Redevelopment Plan
Rhawn Pipe Factory

Township of Delanco

Burlington County, New Jersey

July 8, 2015

Prepared by Taylor Design Group

TAYLOR
DESIGN
GROUP

Rhawn Pipe Factory

Redevelopment Plan- Area in Need of Redevelopment, without Condemnation

Referred by Resolution 2015-64 on May 18, 2015

Report Issue Date, June 25, 2015, Amended July 8, 2015

First Reading – Introduction, June 29, 2015

Township Committee Hearing July 13, 2015

Township Committee

Mr. John Ciancio, Mayor

Ms. Kate Fitzpatrick, Deputy Mayor

Mr. Bill Dillenbeck, Committeeman

Ms. Marlene Jass, Committeewoman

Mr. Mike Templeton, Committeeman

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



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Table of Contents

I. Introduction 3
II. Statutory Requirements 4
III. Description of the Rhawn Factory Redevelopment Area 4
A. General Description 4
B. Identification of Property 5
IV. Redevelopment Goals & Objectives 7
A. Vision 7
B. Redevelopment Area Goals & Objectives 7
1. Plan Goals 7
2. Plan Objectives 8
V. Land Use Plan 8
A. Relationship to Township Land Development Regulations 8
B. Exceptions from Standards 9
C. Provisions Related to Off-Site Improvements 9
D. Creation of Rhawn Factory Redevelopment District 10
E. District Standards – Rhawn Factory Redevelopment District 10
1. Concept Plan 10
2. Permitted Principal Uses 12
3. Permitted Accessory Uses and Structures 12
4. Bulk Standards 13
5. Design Standards 14
VI. Redeveloper's Ownership Structure 17
A. Site Plan Approval 17
B. Ownership 17
VII. Property Acquisition and Relocation 17
A. Identification of Proposed Property Acquisitions 17
B. Temporary/ Permanent Resident Relocation 17
VIII. Plan Relationship to Definitive Local Objectives 18
A. Township Master Plan 18

B. Contiguous Municipalities 18
C. Burlington County 18
D. State Development and Redevelopment Plan 20
IX. Administrative and Procedural Requirements 20
A. Compliance with Affordable Housing Obligation 20
B. Amending the Redevelopment Plan 20
C. Duration of the Redevelopment Plan 20
D. Redevelopment Entity 20

I. Introduction

The Township of Delanco desires to revitalize the area commonly referred to as the Rhawn Flange Company, also known as the "Rhawn Pipe Factory" site, comprised of Block 2100, Lot 1 (hereinafter referred to as the "Rhawn Factory Redevelopment Area"). The community seeks to preserve the Township's Housing Plan and Land Use Plan by advancing a 100% very low, low and moderate income family rental community on site. This plan seeks to attend to the low and moderate income housing needs for the municipality without wholesale rezoning of viable industrial sites elsewhere, which could degrade the economic viability of existing industrial areas, and the Land Use Plan. The Township has determined that the most effective planning and implementation strategy to accomplish its housing and land use goals is the redevelopment process in accordance with State statute. The first step of that process was the designation of the site as an "Area in Need of Redevelopment".

On May 18, 2015, the Township Committee of the Township of Delanco, Burlington County, New Jersey authorized by Resolution 2015-64 the Township of Delanco Planning Board to undertake an investigation to determine whether the area is in need of redevelopment pursuant to the New Jersey Local Redevelopment and Housing Law (LRHL), N.J.S.A. 40A:12A-1 et seq. ("LRHL"). The Determination of Need Report was prepared by the Planning Board for review at the public hearing held on June 16, 2015 and the Planning Board determined that multiple conditions per N.J.S.A. 40A:12A-5 were met. On June 29, 2015 the Township Committee will consider designating the area as a Redevelopment Area. A Redeveloper has been selected and it is anticipated that a Redevelopment Agreement will be finalized between the Township Committee and the Redeveloper for redevelopment without condemnation of Block 2100, Lot 1. A public hearing on the Redevelopment Plan will be conducted on July 13, 2015.

The Redevelopment Plan has been prepared to codify certain contents of the Redevelopment Agreement and to provide a means by which the Planning Board can review development applications related to the area. This Plan has been prepared pursuant to the LRHL, N.J.S.A. 40A:12A-7 which provides, "no redevelopment project shall be undertaken or carried out except in accordance with a Redevelopment Plan adopted by ordinance of the municipal governing body, upon its finding that the specifically delineated Redevelopment Area is located in an Area in Need of Redevelopment or in an area in need of rehabilitation, or in both…"

II. Statutory Requirements

This Redevelopment Plan will become the formal planning document for the redevelopment of the Rhawn Factory Redevelopment Area. Per the LRHL, the Redevelopment Plan shall include an outline for the planning, development, redevelopment, or rehabilitation area sufficient to indicate:

1. Its relationship to definite local objectives as to appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements;
2. Proposed land uses and building requirements in the project area;
3. Adequate provision for the temporary and permanent relocation, as necessary, of residents in the project area, including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market;
4. An identification of any property within the redevelopment area which is proposed to be acquired in accordance with the redevelopment plan; and
5. Any significant relationship of the redevelopment plan to (a) the master plans of contiguous municipalities, (b) the master plan of the county in which the municipality is located, and (c) the State Development and Redevelopment Plan adopted pursuant to the "State Planning Act," P.L. 1985, c.398 (C52:18A-196 et. al.)

III. Description of the Rhawn Factory Redevelopment Area

A. General Description

The study area is the Rhawn Pipe Factory site known as Block 2100, Lot 1 on the Delanco Township tax map. The parcel once contained approximately 6.8 acres and now contains 5.16 acres. The site is within the Industrial I-1 zone. Ordinance No. 2015-07 proposes to amend the zoning map to add PAH-3 Planned Affordable Housing District 3 and a PAH-100 Planned Affordable Housing 100 Overlay on the parcel. The factory building had been abandoned for several years and has since been demolished following a damaging fire in 2014.

Prior to the factory development in the mid 1900s, the site was farmland. The first industrial use of the site was the Associated Box Corporation, a Michigan Corporation, which manufactured wooden shipping boxes at the 7-acre site. Richard and Jane Rhawn purchased the property in 1974 from the Associated Box Corporation. The Rhawn Flange Co. manufactured ductile iron flange pipe for municipal and private water and sewer utilities. Jane Rhawn sold a 0.828-acre portion of the property prior to the development of the Delanco Train Station, to be used for a platform and a portion of the parking area. In 2007, HovBros Delanco

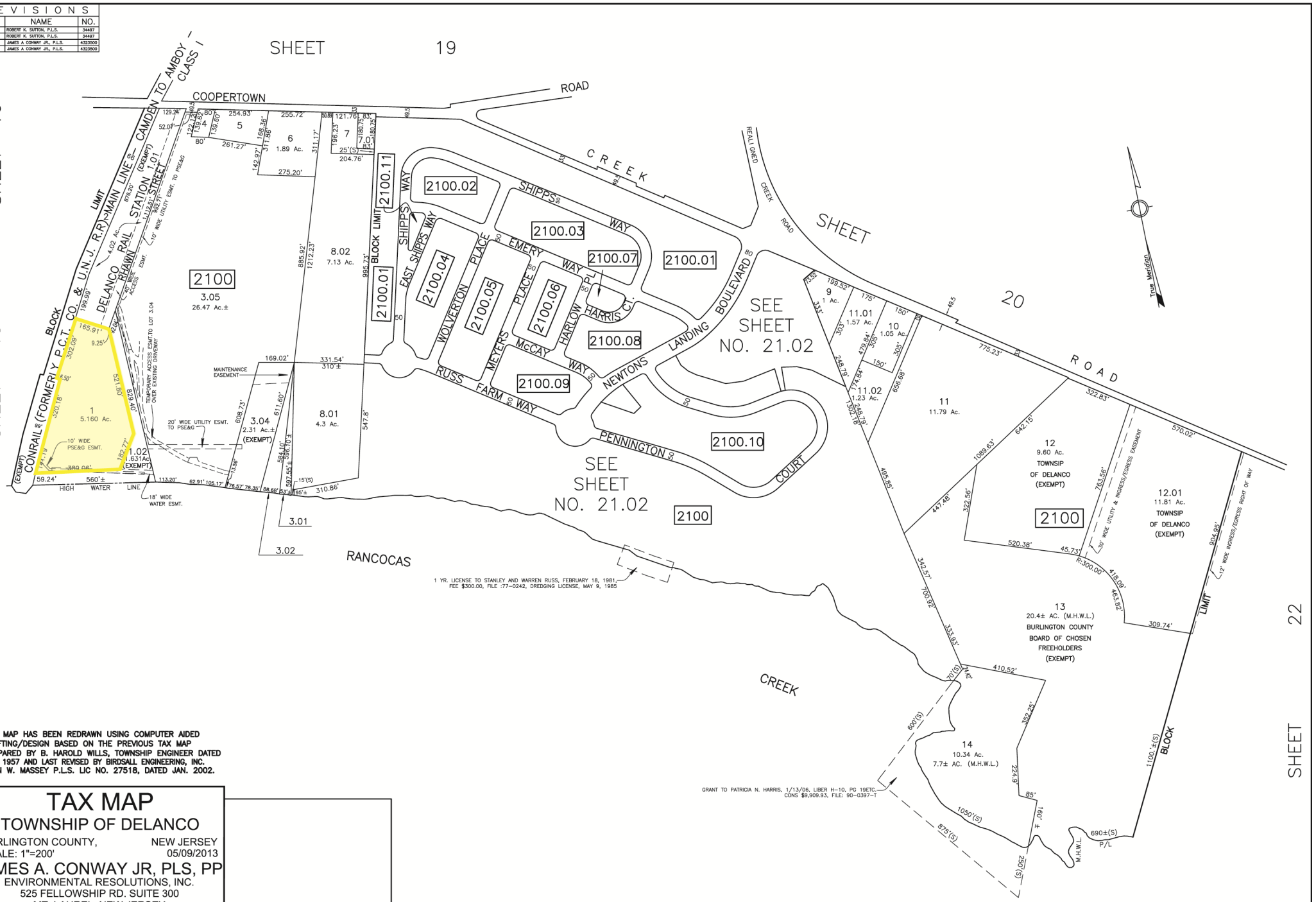
purchased the property from Jane Rhawn's estate. HovBros subdivided a 1.63-acre portion along the Rancocas Creek that extended up alongside the Delanco Station. This area provides a planned connection between the Greenways located due south, the train station platform, and planned connection to the Delaware River at the confluence of the Rancocas Creek and Delaware River at Hawk Island.

B. Identification of Property

The following tax map section illustrates the location of Block 2100, Lot 1 which is the Rhawn Pipe Factory Redevelopment Area.

See Tax Map Following Page

REVISIONS		
DATE	NAME	NO.
06/29/09	ROBERT K. SUTTON, P.L.S.	34497
11/11/10	ROBERT K. SUTTON, P.L.S.	34497
5/18/13	JAMES A CONWAY JR., P.L.S.	4323500
11/04/13	JAMES A CONWAY JR., P.L.S.	4323500



THIS MAP HAS BEEN REDRAWN USING COMPUTER AIDED DRAFTING/DESIGN BASED ON THE PREVIOUS TAX MAP PREPARED BY B. HAROLD WILLS, TOWNSHIP ENGINEER DATED DEC. 1957 AND LAST REVISED BY BIRDSALL ENGINEERING, INC. JOHN W. MASSEY P.L.S. LIC NO. 27518, DATED JAN. 2002.

TAX MAP

TOWNSHIP OF DELANCO

BURLINGTON COUNTY, NEW JERSEY
SCALE: 1"=200' 05/09/2013

JAMES A. CONWAY JR, PLS, PP
ENVIRONMENTAL RESOLUTIONS, INC.
525 FELLOWSHIP RD. SUITE 300
MT. LAUREL, NEW JERSEY

TO SHOW CONDITIONS AS OF 4/09/15

IV. Redevelopment Goals & Objectives

A. Vision

The Township of Delanco is located at the confluence of the Rancocas Creek and the Delaware River. North of the Rhawn Factory site is bounded by Coopertown Road, which forks into Coopertown Road to the north and Creek Road to the south. The south of the site is bound by the Rancocas Greenway and the Rancocas Creek, and across the waterway, Riverside Township. To the west of the Rhawn Factory site is the Delanco Train Station and the edge of the Delanco downtown area. Historically, the lands to the east between the Rhawn Factory site and Burlington Pike/Route 130 were predominately farmland with a small marina in the middle and the Holiday Lakes recreational park to the far east along Route 130. Today, a large portion of the farmland directly east, previously Russ Farm, has been developed into Newton's Landing and the Pointe at Newton's Landing, an age restricted development with private recreation. Further east, the county's Pennington Park and Delanco's Field of Dreams provide recreation to the community and the region. The Holiday Lakes site has become the Abundant Life Fellowship Church and associated ministries; and Living Springs Campus provides affordable housing for seniors and disabled persons.

The Rhawn Pipe Factory site with 5.16 acres of property has been envisioned by the Master Plan to be a housing site to include market rate and affordable units. An opportunity has been presented to the Township to provide a 100% affordable housing development at the site, providing access to the train station, Rancocas Greenway, and upward mobility to the low and moderate income families who are proposed to reside in multi-tenanted buildings. The proposal embraces green building practices for energy and water conservation; and high quality, low maintenance, environmentally friendly construction materials and practices. The development represents smart growth practices and provides the Township control of its home rule, land use, and future economic development, particularly with respect to jobs and employment.

B. Redevelopment Area Goals & Objectives

1. Plan Goals

- Preserve large contiguous areas of off-tract industrially zoned lands to insure their continued viability as industrial sites and uses.
- Retain vistas and public access to the Rancocas Creek waterfront.
- Enhance the built environment of Delanco with high quality construction and design.

- Provide affordable housing for the workforce.

2. Plan Objectives

- Retain and expand the existing employment base in the community through prudent land use decisions. Retention of industrially zoned land near transportation corridors including the RiverLine and Route 130 is critical to Delanco's overall success as a full service community.
- Provide residential development adjacent to areas where it has historically occurred, providing connectivity for pedestrians and vehicles to existing developed areas, including but not limited to transportation corridors, shopping, places of worship, recreation, community facilities, neighbors, community groups, and employment prospects.
- Create compatible use of the land, as residential property, contributing to the surrounding residential neighborhood.
- Provide residential rental opportunities to low and moderate income working families with the hope that they will engage in community activities and organizations; and ultimately purchase and rehabilitate homes in the existing residential neighborhoods of the community.
- Continue to enhance public access to the Rancocas Creek waterfront through trail implementation and construction.
- Improve public access to the Delanco Train Station through pedestrian enhancements.

V. Land Use Plan

A. Relationship to Township Land Development Regulations

The standards contained within this Redevelopment Plan shall supersede the development regulations of the existing Township Code where specifically indicated, particularly in the instance of bulk standards, use, residential density and off-street parking and loading requirements. Where regulations of this Plan conflict with the Township's development regulations, this Plan shall control; where they do not conflict, the Township's development regulations shall apply. Development applications for this Redevelopment Area shall be reviewed and approved by the Planning Board. The Redevelopment Plan adopts and incorporates by reference Chapters 50 (Land Use Procedures), 58 (Fair Housing), 77 (Off-Street Parking), 91 (Site Plan Approval), 100 (Subdivision of Land), 110 (Zoning) and all other applicable land use regulations of the Township of Delanco that are not expressly modified or superseded herein.

B. Exceptions from Standards

Variances per N.J.S.A. 40:55D-70(c) from the development requirements and design standards set forth by this Redevelopment Plan may be necessary in certain limited circumstances. In such instances, the Planning Board may grant reasonable deviations from bulk, parking or design requirements if the designated redeveloper or property owner demonstrates that such design exception(s) will not substantially impair the intent of the Redevelopment Plan, and will not present a substantial detriment to the public health, safety and welfare.

To gain approval of such modification or waiver of a development requirement or design standard, the applicant shall demonstrate that the resulting change will:

- Generally satisfy the Redevelopment Plan's goals and objectives;
- Be designed in accordance with the Township's normally acceptable engineering, planning, and/or architectural practices;
- Not have an adverse impact on the physical, visual or spatial characteristics of the overall development plan for the parcel or tract to be developed, or adjacent or nearby properties;
- Generally enhance the overall development plan for the tract;
- Not have an adverse impact on the physical, visual, or spatial characteristics of the Redevelopment Plan; and
- Not reduce the useful life or increase the cost of maintenance of the improvement to be modified or otherwise have an adverse impact on the long term function of the development.

Deviations per N.J.S.A. 40:55D-70(d) from the uses permitted in the Area shall be permitted only by means of an amendment of the Redevelopment Plan by the Township Committee, should the deviation be considered acceptable to the furtherance of the goals and objectives of this plan.

Other than deviations from the bulk, parking, or design requirements, the Planning Board shall not have authority to grant deviations from this Redevelopment Plan.

C. Provisions Related to Off-Site Improvements

The extent of the Redeveloper's responsibility for any installation or upgrade of infrastructure related to its project, whether on-site or off-site, shall be as outlined in the Redevelopment Agreement. All infrastructure improvements shall comply with applicable local, state, and federal codes including the Americans with Disabilities Act. The streetscape improvements shall also comply with applicable standards set forth in this Redevelopment Plan. All utilities shall be placed underground.

D. Creation of Rhawn Factory Redevelopment District

The Rhawn Factory Redevelopment District (RRD) is herby established to contain the entirety of the Rhawn Pipe Factory Redevelopment Area. This district has been created to provide an experienced administrative agent to administer the 100% affordable units. The administrative agent will provide 64 total units including one caretaker/ manager unit; and the remaining 63 units will be affordable. The opportunity for 100% affordable family rental housing; and 13%, or 8 of the 63 affordable units, will be affordable to very low income households. Of the total affordable units, 50% shall be reserved for low income households (inclusive of very low income households); and the remaining 50% may be made available to moderate income households as defined in Chapter 58. Additionally the district provides access to the Rancocas Greenway, and NJTransit RiverLine at the adjacent Delanco Train Station. Permitted uses will be those that have been deemed by the Township to be most compatible with the Housing Plan and the Land Use Plan.

E. District Standards – Rhawn Factory Redevelopment District

1. Concept Plan

A concept plan has been accepted as part of the Redevelopment Agreement and is contained herein. The plan entitled, "Master Plan for Cornerstone at Delanco", prepared by Jonathan Alderson Landscape Architects, dated June 19, 2015, shall be substantially adhered to. The standards enumerated herein are intended to supplement and clarify the intent of the Concept Plan. The plan illustrates planned connections to the Burlington County Rancocas Greenway, NJTransit RiverLIne Delanco Station and Rhawn Street streetscape.

See Concept Plan - "Master Plan for Cornerstone at Delanco" following page



DATE: JUNE 19, 2015

SCALE: 1" = 30'

MASTER PLAN

for

CORNERSTONE AT DELANCO

DELANCO, NJ

JONATHAN ALDERSON | LANDSCAPE ARCHITECTS, P.C.

2. Permitted Principal Uses

A. Purpose. The purpose of the RRD District is to provide for a variety of residential and special needs housing in a compact format in an effort to accommodate the provision of affordable housing in accordance with the Fair Housing Act, N.J.S.A. 52:27D-301 et seq., the mandates of the NJ Supreme Court, the requirements of the Uniform Housing Affordability Controls ('UHAC') at N.J.A.C. 5:80-26.1 et seq. including phasing, affirmative marketing, pricing, bedroom distribution, low/mod split, affordability controls and long-term experienced administration and the 2008 statutory provisions ('Roberts' Bill') requiring 13% of all the affordable units to be affordable to very low income households.
   (1) RRD shall provide an experienced Administrative Agent to administer the 100% affordable housing units; and, as noted above, 13% of all the affordable units will be affordable to very low income households. Of the total affordable units, 50% shall be reserved for low income households (inclusive of very low income households); and the remaining 50% may be made available to moderate income households as defined in Chapter 58.
      (a) Residential Unit Density: Residential density shall not exceed thirteen (13) dwelling units per gross acre.

B. Permitted Uses. The following uses are permitted.
   (1) Attached Dwelling
      (a) Townhouse Dwelling
   (2) Multi-family dwelling
      (a) Garden Apartment
      (b) Mid-Rise Dwelling
   (3) Public Parks

C. Conditional Uses. The following uses are permitted conditionally.
   (1) Home Occupations
   (2) Quasi-Public Buildings

3. Permitted Accessory Uses and Structures

D. Accessory Uses
   (1) Private and Community swimming pools
   (2) Private garages
   (3) Private sheds
   (4) Private and public garage, maintenance, and common buildings and structures
   (5) Refuse enclosures
   (6) Decks and patios
   (7) Private, public and community recreation such as walking paths, playgrounds, courts, fields, community greens, and parks.
   (8) Up to but not more than 1 caretaker/ manager unit

(9) Community buildings and structures as approved on a site plan including but not limited to trash compactors, refuse containers, garages, sheds, parking, lighting, and landscaping.

4. Bulk Standards

E. Bulk Standards

(1) Minimum Lot Area: Four (4) Acres.
(2) Maximum Lot Coverage: 80 percent of the tract
(3) Principal Building Setbacks: In order to encourage a variety of building facades, there are permitted encroachments where portion of the building, including windows, bays, offsets, chimneys, and other architectural features and including unenclosed porches, stoops, stairs, decks, fireplaces, and balconies may encroach into all required yard areas. Permitted encroachments shall be a minimum of ten (10) feet away from any curb line.
(4) There shall be a perimeter setback of 15 feet from the tract boundary at the Railroad.
(5) There shall be a perimeter setback of 10 feet from the County lands utilized for the "Rancocas Greenway".
(6) Front Yard and side yard setbacks from the curb lines of internal streets and parking area curbs ten (10) feet
(7) Multi-family dwellings and townhouses shall have 15 feet between buildings.
(8) Rear Yard from any property line: - Fifteen (15) feet
(9) Attached dwellings shall not exceed 8 units per building or 110 feet in length
(10) Accessory buildings and structures including shared parking garages, private garages, sheds, trash enclosures, shall not be located closer than twelve (12) feet to the principal building and not closer than ten (10) feet to any perimeter property line.
(11) Maximum Accessory Building height, as defined,: twenty-two (22) feet and 1 story

F. General height exceptions.

(1) The maximum building height set forth above shall not apply to any of the following structures or appurtenances, provided that no structure or appurtenance as described below shall extend to a height exceeding 18 feet above the Maximum Principal Building Height:

(2) Architectural ornamentation including cupolas, domes, monuments, flagpoles, masts, aerials, and/or equipment and elevator penthouses and like structures required to be placed above the roof deck/slab and not intended for human occupancy. Rooftop equipment, air-conditioning compressors, air handlers, chimneys, smoke stacks, and the materials and structures used to screen such equipment including parapets, mansards, louvers, grillage, and ornamental roofing.

G. Architectural floor plans and building elevations, prepared by a licensed architect under seal, shall be submitted with the site plans.
   (1) The floor plans shall indicate the number of bedrooms per dwelling unit.
   (2) Any proposed rear decks or patios shall be indicated on the site or subdivision plans as well as the architectural floor plans.

5. Design Standards

H. Design Standards
   (1) Buildings are envisioned to be two stories in height. Buildings are envisioned to relate to the NJTransit RiverLIne Delanco train station and Rancocas Creek Greenway with physical pedestrian improvements.
   (2) At end wall condition, windows, bays, offsets, additional fenestration, turned gables, and other architectural features shall be used to enhance the architectural character of the end wall.
   (3) Buildings shall be designed to have an attractive, finished appearance from all public spaces, waterways, public streets, railroad rights of way, and adjacent residential uses.
   (4) Building façades shall have fenestration and design elements including but not limited to decorative windows, operating windows, louvers, shutters, and/or wide window frames consisting of a minimum of 15 percent of the upper floor façade area to prevent large expanses of blank walls.
   (5) All pedestrian entryways or lobbies shall be prominent, lighted, and separate from service entrances.
   (6) Architectural design shall endeavor to minimize the visual impact of garage doors facing a public or neighborhood street by providing windows and decorative elements.
   (7) Townhouse widths shall average a minimum width of 18 feet, but in no case shall any unit be less than 16 feet wide.
   (8) The site plans shall demonstrate the provision of adequate areas for the storage and collection of trash and recyclables. If trash and recyclables are to be stored inside units, adequate space shall be indicated on the floor plans. If common trash areas are to be provided, a detail of the area shall be provided on the plans. Trash and recycling enclosures shall be properly sized for the number of units served and frequency of pick-up and shall be surrounded on three sides by an enclosure at least 6 feet high, finished to match or complement the principal buildings.
   (9) Trash receptacles, compactors, and dumpster storage areas shall be effectively screened by enclosures designed to complement the principal building, and should be buffered with landscaping where practical.

(10) The site plans shall demonstrate the provision of adequate areas for the storage of personal items such as bicycles, grills and other outdoor equipment.

(11) Building and mechanical equipment, including but not limited to HVAC, meters, grills, elevator cabinets, and satellite dishes, should be located so as to be visually shielded from the public street to the extent allowed by utility companies.

(12) Ganged mail boxes, where deemed necessary by the applicant and/or planning board, shall be located where safe pedestrian and vehicular access can be provided.

(13) All exterior yard areas shall be maintained by the Homeowners Association or management entity, not individual property owners.

(14) A fence shall be provided along the perimeter of the property line along the railroad.

I. Parking Fields, Drive Aisles, and Streets.

(1) A 5-foot-wide planting strip shall be located along the perimeter of streets, parking areas and aisles, wherein trees typically planted as street trees shall be planted 40-feet on-center throughout the project.

J. Parking

(1) Where applicable and available, shared parking arrangements and shared access drives should be pursued. This should include an attempt to improve public parking within the NJ Transit train station site and along the access to the site and transit station for shared parking and shared access.

(2) Parking requirements for residential uses shall comply with the New Jersey Residential Site Improvement Standards (RSIS) pursuant to N.J.A.C. 5:21-1.1 et seq. including waiver provisions. The parking requirements for all uses shall be reduced by 25% from the RSIS requirements due to the proximity of public light rail system, providing 1.5 spaces per unit, considered a de minimis exception. If further reductions (up to 40%) are provided these reductions shall be based upon a parking study undertaken by the applicant and in no event shall the overall parking ratio for residential uses be less than 1 parking space per unit.

(3) At least 30 percent of parking lot area shall be shaded by shade trees at tree maturity. The perimeter of parking lots shall be landscaped at the ends of parking runs where practical.

(4) Where practical, a 2-4-foot-wide green space shall be provided between curbs and sidewalks to provide for vehicle overhang and landscaping. Additional

sidewalk width not green space shall be provided in areas where pedestrian or handicapped access is provided.

(5) Parking facilities are not required for recreational, community or public facilities serving the area.

K. Open Space and Public Civic Space

(1) Areas on site that do not contain buildings, parking areas, roadways or driveways should be designed as open space areas for the visual enjoyment and gathering of the private community and should be contiguous where possible and connect to existing public open space areas, namely the Rancocas Greenway, to increase usability. Open space areas should be accessible to residents of the neighborhood.

(2) A clear pedestrian connection or path shall be provided along and connecting to the Rancocas Greenway pursuant to approvals and agreements with Burlington County; and a clear pedestrian connection shall be provided connecting the development with the NJTransit Light Rail Station.

(3) Civic space for the use of property residents is required to be provided at a ratio of 1,200 square feet per acre.

(4) Recreational play structures, walking paths, bike racks, outdoor seating and eating areas are required for developments of 40 units or more.

(5) Recreational facilities for a type different than those mentioned above may be proposed for substitution by the developer and submitted for approval of the Board or requested by the Board.

L. Green Building Practices. To the extent feasible, green building practices should be employed to reduce the project's dependency upon natural resources. These practices include, but are not limited to, the following:

(1) Orient buildings to maximize solar gain in the winter and shade in the summer; include vegetated wind breaks and sun screens;

(2) Create shaded porches and patios for summertime gatherings;

(3) Where practical, plant indigenous vegetation to minimize water, pesticide and herbicide usage and to create foraging opportunities for local wildlife;

(4) Install operable windows, awnings, shading devices and roof vents to reduce reliance on HVAC units;

(5) Maximize daylight in living spaces to reduce reliance on artificial lighting;

(6) Utilize renewable sources for electricity, heating and cooling;

(7) Maximize building and window insulation;

(8) Utilize recycled building and site materials and recycle construction debris;

(9) Create shaded parking areas, to reduce reliance on automotive air conditioning;

(10) Create opportunities for bicyclists and pedestrianism to reduce reliance on automobiles including shaded sidewalks, benches, bike lanes and bike racks.

VI. Redeveloper's Ownership Structure

A. Site Plan Approval

The Redeveloper shall secure a site plan approval for the entire Redevelopment Area.

B. Ownership

Title to the community, known as Cornerstone at Delanco, after conveyance of the property by the Township to the Redeveloper, will be with Cornerstone at Delanco, LLC. Upon securing long term tax abatement and Tax Increment Financing the ownership will be converted to another LLC, as an urban renewal entity; and known as Delanco Family Apartments Urban Renewal, LLC (the "Redeveloper").

VII. Property Acquisition and Relocation

A. Identification of Proposed Property Acquisitions

The Redevelopment Plan contemplates the acquisition of property through the current real property owner, known as HovBros Delanco LLC., the sole property owner. The current property owner will deed the land to the municipality for use as a low and moderate income affordable housing site, consistent with the Master Plan Land Use and Housing Elements. The property will then be conveyed to the Redeveloper pursuant to the terms of a redevelopment agreement satisfactory to the municipality.

B. Temporary/ Permanent Resident Relocation

The Redevelopment Area is not currently occupied by residents. Therefore, no relocation is necessary.

VIII. Plan Relationship to Definitive Local Objectives

A. Township Master Plan

The site has been included in the December 15, 2008 and October 5, 2010 adopted Delanco Township Housing Elements and Fair Share Plans as an inclusionary affordable housing site. The 2010 Third Round Housing Plan Amendment noted that a total of 42 units, including 31 market rate and 11 family affordable units were proposed to satisfy a portion (11 units) of the Township's Affordable Housing obligation on the site as it is presently configured. Both the Township's 2008 and 2010 adopted Housing Plans were submitted to the New Jersey Superior Court as part of the Township's Declaratory Judgment Action per N.J.S.A.52:27D-313.

The January 2009 Master Plan Existing Land Use mapping characterizes the existing land use as industrial and Land Use Plan makes no recommended changes to the industrial zoning, as the creation of nonconforming uses is not encouraged. The transit station area, housing plan, and the site in particular are discussed in the plan. Improved physical pedestrian access and improved commercial nodes are recommended within the overall transit area. High density housing opportunities are recommended for the Rhawn site and contiguous lands.

B. Contiguous Municipalities

The municipalities contiguous to Delanco Township include the Township of Riverside, Delran, Willingboro, and Beverly. The closest point from the RRD to any of the surrounding municipalities is Riverside across the Rancocas Creek from the site. To that end, the Redevelopment Plan for Delanco is not anticipated to impact any of Delanco's contiguous municipal neighbors.

Despite the Redevelopment Area's lack of direct contact with adjacent municipalities, several objectives set forth in Riverside's Master Plans and Redevelopment Plans include the objectives of repurposing abandoned industrial sites. The Golden Triangle Redevelopment Area is located directly across the Rancocas Creek in Riverside which seeks to provide housing and amenities at a now abandoned industrial site in proximity to the Riverside Light Rail Station.

C. Burlington County

Burlington County does not have a county master plan. The County has generally relied upon the New Jersey State Development and Redevelopment Plan for its land use policy for the county as a whole. Burlington County is the largest county in the State of New Jersey, consisting of 819 square miles. The County in the Route 130/ Delaware River Corridor Strategic Plan (Strategic Plan) illustrates the county as four distinct regions and targets specifically, the twelve municipalities located along the Route 130 Corridor, Delaware River, and NJTransit Freight and Light Rail Line.

The Strategic Plan does not specifically reference the Redevelopment Area. The Plan does contain general goals with which the increased density, new housing, and availability to transportation and commerce are consistent, specifically,

- Improve quality of life along the Corridor.
- Initiate positive change and improvement in the Corridor.
- Encourage development and redevelopment in the Corridor, with sensitivity toward the environment and aesthetics.
- Foster the development of public/ private partnerships directed toward improving the corridor.
- Encourage compatible and complementary lands uses.
- Revitalize vacant or obsolete industrial sites.

The Redevelopment Plan addresses these goals in the following style:

- Providing affordable family rental housing encourages families to participate in community life, recreation opportunities, and transportation options.
- Introduce new families to Delanco with the hope that residents will eventually move from the affordable housing rental units to long-term homes, which will encourage rehabilitation of the existing housing stock as well as a sense of community ownership and pride.
- Revitalize a vacant industrial site to a use more consistent with the existing and planned housing on nearby lots and neighborhoods.
- Provide ample indoor and outdoor recreational facilities including access to the Rancocas Greenway.
- Provide well-designed and quality housing stock for generations, and offer recreation opportunities.
- A public/private partnership is planned for the site development. The developer will utilize Tax Increment Financing to fund the project in part and the community will provide the land for the development. The resulting high quality rental housing satisfies a public purpose, the Land Use Element, and Housing Plan.
- Encourage compatible residential uses consistent with the land use across Pennsylvania Avenue. Multiple new housing developments exist or are planned for the immediate properties surrounding the site to the east along the Rancocas Creek.
- The industrial site is vacant, obsolete and underutilized and has been abandoned since 2012. The proposal will invest in the neighborhood.

D. State Development and Redevelopment Plan

The 2001 New Jersey State Development and Redevelopment Plan (SDRP) designates Delanco as Planning Area 1 Metropolitan Planning Area associated with the designated Urban Center, the City of Camden. SDRP policies for Planning Area 1 include redevelopment of declining areas and the utilization of existing infrastructure. Both of which are satisfied by the proposed RRD site development. The *draft* State Strategic Plan of 2012 seeks to incentivize development and redevelopment in areas where infrastructure already exists to avoid escalating costs of expanded services. The Redevelopment Plan satisfies that overarching goal.

IX. Administrative and Procedural Requirements

A. Compliance with Affordable Housing Obligation

Compliance with the Township's 2008 and 2010 adopted Housing Plans were submitted to the New Jersey Superior Court as part of the Township's Declaratory Judgment Action per N.J.S.A. 52:27D-313. Compliance shall be as indicated in the applicable Redeveloper's Agreement.

B. Amending the Redevelopment Plan

Upon compliance with the requirements of applicable law, the Township Committee of the Township of Delanco may amend, revise, or modify this Redevelopment Plan, as circumstances may make such changes appropriate.

C. Duration of the Redevelopment Plan

The Redevelopment Plan, as amended, shall be in full force and effect until September 30, 2017, when redevelopment of the Area has been completed.

D. Redevelopment Entity

The Township Committee shall serve as the redevelopment entity