TOWNSHIP OF DELANCO
BURLINGTON COUNTY, NEW JERSEY

2001 MASTER PLAN REVISION

INTRODUCTION

After the Delanco Township Planning Board adopted the 1999 master plan, the board received additional public input from which new important issues were raised prompting the need to make refinements to the master plan. In response to addressing this need, the planning board determined that it would be prudent to revise the master plan.

The extent of the revisions focuses on two geographical areas of the township: (1) the western portion of the township located along Burlington Avenue which is recommended for R-6 Single Family Residential Land Uses, and (2) the lands located south of the railroad between the Rancocas Creek and Coopertown Road which are recommended for PRD/V Planned Residential Development/Village Land Uses.

VISION FOR THE FUTURE OF DELANCO TOWNSHIP

The vision developed for the future of Delanco Township remains intact and unchanged relative to this master plan revision. As a matter of fact, the revisions further enhance and strengthen the vision set forth in the 1999 master plan.

LAND USE PLAN ELEMENT

Residential Uses

R-6 Single Family Residential Land Uses

The areas recommended for R-6 Single Family Residential land uses are situated in the western portion of the township. This master plan revision recommends changing the 1999 master plan so that the R-6 area is bisected by a C-1 Neighborhood Commercial area situated along Burlington Avenue from the Rancocas Creek to portions of Orchard Avenue, Vine Street, Union Avenue and Popular Street. Portions of these areas are currently zoned R-1B Residential and C Commercial.

R-6 Recommendations:

1. The most of the recommendations for the R-6 areas provided in the 1999 master plan remain valid. The R-6 area is changed to recommend the creation of a C-1 Neighborhood Commercial Land Use district along Burlington Avenue.

2. The recommendation that provides for C-1 conditional uses is eliminated from R-6 areas; it is replaced by the C-1 recommendation discussed above.

PRD/V Planned Residential Development/Village Land Uses

The area recommended for PRD/V Planned Residential Development/Village land uses is situated in the western portion of the township between the Rancocas Creek and Coopertown Road, south of the railroad and north of the PRD/AH Planned Residential Development/Affordable Housing area. Farm fields, several single-family dwellings along the road, and a horse farm currently occupy the PRD/V area. The

PRD/V area covers approximately 33 acres (under the 1999 master plan it contained approximately 42 acres) and is zoned PI Planned Industrial. New Jersey Transit is planning to construct a light rail station stop and park-and-ride facility with access from Coopertown Road on approximately 5.5 acres of land next to the railroad. The area is located within the township's 208 Water Quality Management Plan, but is not currently served by public sewers.

A manufacturer of metal pipefittings is located on a 7.92-acre parcel located along the Rancocas Creek and the railroad. The manufacturer is situated in the PI zone. The 1999 master plan recommended including this site in the PRD/V district; however, this master plan revision recommends removing it from the PRD/V district and changing to I-1 Light Industrial land use category with an overlay provision that allows the site to be developed according to the PRD/V land use category. This industrial facility gains access from Pennsylvania Avenue opposite Union Avenue. Access to the facility will change from Pennsylvania Avenue to an access drive that will be constructed through the light rail station stop to Coopertown Road. The access drive will pass through the PRD/V area.

PRD/V Recommendations:

1. The zoning district for the area should be changed from PI to PRD/V based on the following reasons:

    a) The PRD/V area is located between the existing residential village portion of Delanco and the planned age-restricted development on the Russ Farm (PRD/AH area). The 7.92-acre parcel zoned PI, on which an industrial facility is located, is not part of the PRD/V area. The creation of new industrial uses in the PRD/V area would be incompatible with the village and planned residential development on the Russ Farm. A zone change to permit compact residential dwellings with a small-scale commercial component would protect the village and future residential development on the Russ Farm from incompatible land uses.
    b) The PRD/V area would function as an extension of the village to the age-restricted development on the Russ Farm.
    c) The PRD/V area would provide an opportunity to capitalize on the planned light rail transit station stop and park-and-ride facility by permitting small-scale neighborhood commercial development to be located next to the station stop and near Coopertown Road, a county road. Such convenience-oriented commercial development will also be in walking distance from the dwellings in the PRD/V area, adjacent portions of the village and the age-restricted development on the Russ Farm.
    d) The PRD/V area would provide an opportunity to preserve open space along the Rancocas Creek, linking the Rancocas Greenway continued on the Russ Farm property with the village portion of Delanco, while permitting development that is suitable for the area and compatible with existing and planned residential uses.

2. Further, the following statements articulate the primary intent for creating the PRD/V district:

    a) Create a mixed use, small town character that complements the existing traditional vernacular architecture and street layout of the adjacent neighborhood across Pennsylvania Avenue in the village portion of the township.
    b) Create a new transit-oriented neighborhood adjacent to the proposed light rail station that will provide transit supportive densities and commercial and institutional uses for prospective residents and that can encourage transit ridership.
    c) Allow a range of small scale commercial and institutional uses within easy walking distance to adjoining residences.
    d) Accommodate a variety of housing types and discourage one housing type from dominating

TOWNSHIP OF DELANCO

BURLINGTON COUNTY, NEW JERSEY

2001 MASTER PLAN REVISION

LAND USE PLAN ELEMENT

ADOPTED BY:

THE LAND USE BOARD OF THE TOWNSHIP OF DELANCO
APRIL __, 2001

PREPARED BY:

BURLINGTON COUNTY OFFICE OF LAND USE PLANNING
49 RANCOCAS ROAD
MOUNT HOLLY, NEW JERSEY

TOWNSHIP OF DELANCO

BURLINGTON COUNTY, NEW JERSEY

2001 MASTER PLAN REVISION

LAND USE PLAN ELEMENT

ADOPTED BY:

THE LAND USE BOARD OF THE TOWNSHIP OF DELANCO
APRIL __, 2001

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49 RANCOCAS ROAD
MOUNT HOLLY, NEW JERSEY

MARK A. REMSA, N.J.P.P. #4039

the streetscape.

e) Ensure that the scale and character of future commercial and institutional uses are compatible with the existing character of the adjacent neighborhood across Pennsylvania Avenue, as well as with future residences within the development.
f) Promote a strong pedestrian orientation of streets and buildings.
g) Develop businesses, institutions, streets, sidewalks, common open spaces, and homes that promote social interaction as well as privacy.
h) Alleviate the perceived impact of higher-density developments by requiring them to be of a pedestrian scale, bulk and orientation.
i) Give priority to pedestrian movement and access to buildings, open spaces and streets; discourage design that gives priority to vehicular convenience only.
j) Create a street circulation system that provides safe and convenient access but discourages fast or heavy traffic that is incompatible with pedestrian-oriented residential neighborhoods.
k) Use scale, building orientation, architectural features, landscaping and common open spaces to establish and reinforce community identity.
l) Use the proposed commercial area and common open spaces as community focal points.
m) Protect the riparian buffer of the Rancocas Creek and provide public access to the Rancocas Creek waterfront.
n) Provide pedestrian and bicycle linkages between the proposed Rancocas Creek Greenway and the commercial area and the light rail station.

3. The development of the PRD/V area should include the creation of compact development clustered toward Coopertown Road and the light rail station stop and away from the Rancocas Creek. Incentives should be provided to encourage the creation of a high quality village setting within the PRD/V area. To that end the following requirements should be established:

a) Residential Component – Base Zoning: The base gross density for the residential component of the PRD/V area should be 2.75 dwelling units per acre. For tracts containing five acres or less the maximum gross density be 2.75 dwelling units per acre.

b) Residential Component – Incentive Zoning: The gross density for the residential component of the PRD/V area for tracts containing more than five acres and are developed as a mixed use development with permitted residential and nonresidential uses should be increased by 0.25 dwelling units and 0.50 dwelling units per acre up to an additional 1.00 dwelling unit per acre, thus providing a total maximum density of 4.00 dwelling units per acre when the following provisions are met by the applicant:

Bonus Density (du/acre)	Requirement
0.25	Walls and windows for nonresidential buildings. All exterior walls facing a street, parking area or walking area will have architectural treatments that are the same as the front facade, including consistent style, color, materials and details. The ground floor of any wall facing a street, parking area or walking area will contain windows in accordance with following requirements: the ground floor front facades of retail commercial uses, personal service businesses and restaurants shall consist of at least 40% window area, but not more than 75% window area, with views provided through these window into the business; except for institutional uses, all other ground floor walls

facing a street, parking area or walking area will contain at least 25% window area, but not more than 75% window area, with views provided through these windows into the business; and for institutional uses, ground floor walls facing a street, parking area or walking area will not consist of more than 75% window area. Dark tinted glass or reflective glass in windows is not provided. Nonresidential buildings will have a 5-foot offset in all facades over 40 feet in length.

Roofs for nonresidential buildings. All roofs will have pitched roofs covering at least 80% of the building with a pitch of at least 6 vertical inches to every 12 horizontal inches. Pitched roof will provide overhanging eaves that extend a minimum of one foot beyond the building wall.

Off-street parking for nonresidential uses. Off-street parking is located to the side and/or rear of buildings, but not between buildings and streets. Off-street parking can be located between buildings, but not in the front yard. Abutting nonresidential uses are interconnected by access driveways.

0.25

Roofs for residential buildings. All residential buildings will have pitched roofs covering at least 80% of the building with a pitch of at least 6 vertical inches to every 12 horizontal inches.

Single-family detached and single-family attached dwellings. A roofed, unenclosed porch extending across at least half of the front facade of the dwelling and having a depth of at least 7 feet is provided. Separate garages are provided, rear facing to an alley. Unenclosed off-street parking for each dwelling will be provided in the rear yard accessible only by an alley. A front yard clearly defined by landscaping, hedges, picket fence or a wall is provided to define a transition from the public space to the private front yard space. The height of such features is limited to 3-1/2 feet. The first floor elevation of the dwelling, including the front porch, is raised at least 2 feet above the ground level at the front facade of the building.

Townhouses. Front porches, covered porticos or similar decorated entrances will be provided on the street facade of the building. The delineation of the front yard space will be provided in a fashion similar to the methods for single-family detached and attached dwellings. Separate garages are provided, rear facing to an alley. Multiple garage units may be provided in one structure facing an alley.

0.25	Streets. The streets for the entire project will meet the following requirements: rectilinear grid pattern; minimal cartway widths permitted under state law, i.e., 26 feet, in order to de-emphasize vehicles and emphasize pedestrians; provision of traffic calming techniques, e.g., bulb-outs at corners of intersections, diagonal parking, center landscaped medians, etc., throughout the development in the residential and nonresidential areas; provision of sidewalks along both sides of streets and pedestrian alleys at least 10 feet wide for connecting sidewalks, streets and pedestrian paths; for streets running southwest terminal vistas of the Rancocas Creek are provided; for streets ending at village greens terminal vistas of the greens are provided; and no more than one cul-de-sac with a maximum length of 350 feet is provided.
0.50	Enhancement of open space. Increase the amount of open space from 30% to 40% of the total tract area. The width of open space from the mean high water line of the Rancocas Creek is increased from 300 feet to 400 feet.

c) Commercial Component: Regardless of which residential component is applied, there should be a commercial component next to the proposed light rail station stop toward Coopertown Road. Neighborhood commercial retail and professional office uses that are recommended for C-1 Neighborhood Commercial land use areas should be permitted.

d) Open Space Component: Regardless of which residential component is applied, there should be an open space component consisting of a buffer along the Rancocas Creek and a village green. The minimum amount of open space should be 30% of the gross tract area. The Rancocas Creek buffer should be 300 feet from the mean high water line. The village green should be included in the open space calculation and should be at least 15,000 square feet and no more than 40,000 square feet. The green should be configured so that a circle with a radius of 75 feet can be circumscribed within the confines of the green and should be bounded along at least three sides by streets. All dwellings should be situated within 750 feet of the village green or open space buffer along the Rancocas Creek.

4. The following restrictions based on percentage of tract area should be placed on the mix of uses for the development of all land within the PRD/V area:

Use	Minimum % of Gross Tract Area	Maximum % of Gross Tract Area
Residential	20	55
Nonresidential	15	25
Open Space	30	65

5. The following restrictions based on percentage of residential development should be placed on the residential component for the development of all land within the PRD/V area:

Residential Use	Percent of Total Dwelling Units
Single-family detached	30 – 45
Single-family attached	20 – 30
Townhouses	25 – 35
Apartments above nonresidential uses	0 – 10

6. The following bulk, area and yard requirements for development in the PRD/V area should provided:

Requirement	Nonresidential	Single-Family Det.	Single-Family Att.	Townhouse
Min. Lot Area	10,000 sq.ft.	7,500 sq.ft.	4,000 sq.ft./du	2,400 sq.ft./du
Min. Lot Width	100 feet	75 feet	40 feet	45 feet for end unit 24 feet for interior unit
Min./Max. Front Yard Setback	0 feet/10 feet	15 feet/25 feet	15 feet/25 feet	10 feet/20 feet
Min. Side Yard Setback	15 feet	15 feet	20 feet	12 feet for end units
Min. Rear Yard Setback	30 feet	25 feet	25 feet	30 feet
Min./Max. Setback from Coopertown Road	30 feet/40 feet	30feet/40 feet	30 feet/40 feet	30 feet/40 feet
Max. Building Coverage	35%	20%	25%	40%
Max. Impervious Coverage	85%	35%	40%	55%
Min. Landscape Area in Front Yard	0%	50%	50%	40%
Max. Building Height	35 feet or 2-1/2 stories	35 feet or 2-1/2 stories	35 feet or 2-1/2 stories	35 feet or 2-1/2 stories

Requirement	Nonresidential	Single-Family Det.	Single-Family Att.	Townhouse
Max. Dwelling Units per Bldg.	4 (2nd floor only)	1	2	8
Min. Setback Between Buildings on same Lot	25 feet	N/A	N/A	N/A
Max. Length of Building Facade facing a Street	100 feet	N/A	N/A	N/A

7. Alternatives to developing the PRD-V area as residential and neighborhood commercial uses are developing the area as a new school with active and passive recreation and as a new municipal building complex. Both municipal facilities would be compatible with the surrounding residential areas and would provide a link in the Rancocas Greenway.

8. Design requirements and standards should be prepared and incorporated into the zoning ordinance to ensure the development of the PRD/V area reflects the traditional character of the village portion of Delanco. Specifically, the design requirements and standards should be applied to both residential and commercial components of the PRD/V area. These requirements and standards should be prepared so as to blend the physical character of the PRD/V area with the village portion of the township that begins along Pennsylvania Avenue. Compatible architectural styles, traditional street and block layouts, wide sidewalks, street trees and furniture, pedestrian scale street lighting, street widths, and other elements should be included in the design requirements and standards.

9. The light rail station stop and the access drive to the adjoining manufacturing facility should be integrated into the overall circulation system design of the PRD/V area and improved to provide for adequate screening and buffering, including sidewalks and pedestrian level lighting for access to the station stop and the village section of the township.

10. Residential dwellings exist along the Rancocas Creek. These dwellings should not be required to be removed as a result of developing the PRD/V area; however, if they are to remain as part of the tract that is to be developed, the dwellings should be applied toward the calculation of gross density for the development. Public access to the waterfront should be incorporated into the overall design, including the waterfront lots – that is to say that the privacy of the waterfront lots should not be compromised either. A path system should be worked into the design so as to allow for a continuous link along the waterfront, i.e., circumscribing the waterfront parcels on which the dwellings are located and continuing along the waterfront on adjoining parcels that are preserved as open space.

11. The zoning ordinance should be revised to provide for the PRD/V recommendations.

Commercial Uses

C-1 Neighborhood Commercial Land Uses

The 1999 master plan recommends three small areas that are located along Burlington Avenue be developed as C-1 Neighborhood Commercial land uses. This master plan revision recommends changing a section of the R-6 category to create a fourth C-1 area. This new C-1 area is situated along Burlington Avenue and extends from the Rancocas Creek to the vicinity of Orchard Avenue, Vine Street, Union Avenue and Popular Street.

C-1 Recommendation:

1. The C-1 recommendations contained in the 1999 master plan remain valid and are applied to this revision that establishes the fourth C-1 area.

Industrial Uses

I-1 Light Industrial Land Uses

The I-1 Light Industrial land use area is recommended for the area currently zoned LI Light Industrial in the northeastern portion of the township between the Delaware River and the railroad. The R-1 Residential zoning district in Block 1802 surrounded by the LI zoning district along the southern side of Burlington Avenue is included in the I-1 area. The I-1 area is also recommended for Lot 2 in Block 1705, a two-acre parcel of land situated north of the railroad and fronting along Cooper Street. The third area recommended for I-1 uses is located in the southern portion of the township along the western side of Creek Road.

The master plan revision recommends a fourth area for I-1 land uses. Lot 1 in Block 2100, which is the 7.9-acre industrial parcel, is recommended for I-1 land uses with an overlay zone provision that allows the development of PRD/V land uses. This area is located in the northwestern portion of the township south of the railroad along the Rancocas Creek. Access to the site is gained via Pennsylvania Avenue opposite Union Avenue. This access point will be changed after the railroad bridge is reconstructed and a light rail station stop is built on an adjoining parcel that fronts on Coopertown Road. Access to the industrial facility will be provided via the drive that will intersect Coopertown Road and will serve the station stop.

A pipefitting manufacturing facility exists on the 7.9-acre parcel. The facility is a single user of the parcel. It is currently zoned PI Planned Industrial.

I-1 Recommendations:

1. The I-1 recommendations contained in the 1999 master plan remain valid and are applied to this revision that establishes the fourth I-1 area.

2. An overlay zone should be provided for the I-1 zone recommended for Lot 1, Block 2100. Meeting the requirements that are recommended for the PRD/V land use category would trigger the overlay zone. Essentially, the industrial structures would have to be removed and replaced with residential dwellings.

TOWNSHIP OF DELANCO

BURLINGTON COUNTY, NEW JERSEY

MASTER PLAN REVISION

FISCAL IMPACT ANALYSIS

March 2001

Prepared by:

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GIVEN FACTS

Fiscal Year 2000-01:

Local Property Tax Rates Per $100 Assessed Value:

Municipal =	0.772			
School District =	1.617			
Equalization Ratio =	93.85			
Municipal Budget based on Property Tax Revenue =		$1,224,630.64	say	$1,224,630
Municipal Population (2000 Census) =	3,237			
Municipal Per Capita Cost =	$378.32			
Number of Dwelling Units (Estimated) =	1255			
Persons Per Dwelling Unit =	2.579			
School District Budget based on Property Tax Revenue:		$2,417,745		

School Enrollment:

Elementary School =	369
High School =	150
Total	519
School Per Student Cost =	$4,658.47
Students Per Dwelling Unit =	0.414

GIVEN FACTS
(Continued)

Residential Development:

Development Name	Dwelling Unit Type	Number Dwelling Units	Value per Dwelling Unit	Total Value Dwelling Units	Equalized Total Value
River's Edge	TH, 2 Bedroom	141	$75,000	$10,575,000	$11,267,663
	TH, 3 Bedroom	55	$90,000	$4,950,000	$5,274,225
	Apt., 2 Bedroom	44	$50,000	$2,200,000	$2,344,100
	TH, Afford, 2 Bdrm	7	$37,500	$262,500	$279,694
	TH, Afford, 3 Bdrm	15	$45,000	$675,000	$719,213
	Apt., Afford, 2 Bdrm	8	$25,000	$200,000	$213,100
Newton's Landing	Single-Family det.	250	$150,000	$37,500,000	$39,956,250
(Age-Restricted)	Assisted Living	125	$50,000	$6,250,000	$6,659,375
PRD/V District	Single-Family det.	67	$140,000	$9,380,000	$9,994,390
	Single-Family att.	44	$120,000	$5,280,000	$5,625,840
	Townhouse	37	$90,000	$3,330,000	$3,548,115
	Apt. Over Com.	0	$0	$0	$0
R-2 District, Perkins Lane	Single-Family det.	24	$165,000	$3,960,000	$4,219,380
LDR/OS District, Hawk Island	Single-Family det.	13	$250,000	$3,250,000	$3,462,875
Total		830		$87,812,500	$93,564,219

GIVEN FACTS
(Continued)

Non-Residential Development Land Use District	Acreage	Building Coverage	Building Floor Area (sq.ft.)	Value per sq.ft. Floor Area	Total Value Non-Res.	Equalized Tot. Value
C-3 Highway Com.*	18	0.3	235,000	$10.00	$2,350,000	$2,503,925
I-1 Light Indust.**	12	0.3	287,000	$7.30	$2,095,100	$2,232,329
I-2 Gen. Indust.***	46.9	0.3	1,754,000	$7.30	$12,804,200	$13,642,875
PRD/V^	3.9	0.35	59,000	$15.00	$885,000	$942,968
Newton's Landing^^	--	--	15,000	$15.00	$225,000	$239,738
Total	--	--	2,350,000	--	$18,359,300	$19,561,834

* Approximately two-thirds of the development potential was removed from the C-3 district because of the presence of wetlands and floodplain and the lands dedicated to the existing church and its parking lot.

** Due to the extensive amount of wetlands the amount of developable lands in the I-1 district was reduced from 35.3 acres to 12 acres.

*** Due to the extensive amount of wetlands the amount of developable lands in the I-2 district was reduced from 194.5 acres to 46.9 acres; the amount of buildable floor area was further reduced because of the amount of building coverage (289,400 sq.ft.) existing on Lot 5 in Block 1900, which represents 41.8% of the potential non-residential development on said parcel.

^ The amount of acreage dedicated for commercial development is limited to the Rhawn Farm tract less the amount of land acquired by NJ Transit for the light rail station stop.

^^ The amount of buildable floor area is based on the resolution of approval for the Newton's Landing development.

ANALYSIS -- SCENARIO No.1

Assumption: Complete buildout of all residential and non-residential development.
Municipal Revenues: Equalized Total Value/$100 X Municipal Tax Rate = Total Revenue

Development/District	Type Development	Tot. Equal. Value/$100	Total Revenue
River's Edge	TH, 2 Bedroom	$112,677	$86,986
	TH, 3 Bedroom	$52,742	$40,717
	Apt., 2 Bedroom	$23,441	$18,096
	TH, Afford, 2 Bdrm	$2,797	$2,159
	TH, Afford, 3 Bdrm	$7,192	$5,552
	Apt., Afford, 2 Bdrm	$2,131	$1,645
Newton's Landing (Age-Restricted)	Single-Family det.	$399,563	$308,462
	Assisted Living	$66,594	$51,410
PRD/V District	Single-Family det.	$99,944	$77,157
	Single-Family att.	$56,258	$43,431
	Townhouse	$35,481	$27,391
	Apt. Over Com.	$0	$0
R-2 District, Perkins Lane	Single-Family det.	$42,194	$32,574
LDR/OS District, Hawk Island	Single-Family det.	$34,629	$26,733
C-3 Highway Commercial	Highway Commercial	$25,039	$19,330
I-1 Light Industrial	Light Industrial	$22,323	$17,234
I-2 General Industrial	General Industrial	$136,429	$105,323
PRD/V	Neighborhood Com.	$9,430	$7,280
Newton's Landing	Neighborhood Com.	$2,397	$1,851
Total		$1,131,261	$873,333

ANALYSIS -- SCENARIO No.1
(Continued)

School Revenues: Equalized Total Value/$100 X School Tax Rate = Total Revenue

Development/District	Type Development	Tot. Equal. Value/$100	Total Revenue
River's Edge	TH, 2 Bedroom	$112,677	$182,198
	TH, 3 Bedroom	$52,742	$85,284
	Apt., 2 Bedroom	$23,441	$37,904
	TH, Afford, 2 Bdrm	$2,797	$4,523
	TH, Afford, 3 Bdrm	$7,192	$11,630
	Apt., Afford, 2 Bdrm	$2,131	$3,446
Newton's Landing (Age-Restricted)	Single-Family det.	$399,563	$646,093
	Assisted Living	$66,594	$107,682
PRD/V District	Single-Family det.	$99,944	$161,609
	Single-Family att.	$56,258	$90,970
	Townhouse	$35,481	$57,373
	Apt. Over Com.	$0	$0
R-2 District, Perkins Lane	Single-Family det.	$42,194	$68,227
LDR/OS District, Hawk Island	Single-Family det.	$34,629	$55,995
C-3 Highway Commercial	Highway Commercial	$25,039	$40,488
I-1 Light Industrial	Light Industrial	$22,323	$36,097
I-2 General Industrial	General Industrial	$136,429	$220,605
PRD/V	Neighborhood Com.	$9,430	$15,248
Newton's Landing	Neighborhood Com.	$2,397	$3,877
Total		$1,131,261	$1,829,248

ANALYSIS -- SCENARIO No.1
(Continued)

Municipal Costs: Persons/Dwelling Unit X Per Capita Cost = Total Cost

Development/District	Type Development	No. Dus	Persons/DU	Per Capita Cost	Total Cost
River's Edge	TH, 2 Bedroom	141	2.579	$378.32	$137,573
	TH, 3 Bedroom	55	2.579	$378.32	$53,663
	Apt., 2 Bedroom	44	2.579	$378.32	$42,931
	TH, Afford, 2 Bdrm	7	2.579	$378.32	$6,830
	TH, Afford, 3 Bdrm	15	2.579	$378.32	$14,635
	Apt., Afford, 2 Bdrm	8	2.579	$378.32	$7,806
Newton's Landing	Single-Family det.	250	2.000	$378.32	$189,161
(Age-Restricted)	Assisted Living	125	1.000	$378.32	$47,290
PRD/V District	Single-Family det.	67	2.579	$378.32	$65,371
	Single-Family att.	44	2.579	$378.32	$42,935
	Townhouse	37	2.579	$378.32	$36,105
	Apt. Over Com.	0	1.300	$378.32	$0
R-2 District, Perkins Lane	Single-Family det.	24	2.579	$378.32	$23,419
LDR/OS District, Hawk Island	Single-Family det.	13	2.579	$378.32	$12,685
C-3 Highway Commercial	Highway Commercial	0	0	$378.32	$0
I-1 Light Industrial	Light Industrial	0	0	$378.32	$0
I-2 General Industrial	General Industrial	0	0	$378.32	$0
PRD/V	Neighborhood Com.	0	0	$378.32	$0
Newton's Landing	Neighborhood Com.	0	0	$378.32	$0
Total					$680,405

ANALYSIS -- SCENARIO No.1
(Continued)

School Costs — Students/Dwelling Unit X Per Student Cost = Total Cost

Development/District	Type Development	No. Dus	Student/DU	Per Student Cost	Total Cost
River's Edge	TH, 2 Bedroom	141	0.414	$4,658.47	$271,934
	TH, 3 Bedroom	55	0.414	$4,658.47	$106,073
	Apt., 2 Bedroom	44	0.414	$4,658.47	$84,859
	TH, Afford, 2 Bdrm	7	0.414	$4,658.47	$13,500
	TH, Afford, 3 Bdrm	15	0.414	$4,658.47	$28,929
	Apt., Afford, 2 Bdrm	8	0.414	$4,658.47	$15,429
Newton's Landing	Single-Family det.	250	0	$4,658.47	$0
(Age-Restricted)	Assisted Living	125	0	$4,658.47	$0
PRD/V District	Single-Family det.	67	0.414	$4,658.47	$129,217
	Single-Family att.	44	0.414	$4,658.47	$84,859
	Townhouse	37	0.414	$4,658.47	$71,358
	Apt. Over Com.	0	0	$4,658.47	0
R-2 District, Perkins Lane	Single-Family det.	24	0.414	$4,658.47	$46,287
LDR/OS District, Hawk Island	Single-Family det.	13	0.414	$4,658.47	$25,072
C-3 Highway Commercial	Highway Commercial	0	0	$4,658.47	$0
I-1 Light Industrial	Light Industrial	0	0	$4,658.47	$0
I-2 General Industrial	General Industrial	0	0	$4,658.47	$0
PRD/V	Neighborhood Com.	0	0	$4,658.47	$0
Newton's Landing	Neighborhood Com.	0	0	$4,658.47	$0
Total					$877,516

ANALYSIS -- SCENARIO No.1
(Continued)

Fiscal Impact:	Municipal	School District
Revenues	$873,333	$1,829,248
less Costs	($680,405)	($877,516)
Surplus/(Deficit)	$192,928	$951,732

ANALYSIS -- SCENARIO No. 2

Assumption: River's Edge, Newton's Landing and PRD/V District buildout
Municipal Revenues: Equalized Total Value/$100 X Municipal Tax Rate = Total Revenue

Development/District	Type Development	Tot. Equal. Value/$100	Total Revenue
River's Edge	TH, 2 Bedroom	$112,677	$86,986
	TH, 3 Bedroom	$52,742	$40,717
	Apt., 2 Bedroom	$23,441	$18,096
	TH, Afford, 2 Bdrm	$2,797	$2,159
	TH, Afford, 3 Bdrm	$7,192	$5,552
	Apt., Afford, 2 Bdrm	$2,131	$1,645
Newton's Landing (Age-Restricted)	Single-Family det.	$399,563	$308,462
	Assisted Living	$66,594	$51,410
PRD/V District	Single-Family det.	$99,944	$77,157
	Single-Family att.	$56,258	$43,431
	Townhouse	$35,481	$27,391
	Apt. Over Com.	$0	$0
PRD/V	Neighborhood Com.	$9,430	$7,280
Newton's Landing	Neighborhood Com.	$2,397	$1,851
Total		$870,647	$672,139

ANALYSIS -- SCENARIO No. 2
(Continued)

School Revenues: Equalized Total Value/$100 X School Tax Rate = Total Revenue

Development/District	Type Development	Tot. Equal. Value/$100	Total Revenue
River's Edge	TH, 2 Bedroom	$112,677	$182,198
	TH, 3 Bedroom	$52,742	$85,284
	Apt., 2 Bedroom	$23,441	$37,904
	TH, Afford, 2 Bdrm	$2,797	$4,523
	TH, Afford, 3 Bdrm	$7,192	$11,630
	Apt., Afford, 2 Bdrm	$2,131	$3,446
Newton's Landing	Single-Family det.	$399,563	$646,093
(Age-Restricted)	Assisted Living	$66,594	$107,682
PRD/V District	Single-Family det.	$99,944	$161,609
	Single-Family att.	$56,258	$90,970
	Townhouse	$35,481	$57,373
	Apt. Over Com.	$0	$0
PRD/V	Neighborhood Com.	$9,430	$15,248
Newton's Landing	Neighborhood Com.	$2,397	$3,877
Total		$870,647	$1,407,836

ANALYSIS -- SCENARIO No. 2
(Continued)

Municipal Costs: Persons/Dwelling Unit X Per Capita Cost = Total Cost

Development/District	Type Development	No. Dus	Persons/DU	Per Capita Cost	Total Cost
River's Edge	TH, 2 Bedroom	141	2.579	$378.32	$137,573
	TH, 3 Bedroom	55	2.579	$378.32	$53,663
	Apt., 2 Bedroom	44	2.579	$378.32	$42,931
	TH, Afford, 2 Bdrm	7	2.579	$378.32	$6,830
	TH, Afford, 3 Bdrm	15	2.579	$378.32	$14,635
	Apt., Afford, 2 Bdrm	8	2.579	$378.32	$7,806
Newton's Landing	Single-Family det.	250	2.000	$378.32	$189,161
(Age-Restricted)	Assisted Living	125	1.000	$378.32	$47,290
PRD/V District	Single-Family det.	67	2.579	$378.32	$65,371
	Single-Family att.	44	2.579	$378.32	$42,931
	Townhouse	37	2.579	$378.32	$36,101
	Apt. Over Com.	0	2.579	$378.32	$0
PRD/V	Neighborhood Com.	0	0	$378.32	$0
Newton's Landing	Neighborhood Com.	0	0	$378.32	$0

Total $644,292

ANALYSIS -- SCENARIO No. 2
(Continued)

School Costs — Students/Dwelling Unit X Per Student Cost = Total Cost

Development/District	Type Development	No. Dus	Student/DU	Per Student Cost	Total Cost
River's Edge	TH, 2 Bedroom	141	0.414	$4,658.47	$271,934
	TH, 3 Bedroom	55	0.414	$4,658.47	$106,073
	Apt., 2 Bedroom	44	0.414	$4,658.47	$84,859
	TH, Afford, 2 Bdrm	7	0.414	$4,658.47	$13,500
	TH, Afford, 3 Bdrm	15	0.414	$4,658.47	$28,929
	Apt., Afford, 2 Bdrm	8	0.414	$4,658.47	$15,429
Newton's Landing (Age-Restricted)	Single-Family det.	250	0	$4,658.47	$0
	Assisted Living	125	0	$4,658.47	$0
PRD/V District	Single-Family det.	67	0.414	$4,658.47	$129,217
	Single-Family att.	44	0.414	$4,658.47	$84,859
	Townhouse	37	0.414	$4,658.47	$71,358
	Apt. Over Com.	0	0	$4,658.47	0
PRD/V	Neighborhood Com.	0	0	$4,658.47	$0
Newton's Landing	Neighborhood Com.	0	0	$4,658.47	$0

Total $806,158

ANALYSIS -- SCENARIO No. 2
(Continued)

Fiscal Impact:	Municipal	School District
Revenues	$672,139	$1,407,836
less Costs	($644,292)	($806,158)
Surplus/(Deficit)	$27,848	$601,678

Valuations for all development were estimated on the low end of the spectrum, and the persons and students per dwelling unit were estimated on the high end of the spectrum.

SCENARIO No. 1: COMPLETE BUILDOUT

The complete buildout of the Township of Delanco is expected to create 830 dwelling units of which 375 units will be age-restricted and 2.35 million square feet of non-residential space of which approximately 2 million will be industrial.

The complete buildout of the municipality is expected to increase the local population by 1,798 persons and the school enrollment by 188 students. The River's Edge development is expected to generate 696 persons and 112 school children; the Newton's Landing development is expected to generate 625 persons at least 55 years of age; and the PRD/V district is expected to generate 382 persons and 61 school children.

The complete buildout of the municipality is expected to generate $873,333 in property tax revenue for the municipality and $1,829,248 in property tax revenues for the school district.

The complete buildout of the municipality is expected to incur costs in the amount of $680,405 for the municipality and $877,516 for the school district.

As a result, the complete buildout scenario of the municipality is expected to yield surpluses in the amount of $192,928 for the municipality and $951,732 for the school district.

SCENARIO No. 2: RIVER'S EDGE, NEWTON'S LANDING AND PRD/V DISTRICT BUILDOUT

The buildout under this scenario is expected to create a total of 793 dwelling units: 270 in River's Edge; 375 in Newton's Landing; and 148 in PRD/V district. Newton's Landing and the PRD/V district will create a total of 74,000 square feet of commercial space.

This buildout scenario is expected to generate 1,703 persons and 173 school children. See Scenario No. 1 for more discussion.

This buildout scenario is expected to generate $672,139 in property tax revenues for the municipality and $1,407,836 in property tax revenues for the school district. Newton's Landing will generate approximately half (53.5%) of the property tax revenues.

This buildout scenario is expected to incur $644,292 in municipal costs and $806,158 in school district costs.

As a result, this scenario is expected to yield surpluses in the amount of $27,848 for the municipality and $601,678 for the school district.

VISION FOR THE FUTURE OF DELANCO

The vision for the future of the Township of Delanco is long term, extending over the next ten years. Many facets of the vision can be achieved today, from the guidance and initiative of the township and through public and private cooperation fostered by the township. The vision incorporates the goals and objectives of the town's master plan and the principles set forth in the *New Jersey State Development and Redevelopment Plan* adopted in 1992. Further, the vision embraces the regional vision developed in the Burlington County sponsored Route 130/Delaware River Corridor Strategic Corridor Revitalization Plan, which is a product of the collaborative efforts of twelve municipalities, including Delanco.

The general vision for Delanco is quite simple -- maintain Delanco as a close-knit, affordable, safe, clean, livable community in which the following are provided; a variety of affordable, code-compliant housing; a variety of local convenience goods and services; reliable, safe, convenient access to jobs in and outside of the township; attractive and functional parks and recreational facilities; and quality community services and facilities for all ages. Delanco's strengths are its residential community formed by close-knit neighborhoods collectively set on the Delaware River, Rancocas Creek, creating a traditional village; its waterfront which is, in part, accessible to the public and the opportunity to access the waterfront; its industrial base which provides jobs to residents and the region and the ability to expand the industrial base and its commitment to maintain and improve upon these strengths that make Delanco a unique place in which to live, work and play.

In every community, quality of life means something different, tailored to each community's unique setting and attributes. The vision for the township of Delanco recognizes this distinction and strives to capitalize and improve upon the resources that make Delanco unique. One of the township's key resources is its location on the Rancocas Creek and Delaware River. The township has public access to the waterfront which affords attractive riverfront views. Another valuable resource is the village atmosphere. The township's residential neighborhoods consist of a variety of housing types and architectural styles that reflect the historic development of the township. Housing is very affordable. Delanco has access to freight rail service and is in close proximity to county, state, and interstate highways. Together these resources form the basis upon which Delanco's vision is built.

The township envisions the revitalization of its neighborhoods. The entrance-ways into town are inviting and attractive. The operation of the Delanco-Riverside Bridge is improved to lessen traffic congestion on Burlington Avenue when the bridge opens. An ice-cream stand, rest station, and visitor center are built on the site of the old gas station at the base of the bridge (using the gas station structure), as part of the Delaware River Heritage Trail.

Housing maintenance codes are enforced to preserve and maintain the housing stock. There are no deteriorated buildings or vacant commercial buildings along Burlington Avenue or in neighborhoods. As part of the vision, older housing stock is rehabilitated or demolished when found to be unsalvageable and replaced with new housing units. Housing density is reduced by eliminating illegally created apartments in single family neighborhoods.

Delanco envisions the improvement, upgrade and renovation of its housing stock. Older dwellings which fell into disrepair have been renovated. Other dwellings have been upgraded and renovated, providing modern features and amenities. The majority of the township's diverse housing stock, which has been well maintained, continues to provide safe, code-compliant, attractive housing alternative. Neighborhoods have been upgraded with new sidewalks, village-style lighting and new street trees and landscaping.

Burlington Avenue, one of the major gateways into and travelled ways through the township, has been upgraded with period lighting, new sidewalks, street trees and streetscape amenities, i.e., benches,

trash receptacles and gardens. Other major gateways and thoroughfares have been upgraded with similar improvements.

The township envisions enhancing its open space and making it more accessible to the public. In this vision, Hawk Island is preserved as natural open space which consists of a range of environmental features and settings, i.e., woodlands, meadows, wetlands, etc. Hawk Island offers a variety of opportunities to enjoy, appreciate and learn about the environment. Hawk Island serves as an environmental educational setting for children and adults to learn about the ecology and man's impacts on the environment and how man can be a steward of the land.

As a recreational facility, Hawk Island provides opportunities for camping, fishing, hiking, and other passive recreational uses. A boat launch for small craft and a fishing pier are provided. Hawk Island is an attraction for township residents and visitors. Vehicles are not permitted on Hawk Island.

Delanco envisions preservation of the environmentally sensitive Rancocas Creek. Hawk Island and the township's waterfront are part of the "Delaware Heritage River Trail", a pedestrian waterfront path that extends from Trenton to Palmyra over to Pennsylvania and back to Trenton proposed by the National Park Service.

In addition to the waterfront, the township's parks and recreational facilities are renovated and refurbished to meet the needs of the townships's residents. Opportunities for active and passive recreation are provided for the young and old. For example, basketball courts, skate board pipes, boccie courts, and other facilities are provided. Playgrounds and sitting areas are reconstructed. These facilities are well lit and designed for minimal maintenance.

Utilities are upgraded and extended throughout the township, including the industrial district of the township. The road network has been improved.

Historic properties (such as the house by the Columns) will be preserved and featured as a draw for visitors. A small museum is build on the riverfront.

A light rail transit passenger stop is provided by NJ Transit at Cooper Street. Pedestrian access is enhanced by reconstructing the sidewalk system. The light rail system accesses job markets outside the township, e.g., Camden, Philadelphia, Trenton, and industrial complexes in and outside the county, and conveys workers to local industry and business within the county. Visitors to the township's the riverfront have the opportunity to arrive by light rail.

The township's community buildings and grounds are upgraded to meet the needs of the township's residents. All community buildings and facilities are compliant with the *Americans with Disabilities Act.* A new municipal building has been constructed to provide adequate space for employees, meetings and functions. The township's school facilities are renovated and updated, providing the latest in educational technologies. The old municipal building is converted into a community center.

This vision is a guide for the future of Delanco. It is flexible and not cast in concrete. The vision sets the tone for the township's revitalization and provides achievable goals for how the township should look and function. The changes and improvements recommended by the vision are significant and will most likely be accomplished incrementally. Tantamount to developing this vision is revisiting it when the township's master plan is re-examined. The updated master plan and vision for the township should be made as one.

TOWNSHIP OF DELANCO
BURLINGTON COUNTY, NEW JERSEY

1997 MASTER PLAN UPDATE

INTRODUCTION

N.J.S.A. 40:55D-1 et seq. entitled "Municipal Land Use Law" (MLUL) requires all municipalities to reexamine their master plans at least every six years. The purpose of this requirement is for municipalities to have regular, periodic reviews of current information and changing conditions within the municipality in the interest of keeping long-range planning as up-to-date as possible.

In C. 40:55D-89 of the MLUL, the following language is set forth:

> The governing body shall, at least every six years, provide for general reexamination of its master plan and development regulations by the planning board, which shall prepare and adopt by resolution a report on the findings of such reexamination, a copy of which report and resolution shall be sent to the county planning board and the municipal clerk of each adjoining municipality. The first such reexamination shall have been completed by August 1, 1982. The next reexamination shall be completed by August 1, 1988. Thereafter, a reexamination shall be completed at least once every six years from the previous reexamination.

The Township of Delanco Master Plan was last reexamined in December 1996. The underlying objectives, policies, principles and assumptions of the 1996 master plan reexamination report are incorporated into this master plan. This master plan is prepared because the reexamination report recommends that the township prepare a new master plan and development regulations.

This master plan is presented in the following manner:

1. Background data and studies which establish existing conditions in the township.

2. A statement of objectives, principles, assumptions, policies and standards upon which the master plan is based.

3. Master plan elements which include: a land use plan; a housing plan; conservation plan; recreation plan; and recycling plan. [The land use plan element is prepared first; the remaining four elements will be prepared subsequently.]

4. A specific policy statement indicating the relationship of the proposed development of the township, as developed in the master plan, to:

    a. the master plans of contiguous municipalities;

    b. the master plan of Burlington County;

    c. the State Development and Redevelopment Plan; and

    d. the district solid waste management plan.

BACKGROUND DATA AND STUDIES

Geographical Location

The Township of Delanco is a 2.16-square mile community located in the western portion of Burlington County at the confluence of the Rancocas Creek and the Delaware River. Delanco is approximately ten miles north of Camden City and five miles south of Burlington City.

Water surrounds Delanco on three sides: to the southwest by the Rancocas Creek; to the north by the Delaware River; and to the northwest at the confluence of the two bodies of water. To the south, Delanco is bounded by State Highway Route 130 which forms the boundary with Willingboro. To the northeast, Delanco shares its border with Edgewater Park.

Four gateways give access to Delanco: County Road 543, identified by several local names -- Burlington Avenue through Delanco -- enters Delanco from Beverly City to the northeast and, after crossing the Rancocas Creek, enters Riverside to the southwest; County Road 625 from State Highway Route 130 to the south, and Coopertown-Delanco Road from State Highway Route 130 via Edgewater Park to the southeast.

A freight railroad line parallels County Road 543 through the county and in Delanco at a distance of approximately 1000 feet. The line crosses the Rancocas Creek to the southwest and into Beverly and Edgewater Park to the northeast.

Historic Background

Although Delanco was incorporated in 1924, its development pattern is typical of many early settlements established along the Delaware River. Delanco developed as the farming and fishing hinterlands of Beverly. These activities were facilitated by access to the navigable waters of both the Delaware River and the Rancocas Creek.

The Industrial Revolution of the nineteenth century and the construction of the Camden and Amboy railroad in the early 1830's brought growth and prosperity to Delanco and many of the county's riverfront communities. Passenger service on the rail line ended in 1963, and freight service is still provided today. The reactivation of commuter passenger service in the form of light rail from Trenton to Camden with a station stop in Delanco is under consideration by New Jersey Transit.

The conclusion of World War II ushered in a new era of development in Burlington County. The agricultural and undeveloped lands surrounding the older riverfront communities experienced significant suburban growth, with the construction of new roads, residential tract housing, shopping centers, commercial strip development and industrial facilities and the expansion of highways southeast of the Delaware River and along US Route 130. A shift of socio-economic importance from the riverfront communities to the newer suburban communities along the highway was initiated during this era. Delanco escaped the most intense of this development, leaving it with large tracts of undeveloped land, some of which remain today.

During the 1950's and 1960's, Delanco's population more than doubled resulting from single family development. Delanco's population peaked around 1970 with the 1970 census showing a population of 4,157.

The 1970's and 1980's brought an explosion of growth in the south-central portion of the county, transforming rural farmland into a new concentration of population and employment in the form of suburban sprawl. For the first time, several of the older suburban communities situated along US Route 130 began to experience economic and physical decline at the expense of the growth of the new development "frontier" in the south-central portion of Burlington County. Today, the county's south-central region

continues to grow. This trend, along with an increasingly mobile retirement age population, has put strains on many of the riverfront towns. Delanco has escaped the worst of the downturn but still has unwanted commercial vacancies, especially along main street.

Population

Based on the U.S. Census of Population, Delanco had a population of 3,316 persons in 1990. Table 1 shows the populations of the township and Burlington County from 1950 to 1990.

Table 1 Population for Delanco and Burlington County, 1950-1990

	1950	1960	1970	1980	1990
Delanco	2,805	4,011	4,157	3,730	3,316
Burl. County	135,910	224,499	323,132	362,542	395,066

Source: Burlington County Office of Land Use. *1990 Census and Economic Data for Burlington County, New Jersey*. December 1994.

Delanco's population peaked in 1970 at 4,157 persons and declined to 3,316 persons in 1990. In contrast, Burlington County's population has continued to grow from 1950 to 1990, with 395,066 persons in 1990.

Table 2 shows the changes in population that occurred in the township and county from 1950 to 1990.

Table 2 Population Change, Delanco and Burlington County, 1950-1990

	1950-60	1960-70	1970-80	1980-90
Delanco				
Change	1206	146	-427	-414
% Change	43.0	3.6	-10.3	-11.1
Burlington County				
Change	88,589	98,633	39,410	32,524
% Change	65.2	43.9	12.2	9.0

Delanco experienced diminishing growth from 1950 to 1970, growing 43.0 % from 1950 to 1960 and only 3.6 % from 1960 to 1970. By 1970, Delanco was losing population. From 1970 to 1980, Delanco lost 10.3 % of its population and from 1980 to 1990 Delanco lost 11.1 % of its population.

Burlington County continued to grow from 1950 to 1990, with the greatest percentage increase occurring from 1950 to 1960 when it grew by 65.2%. The county's greatest absolute increase occurred from 1960 to 1970 when it grew by 98,633. During the latter years, growth slowed in the county to 12.2% from 1970 to 1980 and 9.0% from 1980 to 1990.

A more detailed demographic analysis for the township is provided in the Housing Plan Element

for this master plan.

Environmental Constraints [In process]

Existing Land Use [In process]

LAND USE PLAN ELEMENT

Purpose and Goals

The purpose of the Land Use Plan is to provide a six-year long-range policy guide for development in the Township of Delanco. The Land Use Plan Element of the master plan creates the cornerstone for supporting the township's zoning ordinance by setting forth the framework for the township's development and redevelopment by recommending land use goals and objectives. The Land Use Plan sets forth the following land use goals:

1. Reuse vacant land and abandoned sites.

2. Rehabilitate existing deteriorated developments.

3. Remove, by attrition, nonconforming uses, particularly those in residential neighborhoods.

4. Protect established residential neighborhoods from deterioration and encroachment.

5. Enhance and redevelop older residential areas.

6. Create new residential neighborhoods in appropriate locations.

7. Provide buffers between residential and nonresidential uses.

8. Prohibit illegal apartment conversions of residential units which create more units and higher densities.

9. Encourage development that respects existing development intensities, densities and patterns and environmental constraints.

10. Lessen residential densities in areas where illegal apartment conversions are prolific and have caused a degradation in the quality of life in such areas resulting from overcrowding, lack of open space, insufficient parking and other detrimental activities.

11. Establish provisions for home-based occupations, taking into consideration the character and physical constraints of residential neighborhoods.

12. Encourage the creation of a community business district in the township.

13. Strengthen the township's economic position by encouraging a diverse mix of housing, commercial, professional and industrial uses.

14. Capitalize on the township's major assets, the Rancocas Creek and Delaware River, by maintaining and increasing access to the waterfront.

15. Improve and enhance access to the Delaware River and Rancocas Creek, by incorporating such access into the Delaware Heritage River Trail and the Rancocas Greenway Trail.

16. Expand and restore recreation and park facilities.

17. Retain and enhance existing industrial uses and attract new, compatible industrial and commercial uses to the township.

18. Maximize and enhance the utilization of existing parks and open space.

19. Protect, preserve and conserve environmentally sensitive areas, particularly the township's waterfront, wetlands, floodplains, streams, steep sloped areas and forested areas, i.e., Hawk Island, the Pennington Farm, Holiday Lakes waterfront, etc.

20. Aggressively protect and preserve the township's historically significant structures, districts and areas.

21. Seek "town center" designation in the *New Jersey State Development and Redevelopment Plan* from the New Jersey State Planning Commission.

22. Preserve and enhance the town's traditional residential village character and provide appropriate buffers protecting the village from industrial growth along the railroad.

23. Establish and maintain public access to natural areas throughout the township, particularly Hawk Island and the Pennington Farm.

24. Take steps to mitigate undue vehicular congestion in the township.

25. Enhance the entrance into the Delanco, recognizing that the entrances are gateways into the township.

26. Plan for coming development in order to maintain Delanco's small town charm and character.

27. Study use of various impact fees to address increased infrastructure and services needs from anticipated growth in township.

28. Retain existing jobs and attract new job opportunities which provide the ability for the township residents to earn a "living" wage within township boundaries.

29. Ensure township provides input into the placement, design and maintenance requirements of light rail transit station stop.

30. Identify appropriate locations for cellular communications towers and adopt an ordinance setting forth such locations and related site requirements.

31. Reexamine ordinances regarding industrial, commercial and residential development requirements and provisions, i.e. setbacks, minimum area landscaping, parking, etc.

32. Examine zoning of adjacent communities to identify discrepancies and, upon finding any, recommend changes to eliminate and/or minimize zoning conflicts.