a strong consensus for a need to balance growth to achieve healthy living and smart development.

However, some thought the Township was over populated and there is a burden of high property taxes due to the school system, while others thought the Township should appeal to more children.

A need was expressed for millennial renters, age-restricted communities, and assisted living facilities.

Comments were also received about several instances of property maintenance issues and that existing ordinances should be enforced without “retaliation” against neighbors.

- **Community Services**

Most of the comments relating to community services involved the school system. In general, the community feels the Township has a good education system. Other comments relating to the school system include the impacts of school buses on traffic and circulation and wanting future residential development to consider the impacts on the system, specifically those imposed on the high school.

- **Parks and Open Space**

Many of the residents see a need for basketball courts, trails, bike paths and sidewalks, and playing fields for team sports. Some thought a community swimming pool and recreation complex and a facility for indoor sports would be a nice asset to the Township. Some would like to see expansion of existing parks and development of new parks and nature areas. Many would like to see the proposed bike path continued throughout the Township.

An on-going issue with the existing parks and trails is the lack of signage and wayfinding signs indicating the access points and parking areas. Many like Crystal Lake Park and enjoy its facilities.

The community's recommendations for locations of future parks include preserving the existing vacant tracts along Farnsworth Avenue, Newbold Island, and turning the old drive-in theater off of Route 206 into parkland with sports fields. Additional recommendations include purchasing PSEG property by the riverfront for open space, promoting nature photos and Friends of the Marsh, and utilizing the Township's Environmental Resource Inventory as a resource for targeting areas for conservation.

Community Outreach- Economic Development Advisory Committee

The Bordentown Township Economic Development Advisory Committee (EDAC) was also involved in the master planning process. The EDAC met on February 13, 2018 where a discussion regarding future commercial uses in the Township occurred.

The EDAC agreed with the consensus at the public meetings that a pharmacy was a needed use in the Township and that there are too many gas stations. Additionally, marijuana businesses, including both production facilities and dispensaries, were also discussed at length. The EDAC unanimously agreed that a production greenhouse in the southern portion of the Township would be a good ratable for the Township. There were mixed feelings regarding the dispensaries, mostly

due to the “newness” of these uses in New Jersey and how marijuana sales and their associated impacts would be policed.

Other commercial uses not currently available in the Township include entertainment and recreation uses. Entertainment uses discussed include movie theaters, roller skating centers, museums, upscale restaurants, fitness centers, bowling alleys, and a performing arts center/amphitheater. The EDAC also believed that water related uses should also be considered, since the Township shares a border with the Delaware River. Water related uses could include boat launches, boat races, and passive recreational activities.

Other topics discussed included the conditions of the “run-down” corridors, property maintenance and code enforcement, and eliminating “blight”, such the rundown hotels/motels near Georgetown Road.

A. The Major Problems and Objectives Relating to Land Development in the Municipality at the Time of the Adoption of the Last Reexamination Report.

According to the 2008 Master Plan Reexamination Report, the recommendations of the 1990 Master Plan and 2002 Master Plan Reexamination Report remain valid.

The Goals and Objectives of the 1990 Master Plan are as follows:

1. The Land Use Plan of the Township of Bordentown should build upon and refine the past planning decisions of the municipality, consistent with present local and regional needs, desires, and obligations
2. The identity of the Township as a totality and the integrity of individual residential neighborhood areas should be preserved, enhanced and created to the maximum extent possible
3. The Land Use Plan should recognize the physical characteristics of the Township and acknowledge the inherent capabilities and limitations of the land to host different types of community development at appropriate densities and intensities.
 - a. Conservation of existing natural resources should be an integral part of the planning process, with special attention to the constraints of environmentally critical and sensitive areas;
 - b. Any development relying upon septic systems should be undertaken with extreme caution to protect the quality of the water supply for the Township of Bordentown and the region as a whole; and
 - c. Open space should be preserved to the maximum extent possible, particularly those lands exhibiting the potential for flooding
4. The Land Use Plan should strive to prevent homogenous suburban development throughout the municipality, using such elements as a balanced variety of uses, housing styles, and needed neighborhood commercial nodes
5. The Land Use Plan should provide that the future higher density housing be planned as part of relatively large-scale developments in order to ensure that adequate roads, recreational areas, drainage facilities, public water and sewerage facilities and other infrastructural improvements are constructed commensurate with the residential development
6. Retail shopping facilities should be provided to serve the needs of the existing and anticipated residential population of the Township, and such shopping facilities should be provided as an integral part of the large scale residential development or in other specific locations in order to avoid the proliferation of vehicular shopping trips
7. Industrial, research and office acreage should be controlled with appropriate regulations, without denying the needs of modern research and manufacturing activities, and in an

attempt to foster an appropriate balance between residential and non-residential development and the commensurate benefits of a balanced tax base

8. Proper and sufficient water supplies and sewerage facilities should be planned in order to provide the reasonable opportunity for the implementation of the foregoing Land Use Plan recommendations.

The 2008 Master Plan Reexamination Report examined the following issues related to land development:

1. A continued lack of infrastructure in the southerly portions of the Township inhibiting non-residential development
2. Certain intersections operating at degraded levels of service
3. Lack of a continuous pedestrian path/bikeway connecting the northern and southern parts of the Township
4. Recommended changes to Master Plan/Development Regulations, including:
 - Preparation of a policy statement relating to the Township's solid waste management plan
 - Articulation of Bordentown's vision for the "Township Identity"
 - Opportunity to assess impacts from proposed development in Chesterfield Township and improvements to I-295
 - Opportunity to assess impacts from proposed widening of the Turnpike
 - Determination of whether development of a "town center" would be appropriate and/or feasible
 - Review of the existing Land Use Element and Housing Element once COAH adopts their "round three" regulations
 - Review of existing community facilities to determine if additional facilities or services are required, based on changes in growth and development.

The 2008 Master Plan Reexamination Report included the following recommendations:

1. Review and update a Statement of Goals, Objectives, and Assumptions contained in previous Master Plan/Master Plan Reexamination Reports
2. Review and Codify the existing Zoning Ordinance
3. Review the Township fee schedule
4. Review of existing redevelopment plan/areas to determine if changes need to be made to the boundaries, types of uses permitted and zoning requirements.
5. Reduce paperwork as part of the Application Process

6. Determine if a new Circulation Element is required
7. Determine if a new Land Use Element is required
8. Determine if it is appropriate to prepare a Historic Plan Element.

B. Extent to Which Such Problems and Objectives Have Been Increased or Reduced

Issues from the 2008 Master Plan Reexamination Report

1. A continued lack of infrastructure in the southerly portions of the Township inhibiting non-residential development

This issue is mostly resolved. The Bordentown Sewer Authority (BSA) acts as a separate entity from Bordentown Township and Bordentown City, while providing its services to the residents and businesses of both communities.

While southerly portions of the Township have been developed with non-residential development, the BSA is not proactive with its expansion of the sewer area. Connections and infrastructure upgrades to the Sewer Service Area occur once development is sited and approved within the Township or City. The developers then coordinate with the BSA to provide connections and upgrades to the existing infrastructure as needed.

For example, the Grainger Distribution Center, located south of Rising Sun Road along Bordentown-Hedding Road opened in 2017. The Grainger site is approximately 96 acres and consists of a 1.4 million-square-foot distribution center. This site received connections and upgrades to the Sewer Service Area infrastructure.

Several large tracts in the southern portion of the Township have yet to receive connections and infrastructure relating to the sewer service area, due to a lack of development.

This recommendation remains valid.

2. Intersections operating at degraded levels of service

- a. Route 130/206 & Butts Ave

This intersection is located along the Township's border with Bordentown City. At the time of the 2008 Master Plan Reexamination, a number of minor accidents, such as "fender benders", occurred travelling in the southbound lane of this intersection due in part to the existing lane configuration and the "split" that occurs in Route 130 and 206.

This intersection was analyzed within several traffic studies conducted by the Delaware Valley Regional Planning Authority, with the most recent being completed in October 2012, entitled "Traffic-Calming Alternatives for Routes 130 and 206 in Bordentown, NJ." The recommendations of the study have yet to be implemented.

This recommendation continues to remain valid.

- b. Route 130 southbound and Dunns Mill Road

The Township requested NJDOT perform a study at this intersection. A study has yet to be prepared. This recommendation continues to remain valid.

- c. Route 545 & Williamsburg Drive- Traffic increase and proposed monitoring to determine if traffic safety devices are required.

This recommendation continues to remain valid.

- d. Route 528 & Hogback Road- Proposed to monitor intersection to determine if additional traffic controls are needed

The realignment of the NJ Turnpike overpass near this intersection has increased the sight distance at this intersection. This recommendation has been addressed.

3. Lack of a continuous pedestrian path/bikeway connecting the northern and southern parts of the Township

In 2005, a phased pedestrian path/bikeway map was prepared by the Township. Portions of the path have been constructed with future phases and connections located throughout the Township. The Township plans to connect two completed segments of the path/bikeway in the vicinity of the High School using an NJDOT grant.

A number of studies addressing traffic calming techniques and pedestrian/bicyclist access along the Route 206 and 130 corridors have also been completed. Several of these studies analyze the corridors' existing conditions and the likelihood of creating "complete streets" capable of encouraging and promoting pedestrian safety.

While the Township continues to make strides to meet this goal, this recommendation continues to remain valid.

4. Recommended changes to Master Plan/Development Regulations, including:

- Articulation of Bordentown's vision for the "Township Identity"

The Township received a grant from the Office of Smart Growth in 2008 to address a Town Center concept. The Township adopted the Southern Gateway Redevelopment Plan prepared by the Burlington County Bridge Commission in 2014. The purpose of the Southern Gateway Redevelopment Plan "is to create a gateway for the southern end of the US Routes 130/206 merged corridor in Bordentown Township by permitting a mixture of uses appropriate to local and regional through-traffic and by implementing certain site and building design and development standards that will promote a characteristic identity appropriate for this unique location."

The Southern Gateway Redevelopment Plan is located just south of the intersection of Route 130 and Route 206, along the Township's border with Bordentown City.

- Opportunity to assess impacts from proposed development in Chesterfield Township and improvements to I-295

This recommendation was not implemented and remains valid.

- Opportunities to assess impacts from proposed widening of the Turnpike.

The widening of the New Jersey Turnpike into separate car and truck lanes (for a total of twelve lanes both north/south) was constructed. This widening has affected the overall circulation pattern. The Township continues to be a “hub” for trucks and cars considering the major roadways which cross through the Township, such as Interstate 295, US Route 130, US Route 206 and the Turnpike.

- Determination of whether development of a “town center” would be appropriate and/or feasible

The Township determined the Town Center is appropriate and feasible by designating the area south and adjacent to the intersection of Route 130 and 206 as an area in need of redevelopment and adopted the subsequent Southern Gateway Redevelopment Plan in 2014 which implements the Town Center concept.

- Review of the existing Land Use Element and Housing Element once COAH adopts their “round three” regulations

In the 2015 Mount Laurel IV decision, the New Jersey Supreme Court disbanded COAH due to its inability to establish a constitutionally sound methodology for calculating the State's fair share obligations, returning the power to the trial courts. The Township is in the process of addressing its fair share obligation with the Court. See Section C for more information.

This statement should be evaluated in light of the Township's affordable housing obligation and the manner in which the Township will address its obligation.

- Review of existing community facilities to determine if additional facilities or services are required, based on changes in growth and development.

This recommendation remains valid.

5. Review and update a Statement of Goals, Objectives, and Assumptions contained in previous Master Plan/Master Plan Reexamination Reports

This goal continues to remain valid.

6. Review and Codify Existing Zoning Ordinance

While the Township uses its website to post a list of ordinances approved by the Township Committee, the ordinances are not codified into the Township's online electronic code system. This recommendation remains valid.

7. Review the Township fee schedule

The Township has routinely reviewed and updated its fee schedule relating to Building Fees, Plumbing Fees, Mechanical Fees, Electric Fees, Fire Protection Fees, Administrative Fees, and General Fees, with the most recent occurring in September 2017. Fees related to development applications in front of the Planning Board or Zoning Board of Adjustment were updated in June 2015. This recommendation has been addressed; however, periodic review and update of the Township's fee schedule should continue to occur.

8. Review of existing redevelopment plan/areas to determine if changes need to be made to the boundaries, types of uses permitted and zoning requirements.

There have been several amendments to existing redevelopment plan/areas. The following Redevelopment Plans have been adopted and/or amended since 2008:

- a. Southern Gateway Redevelopment Plan

The Southern Gateway Redevelopment Plan was initially adopted in February 2014 and amended in November 2014, April 2016 and October 2016. The Plan includes the area south of the Route 130 and 206 intersection and the area adjacent to the municipal border with City of Bordentown. The Redevelopment Plan permits a variety of uses including financial establishments, eating and drinking establishments, retail sales establishments, personal and household services, rental services, indoor recreational uses, professional, scientific and technical services, administrative and support services, civic uses, and mixed uses. It also provides design standards related to building design, architectural design, landscaping and sustainable development.

- b. The Waterfront Village Redevelopment Plan

The Waterfront Village Redevelopment Plan was adopted in February 2008 and amended in November 2014. The Plan includes an area in the southern portion of the Township north of the municipal border with Mansfield Township along Burlington-Bordentown Road adjacent to the Delaware River. The goal of the Redevelopment Plan is to ameliorate conditions suggestive of physical and economic deterioration, promote a fully productive utilization of land, facilitate a massing of economic opportunity and potential for public/private partnership, and strenuously emphasize retention of community character, establishment of special design requirements, and concern for the visual relationship of proposed development to the surrounding environment.

The Plan permits retail, office and service uses, child care centers, community residences, multi-family residential, community centers, marina and boat launch facilities, transit facilities and parking, fire and emergency service stations, and mixed-use development as principal uses. The Plan also provides design principles and standards including architecture, parking, signs, and fences.

The Township Committee executed a Redeveloper Agreement with Bordentown Waterfront Community, LLC (BWC) in June 2008 which authorizes BWC to serve as the Redeveloper, and the Township Committee to assume responsibility as the Redevelopment Entity for the area.

New development has occurred in this area. A new QuikChek gas station/convenience store and the Rivergate Bordentown Waterfront apartment community were both built since the Plan's adoption. The Redevelopment Agreement also includes construction of affordable housing.

c. Saaj-Taylor/Red Roof Inn Redevelopment Plan

The Saaj-Taylor Red Roof Inn Redevelopment Plan was adopted in July 2008 and amended in February 2009. This Redevelopment Area includes the 5 parcels east of Routes 130 and 206 just north of Woodland Avenue. The Plan permits full-service restaurants and hotel/conference centers in addition to the permitted principal uses of the HC- Highway Commercial zone. The Plan also contains design standards related to parking and loading, buffering, buildings/ architecture, pedestrian circulation, signs, lighting, fencing and infrastructure.

To date, a new Holiday Inn hotel/conference center has been constructed while the front of the site remains vacant.

9. Reduce paperwork as part of the Application Process

At the time of the 2008 Master Plan Reexamination Report, it was recommended that the Township determine whether the number of initial applications received as part of the development review process could be reduced as a means of reducing paper. It was additionally recommended the Township consider accepting electronic/digital copies of applications for distribution.

This recommendation remains valid.

10. Determine if a new Circulation Element is required

A Circulation Plan Amendment was adopted in 2013 which plans for a two-way road connecting Rising Sun Road and Dunns Mill Road located between I-295 and Route 130. The Amendment proposes to alleviate traffic from I-295 and other NJ Highways.

This recommendation was partially implemented and continues to remain valid.

11. Determine if a new Land Use Element is required

This recommendation remains valid.

12. Determine if it is appropriate to prepare a Historic Plan Element.

This recommendation remains valid.

C. The Extent to Which There Have Been Significant Changes in the Assumptions, Policies and Objectives Forming the Basis for the Master Plan or Development Regulations

Since the Township adopted its 2008 Master Plan Reexamination Report, there have been demographic, policy and regulatory changes in the Township, in Burlington County and in the State of New Jersey. These changes affect the assumptions, policies and objectives that form the basis of the Master Plan.

Demographic Characteristics

Since the 2008 Master Plan Reexamination Report, the 2010 Census was conducted and its data released. As a result, the demographics that inform the Township's Master Plan have shifted and should be reevaluated for changes and variations since the 2000 Census. Below are a series of characteristics that impact policies and assumptions.

The population trends experienced in Bordentown, Burlington County, and the State of New Jersey from 1930 through 2016 are shown below. In 2016, there were 11,717 residents in Bordentown, which was an increase of nearly 40 percent from the 2000 population. Both the County and the State have also experienced steady growth since 2000 but has not occurred to the same extent as the Township.

The median age of the residents of Bordentown in 2010 was 38.1 years. Analysis of age group

Population Trends									
Year	Bordentown Township			Burlington County			New Jersey		
	Population	Change		Population	Change		Population	Change	
		Number	Percent		Number	Percent		Number	Percent
1930	818	-	-	93,541	-	-	4,041,334	-	-
1940	1,095	277	33.9%	97,013	3,472	3.7%	4,160,165	118,831	2.9%
1950	2,033	938	85.7%	135,910	38,897	40.1%	4,835,329	675,164	16.2%
1960	5,936	3,903	192.0%	224,499	88,589	65.2%	6,066,782	1,231,453	25.5%
1970	7,303	1,367	23.0%	323,132	98,633	43.9%	7,168,164	1,101,382	18.2%
1980	7,170	-133	-1.8%	362,542	39,410	12.2%	7,364,823	196,659	2.7%
1990	7,683	513	7.2%	395,066	32,524	9.0%	7,730,188	365,365	5.0%
2000	8,380	697	9.1%	423,394	28,328	7.2%	8,414,350	684,162	8.9%
2010	11,367	2,987	35.6%	448,734	25,340	6.0%	8,791,894	377,544	4.5%
2016 Estimate	11,717	350	3.1%	450,236	1,502	0.3%	8,915,456	123,562	1.4%

Source: U.S. Census Bureau, 2012-2016 ACS 5-Year Estimates

characteristics provides insight into the actual changes in population. This comparison is helpful in determining impacts these changes have on housing needs, community facilities and services for the municipality and the County overall. The age composition of Bordentown has shifted since 2000. While all age cohorts experienced significant increases, the 55 to 64 age cohort saw by far the largest increase of 82.4 percent, followed by the 15 to 24 age cohort when increased by 60.4 percent.

Population by Age 2000 and 2010, Bordentown Township						
Population	2000		2010		Change, 2000 to 2010	
	Number	Percentage	Number	Percentage	Number	Percentage
Total population	8,380	100.0%	11,367	100.0%	2,987	35.6%
Under 5 years	556	6.6%	838	7.4%	282	50.7%
5 to 14	1,118	13.3%	1,595	14.0%	477	42.6%
15 to 24	839	10.0%	1,346	11.8%	507	60.4%
25 to 34	1,229	14.7%	1,336	11.8%	107	8.7%
35 to 44	1,667	19.9%	1,860	16.4%	193	11.6%
45 to 54	1,271	15.2%	1,871	16.5%	600	47.2%
55 to 64	720	8.6%	1,314	11.6%	594	82.5%
65 and over	980	11.7%	1,207	10.6%	227	23.2%

Source: U.S. Census Bureau

Housing Characteristics

According to the 2010 Census, Bordentown had a total of 4,360 housing units. A majority of the units, 78.8 percent, were owner-occupied while 21.1 percent were renter-occupied. Housing construction has remained steady since the 1930s with surges of construction seen during the 1950s and 2000s. The housing stock in Bordentown is newer than in some areas, since approximately 1,154 structures were built since 2000. Over 50 percent of the Township's housing structures were built after 1970 with the median year of construction being 1981.

Housing Data Bordentown Township, 2010		
	Number	Percentage
Total Housing Units	4,360	100.0%
Occupied Housing Units	4,173	95.7%
Owner Occupied	3,289	78.8%
Renter Occupied	884	21.2%

Year Structure Built Bordentown Township, 2015		
	Number	Percentage
Built 1939 or earlier	167	3.7%
Built 1940 to 1949	255	5.7%
Built 1950 to 1959	1,066	23.7%
Built 1960 to 1969	418	9.3%
Built 1970 to 1979	327	7.3%
Built 1980 to 1989	365	8.1%
Built 1990 to 1999	752	16.7%
Built 2000 to 2009	1,127	25.0%
Built 2010 or later	27	0.6%
Total	4,504	100.0%
Median Year Structure Built	1981	

Employment Data

The 2001-2015 5-year American Community Survey estimates reveal that 69.1 percent of the population aged 16 and over in Bordentown is in the labor force. The County's employment status is similar to that of Bordentown and closely reflects the Township's trends. The Township, however, has a slightly lower percentage of residents who are not in the labor force than the County (30.9% and 32.3% respectively).

Employment Bordentown Township and Burlington County, 2015 Estimates				
	Bordentown		Burlington County	
	Number	Percentage	Number	Percentage
Population 16 years and over	9,167	100.0%	363,543	100.0%
In labor force	6,338	69.1%	246,228	67.7%
Civilian Labor Force	6,301	68.7%	242,401	66.7%
Employed	5,955	65.0%	221,766	61.0%
Unemployed	346	3.8%	20,635	5.7%
Armed Forces	37	0.4%	3,827	1.1%
Not in labor force	2,829	30.9%	117,315	32.3%

Source: 2011-2015 American Community Survey 5-Year Estimates

There is currently very limited information available on actual job opportunities within municipalities. The Department of Labor collects information on covered employment, which is employment and wage data for private employees covered by unemployment insurance. The tables below provide a snapshot of private employers located within Bordentown Township. The first table reflects the number of jobs covered by private employment insurance from 2008 through 2017.

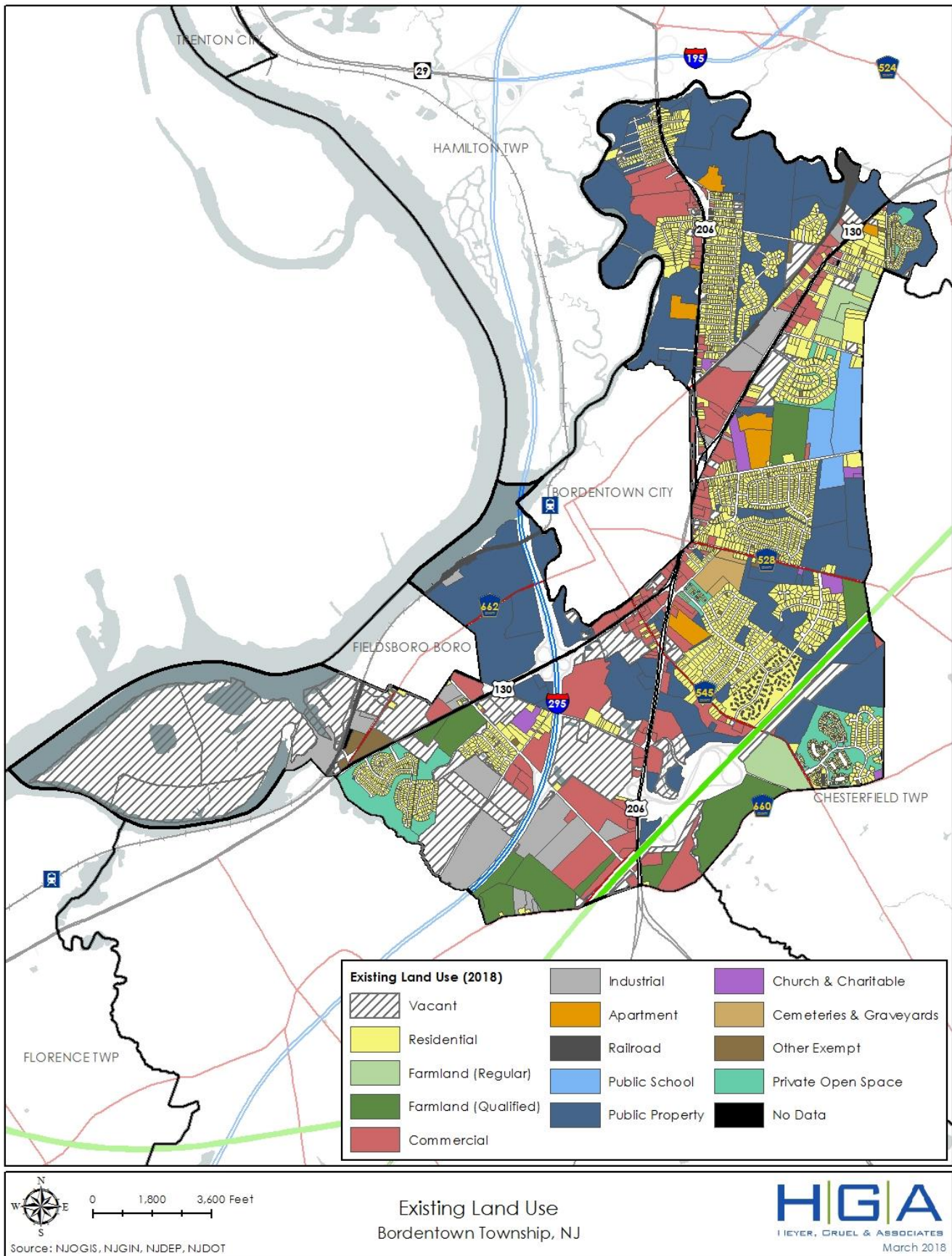
According to data from the New Jersey Department of Labor and Workforce Development, the highest number of covered jobs in the Township was in 2017 when 4,677 jobs were covered by unemployment insurance. Private employment decreased between 2009 and 2012, when covered employment decreased by 457 jobs. However, since 2012, private employment has increased steadily, reaching a decade high of 4,677 jobs in 2017.

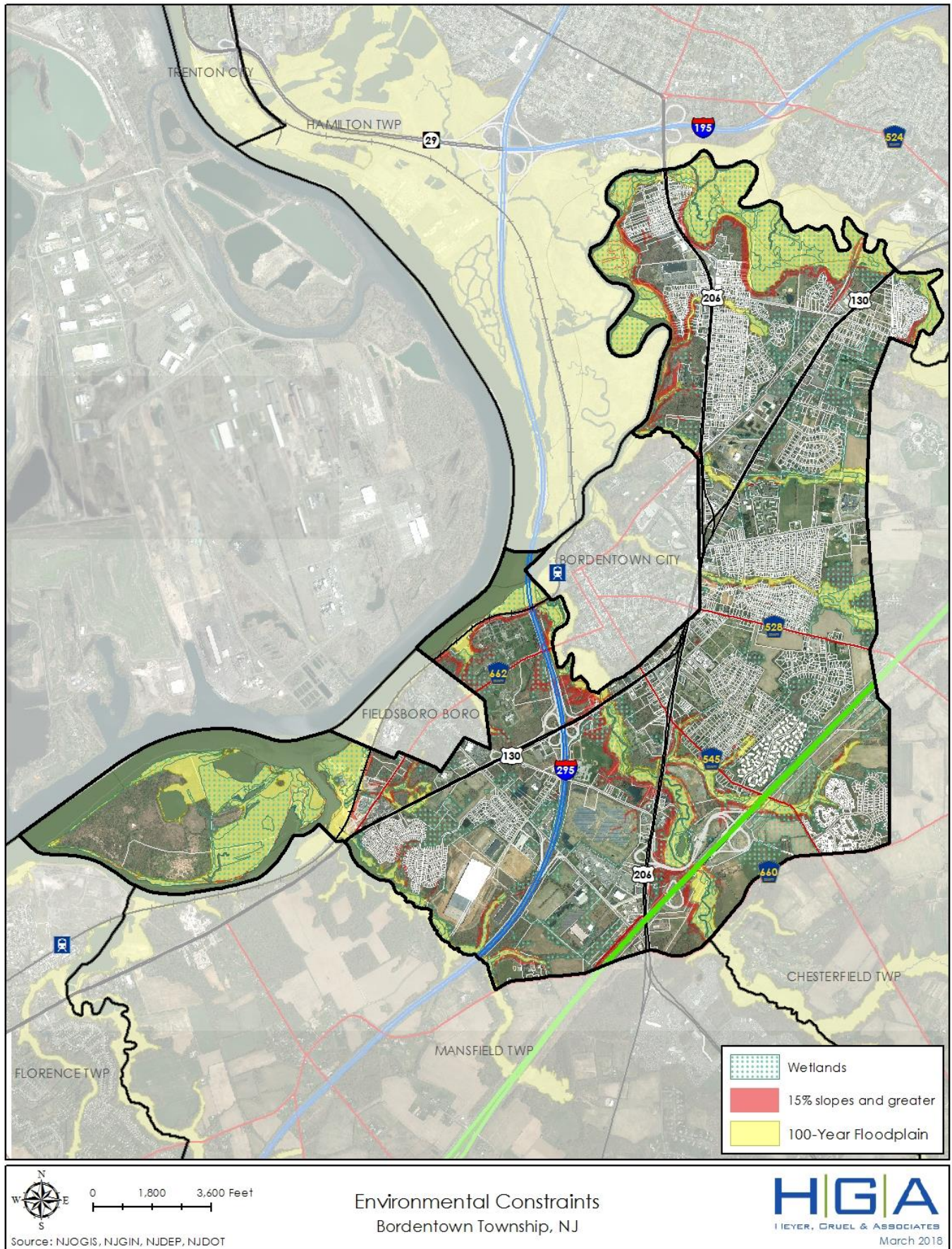
Private Wage Covered Employment 2003-2017 Bordentown Township			
Year	Number of Jobs	# Change	% Change
2008	3,827	-	-
2009	3,862	35	0.9%
2010	3,604	-258	-6.7%
2011	3,590	-14	-0.4%
2012	3,405	-185	-5.2%
2013	3,479	74	2.2%
2014	3,746	267	7.7%
2015	3,804	58	1.5%
2016	4,258	454	11.9%
2017	4,677	419	9.8%

Source: NJ Dept. of Labor & Workforce Development Labor Force Estimates

Mapping

The following maps were prepared as part of the Master Plan Reexamination Process:





Circulation Plan Amendment (2013)

The Circulation Plan was amended in 2013 which proposed a connector road between Rising Sun Road and Dunns Mill Road as a means to facilitate both northbound and southbound traffic movement between I-295 and the NJ Turnpike Interchange #7. The new connector road is proposed to alleviate motorist and truck traffic from Farnsworth Avenue and Georgetown Road to US Routes 130 and 206. An additional study was prepared in 2014 by the Delaware Valley Regional Planning Commission to determine the impacts and feasibility of this new road, as detailed below.

Routes 206 and 130 Transportation Studies (2011, 2012)

A number of studies have been conducted along the corridors of Routes 130 and 206 in the Township to accommodate bicycling and pedestrian infrastructure, safety, and traffic calming techniques.

In 2011, the NJDOT-funded *Route 130/206 Bicycle Pedestrian Plan* analyzed bicycling and pedestrian infrastructure along and surrounding Routes 130 and 206. The study area is located in both Bordentown Township and Bordentown City, namely between Farnsworth Avenue/Georgetown Road to Park Street/Amboy Road, where Routes 130 and 206 intersect. This study recommends phasing of bicycling facilities and improvements for pedestrian mobility, namely at existing and proposed potential crossing locations along Routes 130 and 206.

Soon after the *Route 130/206 Bicycle Pedestrian Plan* was completed, the DVRPC conducted a *Road Safety Audit* for this same area. The *2012 Road Safety Audit* analyzed crash data, identified crash concentration areas and trends, and unsafe areas for pedestrians, bicyclists, and motorists. The Plan analyzed five study areas sections, including:

- Farnsworth (CR 545) at US 130
- Farnsworth (CR 545) at US 206
- Butts Drive at US 130
- Crosswicks Street/Bordentown-Chesterfield Road (CR 528) at US 130
- Park Street (CR 662) at 206

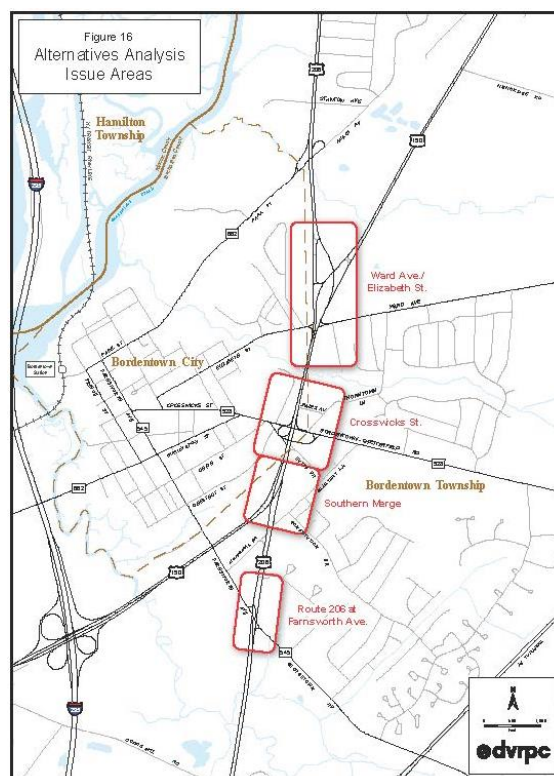
The *Road Safety Audit* concluded with a number of recommendations to improve the safety and operations along the corridor. Several of the recommendations have a difficulty rating of "low", meaning it may be implemented through maintenance without requiring additional engineering or planning efforts. Other recommendations have a difficulty rating of "high" and would require a more intensive approach.

The *Road Safety Audit* paved the way for the DVRPC *Traffic-Calming Alternatives for Routes 130 and 206*, which was released in October 2012. This report builds off the previous two traffic studies conducted along this corridor, specifically by evaluating what the impacts of the previously proposed recommendations for pedestrian and bicycle safety would have on vehicular mobility.

The Plan divides the Route 130/206 corridor into four issue areas- Ward Ave/Elizabeth Street, Crosswicks St, Southern Merge, and Route 206 at Farnsworth Avenue, and developed alternatives for each.

The preferred alternatives include:

- Access and safety improvements along Route 130 and 206 near Mastoris Diner
- New one-way single lane road between Dunns Mill and Rising Sun Road to provide heavy vehicles an alternative to Farnsworth Road
- Road diet of the shared section of Routes 130 and 206
- Two-lane roundabout at the southern merge-diverge points of Routes 130 and 206
- Two-lane roundabout at the current signalized Routes 206 and Farnsworth/Georgetown Road
- Signalized intersection where Routes 130 and 206 intersect Ward Avenue and Elizabeth Street



The findings of the 2012 *Traffic-Calming Alternatives Plan* ultimately led to the 2014 DVRPC prepared *Bordentown Township Redevelopment: Proposed Connector Road* report which further investigates if a connector road capable of accommodating tractor-trailer traffic between Dunns Mill and Rising Sun Road would be feasible.

The connector road is proposed to be located in the southern portion of the Township in the vicinity of US Route 130, Farnsworth Avenue, US 206, and Rising Sun Road. The Study found that this new connector road would be feasible, but existing congestion between the south-bound approach of US 130 and Dunns Mill Road would need to be resolved prior to the proposed connector road's construction.



Since the 2014 DVRPC *Proposed Connector Road* report, there have not been any additional studies prepared.

Coastal Vulnerability Assessment Report (2017)

The Bordentown Township Coastal Vulnerability Assessment Report was prepared by the Delaware Valley Regional Planning Commission (DVRPC) in December 2017. This report reviewed and prioritized risks from storm surge and sea level rise associated with extreme weather events along tidal portions of the Delaware River shoreline and associated tidal waterways.

The Township is susceptible to extreme precipitation events and potential flooding but has not had highly damaging coastal flood events in recorded history. The report analyzed 12 of the Township's assets and determined the following four (4) assets are of high concern:

- River LINE railway (transportation asset)
- Interstate Route 295 crossing at Crosswicks Creek (evacuation route and transportation asset)
- The former North American Salvage Company Site (hazardous site)
- The Township's bulkhead along the Delaware River (utility/flood control structure)

Additionally, the Report makes specific recommendations associated with the four assets of high concern in addition to general recommendations regarding the following functional areas:

- Planning
 - Address coastal hazards in plans and regulations
 - Consider long-range planning for coastal flooding
 - Prepare a cost-benefit analysis for specific projects
- Regulations
 - Consider zoning strategies
 - Review and revise, where appropriate, building codes
- Programs and Projects
 - Buying out floodplain properties
 - Restoring floodplain parcels to natural conditions
 - Living shorelines
- Disaster preparedness
 - Action plan for riverine floods
 - Regional emergency management coordination
 - Continuity of operations plan
 - Evacuation plan
 - Community Emergency Response Team
- Municipal Organization
 - Historic recordkeeping
- Outreach
 - Program for public information
 - Public presentations
 - Information on floodplains
 - Coastal hazard disclosure policy
 - Web page with municipal flooding resources
 - Packaged flood preparedness outreach materials

Affordable Housing

The status of affordable housing is currently in flux in New Jersey. The Council on Affordable Housing no longer has jurisdiction over the affordable housing obligations of New Jersey municipalities.

In March 2015, the New Jersey Supreme Court disbanded COAH. In re Adoption of N.J.A.C. 5:96 & 5:97 by the N.J. Council on Affordable Housing, 221 N.J. 1 (2015) ("Mount Laurel IV"), the Court

held that because COAH was no longer functioning, trial courts were to resume their role as the forum of first instance for evaluating municipal compliance with Mount Laurel obligations, and also established a transitional process for municipalities to seek a Judgment of Compliance and Repose ("JOR") in lieu of Substantive Certification from COAH.

In addition, the New Jersey Supreme Court decided on January 18, 2017 in *In Re Declaratory Judgment Actions Filed by Various Municipalities, County of Ocean*, pursuant To The Supreme Court's decision *In re Adoption of N.J.A.C. 5:96, 221 N.J. 1* (2015), that for the sixteen year period between 1999 and 2015 (known as the "gap period") when the Council on Affordable Housing failed to implement rules creating fair share obligations for municipalities, the Mount Laurel constitutional obligation did not go away. Therefore, municipalities continue to be responsible for the need created during the gap period.

In response to Mount Laurel IV, the Township filed a declaratory relief action in the 30-day window between June 8 and July 8, 2015 established by Mount Laurel IV and simultaneously brought a motion to extend the immunity it presently enjoys from exclusionary zoning lawsuits based upon the Prior Round Judgment of Compliance and Repose (which was entered prior to the adoption of the 2008 Master Plan Reexamination Report).

Around the same time the pervious Master Plan Reexamination Report was adopted (December 2008), the Township adopted an Amended Housing Element and Fair Share Plan, dated December 22, 2008. The plan was filed and reviewed by COAH.

A new objection was filed against the Township in 2012 and a new Order was issued on May 9, 2012 dismissing litigation without prejudice and granting the Township of Bordentown continued immunity and repose from Mount Laurel litigation. The 2012 Judgment of Compliance and repose is still in full force and effect today. The Township's and the Planning Board's immunity from all Mount Laurel lawsuits through the time for submission of a Third-Round compliance plan once established by regulation, statue, or decision of a court with appropriate jurisdiction, is also in effect.

The Township executed a Settlement Agreement with Fair Share Housing Center on June 26, 2016. The Township's settlement agreement included the following obligation:

- Rehabilitation: 11
- Prior Round: 211
- Round 3: 425

The Township proposes to satisfy its obligation through the following techniques:

- Existing Bradford Point Court Development
- Group homes
- VOA 100% affordable projects
- Market to Affordable Program
- 2 proposed inclusionary projects
- Rental bonus credits

In December 2017, the Township Committee adopted Ordinance 2017-29 to create the AH-1 Affordable Housing Overlay Zone on Block 138.01 Lots 41, 42 and 43. The owner of the property,

Bordentown Development Company (Zieger), reached a settlement agreement with the Township in October 2017 and agrees to develop the property with market rate multi-family housing, affordable housing, and commercial development.

The Township is currently amending the Route 206 Redevelopment Plan to provide for a inclusionary development on what is known as the Nissim Site.

Joint Land Use Powers

In February 2015, the Bordentown Township Committee passed Ordinance No. 2015-2 which permits the governing bodies of both Bordentown City and Bordentown Township to provide joint administration of land use powers for common ownership and/or common use properties which fall along the shared municipal border.

Historic Preservation

In February 2015, the Township Committee adopted Ordinance No. 2015-1 establishing a Historic Preservation Advisory Committee (HPAC) under and advisory to the Planning Board to assist with the identification of historic areas, sites and structures. The HPAC will also encourage and support the preservation of areas, sites and structures and identify sources for financial support for historic preservation projects.

Economic Development Advisory Committee

In 2010, the Township created an Economic Development Advisory Committee. In 2013, the Township amended the Township code adding additional provisions. The Economic Development Committee consists of eleven (11) members and performs the following duties:

- Conduct research into potential economic development of the Township, in areas appropriate for such development
- Develop and recommend to the Township Committee a marketing plan for the Township
- Advertise, prepare, print and distribute materials to support the economic development of the Township
- Perform such other acts as are reasonably related to and designed to carry out the purposes and objectives of the committee as authorized by the Township Committee
- Keep records of meetings and activities of the committee and make quarterly reports to the Township Committee
- Perform such other duties as may be delegated and authorized by the Township Committee, including meeting with and coordinating economic development activities with the City of Bordentown.

Emergency Management Planning

The Township has adopted several additional planning documents to assist with emergency and disaster recovery incidents. Since the 2008 Master Plan Reexamination Report, the Township has adopted an Emergency Response Plan (2010), a Post Disaster Recovery Plan (2010), and a Comprehensive Emergency Management Plan (2015).

In 2017, the Township adopted a Flood Damage Prevention Ordinance to “promote public health, safety, and general welfare, and to minimize public and private losses due to flood conditions.” The Flood Damage Prevention Ordinance requires a Development Permit be obtained for all development occurring within the flood hazard area. All new construction and substantial improvement to existing structures must be elevated to the base flood elevation plus one (1) foot.

Open Space and Recreation

In 2013, the Township Committee established Section 25:521 entitled “Natural Resource Inventory” which adopted and incorporated the 2013 Environmental Resource Inventory (ERI) into the Master Plan’s Conservation and Recreation Plan. The ERI was developed by the Delaware Valley Regional Planning Commission and serves as an update to the Township’s 2004 ERI. The ERI serves as a tool to inform land use policy of the existing underlying environmental conditions. The ERI includes information such as physiography, topography, soils, groundwater, surface water, natural vegetation and animal communities, historic resources, and known contaminated sites.

The Township updated its Recreation and Open Space Inventory in December 2017. Since the previous Recreation and Open Space Inventory was filed, the Township acquired approximately 60.5 additional acres of open space across five sites. To date, the Township has preserved 547.5 acres of open space across 30 sites, of which 12 were funded with assistance from the New Jersey Department of Environmental Protection Green Acres program.

The Township opened a dog park at the Northern Community Park in 2014. The Township also received park development funding in the amount of \$175,000 from Burlington County in 2017. The Township is proposing to develop the former Dix Drive-In, located south of Georgetown Road between Route 206 and Exit 7 of the New Jersey Turnpike, with 3 soccer fields.

The Township is currently renovating the concession stand and expanding the pavilion and restroom facilities at Veteran’s Park. These major improvements are partially funded through Burlington County. This park serves as a safety point along the Township’s Bikeway.

Community Facilities

In addition to the above parkland acquisitions and developments, the Township has also improved additional community facilities. The Township renovated the Senior Center and alleviated drainage issues associated with East Drive in 2009.

The Township purchased Block 92 Lot 9.03 located at 266 Crosswicks Road in 2013 to be used as the Department of Public Works’ expansion site. The site is fully operating with a maintenance building and recycling center. The Mission Fire District #1 also completed construction on their new building in 2016.

The Township’s website is also proposed to be renovated within the next year so that residents will have an easier time navigating the site and will make information more accessible.

Sustainability

Bordentown Township is currently participating in the Sustainable Jersey program. Sustainable Jersey is a nonprofit organization that provides tools, training and financial incentives to support

communities as they pursue sustainability programs. Each action is worth points, which add up to a certification status. The Township joined the program in May 2009, and received the Bronze Certification in 2014, 2016 and 2017. To date, the Township has fulfilled the following Sustainability Actions:

- Animals in the Community
 - Animals in the Community Education (2014, 2016)
 - Companion Animal Management Pledge (2014, 2016, 2017)
 - Pledge Supporting NJ Wildlife Action Plan (2014, 2016, 2017)
- Arts and Creative Culture
 - Establish a Creative Team (2016, 2017)
- Community Partnership and Outreach
 - Create Green Team (2014)
 - Green Challenges and Community Programs (2014, 2017)
- Green Fair
 - Hold a Green Fair (2014, 2016, 2017)
 - "Green" Your Green Fair (2016, 2017)
- Food Production
 - Community or School Gardens (2014, 2017)
- Green Design
 - Green Building Policy/Resolution (2014, 2016, 2017)
- Health and Wellness
 - Anti-Idling Education and Enforcement Program (2014, 2016, 2017)
 - Smoke-Free and Tobacco-Free Public Places (2016, 2017)
- Land Use & Transportation
 - Sustainable Land Use Pledge (2014, 2016, 2017)
- Buy Local Programs
 - Support Local Businesses (2014)
- Natural Resources
 - Environmental Commission (2014, 2016, 2017)
 - Natural Resource Inventory (2014, 2016, 2017)
 - Water Conservation Education Program (2014, 2016)
- Natural Resource Protection Ordinances
 - Tree Protection Ordinance (2014, 2016, 2017)
- Green Purchasing Program
 - Adopt Behavior Policies for Green Purchasing (2014, 2016, 2017)
 - Adopt a Green Purchasing Policy by Resolution (2014, 2016, 2017)
- Recycling
 - Community Paper Shredding Day (2014, 2016, 2017)
 - Recycling Depot (2017)
- Waste Reduction
 - Grass- Cut It and Leave It Program (2014, 2017)

Williams Transco Compressor Project

A controversial natural gas compressor station was approved in Chesterfield Township via the Federal Energy Regulatory Commission (FERC). The compressor station is proposed to connect and move gas from Williams Transco's existing Trenton-Woodbury pipeline through New Jersey Natural Gas' proposed Southern Reliability Link pipeline to reach portions of northern Burlington, Monmouth and Ocean counties. Both Chesterfield Township and Bordentown Township are appealing the decision, citing that the location of the compressor station will have significant safety and pollution risks on the adjacent residential population.

The project received the required freshwater wetlands permits and water quality certificate from NJDEP in March 2017, a requirement prior to starting work. NJDEP has since awarded additional water permits.

Additional Ordinance Revisions

Since the 2008 Master Plan Reexamination, the Township Committee has amended the following related ordinances. These amendments are as follows:

- Ordinance 2009-22, 2015-5: adopts the amended zoning map to include the Redevelopment Areas
- Ordinance 2009-30: permits local or personal services in the Highway Commercial and General Commercial zoning districts
- Ordinance 2009-31: provides clarification on Section 521- Architectural Design Standards and Natural Resource Inventory
- Ordinance 2009-32: provides clarification on Section 601B- Adult Uses
- Ordinance 2013-12: permits parking on a subservient lot under certain circumstances within the REO District
- Ordinance 2014-7: amends Chapter 25 of the Code to create Section 1200 Renewable Energy and provide standards regarding such renewable energy facility uses and installations
- Ordinance 2014-9: amends the Highway Commercial Zoning District by deleting Planned Development from the principal permitted uses.
- Ordinance 2014-11: amending and supplementing Section 25:514 sign standards
- Ordinance 2014-19: amending the definitions in Section 202 to define "convenience store"
- Ordinance 2015-16, 2017-25: amends vehicles and traffic, Section 10.04.030 Heavy Vehicles Exclusions to include 15 additional streets and part of Bordentown-Hedding Road
- Ordinance 2016-2: adds provisions for the keeping of chickens
- Ordinance 2017-2: permits service stations to include a convenience store as a principal permitted use in the CC Community Commercial and HC Highway Commercial zones
- Ordinance 2017-8: Section 25:501 amended to permit not more than two (2) accessory structures per lot
- Ordinance 2017-18: modifies the standards for fences, swimming pools, and residential garages and sheds
- Ordinance 2017-25: amends Section 10.04.020 to prohibit parking on Bonnie Lane East
- Ordinance 2017-26: creates regulations for telecommunication facilities within the municipal rights-of-way

Northern Burlington County Growth and Preservation Plan (2010)

The Northern Burlington County Growth and Preservation Plan (GAPP) was adopted by the Burlington County Board of Chosen Freeholders in October 2010. The Township endorsed the Plan on May 23, 2011. The GAPP presents a regional strategy with the following goals:

- Revitalize Northern Burlington County's Hamlets, Villages and Towns
- Conserve Northern Burlington County's agricultural and natural resources and systems
- Promote beneficial economic growth, development and renewal for all residents of the County
- Protect the environment, prevent and clean up pollution
- Provide adequate public facilities and services at a reasonable cost
- Provide adequate housing at a reasonable cost
- Preserve and enhance areas with historic, cultural, scenic, open space and recreational value
- Ensure sound and integrated planning and implementation throughout the Northern Burlington County region.

The GAPP shows the majority of Bordentown Township under the category of T3- Suburban. The Suburban Area includes Post World War II neighborhoods and modern residential subdivisions in sewer service areas, as well as development highway corridors and centers outside older communities.

The area bordering the Township's northern border with Hamilton Township and along the Delaware River and Crosswicks Creek, in addition to Newbold Island and adjacent lands, are identified as T1 Protected Natural Lands in the GAPP. The T1 designation includes publicly owned preserves, ecologically sensitive wetland areas and lands set aside as buffers to limit access or contact between incompatible activities.

The T4 Village/Town Neighborhood designation is assigned to areas that demonstrate a development pattern of moderate to high density residential, civic and public-benefit uses. This designation is located in the south-eastern portion of the Township, specifically in the area south of Fieldsboro and west of Route 130.

The Town Core (T5) designation are areas intended to be mixed use with the presence of commercial and light industrial uses, but also moderate to high density residential development. This area of the Township is located along the Township's southern border with Bordentown City, surrounding the intersection of Routes 130 and 206.

Each of these designations have associated design principles related to access, block length, building form, connectivity, density/intensity, landscaping, lighting, parking, and signage.

Burlington County Multi-Jurisdictional All Hazard Mitigation Plan (2014)

The updated Burlington County Hazard Mitigation was adopted in 2014. The Plan's purpose is to prepare municipalities for hazards prior to a disaster occurring, so that over time, the communities' impacts will be lessened.

Key steps involved with developing a Hazard Mitigation Plan (HMP) include:

- a) Research a full range of natural hazard events.
- b) Identify the subset of significant hazards; these will be the focus of the plan.
- c) Identify the location and extent of hazard areas.
- d) Identify assets located within hazard areas.
- e) Characterize existing and potential future assets at risk by analyzing land uses and development trends
- f) Assess vulnerabilities to the identified hazards.
- g) Identify local, state, and federal capabilities that support hazard mitigation.
- h) Develop a mitigation strategy by evaluating and prioritizing goals, objectives, and hazard mitigation actions.
- i) Adopt the plan.
- j) Implement the plan and monitor its progress.

The 2014 Burlington County HMP updated its mitigation plan goals as established by the Steering Committee to include:

- Protect Life
- Protect Property
- Promote a Sustainable Economy
- Protect the Environment
- Increase Public Awareness

Part of the HMP involves natural hazard risk/vulnerability risk ranking at the municipal level. Bordentown Township is frequently affected by flooding, severe storms, severe winter storms, and wildfires. Drought occasionally affects the Township. Coastal erosion, earth quakes, and landslides rarely occur within the Township.

The table below shows each of the hazard types which affect the Township, the probability of occurrence, and the hazard ranking. The Risk Ranking Score is based upon the probability of a hazard occurring and its impact on the community.

Hazard Type	Probability of Occurrence	Risk Ranking Score	Hazard Ranking
Flood	Frequent	18	Medium
Severe Storm	Frequent	30	Medium
Severe Winter Storm	Frequent	33	High
Coastal Erosion	Rare	6	Low
Wildfire	Frequent	24	Medium
Drought	Occasional	12	Low
Earthquake	Rare	6	Medium
Landslides	Rare	15	Medium

Source: Burlington County Multi-Jurisdictional All-Hazard Mitigation Plan Update 2014, Volume II

As noted in the table, Severe Winter Storms have the highest hazard ranking and risk ranking score, followed by severe storms, wildfires, and flooding.

The County HMP identifies 18 mitigation initiatives for the Township which addresses the Township's need to become resilient towards the hazard(s) which may have a substantial impact on the Township and its residents.

- BTT-1. Jumble Gut Glen: stabilize the stream and banks with wire basket gabion and restore the grade to stop further bank collapse
- BTT-2. Stabilize streams and banks to restore the grade to stop bank collapse
- BTT-3. Jumble Gut Run South Amboy: Remove and replace storm sewer lines and culvert where necessary
- BTT-4. Supply power to essential municipal facilities by providing emergency generators
- BTT-5. Municipal Engineer collateral duty as Flood Plain Administrator
- BTT-6. Promote on site groundwater recharge
- BTT-7. Elevate and document vulnerable structures in the floodplain
- BTT-8. Work with stakeholders and providers to harden utilities against power outages and other utility issues
- BTT-9. Evaluate the benefits of participating in the CRS program
- BTT-10. Conduct and facilitate community and public education and outreach for residents and businesses to promote natural hazard risk reduction to include disaster preparedness and hazard mitigation
- BTT-11. Improve municipal communications systems to include information sharing with county and surrounding municipalities
- BTT-12. Obtain and install backup power sources at critical facilities
- BTT-13. Create/enhance/maintain mutual aid agreements with neighboring communities for continuity of operations
- BTT-14. Continue to support the implementation, monitoring, maintenance, and updating of this Plan through participating in the 5-year Plan Update
- BTT-15. Promote the participation of Floodplain Administrator within the planning process and other activities
- BTT-16. Enhance resilient to severe storms by joining the NOAA "Storm Read" program
- BTT-17. Provide public education and outreach on proper installation and/or use of backup power
- BTT-18. Address dangerous trees threatening people and property through proactive tree-trimming (vegetation management) programs in conjunction with property owners and utility companies.

The Township plans to construct the FEMA culvert project in the Glen this year. A grant for \$669,000 was received from the Office of Emergency Management to assist with costs.

NJDOT Complete Streets Policy

In 2009, the New Jersey Department of Transportation (NJDOT) adopted a Complete Streets Policy. The goal is to meet the needs of all types of users and all modes of transportation for circulation purposes. Complete streets are designed and operated to enable safe access for pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Since the initiation Policy was adopted, NJDOT has released several design guidelines, the most recent dated May 2017.

The Township adopted a Complete Streets Policy in June 2014. The Township Policy aims to conform all public street projects, when feasible, to safely accommodate all users including pedestrians, bicyclists, motorists and those using public transit.

Time of Decision/Application

In May 2010, the "Time of Decision" law was nullified. The Time of Decision law allowed municipalities to modify the zoning regulations after an application for development was submitted to a municipality's planning/zoning board but before a formal decision was rendered. The new law (P.L. 2010 c.9) no longer permits changes to the zoning ordinance once an application is submitted. The development regulations that are in place at the time a development application is submitted to the planning/zoning board will govern the review of the application and any decision pertaining to it.

Municipal Land Use Law Amendments-Land Use Plan

A recent law was passed in January 2018 which requires the Land Use element of a municipality's Master Plan to address "smart growth which in part, shall consider potential locations for the installation of electric vehicle charging stations, storm resiliency with respect to energy supply, flood-prone areas, and environmental infrastructure, and environmental sustainability issues."

Redevelopment Law

In 2013, the Local Redevelopment and Housing Law (LRHL) was amended to address concerns regarding the use of eminent domain. The purpose of the amendment was in direct response to several court cases regarding the use of eminent domain within redevelopment areas. Criterion 'e' was also amended to clarify its application. Additionally, prior to the initiation of a study, the governing body, through its initial resolution, must indicate whether it is seeking to consider a "Non-Condensation Redevelopment Area" or a "Condensation Redevelopment Area."

The 2013 legislation also amended and clarified the conditions necessary to classify an area in need of rehabilitation when there is evidence of environmental contamination.

Electronic Waste Management Act (2011)

In 2011, the New Jersey Department of Environmental Protection requires that televisions, computers, electronic tables, e-book readers, and monitors be recycled at designated recycling collection points. These electronic devices are no longer able to be discarded in the regular waste stream as most contain lead, mercury, cadmium, nickel, zinc, brominated flame retardants, and other potentially hazardous materials.

State Development and Redevelopment Plan (2001)

The New Jersey State Development and Redevelopment Plan (SDRP) was adopted on March 1, 2001.

The SDRP allocates land into different categories called Planning Areas which range from urban to environmentally sensitive along a transect. Bordentown Township falls within several Planning Areas including Planning Area 1: Metropolitan Planning Area (PA1), Planning Area 2: Suburban (PA 2), Planning Area 3: Fringe (PA3), Planning Area 4: Rural (PA4), and is within the Parks and Natural Areas district.

The majority of the Township falls within the PA1: Metropolitan and PA 2: Suburban Planning Areas. The Metropolitan Planning Area includes a variety of older, developed cities and towns that have a compact, close-knit development. Goals for the PA1 include promoting growth within compact forms, stabilizing older suburbs, redesigning areas of sprawl, and protecting the character of existing stable communities.

The Suburban Planning Area is generally located adjacent to the Metropolitan Planning Area and lacks a high intensity Center. The intent of the PA2 is to provide the state's future development, promote growth in Centers, protect natural resources, redesign areas of sprawl, reverse the trend of further sprawl, and protect the character of existing stable communities.

The southeastern island (Newbold Island) is located in the PA3: Fringe Planning Area. The Fringe Planning Area is a rural landscape which serve as a transition between suburban and rural spectrum. The PA3 intent is to protect the environs primarily as open lands, revitalize cities and towns, protect the character of existing stable communities, protect natural resources, provide a buffer between more development Metropolitan and Suburban Planning Areas and less developed Rural and Environmentally Sensitive Planning Areas, and confine programmed sewers and public water services to Centers.

The Rural Planning Area (PA4) is located along the Township's border with Chesterfield Township. The PA4 mostly consists of agricultural/natural resource producing lands, undeveloped wooded tracts, vacant lands, and other areas outside Centers predominately served by individual wells and septic systems. The intent of this Planning Area is to maintain the environs as large contiguous areas of farmland and other lands, revitalize cities and towns, accommodate growth in Centers, promote a viable agricultural industry, protect the character of existing, stable communities and confine programmed sewers and public water services to Centers.

Lastly, the Township's northern border with Hamilton Township is classified as Parks and Natural Areas. The basis of this designation represents areas of public investment for resource preservation and recreational opportunities, including federal, state and county-owned tracts of land.

Draft State Strategic Plan (2011)

Since Bordentown Township's last Reexamination Report in 2008, the State released the final draft of the State Strategic Plan in 2011, which was intended to update the 2001 SDRP. While the State Strategic Plan has not been officially adopted, it is still prudent to plan with the updated State goals and objectives so the Township can be prepared for the Plan's eventual adoption, or the implementation of another State Plan with similar goals.

The 2011 State Strategic Plan contains four over-arching goals that "incorporate[s] administrative actions, legislative and regulatory forms, and public investment prioritization." These goals are as follows:

- Goal 1: Targeted Economic Growth
- Goal 2: Effective Planning for Vibrant Regions
- Goal 3: Preservation and Enhancement of Critical State Resources
- Goal 4: Tactical Alignment of Government

The Strategic Plan further states “these goals must work in tandem as their interrelationship represents a critical piece of the State’s blue print for success.”

Additionally, the 2011 State Strategic Plan articulates a number of goals as Garden State Values, stated as follows:

- Garden State Value #1: Concentrate development and mix uses.
- Garden State Value #2: Prioritize Redevelopment, infill, and existing infrastructure.
- Garden State Value #3: Increase job and business opportunities in priority growth investment areas.
- Garden State Value #4: Create High-Quality, Livable Places.
- Garden State Value #5: Provide Transportation Choice & Efficient Mobility of Goods.
- Garden State Value #6: Advance Equity.
- Garden State Value #7: Diversify Housing Options.
- Garden State Value #8: Provide for Healthy Communities through Environmental Protection and Enhancement.
- Garden State Value #9: Protect, Restore and Enhance Agricultural, Recreational and Heritage Lands.
- Garden State Value #10: Make Decisions within a Regional Framework

D. The specific changes recommended for the Master Plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared

As part of this Master Plan Reexamination Process, it is recommended that the Master Plan be updated in response to the changes which have occurred since the initial Master Plan adoption in 1990.

It is recommended that the Township include the following updated Master Plan Elements:

Goals and Objectives/Vision Statement

It is recommended the Township update its Goals and Objectives Element and provide a vision statement related to the Master Plan's existing and proposed Master Plan Elements recommended below.

Land Use Element

It is recommended that Bordentown Township adopt a comprehensive Land Use Element. The Land Use Element will represent the synthesis of all other plan elements and serve as the basis for future ordinance revisions. The Land Use Element will address the 2017 Municipal Land Use Law Amendments including "smart growth".

Circulation

It is recommended the Township review all Circulation documents and adopt a comprehensive Circulation Element. The Plan should address and integrate circulation issues, policies and actions, including intersection improvements, corridor improvement, parking, transit services, pedestrian and bicycle facilities, and wayfinding.

Open Space and Recreation

It is recommended the Township prepare an Open Space and Recreation Element which will inventory all existing parks and open spaces. The Open Space and Recreation Element will also analyze if the existing facilities meet the needs of the current population.

Community Facilities Element

It is recommended the Township prepare a Community Facilities Element which will ultimately provide policies for the future provision of educational/cultural resources, public safety, and will examine if other community facilities are needed.

Housing Element/Fair Share Plan

Although the Township is currently working to fulfill its affordable housing obligation under the current round, it is recommended that the Township adopt a Housing Element and Fair Share Plan as an element to the Master Plan.

E. The recommendations of the Planning Board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law," P.L.1992, c. 79 (C.40A: 12A-1 et seq.) into the land use plan element of the Municipal Master Plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

The Township of Bordentown has the following established Redevelopment Areas:

- Southern Gateway Redevelopment Area

The Southern Gateway Redevelopment Area Redevelopment Plan was revised in October 2014. The Plan encompasses the area of Block 120 Lots 1-14, Block 121 Lots 1-5, Block 122 Lots 1-10, Block 127 Lots 203, and Block 128.01 Lots 1-12, 14-16, 29-32.02, and 35-38. This Plan was prepared by the Burlington County Bridge Commission Department of Economic Development and Regional Planning.

The Southern Gateway Redevelopment Area permits a variety of commercial uses, including mixed-use buildings, as a means to spur economic development within the Township.

- Waterfront Redevelopment Village Plan

The Waterfront Village Redevelopment Plan was adopted in 2008, and amended in 2009 and 2014, which revised the permitted and conditional uses. The Area encompasses Block 140 Lots 3, 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 18 and 19 and Block 141 Lot 4.

In addition to permitting the uses of the underlying zoning (REO- Research, Engineering Office Zone and the C-Conservation Zone), retail, office and service uses, child care centers, multi-family residential, marina and boat launch facilities, and mixed-use development are permitted uses within the area.

Development has begun within this Redevelopment Area. Rivergate Bordentown Waterfront, a transit-oriented apartment community, opened in 2016. A QuikChek gas station/convenience store was constructed in 2017.

- K Johnson/Agway Yates Redevelopment Plan

The K Johnson/Agway Yates Redevelopment Plan was adopted in 2007 and amended in 2009 by Ordinance 2009-15. The Plan's overall concept for the former copper-foil manufacturing plant includes demolition or adaptive reuse of the vacant building which would support the existing warehousing operations. These uses include all principal uses permitted in the underlying HC-Highway Commercial zone in addition to retail sales of goods and services, garden centers, banks, offices, restaurants, indoor recreational activities, theaters, warehousing, apartments on upper floors, medical offices, and hospitals.

Additional design standards related to buffering, buildings, architecture, circulation, signs, lighting, fencing/enclosures, and infrastructure is also provided within the Plan.

The site was developed with the Team 85 Fitness and Wellness Campus, a one-stop health center which provides a variety of amenities including a state of the art fitness center, group fitness classes, personal training, sports and leagues, a pool for aquatic exercises, and a salon and spa.

- SAAJ-Taylor/Red Roof Inn Redevelopment Plan

The SAAJ Redevelopment Plan was initially adopted in 2008 and amended in 2009. The Redevelopment Area is situated on Block 63 Lot 1, 2, and 39 and Block 64 Lot 3, to the north of Woodland Avenue's intersection with Routes 206 and 130, encompassing approximately 7 acres.

The Plan allows the permitted principal uses within the HC- Highway Commercial Zone, except that only full-service restaurants and hotel/conference centers shall be permitted as restaurants and hotels, accordingly.

To date, a Holiday Inn Express has been developed at the rear of the site. The front portion of the property remains vacant.

- Bradlees/Shoprite Redevelopment Study and Route 206 Redevelopment Plan

The Area (Block 1.01 Lots 3 through 9 and 20) known formerly as the Bradlees site was designated as an Area in Need of Redevelopment in 2003. The 55-acre area includes the existing Shop Rite and property owned by Nissim.

The Town is currently working to amend the Redevelopment Plan for a portion of the Study Area (Block 1.01 Lots 3, 6, 9 and 20) which will implement the Settlement Agreement and Memorandum of Understanding between the Township and Nissim Family Investments.

The proposed Plan permits a combination of commercial and residential uses on the Nissim site and will assist the Township in providing a portion of its affordable housing obligation under the current round. The remaining area, including the Shop Rite remains zoned in the CC Community Commercial Zone.

It is recommended that these Redevelopment Plans be incorporated into the Land Use Plan Element.