RESOLUTION NO. 2001-08
TOWNSHIP OF DELANCO
JOINT LAND USE BOARD
RESOLUTION APPROVING
MASTER PLAN REVISION

RECITAL:

WHEREAS, after the Delanco Township Joint Land Use Board adopted the 1999 Master Plan, the Township Committee received public input from which new important issues were raised prompting the need to make refinements to the Master Plan;

WHEREAS, In response to addressing this need the Joint Land Use Board determined that it would be prudent to revise the Master Plan;

WHEREAS, 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;

WHEREAS, said Master Plan Revision recommends the creation of a C-1 Neighborhood Commercial Land Use District along Burlington Avenue which is part of the R-6 Single Family Residential Land Use District and also recommends the elimination of C-1 conditional uses from the R-6 areas;

WHEREAS, said Master Plan Revision also recommends removing a 7.92 acre parcel located along the Rancocas Creek and the railroad from the PRD/V district to an I-1 Light Industrial Land Use District with an overlay provision that allows the site to be developed according to the PRD/V land use category;

WHEREAS, the vision developed for the future of Delanco Township remains intact and unchanged relative to this Master Plan Revision;

WHEREAS, the revisions further enhance and strengthen the vision set forth in the 1999 Master Plan;

WHEREAS, said Master Plan Revision was presented to the full Board at a Public Hearing held on July 19, 2001;

WHEREAS, public notice of said hearing was given in accordance with N.J.S.A. 40:55D-13;

WHEREAS, the Board and Members of the Public had an opportunity to comment on the 2001 Master Plan Revision before forwarding it to the Township Committee for implementation;

WHEREAS, the Board finds that the revision gives due consideration to the population of the Township, environmental concerns within the Township and existing land uses within the Township;

WHEREAS, the Board conducted an extensive review of the development pattern of the Township as well as the potential for future development of the Township and the relative impacts of said development on the community including an economic analysis prepared by the Burlington County Land Use Office for the purpose of determining the impact on the school system;

WHEREAS, the Board took into consideration issues such as solid waste management, traffic, open space and environmental issues;

NOW THEREFORE BE IT RESOLVED, by the Joint Land Use Board of the Township of Delanco, County of Burlington and State of New Jersey that the Board hereby approves the 2001 Master Plan Revision and attaches a copy of said revision hereto and to be incorporated herein as

part of this Resolution.

BE IT FURTHER RESOLVED, that a copy of this Resolution and the 2001 Master Plan Revision shall be sent to the County Planning Board, Delanco Township Municipal Clerk, and to the Municipal Clerk of each adjoining Municipality.

BE IT FURTHER RESOLVED, that a motion was duly made by Frank Taylor and duly seconded by Ann Moore to approve the 2001 Master Plan Revision as modified and said approval is being memorialized in this Resolution. Roll call vote on the motion was recorded as follows:

IN FAVOR: Laurie vanGenderen, Vincent Amico, Ann Moore, William Morris, Frank Taylor, Victor Vittorino, Thomas Lord and Winston Chafin.

OPPOSED: William Matulewicz

ABSTAIN: David Risilla

Laurie E. vanGenderen

Laurie vanGenderen, Chairperson

CERTIFICATION

This Resolution of Memorialization being adopted by action of the Joint Land Use Board on this 12th day of November 2001, is a true copy of the action taken by the Board at its meeting held on July 19, 2001.

Roseann M. Lameiras

Roseann M. Lameiras, Secretary

TOWNSHIP OF DELANCO
BURLINGTON COUNTY, NEW JERSEY

2001 MASTER PLAN REVISION – Adopted July 19, 2001

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.
    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

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 permitted. Nonresidential buildings will have a 5-foot offset in all facades over 40 feet in length.

Roofs for nonresidential buildings. All 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. 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.