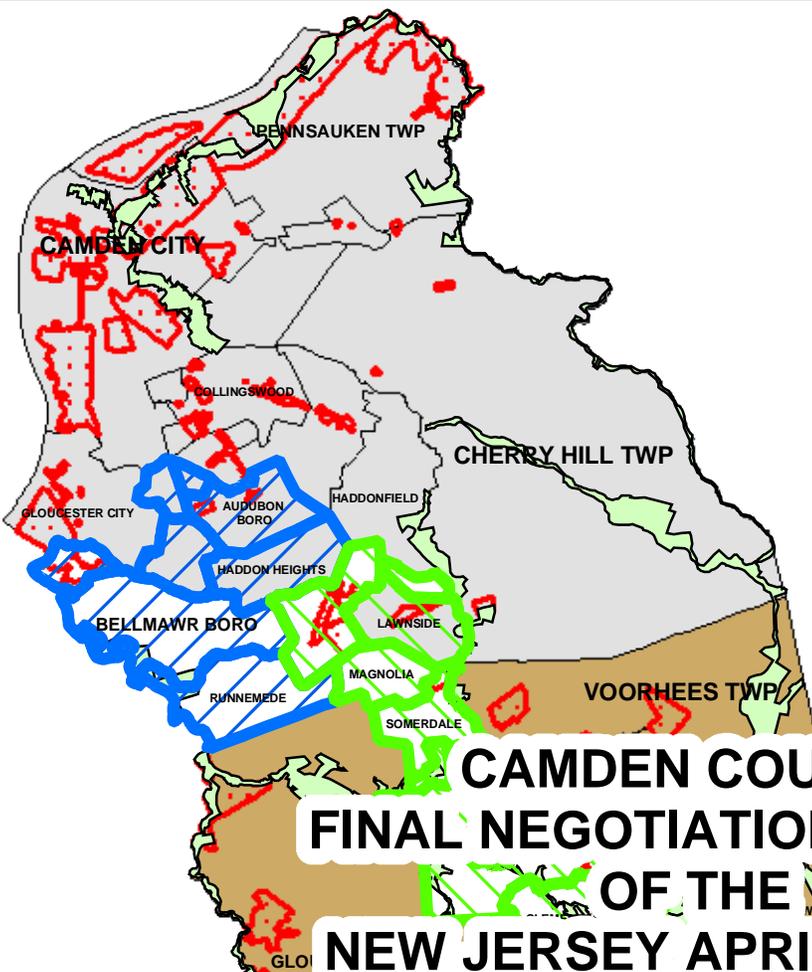


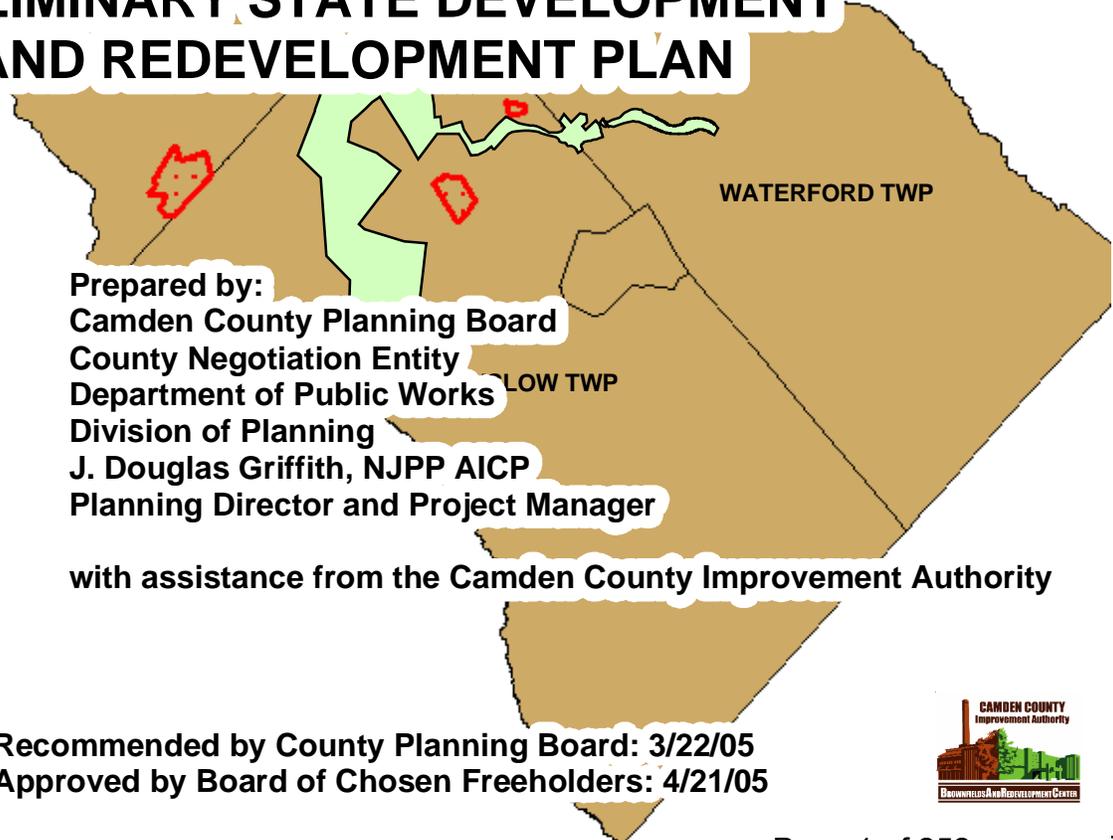
**Regional Planning Efforts**  
Camden County, New Jersey



**Legend**

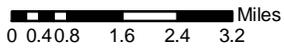
- Camden HUB Study Area
- White Horse Pike Study Area
- Black Horse Pike Study Area
- Potential Greenway
- Southern Regional Study Area
- Designated Redevelopment Areas

**CAMDEN COUNTY  
FINAL NEGOTIATION REPORT  
OF THE  
NEW JERSEY APRIL 28, 2004  
PRELIMINARY STATE DEVELOPMENT  
AND REDEVELOPMENT PLAN**



Prepared by:  
Camden County Planning Board  
County Negotiation Entity  
Department of Public Works  
Division of Planning  
J. Douglas Griffith, NJPP AICP  
Planning Director and Project Manager

with assistance from the Camden County Improvement Authority



Recommended by County Planning Board: 3/22/05  
Approved by Board of Chosen Freeholders: 4/21/05



**STATE DEVELOPMENT AND REDEVELOPMENT PLAN  
2004-2005 CROSS-ACCEPTANCE 3 (CAP-3)  
FINAL CAMDEN COUNTY NEGOTIATION REPORT**

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**STATE DEVELOPMENT AND REDEVELOPMENT PLAN  
2004-2005 CROSS-ACCEPTANCE 3 (CAP-3)  
DRAFT CAMDEN COUNTY NEGOTIATION REPORT**

**Camden County Board of Chosen Freeholders**

Louis Cappelli Jr., Director  
Edward T. McDonnell, Deputy Director  
Riletta L. Cream  
Thomas J. Gurick  
Jeffrey L. Nash  
Joseph Ripa  
Carmen Rodriguez

Ross Angilella, Esq. County Administrator  
Lee Diane Sasse, Clerk of the Board  
M. Lou Carty, Esq., County Counsel

**Camden County Planning Board**

Louis Cappelli Jr., Freeholder Director  
Riletta L. Cream, Freeholder Liaison to Department of Buildings and Operations  
Thomas J. Gurick, Freeholder Liaison to Department of Public Works  
George Jones, Chairperson  
William Hosey, Vice-Chairperson  
Robert Kelly, PE, County Engineer, Director of Department of Public Works  
Dennis Garbowski  
Farhat Biviji  
G. Ronald Green

J. Douglas Griffith, NJPP AICP, Director, Division of Planning  
Patrick Abusi, Planning Board Secretary  
Michael Brennan, Esq., Planning Board Solicitor  
Dominic J. Vesper Jr., Deputy County Administrator of Department of Public Services

**Report and Graphics Prepared by:**

J. Douglas Griffith, NJPP AICP, Director, Division of Planning, Department of Public Works  
Edward Fox, NJPP AICP, Smart Growth Director, Camden County Improvement Authority (CCIA)  
Joel Falk, GIS Program Manager, Camden County Improvement Authority  
Andrew Levecchia, Intern, Camden County Improvement Authority  
Suzanne McCarthy, Delaware Valley Regional Planning Commission (DVRPC)  
Glen McNichol, Delaware Valley Regional Planning Commission (DVRPC)

**With Special Thanks to:**

Barry Seymour, Assistant Executive Director for Regional Planning, DVRPC  
William Stevens, Manager, GIS Systems, DVRPV

## **SUMMARY STATEMENT**

The Camden County Board of Chosen Freeholders has adopted the required resolution authorizing the participation of Camden County in the NJ State Development and Redevelopment “Cross-Acceptance-3” Planning Process and has designated the Camden County Planning Board as the County’s negotiating entity through its Planning Division on June 17, 2004.

As in the past, the Division has been utilizing a well qualified in-house team of staff members and our consultant, The Camden County Improvement Authority’s Smart Growth, Brownfields, Redevelopment and GIS Office, in accomplishing the enclosed task necessary to complete Camden County’s “CAP-3” Report.

Our planning team has been encouraging the participation of our municipalities as well as the general public. Staff has been assisting in the inventory, the review of local plans, ordinances and working closely with the municipal cross acceptance representatives in analyzing municipal planning efforts with the 2004 Preliminary NJ State Development and Redevelopment Plan – “Building a Better NJ”. The public has been encouraged to participate in the “Cross Acceptance-3” process through an extensive public information program that included a well publicized series of four sub-regional planning group work sessions, as well as the County’s “Cross Acceptance-3” informational meeting that was co-hosted by the Camden County Planning Board and the State Planning Commission on Tuesday, June 29, 2004 at 7:00-9:00 pm in the County Department of Public Works Complex conference room.

These working sessions were organized into planning groups that sub-regionalized the county by the Haddon Avenue/PATCO Hi-Speedline Corridor “Smart Growth” grant, economic revitalization/redevelopment corridors, Camden Hub Regional Strategic Revitalization “Smart Growth” Plan, the Delaware Valley Regional Planning Commission’s Transportation and Community Development Initiatives (TCDI), eg. Downtown Camden Strategic Development Plan, etc. projects. Staff has also been meeting individually with municipalities as needed. A public hearing will also be held on the Draft Cross Acceptance Report. In the end, the Camden County Planning Team has produced a Cross Acceptance Report that accurately reflects issues and interests expressed by our municipalities and the public concerning the State Plan that provides a sound basis for negotiations.

The County’s draft “CAP-3” Report Public Hearing will be held Wednesday, March 16, 2005 at 7:00 pm (March 23<sup>rd</sup> snow date) at the County Department of Public Works conference room on 2311 Egg Harbor Road, Lindenwold, NJ. Also on Thursday, April 21, 2005 at 7:00 pm at the Scottish Rite, Collingswood NJ, there will be a final “CAP-3” Report Public Hearing at the Board of Chosen Freeholders meeting.

In Camden County, we have benefited immensely from “CAP-1”, “CAP-2” and “CAP-3” participation (from 1988 – 2005 = 17 years) that enabled us to meet with and have a meaningful and successful coordination/implementation process with most of the

thirty-seven municipalities. A lot of this process has been due largely in part to the NJ State Development and Redevelopment Planning Process.

The “CAP-3” process has been integrated into these already on-going municipal boards, economic development coalitions , study advisory committees, councils, working groups, etc. This has permitted the combining of the existing and future funding resources from these related projects with the applied for funding “CAP-3”. Portions of these other funding sources would be programmed as supplemental or matching efforts.

**STATE DEVELOPMENT AND REDEVELOPMENT PLAN  
2004-2005 CROSS-ACCEPTANCE 3 (CAP-3)  
DRAFT CAMDEN COUNTY NEGOTIATION REPORT**

**COUNTY DEPARTMENTS, DIVISIONS AND AGENCIES**

Camden County Department of Public Works, Division of Planning

Camden County Improvement Authority

Camden County Department of Parks, Division of Environmental Affairs, Open Space and  
Farmland Preservation

**STATE DEVELOPMENT AND REDEVELOPMENT PLAN  
2004-2005 CROSS-ACCEPTANCE 3 (CAP-3)  
DRAFT CAMDEN COUNTY NEGOTIATION REPORT**

**COUNTY DEPARTMENTS, DIVISIONS AND AGENCIES**

County and regional projects are very consistent and well coordinated with the N.J. April 28, 2004 State Development Redevelopment Preliminary Plan. Three county agencies address the County's primary smart growth planning and implementation agenda. The Division of Planning in the Department of Public Department Works coordinates transportation planning and stormwater / watershed management planning. The Camden County Improvement Authority coordinates brownfields, redevelopment, smart growth, regional planning and economic development issues. The Division of Environmental Affairs and Open Space, Recreation, Farmland and Historic Preservation in the Camden County Department of Parks coordinates natural and cultural resource management issues.

These agencies work together and with regional and state agencies to implement the State Plan. For example, the DVRPC Work Program(s) include projects along the Delaware River from Gloucester City, Camden City to Pennsauken involving waterfront development, vehicular access, recreation/open space restoration/preservation, etc. One specific project is the Southport redevelopment area in Gloucester City where resolution of brownfields, open space, economic development and transportation planning issues will yield a tremendous smart growth, waterfront redevelopment neighborhood. The DVRPC in their Cross-Acceptance Report Preliminary New Jersey State Development and Redevelopment Plan, dated October 2004, included comments on comparisons with their Directions 2025/2030 Land Use Plans, Centers, Growth Areas, Rural/Agricultural, Open Space Network Systems. (*See Regional Planning Agencies section of this report.*)

Similarly, County agencies are working with the Delaware River Port Authority (DRPA), which has selected WRT-Philadelphia as an architectural/planning consultant to prepare master plans for transit-oriented development (TOD) at seven PATCO High Speedline Stations in Camden County. DRPA is working with Camden, Gloucester and Cumberland counties to study the feasibility of extending high speedline service to the Glassboro area and then to Millville. The DRPA and NJDOT have awarded funding for a preliminary engineering/architectural feasibility study for the Collingswood PATCO Station (Transit Village). Key regional economic development projects funded by the DRPA include: the redevelopment of South Camden Waterfront, Black Horse Pike (Rt. 168) Shopping Center in Audubon, Cooper River Boathouse in Pennsauken, and the Southern New Jersey Waterfront Master Plan.

The DVRPC has awarded a number of Transportation – Community Development Initiative (TCDI) grants to spur smart growth rethinking in targeted revitalization areas. Projects in Camden County include: accessibility and community redevelopment improvements in Cramer Hill Camden, Parkside Camden Pennsauken, Gloucester City, and Chesilhurst. DVRPC has provided funding and support for corridor revitalization studies on the Black Horse Pike (NJ 168) and White Horse Pike (US 30), too.

The NJ Department of Community Affairs Office of Smart Growth "Smart Growth" and "Smart Future" grant-funded studies have also been instrumental in propelling redevelopment: along the Haddon Avenue/PATCO corridor at the Ferry Avenue, Collingswood, Westmont and Haddonfield stations; for the 15 communities in the Camden Hub region; the 10 communities in the White Horse Pike corridor region; and the 8 communities in the Black Horse Pike region. This first study was prepared by Kise, Straw & Kolodner, Inc. and received a 2004 "Smart Growth" Award from New Jersey Future.

**STATE DEVELOPMENT AND REDEVELOPMENT PLAN  
2004-2005 CROSS-ACCEPTANCE 3 (CAP-3)  
DRAFT CAMDEN COUNTY NEGOTIATION REPORT**

**CAMDEN COUNTY DEPARTMENT OF PUBLIC WORKS  
DIVISION OF PLANNING**

**STATE DEVELOPMENT AND REDEVELOPMENT PLAN  
2004-2005 CROSS-ACCEPTANCE 3 (CAP-3)  
DRAFT CAMDEN COUNTY NEGOTIATION REPORT**

**CAMDEN COUNTY DEPARTMENT OF PUBLIC WORKS  
DIVISION OF PLANNING**

The Camden County Planning Board and the Board of Chosen Freeholders held public hearings and adopted resolutions on the following three comprehensive planning elements: (1) Highway Circulation (2) Public Transportation (3) The Open Space and Farmland Preservation Element in February 2005.

The following are current County and regional planning programs/projects:

- Regional Transportation (DVRPC) programs:
  - Supportive Regional Highway Planning Core Program and Special Projects.
  - Transportation Support Core Program and Special Projects.
  - Regional Transportation GIS
  - Transportation Improvement Program (TIP)
  - Regional and South Jersey Transportation Committees
- Delaware River Access Special and Work Program projects.
  - Pennsauken Riverfront access
  - Cross Roads Redevelopment
  - Cramer Hill Redevelopment
  - Gloucester City Truck access and Southport Redevelopment
- Haddon Avenue/PATCO Hi-Speedline Corridor
  - (Transit Corridor Villages)
  - Medical Mile – Ferry Avenue, Lady of Lourdes to Cooper Hospitals
- Work First New Jersey (WFNJ)
  - Camden County Community Transportation Plan  
PATCO/Riverline Shuttle buses to Camden, Burlington and Gloucester  
County employment centers  
(South Jersey Transportation Authority)
- Tri County Water Quality Management
  - Watersheds (No. 18,19,20) studies + (Cooper River Watershed)
  - Storm water management/planning
  - 208 Plan Amendments
- Delaware Valley Regional Planning Commission (DVRPC)

**Transportation and Community Development Initiative (TCDI) Projects**

- Camden City
  - Cramer Hill Access Project – River Road (CR 543)
  - Downtown Transit Plan
  - Haddon Avenue Corridor Improvement
- Collingswood
  - Heart of Collingswood

**STATE DEVELOPMENT AND REDEVELOPMENT PLAN  
2004-2005 CROSS-ACCEPTANCE 3 (CAP-3)  
DRAFT CAMDEN COUNTY NEGOTIATION REPORT**

- Gloucester City
  - Redevelopment Areas Circulation Plan
- U.S. Route 30 (White Horse Pike) Market Feasibility Study
- Woodlynne
  - Woodlynne Avenue Corridor Redevelopment
- Pennsauken Township
  - Brownfield Redevelopment Study
- Chesilhurst Borough
  - Economic Revitalization and Neighborhood Development

The Camden County Board of Chosen Freeholders is restructuring County government. The County Administrator will have the assistance of four Deputy County Administrators overseeing the following departments: Public Services, Human Services, Communications and Public Safety. The Division of Planning has been reorganized into the redevelopment/smart growth planning at the County Improvement Authority along with brownfields, grayfields and GIS projects. The land development review, transportation, stormwater/watershed management will remain along with the County Planning Board under the Division of Engineering at the Department of Public Works in Lindenwold. The Delaware Valley Regional Planning Commission (DVRPC) programs/projects will be the responsibility of both agencies.

**STATE DEVELOPMENT AND REDEVELOPMENT PLAN  
2004-2005 CROSS-ACCEPTANCE 3 (CAP-3)  
DRAFT CAMDEN COUNTY NEGOTIATION REPORT**

**CAMDEN COUNTY IMPROVEMENT AUTHORITY**

**STATE DEVELOPMENT AND REDEVELOPMENT PLAN  
2004-2005 CROSS-ACCEPTANCE 3 (CAP-3)  
DRAFT CAMDEN COUNTY NEGOTIATION REPORT**

**CAMDEN COUNTY IMPROVEMENT AUTHORITY**

Camden County's 2001 Comprehensive Economic Development Strategy (CEDS) identified that Camden County was becoming a mature metropolitan area with great infrastructural, location, human resource and cultural assets, but limited future opportunities for growth on undeveloped or vacant land. However, it also identified that there were numerous opportunities for new employment and housing growth, as well as recreational development, through redevelopment of brownfields and declining and under-utilized areas, throughout the County, using Smart Growth Principles.

The CEDS identified four separate needs that could be facilitated by a Brownfields and Redevelopment Center operated within the Camden County Improvement Authority (CCIA):

1. Brownfields clean-up and re-use
2. Redevelopment planning support and technical assistance
3. Smart Growth promotion and regional coordination, and
4. Countywide Geographic Information System (GIS) "smart map" development.

In March 2003, the CCIA launched the Brownfields and Redevelopment Center (BARC) to help property owners, developers, municipalities and other interested parties learn more about and realize these Camden County's smart growth opportunities. The BARC coordinates with municipalities and other Camden County and State agencies to bring the Camden County Improvement Authority's full leveraging potential to work on regional planning and local redevelopment projects. Its GIS office is using modern technologies to highlight reinvestment and resource management opportunities in a number of areas.

Regional Planning Projects

1. Camden Hub / Regional Impact Council
2. Camden Hub Plan
3. White Horse Pike Corridor Plan
4. Black Horse Pike Corridor Plan

Local Redevelopment Planning Projects

1. Berlin Township - Haddon Avenue
2. Clementon Borough - Old Acme Site
3. Clementon Borough - White Horse Pike
4. Gloucester Township - Lakeland
5. Haddonfield Borough - Downtown Triangle
6. Laurel Springs Borough - Downtown and White Horse Pike
7. Merchantville Borough - Downtown
8. Mount Ephraim Borough - Downtown and Black Horse Pike
9. Oaklyn Boro - Downtown and White Horse Pike
10. Pine Hill Borough - Ravens Avenue

GIS, dBase and Technology Projects

1. Shopping Center / Greyfields dBase
2. Redevelopment Area status updates
3. Industrial Park / Zone dBase
4. Brownfields dBase
5. Tax Parcel Project
6. Foreclosure Leveraging Study

**STATE DEVELOPMENT AND REDEVELOPMENT PLAN  
2004-2005 CROSS-ACCEPTANCE 3 (CAP-3)  
DRAFT CAMDEN COUNTY NEGOTIATION REPORT**

**CAMDEN COUNTY DEPARTMENT OF PARKS  
DIVISION OF ENVIRONMENTAL AFFAIRS,  
OPEN SPACE AND FARMLAND PRESERVATION**

# Camden County Open Space Preservation Trust Fund Advisory Committee



Making It Better, Together.

**Peter Fontaine**  
Chair

**Anne Maiese**  
Vice Chair

**Hon. Thomas Angelucci**  
Mayor of Stratford

**Cynthia Berchtold**  
Cam.Co. Environmental Commission

**Hon. Edward Campbell III**  
Mayor of Gibbsboro

**Robert Dobbs, Jr.**  
Cam.Co. Agricultural Dev. Bd.

**Helen Garcia-Arvin**  
Voorhees Recreation

**J. Douglas Griffith**  
Cam.Co. Division of Planning

**James Horner**  
Citizen Representative

**Nick Laurito**  
Cam Co. Parks Department

**Hon. Sue Ann Metzner**  
Mayor of Winslow

**Richard Michielli**  
Citizen Representative

**Bart Mueller**  
Citizen Representative

**Linda C. Musser**  
Cam.Co. Board of Realtors

**Hon. Gary Passanante**  
Mayor of Somerdale

**Theodore Pisciotta**  
Citizen Representative

**Hon. Harry Platt**  
Mayor of Voorhees

**Paul Schopp**  
Citizen Representative

**Jack Sworaski**  
Cam.Co. Environmental Affairs

**Richard Zimmermann**  
Whitman Stafford Committee

520 North Newton Lake Drive  
Collingswood, NJ 08107  
Phone: (856) 858-5241  
Fax: (856) 858-3470

**Edward T. McDonnell**  
Freeholder Liaison

December 10, 2004

Mr. J. Douglas Griffith  
Planning Director  
Camden County Division of Planning  
2311 Egg Harbor Road  
Lindenwold, NJ 08021

Dear Mr. Griffith,

As you are aware, the DVRPC has finalized the Camden County Open Space and Farmland Preservation Plan. Patty Elkis of the DVRPC and myself made a presentation on the Plan before the Planning Board at their meeting on October 28<sup>th</sup>. Copies of the plan were distributed to members of the Board at that time.

This plan is the result of many meetings between representatives of the DVRPC and the Camden County Open Space Preservation Trust Fund Advisory Committee, and was discussed at many of the monthly public meetings of the Committee. The Committee has endorsed the Plan and has recommended its consideration by the Camden County Planning Board for inclusion in the Camden County Master Plan.

On behalf of the Open Space Presentation Trust Fund Advisory Committee, I would like to request that the Planning Board consider the Plan's inclusion into the Master Plan at its earliest convenience.

Please contact me at 858-5211 should you have any questions.

Sincerely,

Jack Sworaski, Director  
Div. of Open Space and  
Farmland Preservation

JS/jlf  
(OP-LTRGRIFF)

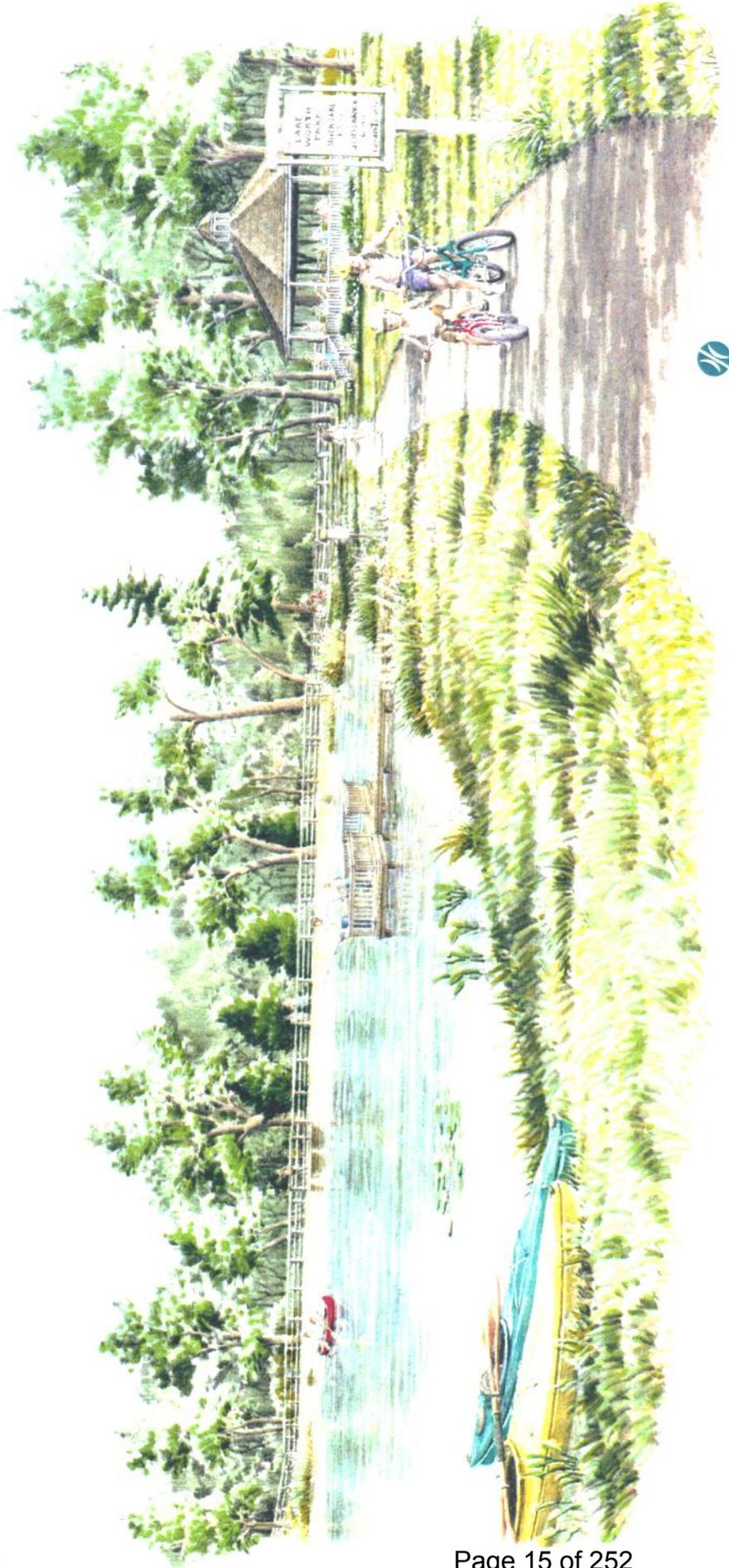
cc: George Jones, Chairman, Planning Bd  
Pete Fontaine, Chairman, Open Space Advisory Committee

# CAMDEN COUNTY

OPEN SPACE  
and

FARMLAND PRESERVATION PLAN

MAY 2004



Delaware Valley Regional Planning Commission

## ACKNOWLEDGMENTS

Developing the Camden County Open Space and Farmland Preservation Plan would not have been possible without the support of numerous individuals, organizations, and agencies. Special appreciation is extended to:

The Camden County Board of Freeholders: Freeholder: Director Jeffrey L. Nash and Freeholders Edward McDonnell, Thomas J. Gurick, Louis Cappelli Jr, Riletta L. Cream, Laurelle Cummings, and Joseph Ripa, for supporting the preservation of open space and farmland in the county;

Doug Griffith, Director, Camden County Division of Planning, for coming up with the idea to have DVRPC conduct the Camden County Open Space and Farmland Preservation Plan and arranging the funding;

Jack Sworaski, Director, Camden County Division of Open Space and Farmland Preservation, for being a groundswell of open space and farmland preservation information for the county and being on perpetual call to provide the necessary data and details that went into the creation of the plan;

Peter Fontaine, Chair of the Camden County Open Space Trust Fund Advisory Committee, for providing welcomed guidance on the plan's goals and proposed open space system;

Ed Fox, Director of Smart Growth, Camden County Improvement Authority, for providing thorough and insightful comments during the plan's creation, which resulted in a better final document; and

Paul Schopp, Camden County Open Space Trust Fund Advisory Committee, for sharing his expertise on the historic resources of Camden County and providing detailed comments on the draft plan.

Appreciation is also extended to the entire Camden County Open Space Trust Fund Advisory Committee, with special recognition extended to the following members who actively participated in the development of the plan:

Cynthia Berchtold  
Mayor Edward Campbell, III  
Robert Dobbs, Jr.  
Peter Fontaine

Helen Garcia Arvin  
Doug Griffith  
Mayor Sue Ann Metzner  
Bart Mueller  
Mayor Gary Passanante  
Ted Pisciotta  
Mayor Harry Platt  
Paul Schopp  
Jack Sworaski  
Richard Zimmerman

The following DVRPC staff members made significant contributions to the plan:

Patty Elkins - project manager and author  
Glenn McNichol - GIS maps  
Mindy Katz (former staff) - GIS maps  
Becky Maule - graphic design and layout  
Carl Barbee - printing and production  
Theresa Southerland - printing and production

The Report Cover is an artist's rendering of how Lake Worth Park, a recent county acquisition, could be developed for county residents to enjoy. The artist is from the urban design firm of Brown and Keener Architects in Philadelphia.

## EXECUTIVE SUMMARY

Recognizing the prospect of dwindling open space, Camden County residents voted overwhelmingly in support of a referendum to create the Camden County Open Space, Recreation, Farmland and Historic Preservation Trust Fund in November, 1998. The Trust Fund raises an estimated \$2 million per year, which, to date, has been used to help protect about 860 acres of open space, to enhance 26 recreational facilities, to restore 16 historic properties, and to preserve two farms. The program has been so successful, and the development pressures in the county so intense, that the county recently issued a \$28 million bond dedicated to preserving the most important remaining open lands, before they are lost to other uses.

**Where are those lands? Why were they chosen? And which are the highest priority? This plan was developed to answer those questions and to propose a strategy to achieve the following four objectives:**

- ❖ To support the development of a public system of open space which forever preserves the valued environmental, cultural, historic and scenic features of the county and provides sufficient lands to accommodate a variety of active and passive recreational activities.

- ❖ To aim high by identifying all the lands that should possibly be preserved to meet the county's overall goal, even if the complete vision may not be achievable due to competing interests and funding limitations.

- ❖ To prioritize which areas of the proposed system need attention first, based on key factors in meeting the county's goals, as well as the measured threat of conversion to other uses.

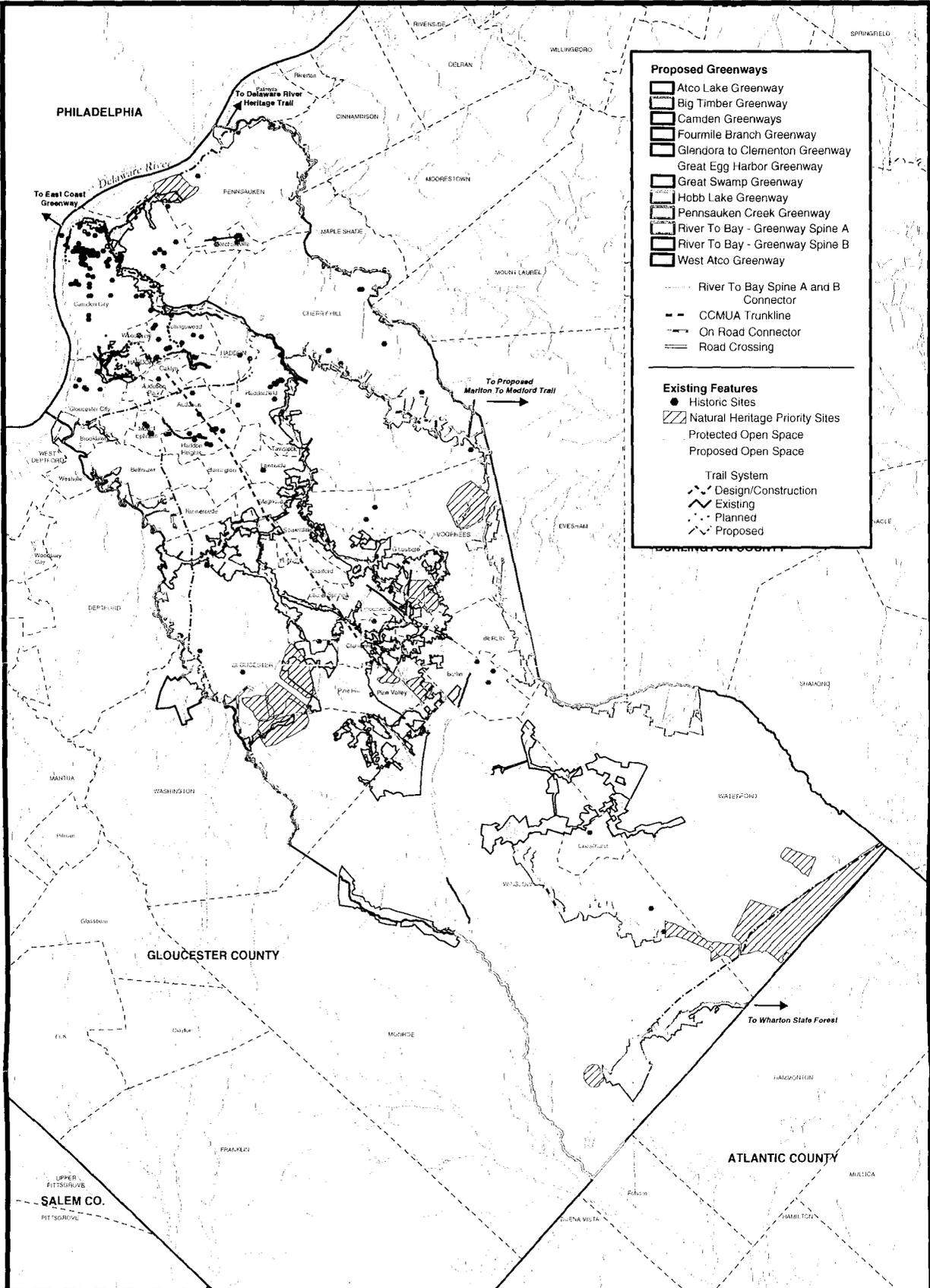
- ❖ To offer a multi-pronged approach to preserving the system, since one size does not fit all, and no single entity can do it all.

**To accomplish these four items**, the plan lays out a comprehensive Proposed Open Space System and Action Plan for Camden County that, if implemented, will achieve the county's goals and objectives.

The proposed open space system consists of 16 Greenways and 16 Focus Areas. The Action Plan presents four tiers of preservation strategies: acquisition, conservation easement, stronger land use regulations, and landowner stewardship. In addition, the plan contains a farmland preservation element to discuss the particular trends, forces and obstacles to farmland preservation in Camden County. \*



Photo: Courtesy of the Farmland Stewardship Program at Farmland.org



**CAMDEN COUNTY : Proposed Open Space System  
 GREENWAYS**

Source : LVRPC, NJDEP  
 This map was developed using New Jersey  
 Department of Environmental Protection  
 Geographic Information System digital data,  
 but this secondary product has not been  
 verified by NJDEP and is not state authorized.

DELAWARE VALLEY  
 REGIONAL PLANNING COMMISSION  
 JULY 2003



**STATE DEVELOPMENT AND REDEVELOPMENT PLAN  
2004-2005 CROSS-ACCEPTANCE 3 (CAP-3)  
DRAFT CAMDEN COUNTY NEGOTIATION REPORT**

**SMART GROWTH FUTURE GRANTS  
REGIONAL STRATEGIC REVITALIZATION PLANS**

**Camden Hub Region:** Audubon Borough, Audubon Park Borough, Camden City, Cherry Hill township, Collingswood Borough, Gloucester City, Haddon township, Haddonfield Borough, Haddon Heights Borough, Lawnside Borough, Merchantville Borough, Mount Ephraim Borough, Oaklyn Borough, Pennsauken township, and Woodlynne Borough.

**Black Horse Pike Region:** Audubon Borough, Audubon Park Borough, Bellmawr Borough, Brooklawn Borough, Haddon Heights Borough, Mount Ephraim Borough, and Runnemede Borough.

**White Horse Pike Region:** Barrington Borough, Clementon Borough, Hi-Nella Borough, Laurel Springs Borough, Lawnside Borough, Lindenwold Borough, Magnolia Borough, Somerdale Borough, Stratford Borough, and Tavistock Borough.

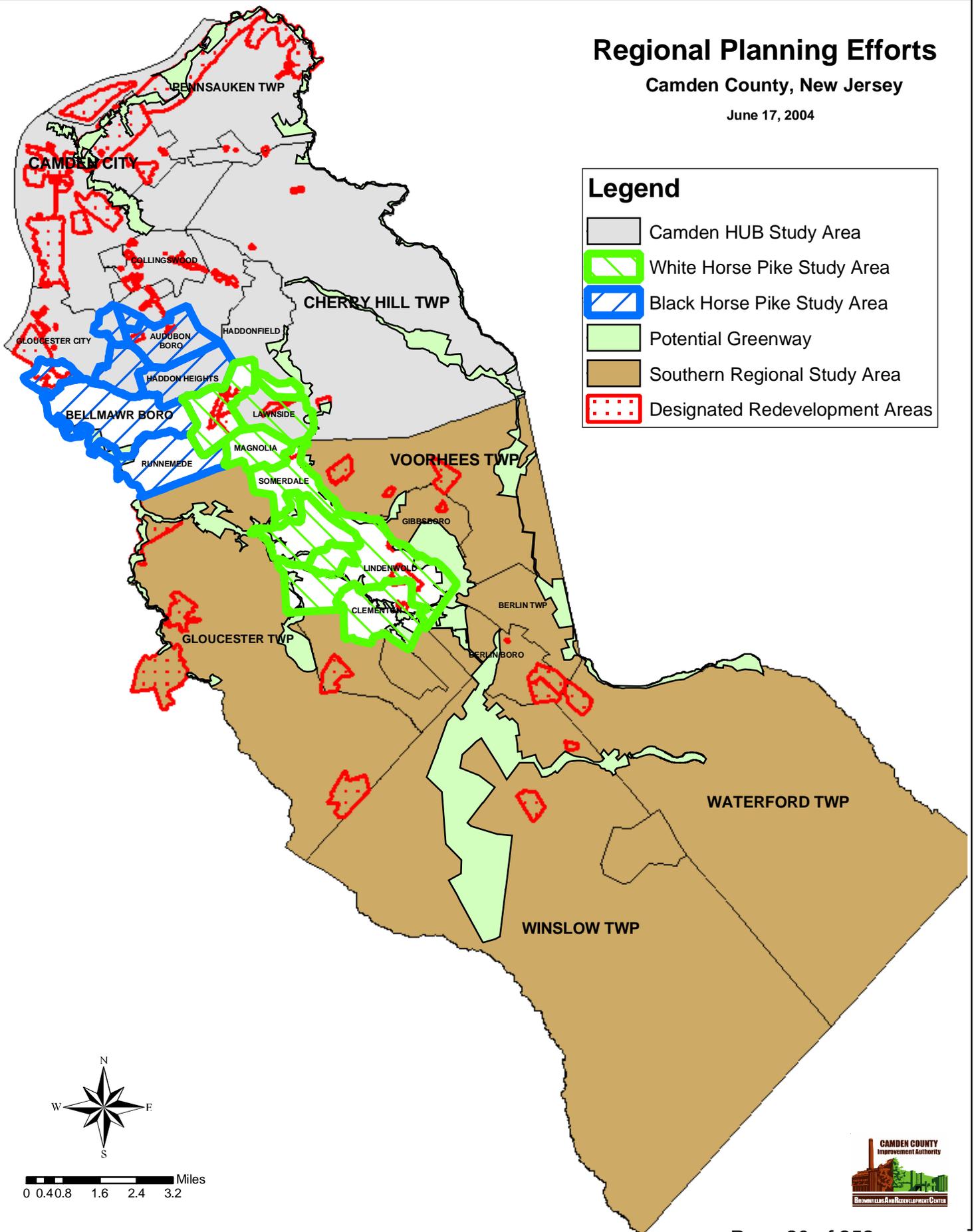
# Regional Planning Efforts

Camden County, New Jersey

June 17, 2004

## Legend

- Camden HUB Study Area
- White Horse Pike Study Area
- Black Horse Pike Study Area
- Potential Greenway
- Southern Regional Study Area
- Designated Redevelopment Areas



## CAMDEN COUNTY SMART GROWTH PLANNING GRANT APPLICATION

**Applicant & Address:** Camden County Board Chosen of Freeholders  
Camden County Court House Square,  
520 Market St.,  
Camden, NJ 08102-1375

**Contact:** Dr. Richard Harris, Walter Rand Institute, Rutgers University  
411 Cooper Street  
Camden, NJ 08102  
Phone: 856-225-6566  
Fax: 856-225-6567  
E-mail: wrand@camden.rutgers.edu

**Funding Requested:** \$261,000.00

### **Introduction:**

Under Resolution xx/xx/xx the Camden County Board of Chosen Freeholders authorized the submission of a grant application for a Smart Growth Planning Grant for the preparation of a *Strategic Revitalization Plan for Camden County* (the Plan). The Walter Rand Institute will be responsible for administering and overseeing the preparation of the regional strategic revitalization plan. The Institute will obtain the consulting services to implement the proposed planning project. The Board of Chosen Freeholders will establish a Steering Committee to assist with the preparation of the Plan minimally comprised of one representative from each of the of the following municipalities within Camden County and others,

1. City of Camden (a designated urban center),
2. City of Gloucester City (a designated town center),
3. Borough of Audubon,
4. Borough of Audubon Park,
5. Borough of Collingswood,
6. Borough of Haddonfield,
7. Borough of Haddon Heights,
8. Borough of Merchantville,
9. Borough of Mount Ephraim,
10. Borough of Oaklyn,
11. Borough of Woodlynne,
12. Township of Cherry Hill,
13. Township of Haddon,
14. Township of Pennsauken,
15. at least one member of the Camden County Board of Chosen Freeholders,
16. at least one member of the Camden County Planning Board,
17. at least one member of the Camden County Improvement Authority,
18. at least one member of the Delaware Valley Regional Planning Commission's (DVRPC) Land Use and Development Committee,
19. and other stakeholders from the private, non-profit and faith-based sectors of the County representing business, social, utilities, educational and environmental interests in revitalization.

It is also intended that the Plan will become part of the County Master Plan for the City of Camden and its surrounding municipalities and will be submitted to the State Planning Commission for endorsement. To this end, resolutions of support for and participation in the project will be sought from every municipality. This will be followed by resolutions of endorsement of the final plan.

The Plan will build on the plans of the Centers in Camden County (Camden City and Gloucester City) that were already designated by the State Planning Commission. In addition to land use, the Plan will also focus on redevelopment, economic development, housing, public facilities and services, including education and public safety, environmental protection and conservation, intergovernmental coordination and quality of community life -- aspects that are critical to regional strategic revitalization. In addition to revitalization, the Plan will explore the nomination of an urban complex. This planning initiative will be related to and coordinated with the watershed management planning process being conducted by the Delaware Valley Regional Planning Commission and requested by

the Governor, provide a brownfields inventory and available land inventory for posting on the internet.

**Project Description:**

The purpose of the project is to create an action oriented "Smart Growth" Strategic Plan for Camden County that will promote regional efficiencies through inter-jurisdictional coordination and cooperation and targets public investments for the greatest impact. The Strategic Plan will tie all of the County's smart growth initiatives currently underway together into a cohesive regional redevelopment strategy for the northern region of the County, and provide a framework for new smart growth initiatives to move forward.

The strategic revitalization planning initiative will address the revitalization or future development of the County's urban and suburban communities, based on capacity analyses for existing and long-range (i.e. year 2020) forecast populations. Each type of community presents different revitalization or development issues. Although the degree of development differs substantially from the suburban south to the urban north, each community has economic development and land use objectives. During the early stages of the planning initiative, the specific needs and objectives of each community will be established through a comprehensive and consensus-based outreach program, so that these needs can be addressed as part of the strategic revitalization planning initiative.

Using the "Oregon Model" for community visioning, a four step process will be used as a guide for preparing the strategic revitalization plan. Where are we now? Where are we going? Where do we want to be? How do we get there?

The Strategic Plan will include a vision statement that describes where specific types of growth should be encouraged, accommodated or discouraged. The vision statement will be supported by "Plan" forecasts for population, households, and employment to the municipal level supplied by the Office of State Planning. Profiles, goals, objectives, policies and specific planning and implementation programs and projects for each municipality, each planning area, and the county as a whole will be developed. The plan is intended to address geographic area specific needs as well as provide an overall regional framework for land use and growth, based on analyses of capacities. Additional centers, nodes and cores heretofore not identified will be incorporated into this framework. Through this collaborative effort, an Urban Complex may be nominated. The Plan will include indicators and targets to measure the progress of implementation of the Plan, as well as address the institutional framework to continue ongoing collaboration. This institutional framework will establish voluntary notification of public and private-sector projects of regional significance using a structure similar to the Somerset County model.

**Public Participation:**

Development of the Regional Strategic Revitalization Plan will include a significant amount of public participation throughout the process. All meetings of the Steering Committee and any sub-committees created as part of this process will be open to the public and will provide for public participation. Public meetings will be noticed in the newspaper and through all available media, such as radio and cable public access. Given the existence of a broad multi-cultural constituency within the county, a newsletter will be produced and disseminated in English and Spanish at each keystone of the project. This and other information, including notice of all meetings and documents, will be posted on the Camden County web page and made available through county and municipal libraries.

A kick-off meeting will be held to engage the Steering Committee, stakeholders and citizens. The Steering Committee will formulate the location and number of outreach events outlined in the scope of work, but minimally public meetings will be held in each municipality on the complete draft plan and three regional forums will be conducted.

## Scope of Work

### Task 1. Multi-Jurisdictional Governmental and Public Participation and Outreach Program

The Board of Chosen Freeholders will establish a Steering Committee to assist with the preparation of the *Strategic Revitalization Plan* minimally comprised of one representative from each of the 14 municipalities within the planning region of Camden County, at least one member of the County Board of Chosen Freeholders, at least one member of the County Planning Board, the County Improvement Authority, the DVRPC Land Use and Development Committee, and other stakeholders from the private, non-profit and faith-based sectors of the County representing business, social, utilities, educational and environmental interests in revitalization.

Since this initiative is a multi-jurisdictional effort, sponsored by the County, but being implemented not only at the county level but at the local level, it is essential that each municipality be routinely informed and regularly participate. The committee will serve to encourage and promote dialogue between municipalities on inter-municipal initiatives that are being contemplated. In addition, the committee will also serve to encourage the development of local public policy, programs, planning initiatives, ordinances, and projects that are consistent with the Strategic Revitalization Plan. This is also true for non-governmental participants in revitalization within the County. All adjacent municipalities and counties, including the City and County of Philadelphia, shall also be informed and invited to participate.

Development of the Plan will include a significant amount of public participation throughout the process. All meetings of the Steering Committee and any sub-committees created as part of this process will be open to the public and will provide for public participation. Public meetings will be noticed in the newspaper and through all available media, such as radio and cable public access. Given the existence of a broad multi-cultural constituency within the county, a newsletter will be produced and disseminated in English and Spanish at each keystone of the project. These and other information, including notice of all meetings and documents, will be posted on the Camden County web page and made available through county and municipal libraries.

A kick-off meeting will be held to engage the Steering Committee, stakeholders and citizens. The Steering Committee will formulate the location and number of outreach events outlined in the scope of work, but minimally public meetings will be held in each municipality on the complete draft plan and three regional forums will be conducted. Stakeholder organizations and individuals will be contacted to determine the various forums that may be available. The consultant will be asked to develop appropriate media tools, for the web site, newsletters, CDs, etc.

Participants: Walter Rand Institute, Camden County Planning Department, Office of State Planning, Steering Committee, Consultants, Stakeholders, Public

Products: Newsletters, Public Notices, Web Page, CDs if appropriate

### Task 2. Profiling the County and Its Communities: Where are we now?

This is the first level of assessment of the strategic plan. It provides a picture of the county and its communities as they are today and highlights both strengths and weaknesses. *It will provide a basis for identifying and evaluating needs.* The profile will succinctly identify problems, capacities, deficiencies and resources. This will include identification of gaps in information.

Assessment areas will include for the county and its communities:

- Demographics - A socio-economic profile
- Physical Form - Infrastructure condition and capacity; Available and suitable land for development and redevelopment, including brownfields; Residential and non-residential land use zoning capacities and their relevance to market needs
- Transportation - Circulation, including bike and pedestrian facilities, and transportation systems (e.g. mass-transit, rail, air, and water navigation) as they relate to the movement of goods and people regionally and within the county and its communities
- Housing - Existing and potential housing supply and its availability and affordability to a broad range of income groups (consider new construction, rehabilitation, reclamation of abandoned stock, and retrofit of non-residential buildings).
- Economic Development - Available work force, employment opportunities, and work force training and education needs - The historical basis for its social and economic growth, its present socio-economic role in the region (including a discussion of the stability and diversity of the existing economic base), and the niche that might be expected to fill in the region's future.
- Public Safety - Availability and adequacy of public safety facilities and services
- Social Services - Availability and adequacy of social and health facilities and services
- Education Facilities - Existing and future needs with consideration of how they serve and are or may be integrated into the fabric of our communities
- Open Space and Recreation - Availability and adequacy, particularly as an element of revitalization in the urban areas, with particular attention to Camden and other waterfronts

- Cultural and Historic Preservation - Assessment of its existing and potential role in the cultural and economic fabric of the county and its communities.
- Natural Resource Base - Environmental considerations such as air, water supply and water quality, flooding, scenic features, and remediation of contaminated sites.
- Institutional Capacity - Past and current revitalization efforts in the municipality—what worked, what didn't work, new approaches; The role of non-profit organization in revitalization efforts; *Available and potential local, county, regional, state and federal and private incentives such as funding sources, public-private partnerships*, permit streamlining, tax abatement and enterprise zones; Institutional capability to carry out revitalization programs; Fiscal capacity to carry out revitalization programs.

Available data sources will be identified and acquired (e.g. federal, state, regional, county, municipalities, private/public organizations). Additionally, available data sources on indicators and targets will be identified and acquired, particularly any specifically relating to Camden County and its municipalities. Critical new data and information will be acquired through field development. After which the data and information will be organized into text, graphs, charts, and spatially represented through GIS for a report on the preliminary findings and a presentation.

A brownfields inventory for each municipality in compliance with the procedures set forth by the Brownfields Task Force and an inventory of appropriate land for development or redevelopment for posting on the internet will be developed.

Base maps will be developed utilizing existing county and municipal GIS mapping and/or state and regional mapping resources with emphasis on ensuring that the GIS mapping can be integrated with State GIS resources.

The consultant will analyze the data and information identifying opportunities and constraints in the planning area(s). Describe interconnection and linkages between study area(s). Prepare a brief summary of the data and information together with a synopsis of the analysis for presentation at various outreach events.

Participants: Walter Rand Institute, Camden County Planning Department, Office of State Planning, Steering Committee, County, Municipalities, Consultants

Products: Preliminary Report on County and Municipal Profiles  
Customized GIS representation of Data and Information

### **Task 3. Analyzing the Trends: Where are we going?**

The trend analysis constitutes the second level assessment. A long-range (i.e. year 2020) trend analysis will be conducted in those areas covered by the county and community profiles, *focusing on those areas that the Steering Committee has identified as being of strategic concern*, from among the categories described in Task 2. A trend scenario of how the county and its municipalities will be developed given expected outcomes based on the best available projections and forecasts. The data and information will be organized into text, graphs, charts, and spatially represented through GIS for a report and a presentation.

The consultant will analyze the data and information identifying opportunities and constraints in the planning area(s). Describe interconnection and linkages between study area(s). Prepare a brief summary of the data and information together with a synopsis of the analysis for presentation at various outreach events.

Participants: Walter Rand Institute, Camden County Planning Department, Office of State Planning, Steering Committee, Consultants

Products: Report on Long-Range Trends  
Customized GIS representation of Data and Information

### **Task 4. Creating the Vision: Where do we want to be?**

An open dialogue among all the county's stakeholders is essential to this process. Having a clear picture of where they are, and where they might be headed given current trends, citizens and community leaders should all engage in the development of a common vision of what they want the county to be in the future and the role of their communities in that future. The vision should identify long-range goals for economic, social, environmental and physical (land use and infrastructure) development of the county and its communities. The vision statement should reflect the preferred scenario, build on assets, and coordinate a response to the needs of the county by integrating economic, physical and human development strategies.

Presentations will be made to the County Board of Chosen Freeholders and the County Planning Board. A series of public meetings will be conducted with representatives from the County, municipalities, stakeholders, and the public to solicit input through a visioning

process for the development of goals and objectives to achieve a preferred vision for the county.

The foundation for these public meetings will be the two reports, the first on profiles and the second on trends, and the visual presentation materials developed. The discussion will highlight issues that can be transformed into goals and objectives and a vision statement for the Strategic Revitalization Plan.

In this task the foundation of the plan to address geographic area specific needs as well as provide an overall regional framework for land use and growth will be formulated. Centers, cores and nodes heretofore not identified should be considered to be incorporated into this framework, as well as the nomination of an Urban Complex.

With the assistance of the Steering Committee a preliminary set of Goals, Objectives, Indicators and Targets, a Vision Statement, and a visual presentation of the preferred scenario will be developed, established from the public meetings. The vision statement will describe where specific types of growth should be encouraged, accommodated or discouraged and it will be supported by "Plan" forecasts for population, households, and employment to the municipal level and an updated Regional Land Use Management Map and Strategic Revitalization Plan Map(s) for this portion of Camden County. Detailed or enlarged inset maps may be provided for centers, cores and nodes as determined by the Steering Committee.

The consultant will prepare a written summary and visual presentation, after which a second series of public meetings will be conducted to review and gain consensus of these.

Under the guidance of the Steering Committee, the Final Draft of the Vision Statement, a set of Goals, Objectives, Indicators and Targets will be developed for incorporation in the Draft Regional Strategic Revitalization Plan.

With these foundation elements in place, the consultant will prepare a draft of the Preliminary Strategic Revitalization Plan, absent the Action Plan.

Participants: Walter Rand Institute, Camden County Planning Department, Office of State Planning, Steering Committee, County, Municipalities, Consultants, Stakeholders, Public

Products:

- Report on initial public meetings identifying issues
- Summary of Draft Preliminary Goals, Objectives, Indicators and Targets, a Vision Statement, and "Plan" forecasts for population, housing, and employment to the municipal level
- A visual presentation of the preferred scenario
- An Preliminary Draft of a Regional Land Use Management Map and Strategic Revitalization Plan Map(s) for this portion of Camden County
- Report on public meetings to review Draft Preliminary Goals, Objectives, Indicators and Targets, Vision Statement, Preferred Scenario, Updated Land Use Map
- Summary of Draft Final Goals, Objectives, Indicators and Targets, a Vision Statement, and "Plan" forecasts
- A Final Draft of an Updated Land Use Management Map for this portion of Camden County
- A Preliminary Draft of the Camden County Strategic Revitalization Plan

#### **Task 5. Consistency With Other Plans**

The Strategic Revitalization Plan will be evaluated for consistency with Municipal and County Master Plans, adjacent County and Municipal Plans, Regional Plans, such as Watershed Management Plans and the DVRPC Horizons 2025 Plan, and the State Development and Redevelopment Plan (SDRP). The SDRP consistency review will incorporate the criteria developed by the State Planning Commission for plan endorsement. Emphasis here will be to identify potential improvements that can be made to local Master Plans or their elements. As appropriate, this may entail coordination with municipal staff, boards and governing bodies to discuss the merits of specific planning initiatives relative to the respective community's current goals and objectives. These findings will be incorporated into the Action Plan.

Participants: Camden County Planning Department, Office of State Planning, County, Municipalities, Consultants

Products: Report on Consistency Findings and Recommendations for Action Plan

#### **Task 6. Developing an Action Plan: How do we get there?**

In this step participants make the transition from large visions and long-range goals to realistic, measurable objectives, and from

county-wide perspective to sub-county and a municipal perspective. They take a targeted approach that makes the most of county and municipal resources, blends them with Federal, State, regional, county, and private resources, and applies them in a coordinated manner. For each objective the action plan should identify a schedule of revitalization and other activities, including planning, programs, ordinances, and projects, in each targeted area and describe:

- The technical, institutional and financial resources needed to execute them
- The agencies, organizations and individuals responsible for each activity
- A timetable for the completion of each activity

Here constraints and opportunities are evaluated to provide direction and focus for addressing issues. That juxtaposition of issues, resources and institutional framework should result in a set of practical strategies for shaping the future and will include at a minimum:

- Strategies to manage revitalization and development on a regional basis;
- Strategies to promote regional efficiencies in facilities and services;
- Strategies for creating and administering inter-municipal, municipal-county, and public-private agreements to provide specific regional services and facilities; and
- Strategies to target public investments for greatest efficiency and impact.

Specific regional and local initiatives (planning, programs and projects) that are completed or underway that are consistent with the Strategic Revitalization Plan will be identified for use as examples to demonstrate the implement ability of the plan and their potential impact on the indicators and targets.

Initiatives (Federal, State, regional, County, Municipal, non-profit, private sector) that are consistent with the Strategic Revitalization Plan that can be achieved in the near term with funding and support available or nearly in place will be identified. These initiatives will receive priority to establish momentum and create credibility with the process, especially if they appear to have a measurable positive impact on the indicators. For example, housing rehabilitation and investment into schools are two significant categorical initiatives. Emphasis will be on linking these categorical initiatives to other categorical initiatives as leverage.

Other initiatives (planning, programs, ordinances, and projects) that are consistent with the Strategic Revitalization Plan that can be implemented to achieve the goals and objectives of the Plan will be identified.

As appropriate, in addition to conferring with the Steering Committee and other agencies, this may entail coordination with municipal staff, boards and governing bodies to discuss the merits of specific initiatives relative to the respective community's current goals and objectives.

With regard to initiatives that are completed, underway, proposed or otherwise identified, planning themes to provide continuity and/or commonality across the planning area (e.g. land use presentations, thematic renderings) will be prepared.

The Steering Committee shall address a recommendation for an appropriate institutional arrangement to coordinate and monitor implementation of the Strategic Revitalization Plan for incorporation into the Draft Plan.

A Draft of the Camden County Strategic Revitalization Plan, now incorporating the draft Action Plan, will now be completed, with appropriate visuals.

Presentations will be made to the County Board of Chosen Freeholders and County Planning Board. Minimally, public meetings will be held in each municipality and three regional forums will be conducted on the Draft Camden County Strategic Revitalization Plan, with the focus on the Action Plan, to solicit input from the Governing Bodies and Planning Boards of every municipality, stakeholders and the public through a visioning process using appropriate presentation materials.

Participants: Walter Rand Institute, Camden County Planning Department, Office of State Planning, Steering Committee, County, Municipalities, Consultants, Stakeholders, Public

Products: Draft Action Plan, including a Capital Budget  
Draft Camden County Strategic Revitalization Plan  
Appropriate Visuals for Presentation

#### **Task 7. Endorsement of the Camden County Strategic Revitalization Plan**

The consultant will prepare a report on the input from the series of meetings on the Draft Camden County Strategic Revitalization Plan. Revisions to the Plan will be made to the Draft Plan under the guidance of the Steering Committee.

Final Camden County Strategic Revitalization Plan will be submitted to the County Board of Chosen Freeholders, County Planning Board, all the municipalities in the County and stakeholders for Plan Endorsement, as well as made available to the public.

Plans and Endorsements will be submitted to the State Planning Commission for Endorsement.

Participants: Walter Rand Institute, Camden County Planning Department, Office of State Planning, Steering Committee, County, Municipalities, Consultants, Stakeholders, Public

Products: Final Camden County Strategic Revitalization Plan

a

Time Line and Budget\*

Task 1. Multi-Jurisdictional Governmental and Public Participation and Outreach Program

Products: Newsletters, Public Notices, Web Page, CDs if appropriate  
Time: Continuous  
Budget: \$70,000

Task 2. Profiling the County and Its Communities: Where are we now?

Products: Preliminary Report on County and Municipal Profiles  
Customized GIS representation of Data and Information  
Time: 2-4 Months (1-2 Months + 1-2 Months (Funding))  
Budget: \$17,000

Task 3. Analyzing the Trends: Where are we going?

Products: Report on Trends  
Customized GIS representation of Data and Information  
Time: 2-3 Months  
Budget: \$16,000

Task 4. Creating the Vision: Where do we want to be?

Products:

- Report on initial public meetings identifying issues
- Summary of Draft Preliminary Goals, Objectives, Indicators and Targets, a Vision Statement, and "Plan" forecasts for population, housing, and employment to the municipal level
- A visual presentation of the preferred scenario
- An Preliminary Draft of an Updated Land Use Management Map for Camden County
- Report on public meetings to review Draft Preliminary Goals, Objectives, Indicators and Targets, Vision Statement, Preferred Scenario, Updated Land Use Map
- Summary of Draft Final Goals, Objectives, Indicators and Targets, a Vision Statement, and "Plan" forecasts
- A Final Draft of an Updated Land Use Management Map for Camden County
- A Preliminary Draft of the Camden County Strategic Revitalization Plan

Time: 5-8 Months (Goals 2-3 Months + Plan 3-5 Months)  
Goals: \$ 23,000  
Plan: \$ 77,000  
Budget: \$100,000

Task 5. Consistency With Other Plans

Products: Report on Consistency Findings and Recommendations for Action Plan  
Time: 1-2 Months  
Budget: \$18,000

Task 6. Developing an Action Plan: How do we get there?

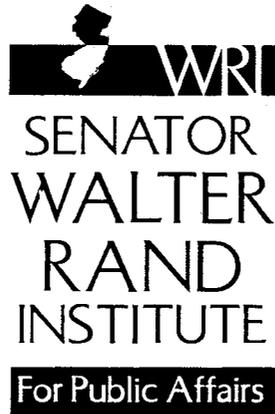
Products: Draft Action Plan  
Draft Camden County Strategic Revitalization Plan  
Appropriate Visuals for Presentation  
Time: 3-4 Months  
Budget: \$35,000

Task 7. Endorsement of the Camden County Strategic Revitalization Plan

Products: Final Camden County Strategic Revitalization Plan  
County and municipal governing body resolutions of plan endorsement  
Time: 1-2 months  
Budget: \$5,000 total. (Legal notice, clerical, and other administrative costs associated with the municipal and county adoption of endorsement resolutions will not be covered by this grant funding source.)

Total for All Tasks:

Time: 12-18 Months  
Budget: Total: \$261,000



**TOWARD A *METROPOLITAN COMPLEX***  
**The Camden HUB Smart Growth Report**

**Prepared by Dr. Richard A. Harris for the  
Camden County Board of Chosen Freeholders**

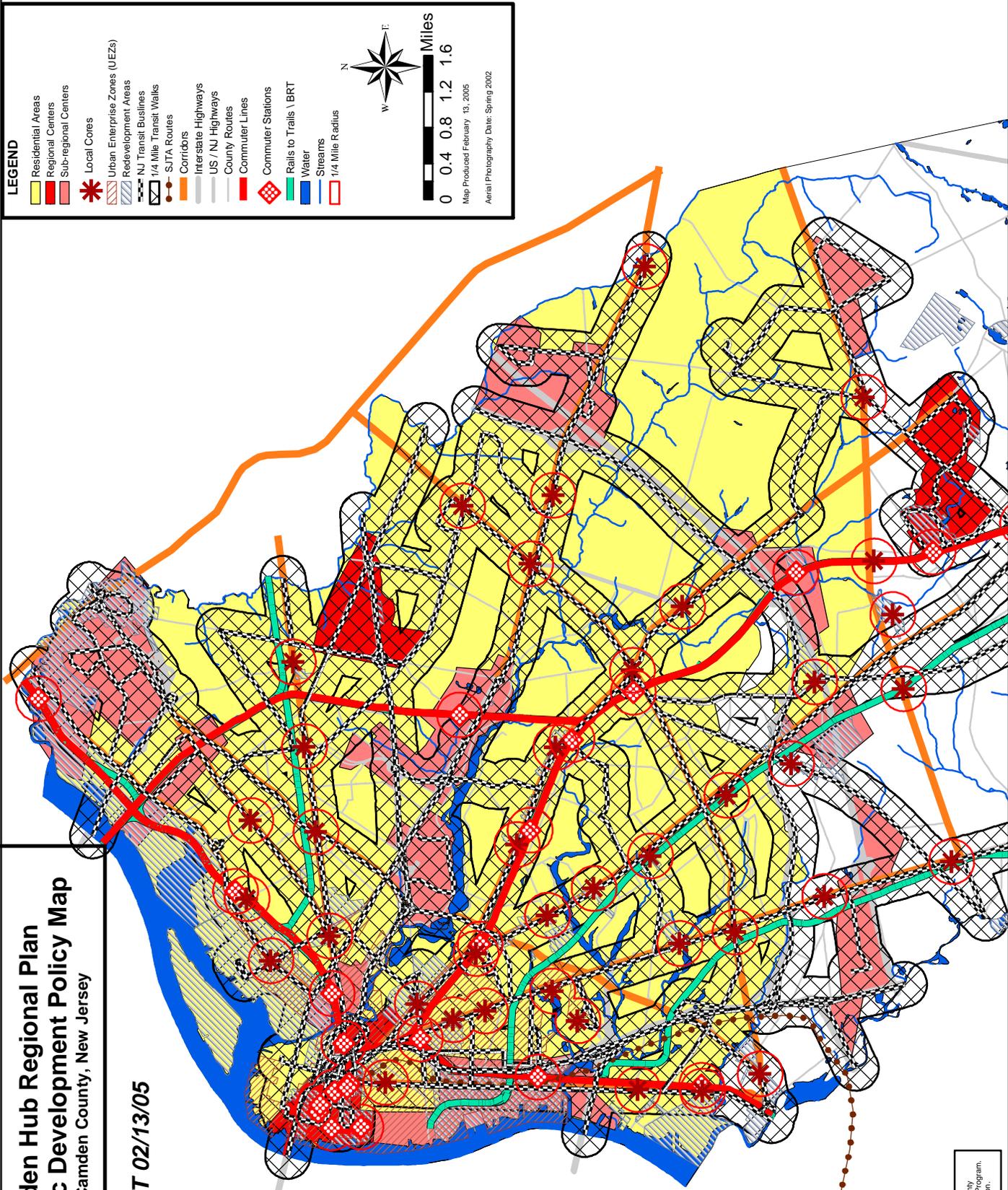
**August 2004**



# Camden Hub Regional Plan Economic Development Policy Map

Camden County, New Jersey

**DRAFT 02/13/05**



## LEGEND

- Residential Areas
- Regional Centers
- Sub-regional Centers
- Local Cores
- Urban Enterprise Zones (UEZs)
- Redevelopment Areas
- NJ Transit Buslines
- 1/4 Mile Transit Walks
- SJTA Routes
- Corridors
- Interstate Highways
- US / NJ Highways
- County Routes
- Commuter Lines
- Commuter Stations
- Rails to Trails / BRT
- Water
- Streams
- 1/4 Mile Radius



Map Produced February 13, 2005  
Aerial Photography Date: Spring 2002



Map produced by the Camden County Improvement Authority/BARC GIS Program.  
Louis Cappelli, Jr. Freelander, Liaison.

CAMDEN HUB REGIONAL STRATEGIC REVITALIZATION PLAN				2005 WORK PLAN	
	STEERING COMMITTEE TASKS	MUNICIPAL TASKS	COUNTY TASKS	CONSULTANT TASKS	
January	<ul style="list-style-type: none"> <li>RE-organization</li> <li>WRT Deliverable</li> <li>Project status, completion needs</li> <li>State Plan Cross-Acceptance</li> <li>Plan Endorsement</li> <li>Municipal contacts and expectations</li> <li>Scheduling</li> </ul>	<ul style="list-style-type: none"> <li>Feedback Reporting</li> <li>Background Info Exchange</li> </ul>	<ul style="list-style-type: none"> <li>Arrange meeting time</li> <li>Encourage attendance</li> <li>Provide refreshments</li> <li>Encourage participation</li> </ul>	<ul style="list-style-type: none"> <li>Send out meeting invites</li> <li>Distribute meeting materials</li> <li>Lead / support meeting</li> <li>Prepare materials for next meeting</li> </ul>	
February	<ul style="list-style-type: none"> <li>Outcomes</li> <li>Vision Statement</li> <li>Growth Projections</li> <li>Goals and Objectives</li> <li>Projects, Programs &amp; Studies</li> <li>Staffing, committees, monitoring, etc.</li> </ul>	<ul style="list-style-type: none"> <li>Feedback Reporting</li> <li>Background Info Exchange</li> </ul>	<ul style="list-style-type: none"> <li>Encourage attendance</li> <li>Provide refreshments</li> <li>Encourage participation</li> </ul>	<ul style="list-style-type: none"> <li>Send out meeting invites</li> <li>Distribute meeting materials</li> <li>Support meeting</li> <li>Meet / update / invite State agencies</li> <li>Prepare materials for next meeting</li> </ul>	
March	<ul style="list-style-type: none"> <li>Economic Development Issues</li> <li>Employment &amp; Economic Development</li> <li>Employment Cores</li> <li>Transportation</li> </ul>	<ul style="list-style-type: none"> <li>Feedback Reporting</li> <li>Background Info Exchange</li> </ul>	<ul style="list-style-type: none"> <li>Encourage attendance</li> <li>Provide refreshments</li> <li>Encourage participation</li> </ul>	<ul style="list-style-type: none"> <li>Send out meeting invites &amp; materials</li> <li>Support meeting</li> <li>Prepare materials for next meeting</li> </ul>	
April	<ul style="list-style-type: none"> <li>Community Development Issues</li> <li>Housing &amp; Neighborhood Development</li> <li>Public Services &amp; Community Facilities</li> <li>Public Safety</li> <li>Public Education</li> </ul>	<ul style="list-style-type: none"> <li>Feedback Reporting</li> <li>Informational Meetings</li> </ul>	<ul style="list-style-type: none"> <li>Encourage attendance</li> <li>Provide refreshments</li> <li>Encourage participation</li> </ul>	<ul style="list-style-type: none"> <li>Send out meeting invites</li> <li>Distribute meeting materials</li> <li>Support meeting</li> <li>Meet / update / invite State agencies</li> <li>File Initial Plan Endorsement Petition</li> <li>Prepare materials for next meeting</li> </ul>	
May	<ul style="list-style-type: none"> <li>Environmental Issues</li> <li>Infrastructure - Water, Sewer, Storm, etc</li> <li>Natural Resource Conservation</li> <li>Cultural Resource Conservation</li> </ul>	<ul style="list-style-type: none"> <li>Feedback Reporting</li> <li>Informational Meetings</li> </ul>	<ul style="list-style-type: none"> <li>Encourage attendance</li> <li>Provide refreshments</li> <li>Encourage participation</li> </ul>	<ul style="list-style-type: none"> <li>Send out meeting invites &amp; materials</li> <li>Distribute meeting materials</li> <li>Support meeting</li> <li>Prepare materials for next meeting</li> </ul>	
June	<ul style="list-style-type: none"> <li>Governmental Issues</li> <li>Projects, Programs &amp; Studies</li> <li>Coordination</li> <li>Administration</li> </ul>	<ul style="list-style-type: none"> <li>Feedback Reporting</li> </ul>	<ul style="list-style-type: none"> <li>Encourage attendance</li> <li>Provide refreshments</li> <li>Encourage participation</li> </ul>	<ul style="list-style-type: none"> <li>Send out meeting invites &amp; materials</li> <li>Support meeting</li> <li>Invite State &amp; County agencies</li> </ul>	
July - August	<ul style="list-style-type: none"> <li>Summer Break</li> </ul>			<ul style="list-style-type: none"> <li>Prepare Plan</li> <li>Update State &amp; County agencies</li> </ul>	
September	<ul style="list-style-type: none"> <li>Camden Hub Plan Review</li> </ul>	<ul style="list-style-type: none"> <li>Feedback Reporting</li> </ul>	<ul style="list-style-type: none"> <li>Encourage attendance</li> <li>Provide refreshments</li> <li>Encourage participation</li> </ul>	<ul style="list-style-type: none"> <li>Send out meeting invites &amp; materials</li> <li>Support meeting</li> </ul>	
October	<ul style="list-style-type: none"> <li>Camden Hub Plan Approval</li> </ul>	<ul style="list-style-type: none"> <li>Feedback Reporting</li> </ul>	<ul style="list-style-type: none"> <li>Encourage attendance</li> <li>Provide refreshments</li> <li>Encourage participation</li> </ul>	<ul style="list-style-type: none"> <li>Send out meeting invites &amp; materials</li> <li>Support meeting</li> <li>Draft Plan Endorsement Petition</li> </ul>	
November	<ul style="list-style-type: none"> <li>Support Municipal Hearings</li> </ul>	<ul style="list-style-type: none"> <li>Municipal Approval Hearings</li> </ul>	<ul style="list-style-type: none"> <li>Encourage participation</li> </ul>	<ul style="list-style-type: none"> <li>Support hearings</li> </ul>	
December	<ul style="list-style-type: none"> <li>Support Municipal Hearings</li> <li>Support County Hearings</li> </ul>	<ul style="list-style-type: none"> <li>Municipal Approval Hearings</li> </ul>	<ul style="list-style-type: none"> <li>County Approval Hearings</li> <li>Encourage participation</li> </ul>	<ul style="list-style-type: none"> <li>Support hearings</li> <li>Revise Plan and Endorsement Petition</li> <li>File Final Plan Endorsement Petition</li> </ul>	

## **CAMDEN HUB REGIONAL PLAN PROPOSED GOALS AND OBJECTIVES**

### **INTERGOVERNMENTAL COORDINATION**

**Goal: Work together as a region to support and uphold smart growth principles and to address common challenges by:**

Objectives

- a. participating in, adopting and implementing this Regional Strategic Revitalization Plan and Implementation Agenda that will realize our mutual Vision Statement;
- b. establishing a multi-jurisdictional implementation entity to guide the efforts of state, county and municipal governments to ensure compatible and coordinated redevelopment;
- c. modifying land use regulations and permitting procedures to maximize effectiveness of redevelopment efforts and to reduce uncertain, lengthy and duplicative review processes and costs without concomitant public benefit;
- d. developing and implementing improved revenue allocation systems to reduce the current property tax burden on residential uses and to revise the current property tax system to address regional disparities.

### **INFRASTRUCTURE**

**Goal 1: Protect potable water and stream quality and information and energy security for today & future generations by:**

Objectives

- a. maintaining existing water, sanitary sewer, stormwater, waste management, information and energy infrastructure capital facilities;
- b. encouraging resource conservation, recycling and use of domestic renewable energy sources;
- c. replacing aging capital facilities that are no longer effective; and
- d. investing in new infrastructure systems where necessary to encourage redevelopment.

**Goal 2: Conserve natural and agricultural resources and places for today & future generations by:**

Objectives

- a. identifying and protecting environmentally sensitive areas, such as rare and endangered species habitats, wetlands and surface water quality priority areas;
- b. increasing awareness and appreciation of open spaces, recreational areas and natural resources and their intrinsic community value;
- c. integrating them and their community values into local and regional economic development, neighborhood improvement and human service programs;
- d. reducing and cleaning-up pollution and maintaining a healthy environment; and
- e. supporting the regional agricultural industry, local farming and household food production.

**Goal 3: Conserve the region's special and diverse cultural resources and historic districts and places for today & future generations by:**

Objectives

- a. identifying and protecting their viability and physical integrity;
- b. increasing awareness and appreciation of their intrinsic community values; and
- c. integrating them and their community values into local and regional economic development, neighborhood improvement and human service programs.

## **CAMDEN HUB REGIONAL PLAN PROPOSED GOALS AND OBJECTIVES**

### **ECONOMIC DEVELOPMENT**

**Goal 1: Preserve and strengthen the viability and productivity of the businesses and labor force in local, sub-regional and regional employment centers by:**

Objectives

- a. adapting our economy and labor force to changing technologies in information, future service/market needs, manufacturing and distribution;
- b. encouraging private-sector investment in existing and new businesses through supportive government regulations, policies and programs, including tax policies and expedited review of proposals that support appropriate redevelopment; and
- c. promoting economic redevelopment by encouraging strategic land assembly, site preparation and infill development, public/private partnerships and infrastructure improvements; and

**Goal 2: Secure and improve local and regional quality of life through the improvement of public and private transportation systems at a reasonable cost by:**

Objectives

- a. coordinating transportation and land-use planning and investments to facilitate goods and people movement and to ease congestion;
- b. integrating improved water, rail, highway, transit, bicycle, pedestrian and other alternative transportation systems; and
- c. utilizing transportation assets and investments as economic and neighborhood redevelopment tools.

### **COMMUNITY DEVELOPMENT**

**Goal 1: Preserve and enrich the viability and livability of residential and mixed-use neighborhoods and other housing areas.**

Objectives

- a. "Areas in need of maintenance" - Preserve existing housing stock and residential neighborhood stability.
- b. "Areas in need of redevelopment and reinvestment" - Revitalize neighborhoods and re-establish economically integrated neighborhoods.
- c. Core areas and corridors - Revitalize into economically integrated communities through mixed-use redevelopment and adaptive reuse of appropriate non-residential buildings and sites.
- d. Housing Production - Encourage the production of a full range of market-rate, affordable, elderly, shared/congregate, and special-care rental and purchase choices to meet the municipalities' diverse family, household and individual housing needs; and

**Goal 2: Secure and improve the quality of life in our communities through the provision of public human services at a reasonable cost by:**

Objectives

- a. coordinating and regionalizing social service program needs with public, private, non-profit and faith-based human service and community development efforts to identify areas of need, to improve service efficiency, and to avoid duplication;
- b. integrating improved public services and facilities, primary and secondary schools and local colleges as community anchors to support neighborhood improvement efforts and to create an atmosphere in which disadvantaged people have hope and can build a better future; and
- c. sharing or regionalizing public service delivery to economically enhance the cost-effective delivery of those services.

## CAMDEN HUB REGIONAL PLAN PROPOSED COMMITTEE STRUCTURE

Attached please find a description of four proposed planning committees for the Camden Hub Regional Plan. The purposes of these committees include:

- a. broadening our information and decision base,
- b. reducing individual work loads and responsibilities,
- c. increasing community involvement, and
- d. giving the mayors / steering committee more free time.

The foci of the committees relate to their titles.

1. **Intergovernmental Coordination (IC):** organization, outreach, financing, implementation, etc. The IC committee will be the executive/steering committee composed of elected officials.
2. **Economic Development (ED):** economic development, employment, circulation and transportation
3. **Community Development (CD):** neighborhoods, housing, public services, public safety and public education
4. **Infrastructure Development (ID):** public improvements (water, sewer, stormwater, energy, waste, communications), natural infrastructure (environment, open space, agriculture) and cultural infrastructure (historic and cultural resources)

Each town should have representation on each committee. That means the mayor should appoint at least 3 people to serve on committees. Towns may have more than one representative per committee.

Committees should have individuals and organizations from the town/region interested in these issues. The IC committee will determine how to involve members and interested folks from the general public and how committees shall make decisions, e.g. consensus or voting.

The assigned tasks are the minimal expectations of each committee. They can do more if they wish. Each committee shall appoint chairs or co-chairs. The CCIA shall serve as staff and secretary.

## INTERGOVERNMENTAL COORDINATION COMMITTEE ASSIGNMENTS

1. **Discuss and confirm the economic development, community development and infrastructure development policy areas identified as:**

- a. **“Areas in need of redevelopment”** (areas municipally designated as redevelopment areas or potentially eligible with problems of vacancy, deterioration and/or underutilization);
- b. **“Areas in need of reinvestment”** (fringe areas that could be re-stabilized with additional public, private-sector, non-profit investment); or
- c. **“Areas in need of maintenance”** (stable areas where no significant land use changes or substantial physical improvements are needed or foreseen).

2. **Confirm that the proposed Goal and Objectives are acceptable:**

**Goal:** Work together as a region to support and uphold smart growth principles and to address common challenges by:

**Objectives**

- a. participating in, adopting and implementing this Regional Strategic Revitalization Plan and Implementation Agenda that will realize our mutual Vision Statement;
- b. establishing a multi-jurisdictional implementation entity to guide the efforts of state, county and municipal governments to ensure compatible and coordinated redevelopment;
- c. modifying land use regulations and permitting procedures to maximize effectiveness of redevelopment efforts and to reduce uncertain, lengthy and duplicative review processes and costs without concomitant public benefit;
- d. developing and implementing improved revenue allocation systems to reduce the current property tax burden on residential uses and to revise the current property tax system to address regional disparities.

3. **Discuss and identify public, private sector, non-profit or partnership efforts (policies, programs and projects) designed to meet the proposed Goals and Objectives and to address problems in areas in need of redevelopment and reinvestment.**

- a. current efforts
- b. proposed efforts

## INFRASTRUCTURE DEVELOPMENT COMMITTEE ASSIGNMENTS

1. Discuss and identify public, natural and cultural infrastructure neighborhoods areas as:

- a. **“Areas in need of redevelopment”** (areas municipally designated as redevelopment areas or potentially eligible with problems of vacancy, deterioration and/or underutilization);
- b. **“Areas in need of reinvestment”** (fringe areas that could be re-stabilized with additional public, private-sector, non-profit investment); or
- c. **“Areas in need of maintenance”** (stable areas where no significant land use changes or substantial physical improvements are needed or foreseen).

2. Confirm that the proposed Goals and Objectives are acceptable:

Goal 1: Protect potable water and stream quality and information and energy security for today and future generations by:

Objectives

- a. maintaining existing water, sanitary sewer, stormwater, waste management, information and energy infrastructure capital facilities;
- b. encouraging resource conservation, recycling and use of domestic renewable energy sources;
- c. replacing aging capital facilities that are no longer effective; and
- d. investing in new infrastructure systems where necessary to encourage redevelopment.

Goal 2: Conserve natural and agricultural resources and places for today and future generations by:

Objectives

- a. identifying and protecting environmentally sensitive areas, such as rare and endangered species habitats, wetlands and surface water quality priority areas;
- b. increasing awareness and appreciation of open spaces, recreational areas and natural resources and their intrinsic community value;
- c. integrating them and their community values into local and regional economic development, neighborhood improvement and human service programs;
- d. reducing and cleaning-up pollution and maintaining a healthy environment; and
- e. supporting the regional agricultural industry, local farming and household food production.

Goal 3: Conserve the region’s special and diverse cultural resources and historic districts and places for today and future generations by:

Objectives

- a. identifying and protecting their viability and physical integrity;
- b. increasing awareness and appreciation of their intrinsic community values; and
- c. intergrating them and their community values into local and regional economic development, neighborhood improvement and human service programs.

3. Discuss and identify public, private sector, non-profit or partnership efforts (policies, programs and projects) designed to meet the proposed Goals and Objectives and to address problems in areas in need of redevelopment and reinvestment.

- a. current efforts
- b. proposed efforts

## ECONOMIC DEVELOPMENT COMMITTEE ASSIGNMENTS

### 1. Discuss and identify employment districts and core policy areas as:

- a. “Areas in need of redevelopment” (areas municipally designated as redevelopment areas or potentially eligible with problems of vacancy, deterioration and/or underutilization);
- b. “Areas in need of reinvestment” (fringe areas that could be re-stabilized with additional public, private-sector, non-profit investment); or
- c. “Areas in need of maintenance” (stable areas where no significant land use changes or substantial physical improvements are needed or foreseen).

### 2. Confirm that the proposed Goals and Objectives are acceptable:

Goal 1: Preserve and strengthen the viability and productivity of the businesses and labor force in local, sub-regional and regional employment centers by:

Objectives

- a. adapting our economy and labor force to changing technologies in information, future service/market needs, manufacturing and distribution;
- b. encouraging private-sector investment in existing and new businesses through supportive government regulations, policies and programs, including tax policies and expedited review of proposals that support appropriate redevelopment; and
- c. promoting economic redevelopment by encouraging strategic land assembly, site preparation and infill development, public/private partnerships and infrastructure improvements; and

Goal 2: Secure and improve local and regional quality of life through the improvement of public and private transportation systems at a reasonable cost by:

Objectives

- a. coordinating transportation and land-use planning and investments to facilitate goods and people movement and to ease congestion;
- b. integrating improved water, rail, highway, transit, bicycle, pedestrian and other alternative transportation systems; and
- c. utilizing transportation assets and investments as economic and neighborhood redevelopment tools.

### 3. Discuss and identify public, private sector, non-profit or partnership efforts (policies, programs and projects) designed to meet the proposed Goals and Objectives and to address problems in areas in need of redevelopment and reinvestment.

- a. current efforts
- b. proposed efforts

## COMMUNITY DEVELOPMENT COMMITTEE ASSIGNMENTS

### 1. Discuss and identify neighborhoods and housing policy areas as:

- a. **“Areas in need of redevelopment”** (areas municipally designated as redevelopment areas or potentially eligible with problems of vacancy, deterioration and/or underutilization);
- b. **“Areas in need of reinvestment”** (fringe areas that could be re-stabilized with additional public, private-sector, non-profit investment); or
- c. **“Areas in need of maintenance”** (stable areas where no significant land use changes or substantial physical improvements are needed or foreseen).

### 2. Confirm that the proposed Goals and Objectives are acceptable:

**Goal 1: Preserve and enrich the viability and livability of residential and mixed-use neighborhoods and other housing areas.**

#### Objectives

- a. “Areas in need of maintenance” - Preserve existing housing stock and residential neighborhood stability.
- b. “Areas in need of redevelopment and reinvestment” - Revitalize neighborhoods and re-establish economically integrated neighborhoods.
- c. Core areas and corridors - Revitalize into economically integrated communities through mixed-use redevelopment and adaptive reuse of appropriate non-residential buildings and sites.
- d. Housing Production - Encourage the production of a full range of market-rate, affordable, elderly, shared/congregate, and special-care rental and purchase choices to meet the municipalities’ diverse family, household and individual housing needs; and

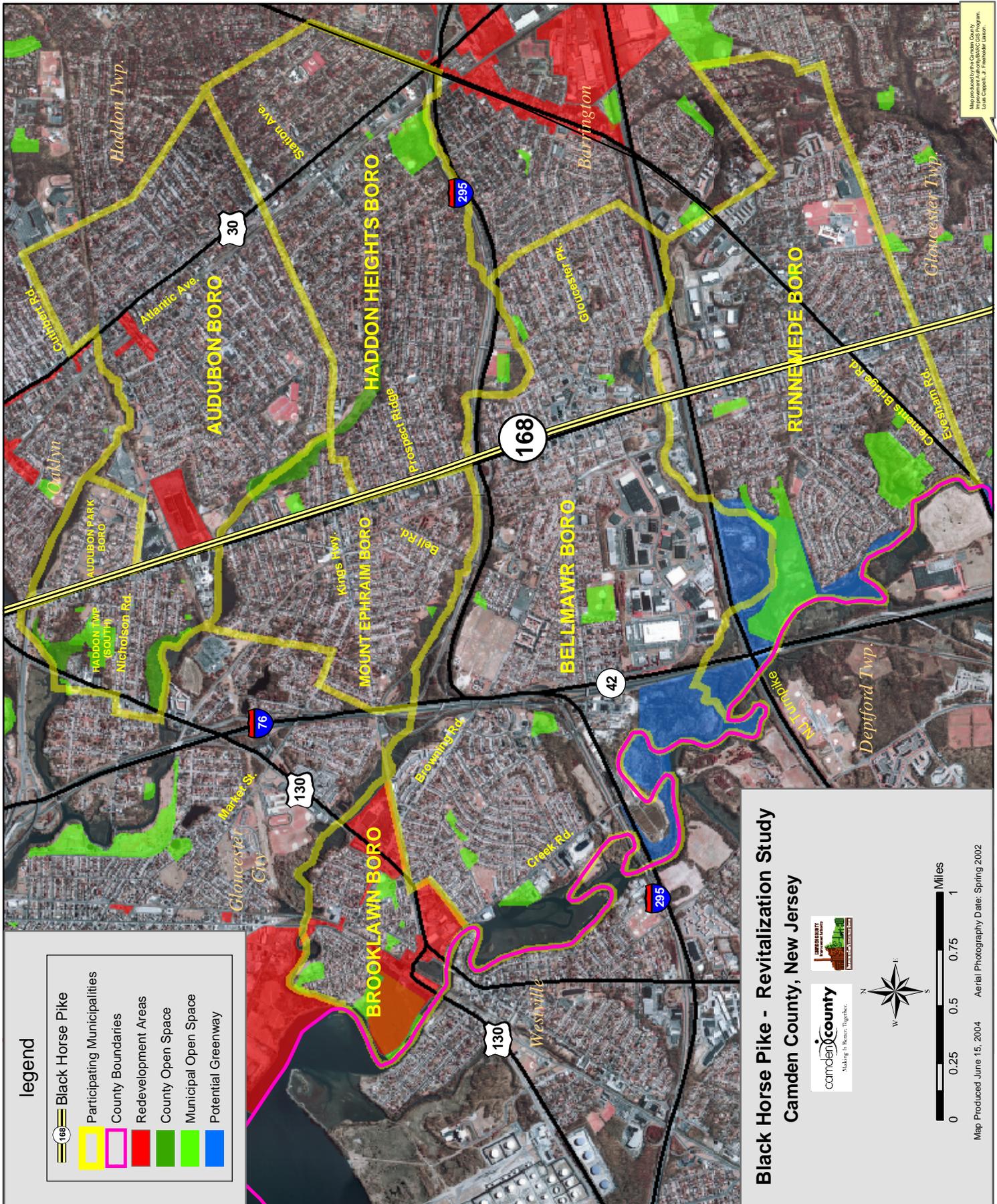
**Goal 2: Secure and improve the quality of life in our communities through the provision of public human services at a reasonable cost by:**

#### Objectives

- a. coordinating and regionalizing social service program needs with public, private, non-profit and faith-based human service and community development efforts to identify areas of need, to improve service efficiency, and to avoid duplication;
- b. integrating improved public services and facilities, primary and secondary schools and local colleges as community anchors to support neighborhood improvement efforts and to create an atmosphere in which disadvantaged people have hope and can build a better future; and
- c. sharing or regionalizing public service delivery to economically enhance the cost-effective delivery of those services.

### 3. Discuss and identify public, private sector, non-profit or partnership efforts (policies, programs and projects) designed to meet the proposed Goals and Objectives and to address problems in areas in need of redevelopment and reinvestment.

- a. current efforts
- b. proposed efforts



**Legend**

- Black Horse Pike
- Participating Municipalities
- County Boundaries
- Redevelopment Areas
- County Open Space
- Municipal Open Space
- Potential Greenway

**Black Horse Pike - Revitalization Study**  
**Camden County, New Jersey**



Map Produced June 15, 2004 Aerial Photography Date: Spring 2002

Map produced by the Camden County  
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# Camden County Black Horse Pike Smart Future Planning Initiative

## Introduction

The Camden County Black Horse Pike Smart Future Planning Initiative considers the potential for redevelopment and revitalizations of the main streets and surrounding neighborhoods of seven municipalities, each connected by the Black Horse Pike (NJ 168):

1. Audubon
2. Audubon Park
3. Bellmawr
4. Haddon Heights
5. Haddon Township
6. Mount Ephraim
7. Runnemede
8. Brooklawn

The study area along the Black Horse Pike is framed to the north by the I-76 connection to the Walt Whitman Bridge and to the south by Evesham Road. It includes the entire area within six of the municipalities, as well as the West Collingswood Heights neighborhood of Haddon Township which fronts on the Black Horse Pike. The White Horse Pike (US 30) economic development corridor and adjacent historic downtowns of Audubon and Haddon Heights also will be included in this study.

The purpose of this inter-municipal planning initiative is to provide strategic revitalization plans and strategy maps for the towns in the study area identifying how they can work together for address common issues and opportunities. The plans will include a future vision statement; goals and objectives; population, housing and employment forecasts; targets and indicators; and inter-municipal and municipal recommendations. These plans will be based upon and incorporate the following elements:

- Smart Growth Audit,
- Real Estate Market Analysis,
- Vacant, Deteriorated and Underutilized Properties Inventory,
- Trends Analysis, and a
- Real Estate Market Analysis and Feasibility Study

The final products will be presented to the planning boards and governing bodies of the seven participating municipalities for review and endorsement by resolution, and then to the county planning board and governing body for endorsement. Like the Hudson County Strategic Revitalization Plan and the pending Camden Hub Strategic Revitalization Plan, this sub-regional master plan will be used by the public, private and non-profit sectors, to identify, prioritize and implement municipal and sub-regional redevelopment and revitalization projects and strategies.

The Office of Smart Growth within the Department of Community Affairs will provide \$150,000 to the Camden County Improvement Authority in order to coordinate the seven town sub-regional planning effort and to prepare and a strategic revitalization plan for the corridor. In turn, the Authority will make available \$3,000 for each community from this award to participate and make professional staff available. The Camden County Improvement Authority is local government entity responsible for developing and implementing Camden County's economic development and smart growth agenda.

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# Camden County Black Horse Pike Smart Future Planning Initiative

## Scope of Work

### Part 1 – Background Analyses

- 1.1 Conduct Smart Growth Audit of municipal master plans and land use ordinances for the following:
  - a. for MLUL consistency
  - b. for internal consistency
  - c. for compatibility with adjacent towns
  - d. for Metropolitan (PA 1) Policy Objectives
  - e. for Smart Growth Principles (per NJ Future Municipal Scorecard)
  
- 1.2 Establish an Intermunicipal Steering Committee composed of representatives of the seven participating municipalities and Camden County. The committee will develop a list of stakeholders and a consensus-based public participation agenda for the remainder of the study.
  
- 1.3 Prepare Issue Profiles on 11 major issues, which will be used, along with the Smart Growth Audit, as the basis for elements in the Strategic Revitalization Plan for the Black Horse Pike corridor communities. Each element will conclude with a summary S.W.O.T. (Strengths, Weaknesses, Opportunities and Threats) analysis of the communities' physical and non-physical assets. These elements include:
  - a. Land Use
  - b. Housing
  - c. Economic Development
  - d. Transportation
  - e. Natural Resource Conservation
  - f. Agriculture
  - g. Recreation
  - h. Redevelopment
  - i. Historic Preservation
  - j. Public Facilities and Services
  - k. Intergovernmental Coordination
  
- 1.4 With the help of the steering committee and detailed land use analyses, undertake a Vacant, Deteriorated and Underutilized Properties Inventory throughout each municipality. This inventory will include an assessment of the property/building condition, current zoning, ownership, and current market value, condition and value of neighboring properties. This information will be used to identify existing and potential "areas in need of redevelopment and/or rehabilitation" in the study area. Special attention will be given to identifying potential brownfields and grayfields.
  
- 1.5 Complete a Trends Analysis of future (10 and 20 year) population, housing and employment levels given current conditions and redevelopment properties identified in task 1.4 per existing zoning and development trends. This information will be compared to forecasts modeled by NJDOL, NJOSG and DVRPC.
  
- 1.6 Conduct a Real Estate Market Analysis and Feasibility Study to understand the current and mid-term (5-10 year) dynamics of the existing economic development areas in Black Horse Pike corridor area towns and to identify market segments for which there are private-sector development opportunities in the study area. The market analysis will include the retail, residential, office/flex space and industrial, and services and entertainment sectors. Special attention will be given to downtown / main street opportunities in Audubon, Bellmawr, Haddon Heights, Mount Ephraim and Runnemede.

# Camden County Black Horse Pike Smart Future Planning Initiative

## Scope of Work

### Part 2 – Strategic Planning

- 2.1 Conduct stakeholder interviews and hold 4 public outreach forums (Audubon, Audubon Park and Haddon Township; Haddon Heights and Mount Ephraim; Bellmawr; and Runnemede) to present background information and identify community issues.
- 2.2 Present findings from Task 2.1 at an open forum / charette and develop a general future vision statement, along with general goals and objectives related the 11 issue topics, for the study area and individual communities. Attempt to get consensus on preferred future (10 and 20 year) population, housing and employment levels, as well as targets and indicators for measuring goal completion.
- 2.3 Refine results from Task 2.2 to produce a draft vision statement, goals and objectives for the study area and individual communities. Develop population, housing and employment forecasts; targets; and indicators. Present drafts findings to steering committee for review and approval.
- 2.4 Draft a Strategic Revitalization Action Plans and Strategy Maps to resolve any issues raised in the Smart Growth Audit and the S.W.O.T. analyses and to achieve the study area's goals and objectives. The action plan will identify responsible agencies, organizations and parties, as well as a project timetables and general costs, for each activity. Recommendations will include intermunicipal strategies and separate municipal activity components. Targeted public investment and regional revitalization strategies also will be explored. Information will be presented in text and illustrated with photographs, maps and conceptual renderings.
- 2.5 After review and conceptual approval by the steering committee, present the Strategic Revitalization Action Plans and Strategy Maps at an open forum to collect public input. Revise as necessary, upon approval of steering committee.
- 2.6 Forward revised Strategic Revitalization Action Plans and Strategy Maps to municipal Planning Boards and Governing Bodies for review and endorsement by resolution. Make presentations at public meetings.
- 2.7 Forward Strategic Revitalization Action Plans and Strategy Maps and municipal resolutions to County Planning Board for incorporation as amendment to County Master Plan and the County Board of Chosen Freeholders for endorsement.

# Camden County Black Horse Pike Smart Future Planning Initiative

## Deliverables

The Camden County Black Horse Pike Smart Future Planning Initiative shall provide the following deliverables:

- Smart Growth Audit
- Issues Profiles document
- Real Estate Market Analysis
- Vacant, Deteriorated and Underutilized Properties Inventory
- Trends Analysis
- Real Estate Market Analysis and Feasibility Study
- Strategic Revitalization Action Plan and Strategy Maps, with study area future vision statement, goals and objectives; population, housing and employment forecasts; targets and indicators; and intermunicipal and municipal recommendations
- Meeting minutes, public participation notes, and municipal and county hearing minutes and resolutions

## Timetable

		Months															
	TASK	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1.1	Smart Growth Audit																
1.2	Intermunicipal Steering Committee																
1.3	Issue Profiles																
1.4	Vacant Deteriorated & Underutilized Properties Inventory																
1.5	Trends Analysis																
1.6	Real Estate Market Analysis & Feasibility Study																
2.1	Stakeholder Interviews & Public Outreach																
2.2	Open Forums																
2.3	Draft Vision Statement, Goals & Objectives, etc.																
2.4	Draft Strategic Revitalization Action Plans & Strategy Maps																
2.5	Open Forums																
2.6	Municipal Review & Approval																
2.7	County Review & Approval																
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

# Camden County Black Horse Pike Smart Future Planning Initiative

## Smart Growth Analyses & Advancement of State Planning Act Goals

The smart future planning initiative will advance the following State Planning Act objectives:

- Open space preservation: Infill development in existing urban and suburban areas helps protect the remaining open space areas statewide. The proposed plan for the Black Horse Pike will direct development towards the already developed areas.
- Promotion of beneficial economic growth: A diversified base is the foundation of economic health for any community. The strategy will analyze the existing physical characteristics to propose adaptive re-use of buildings, where appropriate.
- The strategy will include a downtown / main street redevelopment element for strengthening mixed-use development in prime smart growth areas. One of the goals of this element will be to ensure that an adequate variety of housing, a hallmark of first-generation suburbs, is maintained and/or created to allow current residents to stay and to attract new residents. The downtown / main street plans will attempt to create walkable, attractive environments in accordance with local character.
- Although the infrastructure is somewhat aged, the regional investment in its improvement will deter infringing upon greenfields to accept.
- Preserve and enhance the quality of community life: The overall goal of this strategy is improvement of life for the communities along the Black Horse Pike.

## Public Participation

An integral element of the Black Horse Pike corridor revitalization strategy is including the public in the process of developing various elements of the plan. The stakeholders' vision will allow the municipalities to develop concepts that reflect the communities' small town character while providing opportunities to realize their future aspirations.

The proposed strategy will include public meetings at critical milestones to ensure input from residents, business owners, and institutions in the process. The following are some of the anticipated milestones:

- Convening of an Inter-municipal Steering Committee to coordinate future public participation and to be liaisons to the study area's seven municipal planning boards and governing bodies.
- Conducting stakeholder interviews and four public outreach forums to review background findings and to identify community issues.
- Developing a general future vision statement, goals and objectives from an open public forum / charette.
- Presenting the draft Strategic Revitalization Plans and Strategy Maps at another open public forum to collect input.
- Forwarding the revised Strategic Revitalization Plans and Strategy Maps to the seven municipal planning boards and governing bodies, as well as the County Planning Board, for their review and approval by resolution at public hearings.

<b>BLACK HORSE PIKE CORRIDOR STUDY MAPS (DRAFT - For comment only)</b>	
<b>1</b>	<b>INTRODUCTION</b>
a	Regional Context: SDRP layers, co & muni boundaries & names, roads & rails, water & open space, major commercial & industrial sites
b	Local Context: same as above, neighborhoods, public bldgs & schools, churches & cemeteries, downtown & neighborhood commercial & industrial districts
<b>2</b>	<b>LAND USE</b>
a	Generalized Existing Land Use Patterns - Like DVRPC coverage (housing types, commercial, office, industrial, mixed uses, public/quasi-public uses, open space, etc.)
b	Generalized Land Use Plan/Zoning
<b>3</b>	<b>HOUSING</b>
a	Housing Types & Condition - Same as 1a, but with commercial, office and industrial uses ghosted
b	Improvement needs
<b>4</b>	<b>ECONOMIC DEVELOPMENT</b>
a	Business Types & Condition - Same as 1a, but with housing types ghosted
b	Market Analysis & Feasibility Study information (from tandem study)
c	Improvement needs
<b>5</b>	<b>CIRCULATION</b>
a	Roads & bridges - volume, capacity, truck routes, etc
b	Mass transit, bicycle, pedestrian and water traffic
c	Off-street parking issues
d	Improvement needs
<b>6</b>	<b>PUBLIC FACILITIES AND SERVICES</b>
a	Public Service Sites: public and quasi-public properties, schools, etc.
b	Water & Sewer Infrastructure and Utilities
c	Improvement needs
<b>7</b>	<b>NATURAL RESOURCE CONSERVATION, RECREATION &amp; AGRICULTURE</b>
a	Environmental Constraints - wetlands, flood prone, steep slopes, brownfields, etc
b	Environmental Opportunities - protected open space, watersheds, greenways
c	Public & Private Recreation Facilities & Condition: public & school parks, athletic fields and playgrounds, private commercial recreation (indoor, outdoor & maritime)
d	Agriculture Opportunities - farms, community gardens, farmers markets, composting facilities, potential ag sites
e	Improvement needs
<b>8</b>	<b>HISTORIC RESOURCE CONSERVATION, CULTURAL AWARENESS &amp; CIVIC DESIGN</b>
a	Historic Sites and Districts: designated & potential
b	Cultural Awareness opportunity properties and districts
c	Civic Design opportunity areas
d	Improvement needs
<b>9</b>	<b>REDEVELOPMENT</b>
a	Areas in Need of Rehabilitation / Redevelopment: designated and potential areas, brownfields, greyfields, etc.

<b>BLACK HORSE PIKE CORRIDOR STUDY MAPS (DRAFT - For comment only)</b>	
<b>10</b>	<b>STRATEGIC PLAN &amp; IMPLEMENTATION AGENDA</b>
<b>c</b>	Housing and Neighborhood Improvement Plans
<b>b</b>	Economic Development Plans
<b>a</b>	Circulation and Public Facility Plans
<b>d</b>	Natural Resource Conservation, Recreation, Agriculture Plans
<b>e</b>	Historic Resource Conservation, Cultural Awareness and Civic Design Plans
<b>f</b>	Summary Plan
<b>11</b>	<b>DETAILED MAPS</b>
<b>a</b>	Crescent Blvd , Kings Highway and Browning Road in Brooklawn & Bellmawr
<b>b</b>	White Horse Pike & Merchant Street in Audubon
<b>c</b>	White Horse Pike & Station Ave in Haddon Heights
<b>d</b>	Black Horse Pike in Audubon, Audubon Park, Haddon Twp & Fairview
<b>e</b>	Black Horse Pike & Kings Highway in Mt Ephraim & Haddon Heights
<b>f</b>	Black Horse Pike & Browning Road in Bellmawr
<b>g</b>	Black Horse Pike & Clements Bridge Rd in Runnemede
<b>h</b>	Creek Road in Bellmawr

# BLACK HORSE PIKE STRATEGIC REVITALIZATION PLAN

## GOALS & OBJECTIVES

### 1. Business Issues

**1.1. Economic Development** - Preserve and strengthen the viability and productivity of businesses and labor force in Black Horse Pike corridor cores and other employment centers by:

#### Objectives

- a. adapting our economy and labor force to changing technologies in information, future service/market needs, manufacturing and distribution;
- b. encouraging private-sector investment in existing and new businesses through supportive government regulations, policies and programs, including tax policies and expedited review of proposals that support appropriate redevelopment; and
- c. promoting economic redevelopment by encouraging strategic land assembly, site preparation and infill development, public/private partnerships and infrastructure improvements; and

**1.2 Circulation** - Secure and improve the quality of life in Black Horse Pike corridor communities through the improvement of public and private transportation systems at a reasonable cost by:

#### Objectives

- a. coordinating transportation and land-use planning and investments to facilitate goods and people movement and to ease congestion;
- b. integrating improved water, rail, highway, transit, bicycle, pedestrian and other alternative transportation systems; and
- c. utilizing transportation assets and investments as economic and neighborhood redevelopment tools.

### 2. Neighborhood Issues

**2.1 Housing & Neighborhood Development** - Preserve and enrich the viability and livability of Black Horse Pike corridor neighborhoods and other appropriate places.

#### Objectives

- a. Stable Neighborhoods (defined by host municipality) - Preserve existing housing stock and residential neighborhood stability;
- b. Declining Neighborhoods (defined by host municipality) - Revitalize neighborhoods and re-establish economically integrated communities;
- c. Designated cores and residential corridors (defined by host municipality and Black Horse Pike corridor consensus) - Revitalize into economically integrated communities through mixed-use redevelopment and adaptive reuse of appropriate non-residential buildings;
- d. Housing Production - Encourage the production of a full range of market-rate, affordable, elderly, shared/congregate, and special-care rental and purchase choices to meet the County's diverse family, household and individual housing needs; and

**2.2 Public Safety, Public Services, Education and Community Facilities** - Secure and improve the quality of life in Black Horse Pike corridor communities through the provision of public human services at a reasonable cost by:

#### Objectives

- a. coordinating and regionalizing social service program needs with public, private, non-profit and faith-based human service and community development efforts to avoid duplication, identify areas of need and improve service efficiency;
- b. integrating improved public services and facilities, primary and secondary schools and local colleges as community anchors to support neighborhood improvement efforts and to create an atmosphere in which disadvantaged people have hope and can build a better future; and
- c. by sharing or regionalizing public service delivery to economically enhance the cost-effective delivery of those services.

# BLACK HORSE PIKE STRATEGIC REVITALIZATION PLAN

## GOALS & OBJECTIVES

### **3. Environmental Issues**

**3.1 Infrastructure** - Protect potable water and stream quality and information and energy security for today and future generations by:

**Objectives**

- a. maintaining existing water, sanitary sewer, stormwater, waste management, information and energy infrastructure capital facilities;
- b. encouraging resource conservation, recycling and use of domestic renewable energy sources;
- c. replacing aging capital facilities that are no longer effective; and
- d. investing new infrastructure systems where necessary to encourage redevelopment.

**3.2 Natural Resource Conservation** - Conserve County and regional natural and agricultural resources and places for today and future generations by:

**Objectives**

- a. identifying and protecting environmentally sensitive areas, such as rare and endangered species habitats, wetlands and surface water quality;
- b. increasing awareness and appreciation of open spaces, recreational areas and natural resources and their intrinsic community value;
- c. integrating them and their community values into local and regional economic development, neighborhood improvement and human service programs;
- d. reducing and cleaning-up pollution and maintaining a healthy environment; and
- e. supporting the regional agricultural industry, local farming and household food production.

**3.3 Cultural Resource Conservation** - Conserve the County's special and diverse cultural resources and historic districts and places for today and future generations by:

**Objectives**

- a. identifying and protecting their viability and physical integrity;
- b. increasing awareness and appreciation of their intrinsic community values; and
- c. integrating them and their community values into local and regional economic development, neighborhood improvement and human service programs.

### **4 Governmental Issues**

**4.1 Intergovernmental Coordination** - Work together as a region to reinforce Camden as the urban center for South Jersey and to address common challenges by:

**Objectives**

- a. adopting and participating in a Corridor Plan and Implementation Agenda that will realize our mutual Vision Statement;
- b. establishing a multi-jurisdictional Black Horse Pike corridor strategic revitalization plan implementation entity to guide the efforts of state, county and municipal governments to ensure compatible and coordinated redevelopment;
- c. modifying land use regulations and permitting procedures to maximize effectiveness of redevelopment efforts and to reduce uncertain, lengthy and duplicative review processes and costs without concomitant public benefit;
- d. developing and implementing improved revenue allocation systems to reduce the current property tax burden on residential uses and to revise the current property tax system to address regional disparities.



# SMART GROWTH SCORECARD — Municipal Review

An easy-to-use scorecard for identifying Smart Growth strengths and weaknesses in municipal planning and decision-making.

Scorecards are complimentary upon request. To become a friend of New Jersey Future, and to learn more about our efforts to bring smarter growth to New Jersey, visit our website at [www.njfuture.org](http://www.njfuture.org) or call 609/393-0008.

## What is Smart Growth?

Smart Growth means adding new homes, new offices and businesses and new jobs to New Jersey's economy in a way that enhances the communities where we already live – without requiring higher taxes, adding to our road and traffic woes and without consuming or polluting our remaining farmland, beachfronts, woodlands and open spaces.

## How do you know Smart Growth when you see it?

Smart Growth has two primary features: the “where” and the “how.” It happens “where” development can be accommodated with minimal adverse impact to the environment, and in places where development takes maximum advantage of public investments already made. Smart Growth also addresses “how” the finished development will work with neighboring development to restore choices that are missing in places marked by sprawl: such as the choice to walk or use public transit, the choice to meet neighbors in attractive common spaces, or the choice to live in an apartment, a house, or a condominium.

## About this scorecard

This scorecard is as much a conceptual model as it is a practical tool. It should be viewed as a way to help citizens and local officials evaluate whether or not a municipality is “growing smart,” and whether or not the right tools are in place to do so. A lack of smart growth on the ground often reflects problems

with local plans and regulations. As a result, some of the questions in this survey may require a look at local planning documents and/or the zoning ordinance; others can be answered by observation. It may also be necessary to speak directly with your local planning and zoning office.

## General Smart Growth criteria:

- Occurs near existing development and infrastructure
- Increases the range of housing options
- Creates or enhances a vibrant mix of uses (residential, retail, office)
- Creates or enhances choices for getting around
- Walkable, designed for personal interaction
- Protects open space, farmland and critical environmental areas
- Respects community character, design and historic features

## Directions:

The scorecard is broken up into eight sections, one for each Smart Growth criterion (see above) plus a section to establish a general planning profile of the town. Read through the sections and circle the best answer for each measurement listed. The measurements are weighted differently so that the maximum score for each measurement reflects its importance to Smart Growth goals. To calculate the score, multiply the points for a given answer by the measurement's weight and enter it into the score column. Add up the scores for each measurement and write that number (subtotal) in the space provided.

**Municipal Planning Profile** – A snapshot of the town's land use plans and planning. This helps to get a sense of municipal commitment to land use planning in general, as well as municipal sophistication about land-use issues.

Measurement	Answer	Points	Weight	Score
Town Master Plan is current; it should be thoroughly examined, revised, and amended at least every 6 years	Yes No	1 0	X 2	
Town Master Plan incorporates State Plan concepts such as planning areas and centers	Yes No	1 0	X 2	
Town has a designated center (a defined area intended to accommodate growth) or endorsed plan as granted by the State Planning Commission	Yes No	1 0	X 1	
Town actively engages the public in its planning activities	Yes No	1 0	X 2	
Town has an affordable housing plan that is certified by the New Jersey Council on Affordable Housing (COAH), or has a judgment of repose from the courts	Yes No	1 0	X 1	

Subtotal

I. **Near existing development and infrastructure** – Makes the most of limited public resources and builds on public investments already made by encouraging new development where infrastructure and services already exist. Creates opportunity for infill or redevelopment of under-utilized, abandoned and brownfield sites.

Measurement	Answer	Points	Weight	Score
New development does NOT require the extension of new roads and sewer lines into previously undeveloped lands	Yes No	1 0	X 5	
New development is occurring within 1/2 mile (walking distance) of existing development in a town center. Town centers are compact, walkable places intended to accommodate growth and include a variety of community services, employment, shopping, housing and public spaces.	Yes No	1 0	X 5	
Public facilities (schools, libraries, etc.) are located centrally, within walking distance for most users	Yes No	1 0	X 4	
Town has looked into the capacity of its infrastructure and environment to accept new growth (carrying capacity analysis, build-out analysis)	Yes No	1 0	X 3	
Town has redeveloped, or has plans to redevelop vacant, under-utilized, and/or brownfield properties	Yes No	1 0	X 2	

Summary

II. **Range of housing options** – Offers a range of housing types and sizes. Increases the choices available to households of all income levels.

Measurement	Answer	Points	Weight	Score
Zoning allows for a mix of housing types, including single-family homes, affordable housing, multi-family housing, apartments and senior housing	A good mix Limited mix No mix	2 1 0	X 1	
Town encourages affordable housing as a fixed percent (at least 15 percent) of new development	Required Encouraged Not mentioned	2 1 0	X 1	
Town has an affordable housing strategy that includes inclusionary zoning, new construction and rehabilitation programs for low- and moderate-income households. (Inclusionary zoning refers to the allowance of lot sizes [usually greater than 8 dwelling units per acre] that make the provision of affordable units by private developers feasible.)	Yes No	1 0	X 2	
Affordable housing opportunities are distributed throughout the community, integrated into market-rate communities	Yes No	1 0	X 1	

Summary

III. **Mix of use** – Creates a vibrant community where places to work, shop, live and play are integrated.

Measurement	Answer	Points	Weight	Score
Most daily shopping and service needs can be met in a central location or business district, without the use of a car to get between shops and services	All needs met Some needs met No needs met	2 1 0	X 2	
Zoning code encourages mixed-use development (commercial and residential uses in the same building and/or district), especially in a town center	Required Encouraged Allowed Not mentioned	3 2 1 0	X 2	
Local parking regulations support smart growth by allowing shared parking, credit for parking provided off-site, reduced parking requirements for mixed-use development and credit for on-street parking	Yes No	1 0	X 3	
Town has a Special Improvement District or economic development plan to attract new businesses and housing options to a town center	Yes No	1 0	X 2	

Summary

IV. Choices for Getting Around – Maximizes use of existing transit service and other transportation options in order to decrease dependency on the automobile, thereby reducing traffic and encouraging walkability (see V. below).

Measurement	Answer	Points	Weight	Score
Town encourages multiple modes of transportation, as evidenced by on-street parking, bike lanes, sidewalks and frequent crosswalks in the town	Yes No	1 0	X 4	
Town has convenient access to public transit (bus, rail, jitney)	Yes No	1 0	X 3	
Town has a recent circulation plan element as part of its Master Plan	Yes No	1 0	X 2	
Zoning encourages more compact, higher-density development within 1/2 mile of transit stops (bus, train, shuttle, etc.)	Yes No	1 0	X 4	
Streets within the town are interconnected, in a clear pattern for getting around, with few cul-de-sacs or dead end streets that encumber traffic flow	Yes No	1 0	X 3	

Sum:

V. Walkable, designed for personal interaction – Designed for the human, rather than for the automobile. Helps to reduce traffic and create places with increased potential for social interaction, walking and sense of community.

Measurement	Answer	Points	Weight	Score
Town has a good network of sidewalks and safe pedestrian/bike paths, interconnecting the town	Yes No	1 0	X 4	
Zoning requires buildings to be close enough to each other to encourage walking and pedestrian activity (Average residential density greater than 3 dwelling units per acre, commercial floor area ratio (FAR) exceeding 1.0)	Yes No	1 0	X 5	
Town is designed with the pedestrian in mind; curb cuts favoring vehicular access are minimized, parking lots in the front of buildings are avoided and there are many crosswalks	Yes No	1 0	X 4	

Sum:

VI. Protects open space, farmland and critical environmental areas – Benefits the general public as it spares watersheds, scenic vistas and agricultural areas needed for drinking water, farm and tourism revenues and strong quality of life.

Measurement	Answer	Points	Weight	Score
Zoning regulations limit growth in critical environmental areas, including State Plan Planning Area 5, prime watersheds, unbroken forest and grassland areas and critical wildlife areas/wildlife habitat. Low densities should be in place in these areas with provisions for small, measured lots in order to protect farmland and forest land. The more environmentally sensitive the land, the lower the density should be.	Yes No	1 0	X 3	
Town has regulations that steer development away from unsuitable land, including (if applicable) steep slopes greater than 20 percent, floodplains, stream corridors, aquifers and aquifer recharge areas	Yes No	1 0	X 2	
Town has adopted an open space plan to strategically identify and preserve open lands, including public parks and recreation areas, farms, natural habitats and forests	Yes No	1 0	X 2	
Town has plans to clean up brownfield and unused industrial sites	Yes No	1 0	X 2	
Town requires that all new development exceed the standards in NJ's energy code	Yes No	1 0	X 2	
Town has an active Environmental Commission	Yes No	1 0		

VII. Respectful of community character and design – Growth is in keeping with the local architecture, especially if in historically significant area. Enhances the overall quality and values of the community. Enhances the community's desirability as a place to live, work, shop and recreate.

Measurement	Answer	Points	Weight	Score
Zoning has specific design guidelines, including graphic images, to ensure new development is in keeping with community character, especially in historic districts	Yes No	1 0	X 4	
Town has a historic district and/or historic preservation commission to protect important structures	Both Commission None	2 1 0	X 2	
Town has pedestrian-friendly amenities such as benches, lighting, street trees and trash cans, as well as windows at street level	Yes No	1 0	X 1	
Town has clean, well-lit community spaces such as public plazas, squares, parks, etc.	Yes No	1 0	X 1	
<b>Subtotal</b>				

**Final calculations:**

1. Starting with Table I below, enter the subtotals for each section into Column 2 (Section Scores).
2. Divide Column 2 by Column 1 (Total Possible) and enter that number into Column 3 (Calculation).
3. Multiply Column 3 by 100 and enter that number into Column 4. This is the Final Score for the section.
4. Using Table II below, enter the letter grade for each section into Column 5 (Final Grade).

Once the calculations are complete, take a look at the areas in need of improvement. Does the town under evaluation score well in terms of efficient use of infrastructure, but poorly in terms of providing access to public transit and other choices for getting around? Are the building design standards in keeping with the local architectural style, but inaccessible to pedestrian traffic? Making determinations of this nature, and asking the right questions will help guide planning and new development in the right direction, toward Smart Growth.

**TABLE I**

	Column 1	Column 2	Column 3	Column 4	Column 5
Smart Growth Criteria	Total Possible	Section Scores	Calculation (Col 2/Col 1)	Final Score (Col 3 x 100)	Final Grade (A-F)
Municipal planning profile	8				
I. Near existing development and infrastructure	19				
II. Range of housing options	7				
III. Mix of uses	15				
IV. Provides choices for getting around	16				
V. Walkable, designed for personal interaction	13				
VI. Protects open space, farmland and critical environmental areas	12				
VII. Respectful of community character, design and historic features	10				
<b>TOTAL OVER ALL CRITERIA</b>	100				

**TABLE II**

Final Score	Letter Grade
100 – 90	A
89 – 80	B
79 – 70	C
69 – 60	D
59 – 0	F

# Camden County White Horse Pike Smart Future Planning Initiative

## Introduction

The Camden County White Horse Pike Smart Future Planning Initiative considers the potential for redevelopment and revitalizations of the main streets and surrounding neighborhoods of ten municipal boroughs, each connected by the White Horse Pike (US 30):

1. Barrington
2. Clementon
3. Hi-Nella
4. Laurel Springs
5. Lawnside
6. Lindenwold
7. Magnolia
8. Somerdale
9. Stratford
10. Tavistock

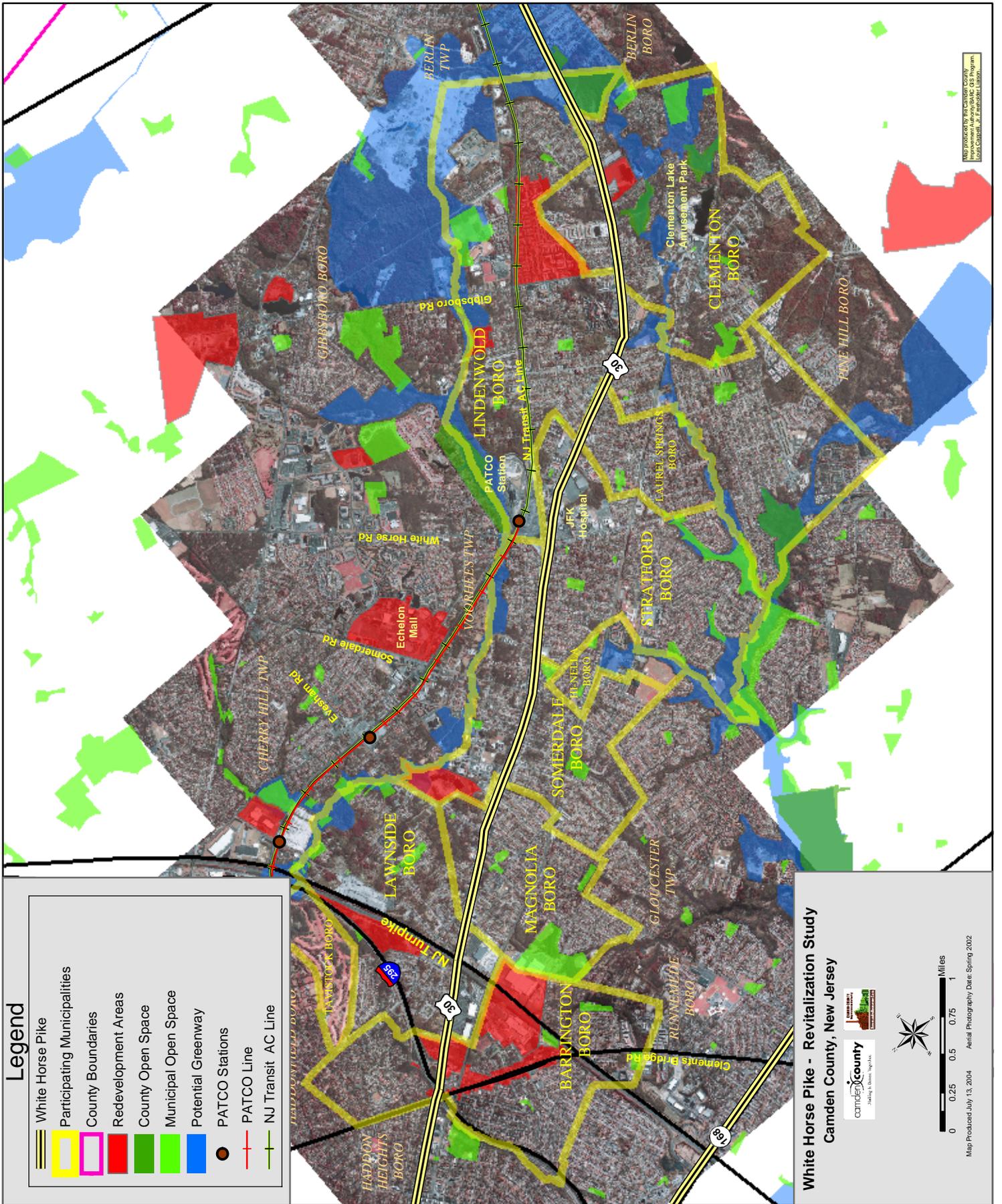
The study area along the White Horse Pike is framed to the north by the Clements Bridge Road (NJ 41) and to the south by the Lindenwold Borough boundary with Berlin Borough. It includes the entire area within the ten municipalities, whereas previous studies have only focused on the Pike's corridor frontage. The borough's economic development centers (neighborhood and regional) and historic passenger railroad-oriented downtowns of participating municipalities also will be included in this study.

The purpose of this inter-municipal planning initiative is to provide strategic revitalization plans and strategy maps for the towns in the study area identifying how they can work together for address common issues and opportunities. The plans will include a future vision statement; goals and objectives; population, housing and employment forecasts; targets and indicators; and inter-municipal and municipal recommendations. These plans will be based upon and incorporate the following elements:

- Smart Growth Audit,
- Vacant, Deteriorated and Underutilized Properties Inventory,
- Trends Analysis, and a
- Real Estate Market Analysis and Feasibility Study (completed under a DVRPC TCDI study).

The final products will be presented to the planning boards and governing bodies of the ten participating municipalities for review and endorsement by resolution, and then to the county planning board and governing body for endorsement. Like the Hudson County Strategic Revitalization Plan and the pending Camden Hub Strategic Revitalization Plan, this sub-regional master plan will be used by the public, private and non-profit sectors, to identify, prioritize and implement municipal and sub-regional redevelopment and revitalization projects and strategies.

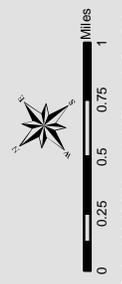
The Camden County Improvement Authority seeks a \$100,000 Smart Future Planning Initiative Grant from the Office of Smart Growth within the Department of Community Affairs to coordinate the ten town sub-regional planning effort and to prepare and a strategic revitalization plan for the corridor. In turn, the Authority will make available \$2,500 for each community from this award to participate and make professional staff available. The Camden County Improvement Authority is local government entity responsible for developing and implementing Camden County's economic development and smart growth agenda.



**Legend**

- White Horse Pike
- Participating Municipalities
- County Boundaries
- Redevelopment Areas
- County Open Space
- Municipal Open Space
- Potential Greenway
- PATCO Stations
- PATCO Line
- NJ Transit AC Line

**White Horse Pike - Revitalization Study**  
Camden County, New Jersey



Map Produced July 13, 2004 Aerial Photography Date: Spring 2002

Map produced by the Camden County Planning Board  
John C. Grady, Jr., Executive Director

# Camden County White Horse Pike Smart Future Planning Initiative

## Scope of Work

### Part 1 – Background Analyses

- 1.1 Conduct Smart Growth Audit of municipal master plans and land use ordinances for the following:
  - a. for MLUL consistency
  - b. for internal consistency
  - c. for compatibility with adjacent towns
  - d. for Metropolitan (PA 1) and Suburban (PA 2) Policy Objectives
  - e. for Smart Growth Principles (per NJ Future Municipal Scorecard)
- 1.2 Establish an Inter-municipal Steering Committee composed of representatives of the ten participating municipalities and Camden County. The committee will develop a list of stakeholders and a consensus-based public participation agenda for the remainder of the study.
- 1.3 Prepare Issue Profiles on 11 major issues, which will be used, along with the Smart Growth Audit, as the basis for elements in the Strategic Revitalization Plan for the White Horse Pike corridor communities. Each element will conclude with a summary S.W.O.T. (Strengths, Weaknesses, Opportunities and Threats) analysis of the communities' physical and non-physical assets. These elements include:
  - a. Land Use
  - b. Housing
  - c. Economic Development
  - d. Transportation
  - e. Natural Resource Conservation
  - f. Agriculture
  - g. Recreation
  - h. Redevelopment
  - i. Historic Preservation
  - j. Public Facilities and Services
  - k. Intergovernmental Coordination
- 1.4 With the help of the steering committee and detailed land use analyses, undertake a Vacant, Deteriorated and Underutilized Properties Inventory throughout each municipality. This inventory will include an assessment of the property/building condition, current zoning, ownership, and current market value, condition and value of neighboring properties. This information will be used to identify existing and potential "areas in need of redevelopment and/or rehabilitation" in the study area. Special attention will be given to identifying potential brownfields and grayfields. DVRPC's previously-completed White Horse Pike land use studies will be included in this task.
- 1.5 Complete a Trends Analysis of future (10 and 20 year) population, housing and employment levels given current conditions and redevelopment properties identified in task 1.4 per existing zoning and development trends. This information will be compared to forecasts modeled by NJDOL, NJOSG and DVRPC. This analysis will fold in the DVRPC's TCDI Real Estate Market Analysis and Feasibility Study to understand the current and mid-term (5-10 year) dynamics of the existing economic development areas in White Horse Pike corridor area towns and to identify market segments for which there are private-sector development opportunities in the study area. The market analysis will include the retail, residential, office/flex space and industrial, and services and entertainment sectors.

# Camden County White Horse Pike Smart Future Planning Initiative

## Scope of Work

### **Part 2 – Strategic Planning**

- 2.1 Conduct stakeholder interviews and hold 4 public outreach forums for the major nodes in the study area: I-295 area, Evesham Road (County 544) area, Lindenwold Station area, and Gibbsboro Road (County 686) area to present background information and identify community issues.
- 2.2 Present findings from Task 2.1 at an open forum / charette and develop a general future vision statement, along with general goals and objectives related the 11 issue topics, for the study area and individual communities. Attempt to get consensus on preferred future (10 and 20 year) population, housing and employment levels, as well as targets and indicators for measuring goal completion.
- 2.3 Refine results from Task 2.2 to produce a draft vision statement, goals and objectives for the study area and individual communities. Develop population, housing and employment forecasts; targets; and indicators. Present drafts findings to steering committee for review and approval.
- 2.4 Draft a Strategic Revitalization Action Plans and Strategy Maps to resolve any issues raised in the Smart Growth Audit and the S.W.O.T. analyses and to achieve the study area's goals and objectives. The action plan will identify responsible agencies, organizations and parties, as well as a project timetables and general costs, for each activity. Recommendations will include inter-municipal strategies and separate municipal activity components. Targeted public investment and regional revitalization strategies also will be explored. Information will be presented in text and illustrated with photographs, maps and conceptual renderings.
- 2.5 After review and conceptual approval by the steering committee, present the Strategic Revitalization Action Plans and Strategy Maps at an open forum to collect public input. Revise as necessary, upon approval of steering committee.
- 2.6 Forward revised Strategic Revitalization Action Plans and Strategy Maps to municipal Planning Boards and Governing Bodies for review and endorsement by resolution. Make presentations at public meetings.
- 2.7 Forward Strategic Revitalization Action Plans and Strategy Maps and municipal resolutions to County Planning Board for incorporation as amendment to County Master Plan and the County Board of Chosen Freeholders for endorsement.

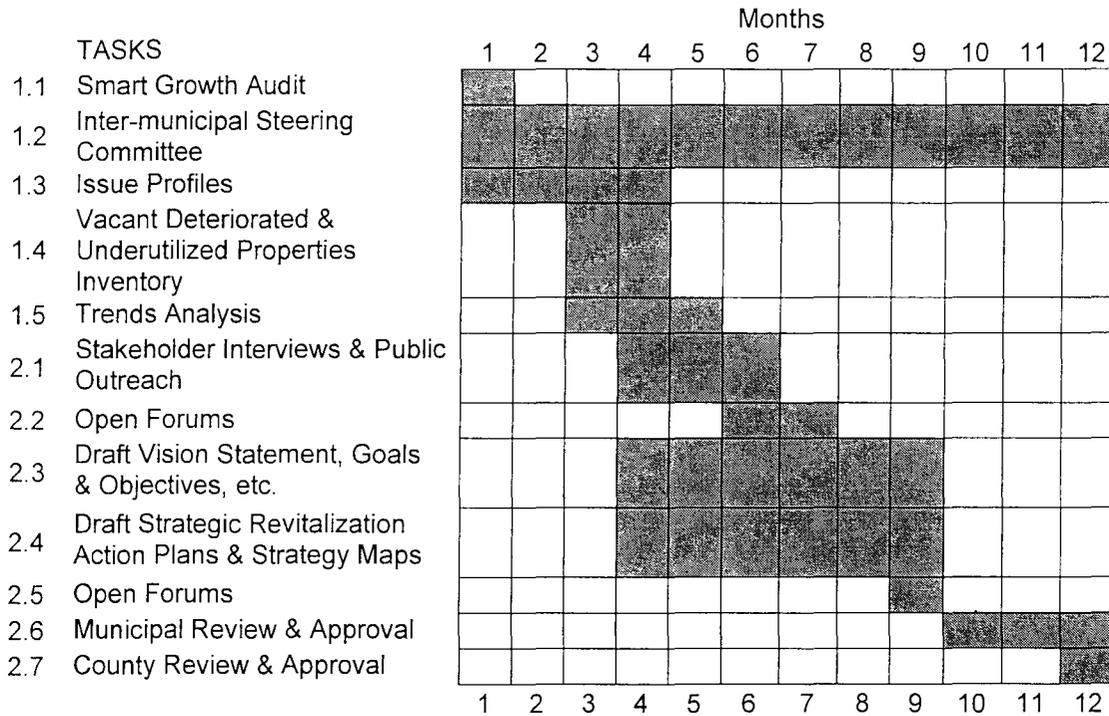
# Camden County White Horse Pike Smart Future Planning Initiative

## Deliverables

The Camden County White Horse Pike Smart Future Planning Initiative shall provide the following deliverables:

- Smart Growth Audit
- Issues Profiles document
- Real Estate Market Analysis
- Vacant, Deteriorated and Underutilized Properties Inventory
- Trends Analysis
- Real Estate Market Analysis and Feasibility Study (completed under a DVRPC TCDI grant)
- Strategic Revitalization Action Plan and Strategy Maps, with study area future vision statement, goals and objectives; population, housing and employment forecasts; targets and indicators; and inter-municipal and municipal recommendations
- Meeting minutes, public participation notes, and municipal and county hearing minutes and resolutions

## Timetable



# Camden County White Horse Pike Smart Future Planning Initiative

## Smart Growth Analyses & Advancement of State Planning Act Goals

The smart future planning initiative will advance the following State Planning Act objectives:

- Open space preservation: Infill development in existing urban and suburban areas helps protect the remaining open space areas statewide. The proposed plan for the White Horse Pike will direct development towards the already developed areas.
- Promotion of beneficial economic growth: A diversified base is the foundation of economic health for any community. The strategy will analyze the existing physical characteristics to propose adaptive re-use of buildings, where appropriate.
- The strategy will include a downtown / main street redevelopment element for strengthening mixed-use development in prime smart growth areas. One of the goals of this element will be to ensure that an adequate variety of housing, a hallmark of first-generation suburbs, is maintained and/or created to allow current residents to stay and to attract new residents. The downtown / main street plans will attempt to create walkable, attractive environments in accordance with local character.
- Although the infrastructure is somewhat aged, the regional investment in its improvement will deter infringing upon greenfields to accept.
- Preserve and enhance the quality of community life: The overall goal of this strategy is improvement of life for the communities along the White Horse Pike.

## Public Participation

An integral element of the White Horse Pike corridor revitalization strategy is including the public in the process of developing various elements of the plan. The stakeholders' vision will allow the municipalities to develop concepts that reflect the communities' small town character while providing opportunities to realize their future aspirations.

The proposed strategy will include public meetings at critical milestones to ensure input from residents, business owners, and institutions in the process. The following are some of the anticipated milestones:

- Convening of an Inter-municipal Steering Committee to coordinate future public participation and to be liaisons to the study area's ten municipal planning boards and governing bodies.
- Conducting stakeholder interviews and four public outreach forums to review background findings and to identify community issues.
- Developing a general future vision statement, goals and objectives from an open public forum / charette.
- Presenting the draft Strategic Revitalization Plans and Strategy Maps at another open public forum to collect input.
- Forwarding the revised Strategic Revitalization Plans and Strategy Maps to the ten municipal planning boards and governing bodies, as well as the County Planning Board, for their review and approval by resolution at public hearings.

**STATE DEVELOPMENT AND REDEVELOPMENT PLAN  
2004-2005 CROSS-ACCEPTANCE 3 (CAP-3)  
DRAFT CAMDEN COUNTY NEGOTIATION REPORT**

**MUNICIPAL "CAP-3) REPORTS  
AND  
QUESTIONNAIRES**

**STATE DEVELOPMENT AND REDEVELOPMENT PLAN  
2004-2005 CROSS-ACCEPTANCE 3 (CAP-3)  
DRAFT CAMDEN COUNTY NEGOTIATION REPORT**

**MUNICIPAL "CAP-3" REPORTS AND QUESTIONNAIRES**

Many of Camden County's municipalities indicated their consistency with the State Development and Redevelopment Plan during the 2004-2005 Cross Acceptance Comparison Phase. Camden City, a designated Urban Center, provided its own cross acceptance report, which itemized the degrees of its consistency and its current and proposed plan implementation measures. *(See the end of this section for a copy of the municipal questionnaire and copies of individual municipal reports and responses.)* Currently twenty-seven municipalities, i.e., those within the Camden Hub, Black Horse Pike and White Horse Pike study areas, are engaged in preparing regional strategic revitalization plans. They are to complete these plans by the end of 2005 and intend to submit them to the State Planning Commission for plan endorsement in 2006.

None of the municipalities, however, submitted any formal or informal comments regarding the proposed Preliminary Plan amendments, although several of them had comments regarding proposed map amendments. This is most likely because much of Camden County is developed and within Planning Areas 1 and 2, or is within the Pinelands Area where the Pinelands Comprehensive Management Plan supercedes the State Development and Redevelopment Plan.

Many municipalities informally commented about the proposed amendments in the Preliminary Plan and State Plan Policy Map during the regional planning processes or at other times since they were released in May 2004. General comments included the following:

- a. Why is it necessary to go through all this re-review now after only three years? Why not every ten years?
- b. What was the reason to rush cross acceptance? They should have been given more time.
- c. The State Plan is too complicated to understand. Local governments do not have enough time or resources to review these documents.
- d. The State Plan is for State Agencies, not municipalities. Local governments already are implementing the State Plan, to the extent it is relevant to them.
- e. If State Agencies have not invested time and resources in reviewing and amending the State Plan since 1999, why should local governments.
- f. The DVRPC's population and employment projections do not appear to consider recent redevelopment trends. Accepting projections that show municipalities will continue to lose population despite redevelopment initiatives and investments is counterproductive.
- g. There were no significant map changes in their municipalities, other than marking wetland areas, which the State already protects.
- h. The potential to use such projections in calibrating affordable housing obligations for COAH is problematical. Many inner-ring suburbs have an over-abundance of existing affordable housing and should be permitted to allow market-rate housing to balance their municipal government and education expenses.
- i. Property taxes, traffic and concern about future redevelopment in Camden City were generally the top three local concerns.

These summaries include information submitted by the municipalities during the Comparison Phase of this third Cross-acceptance round. It also includes an update of the municipalities' local and regional smart growth planning and implementation activities after Camden County filed its Cross-acceptance II report in 1998.

**STATE DEVELOPMENT AND REDEVELOPMENT PLAN  
2004-2005 CROSS-ACCEPTANCE 3 (CAP-3)  
DRAFT CAMDEN COUNTY NEGOTIATION REPORT**

Since 2001, with the assistance of the Delaware Valley Regional Planning Commission (DVRPC) and the New Jersey Department of Community Affairs' Office of Smart Growth (OSG), Camden County's municipalities and county agencies began putting into practice the recommendations of the 2001 State Development and Redevelopment Plan and State Plan Policy Map. Almost all of them have initiated municipal smart growth planning, redevelopment and conservation efforts or have collaborated with neighboring municipalities in regional smart growth planning, redevelopment and conservation efforts.

This report groups municipal information according to the regional planning efforts in which the various municipalities are now involved. These groupings include the:

**Camden Hub Region:** Audubon Borough, Audubon Park Borough, Camden City, Cherry Hill township, Collingswood Borough, Gloucester City, Haddon township, Haddonfield Borough, Haddon Heights Borough, Lawnside Borough, Merchantville Borough, Mount Ephraim Borough, Oaklyn Borough, Pennsauken township, and Woodlynne Borough.

**Black Horse Pike Region:** Audubon Borough, Audubon Park Borough, Bellmawr Borough, Brooklawn Borough, Haddon Heights Borough, Mount Ephraim Borough, and Runnemede Borough.

**White Horse Pike Region:** Barrington Borough, Clementon Borough, Hi-Nella Borough, Laurel Springs Borough, Lawnside Borough, Lindenwold Borough, Magnolia Borough, Somerdale Borough, Stratford Borough, and Tavistock Borough.

**Southern County Region:** Berlin Borough, Berlin township, Chesilhurst Borough, Gibbsboro Borough, Gloucester township, Pine Hill Borough, Pine Valley Borough, Voorhees township, Waterford township, and Winslow township.

The first three groups are engaged in regional planning efforts related to either corridor studies or inner city and ring suburb studies. Half of the land mass in the last group (all of Chesilhurst Borough and Waterford Township and most of Winslow Township) is within the jurisdiction of the Pinelands Commission, where the Pinelands Comprehensive Management Plan (CMP) addresses growth management issues.

**Camden Hub Region:** *Audubon Borough, Audubon Park Borough, Camden City, Cherry Hill Township, Collingswood Borough, Gloucester City, Haddon Township, Haddonfield Borough, Haddon Heights Borough, Lawnside Borough, Merchantville Borough, Mount Ephraim Borough, Oaklyn Borough, Pennsauken Township, and Woodlynne Borough.*

In 2001, the Camden County Board of Chose Freeholders approached the Walter Rand Institute at Rutgers University – Camden about studying the need for a working collaboration of Camden City and its inner-ring suburbs to address regional revitalization issues. Initial bilateral efforts between the City and Pennsauken Township and dialogues with Cherry Hill Township indicated that multi-lateral discussions were feasible. In 2002, New Jersey adopted the Municipal Rehabilitation and Economic Recovery Act to enhance revitalization efforts in Camden City. The act created an Economic Recovery Board for the City, as well as a Regional Impact Council (RIC) composed of representative from the City and its inner-ring suburbs.

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That same year, OSG provided the County with a Smart Futures grant to develop a regional strategic revitalization plan for fifteen municipalities generally north of I-295 and Little Timber Creek. (See grant scope of work in Appendix.) Audubon Borough, Audubon Park Borough, Haddon Heights Borough, Lawnside Borough and Mount Ephraim Borough are technically included in the Camden Hub study area. In 2003, OSG awarded a Smart Future grant for municipalities along the Black Horse Pike and another for municipalities along the White Horse Pike. The boundaries for these two subsequent studies overlap those for the Camden Hub. (To avoid duplication and for the purposes of this report only, municipal comments for Lawnside Borough are included in the White Horse Pike, while the other four municipalities are included in the Black Horse Pike.)

The Walter Rand Institute study, which was concluded in 2004, provided a sound argument for Camden Hub collaboration. The Camden County Improvement Authority is completing the remaining parts of the regional strategic plan in 2005. (See Camden Hub schedule in Appendix.) Upon completion of the plan, Camden County and the Hub municipalities will submit the necessary documentation for Preliminary Plan endorsement as the Camden Hub Urban Complex.

In addition to the OSG-funded Camden Hub study, the Delaware River Port Authority's (DRPA) PATCO unit is studying the potential of redeveloping its commuter stations into mixed-use transit villages. This study follows on the heels of an earlier similar OSG-funded conceptual regional study at four stations in the Camden Hub region. Another DRPA study is underway for extending PATCO service to Glassboro through Camden and Gloucester cities in the Camden Hub, as well.

General Comments: Although OSG and Camden County notified all of the municipalities about the Preliminary State Development and Redevelopment Plan and State Plan Policy Map, few of them have been involved actively in the cross-acceptance comparison phase. Camden City issued a municipal cross-acceptance report, and only Cherry Hill Township responded to the County cross-acceptance questionnaire. (See Appendix.) Most of the municipalities, however, did appoint cross-acceptance representatives as part of their comparison phase obligations. All of the Camden Hub municipalities are within the Metropolitan (PA-1) Planning Area. In this region, the Preliminary State Plan Policy Map proposed changes to the Parks planning area and the addition of Critical Environmental Sites (CESs). Some municipalities requested that their local and state / national register historic districts be delineated as Historical and Cultural Sites (HCSs).

While municipalities understand that the State must follow its own cross-acceptance schedule, they noted that it is difficult to provide definitive comments about the Preliminary State Development and Redevelopment Plan and State Plan Policy Map while the Camden Hub region is undergoing its strategic revitalization planning. They understand that the plan endorsement process allows them to request amendments to the State Plan Policy Map and State Development and Redevelopment Plan projections when they submit their plans and materials for endorsement. Therefore, the Camden Hub municipalities, individually and collectively, respectfully reserve their rights to amend the State Plan Policy Map and to revise population, housing and employment projections when the Camden Hub Urban Complex Plan is submitted for plan endorsement in 2006.

Municipal Comments:

**Audubon Borough:** See Black Horse Pike Region.

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**Audubon Park Borough:** See Black Horse Pike Region.

**Camden City:** The City, a State Plan Policy Map-designated Urban Center, seeks to continue that designation. It has no major concerns about the propose amendments in the preliminary State Development and Redevelopment Plan and states its plans and implementation measures are consistent with the document.

In 2002, the City adopted a new comprehensive master plan. Later that year, the State passed the Municipal Rehabilitation and Economic Recovery Act, which created the Economic Recovery Board (ERB). This enabled the City to restructure its redevelopment agency and planning departments to focus on revitalization activities in both neighborhoods and employment centers. The master plan, which received an award for its excellence in public outreach and participation, contains many if not all of the necessary materials for plan endorsement. The ERB's subsequent strategic plans contain additional revitalization implementation measures.

Because of the ERB legislation and investments, significant redevelopment initiatives have begun in the downtown and surrounding neighborhoods, East Camden, and South Camden. The City's goal to designate each neighborhood a redevelopment area by the end of 2005 will enable it to foster revitalization activities throughout the municipality.

Camden requests several map amendments including the deletion of some proposed CESs where there is little significant natural habitat, and the addition of HCSs for local and state historic districts. It also seeks to amend NJDOT's informational layer to add several proposed circulation and mass transit improvements. Additional map amendments may be submitted when the Camden Hub plan is presented for plan endorsement. *(See the end of this section for full copy of City's response.)*

**Cherry Hill Township:** The County's second most populated municipality, Cherry Hill, adopted a new master plan in 2004. The plan generally conforms to the State Development and Redevelopment Plan, and the zoning ordinance is being revised to be consistent with the master plan. Redevelopment of the former Garden State Race Track into a mixed-use town center has begun. An abandoned steel warehouse has been converted into Class A office space as the first phase of a future transit village at PATCO's Woodcrest Station. Additional smaller redevelopment and urban design / transportation enhancement projects are underway in the western side of the Township, such as in Erlton and along Haddonfield Road. Cherry Hill does not request any map amendments at this time, but reserves its right to do so when the Camden Hub plan is presented for plan endorsement. *(See the end of this section for full copy of Township's response.)*

**Collingswood Borough:** The Borough adopted a new master plan in 1999, which focused on Collingswood's potential for revitalization through the municipal redevelopment process and transit village potential at PATCO's Ferry Avenue and Collingswood stations. Since then, the Borough has been the most progressive user of redevelopment in Camden's inner-ring suburbs. It has developed cooperative relationships with neighboring towns, adopted the NJ Main Street approach to downtown revitalization, implemented a business improvement district (BID) program, conducted downtown circulation and visioning studies, and been designated as a NJDOT Transit Village. It redeveloped an almost abandoned 1,000-unit apartment complex, and is in the process of restoring a historic theatre complex. Collingswood is interested in plan endorsement and designation as a town center. The Borough does not request any map

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amendments at this time, but reserves its right to do so when the Camden Hub plan is presented for plan endorsement.

**Gloucester City:** The City seeks to continue its designation as a State Plan Policy Map Town Center. It has no major concerns about the proposed preliminary State Development and Redevelopment Plan amendments. Its master plan was re-examined and amended in 2002. Its plans and implementation measures are consistent with the State Development and Redevelopment Plan. The City has continued its aggressive brownfields remediation and redevelopment program along the waterfront and industrial neighborhoods, as identified in its master plan. In 2004, the City was designated an Urban Enterprise Zone (UEZ). Later that year, it announced a \$250 million mixed-use neighborhood redevelopment initiative would on the 130-acre Southport peninsula at the mouth of the Timber Creek, opposite a similar redevelopment at the old Navy Yard in Philadelphia. The City is concerned about the future alignment of any proposed PATCO extension to Glassboro, in regards to how it would affect existing surrounding development. Gloucester City does not request any map amendments at this time, but reserves its right to do so when the Camden Hub plan is presented for plan endorsement.

**Haddon Township:** The Township adopted a new master plan in 1999, which highlighted the potential for downtown revitalization along the Haddon Avenue and White Horse Pike (US 30) corridors and reinvestment in the Mount Ephraim Avenue (NJ 168) and US-130 corridors. Haddon Township has begun redevelopment of a brownfields area next to PATCO's Westmont Station, as recommended in the master plan and a later OSG-funded conceptual plan. It also has adopted the NJ Main Street program and implemented a business improvement district (BID) program. The Township has been very active in both the Camden Hub and Black Horse Pike regional planning studies. Haddon Township does not request any map amendments at this time, but reserves its right to do so when the Camden Hub plan is presented for plan endorsement. *(See the end of this section for full copy of Township's response.)*

**Haddonfield Borough:** Since 1998, the Borough has initiated a number of studies to enhance the community's quality of life. It reviewed the implications of expanding its local historic district to additional neighborhoods outside the downtown, but chose not to do so. Instead, it undertook a thorough analysis of its residential zoning and implemented recommendations to encourage compatible housing alterations and new construction. In the last few years, Haddonfield has made a number of progressive moves to re-invest in its downtown. It completed a downtown parking study and implemented its recommendations. After actively participating in the OSG-funded PATCO transit village study, it approved a number of new downtown mixed-use buildings. It also has adopted the NJ Main Street program and implemented a business improvement district (BID) program.

Following the recommendations of its 2003 re-examination of its 1984 master plan, the Borough began a study of its downtown zoning and in 2005 retained a town planner / urban designer to help them create a vision and plan for the district. In 2005, the Borough also received substantive certification of its COAH plan. Haddonfield is interested in plan endorsement and designation as a town center. The Borough does not request any map amendments at this time, but reserves its right to do so when the Camden Hub plan is presented for plan endorsement.

**Haddon Heights Borough:** See Black Horse Pike Region.

**Lawnside Borough:** See White Horse Pike Region.

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**Merchantville Borough:** Merchantville was one of the first communities in the State to implement the New Jersey Main Street program. Despite these measures, this small borough has found it difficult to compete with larger suburban shopping centers with free parking. In 1999, Merchantville adopted a re-examination report of its 1980 master plan. The report indicated the Borough's need to implement a downtown redevelopment strategy, which would include the addition of more downtown housing, commercial space and off-street parking, while maintaining Merchantville's historic charm. Since then, the Borough has begun a downtown redevelopment program, which included the opening of a downtown senior citizen mid-rise apartment building and the planning of a mixed-use market-rate mid-rise structure with a parking deck in 2004. Merchantville has been very active in the Camden Hub planning process. It is interested in plan endorsement and designation as a Village Center. The Borough does not request any map amendments at this time, but reserves its right to do so when the Camden Hub plan is presented for plan endorsement.

**Mount Ephraim Borough:** See Black Horse Pike Region.

**Oaklyn Borough:** Since 1998, Oaklyn has worked with its neighboring municipalities in regional shared services and planning issues. In the past few years, the Borough has been very involved in the Camden Hub planning process. It also has been working with Haddon Township, with which it shares its White Horse Pike (US 30) main street corridor, to address business vacancy and property deteriorations issues. In 2003, the Borough adopted a re-examination report of its 1979 master plan. The report indicated the need for a thorough updating of Oaklyn's planning strategies and revision of its zoning code to reflect smart growth redevelopment issues. In 2003, it also designated its Clinton Street and White Horse Pike districts as "areas in need of redevelopment." The Borough does not request any map amendments at this time, but reserves its right to do so when the Camden Hub plan is presented for plan endorsement.

**Pennsauken Township:** The Township adopted an updated master plan in 1998, just after the County cross-acceptance report was completed. The master plan established the framework for Pennsauken's assertive redevelopment program. The Township's smart growth planning initiatives began with implementation of neighborhood preservation and main street (Westfield Avenue) improvement efforts along Camden City's periphery. From this, the Township implemented a progressive "stable integration" counseling program to increase racial and ethnic diversity understanding. It then began a campaign to clean up its brownfields and industrial districts along the Delaware River and the Crossroads Redevelopment area around the dilapidated Pennsauken Mart.

After these areas were designated as "areas in need of redevelopment" in 2001, the Township began a visioning program to identify future redevelopment opportunities while remediating environmental contamination. It then began an economic development campaign to market these sites and traffic studies to manage industrial direct and through traffic. In 2004, Pennsauken Township announced a one billion dollar redevelopment project for its waterfront and Pettys Island area, and another major project for the Pennsauken Mart area. In 2005, it began studying redevelopment opportunities along the US 130 corridor.

Prior to its active involvement in the Camden Hub planning process, Pennsauken Township already had begun engaging the neighboring municipalities of Camden, Merchantville and Cherry Hill about regional revitalization issues. The Township does not request any map amendments at this time, but reserves its right to do so when the Camden Hub plan is presented for plan endorsement.

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**Woodlynne Borough:** This community, which was developed in the early 20<sup>th</sup> century as a working class bedroom commuter suburb of Camden, has been devastated by the collapse of the City's industrial base. Most of its housing stock is aging and in need of rehabilitation and many of its main street businesses have closed. The Borough has little land available for economic development, and cannot compete with the City's Urban Enterprise Zone (UEZ) program benefits just across the municipal boundary. Woodlynne has reached out to neighboring Camden City and Collingswood Borough for assistance in shared services and regional revitalization planning. It has been very active in the Camden Hub planning process. In 2004, the Borough designated its main street, Woodlynne Avenue, an "area in need of redevelopment" and became a streetscape beautification program. The Borough does not request any map amendments at this time, but reserves its right to do so when the Camden Hub plan is presented for plan endorsement.

<b>Comment Summary: Camden Hub Region</b>	<b>Municipal SDRP Comments</b>	<b>Municipal Projection Comments</b>	<b>Approved Planning Areas</b>	<b>Proposed Planning Areas *</b>	<b>Municipal Map Comments</b>
<b>Camden City (see report)</b>	YES	Disagree/PE	1	1	Revise Parks, CESs & HCSs; PE
<b>Cherry Hill Township (see report)</b>	YES	Disagree/PE	1	1	PE
<b>Collingswood Borough</b>	None	Disagree/PE	1	1	PE
<b>Gloucester City</b>	None	Disagree/PE	1	1	PE
<b>Haddon Township (see report)</b>	YES	Disagree/PE	1	1	PE
<b>Haddonfield Borough</b>	None	Disagree/PE	1	1	PE
<b>Merchantville Borough</b>	None	Disagree/PE	1	1	PE
<b>Oaklyn Borough</b>	None	Disagree/PE	1	1	PE
<b>Pennsauken Township</b>	None	Disagree/PE	1	1	PE
<b>Woodlynne Borough</b>	None	Disagree/PE	1	1	PE

\* Does not include changes for proposed Parks Planning Area

**Disagree/PE:** The municipality reserves the right to revise population, housing and employment projections when the Camden Hub Urban Complex Plan is submitted for plan endorsement in 2006.

**PE:** The municipality reserves the right to revise the State Plan Policy Map's planning areas and to add CESs, HCSs, centers, etc., when the Camden Hub Urban Complex Plan is submitted for plan endorsement in 2006.

**Black Horse Pike Region:** *Audubon Borough, Audubon Park Borough, Bellmawr Borough, Brooklawn Borough, Haddon Heights Borough, Mount Ephraim Borough, and Runnemede Borough.*

In 2003, OSG awarded a Smart Future grant for municipalities along the Black Horse Pike (NJ 168) from Audubon Park Borough to Runnemede Borough. The purpose of this inter-municipal planning initiative is to provide a strategic revitalization plan and strategy maps for the municipalities in the study area identifying how they can work together for address common issues and opportunities. The plan will include a future vision statement; goals and objectives; population, housing and employment forecasts; targets and indicators; and inter-municipal and

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municipal recommendations. This plan will be based upon and incorporate the following elements:

- Smart Growth Audit,
- Vacant, Deteriorated and Underutilized Properties Inventory,
- Trends Analysis, and a
- Real Estate Market Analysis and Feasibility Study

The final products will be presented to the planning boards and governing bodies of the seven participating municipalities for review and endorsement by resolution, and then to the county planning board and governing body for endorsement. Like the Hudson County Strategic Revitalization Plan and the pending Camden Hub Strategic Revitalization Plan, public, private and non-profit sectors will use this sub-regional master plan to identify, prioritize and implement municipal and sub-regional redevelopment and revitalization projects and strategies. The Black Horse Pike Region study is quite different from the Camden Hub study, which is more generalized and not focused on economic development.

Because the West Collingswood Heights section of Haddon Township extends for almost one mile along the Pike opposite the Audubons, but is completely isolated from the remainder of the Township, this section was included in the grant's study area, too. After the project began, the Township requested that West Collingswood Extension, a second isolated section along the Pike to the north, also be included. Both of these sections are managed by the same Township business improvement district (BID) program. At the same time, the Fairview neighborhood association and nascent neighborhood main street program in Camden City requested to join the study as part of its business district is opposite West Collingswood Extension. Although these additional areas will be included in the planning process, not all of the grant deliverable will be provided for the, due to budgetary reasons. In addition, notices of Black Horse Pike Region meetings are sent to neighboring Camden City, Gloucester City and Gloucester Township to facilitate plan coordination.

The boundaries for the Camden Hub and Black Horse Pike studies overlap considerably; Audubon Borough, Audubon Park Borough, Haddon Heights Borough and Mount Ephraim Borough are also within the Camden Hub region. To avoid duplication and for the purposes of this report only, municipal comments for those municipalities are included below. Although the term Black Horse Pike is used to define this municipal grouping south and east of Camden and Gloucester cities, two of the municipalities: Audubon and Haddon Heights boroughs, have business districts on both the Black Horse Pike and the White Horse Pike. Brooklawn Borough due south of Gloucester City has no frontage on the Black Horse Pike. More than one-half of the Black Horse Pike Region's municipalities are located within the Camden Hub Region and because Bellmawr, Brooklawn and Runnemede boroughs have more in common with that region than other parts of the County, planning efforts with one will be coordinated with the other.

General Comments: Although OSG and Camden County notified all of the municipalities about the Preliminary State Development and Redevelopment Plan and State Plan Policy Map, few of them have been involved actively in the cross-acceptance comparison phase. No municipality issued a municipal cross-acceptance report. Most of the municipalities, however, did appoint cross-acceptance representatives as part of their comparison phase obligations. All of the Black Horse Pike municipalities are within the Metropolitan (PA-1) Planning Area. In this region, the Preliminary State Plan Policy Map proposed the addition of Critical Environmental Sites (CESs).

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Some municipalities requested that their local and state / national register historic districts be delineated as Historical and Cultural Sites (HCSs).

While municipalities understand that the State must follow its own cross-acceptance schedule, they noted that it is difficult to provide definitive comments about the Preliminary State Development and Redevelopment Plan and State Plan Policy Map while the Black Horse Pike region is undergoing its strategic revitalization planning. They understand that the plan endorsement process allows them to request amendments to the State Plan Policy Map and State Development and Redevelopment Plan projections when they submit their plans and materials for endorsement. Therefore, the Black Horse Pike municipalities, individually and collectively, respectfully reserve their rights to amend the State Plan Policy Map and to revise population, housing and employment projections when the Black Horse Pike Regional Strategic Revitalization Plan is submitted for plan endorsement in 2006.

Municipal Comments:

**Audubon Borough:** Audubon is the most progressive community in terms of redevelopment along the Black Horse Pike, although most of its commercial properties are located along the White Horse Pike. After designating the underutilized Black Horse Pike shopping center in need of redevelopment, the Borough worked with the NJDEP, NJDOT and DRPA to address long neglected access management and environmental issues that contributed to the shopping center's decline. The Borough also designated its older Merchant Street downtown area in need of redevelopment, and then worked with property owners, investors, and State agencies to revitalize this core area. It even reversed its 70-year alcohol prohibition to allow a specified number of restaurants to serve liquor. Audubon has been very active in the Camden Hub and Black Horse Pike regional studies. The Borough does not request any map amendments at this time, but reserves its right to do so when the Camden Hub and Black Horse Pike plans are presented for plan endorsement.

**Audubon Park Borough:** The Audubon Mutual Housing Corporation, a World War II-era planned residential community, wholly owns all the land within this municipality. None of the Borough's 1,100 residents owns their unit; each household is a shareowner in the mutual corporation. The corporation makes all land use decisions, which mostly relate to building and infrastructure maintenance. Although the Borough has no master plan or zoning ordinance for its 499 units and school building, the residents and representatives from the corporation have been very active in the Camden Hub and Black Horse Pike regional studies. The Borough does not request any map amendments at this time, but reserves its right to do so when the Camden Hub and Black Horse Pike plans are presented for plan endorsement.

**Bellmawr Borough:** Situated along the Black Horse Pike between interchanges on I-295 and the NJ Turnpike on the east side of town, the North-South Freeway (NJ 42) in the center and US 130 on the west end of town, Bellmawr is both blessed and cursed by State highways. While the highways provide access to jobs and economic development, their severely congestion condition spills through traffic onto local roads during rush hour and summer weekends. The Borough has been working with NJDOT on several major highway construction projects to ease that congestion. Private sector, highway-related redevelopment (hotels, big box drugstores and chain restaurants) is occurring in Brooklawn without municipal redevelopment designations. Most of the housing stock was built in post-war era between 1940 and 1959. Bellmawr has been very active in the Black Horse Pike Regional planning process. The Borough does not request any map amendments at this time, but reserves its right to do so when the Black Horse Pike plan is presented for plan endorsement.

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**Brooklawn Borough:** The majority of the land in this 335-acre borough is a World War I-era planned residential community built at the same time, but at a little denser scale, as its sister community Fairview in Camden City. Brooklawn’s 2000 re-examination report of its 1979 master plan indicated that the Borough should explore a redevelopment agenda for its deteriorating commercial properties on West Kings Highway and US 130. It also discussed redevelopment of its waterfront lands for recreational or water-dependent and marina-related issues. In 2001, the Borough designated all property in its non-residential zones as “areas in need of redevelopment.” For the past few years, it has been working with NJDOT and DVRPC on the tidal flooding issues on the State Highways at Big Timber Creek. Progress has been slow on local redevelopment due to the large amount of work to do and the small degree of resources the Borough can muster. Brooklawn has been very active in the Black Horse Pike Regional planning process. The Borough does not request any map amendments at this time, but reserves its right to do so when the Black Horse Pike plan is presented for plan endorsement.

**Haddon Heights Borough:** Since 1998, Haddon Heights has experienced a substantial degree of private sector reinvestment in its housing stock and commercial properties. Much of this has been related to the town’s accessibility to major highways, its progressive historic preservation agenda, streetscape improvements on its main streets, and active civic organizations. Haddon Heights has been active in the Camden Hub and Black Horse Pike regional studies. The Borough does not request any map amendments at this time, but reserves its right to do so when the Camden Hub and Black Horse Pike plans are presented for plan endorsement.

**Mount Ephraim Borough:** Situated along the Black Horse Pike between Audubon and Bellmawr, Mount Ephraim is experiencing a great deal of big box commercial redevelopment along the highway. The 2000 re-examination report of its 1978 master plan indicated the need for a thorough updating of its land use policies. In 2003, Mount Ephraim began studying whether properties along the Pike and in its Kings Highway downtown district are in need of redevelopment. Mount Ephraim has been very active in the Camden Hub and Black Horse Pike regional studies. The Borough does not request any map amendments at this time, but reserves its right to do so when the Camden Hub and Black Horse Pike plans are presented for plan endorsement.

**Runnemede Borough:** Downtown Runnemede’s historic main street corridor along the Black Horse Pike has declined further since 1998 with the proliferation of shopping centers along the freeways in adjacent Deptford Township. The Borough has initiated discussions with local merchants about their issues, and is in the process of a streetscape beautification project. Runnemede was one of the major promoters of the Black Horse Pike Regional planning process, and has been very active in it. The Borough does not request any map amendments at this time, but reserves its right to do so when the Black Horse Pike plan is presented for plan endorsement.

<b>Comments Summary: Black Horse Pike Corridor</b>	<b>Municipal SDRP Comments</b>	<b>Municipal Projection Comments</b>	<b>Approved Planning Areas</b>	<b>Proposed Planning Areas *</b>	<b>Municipal Map Comments</b>
<b>Audubon Borough</b>	None	Disagree/PE	1	1	PE
<b>Audubon Park Borough</b>	None	Disagree/PE	1	1	PE
<b>Bellmawr Borough</b>	None	Disagree/PE	1	1	PE
<b>Brooklawn Borough</b>	None	Disagree/PE	1	1	PE
<b>Haddon Heights Borough</b>	None	Disagree/PE	1	1	PE

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<b>Mount Ephraim Borough</b>	None	Disagree/PE	1	1	PE
<b>Runnemede Borough</b>	None	Disagree/PE	1	1	PE

\* Does not include changes for proposed Parks Planning Area

**Disagree/PE:** The municipality reserves the right to revise population, housing and employment projections when the Black Horse Pike Corridor Plan is submitted for plan endorsement in 2006.

**PE:** The municipality reserves the right to revise the State Plan Policy Map's planning areas and to add CESs, HCSs, centers, etc., when the Black Horse Pike Corridor Plan is submitted for plan endorsement in 2006.

**White Horse Pike Region:** *Barrington Borough, Clementon Borough, Hi-Nella Borough, Laurel Springs Borough, Lawnside Borough, Lindenwold Borough, Magnolia Borough, Somerdale Borough, Stratford Borough, and Tavistock Borough.*

In 2003, OSG also awarded a Smart Future grant for municipalities along the White Horse Pike (US 30) from Barrington Borough to Clementon Borough. Much like the Black Horse Pike Region study, the purpose of the White Horse Pike inter-municipal planning initiative is to provide a strategic revitalization plan and strategy maps for the municipalities in the study area identifying how they can work together for address common issues and opportunities. The plan will include a future vision statement; goals and objectives; population, housing and employment forecasts; targets and indicators; and inter-municipal and municipal recommendations. This plan will be based upon and incorporate the following elements:

- Smart Growth Audit,
- Vacant, Deteriorated and Underutilized Properties Inventory, and
- Trends Analysis.

The final products will be presented to the planning boards and governing bodies of the seven participating municipalities for review and endorsement by resolution, and then to the county planning board and governing body for endorsement. Like the Hudson County Strategic Revitalization Plan and the pending Camden Hub Strategic Revitalization Plan, public, private and non-profit sectors will use this sub-regional master plan to identify, prioritize and implement municipal and sub-regional redevelopment and revitalization projects and strategies. The White Horse Pike Region study is quite different from the Camden Hub study, which is more generalized and not focused on economic development.

The boundaries for the Camden Hub and White Horse Pike studies overlap only slightly, Lawnside Borough is also within the Camden Hub region. To avoid duplication and for the purposes of this report only, municipal comments for those municipalities are included below. Although the term White Horse Pike is used to define this municipal grouping in the central part of the County, the Pike extends from Camden City through this region to the Berlins and out to Absecon. The western White Horse Pike corridor municipalities, generally north of I-295, are in the Camden Hub Region. Those east of Clementon are in the Southern County region: Berlin Borough, Berlin Township, Waterford Township, Winslow Township and Chesilhurst Borough, where the Pinelands Comprehensive Management Plan (CMP) is more influential.

Eight core White Horse Pike Region municipalities have been coordinating their regional transportation and economic development planning efforts since 2001. Since then, they have worked with NJDOT and DVRPC on traffic and context-sensitive design issues and with DVRPC on revitalization opportunities in the corridor. Recently, a Real Estate Market Analysis and

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Feasibility Study, funded through a DVRPC grant, have been completed. Two smaller White Horse Pike Region municipalities with no Pike frontage, Tavistock and Hi-Nella boroughs, were added to study area have no frontage as part of this regional coordination effort. In addition, notices of White Horse Pike Region meetings will be sent to neighboring Gloucester and Voorhees townships to facilitate plan coordination.

In addition to the OSG-funded White Horse Pike Region study, the Delaware River Port Authority's (DRPA) PATCO unit is studying the potential of redeveloping its commuter stations into mixed-use transit villages. Previous local and regional planning around the Lindenwold Station, which is within a walking range of Voorhees Township and the boroughs of Laurel Springs, Lindenwold, Somerdale and Stratford has indicated the greatest potential for transit village development. Any future redevelopment at two other stations along the study regions' periphery, Woodcrest Station in Cherry Hill and Ashland Station, will affect the boroughs of Lawnside, Magnolia and Stratford, as well.

General Comments: Although OSG and Camden County notified all of the municipalities about the Preliminary State Development and Redevelopment Plan and State Plan Policy Map, few of them have been involved actively in the cross-acceptance comparison phase. No municipality issued a municipal cross-acceptance report. Only Stratford Borough responded to the County cross-acceptance questionnaire. (See Appendix.) Lindenwold Boroughs' engineering consultant met with the County to discuss the questionnaire, but no substantial issues were raised. Most of the municipalities, however, did appoint cross-acceptance representatives as part of their comparison phase obligations. All of the White Horse Pike municipalities are within the Metropolitan (PA-1) Planning Area, except for small portions of Suburban (PA-2) Planning Area in the Lake Worth section of southern Lindenwold Borough and the Signal Hill area in southwestern Clementon Borough. In this region, the Preliminary State Plan Policy Map proposed the addition of Critical Environmental Sites (CESs).

While municipalities understand that the State must follow its own cross-acceptance schedule, they noted that it is difficult to provide definitive comments about the Preliminary State Development and Redevelopment Plan and State Plan Policy Map while the White Horse Pike region is undergoing its strategic revitalization planning. They understand that the plan endorsement process allows them to request amendments to the State Plan Policy Map and State Development and Redevelopment Plan projections when they submit their plans and materials for endorsement. Therefore, the White Horse Pike municipalities, individually and collectively, respectfully reserve their rights to amend the State Plan Policy Map and to revise population, housing and employment projections when the White Horse Pike Regional Strategic Revitalization Plan is submitted for plan endorsement in 2006.

Municipal Comments:

**Barrington Borough:** At the intersection of US 30 and I-295, Barrington is at a strategic gateway to Camden County. A 2002 re-examination of its 1981 master plan stressed the need to focus on economic development to maintain the community's small-town quality of life. It has retained a consultant, which has prepared an economic development strategy for the town and coordinates the town's implementation of that strategy. The Borough has begun and completed brownfields redevelopment projects at several of its former abandoned industrial properties along an old railroad corridor. It also has begun several redevelopment projects along its main street, Clements Bridge Road (NJ 41), and along US 30. Barrington was one of the founders of the White Horse Pike Economic Development Coalition and has been very active in the White Horse Pike Regional planning process. The Borough does not request any map amendments at

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this time, but reserves its right to do so when the White Horse Pike plan is presented for plan endorsement.

**Clementon Borough:** Since 1998, Clementon re-examined how best to maintain and enhance its small-town quality of life. The Borough adopted a revised master plan in 2000. It has retained a consultant, which has prepared an economic development strategy for the town and coordinates the town's implementation of that strategy. It designated an abandoned 30-acre shopping center (Old Acme – Levin site) a redevelopment area and proceeded with an acquisition and redevelopment campaign to spur revitalization of US 30. A redevelopment plan for the remainder of the US 30 corridor will be completed in spring 2005. Clementon was one of the founders of the White Horse Pike Economic Development Coalition and has been very active in the White Horse Pike Regional planning process. The Borough does not request any map amendments at this time, but reserves its right to do so when the White Horse Pike plan is presented for plan endorsement.

**Hi-Nella Borough:** Hi-Nella has been active in the White Horse Pike Regional planning process. The Borough does not request any map amendments at this time, but reserves its right to do so when the White Horse Pike plan is presented for plan endorsement.

**Laurel Springs Borough:** Since 1998, the Borough has joined the White Horse Pike Economic Development Coalition to coordinate redevelopment along the US 30 corridor. In 2004, it began studying whether its portion of that corridor and its historic downtown at the railroad station crossroads were in need of redevelopment. A redevelopment needs study and plan will be completed by spring 2005. Laurel Springs has been very active in the White Horse Pike Regional planning process. The Borough does not request any map amendments at this time, but reserves its right to do so when the White Horse Pike plan is presented for plan endorsement.

**Lawnside Borough:** Since 1998, the Borough has been blessed with a number of large-scale development projects along the US 30 corridor, as well as new homes on the southern end of town. While encouraging private-sector redevelopment along US 30, the Borough is very concerned about maintaining its small-town character, especially related to any future redevelopment around the PATCO's Woodcrest Station and in Lawnside's undeveloped eastern edge. Lawnside has been very active in the Camden Hub and White Horse Pike Regional planning processes. The Borough does not request any map amendments at this time, but reserves its right to do so when the Camden Hub and White Horse Pike plans are presented for plan endorsement.

**Lindenwold Borough:** After the last round of cross-acceptance, Lindenwold began to relook at the potential commercial and residential redevelopment. It has retained a consultant, which has prepared an economic development strategy for the town and coordinates the town's implementation of that strategy. With assistance from several state grants, the town has launched a series of studies and plans around the PATCO / NJ Transit Lindenwold Station, the US 30 commercial corridor, and in other several of its older, dilapidated apartment complexes (Gibbsboro Road Redevelopment Area). Its revised master plan is expected to be completed in summer 2005. Lindenwold has been very active in the White Horse Pike Regional planning process. The Borough does not request any map amendments at this time, but reserves its right to do so when the White Horse Pike plan is presented for plan endorsement.

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**Magnolia Borough:** Magnolia has been very active in the White Horse Pike Regional planning process. It is reviewing the Pike's 2005 market feasibility study to determine how best to manage redevelopment opportunities in the Borough. Magnolia does not request any map amendments at this time, but reserves its right to do so when the White Horse Pike plan is presented for plan endorsement.

**Somerdale Borough:** The Borough's 2002 master plan re-examination report stressed the need for the Borough to take an active part in revitalization of abandoned and underutilized properties in the White Horse Pike corridor. Somerdale has designated a large underutilized shopping center (Lions Head Plaza) in need of redevelopment and is proceeding with a mixed-use plan for the site, which has TOD potential related to PATCO's Ashland Station. It has retained a consultant, which has prepared an economic development strategy for the town and coordinates the town's implementation of that strategy. Somerdale has been very active in the White Horse Pike Regional planning process. The Borough does not request any map amendments at this time, but reserves its right to do so when the White Horse Pike plan is presented for plan endorsement.

**Stratford Borough:** Since 1998, Stratford has been exploring redevelopment opportunities at its underutilized shopping centers and near the PATCO / NJ Transit Lindenwold Station. It is also working with the University of Medicine and Dentistry of New Jersey (UMDNJ) on the development of its campus and its potential to help revitalize its portion of the US 30 corridor. The Borough has been very active in the White Horse Pike Regional planning process. The Borough does not request any map amendments at this time, but reserves its right to do so when the White Horse Pike plan is presented for plan endorsement.

**Tavistock Borough:** This municipality contains a golf course, clubhouse and 24 residents living in seven dwellings. There have been no changes in the community or its planning efforts since 1998, nor are none expected. The Borough does not request any map amendments at this time, but reserves its right to do so when the White Horse Pike plan is presented for plan endorsement.

White Horse Pike Corridor	Municipal SDRP Comments	Municipal Projection Comments	Approved Planning Areas	Proposed Planning Areas *	Municipal Map Comments
<b>Barrington Borough</b>	None	Disagree/PE	1	1	PE
<b>Clementon Borough</b>	None	Disagree/PE	1	1	PE
<b>Hi-Nella Borough</b>	None	Disagree/PE	1	1	PE
<b>Laurel Springs Borough</b>	None	Disagree/PE	1	1	PE
<b>Lawnside Borough</b>	None	Disagree/PE	1	1	PE
<b>Lindenwold Borough</b>	None	Disagree/PE	1, 2	1, 2	Revise CESs; PE
<b>Magnolia Borough</b>	None	Disagree/PE	1	1	PE
<b>Somerdale Borough</b>	None	Disagree/PE	1	1	PE
<b>Stratford Borough</b>	None	Disagree/PE	1	1	PE
<b>Tavistock Borough</b>	None	None	1	1	None

\* Does not include changes for proposed Parks Planning Area

**Disagree/PE:** The municipality reserves the right to revise population, housing and employment projections when the White Horse Pike Corridor Plan is submitted for plan endorsement in 2006.

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**PE:** The municipality reserves the right to revise the State Plan Policy Map's planning areas and to add CESSs, HCSSs, centers, etc., when the White Horse Pike Corridor Plan is submitted for plan endorsement in 2006.

**Southern County Region:** *Berlin Borough, Berlin Township, Chesilhurst Borough, Gibbsboro Borough, Gloucester Township, Pine Hill Borough, Pine Valley Borough, Voorhees Township, Waterford Township, and Winslow Township.*

The Southern County Region was similar in area to the Lower Camden County Planning District before 1991. The ten municipalities in this sub-regional "Cap-3" planning group cover a one hundred forty four (144) square mile area (92,352 acres) which is 64% of Camden County's land area. The DVRPC population projections increase from 163,875 persons from the 2000 Census to 208,650 persons in 2025. This is an increase of 44,775 persons or 27.3% addition. The DVRPC employment projections increase from 62,820 jobs from the 2000 Census to 97,060 jobs in 2025. This is an increase of 34,240 jobs or 54.5%.

At least fifty percent (50%) of these ten municipalities responded about the SDRP and SPPM during the "Cross-Acceptance-3" Process. These comments are summarized in the following municipal summary section or the full reports are in the appendices. Five of the southern county towns are in part or totally located within the jurisdiction of the Pinelands Comprehensive Plan (N.J. Pinelands Commission). This Commission addresses the growth management issues. The five municipalities of the southernmost area are participating in the Delaware Valley Regional Planning Commission (DVRPC), U.S. Route 30 (White Horse Pike) transportation and economic development corridor study.

The major N.J. State and Camden County highway network systems throughout this sub-region include the following roadways: N.J. State Highway 42, Atlantic City Expressway, N.J. State Highway 168 (Black Horse Pike). Sicklerville Road (C.R. 705) traverses and connects Gloucester and Winslow Township. Haddonfield/Berlin Road (C.R. 561) connects Voorhees and Berlin Townships. N.J. State Highway Route 73 transverses a North to South direction through Voorhees Township, Berlin Township, Berlin Borough, Waterford (Atco) and Winslow Townships.

The North/South movement occurs along U.S. Highway Route 30 (White Horse Pike) through Berlin Borough, Waterford Township (Atco), Winslow Township, Chesilhurst Borough and Waterford Township to the Atlantic County border. In the easterly to westerly traffic movements routes are Berlin-Cross Keys Road (C.R. 689) that interconnect Berlin Borough, Berlin Township, Pine Hill Borough, Pine Valley Borough, Winslow and Gloucester Townships to the Gloucester County borderline.

Other common features to the roadway linkages are also rivers, creeks, streams and other waterways and open space/greenway linkage systems. In the northernmost municipalities, there are the North Branch of the Big Timber Creek in Gloucester Township and the North Branch of the Cooper River in Voorhees Township. Gibbsboro Borough has many distinct lakes, streams, open space, passive recreation/bicycle and pedestrian interconnecting systems.

Northernmost Municipalities

**Gibbsboro Borough:** The municipal Master Plan includes all required elements, as well as natural resource (CES), housing, historic preservation elements. Gibbsboro is working with

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Voorhees Township and Lindenwold Borough to coordinate an inter-connecting open space (greenway system) network. The Borough's Greenway Network is viewed as a method of providing physical separation from incompatible land use in adjacent municipalities, as well as a method of linkage to the open space areas of adjoining municipalities.

The Master Plan's goals and objectives promote directing new development and redevelopment to places in relation to their transportation and environmental capacities. The Borough has adopted a Conservation District that functions as an overlay zone to reduce development impacts on critical environmentally sensitive (CES) lands. An ambitious open space acquisition program functions through the N.J. Green Acres Program to create a Greenway Network for the preservation of stream corridors and lakes and to provide linkages to active recreation areas. The Borough owns 12% of the Borough open space area. The Borough has adopted the Paint Works Redevelopment plan to facilitate adaptive reuse of a large, vacant underutilized site. A Historic District has been created and an advisory committee to the Planning Board arranged.

**Gloucester Township:** The Township's detailed "CAP-3" response was prepared by Kenneth D. Lechner, PP, AICP, Deputy Director/Planner – Department of Community Development for the Township. It also included several map amendments. *(See the end of this section for full copy of Township's response.)*

**Pine Valley:** The Borough of Pine Valley, the only Planning Area Three (Fringe PA-3) in the county, includes a world class gold course surrounded by several residential units. There are also some CES areas.

**Pine Hill Borough:** The Borough of Pine Hill is a Planning Area One and Two municipality. The Borough has rezoned the entire length of Erial Road as a central business district. The Borough is requesting planning assistance on the Ravens Avenue Redevelopment Study Area adjacent to the Pine Hill Golf Course off of Lake Avenue and Turnersville Road (C.R. 688). A five hundred fifty acre proposed sewerred Planning Area Five (PA-5) is the same acreage as the environmental residential properties which are in Pine Hill Borough and Gloucester Township along Erial Road (C.R. 706). Since this PA-5 area is less than one square mile, it should remain as a Planning Area Two (PA-2).

**Voorhees Township:** The Township of Voorhees, a Planning Area One and Two municipality is preparing a 2005 Master Plan re-examination. The Township has been participating in the Route 73 Task Force to coordinate actions within this N.J. State Highway corridor. The Township deferred the construction of a sewer line along Route 73 to encourage development in the more developed areas (Planning Area One). With the primary area almost fully developed, planning is now proceeding to provide for Route 73 sewer service. The Buzby Landfill along Centennial Road is being planned for restoration to a passive recreation and Asian-American Garden area. The Echelon Mall which is the commercial retail section of the Echelon Urban Center has been rezoned as an economic redevelopment area. The proposed Planning Area Five (PA-5) where the North Branch of the Cooper River runs through is less than one square mile. This PA-5 should be changed to the Park (PA-6) Planning Area. The Township seeks to have the remainder of its Planning Area Two changed to Planning Area one. *(See the end of this section for full copy of Township's response.)*

Southernmost Municipalities

**Berlin Borough:** Berlin Borough is a Planning Area One, Two and a Pinelands municipality. The portion of the Borough within the Pinelands area is also based on a regional carrying capacity

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plan. The Borough supports the coordination of planning with other municipalities with the emphasis on the DVRPC Route 30 (White Horse Pike) Corridor Study Task Force. Located in the center of the N.J. Route 73 Berlin-Cross Keys Road economic development corridor, the Borough participates in the New Jersey Route 73 Task Force. The Borough has adopted the "Borough of Berlin Town Center, Public Improvement Guidelines and Study" to provide for the design of a modern human scaled community with parking, accessibility, landscaping and other aesthetic improvement standards in the downtown district.

The DVRPC population estimates appear to be somewhat low. The employment projections will probably reflect a small amount of job growth because of development/redevelopment areas. The NJDA agricultural info cover layer should be removed for the cemeteries in Berlin Borough. *These responses were prepared for Berlin Borough by James A. Miller, PP, AICP, Borough Planning Consultant. (See the end of this section for full copy of Township's response.)*

**Berlin Township:** The Township of Berlin, a Planning Area One, Two and Pinelands municipality updated their Master Plan in 1998. The Township maintains outstanding working relationships with the surrounding communities. The Township is a member of the Route 73 Task Force. As part of the re-examination process, an Environmental Constraints Map was developed to assist in the protection of environmentally sensitive areas. The Township has delineated an area for planned Senior Citizen development. This zone will consist of a mix of residential and professional office uses. The comprehensive plan proposes a "neighborhood shopping district" to revitalize the former central business district along both the Northern and Southern Study Areas along Haddon Avenue.

**Chesilhurst Borough:** The entire Borough is within the Pinelands Regional Growth Area. Generally, the goals, objectives and policies of the N.J. State Plan are consistent with the Borough's Master Plan. The Master Plan encourages economic development and redevelopment opportunities near existing infrastructure or areas where infrastructure can be easily extended. Chesilhurst is participating in the DVRPC U.S. Route 30 (White Horse Pike) transportation and economic development corridor study. This area has also been selected as a DVRPC Transportation Community Development Initiative (TCDI) economic and market feasibility study. The most pressing planning issue is the need to implement a comprehensive, balanced and well-planned approach to growth and preservation.

The Borough disagrees with DVRPC's population and employment projections. (See Negotiation Agenda section of this report, too). If the Plan Endorsement Process is recommended for Pinelands municipalities, then Chesilhurst would consider initiating the process. The Master Plan is currently being updated. *This "CAP-3" response document was prepared by the Ragan Design Group. (See the end of this section for full copy of Borough's response.)*

**Waterford Township:** The Township of Waterford is located in the Pinelands Preservation and Protection areas. In the Pinelands Growth Area is the Atco N.J. Transit Train Station, a 130-acre site which is situated in the newly designated redevelopment area that is zoned for Planned Highway Business (PHB) but with no housing. In order to build housing near the station in the PHB zone, it would be required that the Township participate in the DVRPC N.J. Route 30 (White Horse Pike) transportation and economic development corridor study.

**Winslow Township:** The Township of Winslow, which is a Planning Area Two, Planning Area Five unsewered, Critical Environmental Sensitive Sites (CES) and a Pinelands

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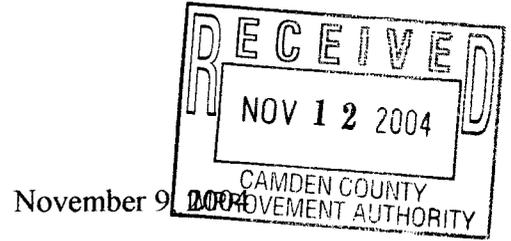
Preservation/Protection municipality has recently prepared a Master Plan dated March 2000. The Township recently actively participated in the Pinelands Excellence Program for the N.J. Route 73 corridor. The Winslow Township Visioning Team along with professional planning consultants and the N.J. Pinelands Commission staff produced the Livable Community Action Plan for the Pinelands Regional Growth Area. The Township is also participating in the Route 73 Task Force.

An area which is over more than one square mile that is being proposed as a Planning Area Five (PA-5) was a Planning Area Two in "CAP-2". This acreage is an unsewered environmentally sensitive planning area that could be a potential open space/greenway linkage system between the Berlin and New Brooklyn County Parks. There is another area along the Atlantic City Expressway close to Berlin- Cross Keys Road (C.R. 689) which is under one square mile and should not be recommended as a (PA-5). The remaining NJSDR planning areas will be retained as Planning Area Two (PA-2 – "CAP-2"). (See the end of this section for full copy of Borough's response.)

<b>Southern County Region</b>	<b>Municipal SDRP Comments</b>	<b>Municipal Projection Comments</b>	<b>Approved Planning Areas</b>	<b>Proposed Planning Areas *</b>	<b>Municipal Map Comments</b>
<b>Berlin Borough (See report)</b>	YES	Disagree	1, 2	1, 2	Make 2 to 1
<b>Berlin Township</b>	None	None	1, 2	1, 2	None
<b>Chesilhurst Borough (See report)</b>	YES	CMP	NA	NA	None
<b>Gibbsboro Borough</b>	None	None	1	1	None
<b>Gloucester Township (See report)</b>	YES	Disagree	1, 2	1, 2, 5	Make 2 to 1; Delete 5; Add Centers
<b>Pine Hill Borough</b>	None	None	1, 2	1, 2, 5	None
<b>Pine Valley Borough</b>	None	None	3	3	None
<b>Voorhees Township (See report)</b>	YES	Disagree	1, 2	1, 2, 5	Make 2 to 1; Delete 5
<b>Waterford Township</b>	None	CMP	NA	NA	None
<b>Winslow Township (See letter)</b>	YES	Agree, CMP	1, 2	1, 2, 5	Delete 5

\* Does not include changes for proposed Parks Planning Area

**CMP:** The municipality recognizes that the Pinelands Comprehensive Management Plan (CMP) determines its build-out, and therefore, reserves the right to accommodate its future growth in the time frames it chooses.



Edward Fox  
Camden County Improvement Authority  
1909 Route 70 East, Suite 300  
Cherry Hill, New Jersey 08003

Re: Borough of Berlin Municipal Survey for Cross-Acceptance 3

Dear Mr. Fox:

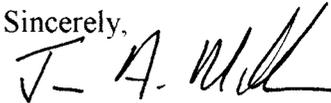
The following is the Borough's response to your Cross-Acceptance survey for 2004. In this response report the County's question will be restated in italics and the Borough's response will follow.

1. *Please identify any conflicts or inaccuracies that your municipality may have found with the preliminary State Plan Map's planning areas and informational layers.* – The State Plan Map appears to be accurate as it applies to the Borough of Berlin. The response to item number 3 below identifies a suggested amendment that would enhance the consistency of this map with local land use patterns.
2. *Are the goals, objectives, and policies of the preliminary State Plan consistent with your municipality's master plan, zoning ordinance, and other planning reports?* – Yes, the goals, objectives and policies of the State Plan are generally consistent with those of the Borough.
3. *Are there any modifications to either the preliminary State Plan goals, objectives and policies, or your municipality's plans and ordinances, which your municipality would recommend to improve consistency?* – Yes, the portion of the Borough mapped as PA-2 Suburban Planning Area could be changed to PA-1 to conform with the designation given to the balance of the Borough. While this area fits the planning criteria for both of these planning areas, it is indistinguishable from the PA-1 areas that neighbor it in both Berlin Borough and adjoining municipalities and the PA-1 would be more consistent with these designations.
4. *Please explain how your municipality participates in regional development, economic, environmental, and/or transportation planning efforts.* – The Borough participates in regional planning efforts in a variety of ways including:
  - a. The Borough monitors regional planning efforts through information provided by State and regional agencies.
  - b. It has participated directly in regional transportation projects by participating in meetings and submitting its comments as required. Recent projects in which the Borough has participated include the master plan update for the Camden County Airport and the NJ Department of Transportations plans to rebuild the Route 73 traffic circle.

- c. Borough representatives attend State Planning meetings and related functions and we will be active participants in the Cross-Acceptance process.
5. *What are the three major planning issues facing your municipality?* – Our three major planning issues are:
  - a. Attempting to reconcile a Court mandated Mount Laurel development with current Borough design and zoning standards.
  - b. The redevelopment and revitalization of the Borough's central business district.
  - c. Encouraging private sector entities to rehabilitate and revitalize older commercial properties.
6. *Has your municipality been considering and/or implementing new design concepts and innovative performance standards to improve the function and appearance of existing residential and non-residential developments?* – Yes, the Borough's has amended its master plan and land use controls to achieve these objectives. Specific examples include the new zoning standards for the central business district and the PARC Planned Adult Residential Community district.
7. *Please identify any existing and/or proposed redevelopment/revitalization projects within your municipality.* – The Borough is in the process of adopting an updated redevelopment plan that would support revitalization efforts in its central business district and in the commercial and industrial areas along the eastern segment of the White Horse Pike.
8. *Please identify by type, name, location and approximate acreage any potential centers, cores or nodes within your municipality.* The Borough does not have any current plans to identify or designate any centers, cores or nodes as defined by the State Plan.
9. *To what extent does your municipality agree with the DVRPC 2025 population and employment projections for your municipality?* – These projections assume that the Borough's population and employment levels will remain relatively stable. Given the fact that there will be a significant increase in the number of dwelling units within the Borough the population estimates appear to be somewhat low. Employment levels will depend on the character of the development that will occur in the Borough's industrial and commercial zones. Again there will probably be a small amount of job growth as a result of development in these areas.
10. *Does your municipality have any infrastructure plans to meet future growth demands for water, sewer, highway, schools, etc.?* The Borough has no major plans to expand its sewer, highway or schools systems due to the fact that the level of anticipated growth will not put a significant burden on these systems. The Borough has been engaged in attempting to resolve issues related to water capacity from its well number 12 with the New Jersey Department of Environmental Protection.

11. *What measures does your municipality take to preserve its natural and historic resources, such as wetlands, woodlands, farmland, historic properties and/or stream corridors?* – As a mature community with a limited amount of vacant land the Borough does not have significant woodland or farmland resources. Wetlands are protected through the enforcement of New Jersey Department of Environmental Protection wetland regulations. Significant historic structures have been preserved through municipal acquisition and include the Berlin Hotel.
12. *What measures does your municipality take to encourage the redevelopment/revitalization of neighborhoods, commercial districts, and/or industrial properties?* – The Borough is in the process of adopting a redevelopment plan to address the revitalization of its commercial and industrial districts. Its residential districts are stable and thriving and do not require intervention through the redevelopment process.
13. *Is your municipality considering participating in the State's plan endorsement process?* No, not at this time.
14. *What can State agencies, such as the Departments of Transportation, Commerce and Economic Growth, Community Affairs, Environmental Protection, Agriculture, Commerce, Education, Law & Public Safety, Health and Senior Services, Human Services, Board of Public Utilities, etc., do to serve your municipality better?* The Borough would benefit from the States assistance in implementing its redevelopment plan through brownfields remediation funding and related measures.
15. *What can County agencies do to serve your municipality better?* In general, the Borough is satisfied with the current level of County services.
16. *Please explain how your municipality involves public participation in the planning process.* The public at large is encouraged to participate in the planning process through the notice procedures established by the Municipal Land Use Law, service on advisory boards and committees and by an open public comment period during all Planning Board meetings.

Sincerely,



James A. Miller, AICP, PP

Cc: Berlin Borough Planning Board



**CITY OF CAMDEN**  
**Department of Development and Planning**  
**Division of Planning and Zoning**

Suite 422, City Hall  
Post Office Box 95120  
Camden, NJ 08101-5120  
(856) 757 - 7214 phone  
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**ARIJIT DE**  
Director

**EDWARD C. WILLIAMS, PP, AICP**  
Assistant Director

January 3, 2005

Ms. Danielle Stevens  
State of New Jersey  
Department of Community Affairs  
Office of Smart Growth  
PO Box 204  
Trenton, New Jersey 08625-0204

**RE: City of Camden Cross Acceptance Report: Grant Agreement #04-0264-00**

Dear Ms. Stevens:

Enclosed please find three original copies of the Cross Acceptance Report for the City of Camden in response to the State Development and Redevelopment Plan for your review.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Edward C. Williams, PP, AICP  
Assistant Director

Enc.

cc. Rod Sadler, Chairman, Planning Board, w/enc.  
Calvin Fisher, Attorney, Planning Board, w/enc.  
Arijit De, Director, Development and Planning, w/enc.  
✓ Ed Fox, Director, Smart Growth, CCIA, w/enc.  
Khara Ford, Area Planner, Office of State Planning, w/o enc.  
Cyrus Saxon, Senior Budget Examiner, Bureau of Grants Management, w/enc.  
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# Cross Acceptance Report

## Third Round

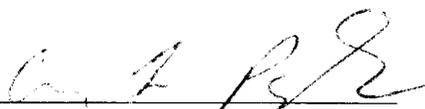
December 2004



### CITY OF CAMDEN

COUNTY OF CAMDEN  
STATE OF NEW JERSEY

Remington & Vernick Engineers, Inc.  
232 Kings Highway East  
Haddonfield, New Jersey 08033

  
Craig F. Remington, L.S., P.P.,  
Vice President  
License #1877

  
Michael G. Meyer, P.P., P.E., C.M.E.  
License #5812



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**Mayor**

Hon. Gwendolyn A. Faison

**City Business Administrator**

Christine Jones-Tucker

**City Clerk**

Luis Pastoriza, M.S.M., R.M.C.

**Planning Director/Zoning Officer**

Edward C. Williams

**Members of the Camden City Planning Board**

Gwendolyn A. Faison, Mayor

Rodney Sadler, Chairman

El Donaldo Vi Dal, Vice Chairman

Calvin L. Fisher, Jr., Attorney

Angela Miller, Secretary

Frederick H. Martin

Michael P. McGuire

John Gilliams

Lauren Hill

Jose DeJesus (First Alternate)

Ulysses D. Baker, Jr. (Second Alternate)

Michael Edwards (Third Alternate)



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## 1. Introduction and Purpose

This cross-acceptance report for the City of Camden is intended to inform and supplement the Camden County report on the third round of Cross Acceptance for the New Jersey State Development and Redevelopment Plan. A primary goal of this report is to ensure the consistency of the Preliminary Plan map and policies with the city's active and ongoing redevelopment, revitalization, and reinvestment activities and efforts.

## 2. Location and Context

The City of Camden is located along the Delaware River opposite Philadelphia, and is situated in the westernmost portion of Camden County in southwestern New Jersey. The city is bounded on the north and west by the Delaware River, on the northeast by Pennsauken Township, on the southeast by Woodlynne Borough, Collingswood Borough, and Haddon Township, and on the south by Gloucester City.

Data from the United States Census indicates that the city's population declined from 87,500 persons in 1990 to 77,300 persons in 2000, representing an 8.7% decrease.

## 3. Relationship with the State Plan

The entirety of the city, being one of the state's primary metropolitan centers, is located within the Metropolitan Planning Area (PA-1) as delineated by the 2001 State Development and Redevelopment Plan (SDRP). The preliminary state plan which is the subject of this cross-acceptance report retains this designation (with the exceptions of newly-designated park and natural areas [PA-6]).

In addition, the 2001 SDRP designated the city as an Urban Center, making it eligible for priority state assistance. The SDRP describes Urban Centers as "generally the largest centers, offering the most diverse mix of industry, commerce, services, residences, and cultural facilities."



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#### 4. Consistency of City Master Plan Goals with State Plan Goals

The City of Camden adopted a new Master Plan in March of 2002 entitled *FutureCAMDEN*. This plan looks both backward and forward, examining the city's numerous existing resources and setting forth an ambitious and proactive strategy for revitalization and growth.

Presented below are the eight goals articulated under the State Plan (as titled and delineated under the April 2004 preliminary plan), as well as a brief examination of analogous goals from the city's 2002 Master Plan. In summary, the city's Master Plan incorporates numerous goals and policies that support the general goals articulated by the State Plan.

##### *State Plan Goal 1: Revitalize the State's Cities and Towns*

The city's Master Plan is generally oriented toward a substantial revitalization of the city. To this end, it articulates a host of goals under various plan elements that forward this overarching objective for Camden. Several specific examples are cited below.

- The Housing Plan articulates a goal (Goal 2) to “restructure management of vacant and underutilized properties” in order to streamline revitalization strategies for residential areas.
- One goal articulated under the Plan's Neighborhood Improvement Recommendations (Goal 1) is to “maintain and improve the appearance of neighborhoods” by addressing property maintenance issues.
- The Master Plan section pertaining to the city's existing physical and historic assets cites a goal to “create an urban design plan to guide CBD revitalization” (Goal 1).

##### *State Plan Goal 2: Conserve the State's Natural Resources*

- Section VII of the city's Master Plan (‘Maintaining and Improving the Environment’) articulates a goal (Goal 5) to “improve Camden's water supply and waste water treatment systems and promote regional watershed management of water resources.”

##### *State Plan Goal 3: Promote Beneficial Economic Growth, Development and Renewal for All Residents of New Jersey*

- The Housing Plan articulates a goal (Goal 4) to “Provide economically integrated neighborhoods and deconcentrate poverty.”
- Several supportive goals are articulated under Section V of the Master Plan (‘Achieving a Dynamic Economy’), including the capitalization on Camden's



unique waterfront location, the creation of a mixed-use 24-hour Central Business District, and the improvement of job prospects for city residents through new job skills and training programs.

*State Plan Goal 4: Protect the Environment, Prevent and Clean Up Pollution*

- The Master Plan articulates several goals under Section VII ('Maintaining and Improving the Environment') which forward this State Plan objective. These Master Plan goals include an active remediation of areas with identified contamination issues (Goal 1) as well as an improved waste management system and new municipal Recycling Plan (Goal 6).

*State Plan Goal 5: Provide Adequate Public Facilities and Services at a Reasonable Cost*

- In addition to related goals noted above (regarding waste management and wastewater services), Section IX of the Master Plan ('Achieving Improved Public Facilities, Education and Safety') identifies goals that include improving community center conditions and modernizing the public library system (Goal 1), improving access to health care and social services (Goal 2), capitalizing on state funding to upgrade the public school system (Goal 3), and enhancing police, fire, and rescue service provision (Goal 4).

*State Plan Goal 6: Provide Adequate Housing at a Reasonable Cost*

Section IV of the Master Plan ('Improving Housing and Neighborhoods') includes several goals relating to strategies to improve substandard housing conditions (where present). These include the following:

- Goal 1 of the Housing Plan relates to the creation of "a coordinated city-wide housing and community development program," and forwards policies such as a performance-based approach to improvement funding allocation as well as the provision of additional assistance to elderly households.
- Goal 4 of the Housing Plan relates to the deconcentration of poverty.
- Under 'Neighborhood Improvement Recommendations,' the goal of using public-private partnerships to facilitate the realization of community development goals is articulated (Goal 3).

*State Plan Goal 7: Preserve and Enhance the Historic, Cultural, and Scenic, Open Space and Recreational Values*

- Goals articulated under Section VI of the Master Plan ('Capitalizing on the City's Physical and Historical Assets') relate to expanding the city's historic



preservation initiatives and using historic resources as anchors for other revitalization initiatives (Goals 3 and 4).

- Section VII of the Master Plan ('Maintaining and Improving the Environment') forwards the goal of 'greening' Camden through the creation of a cohesive open space network, the development of a linear greenway along river corridors, and the enhancement of landscaping on municipal properties and along public rights-of-way (Goals 2, 3, and 4).

*State Plan Goal 8: Ensure Sound and Integrated Planning and Implementation Statewide*

- Section X of the Master Plan ('Translating the Master Plan Into Action') articulates a goal to "Update the tools needed to carry out the Master Plan" (Goal 3) by revising the city's Capital Improvement Program, updating zoning regulations, adopting redevelopment plans that are in conformance with the Master Plan, and improving the city's operating practices.



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## 5. Implementation Agenda

As part of the Round III Cross Acceptance process that is the subject of this report, municipalities containing designated centers have been requested to identify steps that have been taken to implement State Plan policies consistent with the center designation.

As noted previously, the City of Camden is a designated Urban Center under the 2001 State Development and Redevelopment Plan. This designation calls for the city to become a target or magnet area for a substantial share of regional growth and investment. To this end, the city's 2002 Master Plan incorporates a set of policies, objectives, and goals that are intended to increase its viability as a location for market-rate residential areas and substantial job growth. As the city's land area is virtually developed, future growth anticipated for the city under both the State Plan (through its center designation) and the city's master plan will occur through redevelopment initiatives (both public and private).

To this end, the City of Camden has a highly active program of redevelopment. Since the current State Plan was published in early 2001, five new redevelopment areas have been designated and corresponding plans adopted. These include Fairview Village, Centreville, and Parkside in South Camden as well as Cramer Hill in East Camden and Whitman Park (Part I) in the Whitman Park neighborhood.

Further, there are fourteen (14) separate redevelopment plans that are pending within the city which are expected to be adopted before the end of 2005<sup>1</sup>. It is the city's stated policy to have redevelopment plans in place for every city neighborhood during the 2005 calendar year.

In addition, in order to enhance the city's 'sense of place' and improve its desirability as a location for market housing and job generators, the city has adopted streetscape improvement plans for all of its primary entry corridors. Streetscape plans have already been approved for Westfield Avenue, Federal Street, Marlton Pike, Haddon Avenue, Mount Ephraim Avenue, Broadway, and the designated 'interior gateway' (the area running from the Ben Franklin Bridge southward to Mickle Boulevard). Additional streetscape plans for other gateways are anticipated.

Additionally, the city's existing stormwater and sewer infrastructure is antiquated and in need of improvement. Presently the city has a Combined Sewage Outfall (CSO) network which uses the same sewer lines for both stormwater and sanitary sewer collection. As a modernized infrastructure system will be key to the long-term establishment of Camden

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<sup>1</sup> **Pending:** Downtown (including Cooper Grant and a portion of the central waterfront), Central Waterfront, Bergen Square, Lanning Square, Cooper Plaza. **By the end of 2004:** Waterfront South, Stockton Part II, North Camden (including Cooper Point and Pine Point). **Before March 2005 (est.):** Liberty Park, Central Gateway, Morgan Village, Marlton, Dudley, Rosedale.



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as a robust metropolitan center, the city has undertaken specific strategies to promote development that will be compatible with an eventual replacement of the city's existing mains with a modern, separated system. All new development in the city is now required to install separate stormwater and sewer lines which separately connect to the existing shared mains. This policy is anticipated to facilitate the eventual installation of said infrastructure city-wide.



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## 6. Proposed Changes and Additions to the Preliminary State Plan Policy Map

The City of Camden concurs with the basic designations proposed under the preliminary state plan, as the plan proposes the retention of a Metropolitan Planning Area (PA-1) designation as well as the retention of the city's designated Urban Center status.

However, we suggest several modifications and additions to the county's Round Three Cross Acceptance mapping in order to ensure the highest possible degree of consistency of the state plan with current and anticipated revitalization goals as well as a full and proper reflection of the city's existing resources, to the extent that such resources are intended to be reflected by State Plan mapping. These suggested modifications and additions are detailed below.

### *6.1. Parks and Natural Areas (PA-6)*

As articulated under the 2002 Master Plan, the City of Camden believes that an enhancement of the city's parkland and other green space as part of a cohesive open space network is integral to the realization of the city's overall vision for the coming decades. As such, we believe that the steps already taken in support of this objective should be fully depicted on Preliminary Plan mapping under the new PA-6 Planning Area designation.

Specifically, we have identified several areas containing parkland or other natural/open space which are not presently depicted on county Preliminary Plan mapping as being within the PA-6 planning area. These include recent and pending extensions of the Delaware River waterfront promenade, as well as several historic cemetery sites (similar in character to Evergreen Cemetery, which is already proposed for PA-6 delineation). These areas are delineated below.



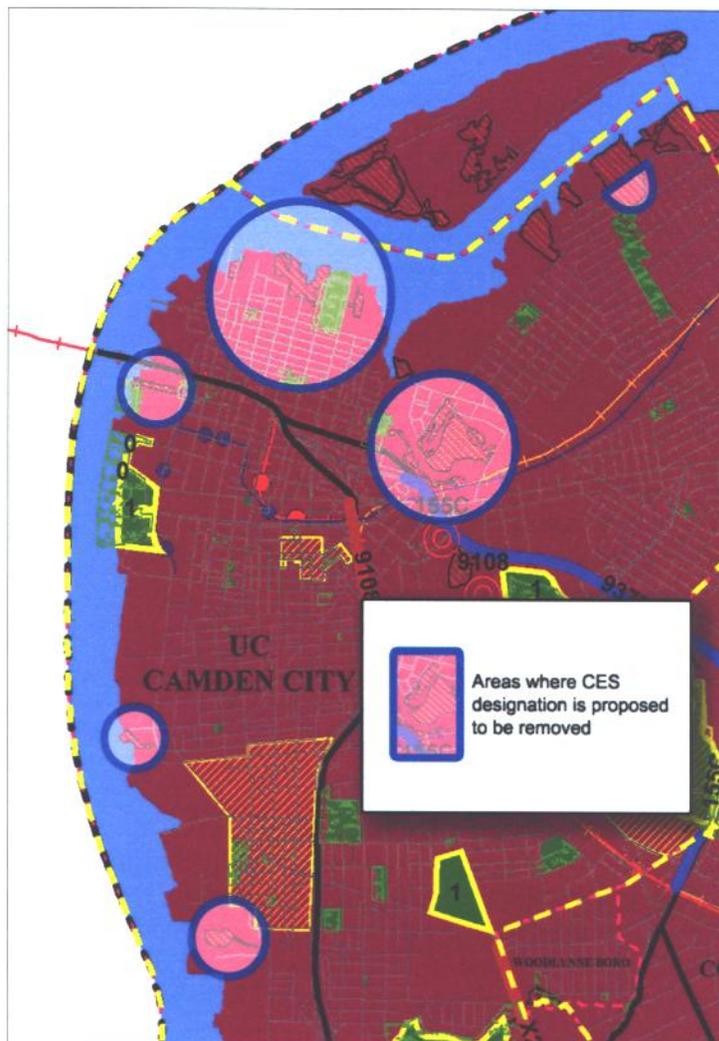
Areas proposed for PA-6 designation



6.2. Potential Critical Environmental Sites (CES)

While the city recognizes the importance of preserving key habitat and natural areas and is sensitive to the significance of this issue for Camden given its extensive frontage on two rivers, we believe that several Potential CES areas depicted on the Preliminary Plan mapping should not be designated, as they do not encompass significant natural features or habitat.

Rather, several of these proposed designated areas occur in previously-developed areas that are targeted for redevelopment activity. We propose that these specific areas (delineated below) not be designated as Critical Environmental Sites (CES) in order to improve consistency with local planning activity and goals, as well as to better reflect the true nature of these sites.



Potential CES designations proposed for removal



### 6.3. Historic and Cultural Sites (HCS)

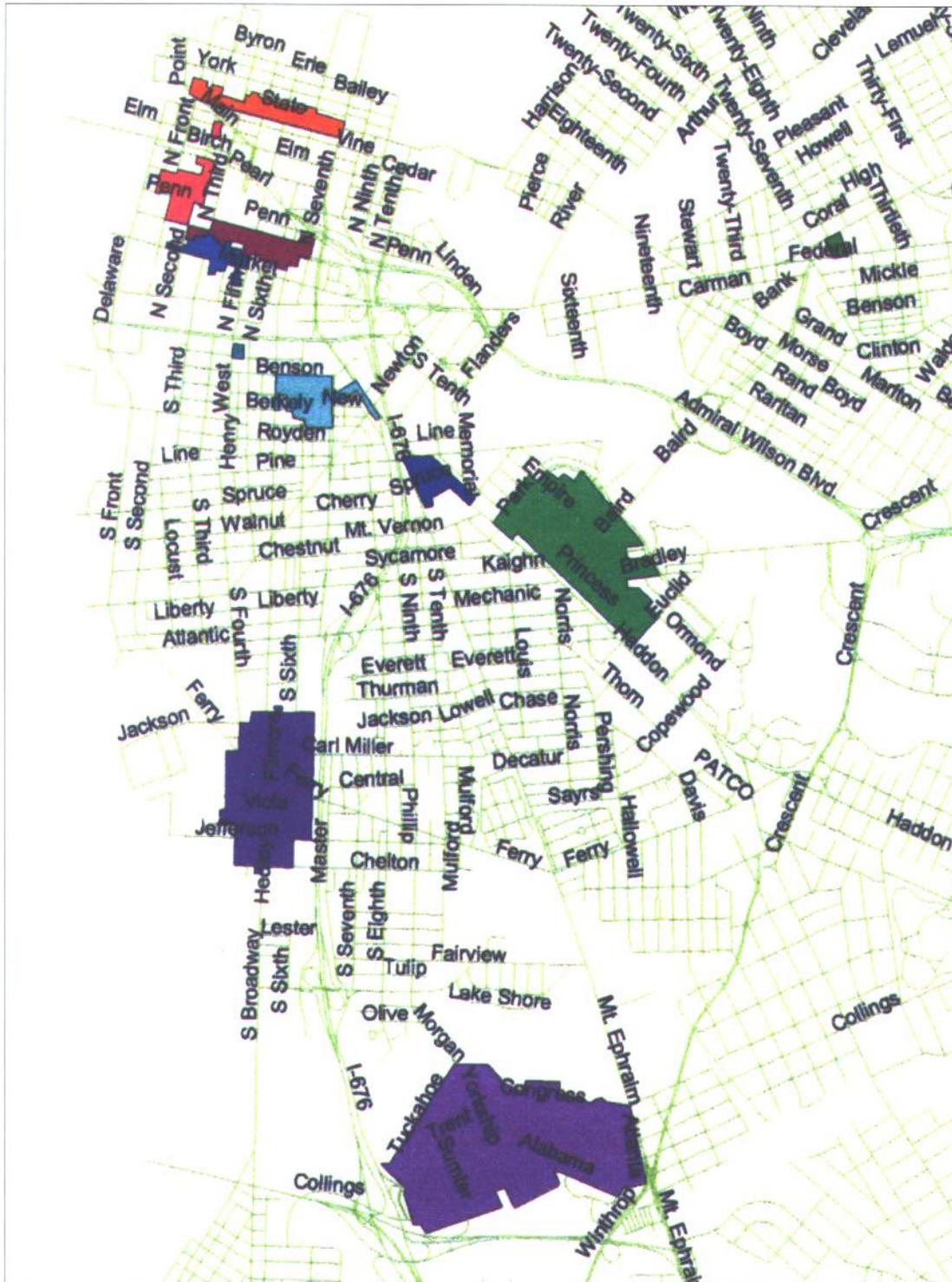
The City of Camden has an extensive pool of historic resources, and ambitious goals (as articulated under the 2002 Master Plan) of applying adaptive re-use of historic structures as a central tool in neighborhood revitalization programs. As such, all of the city's designated historic districts should all be properly depicted as historic resources on state plan mapping.

While several of Camden's active historic districts are depicted on current Camden County Preliminary State Plan mapping, there are certain areas which should be added to this classification and properly depicted. Each of the historic districts in Table 1 should be shown. In addition, the boundaries of the historic districts that are presently depicted on Preliminary Plan mapping should be modified to reflect the boundaries depicted on the map below (where discrepancies occur).

In particular, the boundaries of the Parkside and South Camden Historic Districts should be revised as shown, and the State Street, Elm Street, Cooper-Grant, Cooper Street, Walt Whitman, Haddon Avenue, and Westfield Acres Historic Districts (presently not delineated) should be depicted. The Harleigh Cemetery site, presently depicted on county Preliminary Plan mapping but not shown on the city mapping below, should be depicted (being the subject of State Historic Preservation Office [SHPO] formal opinion on eligibility). In addition, the boundaries of the Fairview Historic District should be as depicted on county Preliminary Plan mapping (including portions not depicted on the map below).

**Table 1: A Listing of Camden City  
Historic Districts**  
(various levels of designation)

State Street Historic District
Elm Street Historic District (602-612 N. Second St.; Block 45, Lots 47-52)
Cooper-Grant Historic District
Cooper Street Historic District
Market Street Historic District
Walt Whitman Historic District (318-332 Mickle Blvd.; Block 156, Lots 10-18)
Cooper Plaza Historic District
Haddon Avenue Historic District
Parkside Historic District
Fairview Historic District
South Camden Historic District
Westfield Acres Historic District (Block 987, Lot 5)
Harleigh Cemetery (SHPO Opinion)



Camden City mapping of historic districts (shaded regions)

Note: Districts should be depicted on State Plan mapping as shown here except where noted above.

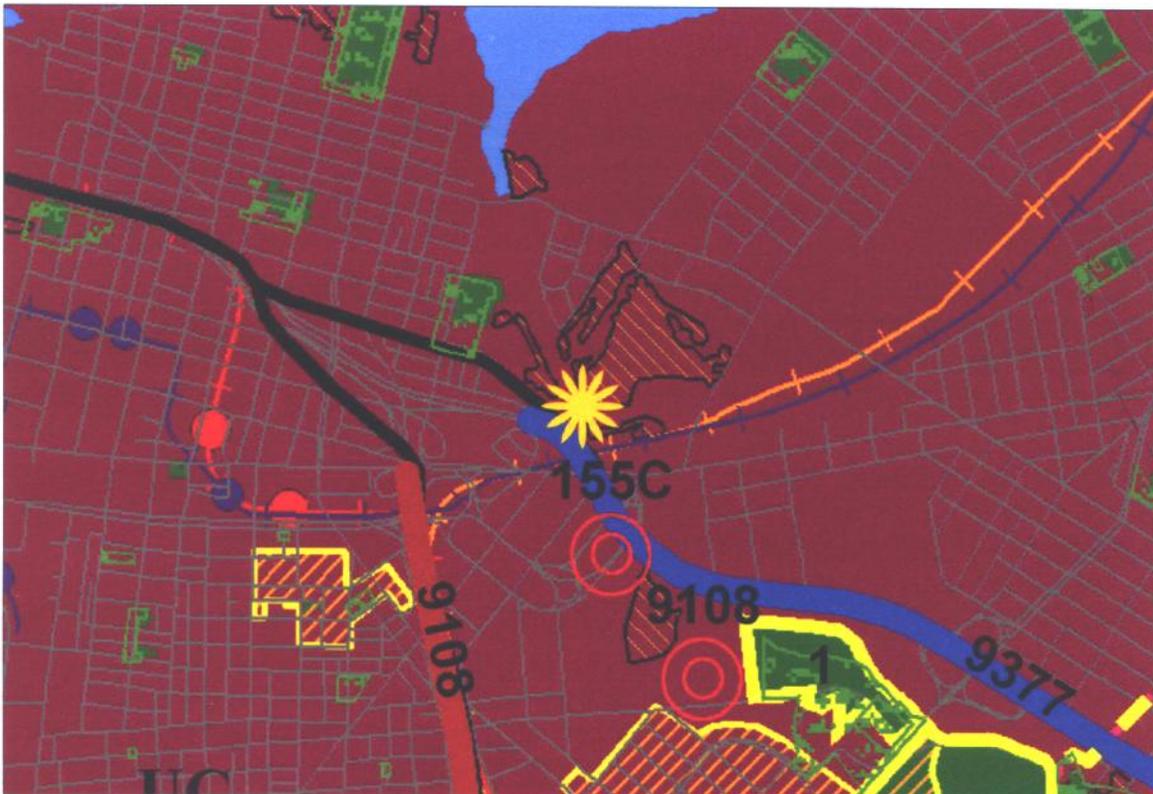


#### 6.4. Transportation Projects

A number of notable transportation infrastructure investments are currently anticipated in support of the city's extensive plans for growth and revitalization.

In keeping with Camden County's proactive stance concerning the depiction of significant transportation projects on State Plan mapping (including those beyond a six-year timeframe), we propose the following projects for inclusion:

1. Cooper River Bridge: A new bridge is planned to connect the city's Cramer Hill section directly to Admiral Wilson Boulevard in association with the planned Cherokee development. This bridge location (indicated on the map below) should be depicted.

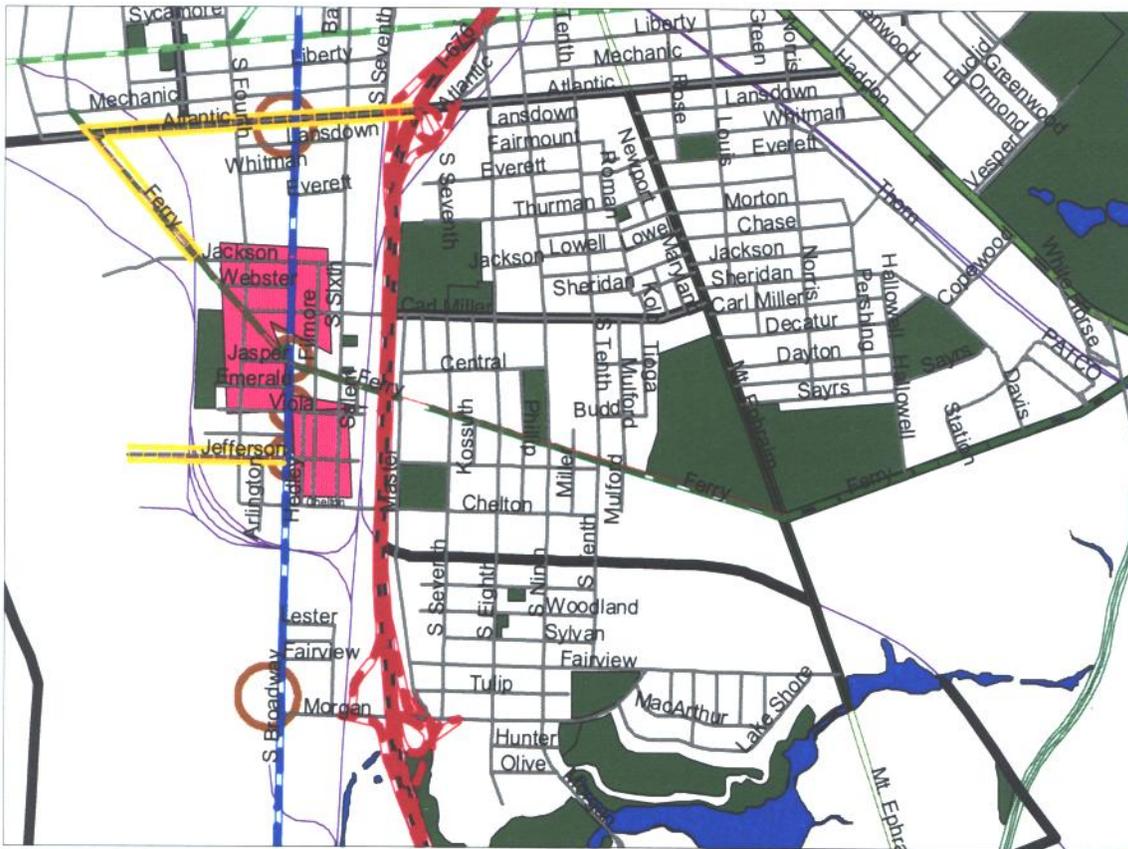


Proposed Cooper River bridge connecting Cramer Hill to Admiral Wilson Blvd. (indicated by the yellow star)

2. Waterfront South Truck Bypass: As an initiative to address environmental justice concerns regarding the movement of industrial-related truck traffic through the residential Waterfront South neighborhood, the City of Camden, in association with Camden County, has enacted ordinance changes prohibiting truck traffic on certain portions of Ferry Avenue and installed signage directing this traffic onto less intrusive



corridors. These newly-designated truck routes are depicted on the map below in yellow.



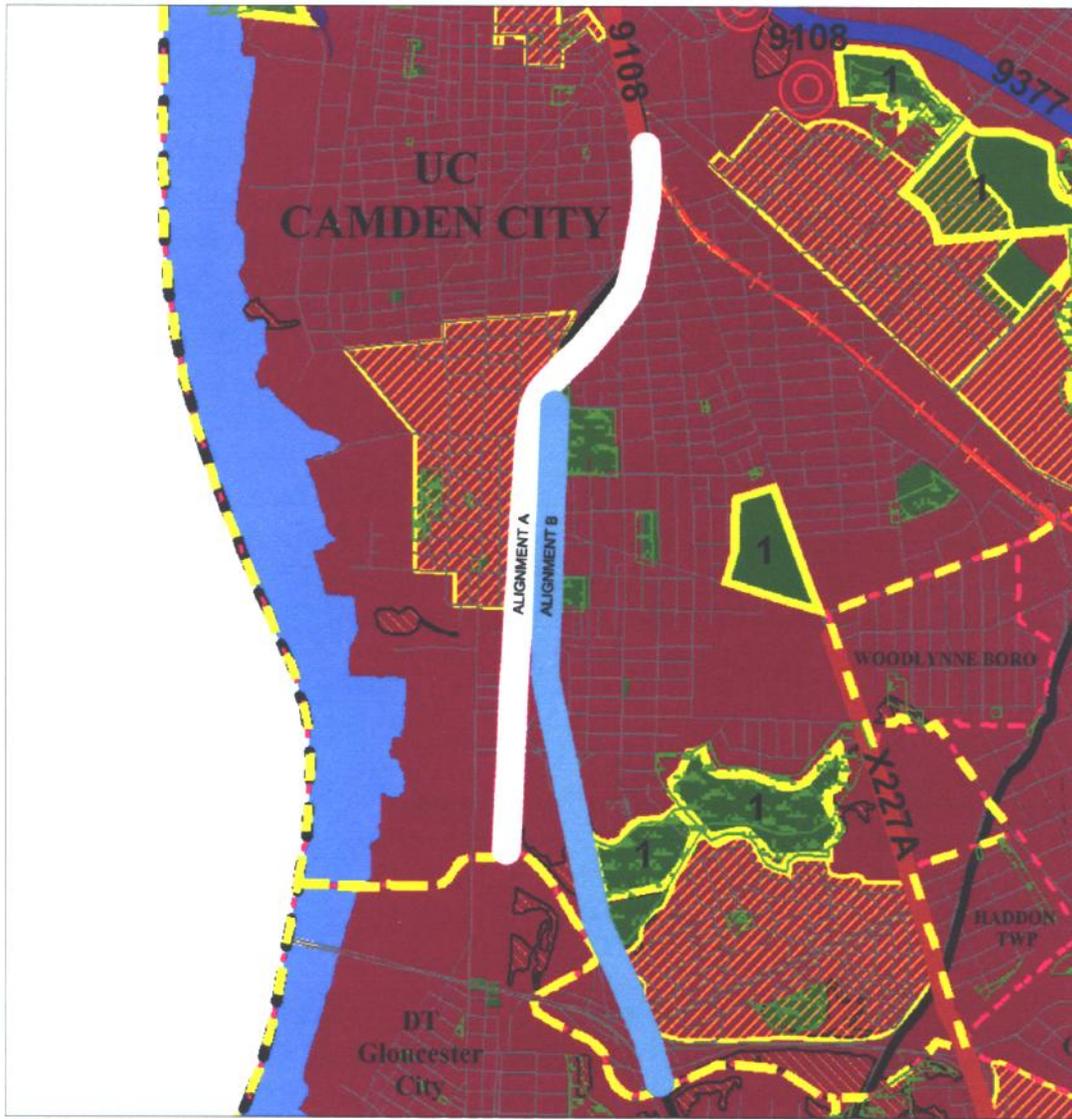
Newly-mandated truck traffic corridors are depicted in yellow

However, in order to affect a more permanent solution that will also permit a larger volume of truck traffic (in association with more substantial business development on certain portions of the waterfront), the 2002 Master Plan calls for a permanent bypass road to be constructed, extending from the vicinity of Morgan Boulevard and the I-676 interchange along an existing freight right-of-way to the Beckett terminal area. Portions of this planned bypass running along the existing freight rail right-of-way (to require new roadway construction as delineated below) should be depicted on state plan mapping.



Proposed industrial bypass roadway to accommodate truck traffic (shown in white)

3. PATCO extension to Glassboro: Two possible alignments for an extension of the PATCO high speed line to Glassboro are presently under consideration. The first (indicated on the graphic below as Alignment 'A') extends from the existing PATCO right-of-way southward along an existing freight right-of-way (roughly parallel to Broadway). The second extends roughly along Interstate-676 through the city (indicated as Alignment 'B'). We recommend that both of these possible alignments be depicted.



Proposed PATCO extension alignments (shown in white and light blue and designated 'A' and 'B')



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## 7. A Comment on DVRPC Population and Employment Forecasts

The DVRPC 2025 population and employment projections, which have been applied to inform the preliminary State Plan, anticipate a continuation of the population and employment decline that has characterized the city's recent history. Specifically, DVRPC projects a population decline of 7.5% (or 6,004 persons) between 2000 and 2025, and an employment decline of 7.1% (from 35,920 to 33,370, a loss of 2,550 jobs) over the same time period.

However, we believe that the present climate of investment in the city, both public and private, belies this projection. Numerous private educational institutions in the city, including Rutgers University, Rowan University, and Camden County College have expansion plans. In addition, planned expansions for city health centers, including the Cooper Health System and Our Lady of Lourdes, as well as substantial public investment in new and improved public schools will make Camden a more desirable location for residential development and contribute to a 'critical mass' for the city in terms of its becoming a more significant employment center.

Specifically planned residential development in the form of the Cherokee project in the city's Cramer Hill section as well as the planned Lanning Square area project are together anticipated to result in approximately 7,500 new housing units in the city. Numerous additional smaller-scale projects are also anticipated.

To this end, we believe there to be a real possibility for the reversal of declines in both city population and employment. In fact, we anticipate growth under both categories. The city's target population for 2020, as articulated under the 2002 Master Plan, is 100,000 residents (which would represent an increase of 22,700 persons [or 29.3%] from the year 2000 population). In addition, projections articulated in Appendix V of the Master Plan estimate that 40,985 new jobs could be created by 2020 if the Master Plan were to be fully implemented (which would more than double present employment levels).

## 8. Plan Endorsement

The city has previously submitted its 2002 Master Plan to the Office of Smart Growth, seeking to participate in the Plan Endorsement process, but has not yet received a response. Camden remains interested in participation.



**NEW JERSEY STATE DEVELOPMENT & REDEVELOPMENT PLAN:  
CROSS-ACCEPTANCE 3 (CAP3) MUNICIPAL SURVEY  
CAMDEN COUNTY**

1. The Department has had a limited review of the plan, and from an initial standpoint has not found any discrepancies.
2. The Township Master Plan generally conforms to the State Plan, however, the Zoning Ordinance is currently being revised to reflect the goals and objectives of the Master Plan.
3. No
4. Economic: attendee of the Camden County Economic Development Summits.
5. Transportation: key stakeholder and participant of DVRPC & NJDOT Route 70 study.
6. The Department planning staff understands the regional importance of planning efforts, however, has had limited staff and opportunity to pursue opportunities.
7. Smart Growth (balance of growth and quality of life), tax ratables, open space acquisition, traffic
8. Yes. The Department is examining implementation into the revised zoning ordinance. In the meantime, we analyze it on an application-by-application basis.
9. Garden State Park community, Langston Steel site (Woodcrest), Wal-Mart site (Route 38), Cherry Hill Towers (Route 38), and several smaller sites throughout the Township. The Township is in the process of finalizing five redevelopment areas in the Township under the New Jersey Local Redevelopment and Housing Law – NJSA 40A:12A.
10. See attached
11. The Department is anticipating a slight increase in employment and population, due to the trend of inner-ring suburbs revitalization, geographic close proximity to Center City Philadelphia, and the redevelopment of existing large sites that are providing mass employment and residential dwellings.
12. As the land use of the Township is generally built-out, there are limited plans for the expansion of infrastructure. The Township Departments are focusing on improving the existing facilities in the Municipality.
13. The Township has implemented the aggressive initiative of expanding the open space system, including the recent acquisition of several parcels and a one cent tax levied on residents for this purpose.
14. The above-referenced redevelopment areas, Cherry Hill Economic Development Council (CHEDCO), and limited outreach by staff.
15. Yes.
16. The various departments of the State government need to coordinate the goals and actions of their services. For example, the NJDOT Route 70 study recommends limited expansion and facilitation of faster moving vehicular traffic. However, the Township also received from the Department of Community Affairs (DCA) a \$50,000+ grant for streetscape improvements in the 'main street' area of the Erlton Neighborhood, which has Route 70 as its main thoroughfare. More funding is required for municipal projects, as well as higher standards for community needs and sensitive environment permitting from the various state entities.
17. See above.
18. Neighborhood meetings generally conducted by the Mayor's Office, as well as various informative publications.

Camden County  
State Plan Cross Acceptance Process, Municipal Survey  
***Borough of Chesilhurst***  
***September 23, 2004***

1. *Please identify any conflicts or inaccuracies that you may have found with the Preliminary State Plan Map's planning areas and informational layers.*

- The entire borough is within the Pinelands Regional Growth Area. The detail provided on the Preliminary Policy Map outside the Pinelands Area is not provided inside the Pinelands Area, therefore there is not much information to consider. For the sake of consistency, we would recommend that the same information be provided on future maps in the Pinelands Area. Some potential developers are scared off by the Pinelands designation, assuming that the rules, regulations and policies are cumbersome and insurmountable. While the issues and requirements are at times complex, some consistency across boundaries may promote a sense of openness and transparency. For example, parks and preserved natural areas, critical environmental sites could be shown as well as sewer service areas.

2. *Are the goals, objectives and policies of the State Plan consistent with your master plan, zoning ordinance, and other planning reports?*

Generally, the goals, objectives and policies of the State Plan are consistent with the Borough's master plan. The master plan encourages economic development opportunities near existing infrastructure or areas where infrastructure can be easily extended. The master plan is supportive of development and redevelopment throughout the municipality where development can be balanced with the natural environment. In-fill residential development is desired throughout existing neighborhoods and well-planned non-residential development is encouraged along the Route 30 corridor.

3. *Are there any modifications to either the State Plan goals, objectives and policies or your municipality's plans and ordinances, which your municipality would recommend to improve consistency?*

In addition to the state plan, Chesilhurst's ordinances must be consistent with the Pinelands Comprehensive Management Plan. In order to achieve this consistency, the Borough needs to adopt ordinances that will require the use of Pinelands Development credits for applications requesting a density or use variance (which have already been drafted and are proposed for introduction within the next few months).

4. *Please explain how your municipality participates in regional development, economic, environmental and transportation planning efforts.*

As a Pinelands Area municipality, regional development is one of the underlying planning principles upon which policies are developed. While this regional foundation has been successful in preserving environmentally sensitive areas and critical habitats, in the case of

Chesilhurst, the regional planning effort has not resulted in development patterns superior to what may have emerged in the absence of the Pinelands designation. The Pinelands designation has without a doubt been beneficial in the sense that environmental consideration has remained on the forefront of all development and the municipality has adopted a stewardship role. However, the regional approach has fallen short of assuring that no individual town is left behind.

The Borough and its planning professionals have maintained an environmental planning ethic that is reflected in the Master Plan.

Chesilhurst is committed to participating in and initiating some economic and transportation planning efforts. We have heard that the DVRPC will extend the Route 30 corridor study east to include Chesilhurst, and the Borough will participate in advancing that effort. Within the Master Plan is a pedestrian and bicycle plan, which will be implemented over time. With regard to economic stability, the Borough has made application to the DVRPC for a TCDI grant to fund a redevelopment study/plan and a site design and marketing strategy for infill residential housing. If awarded this grant, the borough will generate growth and investment by taking control of its assets and making informed decisions about conservation and development.

5. *What are the major comprehensive planning issues facing your municipality?*

The most pressing planning issue is the need to implement a comprehensive, balanced and well-planned approach to growth and preservation. The Master Plan frames out the consensus that has been reached, but there is more work to be done. One of the challenges, as in most towns, is to balance public participation with strong leadership. The obstacles to implementing the comprehensive plan include limited financial resources and wider public perception.

6. *Has your municipality been considering and/or implementing new design concepts and innovative performance standards to improve the function and appearance of existing residential and non-residential developments?*

With the creation of a redevelopment plan, there will be design standards for both residential and non-residential buildings. Residential structures will have a minimum habitable floor area and exterior design recommendations. Non-residential buildings will be required to meet exterior design requirements in order to maintain the aesthetics of the community. It has also been recommended that the Borough Council adopt ordinances for the provision of traffic and recreation improvements proportional to the impact of development. Design standards are in place for roads, landscaping and sidewalks.

7. *Please identify any existing or proposed redevelopment areas within your municipality?*

The borough is looking forward to partnering with the DVRPC to establish a redevelopment area along the Route 30 corridor for non-residential development. This area contains some existing buildings with the potential for rehabilitation and reuse, some vacant parcels and some underutilized parcels. Also there is potential for revitalization at scattered sites throughout the municipality for residential infill development as well as rehabilitation.

8. *Please identify by type, name, location and approximate acreage any potential centers, cores or nodes.*

None are identified. These designations do not apply within Pinelands Area.

9. *To what extent does your municipality agree with the DVRPC's 2025 population and employment projections for your municipality?*

We disagree with the population projection. The projection estimates that between 2000 and 2010 the population will increase by 60 people, but will then be reduced by 70 people between 2010 and 2025.

The Borough plans to sell some publicly owned land for residential development. If 50 new single family homes are constructed, approximately 150 new residents will be added. There are additional factors that lead us to believe that Chesilhurst will not continue to decline. At the time of the 2000 census, just 15.1 percent of the population was over the age of 65. While that number may increase over the next twenty years as baby-boomers age, it shows that Chesilhurst is relatively young. Also, home ownership rates are high, in 2000 88.5% of housing units were owner occupied. A new senior citizen apartment complex in 2002 added 50 new units that were not accounted for in the 2000 census. Census Bureau estimates as of July 1, 2003 estimate that the population of Chesilhurst has already reached 1,756.

We do not disagree with the employment projection, though it is difficult to estimate what the future may hold. The projection estimates 100 new jobs (50% increase) over the next 20 years. With the implementation of a successful redevelopment plan and limited availability of land closer to Philadelphia, it is feasible that ten new businesses with approximately 10 employees each will locate in Chesilhurst. Hopefully the projection is underestimated.

10. *Does your municipality have any infrastructure plans to meet future growth demands for water, sewerage, highway, schools, etc?*

**Public water** is not supplied in Chesilhurst. Three potential well locations have been identified, but plans for constructing the wells and infrastructure have not commenced.

**Waste water** in Chesilhurst flows to the CCMUA's treatment facility. Chesilhurst has a sewer flow allocation of 120,000 gallons per day, and currently sends approximately \_\_\_ gallons per day for treatment. Infrastructure is available throughout most of the sewer service area and is readily extendable where it is not available. Additional capacity at the CCMUA treatment facilities would enable Chesilhurst to comfortably accommodate future sewer flows.

**Traffic circulation** in Chesilhurst depends on an efficient roadway system, since public transportation options are limited. Bus service is available along Route 30, and could be made more comfortable with the installation of bus shelters.

In conjunction with the proposed redevelopment process and the DVRPC's Rte 30 corridor study we would like to consider vacating some road segments to minimize the number of un-

signalized intersections with Route 30. Also, realignment of some intersecting roads may be recommended.

The only **School** in Chesilhurst will need to be expanded if the population grows as anticipated. Additional land has been designated as a future school site.

**Storm water management** is an increasingly important in preventing pollution and minimizing flood hazards. Like all other New Jersey municipalities East Greenwich will be required to develop and adopt a storm water management plan in accordance with the storm water rules that became effective February 2, 2004. This will require a commitment of time and financial resources as well as cooperation among many stakeholders.

*11. What measures does your municipality take to preserve its natural resources such as wetlands, woodlands, farmland and stream corridors?*

As a Pinelands municipality many protections have been worked into the Pinelands CMP and the Borough's ordinances. Deed restrictions have been placed on over 100 acres of land owned by the Borough.

*12. What measures does your municipality take to encourage redevelopment/revitalization of neighborhoods, commercial districts and industrial properties?*

See number 7 above.

*13. Is your municipality considering participating in the State's Plan Endorsement process?*

If the Plan Endorsement process is recommended for Pinelands municipalities, then Chesilhurst would consider initiating the process (assuming there is a tangible benefit to doing so). The Master Plan is currently being updated. After it is adopted Plan Endorsement may be an option.

*14. What can state agencies do to better serve your municipality related to state planning issues?*

*15. What can County Agencies do to serve your municipality better?*

*16. Please explain how your municipality involves public participation in the planning process.*

Public participation generally takes place at open meetings where issues are presented and discussed.

We reserve the right to additional information as the cross acceptance process continues.

# TOWNSHIP OF GLOUCESTER

## FAX MEMORANDUM: (856) 751-2247



**TO:** Edward Fox, PP, AICP, Director of Smart Growth

**FROM:** Kenneth D. Lechner, PP, AICP, Deputy Director/Planner  
Dept. of Community Development

**RE:** Cross-Acceptance 3 Municipal Survey

**DATE:** September 28, 2004

As requested, please find enclosed the following responses to the above referenced project.

1. Please identify any conflicts or inaccuracies that your municipality may have found with the preliminary State Plan Map's planning areas and informational layers.
  - a. *Consideration should be given to revising the Lakeland area of Gloucester Township, which is identified as a Planning Area 2, Suburban Planning Area to Planning Area 1, Metropolitan Planning Area, which would advance the Lakeland Redevelopment Area designation.*
2. Are the goals, objectives, and policies of the preliminary State Plan consistent with your municipality's master plan, zoning ordinance, and other planning reports?
  - a. *Generally, Yes.*
3. Are there any modifications to either the preliminary State Plan goals, objectives and policies, or your municipality's plans and ordinances, which your municipality would recommend to improve consistency?
  - a. *Presently, No.*
4. Please explain how your municipality participates in regional development, economic, environmental, and/or transportation planning efforts.
  - a. *Regional development: Gloucester Township has established partnerships at the County level in preparing redevelopment areas, namely, the Glen Oaks Redevelopment Plan (Lower Landing Road Redevelopment Plan) and the Lakeland Determination of Need Study and pending Lakeland Redevelopment Plan.*
  - b. *Economic: The Township has established the Gloucester Township Economic Development Corporation, which provides economic direction and marketing for the Township.*
  - c. *Environmental: The Township has establish the Gloucester Township Environmental Advisory Committee, which has been instrumental in developing a state-of-the-art parcel based Geographic Information System Natural Resources Inventory georeferenced to state plane coordinates. Additionally, the Land Development Ordinance requires an Environmental Impact Statement for various land development applications.*
  - d. *Transportation: The Land Development Ordinance requires a Traffic Impact Study for various land development applications and through Capital funding.*
5. What are the three major comprehensive planning issues facing your municipality?
  - a. *Gloucester Township's conversion from rural to suburban land development patterns is substantially complete; therefore, a major planning issue is redevelopment of existing urban and suburban areas to rehabilitate housing stock and revitalize Town and Village Centers, as well as, identified Cores.*
  - b. *A second major planning issue is integration of proposed commercial, residential, and industrial land development on the remaining infill lands consistent with the goals and objectives of the Townships master plan and the built environment, while also addressing social and economic opportunities for adaptive reuse of a substantial amount of tax exempt acreage owned by Camden County, namely, the Camden County College, Camden County Vo-Tech Center, and the Lakeland Redevelopment Area.*

- c. *The third major planning issue impacting Gloucester Township is the demands on the existing transportation system and the need to have opportunities made available to form partnerships with regional agencies to effectuate reasonable visioning plans, such as, a new interchange on Route 42 and College Drive and improvements to the intersection of Berlin-Cross Keys Road and the Atlantic City Expressway, as well as, traffic signalization studies for several traffic signals throughout the Township.*
6. Has your municipality been considering and/or implementing new design concepts and innovative performance standards to improve the function and appearance of existing residential and non-residential developments?
- a. *Yes, the Blackwood West Redevelopment Plan includes numerous architectural themes that must be incorporated into any redevelopment project within this ±206 acre redevelopment area.*
- b. *A grant application has been submitted to the Delaware Valley Regional Planning Commission, Transportation and Community Development Initiative (TCDI) for the Glendora Village Center, namely, the Glendora Neighborhood Re-Investment Plan. This project is basically a visioning plan for Glendora between the existing residential and commercial stakeholders to support downtown revitalization while also striving to be consistent with the existing Camden County Black Horse Pike Smart Future Planning Initiative.*
7. Please identify any existing and/or proposed redevelopment/revitalization projects within your municipality.
- a. *Glen Oaks Redevelopment Plan: Lower Landing Road, BP – Business Park Zoning District.*
- b. *New Vision Redevelopment Plan: Berlin-Cross Keys and Chews Landing-Williamstown Roads – BP - Business Park Zoning District.*
- c. *Blackwood West Redevelopment Plan: Black Horse Pike and Church Street, Commercial and Residential zoning districts.*
- d. *Lakeland Redevelopment Area: Determination of Need Study adopted – redevelopment plan is pending.*
8. Please identify by type, name, location and approximate acreage any potential centers, cores or nodes within your municipality.
- a. *Blackwood Town Center: ±2.5 sq. mi.*
- i. *Bounded on the north by Almonesson Road, on the south by College Drive, on the West by South Branch Timber Creek, and on the East by the Route 42 (North-South Freeway).*
- b. *Sicklerville Town Center: ±2.5 sq. mi.*
- i. *Bounded on the north by Jarvis Road, on the south by Berlin-Cross Keys Road, on the West by the Atlantic City Expressway, and on the East by New Brooklyn Road.*
- c. *Chews Landing Village Center: ±1 sq. mi.*
- i. *Bounded on the north by the intersection of Lower Landing Road and Chews Landing-Clementon Roads, on the south by the extension of Royalty Lane and Chews Landing-Clementon Roads to Little Gloucester Road, on the West by Little Gloucester Road, and on the East by the North Branch Timber Creek.*
- d. *Glendora Village Center: ±1 sq. mi.*
- i. *Bounded on the north by Evesham Road, on the south by the North Branch Timber Creek, on the West by the North Branch Timber Creek, and on the East by Floodgate Road.*
- e. *Camden County College Core.*
- f. *Lakeland Redevelopment Area Core.*

9. To what extent does your municipality agree with the DVRPC's 2025 population and employment projections for your municipality? (see attached projections).
- a. *Gloucester Township has generally experienced an annual population increase of 1.9% since the 1980 Census. The Township anticipates this trend to wane as we reach build-out conditions. Presently, utilizing the 2000 Census household size of 2.75 persons there does not appear to be properly zoned land that would provide the necessary densities to achieve the DVRPC's forecasted additional 14,980 persons.*
10. Does your municipality have any infrastructure plans to meet future growth demands for water, sewerage, highway, schools, etc.?
- a. *The New Jersey American Water Company and Aqua New Jersey, Inc., the water purveyors within the Township and the Gloucester Township Municipal Utilities Authority for sanitary sewer facilities have been able to meet the needs of land development applications.*
11. What measures does your municipality take to preserve its natural and historic resources, such as wetlands, woodlands, farmland, historic properties and/or stream corridors?
- a. *Gloucester Township has an active campaign to secure conservation easements along stream corridors with land development applications and has recently completed a draft Open Space Recreation Plan under the Green Acres Planning Incentive Program.*
12. What measures does your municipality take to encourage redevelopment/revitalization of neighborhoods, commercial districts, and/or industrial properties?
- a. *As noted above in item 6a-6b and 7a-7d, the Township is active in revitalization and redevelopment, respectively.*
13. Is your municipality considering participating in the State's plan endorsement process?
- a. Presently, undecided.
14. What can State agencies, such as the departments of Transportation, Commerce and Economic Growth, Community Affairs, Environmental Protection, Agriculture, Commerce, Education, Law & Public Safety, Health and Senior Services, Human Services, Board of Public Utilities, etc., do to serve your municipality better?
- a. *The agencies should strive to provide more outreach efforts through public forums, charettes, and other means to identify issues and develop solutions.*
15. What can County agencies do to serve your municipality better?
- a. *The County should strive to provide more outreach efforts through public forums, charettes, and other means to identify issues and develop solutions.*
16. Please explain how your municipality involves public participation in its planning process.
- a. *Including but not necessarily limited to individual notices, public notices, involvement of municipal Committees and Boards, and the municipal newsletter.*

cc: Mayor Sandra Love  
Edward Sayers, Director

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# TOWNSHIP OF GLOUCESTER

## FAX MEMORANDUM: (856) 751-2247

**TO:** Edward Fox, PP, AICP, Director of Smart Growth  
**FROM:** Kenneth D. Lechner, PP, AICP, Deputy Director/Planner  
 Dept. of Community Development  
**RE:** Cross-Acceptance 3 Municipal Survey  
**DATE:** September 30, 2004



This shall serve as an addendum to my responses to the above referenced project previously submitted on September 28, 2004.

I received a copy of the GIS map for Gloucester Township on September 30, 2004 and have several concerns should the State be considering utilizing the Preliminary Policy & Informational Layer Maps to re-designate the identified areas in Gloucester Township from a Metropolitan Planning Area to an Environmentally Sensitive Planning Area.

With this in mind, please note the following revisions to the municipal survey:

1. Please identify any conflicts or inaccuracies that your municipality may have found with the preliminary State Plan Map's planning areas and informational layers.
  - a. *Consideration should be given to revising the Lakeland area of Gloucester Township, which is identified as a Planning Area 2, Suburban Planning Area to Planning Area 1, Metropolitan Planning Area, which would advance the Lakeland Redevelopment Area designation (Previously identified on September 28, 2004).*

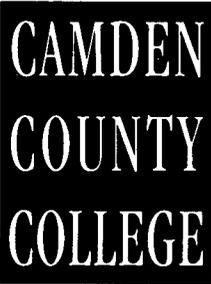
*The following areas contain a significant amount of existing development, planned development, and vacant land available for development, which may be adversely impacted by any proposed re-designation from a Metropolitan Planning Area to an Environmentally Sensitive Planning Area:*

- b. **Generally, an area bounded on the north by College Drive, on the south by Hickstown Road, on the West by Orr Road, and on the East by Erial Road.**
  - i. Existing Camden County College facilities, as well as, Camden County vacant land.
  - ii. A proposed interchange at Route 42 (North-South Freeway) and College Drive.
  - iii. Existing Freeway Corporate Center, Orr Road.
  - iv. Gloucester Township Community Park, Hickstown Road and Township vacant land west of the Park zoned RA – Residential Attached (3 du/ac.).
  - v. Catholic Youth Organization (C.Y.O.)
  - vi. GEMS Landfill.
- c. **Generally, an area bounded on the north by Hickstown Road, on the south by Garwood Road on the West by Sicklerville Road, and on the East by Erial Road.**
  - i. Existing high-density residential development (3du/ac.), Stonebridge, Terrestria, etc.
  - ii. Existing and proposed industrial development and land zoned for medium (2 du/ac.) and high-density (3 du/ac.) residential development and industrial development.

We reserve the right to provide additional comments during Cross Acceptance 3 to advance the planning process. Should you have any questions or wish to schedule a meeting to review our concerns, please contact me at (856) 374-3511

cc: Mayor Sandra Love  
 Edward Sayers, Director

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February 7, 2005

Mr. J. Douglas Griffith, NJPP AICP  
Director of Planning  
County of Camden  
2311 Egg Harbor Road  
Lindenwold, NJ 08021

Dear Mr. Griffith:

Camden County College is New Jersey's largest county college with an enrollment of approximately 15,000. We serve a wide range of students at our main campus in Blackwood (Gloucester Township) as well as at Camden and Cherry Hill. In Blackwood, we have completed a comprehensive master plan and have undertaken a major redevelopment project that includes the replacement of several old buildings and the repositioning of the campus to better serve our needs.

It has come to my attention that the Preliminary State Plan Policy Map proposes to change the currently undeveloped portions of our Blackwood Campus from the current Metropolitan Planning Area 1 to Environmentally Sensitive Planning Area 5. Our recently completed campus master plan has identified these areas for future expansion in concert with protection of existing environmentally sensitive areas. The proposed planning area change would severely limit that expansion and extension of already permitted sewer infrastructure there.

I formally request that the State Planning Commission return our campus to its former planning area designation with highlighting to reflect recognized critical environmental sites.

If you have any questions, please contact me at (856) 374-4937 or Louis Bezich at (856) 429-6660. Thank you.

Sincerely,

PD:lr

c: Hon. Riletta Cream, Freeholder  
Hon. Sandra L. Love, Mayor  
Louis S. Bezich

Phyllis Della Vecchia  
President



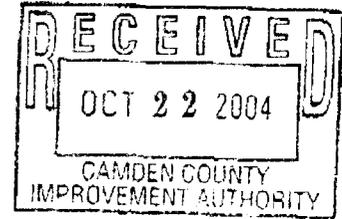
Blackwood  
Campus  
P.O. Box 200  
College Drive  
Blackwood, NJ 08012  
(856) 374-4937 or 4938  
Fax: (856) 374-4894

Camden  
City Campus  
200 North Broadway  
Camden, NJ 08102  
(856) 338-1817

William G. Rohrer  
Center  
1889 Rt. 70 East  
Cherry Hill, NJ 08034  
(856) 874-6000



MARC R. SHUSTER, PP, AICP



October 21, 2004

Camden County Improvement Authority  
c/o Edward Fox, PP, AICP, Director of Smart Growth  
1909 Route 70 East, Suite 300  
Cherry Hill, New Jersey 08003

Dear Mr. Fox:

The following information has been prepared for the Township of Haddon in reference to the New Jersey State Development and Redevelopment Plan Municipal Survey. The numbers correspond to the questions found in the survey:

1. There were no inaccuracies found on the mapping.
2. The policies, goals and objectives of the preliminary State Plan are consistent with those of Haddon Township.
3. There are no recommended modifications.
4. The Township has been involved in many different regional planning studies conducted by the Delaware Valley Regional Planning Commission (DVRPC), the Camden County Improvement Authority (CCIA) and the Delaware River Port Authority (DRPA). The majority of these studies have focused on the Haddon Avenue (CR 561) corridor and on the Westmont Station on the PATCO line. The Township supports regional and comprehensive planning studies due to the compact size of the Township and surrounding municipalities where intra-municipal decisions can have inter-municipal consequences.
5. The two major comprehensive planning issues facing the Township are:
  - a. The redevelopment of deteriorating county and state highway corridors including Haddon Avenue (CR 561), the White Horse Pike (US 30) and the Black Horse Pike (SR 168).
  - b. Attracting and maintaining a ratable base to support current and future services for the Township.
6. Through the redevelopment process and through modifications to the zoning ordinance, the Township has been implementing design and performance standards to improve the aesthetic appearance of the Township.



Mr. Edward Fox, PP, AICP  
Re: Township of Haddon, 2004 Cross Acceptance Survey

Page 2  
October 21, 2004

7. The Township is in the process of redevelopment efforts along the Haddon Avenue, White Horse Pike and Black Horse Pike corridors
8. The entire Township can be considered a center. Three (3) major transportation routes traverse through the Township. The Township is also home to the Westmont Station on the PATCO line. The compact form and nature of the Township has the characteristics of a center,
9. The Township feels that the DVRPC's employment and population projections inaccurately forecast future conditions of the Township. Redevelopment efforts within the Township will drastically increase employment opportunities in the Township. A decline in employment is not anticipated within the next twenty (20) years. Furthermore, redevelopment efforts will provide a substantial amount of additional housing within the Township. The Township does not anticipate a population decline of approximately 1,800 people. These figures should be revised accordingly.
10. This question is not applicable
11. The Township is almost completely built-out. However, the preservation and maintenance of the existing park and recreational areas is a top priority of the Township
12. Please see the responses to Questions Five, Six, and Seven.
13. The Township would openly embrace participation in the State's plan endorsement process
14. To serve the Township's and State's residents better, State agencies can foster the implementation of policies with a level of consistency across interdepartmental boundaries
15. There are no recommendations for this question.
16. The Township understands that land use planning affects all facets of the quality of life in the Community. The Township actively promotes and solicits public participation in all specialized studies. The Township also promotes public participation during all scheduled meetings of the Planning and Zoning Boards and other Township Commissions



Mr. Edward Fox, PP, AICP  
Re: Township of Haddon, 2004 Cross Acceptance Survey

Page 3  
October 21, 2004

The Township of Haddon is pleased to participate in the 2004 Cross Acceptance Process. If you or your office have any questions regarding the contents of this letter, please feel free to contact our office. Thank you for your time and consideration.

Sincerely,

Nicholas A. Graviano, PP, AICP

Marc R. Shuster, PP, AICP

cc: Mayor William Park  
Donald Cofsky, Esq.  
Eleanor Connell- Haddon Township Planning Board Secretary

## BOROUGH OF MERCHANTVILLE

### CAP3 MUNICIPAL SURVEY – CAMDEN COUNTY

Note: The responses below correspond to the numbers in the original survey.

1. No conflicts or inaccuracies were noted.
2. The State Plan reinforces and supports local planning documents.
3. There are no suggestions to improve consistency at this time.
4. Merchantville participates in regional planning efforts through participation in related workshops and conferences and by involving the CCIA, other Camden County Agencies and the DVRPC in local planning/implementation efforts.
5. Major planning issues being addressed by Merchantville are: improved utilization of available real estate in a fully developed community, balancing the desire for open space and increased parking, and preserving relevant historic aspects of the community.
6. Merchantville continues to actively utilize the resources and concepts available through groups and programs such as the CCIA, Main Street, CDBG, NPP, Smart Growth and other related programs.
7. Merchantville and the CC Improvement Authority are currently addressing more effective utilization of a 6 acre parcel known as "Towne Centre East". The Borough is also facilitating better use of two abandoned properties located near the center of town. A recently completed project is the development of a senior housing complex located in an area of the downtown that had been very underutilized. Also, a townhouse complex was developed on a site that had been owned by various religious organizations.
8. Future redevelopment projects could evolve as current site uses become abandoned or underutilized.
9. Based on the recent addition of 76 senior housing units and a significant number of anticipated housing units upon completion of the "Towne Centre East" project, it is possible that the DVRPC population projections through 2025 will require modification. "Towne Centre East" housing may also impact the employment projections (note: It is assumed that the employment figures are not entirely based on full-time employment within the community).
10. Local infrastructure considerations are based on the needs and reality of a fully developed community. However, the growth of surrounding communities which use the same overworked water and sewer systems does impact local ability to fully implement the principles of Smart Growth as redevelopment opportunities occur.
11. Preservation of natural and historic resources is addressed by the Master Plan, the creation of a Historic Preservation Commission and by involving the local Historic Society and other relevant organizations in the planning and development process.
12. Use of the resources available through the groups and programs noted in response #6 has enabled the Borough to demonstrate that the status quo is not an option. Completed projects and programs have generated interest in using those same resources and concepts throughout the community.
13. Merchantville will participate in the State's plan endorsement process as appropriate or needed.

**BOROUGH OF MERCHANTVILLE**

**CAP3 MUNICIPAL SURVEY – CAMDEN COUNTY (cont.)**

14. Additional support is needed to improve the development of existing and alternative water resources and sewerage processing. As noted in #10, full implementation of Smart Growth concepts is impacted by the availability of affordable clean water and sewerage processing. Financial relief and other incentives to support and encourage full use of Smart Growth principles is needed. For example, connection/hookup fees for all utilities should be addressed. This "fixed expense" for every project becomes more significant as the size of the project increases.
15. See #14.
16. Public input to the planning process is solicited via public hearings, invitations to local business and civic groups, open meetings and work sessions and coordination with other relevant community boards, commissions and organizations.

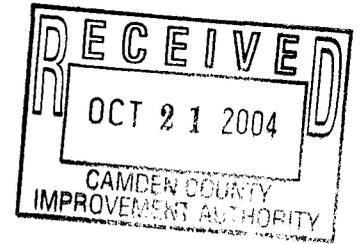
New Jersey State Development and Redevelopment Plan  
Cross-Acceptance 3 (CAP3) Municipal Survey  
Camden County

1. Please identify any conflicts or inaccuracies that your municipality may have found with the preliminary State Plan Map's planning areas and informational layers.  
*NOT FAMILIAR WITH ABOVE*
2. Are the goals, objectives, and policies of the preliminary State Plan consistent with your municipality's master plan, zoning ordinance, and other planning reports?  
*OUR MASTER PLAN IS 26 YRS OLD. I'M SURE WE ARE*
3. Are there any modifications to either the preliminary State Plan goals, objectives and policies, or your municipality's plans and ordinances, which your municipality would recommend to improve consistency?  
*NOT AT THIS TIME*
4. Please explain how your municipality participates in regional development, economic, environmental, and/or transportation planning efforts.  
*NOT AT THIS TIME*
5. What are the three major comprehensive planning issues facing your municipality?  
*REDEVELOPMENT, SENIOR HOUSING*
6. Has your municipality been considering and/or implementing new design concepts and innovative performance standards to improve the function and appearance of existing residential and non-residential developments?  
*YES, WITH DISCUSSIONS OF UPDATING MASTER PLAN.*
7. Please identify any existing and/or proposed redevelopment/revitalization projects within your municipality.  
*2 NEW REDEVELOPMENT AREAS DESIGNATED BY PLANNING BO. AND MAYOR+ COUNCIL.*
8. Please identify by type, name, location and approximate acreage any potential centers, cores or nodes within your municipality.  
*NOT SURE WHAT YOU WANT ?*
9. To what extent does your municipality agree with the DVRPC's 2025 population and employment projections for your municipality? (see attached projections)  
*NO COMMENT*
10. Does your municipality have any infrastructure plans to meet future growth demands for water, sewerage, highway, schools, etc?  
*NO*
11. What measures does your municipality take to preserve its natural and historic resources, such as wetlands, woodlands, farmland, historic properties and/or stream corridors?  
*NONE*
12. What measures does your municipality take to encourage redevelopment/revitalization of neighborhoods, commercial districts, and/or industrial properties?  
*TAX ABATEMENT FOR IMPROVED ASSESSMENT FOR 5 YRS.*
13. Is your municipality considering participating in the State's plan endorsement process?  
*NO*
14. What can State agencies, such as the departments of Transportation, Commerce and Economic Growth, Community Affairs, Environmental Protection, Agriculture, Commerce, Education, Law & Public Safety, Health and Senior Services, Human Services, Board of Public Utilities, etc., do to serve your municipality better?  
*NOT KNOW*
15. What can County agencies do to serve your municipality better?  
*NOT KNOW*
16. Please explain how your municipality involves public participation in its planning process.  
*NOT AT ALL CURRENTLY*





MARC R. SHUSTER, PP, AICP



October 19, 2004

Camden County Improvement Authority  
c/o Edward Fox, PP, AICP, Director of Smart Growth  
1909 Route 70 East, Suite 300  
Cherry Hill, New Jersey 08003

Dear Mr. Fox:

The following information has been prepared for the Township of Voorhees in reference to the New Jersey State Development and Redevelopment Plan Municipal Survey. The numbers correspond to the questions found in the survey:

1. There is a major inaccuracy found within the preliminary State Plan Map's planning layer for the Township of Voorhees. The area along New Jersey State Highway 73 (Route 73) is designated Suburban Planning Area (PA-2), while the majority of the Township is located in the Metropolitan Planning Area (PA-1). The Township feels that this designation is appropriate for the environmentally sensitive lands in the area, however, Metropolitan Planning Area (PA-1) designation is more appropriate along Route 73. Route 73 is one of the most traveled state highways in Southern New Jersey. The land adjacent to Route 73 is zoned for various non-residential uses. Furthermore, the adjacent municipalities along Route 73 (Evesham and Berlin Townships), have almost fully developed the Route 73 corridor with commercial and office uses. Development along Route 73 in Voorhees Township is likely and Metropolitan Planning Area designation is more consistent with the future land use patterns of the corridor.
2. The policies, goals and objectives of the preliminary State Plan are consistent with those of Voorhees Township.
3. As discussed in Question One, Metropolitan Planning Area designation is more appropriate along Route 73.
4. While there are no specific projects that the Township is currently involved in, the Township would embrace participation in any regional planning study that enhances the economic, environmental and circulation conditions of the region and the Township.
5. The three (3) major comprehensive planning issues facing the Township are:

1256 North Church Street • Suite 3 • Moorestown, New Jersey 08057  
Phone (856) 234-1001 • Fax (856) 722-0175



- a. The preservation and retention of open space within the Township remains an issue. Improved County and State funding mechanisms for open space retention should be a priority of the County and the State.
  - b. Finding an equilibrium between the provision of services for the Township and the ability to fund them is a major issue that the Township faces. The Township is exploring the development of various development impact fees to help fund essential Township infrastructure and services.
  - c. Increased traffic along the Township's roadways, including Route 73, is a major issue facing the Township. Providing safe and efficient traffic circulation within the Township is of great importance. Increased collaboration with County and State officials regarding roadway design and configuration is a priority.
6. The Township has been proactive in implementing design and performance standards that improve the function and appearance of development in the municipality. The Township undertook a study to improve the design and appearance of the Route 73 corridor in 2003. Later in that year, the Township adopted a zoning ordinance regulating the design and functionality of developments along the Route 73 corridor. The Township is in the process of a Master Plan reexamination which will most certainly examine additional design regulations to improve the function and aesthetics of the Township's present and future development.
  7. The Township is investigating the redevelopment potential in a few neighborhoods of the municipality including a portion of the County Route 561 corridor.
  8. A potential center of the Township includes an area bound by Somerdale Road, Haddonfield-Berlin Road, White Horse Road and the PATCO right of way. This area contains the Township's densest housing developments as well as a balanced mix of recreational facilities, commercial and office development and retail centers, including the Echelon Mall.
  9. The Township feels that the DVRPC's employment and population projections accurately forecast future conditions of the Township.
  10. This question is not applicable.
  11. The Township developed a list of the top fifty (50) open space parcels in 2000. The Township has acquired the top two (2) parcels on that list. Further acquisition of the parcels on that list is a priority.



Mr. Edward Fox, PP, AICP  
Re: Township of Voorhees, 2004 Cross Acceptance Survey

Page 3  
October 19, 2004

12. Please see the responses to Questions Five, Six, and Seven.
13. The Township would consider participation in the State's plan endorsement process after completion of the Township's 2004 Master Plan Reexamination.
14. To serve the Township's and State's residents better, State agencies can foster the implementation of policies with a level of consistency across interdepartmental boundaries.
15. There are no recommendations for this question.
16. The Township understands that land use planning affects all facets of the quality of life in the Community. The Township actively promotes and solicits public participation in all specialized studies. The Township also promotes public participation during all scheduled meetings of the Planning and Zoning Boards and other Township Commissions.

The Township of Voorhees is pleased to participate in the 2004 Cross Acceptance Process. If you or your office have any questions regarding the contents of this letter, please feel free to contact our office. Thank you for your time and consideration.

Sincerely,

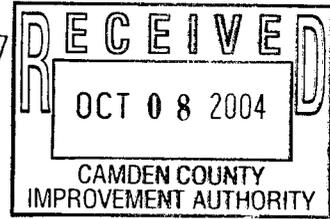
Marc R. Shuster, PP, AICP

Nicholas A. Graviano, PP, AICP

cc: Mayor Harry A. Platt  
Stuart A. Platt, Esq.  
Carol Pfeffer- Voorhees Township Planning Board Secretary



DAVID P. FANSLAU, MGA  
TOWNSHIP ADMINISTRATOR



October 4, 2004

Mr. Edward Fox, NJPP AICP  
Director of Smart Growth  
Camden County Improvement Authority  
1909 Route 70 East  
Suite 300  
Cherry Hill, N.J. 08003

Re: New Jersey State Development and Redevelopment Plan Acceptance III  
(CAP-3) (Municipal Contacts)

Dear Mr. Fox:

I am responding to your August 27, 2004 letter to Simone Talley, Winslow Township Planning Board Secretary regarding the CAP - 3 contact information. Enclosed please find a copy of our completed form noting that I would be the primary contact as Township Administrator, and the alternate contact would be Mr. Ed McGlinchey, our Zoning Officer and Public Works Superintendent.

As you may be aware, Winslow Township has been chosen by the Pinelands Commission for a Pilot Program that has resulted in the Pinelands Liveable Community Action Plan, which has designated the Rt. 73 Corridor as a Regional Growth Corridor targeted for commercial economic development. This plan has been adopted by the Winslow Township Planning Board, as well as the Winslow Township Governing Body.

It is my understanding that the Winslow Township Master Plan is current regarding its requirements for re-examination in other matters. I will take steps to insure that the Township Clerk provides you and the Camden County Planning Board with the required copies, by copy of this letter. Additionally, please be aware that Winslow Township has an established Residential Redevelopment Zone at the Lehigh Manor Development in the Sicklerville section of Winslow Township. Also, the Winslow Township Economic Development Council is looking into the Sicklerville area around Williamstown Road and Sicklerville Road for the possibility of having that area studied as an Area in Need of Redevelopment as well.

Sue Ann Metzner, Mayor

Township Committee: Karen Gibison Joseph Pino Albert Cooper Barry Wright Russell Bates Barbara Holcomb Dan DiFuria Charles Florio

MUNICIPAL COMPLEX 125 South Route 73 Winslow Township, NJ 08037-9422

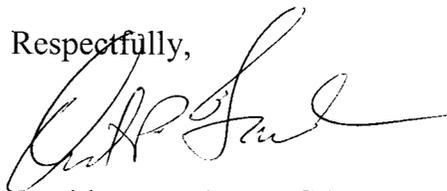
Telephone: 609-567-0700 Facsimile: 609-567-0500

I would also like to bring to your attention that Winslow Township recently placed a conservation easement on significant acreage around one of our municipal parks that otherwise could have been developed for a housing development. It is my understanding that there may be some grant funds available through the State Office of Smart Growth to towns that take action to place conservation easements or otherwise preserve land in conjunction with their Master Plan and Smart Growth objectives. I would be appreciative if you could forward any information to me regarding available grant funds from the State of New Jersey or from the Federal Government that may be available to municipalities that take action to preserve or conserve land.

In summary, I look forward to working closely with the Camden County Improvement Authority regarding the New Jersey State Development and Redevelopment Plan Cross Acceptance – 3 as we move forward and certainly look forward to our joint efforts in bringing commercial ratables to Winslow Township, particularly along the Rt. 73 Regional Growth Corridor and the Pinelands area, as well as continued ratable development in the Sicklerville section of Winslow Township highlighting the transportation network that is presently in place with the Atlantic City Expressway, Rt. 30 and Rt. 73.

If you have any questions, or if you need any additional information, please do not hesitate to contact me.

Respectfully,



David P. Fanslau, MGA  
Township Administrator

Enclosure

C: Debbie Puchakjian, RMC  
Ed McGlinchey, Supt, DPW/Zoning Officer

VIA FACSIMILE AND FIRST CLASS MAIL (856) 751-2247

DPF/ss

C:\My Documents\WPDOCS\WINSLOW\ECONOMIC DEVELOPMENT\fox crossacceptance.doc

**STATE DEVELOPMENT AND REDEVELOPMENT PLAN  
2004-2005 CROSS-ACCEPTANCE 3 (CAP-3)  
DRAFT CAMDEN COUNTY NEGOTIATION REPORT**

**CONSISTENCY REVIEW**

**STATE DEVELOPMENT AND REDEVELOPMENT PLAN  
2004-2005 CROSS-ACCEPTANCE 3 (CAP-3)  
DRAFT CAMDEN COUNTY NEGOTIATION REPORT**

**CONSISTENCY REVIEW**

**A. Level of consistency that has been attained by municipal, county and other plan implementation mechanisms with each other and with the current State Plan and how that consistency can be enhanced**

Many of Camden County's municipalities indicated their consistency with the State Development and Redevelopment Plan during the 2004-2005 Cross Acceptance Comparison Phase. Camden City, a designated Urban Center, provided its own cross acceptance report, which itemized the degrees of its consistency and its current and proposed plan implementation measures. (See appendix.)

For the purposes of this report, Camden County has grouped its 37 municipalities into the following four main categories:

**Camden Hub Region:** Audubon Borough, Audubon Park Borough, Camden City, Cherry Hill Township, Collingswood Borough, Gloucester City, Haddon Township, Haddonfield Borough, Haddon Heights Borough, Lawnside Borough, Merchantville Borough, Mount Ephraim Borough, Oaklyn Borough, Pennsauken Township, and Woodlynne Borough.

**Black Horse Pike Region:** Audubon Borough, Audubon Park Borough, Bellmawr Borough, Brooklawn Borough, Haddon Heights Borough, Mount Ephraim Borough, and Runnemede Borough.

**White Horse Pike Region:** Barrington Borough, Clementon Borough, Hi-Nella Borough, Laurel Springs Borough, Lawnside Borough, Lindenwold Borough, Magnolia Borough, Somerdale Borough, Stratford Borough, and Tavistock Borough.

**Southern County Region:** Berlin Borough, Berlin Township, Chesilhurst Borough, Gibbsboro Borough, Gloucester Township, Pine Hill Borough, Pine Valley Borough, Voorhees Township, Waterford Township, and Winslow Township.

Currently twenty-seven municipalities, i.e., those within the Camden Hub, Black Horse Pike and White Horse Pike region study areas, are engaged in preparing regional strategic revitalization plans. They are to complete these plans by the end of 2005 and intend to submit them to the State Planning Commission for plan endorsement in 2006. The plan endorsement petition will indicate their individual and collective consistency with the State Plan and ways to achieve better consistency.

Two municipalities, Chesilhurst and Waterford, are completely within the Pinelands Area. Because their land use plans and ordinances have been certified in conformance with the Pinelands Comprehensive Management Plan (CMP), these municipalities are completely consistent with the State Plan per Memorandum of Agreement between the State Planning Commission and the Pinelands Commission. Those parts of Berlin Borough, Berlin Township and Winslow Township that are also within the Pinelands Area are also consistent for the same reasons.

Although most municipalities continue to adopt master plan re-examination reports, since Camden County's last Cross-Acceptance report in 1998, several municipalities have adopted new master plans or in the process of adopting them. These include:

1. Barrington (2005)
2. Camden City (2002)

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3. Cherry Hill (2004)
4. Clementon (2000)
5. Collingswood (1999)
6. Gloucester Township (1999)
7. Haddon Township (1999)
8. Pennsauken (1998)
9. Voorhees (2005)
10. Winslow (2000)

All of these master plan updates or revisions have been consistent with the State Plan or have moved those municipalities closer to consistency. No municipality in Camden County, either through its planning or implementation measures, from our perspective, has moved in the opposite direction.

Because New Jersey's 1975 Municipal Land Use Law gives municipalities, not counties, almost absolute control over most land use and development decisions, counties have almost no say in such critical inter-municipal and regional issues. Counties are left with only limited review authority for traffic and stormwater impacts. No substantial change has been made to the 1935 County Planning Act since it was amended in 1968. Considering the relative impotency of county land use planning, Camden County, however, has not revised its land use plan since 1973.

Despite this, Camden County has made significant strides in updating its planning program to reach consistency with the State Plan. The Camden County Planning Board and Board of Chosen Freeholders held public hearings and adopted resolutions on the Highway Circulation and Public Transportation elements to the County Master Plan in the late 1990s. A County Open Space and Farmland Preservation Element was adopted in 2005. (*See section for Camden County Departments, Divisions and Agencies.*)

**B. Degree to which municipal and county plans have incorporated key concepts and policy objectives from the Preliminary Plan**

**Ten Key Concepts**

1. **Planning that is comprehensive, citizen-based, collaborative, coordinated, equitable and based on capacity analysis is essential to achieving the goals of the State Plan.**
2. **Planning should be undertaken at a variety of scales and should focus on physical or functional features that do not necessarily correspond to political jurisdictions.**
3. **Planning should be closely coordinated with and supported by investments, programs and regulatory actions.**
4. **Planning should create, harness and build on the power of market forces and pricing mechanisms while accounting for full costs of public and private actions.**
5. **Planning should maintain and revitalize existing communities.**
6. **Planning, designing, and constructing development and redevelopment projects, that are residential, commercial, industrial or institutional and that contribute to the creation of diverse, compact human scale communities (i.e., communities of place).**
7. **Identifying areas for development, redevelopment and environs protection in suburban and rural New Jersey.**

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- 8. Identifying cores and nodes as places for more intensive redevelopment in metropolitan New Jersey.**
- 9. Emphasizing public support for physical design, public investment and government policy through access to information, services, jobs, housing, and community life.**
- 10. Planning for the protection, restoration, and integration of natural resources and systems as well as the preservation of agricultural farmland.**

To our knowledge, none of the municipalities in Camden County specifically incorporates into their plans the “key concepts” or “policy objectives” identified in the 2001 State Plan. This could be because only two municipalities, Camden and Cherry Hill, have adopted master plan updates since 2001, while the rest have relied on master plan re-examinations.

For the most part, we believe that professional planners intuitively use the “key concepts,” and should advise their public-sector clients to consider them, when planning and implementing plans. Camden County is using the 2001 State Plan’s planning area “policy objectives” as part of its regional smart growth studies for the Camden Hub, Black Horse Pike and White Horse Pike.

**C. Inconsistencies between the municipal and county plans with the Preliminary Plan:  
Level of consistency between the plans**

No inconsistencies exist. See section A, above, for explanation.

**D. Inconsistencies between the municipal and county plans with the Preliminary Plan:  
Necessary planning policies changes**

No inconsistencies exist. See sections A and J for explanations.

**E. Explanation of how municipal and county plans will be modified so as to create a  
higher degree of consistency**

See section A, above, for an explanation of how the plans and implementation measures of the 27 municipalities in the Camden Hub, Black Horse Pike and White Horse Pike region study areas will be amended to create a higher degree of consistency with the State Plan. Camden County continues to work with the other ten municipalities in the Southern County region by providing guidance, as needs require and as opportunities and resources permit, to enhance consistency.

**F. Potential modifications to municipal and county plans that would contribute to a  
higher degree of consistency**

See section A, above, for explanation.

**G. Planning policy issues, such as legislation or programs that will encourage regional  
planning for growth and preservation**

Camden County believes that substantial amendments to the County Planning Act are required to encourage regional planning.

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**H. Degree to which State Plan designated centers (if applicable) have carried out their respective Planning and Implementation Agendas and any conditions placed on those centers by the State Planning Commission in the course of their original center designations.**

There currently are two designated centers in Camden County outside the Pinelands Area. Camden City is a designated urban center, and Gloucester City is a designated town center. Neither of their original center designations included any conditions. The State Plan Rules' plan endorsement provisions indicate that these centers will expire in the near future. Both municipalities are involved in the Camden Hub regional strategic planning process, which will conclude, before the centers' expiration, with a petition for urban complex designation by the State Planning Commission.

Camden County also recognizes the State Planning Commission's memorandum of agreement with the Pinelands Commission automatically designates Pinelands Commission's certified towns and villages as State Plan towns and villages. These centers are Blue Anchor Village, Elm Village, Tansboro Village and Winslow Village in Winslow Township, and Waterford Works Village in Waterford and Winslow townships. The State Plan Commission's designation is conditioned upon maintaining municipal certification with the Pinelands Comprehensive Management Plan. Waterford and Winslow townships' plans and ordinances remain consistent with the Pinelands Comprehensive Management Plan.

**I. Detailed discussion of any issues, recommendations or revisions to the Preliminary Plan and any of its elements in order to meet local needs.**

During its review of the Preliminary Plan, Camden County was concerned about a number of "unresolved issues" that have either not yet been addressed in the two prior State Plans or appear to have been overlooked in the process of preparing the Preliminary Plan. Some of these items will be addressed, such as diversity, integration and homeland security, in the ongoing regional planning projects for the Camden Hub, the Black Horse Pike and the White Horse Pike areas. *(See also Negotiation Agenda section of this report.)*

1. Diversity and Integration: Social, Racial, Ethnic and Economic

The proposed 2004 Preliminary New Jersey State Development and Redevelopment Plan does not reflect adequately that our State is one of the most socially, racially, ethnically and economically diverse in the nation. For the most part, the plan is a color-blind document: that assumes that all residents are now, and will be in the future, treated equally regardless of their skin color, accent or pocketbook.

While this ideal is noble, it does not reflect reality. A person's choices and opportunities for the future are based upon where they live and where they went to school. Study after study indicates that New Jersey schools and neighborhoods are, de facto, some of the most segregated in the nation. While there are many reasons for this, chief among them are the ways in which New Jersey residents pay for public schooling, the dynamic change in the nature and location of jobs in our state, and the regulatory and financial disincentives to the private marketplace to provide quality affordable housing. The lack of any effective planning and actions to address these core issues has resulted in a devastating concentration of poverty, unemployment, and substandard housing in our core cities and neighborhoods, such as Camden City.

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Trends indicate that New Jersey will continue to become more diverse and that the current European-American majority may approach minority status by 2020. Amendments must be made to the plan to better correct these current injustices and to prepare for better future integration of the peoples of New Jersey if we are to have a stable transition of our society, as specifically identified in the legislative findings and declarations of the State Planning Act. Pennsauken Township in Camden County, for example, is doing this through the efforts of their Stable Integration Governing Board. (<http://www.twp.pennsauken.nj.us/sigb.html>) Recommended locations for such amendments include the following:

- a. Vision Statement,
- b. Goal #1: Revitalize the State's Cities and Towns, and
- c. Policy # 1: Equity and Environmental Justice.

## 2. Homeland Security

Six months after the New Jersey State Development and Redevelopment Plan was adopted in 2001, the nation saw terrorists hijack planes at Boston and Newark-Liberty International airports, crash them into the World Trade Center in Manhattan and the Pentagon in Washington, killing thousands and turning our State and nation's idea of security upside down. The proposed 2004 Preliminary New Jersey State Development and Redevelopment Plan does not reflect adequately that our State is at the crossroads of America's homeland security concerns and strategies.

Municipal and county governments are, and will continue to be, the first responders any homeland security emergency. They rely on State agency direction and coordination, as well as federal funding and guidance. The absence of any discussion of homeland security issues, policies or plans in the State Plan says to local governments, the private sector and citizens that there is no plan. We know that this is not the case!?

Amendments must be made to the plan to address these matters better and to prepare state and local government, the private sector and citizens for better future infrastructure and transportation security, while preserving our core American liberties and freedoms. This is a critically important issue for urban counties, such as Camden County, where the needs for emergency preparedness, civil defense and coordinated response is critical for our one-half million residents living opposite Philadelphia and along the I-95 Boston-Richmond corridor. Camden County suggests the State Planning Commission consider incorporating some of the American Planning Association's policy guidance on this issue. (See appendix and <http://www.planning.org/policyguides/draftsecurity.htm>.) Recommended locations for such amendments include the following:

- a. Vision Statement(s),
- b. Goal #1: Ensure Sound and Integrated Planning and Implementation Statewide,
- c. Policy #1: Equity and Environmental Justice (to preserve personal liberties and freedoms),
- d. Policy #2: Comprehensive Planning,
- e. Policy #3: Infrastructure Investments and Public Schools, and
- f. Policy #8: Transportation.

## 3. Current Targets and Indicators

One of the reasons why the State Planning Act requires re-examination of the New Jersey State Development and Redevelopment Plan every three years was so that the State Planning Commission could monitor the progress of the plan's goals, policies and

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strategies. The proposed 2004 Preliminary Plan does NOT include any reflection about whether or how plan implementation is working and whether or how its goals are being met.

The 2001 plan was amended to include an "Indicators and Targets" section to help future Commissions monitor such progress, however, there is no indication that this has been done by the Commission or the State Agencies. In fact, the Preliminary Plan re-incorporates many of the 2001 plan's 2005 targets without regard. It would be embarrassing to the Commission to adopt a new 2005 New Jersey State Development and Redevelopment Plan that includes outdated and unachievable 2005 targets. New targets must be established, revised, or both for 2010 and 2025 – the Vision Plan's end date.

Amendments must be made to the plan to address better this issue and to validate the State Plan's monitoring process, as required in the State Planning Act. Recommended locations for such amendments include the following:

- a. Monitoring, Evaluation and Assessments, and
- b. Indicators and Targets.

**4. Private Market-Sector and Citizen Implementation**

New Jersey's current socioeconomic policy relies on the private sector to provide quality employment, housing and other needs for its residents. It also relies on the non-profit sector, and sometimes the public sector, to fill the gaps where the private sector cannot meet resident's needs. It allows its citizens to make consumer-based choices and to participate in shaping policy in the all three sectors: private, non-profit and public. The government (public sector) can only do so much, and must rely on others to maintain and effectuate positive future change for our society.

Government does not create jobs, build houses or manufacture products; the private sector does. Similarly, government does not purchase goods and services for its consuming citizens; residents make their own choices based upon their own personal needs and values. Our system is based on supply and demand, influenced and regulated by government policies, and often supported by public-sector infrastructures. The New Jersey State Development and Redevelopment Plan contains public sector policies and strategies to accomplish its eight statewide goals and to realize its vision for the future. It also provides a wealth of guidance for State and local government agencies on how to implement the plan. Very little guidance is provided to the private sector or citizen consumers on how they can make better sustainable or smart growth choices or decisions.

In order for the plan to be implemented effectively, amendments must be made to the plan to address this issue better and to encourage private sector and citizen consumer adoption of smart growth principles. Simply put, the plan cannot rely on government regulation and infrastructure investment alone to direct smart growth. It needs to engage market forces to steer consumer choices towards smart growth and away from sprawl, as contemplated in the State Planning Act. Camden County believes that such changes can assist in resolving the issues identified in the diversity and integration discussion above.

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Amendments must be made to the plan to address this issue. Recommended locations for incorporating private sector and citizen consumer smart growth education, participation and choice include the following:

- a. Role of the State Plan,
- b. Goal #3: Promote Beneficial Economic Growth, Development and Renewal for All Residents of New Jersey, as well as the related "Statewide Policies" and "Indicators and Targets" in the realigned Preliminary Plan, and
- c. Goal #6: Provide Adequate Housing at a Reasonable Cost, as well as the related "Statewide Policies" and "Indicators and Targets" in the realigned Preliminary Plan.

The following are comments on proposed changes in the 2004 Preliminary Plan:

Section 1: Role of the State Plan

Unless otherwise indicated, Camden County has no negative comments on the Preliminary Plan amendments to this section. The following comments reflect those amendments to which Camden County objects, requests clarification, or strongly supports.

1. It is unclear from page 9 of the Preliminary Plan whether Indicators and Targets will be in this section or the next one.
2. As indicated above, this section should include new language to encourage education, participation and implementation of the private sector and citizen consumers.

Section 2: Indicators and Targets

Unless otherwise indicated, Camden County has no negative comments on the Preliminary Plan amendments to this section. The following comments reflect those amendments to which Camden County objects, requests clarification, or strongly supports.

1. Conceptually, revision to and re-alignment of the Indicators and Targets to correlate with the State Plan Goals, etc. is acceptable. The proposed structure now will enable the State Planning Commission to evaluate successes and failures on specific parts of the plan. One, however, would think that the final document might flow better if this section would follow the proposed Goals section instead of the way now proposed in the Preliminary Plan.
2. The proposed "percentage of brownfields redeveloped" indicator for Goal #1 (page 15) and Goal #3 (page 17) assumes that the Brownfields Task Force has identified a universe of brownfields. They have not done so yet, and are unlikely to be able to in the near future, due to the very nature and definition of the term "brownfield." It is conceptually a valid indicator but needs modification.
3. Conceptually, the suggested new indicator to evaluate the "municipal tax base and burden" between smart growth areas and other areas for Goal #1 (page 16) is a good one. The term "municipal tax base and burden" is unclear and should be defined and clarified as to whether it includes schools. Perhaps school burdens should be another indicator, as well. Because municipalities control redevelopment PILOTS and property tax abatements and exemptions, often to the disadvantage of counties and boards of education, a comparable figure for counties should also be provided.

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4. The other suggested new indicator for accessibility to major cultural and recreation sites Goal #1 (page 16) assumes that these sites are ALL in smart growth areas, which is certainly not the case, particularly rural and exurban recreational sites. This indicator, which could be amended to include historical sites, is a good one, but should be transferred to Goal #7.
5. The Preliminary Plan proposes to eliminate unemployment as an economic health indicator for Goal #3 (page 18). The current employment indicator is a valid one and probably one of the most basic and understood of the lot. It must be retained.
6. The two other suggested indicators for Goal #3 (page 18) appear valid and acceptable, but need to be explained better.
7. The stream life indicator for Goal #4 (page 18) should clarify that it is based on stream miles, and not individual streams.
8. The reason for eliminating the solid waste generation indicator for Goal #4 (page 19) is not substantiated in the Preliminary Plan. Waste reduction and recycling are valid indicators of the State Plan's ecological protection progress and conversion of New Jersey's disposable economy into a re-use economy. The proposed change would be supported by Camden County only if it were replaced with an indicator and target for residential and non-residential waste recycling.
9. The housing cost indicator for Goal #6 (page 20) should clarify whether it includes utilities and maintenance costs.
10. Although all of the suggested new indicators for Goal #6 (page 20) are valid, the list should be pared down to a few that get to a core measures of product diversity, affordability and smart growth location.
11. The suggested indicator for Goal #7 (page 21) is vague. It is unclear what a "protected" historic and cultural site means. Conceptually, this is a good measure, but the text should explain from whom and what, by whom or what, and how these sites are protected. Some agencies that can better help develop indicators and targets are the New Jersey Historic Preservation Office, New Jersey Cultural Trust, New Jersey Historic Trust, New Jersey Historical Commission, Association of County Cultural and Heritage Commissions, as well as several statewide non-profits, such as Preservation New Jersey. See also comment 4, above.

Section 3: Re-alignment of Statewide Goals, Strategies and Policies

Unless otherwise indicated, Camden County has no negative comments on the Preliminary Plan amendments to this section. The following comments reflect those amendments to which Camden County objects, requests clarification, or strongly supports.

1. The proposed revision to and re-alignment of these elements is acceptable, however the difference between the titles of this section and the next are unclear, as well as the reason to cleave them.

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Section 4: Content of Statewide Goals, Strategies and Policies

Unless otherwise indicated, Camden County has no negative comments on the Preliminary Plan amendments to this section. The following comments reflect those amendments to which Camden County objects, requests clarification, or strongly supports.

1. Amending the current Equity policy to include Environmental Justice is fully supported by Camden County. The description of the policy, however, should be expanded to include the comments referenced above. It also should be amended to include strategies to provide public safety while preserving personal liberties and freedoms in light of the homeland security issues identified above. We recommend that the State Plan reference the Environmental Justice work of the Delaware Valley Regional Planning Commission, as well.
2. Amending the current Public Infrastructure policy to include Public Education is fully supported by Camden County, particularly those related to equity.
3. The Comprehensive Planning, Infrastructure Investment and Public Education, Transportation policies should be amended to include strategies to provide public safety and while fulfilling the policies' other core strategies in light of the homeland security issues identified above.

Section 5: Glossary

Unless otherwise indicated, Camden County has no negative comments on the Preliminary Plan amendments to this section. The following comments reflect those amendments to which Camden County objects, requests clarification, or strongly supports.

1. A definition should be provided for the term "grayfields."
2. A one-sentence definition should be provided for the term "smart growth."

Section 6: Population and Employment Projections for 2025

Unless otherwise indicated, Camden County has no negative comments on the Preliminary Plan amendments to this section. The following comments reflect those amendments to which Camden County objects, requests clarification, or strongly supports.

1. The projected ranges for the county as a whole are acceptable. Camden County, however, objects to any further interpolation of these figures to a municipal level and then using these numbers for COAH obligations. This is because neither the state nor DVRPC can provide proof to the county that its models include satisfactory variables and reliable measures to calibrate countywide market-based growth projections into municipal level figures, nor quantifiable factors for public sector or private sector redevelopment. Camden County proposes to resolve these matters through the plan endorsement process with the 27 municipalities in the Camden Hub, Black Horse Pike and White Horse Pike regional strategic plans.

Section 7: Highlands Coordination

Unless otherwise indicated, Camden County has no negative comments on the Preliminary Plan amendments to this section. The following comments reflect those amendments to which Camden County objects, requests clarification, or strongly supports.

1. Camden County supports the preservation of the Highlands area and the proposed amendments in the Preliminary Plan. It is surprising, however, to see so much interest in the Commission's coordination with this part of the State considering its lack of apparent interest and understanding for so many years with the Pinelands Area.

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Section 8: Mapping Policies

Unless otherwise indicated, Camden County has no negative comments on the Preliminary Plan amendments to this section regarding the State Plan Policy Map. The following comments reflect those amendments to which Camden County objects, requests clarification, or strongly supports.

1. The proposed Critical Environmental Site (CES) mapping policy change, i.e., not mapping them in Planning Areas 4b and 5, is acceptable. However, the similarly proposed Historic and Cultural Site (HCS) mapping policy change is not. HCSs should continue to be mapped in Planning Areas 4b and 5. Although one could make the argument that mapping CESs in environmentally oriented planning areas is redundant, one cannot make the same case for HCSs. Because there are no State or Federal laws that protect HCSs from private-sector development, as there are for CESs, it is important to keep HCSs in the State Plan Policy Map's Planning Areas 4b and 5.
2. The intent should be to indicate where CESs might occur on privately owned land. The CESs delineation criteria should be amended to indicate that they should NOT be mapped in the Parks Planning Area NOR public open space.
3. The State Plan Policy Map's current delineation criteria for HCSs includes greenways and trails, dedicated open space, scenic vistas and corridors, and natural landscapes of exceptional aesthetic or cultural value. Because one also could map many of these features as CESs or Parks, it would make sense to revise the HCS criteria to include only historic sites and districts, archeological sites, and other culturally significant elements of the built environment. The section on Camden County's State Plan Policy Map amendments identified the criteria it used to map HCSs.
4. It is unclear whether the Preliminary Plan seeks to delineate highway interchanges as "nodes." If the Preliminary Plan stresses the importance of maintaining congestion-free highway interchanges to ensure efficient goods movement, it would then seem counter-intuitive to delineate these interchanges as "nodes." Such delineation would imply public-sector encouragement of private-sector development at these locations, which would lead to further congestion.

**J. Municipal resolution of participation or waiver for each municipality**

None of the 37 municipalities provided a resolution of participation or waiver of participation for this round of Cross-Acceptance.

**K. Municipal planning board resolutions indicating their participation**

Of the 37 municipalities, only Camden City provided a planning board resolution of their Cross-Acceptance report. Nine other municipalities filed municipal reports, which were either completed by municipal staff, planning board members or planning consultants:

1. Berlin Borough,
2. Cherry Hill Township,
3. Chesilhurst Borough,
4. Gloucester Township
5. Haddon Township,

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6. Merchantville Borough,
7. Stratford Borough,
8. Tavistock Borough,
9. Voorhees Township, and
10. Winslow Township

*(See copies of the municipal cross-acceptance reports and questionnaire responses are in another section of this report.)*

**L. Comments and recommendations regarding State agency implementation of the State Plan**

For the most part, the local governments of Camden County have found that State agencies are implementing the State Plan. State agencies are assisting the Camden County and its municipalities by providing outreach and technical assistance on a variety of issues and programs as well as grants and other forms of resource support. Individuals, offices and affiliate agencies of the State departments of Community Affairs (DCA), Environmental Protection (DEP), and Transportation (DOT) have been most supportive. Other State agencies, such as the New Jersey Transit, Pinelands Commission, Garden State Preservation Trust, Housing and Mortgage Finance Authority and the Schools Construction Corporation have been very helpful to Camden County, as have the bi-state Delaware River Port Authority and the Delaware Valley Regional Planning Commission, in implementing the State Plan.

The 2001 New Jersey State Development and Redevelopment Plan recognized that its adoption should re-affirm, validate and help implement other existing State statutes and State Agency plans. For this reason, the plan included references to those other initiatives under the Statewide Goals section. The proposed 2004 Preliminary Plan did not appear to re-visit this section to evaluate whether there have been any significant changes to State statutes or State agency plans since 1999.

Camden County knows that there have been sweeping changes to State government policies, planning, regulation and plan implementation since 1999. The lack of any changes to the 2004 Preliminary Plan makes it hard to appreciate that the State Agencies reviewed the draft 2004 Preliminary Plan before they released it for cross acceptance to local governments. State agencies must document these changes if they expect local governments to do the same. Amendments must be made to the plan in the aforementioned location address this issue better and to validate the State Agencies' participation in State Plan's cross-acceptance process, as provided for in the State Planning Act.

During cross-acceptance, the public raised questions and statements regarding clarification of several State agencies future policies and plans, particularly how they related to waterfront redevelopment in Camden and Gloucester cities, Pennsauken and Brooklawn. Because the 2004 Preliminary Plan did not include any post-1999 State agency plan updates, local governments are at a substantial disadvantage to Stage agency plan that will influence their futures greatly. Among the State agency policy and planning questions and statements raised were:

1. The need for a DEP habitat conservation policy that better reflected historical industrial development patterns and redevelopment needs in urban areas. It appears that there is no formal procedure or differentiation between protection policies in urban areas and rural areas.

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2. The need for a better system of payments in lieu of taxes (PILOTs) for State agencies and institutions in urban areas. Local governments are grateful for the State's investment in community resources and local employment. However, they often find that high concentrations of State-owned property in prime real estate areas have a tremendous impact on the property tax structure upon which they depend. This is most profound in Camden City, but also strongly felt in Stratford, home of UMDNJ.
3. The current and future plans of the South Jersey Port Corporation (SJPC) in the central and southern waterfront neighborhoods in Camden City are unclear and should be clarified if redevelopment in Camden City is to proceed in a comprehensive and coordinated fashion. Without a clear plan of where the SJPC will be in the future, it is difficult to plan for future land uses, circulation and infrastructure needs, in addition to ameliorating the adverse impacts of current truck traffic through adjacent residential neighborhoods.
4. Twenty years ago, Camden City agreed to be a host community for a state prison on the waterfront along the northern side of the Benjamin Franklin Bridge to Philadelphia. Since then the nature Camden's waterfront has changed from heavy industry to active recreation: the southern side of the same bridge is a minor league baseball stadium and the state university. The quality of life in the prison's adjacent Cooper Point residential neighborhood, however, has plummeted. Neighborhood development and redevelopment in Cooper Point is difficult because few people want to live near or do business next to a prison. It may be the case that the actual value of the real estate, jobs, tax ratables, and associated neighboring redevelopment of the prison site is worth more to the City and State than that of the prison as it currently sits. Essentially, New Jersey's Riverfront (Camden) Prison's location is a negative factor in Camden's planned renaissance. It would be helpful to have a clearer plan for this State prison's future, and how it fits in with that of the neighborhood.

**M. Information regarding the infrastructure needs**

None of the municipalities reported any substantial infrastructure needs in their cross-acceptance reports or comments during this phase of Cross-Acceptance. As charter members of the Delaware Valley Regional Planning Commission (DVRPC), Camden City and Camden County ensure that their transportation needs are recognized and prioritized, resources permitting. Both are working with Conrail and NJ Transit to coordinate better freight and commuter train traffic along the NJ Transit River Line, which terminates before 10 p.m. due to track alignment and safety problems. Camden County is working with DVRPC and NJDOT on improvements to I-676, I-295 and NJ 42 in the Bellmawr area to remediate vehicular congestion at their junction – one of the worst in the state. They are also working with the Delaware River Port Authority (DRPA) and Gloucester County as DRPA explores extending its PATCO High Speed Line Service to Gloucester County, which also will help alleviate traffic congestion.

In terms of environmental infrastructure, Camden County continues to be concerned about stormwater management in the tidal areas, particularly as it affects traffic on Admiral Wilson Boulevard (US 30) in Camden and Pennsauken and at the Bellmawr Circles on US 130. Working is continuing on separation of sanitary and storm sewer lines in Camden and Gloucester cities, as funding resources permit.

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**N. Existing and proposed redevelopment areas located within the county**

The following is a list of the status of known municipal redevelopment areas outside Camden City. Camden City has several large redevelopment areas dating back to the 1970s and intends to complete redevelopment plans for all 21 City census tracts by the end of 2005. Camden City is a U.S. Empowerment Community (US EC) with North Philadelphia and a NJ Urban Enterprise Zone (NJ UEZ). Since 1998, Gloucester City also was designated a NJ UEZ.

As of December 31, 2004, redevelopment areas have been studied or approved in 29 of the county's 37 municipalities. The eight towns that have NOT considered designation of redevelopment areas are: the two golf course municipalities of Pine Valley and Tavistock; the mutual housing association municipality of Audubon Park; Bellmawr; Haddon Heights; Hi-Nella; Magnolia; and Runnemede.

The following lists the status of Camden County's municipal redevelopment areas. Several municipalities, such as Brooklawn and Pennsauken, have approved large redevelopment areas, and others, such as Mount Ephraim and Oaklyn have linked larger corridor areas to historic downtowns. This list identifies their component parts with an asterisk. Some municipalities, such as Collingswood and Gloucester City, which have approved a number of smaller, site-specific redevelopment areas, include a general reference to this practice. A map of these areas is included in the appendix.

**LEGEND**

- A Proposed Redevelopment Study Area, not yet studied
- B Redevelopment Study Area, not yet designated
- C Designated Redevelopment Area, Plan not yet adopted
- D Designated Redevelopment Area with adopted Plan

	<b>Municipality</b>	<b>Redevelopment Area</b>	<b>Status</b>
1	Audubon	Black Horse Pike	D
2	Audubon	Merchant Street	D
3	Barrington	Downtown & Clements Bridge Road	D
4	Barrington	Industrial Park	D
5	Barrington	White Horse Pike	D
6	Berlin Borough	Berlin (Kmart) Plaza	C
7	Berlin Borough	Carriage Stop	C
8	Berlin Borough	Owens-Corning	C
9	Berlin Borough	White Horse Pike & Cross Keys Road	C
10	Berlin Borough	White Horse Pike East	C
11	Berlin Township	Haddon Avenue	B
12	Brooklawn	Downtown*	D
13	Brooklawn	North Crescent Blvd*	D
14	Brooklawn	South Crescent Blvd*	D
15	Brooklawn	Waterfront*	D
16	Cherry Hill	Cherry Hill Apartments	D
17	Cherry Hill	Garden State Hotel	D
18	Cherry Hill	Route 70 West	D
19	Cherry Hill	Woodcrest Corp Center	D
20	Cherry Hill	Woodcrest Shopping Center	D
21	Chesilhurst	White Horse Pike	B
22	Clementon	Old Acme Site	D

**STATE DEVELOPMENT AND REDEVELOPMENT PLAN  
2004-2005 CROSS-ACCEPTANCE 3 (CAP-3)  
DRAFT CAMDEN COUNTY NEGOTIATION REPORT**

23	Clementon	White Horse Pike	B
24	Collingswood	Cattelli Area	D
25	Collingswood	Eldridge Garden	D
26	Collingswood	Haddon Avenue East	D
27	Collingswood	M & E Marine	D
28	Collingswood	Parkview Apartments	D
29	Collingswood	Peter Lumber Site	D
30	Collingswood	Various other smaller sites	D
31	Collingswood	West Collings Ave	D
32	Collingswood	White Horse Pike North	D
33	Gibbsboro	Paintworks	D
34	Gloucester City	Carpenters Hall	D
35	Gloucester City	Coast Guard Base	D
36	Gloucester City	Monmouth St Area	D
37	Gloucester City	North King St Area	D
38	Gloucester City	South 6th Street Area	D
39	Gloucester City	Southport Area	D
40	Gloucester City	Various other smaller sites	D
41	Gloucester City	West Market Street	D
42	Gloucester Township	Blackwood West	D
43	Gloucester Township	Glen Oaks	D
44	Gloucester Township	Lakeland	C
45	Gloucester Township	New Vision	D
46	Haddon Township	Black Horse Pike	C
47	Haddon Township	Crescent Blvd	C
48	Haddon Township	Haddon Avenue	D
49	Haddon Township	Westmont Theater	D
50	Haddon Township	White Horse Pike	C
51	Haddonfield	Downtown Triangle	B
52	Laurel Springs	Downtown	B
53	Laurel Springs	White Horse Pike	B
54	Lawnside	Bell Avenue	D
55	Lindenwold	DePalma Public Works Complex	B
56	Lindenwold	Gibbsboro Road Area	D
57	Lindenwold	Linden Lake MUA Plant	D
58	Merchantville	Centre Street / Chestnut Station	D
59	Merchantville	Clifton Court	D
60	Merchantville	Town Centre East	D
61	Merchantville	Town Centre West	A
62	Mount Ephraim	Black Horse Pike*	B
63	Mount Ephraim	Downtown*	B
64	Oaklyn	Clinton Street Downtown*	D
65	Oaklyn	White Horse Pike*	D
66	Pennsauken	Civic Center*	D
67	Pennsauken	Crossroads*	D
68	Pennsauken	Holman Site	D
69	Pennsauken	Pettys Island (Cherokee)*	D
70	Pennsauken	Waterfront North*	D
71	Pennsauken	Waterfront South (Cherokee)*	D
72	Pine Hill	Pine Hill Golf Course	D

**STATE DEVELOPMENT AND REDEVELOPMENT PLAN  
2004-2005 CROSS-ACCEPTANCE 3 (CAP-3)  
DRAFT CAMDEN COUNTY NEGOTIATION REPORT**

73	Pine Hill	Ravens Avenue	B
74	Somerdale	Lions Head Plaza	D
75	Stratford	Warwick Road Shopping Center	D
76	Voorhees	Buzby Landfill*	D
77	Voorhees	Centennial Blvd*	D
78	Voorhees	Echelon Mall	D
79	Voorhees	Flyers Skate Zone	D
80	Waterford	Pinehurst - West Atco	D
81	Winslow	AC Moore	D
82	Winslow	Fountains	D
83	Woodlynne	Woodlynne Avenue	A

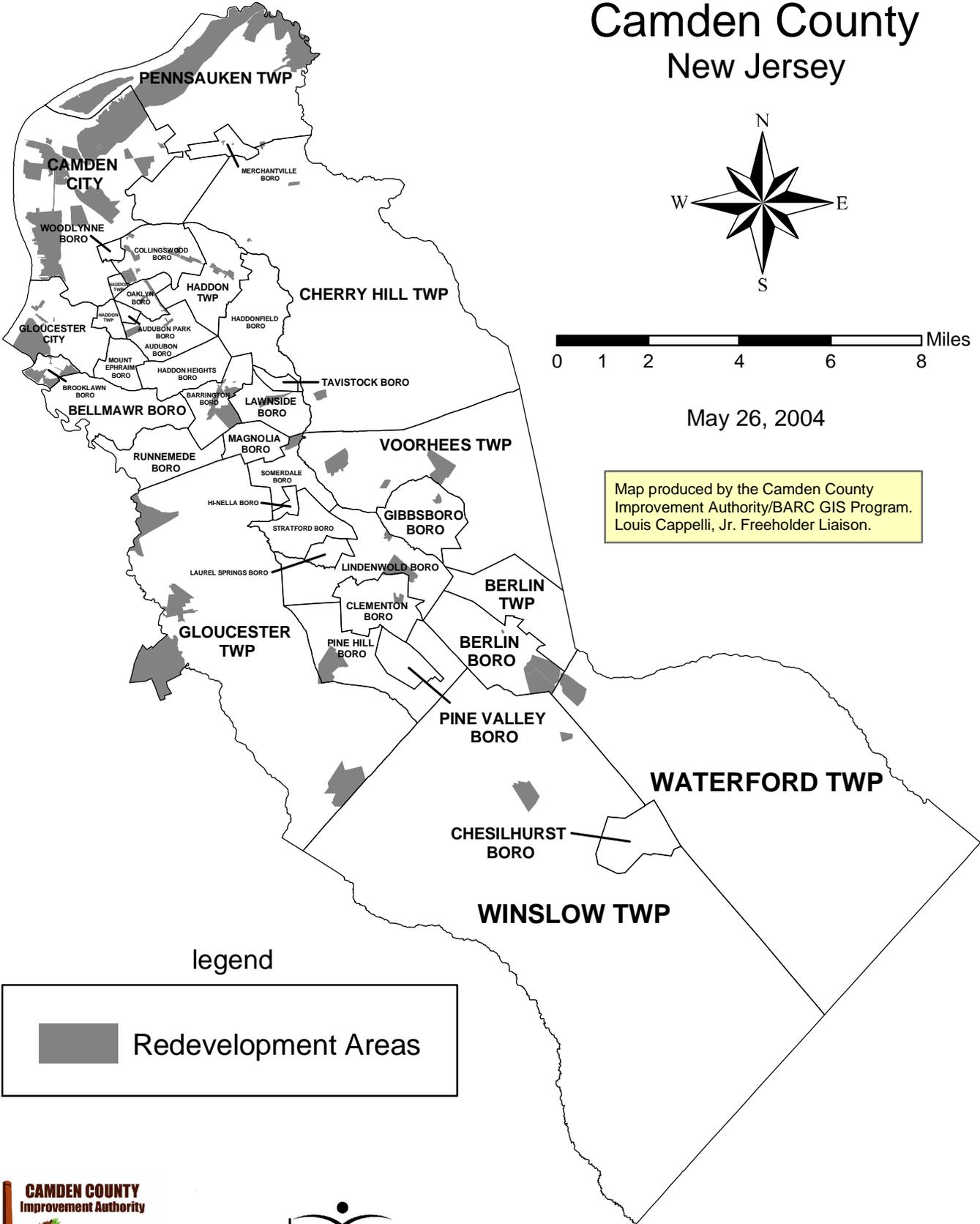
**LEGEND**

- A Proposed Redevelopment Study Area, not yet studied
- B Redevelopment Study Area, not yet designated
- C Designated Redevelopment Area, Plan not yet adopted
- D Designated Redevelopment Area with adopted Plan

# Redevelopment Areas

## Camden County

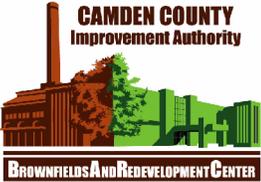
New Jersey



Map produced by the Camden County Improvement Authority/BARC GIS Program. Louis Cappelli, Jr. Freeholder Liaison.

legend

 Redevelopment Areas



Making It Better, Together.

**STATE DEVELOPMENT AND REDEVELOPMENT PLAN  
2004-2005 CROSS-ACCEPTANCE 3 (CAP-3)  
DRAFT CAMDEN COUNTY NEGOTIATION REPORT**

**NJ STATE PLAN POLICY MAP (SPPM)  
AMENDMENT COMMENTS**

**STATE DEVELOPMENT AND REDEVELOPMENT PLAN  
2004-2005 CROSS-ACCEPTANCE 3 (CAP-3)  
DRAFT CAMDEN COUNTY NEGOTIATION REPORT**

**NJ STATE PLAN POLICY MAP (SPPM) AMENDMENT COMMENTS**

The adopted 2001 State Plan Policy Map delineated the majority of Camden County outside the Pinelands Area as either Metropolitan Planning Area 1 (PA-1) or Suburban Planning Area (PA-2). The lone exception was Pine Valley Borough, which remained Fringe Planning Area (PA-3). Camden City was a designated Urban Center and Gloucester City was a designated Town Center. During Cross Acceptance II, Camden County did not delineate any Critical Environmental Sites (CESs) or Historic and Cultural Sites (HCSs), although several other counties did so. The State Planning Commission has not approved any map amendments in Camden County since 2001.

The 2004 Preliminary State Plan Policy Map included the new Parks Planning Area (PA-6) and CESs. Although Camden County does not object to the mapping of these public Parks and CESs, it is concerned about the amount of information displayed on the map. However, if the map is to show CESs, then the County must request that it also illustrate HCSs, which have the same significance in urban areas, such as ours. Therefore, Camden County chooses to delineate HCSs, which meet the following criteria:

- Archeological sites;
- Historic districts listed on the State Register of Historic Places, National Register of Historic Places, or both;
- Historic districts determined potentially eligible by local or county surveys or by the State Historic Preservation Office (SHPO);
- Historic districts included in municipal master plans and approved by local ordinances;
- Architectural design districts included in municipal master plans and approved by local ordinances;
- Other special purpose districts included in municipal master plans and approved by local ordinances designed to promote academic, artistic, cultural, entertainment, sports and tourism development;
- Properties outside historic districts listed on the registry of National Historic Landmarks;
- Properties outside historic districts listed on the State Register of Historic Places, National Register of Historic Places, or both, open to the general public for civic, non-religious purposes, such as historic public buildings, schools, house museums, theatres, etc.; and

The 2004 Preliminary State Plan Policy Map also proposed changing four large areas in the central part of the County from PA-1 and PA-2 to the Environmentally Sensitive Planning Area (PA-5). No conflicts were raised about the proposed changes along the Four Mile Branch in Winslow Township on the Gloucester County border, nor along the Longcoming Branch in Pine Hill Borough and Gloucester and Winslow townships on the Pinelands Area border. Because the proposed PA-5 change in Voorhees Township, when corrected to reflect recent open space acquisitions in that area, will not meet the delineation criteria, it should be reversed. Similarly, because the proposed PA-5 changes in Pine Hill Borough and Gloucester Township near Little Gloucester, Hickstown, Camden County College and the GEMS Landfill do not meet the criteria, they should be reversed.

Three municipalities, Berlin Borough, Gloucester Township and Voorhees Township, requested changing parts or all of their PA-2s to PA-1s. Gloucester Township also requests delineation of several centers and cores. The following is a map-by-map summary of Camden County's proposed map changes.

QUAD	CODE	MUNICIPALITY(IES)	NAME	COMMENTS	ACTION
102	044	Camden City	PA1 to PARK	State proposed PARK change that City & Camden County agrees to	Agreed
102	045	Camden City	PA1 to PARK	State proposed PARK change that City & Camden County agrees to	Agreed
102	046	Camden City	PA1 to PARK	State proposed PARK change that City & Camden County agrees to	Agreed
102	047	Camden City	PA1 to PARK	State proposed PARK change that City & Camden County agrees to	Agreed
102	HCD003	Brooklawn	Noreg Village Historic District	Determined potentially eligible for State and National Registers by county survey in 2004 & SHPO opinion in 1996	County Proposed
102	HCD007	Camden City	South Camden Historic District	S. 4th, S. 6th, Jackson, Fillmore, and Van Hook streets, and Ferry Ave. (placed on SR and NR in 1990)	City & County Proposed
102	HCD008	Camden City	Cooper Plaza Historic District	Formed by municipal ordinance in 1983 & SHPO opinion for State Register eligibility in 1991	City & County Proposed
102	HCD022	Camden City	Cooper Grant Historic District	Friends Ave.; Linden, N. Front, N. 2nd, Penn, and Point streets (placed on SR in 1987 and NR in 1989)	City & County Proposed
102	HCD024	Camden City	Market Street Historic District	Roughly bounded by Market St. from 2nd St. to 5th St., including N. 3rd St. and N. 4th St. (determined potentially eligible for State Register by SHPO opinion in 1997)	City & County Proposed
102	HCD025	Gloucester City	Gloucester City Local Historic District	Formed by municipal ordinance in 1988	County Proposed
102	HCP008	Camden City	Battleship New Jersey	Battleship NJ (USS BB-62) at Camden Waterfront at Martin Luther King Blvd. (placed on State and National Registers in 2003 and 2004) is a museum property open to the general public	City & County Proposed

# NJ Cross Acceptance III

## Camden County, NJ (Philadelphia PA-NJ 102)

Map Published April 21, 2005

### Legend

#### Civil Divisions Roads & Rail Lines

- County Boundaries
- Municipal Boundaries
- Major Highways
- County/Local Roads
- PATCO High Speed Line
- PATCO Stations
- AC Line
- AC Line Stations
- RIVER LINE
- RIVER LINE Stations

#### State Plan Centers

- Center
- Endorsed Plan
- Node
- Proposed New Centers
- DT = Designated Town
- PT = Proposed Town
- PV = Proposed Village
- PC = Proposed Core

#### NJDEP Constraints

- Potential CES

#### State Plan Delta Areas

- Agreed
- Local Changes

#### Historic & Cultural Sites

- Historic Districts
- Historic Sites/Museums

#### State Plan Areas

- Metropolitan Planning Area
- Suburban Planning Area
- Fringe Planning Area
- Rural Planning Area
- Rural/Env. Sensitive Planning Area
- Env. Sensitive Planning Area
- Env. Sens./Barrier Isl. Planning Area
- Parks/Natural Areas
- Military

#### Pinelands Management Areas

- State Designated Pinelands Area
- Pinelands Regional Growth Area
- Pinelands Pinelands Town
- Pinelands Village
- Pinelands Rural Development Area
- Pinelands Agricultural Production Area
- Pinelands Special Agricultural Area
- Pinelands Forest and Preservation Area
- Pinelands Military and Federal

0 2,200 4,400 Feet



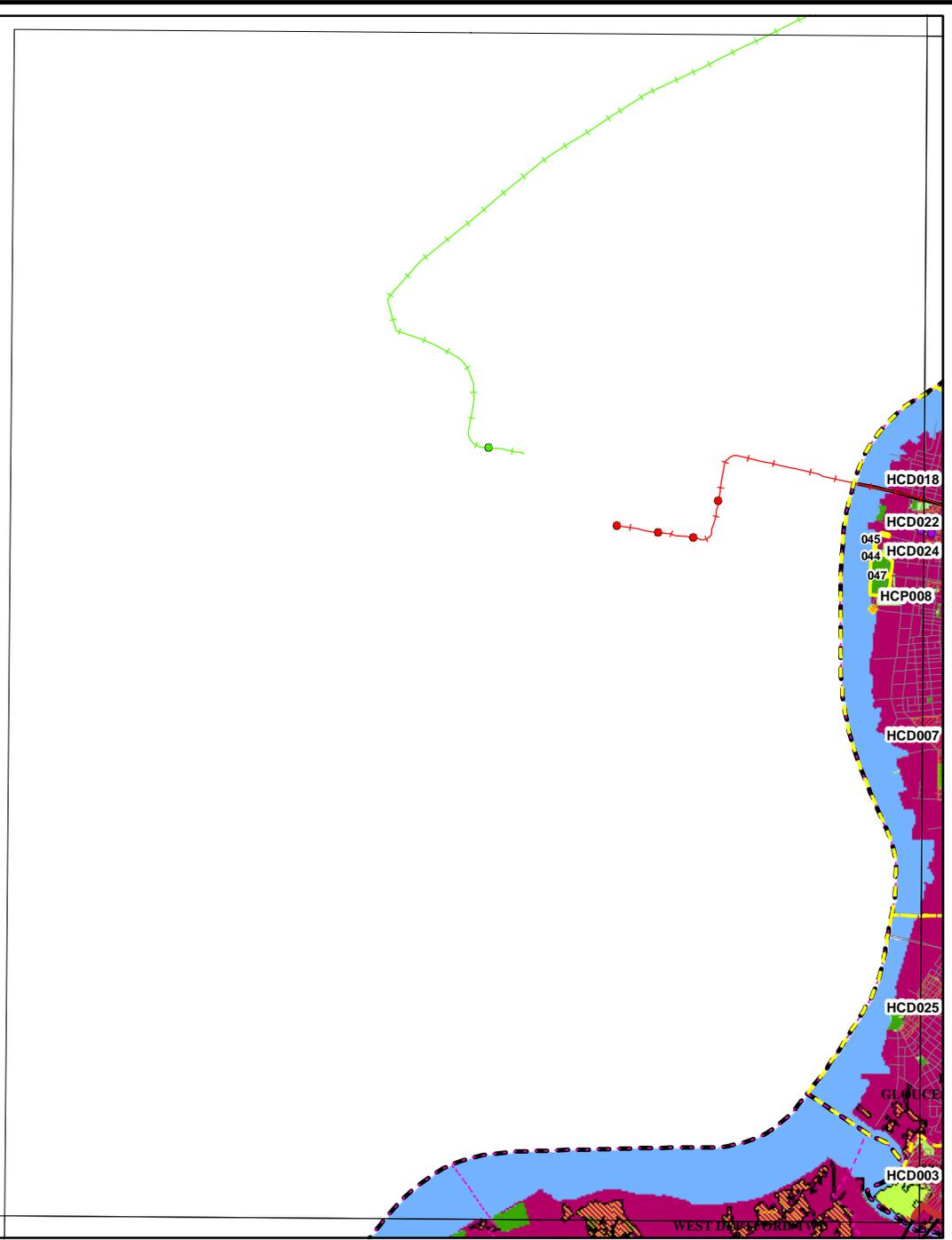
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This map was developed in part using digital data from the NJ Department of Environmental Protection, NJ Department of Transportation, NJ Department of Agriculture and the Pinelands Commission. Parks and natural areas are based on files received from the NJDEP Green Acres Program, Recreation and Open Space Inventories as well as information received from Counties and Municipalities. As a whole, the open space mapping should not be considered accurate or all inclusive. Roads are from GDT, Inc.

Prepared by the Camden County  
Planning Authority/BARC GIS Program.  
John J. Jr., Freeholder Liaison.

Camden County  
Together.



QUAD	CODE	MUNICIPALITY(IES)	NAME	COMMENTS	ACTION
103	034	Cherry Hill	PA1 to PARK	State proposed PARK change that Camden County agrees to	Agreed
103	035	Camden City	PA1 to PARK	State proposed PARK change that City & Camden County agrees to	Agreed
103	036	Camden City	PA1 to PARK	State proposed PARK change that City & Camden County agrees to	Agreed
103	037	Cherry Hill, Haddonfield	PA1 to PARK	State proposed PARK change that Camden County agrees to	Agreed
103	038	Camden City	PA1 to PARK	State proposed PARK change that City & Camden County agrees to (area is a cemetery)	Agreed
103	039	Cherry Hill, Haddon Township	PA1 to PARK	State proposed PARK change that Camden County agrees to	Agreed
103	040	Cherry Hill, Pennsauken, Collingswood, Haddon Township	PA1 to PARK	State proposed PARK change that Camden County agrees to	Agreed
103	041	Camden City	PA1 to PARK	State proposed PARK change that City & Camden County agrees to	Agreed
103	042	Camden City	PA1 to PARK	State proposed PARK change that City & Camden County agrees to	Agreed
103	043	Camden City	PA1 to PARK	State proposed PARK change that City & Camden County agrees to	Agreed
103	048	Burlington County	N/A	N/A	N/A
103	049	Burlington County	N/A	N/A	N/A
103	052	Camden City	PA1 to PARK	Harleigh Cemetery at Haddon and Ferry avenues should be PARK	City Proposed
103	053	Camden City	PA1 to PARK	New Camden Cemetery at Mt Ephraim and Ferry avenues should be PARK	City Proposed
103	054	Camden City	PA1 to PARK	Old Camden Cemetery at Haddon and Mt Vernon avenues should be PARK	City Proposed
103	HCD001	Audubon Park	Audubon Park Historic District	Audubon Park Historic District determined potentially eligible by county survey in 2004	County Proposed
103	HCD002	Camden City	Fairview Historic District	Hill and Olympia roads; Mount Ephraim Ave.; Crescent Blvd.; and the North-South Freeway (aka Yorkship Village, placed on SR and NR in 1974)	City & County Proposed
103	HCD003	Brooklawn	Noreg Village Historic District	Determined potentially eligible for State and National Registers by county survey in 2004 & SHPO opinion in 1996	County Proposed

QUAD	CODE	MUNICIPALITY(IES)	NAME	COMMENTS	ACTION
103	HCD004	Haddonfield	Haddonfield Historic District	Roughly bounded by Washington, Hopkins, Summit, and E. Park Aves., and Kings Hwy. (placed on SR in 1980 and NR in 1982)	County Proposed
103	HCD005	Collingswood	Collingswood Residential Historic District	Roughly, Knight Park and its bordering properties, including Park Ave. E to Dayton Ave. (placed on SR and NR in 1990)	County Proposed
103	HCD006	Collingswood	Collingswood Commercial Historic District	Haddon Ave. between Woodlawn and Fern; portions of Collings Ave. (placed on SR and NR in 1990)	County Proposed
103	HCD007	Camden City	South Camden Historic District	S. 4th, S. 6th, Jackson, Fillmore, and Van Hook streets, and Ferry Ave. (placed on SR and NR in 1990)	City & County Proposed
103	HCD008	Camden City	Cooper Plaza Historic District	Formed by municipal ordinance in 1983 & SHPO opinion for State Register eligibility in 1991	City & County Proposed
103	HCD009	Camden City	Harleigh Cemetery	Determined potentially eligible for State Register by SHPO opinion in 1995	City & County Proposed
103	HCD010	Camden City	Parkside Historic District	Roughly bounded by Park Blvd., Euclid Ave., and Princess Ave. (determined potentially eligible by SHPO opinion in 1996)	City & County Proposed
103	HCD011	Merchantville	The Oaks Historic District	320 W. Maple Ave., 101-201 [odd only] Browning Rd., 308-318 [even only] Volan St., and 1-3 Oak Terrace (placed on SR and NR in 1997)	County Proposed
103	HCD012	Merchantville	Cattell Tract Historic District	Parts of E. and W. Chestnut Aves. [north side], E. and W. Walnut Aves., E. and W. Cedar Aves., Rodgers Ave., Cove Rd., Gilmore Ave. N. Center St., and Leslie Ave. (placed on SR and NR in 1994)	County Proposed
103	HCD013	Cherry Hill	Kay-Evans Farmstead (Croft Farm)	100 Borton Mill Rd. Key-Evans Farmstead (Croft Farm) Museum & Arts Center (placed on SR and NR in 2000)	County Proposed
103	HCD018	Camden City	State Street Streetscape (400 and 600 blocks)	400 block determined potentially eligible for State Register by SHPO opinion in 1993; 600 block also determined potentially eligible by SHPO opinion in 1995	City & County Proposed
103	HCD019	Merchantville	Merchantville Town Center Historic District	Determined potentially eligible for State Register by SHPO opinion in 1999 and formed by municipal ordinance in 2004	County Proposed

QUAD	CODE	MUNICIPALITY(IES)	NAME	COMMENTS	ACTION
103	HCD020	Camden City	Haddon Avenue Historic District	Determined potentially eligible for State and National Register by city survey in 1983	City & County Proposed
103	HCD021	Camden City	Walt Whitman Neighborhood	Bordered by Mickle St., 3rd and 4th avenues (placed on SR in 1970 and NR in 1978)	City & County Proposed
103	HCD022	Camden City	Cooper Grant Historic District	Friends Ave.; Linden, N. Front, N. 2nd, Penn, and Point streets (placed on SR in 1987 and NR in 1989)	City & County Proposed
103	HCD023	Camden City	Cooper Street Historic District	Cooper St. from 2nd to 7th Avenues; part of Lawrence St. (placed on SR and NR in 1989)	City & County Proposed
103	HCD024	Camden City	Market Street Historic District	Roughly bounded by Market St. from 2nd St. to 5th St., including N. 3rd St. and N. 4th St. (determined potentially eligible for State Register by SHPO opinion in 1997)	City & County Proposed
103	HCD025	Gloucester City	Gloucester City Local Historic District	Formed by municipal ordinance in 1988	County Proposed
103	HCD026	Haddon Heights	Station Avenue Business Historic District	500-622 and 501-617 Station Ave. (placed on SR and NR in 1989)	County Proposed
103	HCD027	Haddon Heights	White Horse Pike Residential Historic District	Roughly bounded by Fourth Ave., High and Haddon Sts., E. Atlantic St., and Kings Hwy. and Green St. (placed on SR and NR in 1988)	County Proposed
103	HCP001	Camden City	Pomona Hall (Cooper House)	Pomona Hall at Park Blvd. & Euclid Ave. (placed on State and National Registers in 1971) is a museum property open to the general public	City & County Proposed
103	HCP003	Haddon Township	The Ritz Theatre	Ritz Theatre at 915 White Horse Pike (placed on State and National Registers in 2002) is a commercial theatre open to the general public	County Proposed
103	HCP005	Woodlynne	Woodlynne Scouts Log Cabin	Woodlynne Scouts Log Cabin at 200 Block of Cooper Avenue (placed on State and National Registers in 1997) is a public library and community center open to the general public	County Proposed
103	HCP006	Pennsauken	Griffith Morgan House	Griffith Morgan House at Delaware River, Pennsauken Creek, and Penn Central (placed on State and National Registers in 1972 and 1973) is a museum property open to the general public	County Proposed

<b>QUAD</b>	<b>CODE</b>	<b>MUNICIPALITY(IES)</b>	<b>NAME</b>	<b>COMMENTS</b>	<b>ACTION</b>
103	HCP007	Haddonfield	Hadrosaurus Foulkii Leidy Site	The dinosaur site at end of Maple Ave., near Cooper River (placed on State and National Registers in 1994 and 1995 and is a National Historic Landmark) is in a public park	County Proposed
103	HCP009	Haddon Township	Westmont Theatre	Westmont Theatre at 49 Haddon Ave. (Certificate of Eligibility for State Register from SHPO in 2002) is a commercial theatre open to the general public	County Proposed
103	HCP010	Collingswood	Excelsior Scottish Rite Auditorium	Excelsior Scottish Rite Theatre at 315 White Horse Pike (Certificate of Eligibility for State Register from SHPO in 2000) is a public theatre property open to the general public	County Proposed

**NJ Cross Acceptance III**  
**Camden County, NJ**  
**(Camden NJ PA 103)**  
 Map Published April 21, 2005

**Legend**

**Civil Divisions Roads & Rail Lines**

- County Boundaries
- Municipal Boundaries
- Major Highways
- County/Local Roads
- PATCO High Speed Line
- PATCO Stations
- AC Line
- AC Line Stations
- RIVER LINE
- RIVER LINE Stations

**State Plan Centers**

- Center
- Enclaved Plan
- Note
- Proposed New Centers
- Repeal
- PT = Proposed Town
- PP = Proposed Village
- PC = Proposed Core

**NJDEP Constraints**

- Potential CES

**State Plan Delta Areas**

- Agreed
- Local Changes

**Historic & Cultural Sites**

- Historic Districts
- Historic Sites/Monuments

**State Plan Areas**

- Metropolitan Planning Area
- Suburban Planning Area
- Fringe Planning Area
- Rural Planning Area
- Rural II or Sensitive Planning Area
- Env. Sensitive Planning Area
- Park/Natural Areas
- Military

**Pinelands Management Areas**

- State Designated Pinelands Area
- Pinelands Regional Growth Area
- Pinelands Pinelands Town
- Pinelands Village
- Pinelands Rural Development Area
- Pinelands Agricultural Production Area
- Pinelands Special Agricultural Area
- Pinelands Forest and Preservation Area
- Pinelands Military and Federal

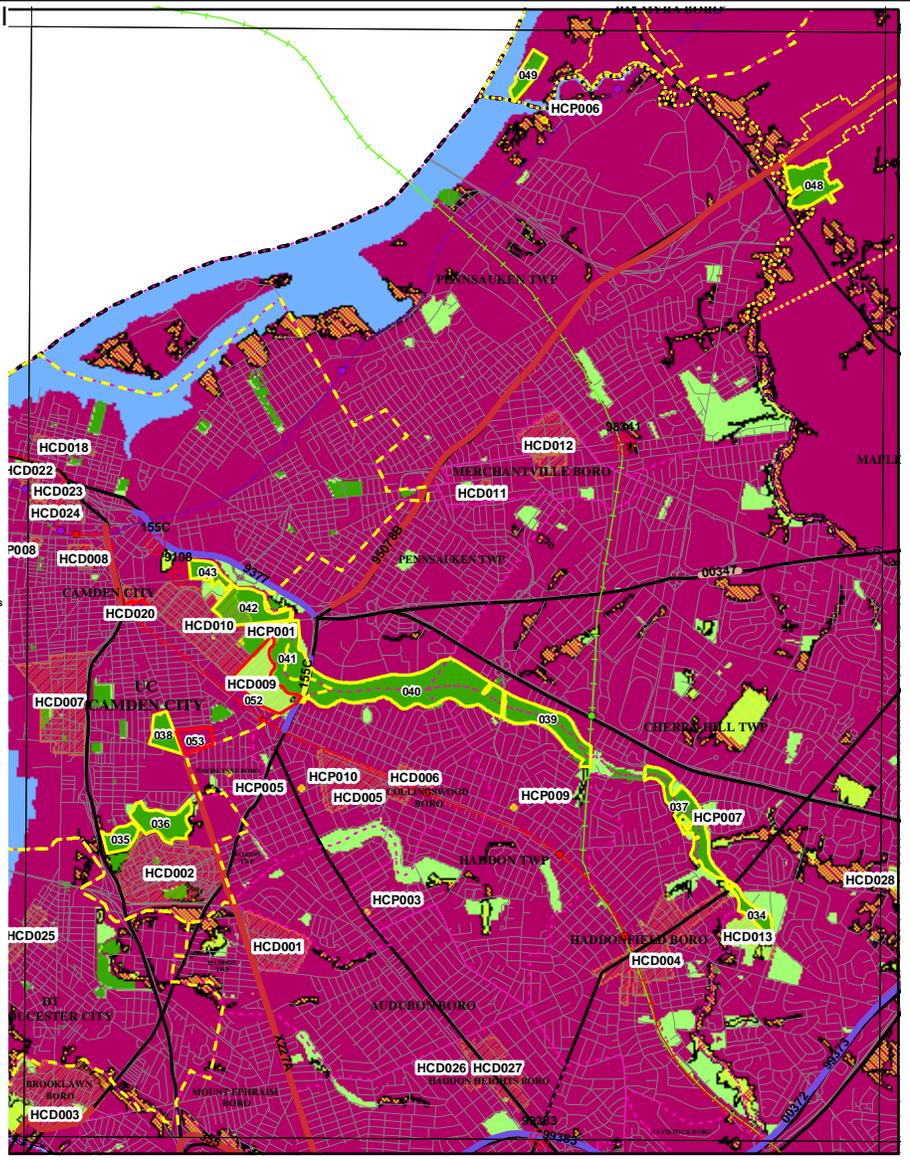


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Map produced by the Camden County Improvement Authority/BARC GIS Program.  
 Louis Caspell, Jr. Freeholder Liaison.



<b>QUAD</b>	<b>CODE</b>	<b>MUNICIPALITY(IES)</b>	<b>NAME</b>	<b>COMMENTS</b>	<b>ACTION</b>
104	033	Cherry Hill	PA1 to PARK	State proposed PARK change that Camden County agrees to	Agreed
104	HCD028	Cherry Hill	Barclay Farmstead	Barclay Farmstead Museum (placed on SR and NR in 1978) is a museum property open to the general public	County Proposed

# NJ Cross Acceptance III

## Camden County, NJ (Moorestown NJ 104)

Map Published April 21, 2005

### Legend

#### Civil Divisions Roads & Rail Lines

- County Boundaries
- Municipal Boundaries
- Major Highways
- County/Local Roads
- PATCO High Speed Line
- PATCO Stations
- AC Line
- AC Line Stations
- RIVER LINE
- RIVER LINE Stations

- #### State Plan Centers
- Center
  - Endorsed Plan
  - Node
  - Proposed New Centers
  - DT = Designated Town
  - PT = Proposed Town
  - PV = Proposed Village
  - PC = Proposed Core

- #### NJDEP Constraints
- Potential CES

- #### State Plan Delta Areas
- Agreed
  - Local Changes

- #### Historic & Cultural Sites
- Historic Districts
  - Historic Sites/Museums

#### State Plan Areas

- Metropolitan Planning Area
- Suburban Planning Area
- Fringe Planning Area
- Rural Planning Area
- Rural/Env. Sensitive Planning Area
- Env. Sensitive Planning Area
- Env. Sens./Barrier Isl. Planning Area
- Parks/Natural Areas
- Military

#### Pinelands Management Areas

- State Designated Pinelands Area
- Pinelands Regional Growth Area
- Pinelands Town
- Pinelands Village
- Pinelands Rural Development Area
- Pinelands Agricultural Production Area
- Pinelands Special Agricultural Area
- Pinelands Forest and Preservation Area
- Pinelands Military and Federal

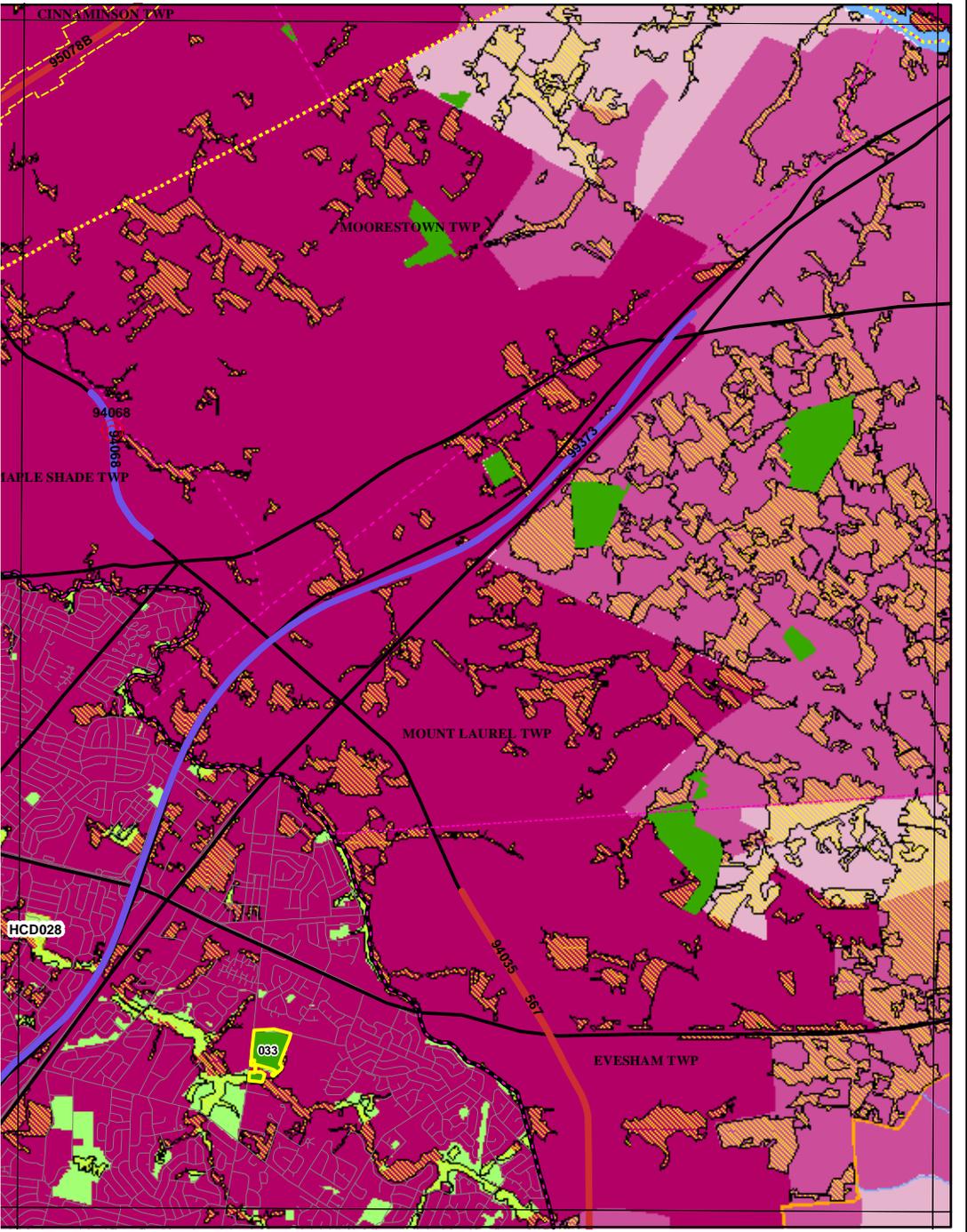


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Prepared by the Camden County GIS Authority/BARC GIS Program. Bill, Jr. Freeholder Liaison.



QUAD	CODE	MUNICIPALITY(IES)	NAME	COMMENTS	ACTION
114	NA	NA	NA	NA	NA

# NJ Cross Acceptance III

Camden County, NJ  
(Woodbury NJ 114)

Map Published April 21, 2005

## Legend

### Civil Divisions Roads & Rail Lines

- County Boundaries
- Municipal Boundaries
- Major Highways
- County/Local Roads
- PATCO High Speed Line
- PATCO Stations
- AC Line
- AC Line Stations
- RIVER LINE
- RIVER LINE Stations

- ### State Plan Centers
- Center
  - Endorsed Plan
  - Node
  - Proposed New Centers
  - DT = Designated Town
  - PT = Proposed Town
  - PV = Proposed Village
  - PC = Proposed Core

- ### NJDEP Constraints
- Potential CES

- ### State Plan Delta Areas
- Agreed
  - Local Changes

- ### Historic & Cultural Sites
- Historic Districts
  - Historic Sites/Museums

### State Plan Areas

- Metropolitan Planning Area
- Suburban Planning Area
- Fringe Planning Area
- Rural Planning Area
- Rural/Env. Sensitive Planning Area
- Env. Sensitive Planning Area
- Env. Sens./Barrier Isl. Planning Area
- Parks/Natural Areas
- Military

### Pinelands Management Areas

- State Designated Pinelands Area
- Pinelands Regional Growth Area
- Pinelands Pinelands Town
- Pinelands Village
- Pinelands Rural Development Area
- Pinelands Agricultural Production Area
- Pinelands Special Agricultural Area
- Pinelands Forest and Preservation Area
- Pinelands Military and Federal

0 2,200 4,400 Feet



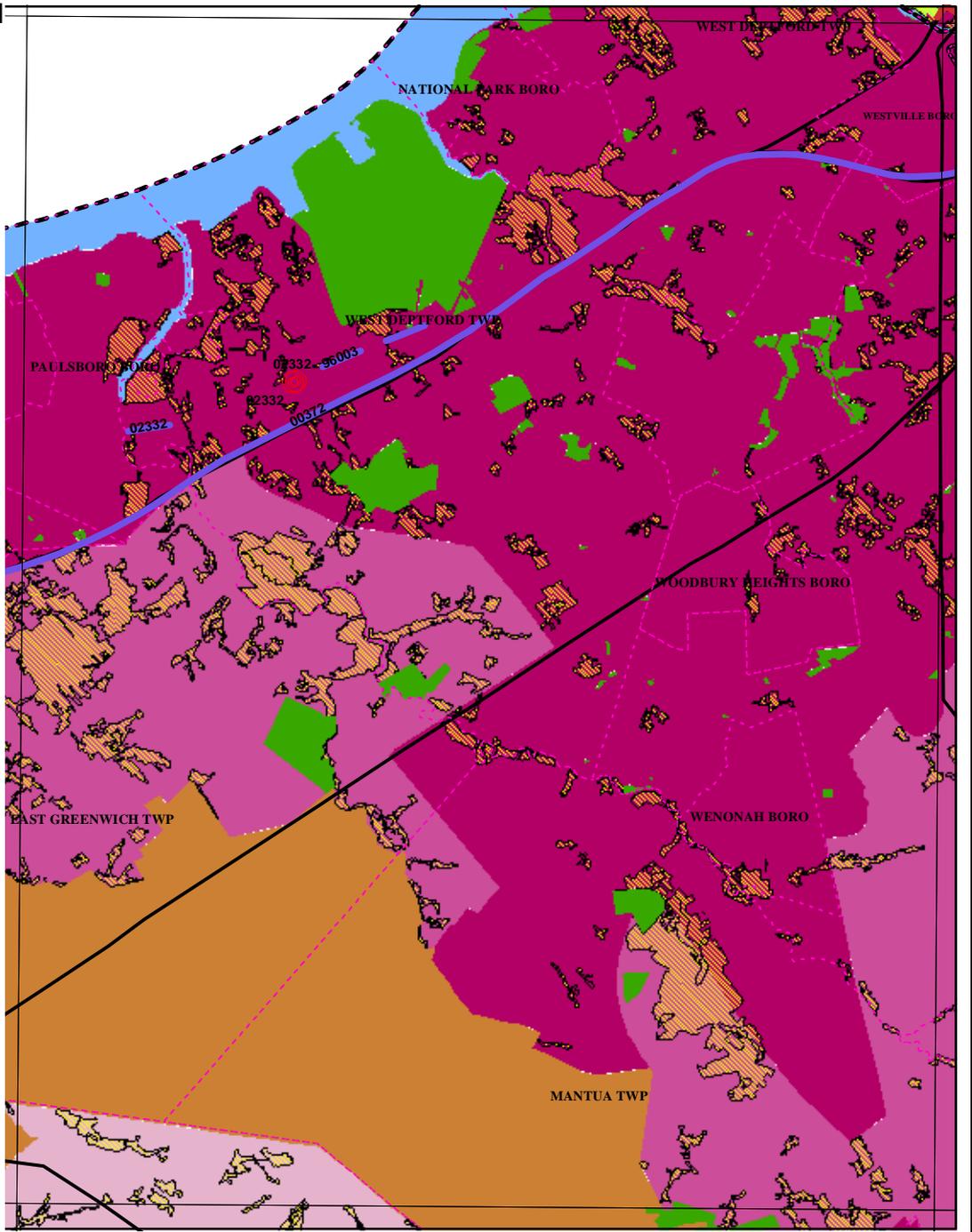
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Prepared by the Camden County  
Planning Authority/BARC GIS Program.  
John J. Freeseholder Liason.

**Camden County**  
Together.



QUAD	CODE	MUNICIPALITY(IES)	NAME	COMMENTS	ACTION
115	001	Gloucester Township	PA1 (proposed PA5) to PA1 with CESSs	Revert to PA1 with CESSs. After deleting GEMS Landfill and Camden County College Blackwood Campus properties, the area does not meet criteria for PA5 designation	Township & County Proposed
115	011	Gloucester Township	PA1 to PARK	State proposed PARK change that Camden County agrees to	Agreed
115	014	Gloucester Township	PA2 (proposed PA5) to PA2 with CESSs	Revert to PA2 with CESSs. After deleting GEMS Landfill and Camden County College Blackwood Campus properties, the area does not meet criteria for PA5 designation	Township & County Proposed
115	016	Gloucester County	N/A	N/A	N/A
115	024	Gloucester Township	PA1 (proposed PA5) to PA1 with CESSs	Revert to PA1 with CESSs. After deleting GEMS Landfill and Camden County College Blackwood Campus properties, the area does not meet criteria for PA5 designation	Township & County Proposed
115	025	Gloucester Township	PA1 (proposed PA5) to PA1 with CESSs	Revert to PA1 with CESSs. After deleting GEMS Landfill and Camden County College Blackwood Campus properties, the area does not meet criteria for PA5 designation	Township & County Proposed
115	028	Gloucester Township	PA1 (proposed PA5) to PA1 with CESSs	Revert to PA1 with CESSs. After deleting GEMS Landfill and Camden County College Blackwood Campus properties, the area does not meet criteria for PA5 designation	Township & County Proposed
115	029	Gloucester Township	PA2 (proposed PA5) to PA2 with CESSs	Revert to PA2 with CESSs. After deleting GEMS Landfill and Camden County College Blackwood Campus properties, the area does not meet criteria for PA5 designation	Township & County Proposed
115	030	Gloucester County	N/A	N/A	N/A
115	031	Gloucester County	N/A	N/A	N/A
115	032	Gloucester Township	PA1 to PARK	State proposed PARK change that Camden County agrees to	Agreed
115	055	Gloucester Township	PA1 (proposed PA5) to PA1 with CESSs	Revert to PA1 with CESSs. After deleting GEMS Landfill and Camden County College Blackwood Campus properties, the area does not meet criteria for PA5 designation	Township & County Proposed
115	063	Gloucester Township	PA2 to PA1	Change PA2 to PA1 due to suburban infill development potential	Township Proposed
115	CC001	Gloucester Township	Glendora Village Center	Township Proposed Glendora Village Center	Township Proposed

QUAD	CODE	MUNICIPALITY(IES)	NAME	COMMENTS	ACTION
115	CC002	Gloucester Township	Chews Landing Village Center	Township Proposed Chews Landing Village Center	Township Proposed
115	CC003	Gloucester Township	Blackwood Town Center (proposed)	Township Proposed Blackwood Town Center	Township Proposed
115	CC004	Gloucester Township	Sicklerville Town Center (proposed)	Township Proposed Sicklerville Town Center	Township Proposed
115	CC005	Gloucester Township	Camden County College: Blackwood Core (proposed)	Township Proposed Camden County College Blackwood Campus Core	Township Proposed
115	CC006	Gloucester Township	Lakeland Core (proposed)	Township Proposed Lakeland Core	Township Proposed
115	HCD014	Gloucester Township	Blackwood Historic District	Roughly Church St. from E. Railroad Ave. to Indiana Ave., Blackhorse Pike, and Central Ave. (placed on SR and NR in 1989)	County Proposed
115	HCP002	Gloucester Township	Gabriel Davis Tavern	Gabriel Davies Tavern at 500 3rd Ave. (placed on State and National Registers in 1973 and 1977 as Hillman Hospital House) is a museum property open to the general public	County Proposed
115	HCP004	Lawnside	Peter Mott House	Peter Mott House at 26 King's Court (Junction of Moore & Gloucester Aves) (placed on State and National Registers in 1994) is a museum property open to the general public	County Proposed

# NJ Cross Acceptance III Camden County, NJ (Runnemede NJ 115)

Map Published April 21, 2005

## Legend

<b>Civil Divisions Roads &amp; Rail Lines</b>	<b>State Plan Centers</b>
County Boundaries	Center
Municipal Boundaries	Extended Plan
Major Highways	Note
County/Local Roads	Proposed New Centers
PATCO High Speed Line	Green
PATCO Stations	PT = Proposed Town
AC Line	PL = Proposed Village
AC Line Stations	PC = Proposed Core
RIVER LINE	<b>NUDEP Constraints</b>
RIVER LINE Stations	Potential CES

<b>State Plan Areas</b>	<b>Pinelands Management Areas</b>
Metropolitan Planning Area	Other Designated Pinelands Area
Suburban Planning Area	Pinelands Regional Growth Area
Fringe Planning Area	Pinelands Town
Rural Planning Area	Pinelands Village
Rural/Env. Sensitive Planning Area	Pinelands Rural Development Area
Env. Sensitive Planning Area	Pinelands Agricultural Production Area
Env. Sensitive/Barren/Inf. Planning Area	Pinelands Special Agricultural Area
Park/Natural Areas	Pinelands Forest and Preservation Area
Military	Pinelands Military and Federal

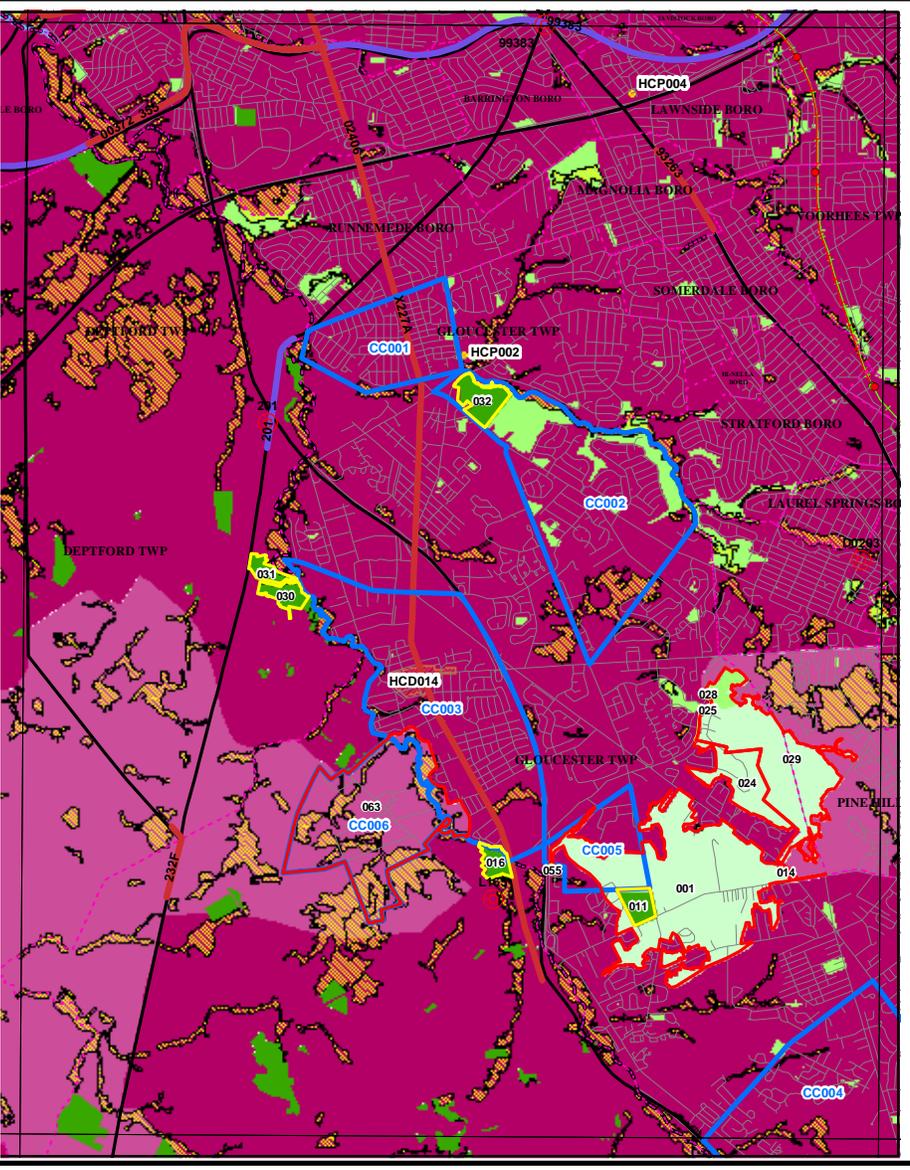


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Map produced by the Camden County Improvement Authority/BARC GIS Program, Louis Cappelli, Jr. Freeholder Liaison.



QUAD	CODE	MUNICIPALITY(IES)	NAME	COMMENTS	ACTION
116	006	Winslow Township	PA1 to PA5	State proposed PA5 change that Camden County & Township agree to	Agreed
116	007	Winslow Township	PA1 to PA5	State proposed PA5 change that Camden County & Township agree to	Agreed
116	008	Winslow Township	PA2 to PA5	State proposed PA5 change that Camden County & Township agree to	Agreed
116	009	Gloucester Township, Pine Hill	PA1 to PA5	State proposed PA5 change that Camden County & Township agree to	Agreed
116	010	Winslow Township	PA2 to PA1	State proposed PA1 change that Camden County & Township agree to	Agreed
116	012	Winslow Township	PA1 and PA2 to PA5	State proposed PA5 change that Camden County & Township agree to	Agreed
116	013	Winslow Township	PA2 to PA5	State proposed PA5 change that Camden County & Township agree to	Agreed
116	015	Berlin Borough	PA2 to PARK	State proposed PARK change that Camden County agrees to	Agreed
116	017	Berlin Borough	PA2 to PA1	State proposed PA1 that Camden County agrees to	Agreed
116	018	Berlin Borough	PA1 to PARK	State proposed PARK change that Camden County agrees to	Agreed
116	019	Berlin Borough	PA1 to PARK	State proposed PARK change that Camden County agrees to	Agreed
116	020	Berlin Borough	PA1 to PARK	State proposed PARK change that Camden County agrees to	Agreed
116	021	Berlin Borough	PA1 to PARK	State proposed PARK change that Camden County agrees to	Agreed
116	022	Berlin Borough	PA2 to PARK	State proposed PARK change that Camden County agrees to	Agreed
116	023	Berlin Borough	PA1 to PARK	State proposed PARK change that Camden County agrees to	Agreed
116	026	Berlin Borough	PA1 to PARK	State proposed PARK change that Camden County agrees to	Agreed
116	027	Berlin Borough	PA1 to PARK	State proposed PARK change that Camden County agrees to	Agreed
116	050	Berlin Borough	PA2 to PA1	Change PA2 to PA1 due to suburban infill development potential	Borough Proposed
116	051	Berlin Borough	PA2 to PA1	Change PA2 to PA1 due to suburban infill development potential	Borough Proposed

QUAD	CODE	MUNICIPALITY(IES)	NAME	COMMENTS	ACTION
116	056	Voorhees Township	PA2 (proposed PA5) to PA1 with CESs and PARK	Change all municipal and county dedicated open space in the proposed PA5 layer to PA6, and remainder to PA1 (see #066 and #067) with CESs	Township & County Proposed
116	057	Voorhees Township	PA2 (proposed PA5) to PA1 with CESs and PARK	Change all municipal and county dedicated open space in the proposed PA5 layer to PA6, and remainder to PA1 (see #066 and #067) with CESs	Township & County Proposed
116	058	Voorhees Township	PA2 (proposed PA5) to PA1 with CESs and PARK	Change all municipal and county dedicated open space in the proposed PA5 layer to PA6, and remainder to PA1 (see #066 and #067) with CESs	Township & County Proposed
116	059	Voorhees Township	PA2 (proposed PA5) to PA1 with CESs and PARK	Change all municipal and county dedicated open space in the proposed PA5 layer to PA6, and remainder to PA1 (see #066 and #067) with CESs	Township & County Proposed
116	060	Voorhees Township	PA2 (proposed PA5) to PA1 with CESs and PARK	Change all municipal and county dedicated open space in the proposed PA5 layer to PA6, and remainder to PA1 (see #066 and #067) with CESs	Township & County Proposed
116	061	Voorhees Township	PA2 (proposed PA5) to PA1 with CESs and PARK	Change all municipal and county dedicated open space in the proposed PA5 layer to PA6, and remainder to PA1 (see #066 and #067) with CESs	Township & County Proposed
116	062	Voorhees Township	PA2 (proposed PA5) to PA1 with CESs and PARK	Change all municipal and county dedicated open space in the proposed PA5 layer to PA6, and remainder to PA1 (see #066 and #067) with CESs	Township & County Proposed
116	066	Voorhees Township	PA2 to PA1	Change PA2 to PA1 due to suburban infill development potential	Township Proposed
116	067	Voorhees Township	PA2 to PA1	Change PA2 to PA1 due to suburban infill development potential	Township Proposed
116	068	Voorhees Township	PA2 (proposed PA5) to PA1 with CESs and PARK	Change all municipal and county dedicated open space in the proposed PA5 layer to PA6, and remainder to PA1 (see #066 and #067) with CESs	Township & County Proposed
116	CC004	Gloucester Township	Sicklerville Town Center (proposed)	Township Proposed Sicklerville Town Center	Township Proposed

<b>QUAD</b>	<b>CODE</b>	<b>MUNICIPALITY(IES)</b>	<b>NAME</b>	<b>COMMENTS</b>	<b>ACTION</b>
116	HCD015	Berlin Borough	Berlin Historic District	Roughly, along Washington, E. Taunton and Haines Aves. and parts of S. White Horse Pike, Jackson Rd. and Jefferson Ave. (placed on SR and NR in 1995)	County Proposed
116	HCD016	Clementon	Clementon Lake Amusement Park	Determined potentially eligible for State and National Registers by county survey in 2004	County Proposed
116	HCD017	Gibbsboro	Gibbsboro Local Historic District	Formed by municipal ordinance in 1991	County Proposed

# NJ Cross Acceptance III

Camden County, NJ  
(Clementon NJ 116)

Map Published April 21, 2005

## Legend

### Civil Divisions Roads & Rail Lines

- County Boundaries
- Municipal Boundaries
- Major Highways
- County/Local Roads
- PATCO High Speed Line
- PATCO Stations
- AC Line
- AC Line Stations
- RIVER LINE
- RIVER LINE Stations

- ### State Plan Centers
- Center
  - Endorsed Plan
  - Node
  - Proposed New Centers
  - DT = Designated Town
  - PT = Proposed Town
  - PV = Proposed Village
  - PC = Proposed Core

- ### NJDEP Constraints
- Potential CES

- ### State Plan Delta Areas
- Agreed
  - Local Changes

- ### Historic & Cultural Sites
- Historic Districts
  - Historic Sites/Museums

### State Plan Areas

- Metropolitan Planning Area
- Suburban Planning Area
- Ridge Planning Area
- Rural Planning Area
- Rural/Env. Sensitive Planning Area
- Env. Sensitive Planning Area
- Env. Sens./Barrier Isl. Planning Area
- Parks/Natural Areas
- Military

### Pinelands Management Areas

- State Designated Pinelands Area
- Pinelands Regional Growth Area
- Pinelands Pinelands Town
- Pinelands Village
- Pinelands Rural Development Area
- Pinelands Agricultural Production Area
- Pinelands Special Agricultural Area
- Pinelands Forest and Preservation Area
- Pinelands Military and Federal

0 2,200 4,400 Feet

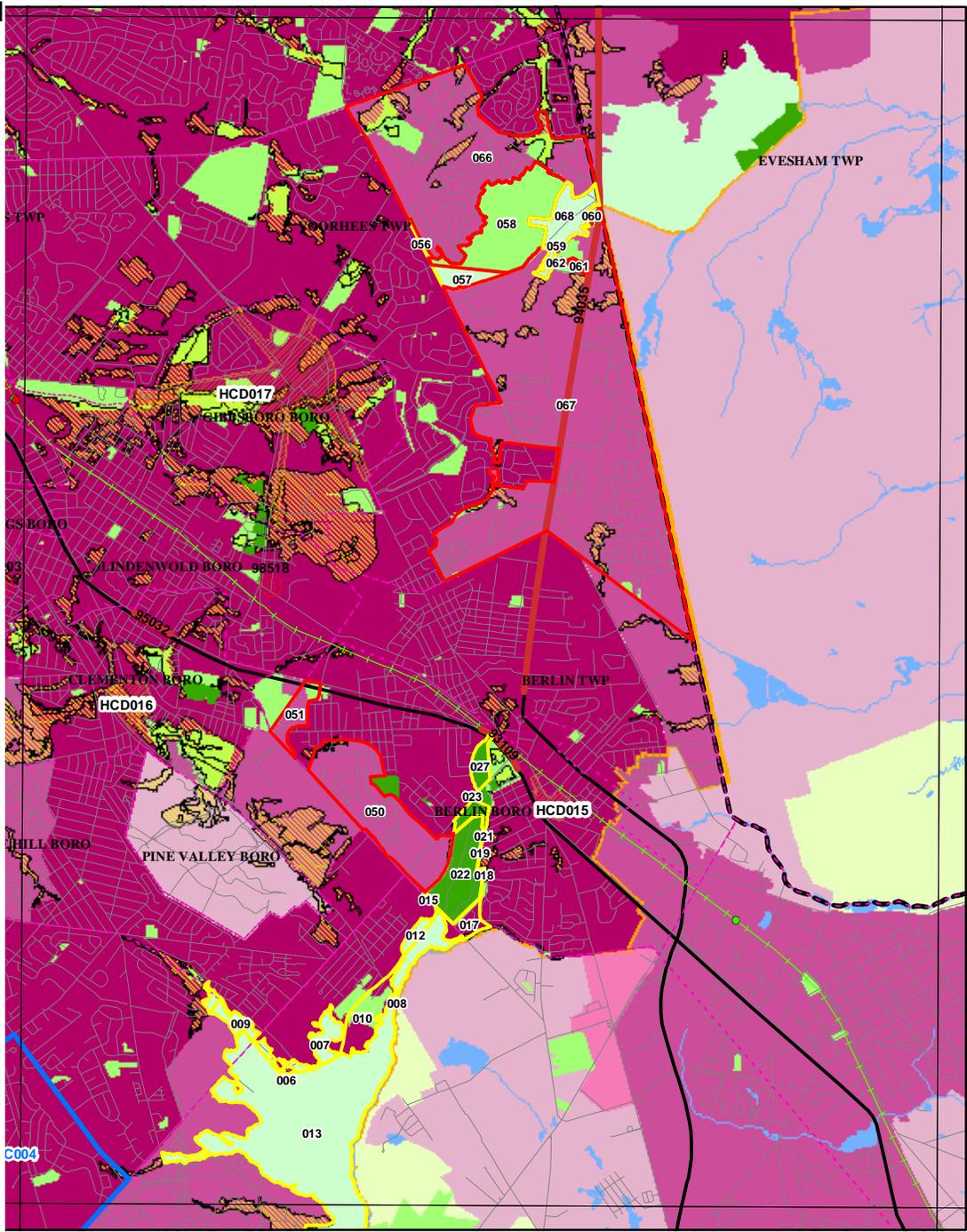


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Prepared by the Camden County  
Planning Authority/BARC GIS Program.  
John J. Freeholder Liaison.



QUAD	CODE	MUNICIPALITY(IES)	NAME	COMMENTS	ACTION
117	NA	NA	NA	NA	NA

**NJ Cross Acceptance III**  
**Camden County, NJ**  
**(Medford Lakes NJ 117)**  
 Map Published April 21, 2005

**Legend**

**Civil Divisions Roads & Rail Lines**

- County Boundaries
- Municipal Boundaries
- Major Highways
- County/Local Roads
- PATCO High Speed Line
- PATCO Stations
- AC Line
- AC Line Stations
- RIVER LINE
- RIVER LINE Stations

- State Plan Centers**
- Center
  - Endorsed Plan
  - Node
  - Proposed New Centers
  - DT = Designated Town
  - PT = Proposed Town
  - PV = Proposed Village
  - PC = Proposed Core

- NJDEP Constraints**
- Potential CES

- State Plan Delta Areas**
- Agreed
  - Local Changes

- Historic & Cultural Sites**
- Historic Districts
  - Historic Sites/Museums

**State Plan Areas**

- Metropolitan Planning Area
- Suburban Planning Area
- Fringe Planning Area
- Rural Planning Area
- Rural/Env. Sensitive Planning Area
- Env. Sensitive Planning Area
- Env. Sens./Barrier Isl. Planning Area
- Parks/Natural Areas
- Military

**Pinelands Management Areas**

- State Designated Pinelands Area
- Pinelands Regional Growth Area
- Pinelands Pinelands Town
- Pinelands Village
- Pinelands Rural Development Area
- Pinelands Agricultural Production Area
- Pinelands Special Agricultural Area
- Pinelands Forest and Preservation Area
- Pinelands Military and Federal

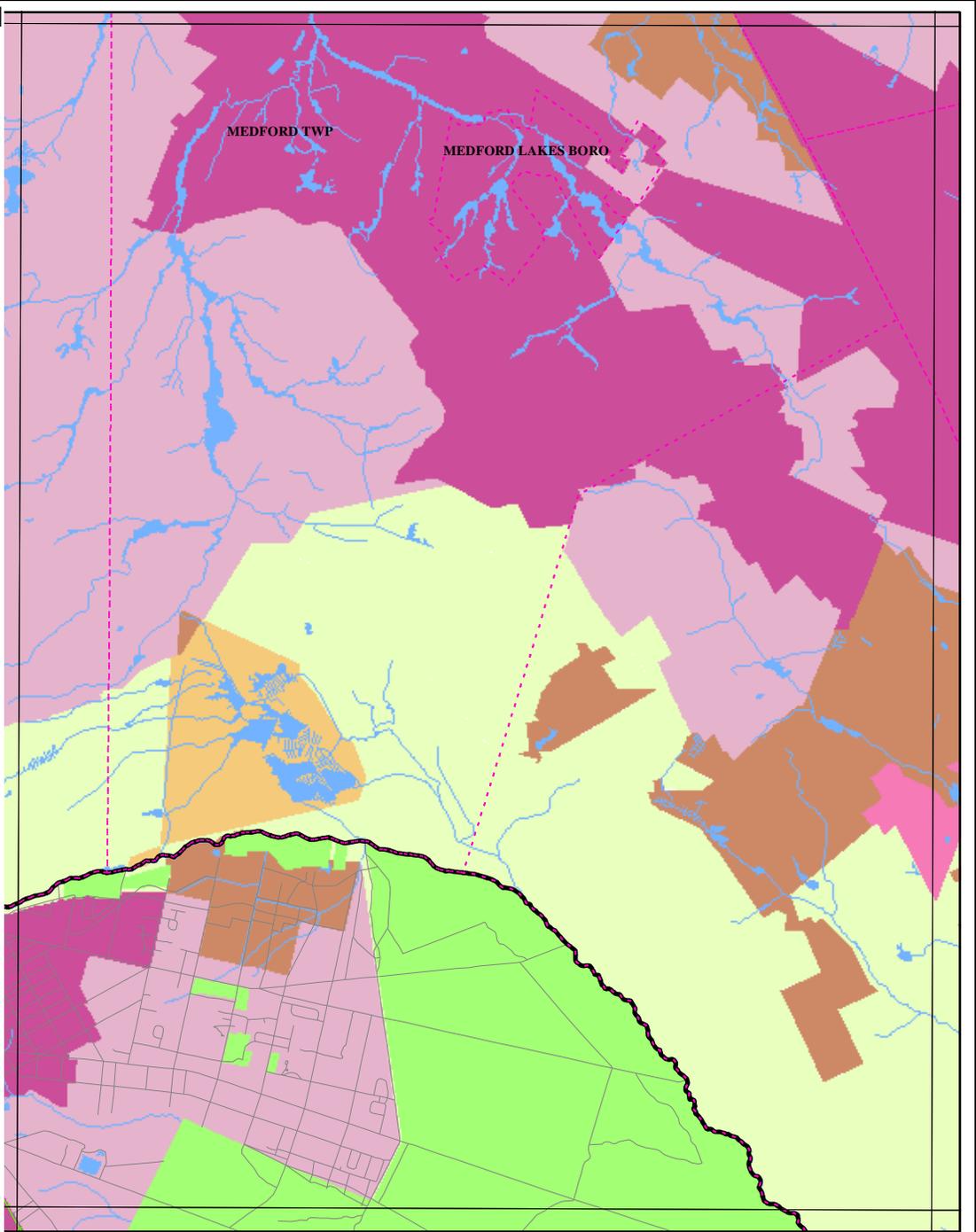


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 Bill, Jr. Freeholder Liaison.



<b>QUAD</b>	<b>CODE</b>	<b>MUNICIPALITY(IES)</b>	<b>NAME</b>	<b>COMMENTS</b>	<b>ACTION</b>
128	064	Winslow Township	PA2 to PA5	State proposed PA5 change that Camden County & Township agree to	Agreed
128	CC004	Gloucester Township	Sicklerville Town Center (proposed)	Township Proposed Sicklerville Town Center	Township Proposed

# NJ Cross Acceptance III

## Camden County, NJ (Pittman East NJ 128)

Map Published April 21, 2005

### Legend

#### Civil Divisions Roads & Rail Lines

- County Boundaries
- Municipal Boundaries
- Major Highways
- County/Local Roads
- PATCO High Speed Line
- PATCO Stations
- AC Line
- AC Line Stations
- RIVER LINE
- RIVER LINE Stations

#### State Plan Centers

- Center
- Endorsed Plan
- Node
- Proposed New Centers
- DT = Designated Town
- PT = Proposed Town
- PV = Proposed Village
- PC = Proposed Core

#### NJDEP Constraints

- Potential CES

#### State Plan Delta Areas

- Agreed
- Local Changes

#### Historic & Cultural Sites

- Historic Districts
- Historic Sites/Museums

#### State Plan Areas

- Metropolitan Planning Area
- Suburban Planning Area
- Fringe Planning Area
- Rural Planning Area
- Rural/Env. Sensitive Planning Area
- Env. Sensitive Planning Area
- Env. Sens./Barrier Isl. Planning Area
- Parks/Natural Areas
- Military

#### Pinelands Management Areas

- State Designated Pinelands Area
- Pinelands Regional Growth Area
- Pinelands Pinelands Town
- Pinelands Village
- Pinelands Rural Development Area
- Pinelands Agricultural Production Area
- Pinelands Special Agricultural Area
- Pinelands Forest and Preservation Area
- Pinelands Military and Federal

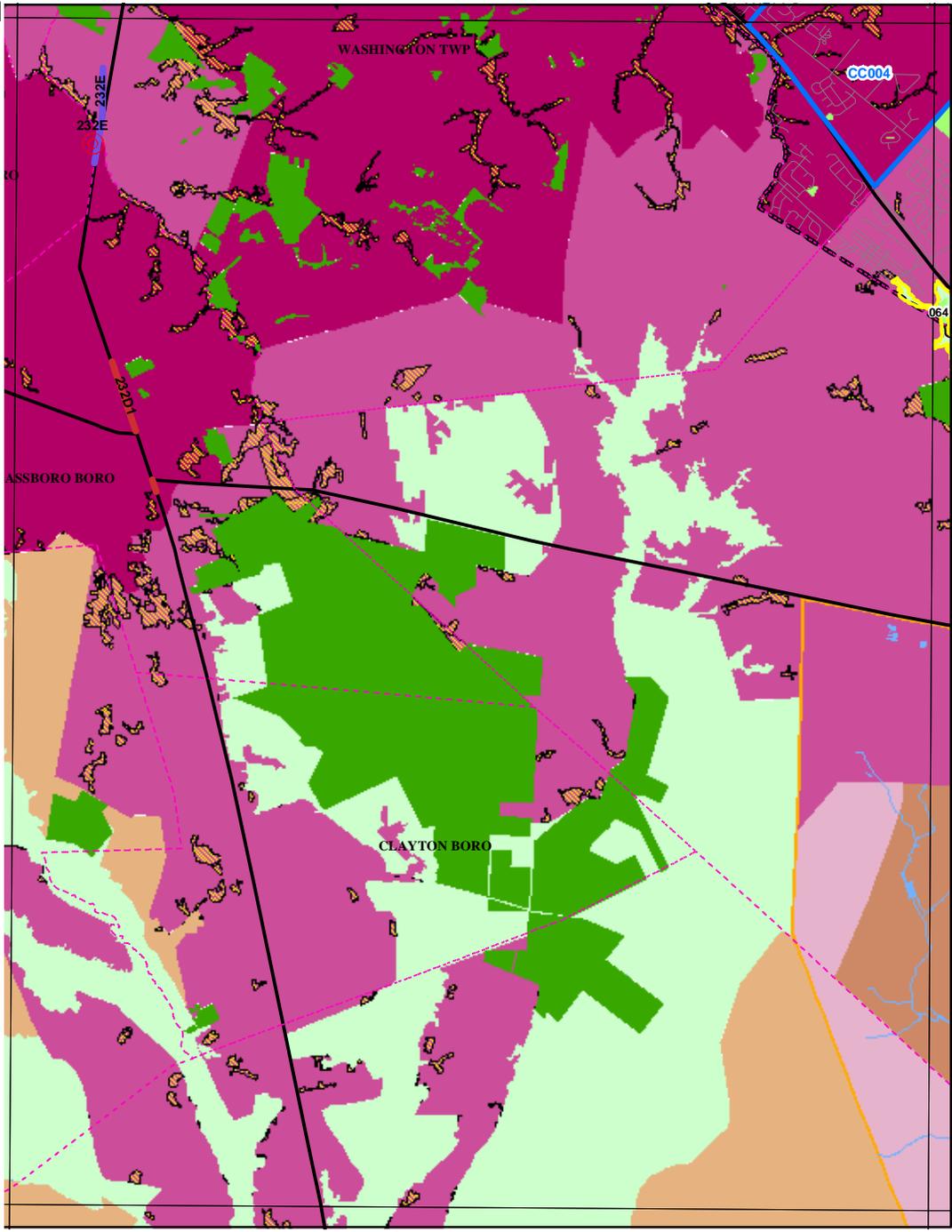


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John J. Freeholder Liaison.



<b>QUAD</b>	<b>CODE</b>	<b>MUNICIPALITY(IES)</b>	<b>NAME</b>	<b>COMMENTS</b>	<b>ACTION</b>
129	002	Winslow Township	PA2 to PARK	State proposed PARK change that Camden County agrees to	Agreed
129	003	Winslow Township	PA2 to PARK	State proposed PARK change that Camden County agrees to	Agreed
129	004	Winslow Township	PA2 to PARK	State proposed PARK change that Camden County agrees to	Agreed
129	005	Winslow Township	PA2 to PARK	State proposed PARK change that Camden County agrees to	Agreed
129	013	Winslow Township	PA2 to PA5	State proposed PA5 change that Camden County & Township agree to	Agreed
129	064	Winslow Township	PA2 to PA5	State proposed PA5 change that Camden County & Township agree to	Agreed
129	065	Winslow Township	PA2 (proposed PA5) to PA2 with CESS	Revert to PA2 because area is separated from other PA5 by Atlantic City Expressway and is less than 640 acres	Township Proposed

# NJ Cross Acceptance III Camden County, NJ (Williamstown NJ 129)

Map Published April 21, 2005

### Civil Divisions Roads & Rail Lines

- County Boundaries
- Municipal Boundaries
- Major Highways
- County/Local Roads
- PATCO High Speed Line
- PATCO Stations
- AC Line
- AC Line Stations
- RIVER LINE
- RIVER LINE Stations

### State Plan Centers

- Center
- Extended Plan
- Node
- Proposed New Centers
- Proposed New Town
- PT - Proposed Town
- PV - Proposed Village
- PC - Proposed Core

### NJDEP Constraints

- Potential CES
- Agreed
- Local Changes

### Historic & Cultural Sites

- Historic Districts
- Historic Sites/Monuments

### State Plan Areas

- Metropolitan Planning Area
- Suburban Planning Area
- Fringe Planning Area
- Rural Planning Area
- Rural-to-Suburban Planning Area
- Elin. Sensitive Planning Area
- Env. Sensitive Planning Area
- Parks/Natural Areas
- Military

### Pinelands Management Areas

- State Designated Pinelands Area
- Pinelands Regional Growth Area
- Pinelands Pinelands Town
- Pinelands Village
- Pinelands Rural Development Area
- Pinelands Agricultural Production Area
- Pinelands Special Agricultural Area
- Pinelands Forest and Preservation Area
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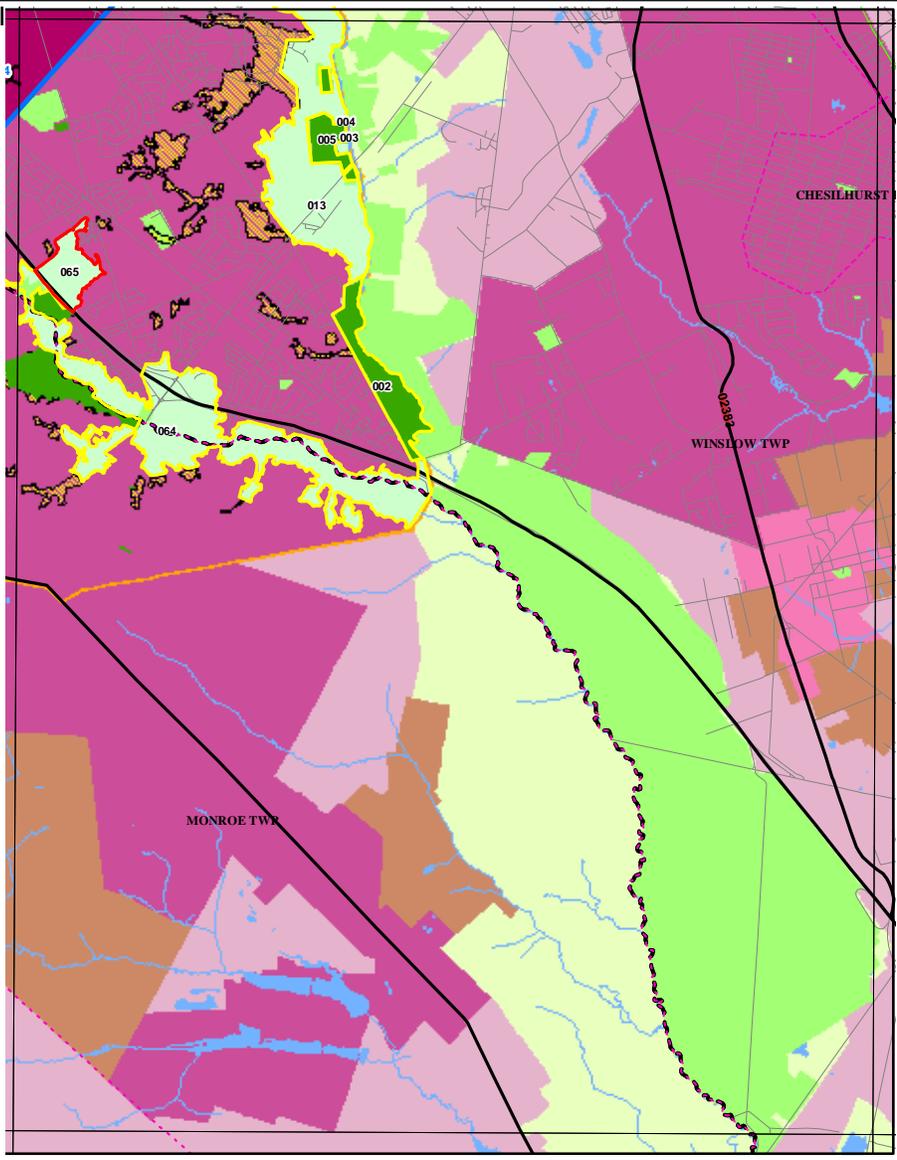


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Map produced by the Camden County Improvement Authority/BARC GIS Program.  
Louis Cappell, Jr., Freeholder Liaison.



QUAD	CODE	MUNICIPALITY(IES)	NAME	COMMENTS	ACTION
130	NA	NA	NA	NA	NA

# NJ Cross Acceptance III Camden County, NJ (Hammonton NJ 130)

Map Published April 21, 2005

## Legend

### Civil Divisions Roads & Rail Lines

- County Boundaries
- Municipal Boundaries
- Major Highways
- County/Local Roads
- PATCO High Speed Line
- PATCO Stations
- AC Line
- AC Line Stations
- RIVER LINE
- RIVER LINE Stations

### State Plan Centers

- Center
- Endorsed Plan
- Node
- Proposed New Centers
- or
- DT = Designated Town
- PT = Proposed Town
- PV = Proposed Village
- PC = Proposed Core

### NJDEP Constraints

- Potential CES

### State Plan Delta Areas

- Agreed
- Local Changes

### Historic & Cultural Sites

- Historic Districts
- Historic Sites/Museums

### State Plan Areas

- Metropolitan Planning Area
- Suburban Planning Area
- Fringe Planning Area
- Rural Planning Area
- Rural/Env. Sensitive Planning Area
- Env. Sensitive Planning Area
- Env. Sens. Barrier Isl. Planning Area
- Parks/Natural Areas
- Military

### Pinelands Management Areas

- State Designated Pinelands Area
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- Pinelands Village
- Pinelands Rural Development Area
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- Pinelands Special Agricultural Area
- Pinelands Forest and Preservation Area
- Pinelands Military and Federal

0 2,200 4,400 Feet



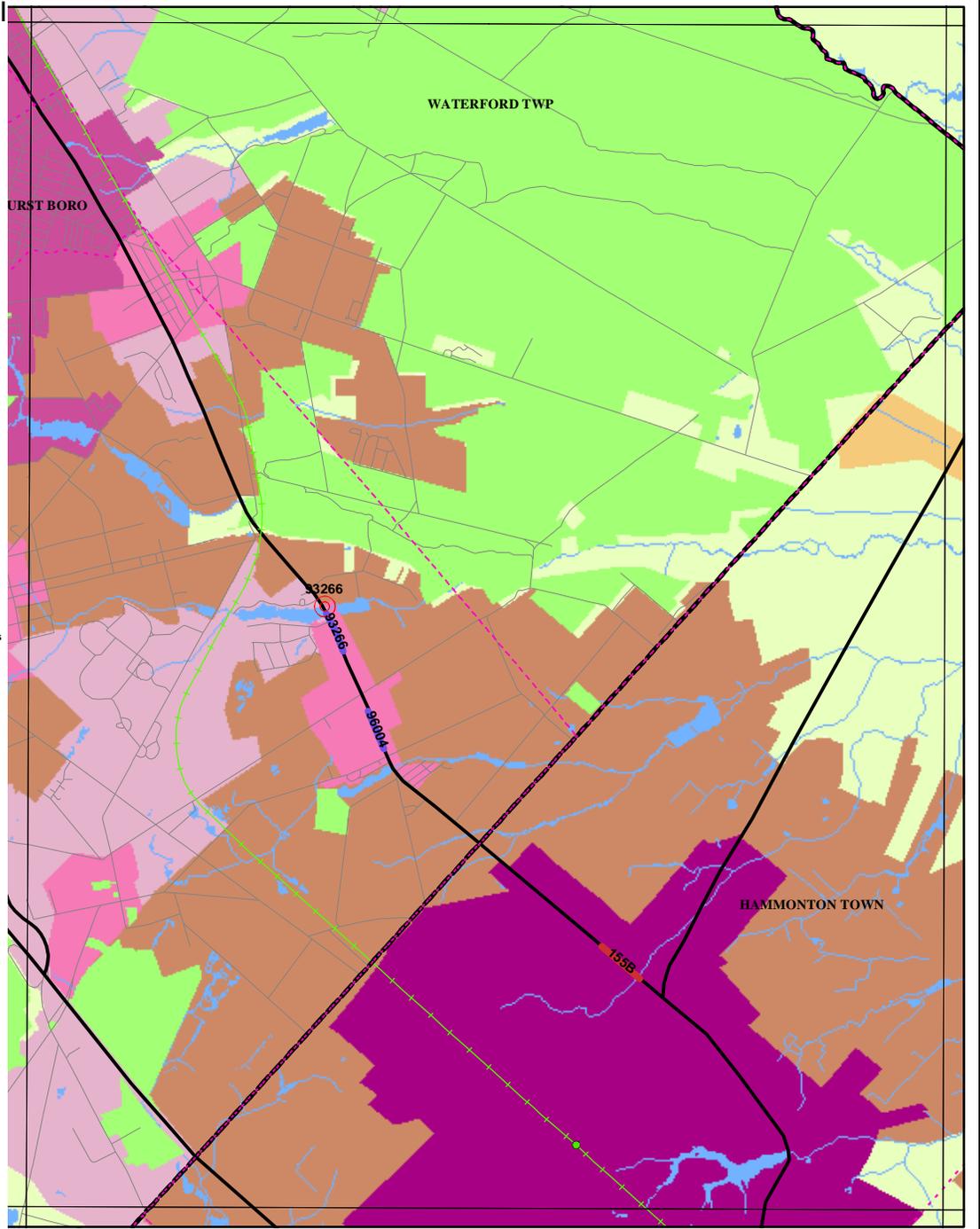
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Planning Authority/BARC GIS Program.  
John J. Freeholder Liaison.

Camden County  
Together.



QUAD	CODE	MUNICIPALITY(IES)	NAME	COMMENTS	ACTION
131	NA	NA	NA	NA	NA

# NJ Cross Acceptance III

## Camden County, NJ (Atsion NJ 131)

Map Published April 21, 2005

### Legend

#### Civil Divisions Roads & Rail Lines

- County Boundaries
- Municipal Boundaries
- Major Highways
- County/Local Roads
- PATCO High Speed Line
- PATCO Stations
- AC Line
- AC Line Stations
- RIVER LINE
- RIVER LINE Stations

#### State Plan Centers

- Center
- Endorsed Plan
- Node
- Proposed New Centers
- DT = Designated Town
- PV = Proposed Village
- PC = Proposed Core

#### NJDEP Constraints

- Potential CES

#### State Plan Delta Areas

- Agreed
- Local Changes

#### Historic & Cultural Sites

- Historic Districts
- Historic Sites/Museums

#### State Plan Areas

- Metropolitan Planning Area
- Suburban Planning Area
- Fringe Planning Area
- Rural Planning Area
- Rural/Env. Sensitive Planning Area
- Env. Sensitive Planning Area
- Env. Sens. Barrier Isl. Planning Area
- Parks/Natural Areas
- Military

#### Pinelands Management Areas

- State Designated Pinelands Area
- Pinelands Regional Growth Area
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- Pinelands Village
- Pinelands Rural Development Area
- Pinelands Agricultural Production Area
- Pinelands Special Agricultural Area
- Pinelands Forest and Preservation Area
- Pinelands Military and Federal

0 2,200 4,400 Feet



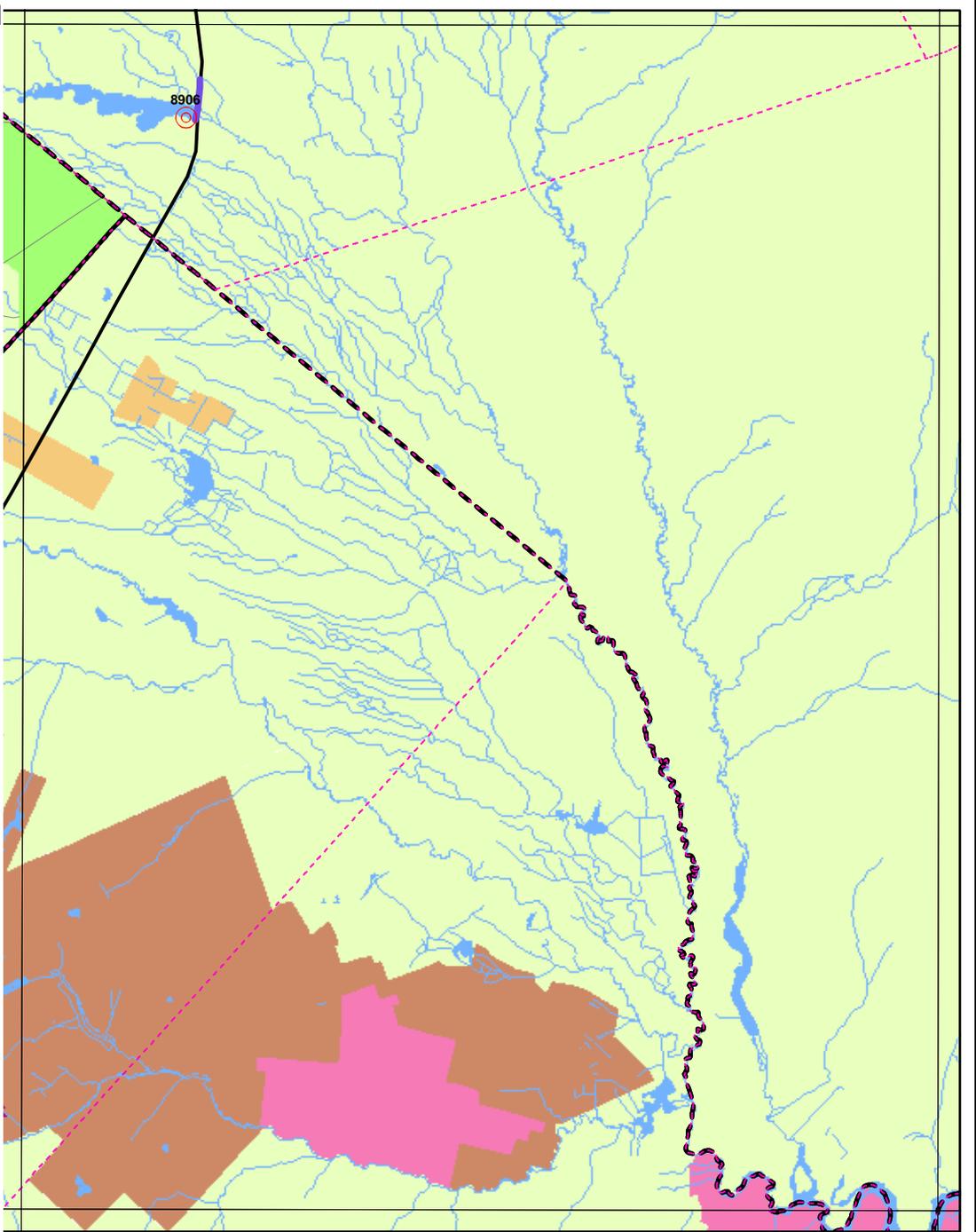
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This map was developed in part using digital data from the NJ Department of Environmental Protection, NJ Department of Transportation, NJ Department of Agriculture and the Pinelands Commission. Parks and natural areas are based on files received from the NJDEP Green Acres Program, Recreation and Open Space Inventories as well as information received from Counties and Municipalities. As a whole, the open space mapping should not be considered accurate or all inclusive. Roads are from GDT, Inc.

Prepared by the Camden County  
Health Authority/BARC GIS Program.  
Bill, Jr. Freeholder Liaison.

**Camden County**  
Together.



QUAD	CODE	MUNICIPALITY(IES)	NAME	COMMENTS	ACTION
142	NA	NA	NA	NA	NA

NJ Cross Acceptance III  
Camden County, NJ  
(Buena NJ 142)  
Map Published April 21, 2005

Legend

**Civil Divisions Roads & Rail Lines**

- County Boundaries
- Municipal Boundaries
- Major Highways
- County/Local Roads
- PATCO High Speed Line
- PATCO Stations
- AC Line
- AC Line Stations
- RIVER LINE
- RIVER LINE Stations

**State Plan Centers**

- Center
- Endorsed Plan
- Node
- Proposed New Centers
- Town
- PT - Proposed Town
- PR - Proposed Village
- PC - Proposed Core

**NJDEP Constraints**

- Potential CES

**State Plan Delta Areas**

- Agreed
- Local Changes

**Historic & Cultural Sites**

- Historic Districts
- Historic Sites/Museums

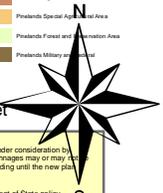
**State Plan Areas**

- Metropolitan Planning Area
- Suburban Planning Area
- Fringe Planning Area
- Rural Planning Area
- Rural/Etc. Sensitive Planning Area
- Etc. Sensitive Planning Area
- Etc. Sensitive/Buffer Int. Planning Area
- Parks/Natural Areas
- Military

**PineLANDS Management Areas**

- Open Designated PineLANDS Area
- PineLANDS Regional Growth Area
- PineLANDS PineLANDS Town
- PineLANDS Village
- PineLANDS Rural Development Area
- PineLANDS Agricultural Production Area
- PineLANDS Special Agricultural Area
- PineLANDS Forest and Recreation Area
- PineLANDS Military

0 2,300 4,600 Feet

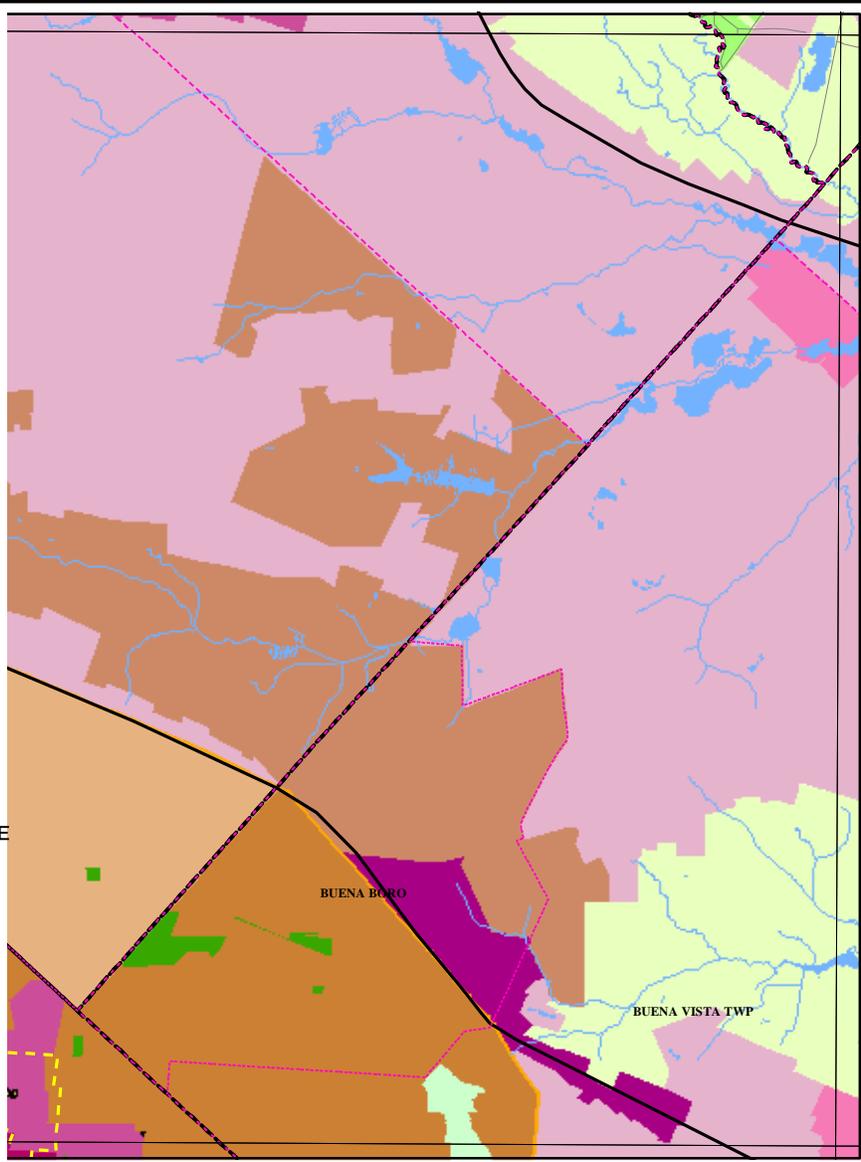


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Map produced by the Camden County Improvement Authority/BARC GIS Program.  
Louis Cappelli, Jr. Freeholder/Liaison.



QUAD	CODE	MUNICIPALITY(IES)	NAME	COMMENTS	ACTION
143	NA	NA	NA	NA	NA

# NJ Cross Acceptance III Camden County, NJ (Newtonville NJ 143)

Map Published April 21, 2005

## Legend

### Civil Divisions Roads & Rail Lines

- County Boundaries
- Municipal Boundaries
- Major Highways
- County/Local Roads
- PATCO High Speed Line
- PATCO Stations
- AC Line
- AC Line Stations
- RIVER LINE
- RIVER LINE Stations

- ### State Plan Centers
- Center
  - Endorsed Plan
  - Node
  - Proposed New Centers or
    - DT = Designated Town
    - PT = Proposed Town
    - PV = Proposed Village
    - PC = Proposed Core

- ### NJDEP Constraints
- Potential CES
- ### State Plan Delta Areas
- Agreed
  - Local Changes

- ### Historic & Cultural Sites
- Historic Districts
  - Historic Sites/Museums

### State Plan Areas

- Metropolitan Planning Area
- Suburban Planning Area
- Fringe Planning Area
- Rural Planning Area
- Rural/Env. Sensitive Planning Area
- Env. Sensitive Planning Area
- Env. Sens./Barrier Isl. Planning Area
- Parks/Natural Areas
- Military

### Pinelands Management Areas

- State Designated Pinelands Area
- Pinelands Regional Growth Area
- Pinelands Pinelands Town
- Pinelands Village
- Pinelands Rural Development Area
- Pinelands Agricultural Production Area
- Pinelands Special Agricultural Area
- Pinelands Forest and Preservation Area
- Pinelands Military and Federal

0 2,200 4,400 Feet

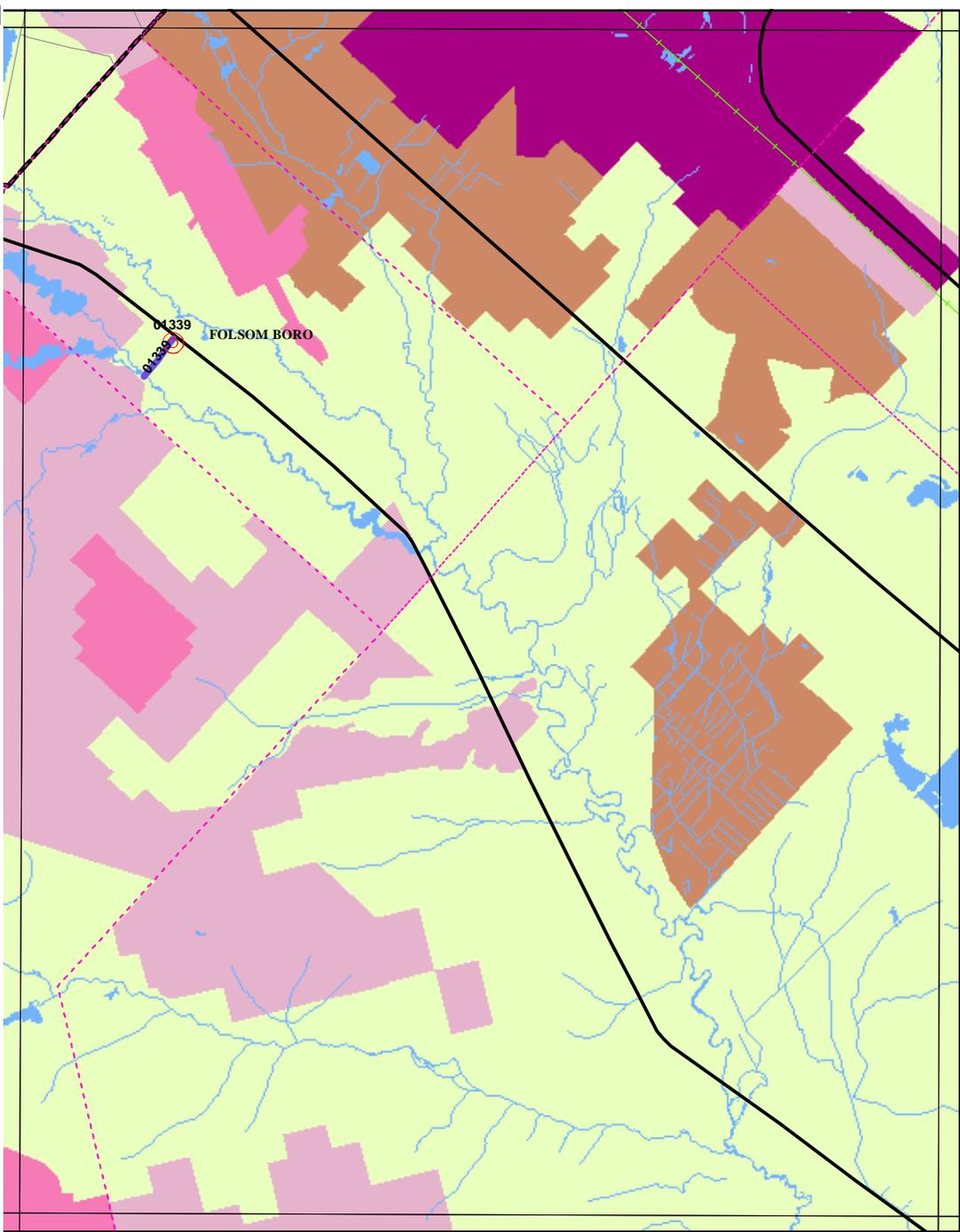


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led by the Camden County  
t Authority/BARC GIS Program.  
elli, Jr. Freeholder Liaison.



**STATE DEVELOPMENT AND REDEVELOPMENT PLAN  
2004-2005 CROSS-ACCEPTANCE 3 (CAP-3)  
DRAFT CAMDEN COUNTY NEGOTIATION REPORT**

**NEGOTIATION AGENDA**

**STATE DEVELOPMENT AND REDEVELOPMENT PLAN  
2004-2005 CROSS-ACCEPTANCE 3 (CAP-3)  
DRAFT CAMDEN COUNTY NEGOTIATION REPORT**

**NEGOTIATION AGENDA  
County of Camden  
April 21, 2005**

**Contact Information:**

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**Persons Responsible for Report:**

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Edward Fox NJPP AICP, Director of Smart Growth, Camden County Improvement Authority

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Hon. Thomas J. Gurick, Freeholder, Planning Board Liaison  
Lee Diane Sasse, Clerk of the Board of Chosen Freeholders  
Ross Angilella, Esq. County Administrator

George Jones, Planning Board Chairman  
Patrick Abusi, Planning Board Secretary  
Robert Kelly, PE, County Engineer and Director of Department of Public Works

**Public Participation Program (See Appendix)**

Meeting & Hearing Schedules  
Interested Parties List  
Municipal Representatives

**STATE DEVELOPMENT AND REDEVELOPMENT PLAN  
2004-2005 CROSS-ACCEPTANCE 3 (CAP-3)  
DRAFT CAMDEN COUNTY NEGOTIATION REPORT**

The following is a list of issues of significance that Camden County, as an active participant in the State Plan Cross-Acceptance process and as negotiation agent for the 37 municipalities within the County, believe are substantial enough to raise for negotiation. The first four issues: diversity and integration, homeland security, current indicators and targets, and private market sector and citizen implementation, are those that are unresolved from the last round of cross-acceptance or need to be included in the State Plan due to changes in our modern society.

The next six issues, Issues 5 through 10, entail proposed changes in the 2004 Preliminary Plan's indicators and targets for which Camden County is concerned. Issues 11 and 12 involve changes to the State Plan relating to equity and homeland security, respectively. Issues 13 and 14 deal with amendments to the Glossary. Issue 15 concerns the use of projections and calibration of those projections to municipal levels without valid methodology for evaluating redevelopment potential and probability. Issues 16 through 19 involve proposed changes in the 2004 Preliminary Plan's State Plan Policy Map policies. Finally, Issue 20 relates back to the municipalities' and county's proposed technical corrections and map amendments detailed in another section of this report.

1. Diversity and Integration: Social, Racial, Ethnic and Economic

The proposed 2004 Preliminary New Jersey State Development and Redevelopment Plan does not reflect adequately that our State is one of the most socially, racially, ethnically and economically diverse in the nation. For the most part, the plan is a color-blind document: that assumes that all residents are now, and will be in the future, treated equally regardless of their skin color, accent or pocketbook.

While this ideal is noble, it does not reflect reality. A person's choices and opportunities for the future are based upon where they live and where they went to school. Study after study indicates that New Jersey schools and neighborhoods are, de facto, some of the most segregated in the nation. While there are many reasons for this, chief among them are the ways in which New Jersey residents pay for public schooling, the dynamic change in the nature and location of jobs in our state, and the regulatory and financial disincentives to the private marketplace to provide quality affordable housing. The lack of any effective planning and actions to address these core issues has resulted in a devastating concentration of poverty, unemployment, and substandard housing in our core cities and neighborhoods, such as Camden City.

Trends indicate that New Jersey will continue to become more diverse and that the current European-American majority may approach minority status by 2020. Amendments must be made to the plan to better correct these current injustices and to prepare for better future integration of the peoples of New Jersey if we are to have a stable transition of our society, as specifically identified in the legislative findings and declarations of the State Planning Act. Pennsauken Township in Camden County, for example, is doing this through their Stable Integration Governing Board. (See <http://www.twp.pennsauken.nj.us/sigb.html>) Recommended locations for such amendments include the following:

- a. Vision Statement,
- b. Goal #1: Revitalize the State's Cities and Towns, and
- c. Policy # 1: Equity and Environmental Justice.

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2. Homeland Security

Six months after the New Jersey State Development and Redevelopment Plan was adopted in 2001, the nation saw terrorists hijack planes at Boston and Newark-Liberty International airports, crash them into the World Trade Center in Manhattan and the Pentagon in Washington, killing thousands and turning our State and nation's idea of security upside down. The proposed 2004 Preliminary New Jersey State Development and Redevelopment Plan does not reflect adequately that our State is at the crossroads of America's homeland security concerns and strategies.

Municipal and county governments are, and will continue to be, the first responders any homeland security emergency. They rely on State agency direction and coordination, as well as federal funding and guidance. The absence of any discussion of homeland security issues, policies or plans in the State Plan says to local governments, the private sector and citizens that there is no plan. We know that this is not the case!?

Amendments must be made to the plan to address these matters better and to prepare state and local government, the private sector and citizens for better future infrastructure and transportation security, while preserving our core American liberties and freedoms. This is a critically important issue for urban counties, such as Camden County, where the needs for emergency preparedness, civil defense and coordinated response is critical for our one-half million residents living opposite Philadelphia and along the I-95 Boston-Richmond corridor. Camden County suggests the State Planning Commission consider incorporating some of the American Planning Association's policy guidance on this issue. (See appendix and <http://www.planning.org/policyguides/draftsecurity.htm>.) Recommended locations for such amendments include the following:

- a. Vision Statement(s),
- b. Goal #1: Ensure Sound and Integrated Planning and Implementation Statewide,
- c. Policy #1: Equity and Environmental Justice (to preserve personal liberties and freedoms),
- d. Policy #2: Comprehensive Planning,
- e. Policy #3: Infrastructure Investments and Public Schools, and
- f. Policy #8: Transportation.

3. Current Targets and Indicators

One of the reasons why the State Planning Act requires re-examination of the New Jersey State Development and Redevelopment Plan every three years was so that the State Planning Commission could monitor the progress of the plan's goals, policies and strategies. The proposed 2004 Preliminary Plan does NOT include any reflection about whether or how plan implementation is working and whether or how its goals are being met.

The 2001 plan was amended to include an "Indicators and Targets" section to help future Commissions monitor such progress, however, there is no indication that this has been done by the Commission or the State Agencies. In fact, the Preliminary Plan re-incorporates many of the 2001 plan's 2005 targets without regard. It would be embarrassing to the Commission to adopt a new 2005 New Jersey State Development and Redevelopment Plan that includes outdated and unachievable 2005 targets. New targets must be established, revised, or both for 2010 and 2025 – the Vision Plan's end date.

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Amendments must be made to the plan to address better this issue and to validate the State Plan's monitoring process, as required in the State Planning Act. Recommended locations for such amendments include the following:

- a. Monitoring, Evaluation and Assessments, and
- b. Indicators and Targets.

4. Private Market-Sector and Citizen Implementation

New Jersey's current socioeconomic policy relies on the private sector to provide quality employment, housing and other needs for its residents. It also relies on the non-profit sector, and sometimes the public sector, to fill the gaps where the private sector cannot meet resident's needs. It allows its citizens to make consumer-based choices and to participate in shaping policy in the all three sectors: private, non-profit and public. The government (public sector) can only do so much, and must rely on others to maintain and effectuate positive future change for our society.

Government does not create jobs, build houses or manufacture products; the private sector does. Similarly, government does not purchase goods and services for its consuming citizens; residents make their own choices based upon their own personal needs and values. Our system is based on supply and demand, influenced and regulated by government policies, and often supported by public-sector infrastructures. The New Jersey State Development and Redevelopment Plan contains public sector policies and strategies to accomplish its eight statewide goals and to realize its vision for the future. It also provides a wealth of guidance for State and local government agencies on how to implement the plan. Very little guidance is provided to the private sector or citizen consumers on how they can make better sustainable or smart growth choices or decisions.

In order for the plan to be implemented effectively, amendments must be made to the plan to address this issue better and to encourage private sector and citizen consumer adoption of smart growth principles. Simply put, the plan cannot rely on government regulation and infrastructure investment alone to direct smart growth. It needs to engage market forces to steer consumer choices towards smart growth and away from sprawl, as contemplated in the State Planning Act. Camden County believes that such changes can assist in resolving the issues identified in the diversity and integration discussion above.

Amendments must be made to the plan to address this issue. Recommended locations for incorporating private sector and citizen consumer smart growth education, participation and choice include the following:

- a. Role of the State Plan,
- b. Goal #3: Promote Beneficial Economic Growth, Development and Renewal for All Residents of New Jersey, as well as the related "Statewide Policies" and "Indicators and Targets" in the realigned Preliminary Plan, and
- c. Goal #6: Provide Adequate Housing at a Reasonable Cost, as well as the related "Statewide Policies" and "Indicators and Targets" in the realigned Preliminary Plan.

5. The proposed "percentage of brownfields redeveloped" indicator for Goal #1 (page 15) and Goal #3 (page 17) assumes that the Brownfields Task Force has identified a universe of brownfields. They have not done so yet, and are unlikely to be able to in the near future,

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due to the very nature and definition of the term "brownfield." It is conceptually a valid indicator but needs modification.

6. Conceptually, the suggested new indicator to evaluate the "municipal tax base and burden" between smart growth areas and other areas for Goal #1 (page 16) is a good one. The term "municipal tax base and burden" is unclear and should be defined and clarified as to whether it includes schools. Perhaps school burdens should be another indicator, as well. Because municipalities control redevelopment PILOTS and property tax abatements and exemptions, often to the disadvantage of counties and boards of education, a comparable figure for counties should also be provided.
7. The other suggested new indicator for accessibility to major cultural and recreation sites Goal #1 (page 16) assumes that these sites are ALL in smart growth areas, which is certainly not the case, particularly rural and exurban recreational sites. This indicator, which could be amended to include historical sites, is a good one, but should be transferred to Goal #7.
8. The Preliminary Plan proposes to eliminate unemployment as an economic health indicator for Goal #3 (page 18). The current employment indicator is a valid one and probably one of the most basic and understood of the lot. It must be retained.
9. The reason for eliminating the solid waste generation indicator for Goal #4 (page 19) is not substantiated in the Preliminary Plan. Waste reduction and recycling are valid indicators of the State Plan's ecological protection progress and conversion of New Jersey's disposable economy into a re-use economy. The proposed change would be supported by Camden County only if it were replaced with an indicator and target for residential and non-residential waste recycling.
10. The suggested indicator for Goal #7 (page 21) is vague. It is unclear what a "protected" historic and cultural site means. Conceptually, this is a good measure, but the text should explain from whom and what, by whom or what, and how these sites are protected. Some agencies that can better help develop indicators and targets are the New Jersey Historic Preservation Office, New Jersey Cultural Trust, New Jersey Historic Trust, New Jersey Historical Commission, Association of County Cultural and Heritage Commissions, as well as several statewide non-profits, such as Preservation New Jersey. See also comment 4, above.
11. Amending the current Equity policy to include Environmental Justice is fully supported by Camden County. The description of the policy, however, should be expanded to include the comments referenced above. It also should be amended to include strategies to provide public safety while preserving personal liberties and freedoms in light of the homeland security issues identified above. We recommend that the State Plan reference the Environmental Justice work of the Delaware Valley Regional Planning Commission, as well.

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12. The current Comprehensive Planning, Infrastructure Investment and Public Education, Transportation policies should be amended to include strategies to provide public safety and while fulfilling the policies' other core strategies in light of the homeland security issues identified above.
13. The redevelopment of grayfields is an important objective in the State's first and second-generation suburbs. The Office of Smart Growth has a panel on the subject and a grants program to find ways to resolve this issue. A Glossary definition, therefore, should be provided for the term "grayfields."
14. One cannot find a one-sentence Glossary definition for the term "smart growth," although there is an entire NJDCA office dedicated to its promotion. A Glossary definition, therefore, should be provided for the term "smart growth."
15. The projected population and employment ranges for Camden County as a whole are acceptable. Camden County, however, objects to any further interpolation of these figures to a municipal level and then using these numbers for COAH obligations. This is because neither the state nor DVRPC can provide proof to the county that its models include satisfactory variables and reliable measures to calibrate countywide market-based growth projections into municipal level figures, nor quantifiable factors for public sector or private sector redevelopment. Camden County proposes to resolve these matters through the plan endorsement process with the 27 municipalities in the Camden Hub, Black Horse Pike and White Horse Pike regional strategic plans.
16. The proposed Critical Environmental Sites (CESs) mapping policy change, i.e., not mapping them in Planning Areas 4b and 5, is acceptable. However, the similarly proposed Historic and Cultural Sites (HCSs) mapping policy change is not. HCSs should continue to be mapped in Planning Areas 4b and 5. Although one could make the argument that mapping CESs in environmentally oriented planning areas is redundant, one cannot make the same case for HCSs. Because there are no State or Federal laws that protect HCSs from private-sector development, as there are for CESs, it is important to keep HCSs in the State Plan Policy Map's Planning Areas 4b and 5.
17. The intent of mapping Critical Environmental Sites (CESs) should be to indicate where CESs might occur on privately owned land. The CESs delineation criteria should be amended to indicate that they should NOT be mapped in the Parks Planning Area NOR public open space.
18. The State Plan Policy Map's current delineation criteria for Historic and Cultural Sites (HCSs) includes greenways and trails, dedicated open space, scenic vistas and corridors, and natural landscapes of exceptional aesthetic or cultural value. Because one also could map many of these features as CESs or Parks, it would make sense to revise the HCS criteria to include only historic sites and districts, archeological sites, and other culturally

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significant elements of the built environment. The natural environment elements of the current HCSs designation should be changed to CESSs.

19. It is unclear whether the Preliminary Plan seeks to delineate highway interchanges as "nodes." If the Preliminary Plan stresses the importance of maintaining congestion-free highway interchanges to ensure efficient goods movement, it would then seem counter-intuitive to delineate these interchanges as "nodes." Such delineation would imply public-sector encouragement of private-sector development at these locations, which would lead to further congestion.
20. Camden County requests changes to the Draft 2004 State Plan Policy Map (SPPM) as indicated in the Map Amendments section of this report.

## APPENDICES

**STATE DEVELOPMENT AND REDEVELOPMENT PLAN  
2004-2005 CROSS-ACCEPTANCE 3 (CAP-3)  
DRAFT CAMDEN COUNTY NEGOTIATION REPORT**

**MUNICIPAL "CAP-3 REPRESENTATIVES  
MAILING LIST**

Hon. Anthony Pugliese, Mayor  
Audubon Borough  
606 West Nicholson Road  
Audubon, NJ 08106

Hon. Donald Pennock, Mayor  
Audubon Park Borough  
20 Road C  
Audubon Park, NJ 08106

Hon. John Rink, Mayor  
Barrington Borough  
229 Trenton Avenue  
Barrington, NJ 08007

Hon. Frank Filipek, Mayor  
Bellmawr Borough  
21 East Browning Road  
Bellmawr, NJ 08099

Hon. Joseph Keskes, Mayor  
Berlin Borough  
59 South White Horse Pike  
Berlin, NJ 08009

Hon. Phyllis Magazzu, Mayor  
Berlin Township  
170 Bate Avenue  
West Berlin, NJ 08091

Hon. John Soubasis, Mayor  
Brooklawn Borough  
301 Christiana Street  
Brooklawn, NJ 08030

Hon. Gwendolyn Faison, Mayor  
Camden City  
City Hall, 520 Market Street  
Camden, NJ 08101

Hon. Bernard Platt, Mayor  
Cherry Hill Township  
820 Mercer Street  
Cherry Hill, NJ 08002

Hon. Arland Poindexter, Jr., Mayor  
Chesilhurst Borough  
201 Grant Avenue  
Chesilhurst, NJ 08089

Hon. Mark Armbruster, Mayor  
Clementon Borough  
101 Gibbsboro Road  
Clementon, NJ 08021

Hon. M. James Maley, Mayor  
Collingswood Borough  
678 Haddon Avenue  
Collingswood, NJ 08108

Hon. Edward Campbell, Mayor  
Gibbsboro Borough  
49 Kirkwood Road  
Gibbsboro, NJ 08026

Hon. Thomas J. Kilcourse, Mayor  
Gloucester City  
512 Monmouth Street  
Gloucester City, NJ 08030

Hon. Sandra Love, Mayor  
Gloucester Township  
Post Office Box 8  
Blackwood, NJ 08012

Hon. Susan Griffith, Mayor  
Haddon Heights Borough  
625 Station Avenue  
Haddon Heights, NJ 08007

Hon. William Park, Mayor  
Haddon Township  
135 Haddon Avenue  
Westmont, NJ 08108

Hon. Letitia Colombi, Mayor  
Haddonfield Borough  
242 Kings Highway East  
Haddonfield, NJ 08033

Hon. Irene Wolick, Mayor  
Hi-Nella Borough  
100 Wykagyl Road  
Hi-Nella, NJ 08083

Hon. David Thatcher, Mayor  
Laurel Springs Borough  
135 Broadway  
Laurel Springs, NJ 08021

Hon. Mark Bryant, Mayor  
Lawnside Borough  
4 East Douglas Avenue  
Lawnside, NJ 08045

Hon. Frank De Lucca, Jr., Mayor  
Lindenwold Borough  
2001 Egg Harbor Road  
Lindenwold, NJ 08021

Hon. BettyAnn Cowling-Carson, Mayor  
Magnolia Borough  
438 West Evesham Avenue  
Magnolia, NJ 08049

Hon. Patrick Brennan, Mayor  
Merchantville Borough  
One West Maple Avenue  
Merchantville, NJ 08109

Hon. Michael Reader, Mayor  
Mount Ephraim Borough  
121 South Black Horse Pike  
Mount Ephraim, NJ 08059

Hon. Michale LaMaina, Mayor  
Oaklyn Borough  
500 White Horse Pike  
Oaklyn, NJ 08107

Hon. Jack Killian, Mayor  
Pennsauken Township  
5605 North Crescent Boulevard  
Pennsauken, NJ 08110

Hon. Fred Costantino, Mayor  
Pine Hill Borough  
45 West 7th Avenue  
Pine Hill, NJ 08021

Hon. William Carson, Mayor  
Pine Valley Borough  
#1 Club Road  
Pine Valley, NJ 08021

Hon. Virginia Betteridge, Mayor  
Runnemede Borough  
24 North Black Horse Pike  
Runnemede, NJ 08078

Hon. Gary Passanante, Mayor  
Somerdale Borough  
105 Kennedy Boulevard  
Somerdale, NJ 08083

Hon. Thomas Angelucci, Mayor  
Stratford Borough  
307 Union Avenue  
Stratford, NJ 08084

Hon. George Buff III, Mayor  
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PO Box 8988  
Turnersville, NJ 08012

Hon. Harry Platt, Mayor  
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Voorhees, NJ 08043

Hon. Dolores Toussaint, Mayor  
Waterford Township  
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Atco, NJ 08004

Hon. SueAnne Metzner, Mayor  
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Winslow Township, NJ 08037

Hon. Jeraldo Fuentes, Mayor  
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Woodlynne, NJ 08107

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Audubon Borough  
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Audubon, NJ 08106

Pat Farinella  
Planning Board Secretary  
Barrington Borough  
229 Trenton Avenue  
Barrington, NJ 08007

Ray Staszak  
Planning Board Secretary  
Bellmawr Borough  
21 East Browning Road  
Bellmawr, NJ 08099

Verlie Tarus  
Planning Board Secretary  
Berlin Borough  
59 South White Horse Pike  
Berlin, NJ 08009

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West Berlin, NJ 08091

Maureen Mitchell  
Planning Board Secretary  
Brooklawn Borough  
301 Christiana Street  
Brooklawn, NJ 08030

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Planning Board Secretary  
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Camden, NJ 08101

David Benedetti  
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820 Mercer Street  
Cherry Hill, NJ 08002

Yadia Alwan  
Planning Board Secretary  
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201 Grant Avenue  
Chesilhurst, NJ 08089

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Planning Board Secretary  
Clementon Borough  
101 Gibbsboro Road  
Clementon, NJ 08021

Carol Sickler  
Planning Board Secretary  
Collingswood Borough  
678 Haddon Avenue  
Collingswood, NJ 08108

Anne D. Levy  
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Gibbsboro Borough  
49 Kirkwood Road  
Gibbsboro, NJ 08026

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Gloucester City, NJ 08030

Kenneth Lechner  
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Blackwood, NJ 08012

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Haddon Heights, NJ 08007

Eleanor Connell  
Planning Board Secretary  
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135 Haddon Avenue  
Westmont, NJ 08108

Andrea Giansante  
Planning Board Secretary  
Haddonfield Borough  
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Haddonfield, NJ 08033

Phyllis Twisler  
Planning Board Secretary  
Hi-Nella Borough  
100 Wykagyl Road  
Hi-Nella, NJ 08083

Barbara M. Hawk  
Planning Board Secretary  
Laurel Springs Borough  
135 Broadway  
Laurel Springs, NJ 08021

Dawn Wright-McLeod  
Planning Board Secretary  
Lawnside Borough  
4 East Douglas Avenue  
Lawnside, NJ 08045

Joan Hasher  
Planning Board Secretary  
Lindenwold Borough  
2001 Egg Harbor Road  
Lindenwold, NJ 08021

Marianne Grandowicz  
Planning Board Secretary  
Magnolia Borough  
438 West Evesham Avenue  
Magnolia, NJ 08049

Jane Collins  
Planning Board Secretary  
Merchantville Borough  
One West Maple Avenue  
Merchantville, NJ 08109

Tara Tasco  
Planning Board Secretary  
Mount Ephraim Borough  
121 South Black Horse Pike  
Mount Ephraim, NJ 08059

Jack Moore  
Planning Board Secretary  
Oaklyn Borough  
500 White Horse Pike  
Oaklyn, NJ 08107

Mary Leonard  
Planning Board Secretary  
Pennsauken Township  
5605 North Crescent Boulevard  
Pennsauken, NJ 08110

Fran Reilly  
Planning Board Secretary  
Pine Hill Borough  
45 West 7th Avenue  
Pine Hill, NJ 08021

Pat McGrath  
Planning Board Secretary  
Runnemede Borough  
24 North Black Horse Pike  
Runnemede, NJ 08078

William Murrow  
Planning Board Secretary  
Somerdale Borough  
105 Kennedy Boulevard  
Somerdale, NJ 08083

John Keenan  
Planning Board Secretary  
Stratford Borough  
307 Union Avenue  
Stratford, NJ 08084

Carol Pfeffer  
Planning Board Secretary  
Voorhees Township  
620 Berlin Road  
Voorhees, NJ 08043

Wendy Parducci  
Planning Board Secretary  
Waterford Township  
2131 Auburn Avenue  
Atco, NJ 08004

Simone T. Talley  
Planning Board Secretary  
Winslow Township  
125 South Route 73  
Winslow Township, NJ 08037

Eileen Harper  
Planning Board Secretary  
Woodlynne Borough  
200 Cooper Avenue  
Woodlynne, NJ 08107

Shirley Himmelman  
Planning Board Chairperson  
Audubon Borough  
606 West Nicholson Road  
Audubon, NJ 08106

Catharine MacDonald  
Planning Board Chairperson  
Barrington Borough  
229 Trenton Avenue  
Barrington, NJ 08007

Frank Bisconti  
Planning Board Chairperson  
Bellmawr Borough  
21 East Browning Road  
Bellmawr, NJ 08099

Jack Gangluff Jr  
Planning Board Chairperson  
Berlin Borough  
59 South White Horse Pike  
Berlin, NJ 08009

Arthur Oppman  
Planning Board Chairperson  
Berlin Township  
170 Bate Avenue  
West Berlin, NJ 08091

Anthony Cipolone  
Planning Board Chairperson  
Brooklawn Borough  
301 Christiana Street  
Brooklawn, NJ 08030

Rodney Sadler  
Planning Board Chairperson  
Camden City  
City Hall, 520 Market Street  
Camden, NJ 08101

Alan Miller  
Planning Board Chairperson  
Cherry Hill Township  
820 Mercer Street  
Cherry Hill, NJ 08002

Larry James  
Planning Board Chairperson  
Chesilhurst Borough  
201 Grant Avenue  
Chesilhurst, NJ 08089

Joseph Feldman  
Planning Board Chairperson  
Clementon Borough  
101 Gibbsboro Road  
Clementon, NJ 08021

James Verzella  
Planning Board Chairperson  
Collingswood Borough  
678 Haddon Avenue  
Collingswood, NJ 08108

George Miller  
Planning Board Chairperson  
Gibbsboro Borough  
49 Kirkwood Road  
Gibbsboro, NJ 08026

John Bisconti  
Planning Board Chairperson  
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512 Monmouth Street  
Gloucester City, NJ 08030

Tom Schina  
Planning Board Chairperson  
Gloucester Township  
Post Office Box 8  
Blackwood, NJ 08012

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Planning Board Chairperson  
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625 Station Avenue  
Haddon Heights, NJ 08007

Thomas Curley  
Planning Board Chairperson  
Haddon Township  
135 Haddon Avenue  
Westmont, NJ 08108

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Planning Board Chairperson  
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242 Kings Highway East  
Haddonfield, NJ 08033

Phyllis Twisler  
Planning Board Chairperson  
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100 Wykagyl Road  
Hi-Nella, NJ 08083

Alebert Cairns  
Planning Board Chairperson  
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Laurel Springs, NJ 08021

Jay Thompson  
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4 East Douglas Avenue  
Lawnside, NJ 08045

Nate Jefferson  
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2001 Egg Harbor Road  
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Planning Board Chairperson  
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438 West Evesham Avenue  
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William Walker  
Planning Board Chairperson  
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Mount Ephraim, NJ 08059

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Planning Board Chairperson  
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Pine Hill, NJ 08021

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Planning Board Chairperson  
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Runnemede, NJ 08078

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Planning Board Chairperson  
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Planning Board Chairperson  
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307 Union Avenue  
Stratford, NJ 08084

Tom Glock  
Planning Board Chairperson  
Voorhees Township  
620 Berlin Road  
Voorhees, NJ 08043

Dennis Kain  
Planning Board Chairperson  
Waterford Township  
2131 Auburn Avenue  
Atco, NJ 08004

Gothrie Short  
Planning Board Chairperson  
Winslow Township  
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Winslow Township, NJ 08037

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Planning Board Chairperson  
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Moorestown, NJ 08057

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Berlin Borough Planning Board Solicitor  
40 Berlin Avenue  
Stratford, NJ 08084

Charles Riebel  
Berlin Township Engineer  
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Berlin, NJ 08009

Nicole Hostettler AICP  
Senior Planner, Cherry Hill Township  
820 Mercer Street  
PO Box 5002  
Cherry Hill, NJ 08034-0358

Leah Furey / Rick Ragan  
Chesilhurst Borough Planner  
30 Jackson Road, C-3  
Medford, NJ 08055

Richard Schwab  
Borough Administrator  
Haddonfield Borough  
242 Kings Highway East  
Haddonfield, NJ 08033

Edward Williams, NJPP AICP  
Camden City Division of Planning  
City Hall, 520 Market Street  
Camden, NJ 08101

Joan Moreland  
Borough Clerk  
Haddon Heights Borough  
625 Station Avenue  
Haddon Heights, NJ 08007

Gloria Rose  
Borough Clerk  
Chesilhurst Borough  
201 Grant Avenue  
Chesilhurst, NJ 08089

Marc Shuster PP AICP  
Voorhees Township Planner  
1256 North Church Street  
Moorestown, NJ 08057

Patricia Cooper  
Deputy Borough Clerk  
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Haddon Heights, NJ 08007

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Borough Administrator  
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One West Maple Avenue  
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Terri Carr  
Community Development Office  
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Pennsauken, NJ 08110

Anthony Chambers, Commissioner  
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718 Idora Avenue  
Mount Ephraim, NJ 08059

Joan Moreland  
Borough Clerk  
Haddon Heights Borough  
625 Station Avenue  
Haddon Heights, NJ 08007

Joseph Schiavo  
Stratford Borough Planning Board Engineer  
48 W. Temple Avenue  
Stratford, NJ 08084

Paul Tyshchenko  
Zoning Officer  
Haddonfield Borough  
242 Kings Highway East  
Haddonfield, NJ 08033

Larry Waetzman  
Tavistock Borough Planner  
1230 County Line Road  
Bryn Mawr, PA 19010

Stuart Platt, Esq.  
Voorhees Township Planning Board Solicitor  
40 Berlin Avenue  
Stratford, NJ 08084

David Taraschi  
Borough Administrator  
606 W. Nicholson Road  
Audubon, NJ 08106

**CORRESPONDENCE**

# camden county Improvement Authority

1909 Route 70 East, Suite 300  
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Jeffrey S. Swartz  
Executive Director and CEO  
econdev@camdencounty.com

**Improvement Authority Members**

*Fredric B. Weinstein, Esq., Chairman*  
*James B. Kehoe, Vice Chairman*  
*Louis Cappelli, Jr., Freeholder Liaison*  
*Joseph P. Schooley*  
*Terrence M. Carr*  
*Samuel M. Siler*

August 27, 2004

Carol Pfeffer  
Planning Board Secretary  
Voorhees Township  
620 Berlin Road  
Voorhees, NJ 08043

RE: State Development and Redevelopment Plan Cross Acceptance III (CAP-3)  
Planning Document Inventory, Municipal Survey and Contact Request

Dear Ms.  Pfeffer,

The Camden County Improvement Authority (CCIA) is assisting the Camden County Division of Planning complete an inventory of master plans and master plans and elements as part of the third round of cross-acceptance of the State Development and Redevelopment Plan. Our office will utilize this information for some of our other planning studies for the Camden Hub, White Horse Pike and Black Horse Pike regional strategic revitalization plans.

As you know, the Municipal Land Use Law requires municipalities to file copies of master plans, master plan elements, master plan re-examination reports and updates and land use ordinance amendments with the County Planning Board (N.J.A.C. 40:55D-13(3)). Our review of the Board's files indicates the following master plans and elements have been filed with that office, as of July 30, 2004:

	YEAR
Master Plan	1998
Re-Examination Report	
Land Use	1999
Housing	1995
COAH / Affordable Housing	
Circulation / Transportation	1996
Utility Service	1995
Community Facilities	
Recreation	1995
Conservation / Open Space	1998
Economic Development	
Historic Preservation	

<b>Recycling</b>	
<b>Farmland Preservation</b>	
<b>Urban Design</b>	
<b>Stormwater Management</b>	

I would appreciate it if you would check your files to determine whether any additional plans have been adopted by your municipal planning board since 1998. If there have been, could you please contact me so that I may make a copy of them for the county's files and can return them in a few weeks.

Enclosed please also find a copy of the Cross-Acceptance Municipal Survey, DVRPC Municipal 2025 Population and Employment Projections, and Cross-Acceptance Contact Sheet, which we also request your town to review and complete by September 24, 2004. If it is possible, please send back the contact sheet by September 15<sup>th</sup>, so that we may begin to work with that individual directly.

If you have any questions or would like to contact me, please feel free to reach me at (856) 751-2242 or [edfox@camdencounty.com](mailto:edfox@camdencounty.com). You may also send this information via our fax at (856) 751-2247. Thank you.

Sincerely,



Edward Fox NJPP AICP  
Smart Growth Director

Cc: Hon. Harry Platt, Mayor  
Planning Board Chairperson  
Khara Ford, NJDCA, Office of Smart Growth  
Douglas Griffith NJPP AICP, Camden County Division of Planning  
Hon. Louis Cappelli, Jr., Freeholder Liaison  
Jeffrey Swartz, Executive Director and CEO  
Joel Falk, GIS Program Manager  
Nilsa Cruz-Perez, Community Development Specialist

camden county  
Improvement Authority

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**Improvement Authority Members**

Fredric B. Weinstein, Esq., Chairman  
James B. Kehoe, Vice Chairman  
Louis Cappelli, Jr., Freeholder Liaison  
Joseph P. Schooley  
Terrence M. Carr  
Samuel M. Siler

October 1, 2004

Robert Mather  
Borough Clerk  
Pine Valley Borough  
#1 Club Road  
Pine Valley, NJ 08021

RE: State Development and Redevelopment Plan Cross Acceptance III (CAP-3)  
Planning Document Inventory, Municipal Survey and Contact Request

Dear Mr. Mather,

The Camden County Improvement Authority (CCIA) is assisting the Camden County Division of Planning complete an inventory of master plans and master plans and elements as part of the third round of cross-acceptance of the State Development and Redevelopment Plan. Our office will utilize this information for some of our other planning studies for the Camden Hub, White Horse Pike and Black Horse Pike regional strategic revitalization plans.

As you know, the Municipal Land Use Law requires municipalities to file copies of master plans, master plan elements, master plan re-examination reports and updates and land use ordinance amendments with the County Planning Board (N.J.A.C. 40:55D-13(3)). Our review of the Board's files indicates NO master plans or elements have been filed with that office, as of July 30, 2004.

I would appreciate it if you would check your files to determine whether any additional plans have been adopted by your municipal planning board since 1998. If there have been, could you please contact me so that I may make a copy of them for the county's files and can return them in a few weeks.

Enclosed please also find a copy of the Cross-Acceptance Municipal Survey, DVRPC Municipal 2025 Population and Employment Projections, and Cross-Acceptance Contact Sheet, which we also request your town to review and complete by October 15, 2004. If it is possible, please send back the contact sheet by October 15<sup>th</sup>, so that we may begin to work with that individual directly.

If you have any questions or would like to contact me, please feel free to reach me at (856) 751-2242 or [edfox@camdencounty.com](mailto:edfox@camdencounty.com). You may also send this information via our fax at (856) 751-2247. Thank you.

Sincerely,

  
Edward Fox NJPP AICP  
Smart Growth Director,

Cc: ✓ Hon. William Carson, Mayor  
Khara Ford, NJDCA, Office of Smart Growth  
✓ Douglas Griffith NJPP AICP, Camden County Division of Planning  
Hon. Louis Cappelli, Jr., Freeholder Liaison  
Jeffrey Swartz, Executive Director and CEO  
Joel Falk, GIS Program Manager  
Niisa Cruz-Perez, Community Development Specialist

**New Jersey State Development and Redevelopment Plan  
Cross-Acceptance 3 (CAP3) Municipal Survey  
Camden County**

1. Please identify any conflicts or inaccuracies that your municipality may have found with the preliminary State Plan Map's planning areas and informational layers.
2. Are the goals, objectives, and policies of the preliminary State Plan consistent with your municipality's master plan, zoning ordinance, and other planning reports?
3. Are there any modifications to either the preliminary State Plan goals, objectives and policies, or your municipality's plans and ordinances, which your municipality would recommend to improve consistency?
4. Please explain how your municipality participates in regional development, economic, environmental, and/or transportation planning efforts.
5. What are the three major comprehensive planning issues facing your municipality?
6. Has your municipality been considering and/or implementing new design concepts and innovative performance standards to improve the function and appearance of existing residential and non-residential developments?
7. Please identify any existing and/or proposed redevelopment/revitalization projects within your municipality.
8. Please identify by type, name, location and approximate acreage any potential centers, cores or nodes within your municipality.
9. To what extent does your municipality agree with the DVRPC's 2025 population and employment projections for your municipality? (see attached projections)
10. Does your municipality have any infrastructure plans to meet future growth demands for water, sewerage, highway, schools, etc.?
11. What measures does your municipality take to preserve its natural and historic resources, such as wetlands, woodlands, farmland, historic properties and/or stream corridors?
12. What measures does your municipality take to encourage redevelopment/revitalization of neighborhoods, commercial districts, and/or industrial properties?
13. Is your municipality considering participating in the State's plan endorsement process?
14. What can State agencies, such as the departments of Transportation, Commerce and Economic Growth, Community Affairs, Environmental Protection, Agriculture, Commerce, Education, Law & Public Safety, Health and Senior Services, Human Services, Board of Public Utilities, etc., do to serve your municipality better?
15. What can County agencies do to serve your municipality better?
16. Please explain how your municipality involves public participation in its planning process.

# camden county Improvement Authority

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Executive Director and CEO  
econdev@camdencounty.com

## Improvement Authority Members

Fredric B. Weinstein, Esq., Chairman  
James B. Kehoe, Vice Chairman  
Louis Cappelli, Jr., Freeholder Liaison  
Joseph P. Schaoley  
Terrence M. Carr  
Samuel M. Siler

September 15, 2004

Kenneth Lechner, Planning Board Secretary  
Gloucester Township  
Post Office Box 8  
Blackwood, NJ 08012

RE: State Development and Redevelopment Plan Cross Acceptance III: Follow-Up and Map Information

Dear Mr.  Lechner,

Although I have not had a chance to speak with you directly about the State Plan Cross-Acceptance process and information that I requested in my letter to you last month, I wanted to let you know that I will be reaching out to you in the next week to answer any questions you may have about the process. The information that we receive from your town will be very helpful in our efforts to compile a county response to the State's proposed changes to its growth management policies and maps.

We have received calls from several municipalities regarding copies of the preliminary State Plan document and maps, which were sent by the State to each municipality on CD to save printing and mailing costs. In addition, the State has posted the planning documents and maps at <http://www.nj.gov/dca/osg/plan/crossacceptance.shtml>. I encourage your municipal representatives to visit the website to learn more about this statewide event.

While we cannot reproduce the planning documents, we are providing each town with a copy of a custom map that combines elements from the Preliminary Policy & Informational Layer Maps. (See attached.) Please use this map to answer the questions from our August survey and to identify areas where the town may disagree on the accuracy of the data or the growth management policy. The primary new features of interest are the NJDEP (environmental constraints), NJDOT (capital improvement plans), Farmland Preservation Areas. These map layers, which were not used during the 1997-2001 Cross-Acceptance, identify where and how the State will manage growth.

Another important thing to verify are the proposed policy changes: yellow stripes (potential CESs, or critical environmental sites), historic districts, red or blue polka dots (potential sewer service area anomalies), and yellow outlines with the color of the proposed new planning area and the number of the current adopted planning area superimposed in boldface.

If you have any questions or would like to contact me, please feel free to reach me at (856) 751-2242 or [edfox@camdencounty.com](mailto:edfox@camdencounty.com). You may also send your comments via our fax at (856) 751-2247. Thank you.

Sincerely,

  
Edward Fox, NJPP AICP  
Smart Growth Director

Cc: Hon. Sandra Love, Mayor  
Planning Board Chairperson  
Khara Ford, NJDCA, Office of Smart Growth  
Douglas Griffith NJPP AICP, Camden County Division of Planning  
Hon. Louis Cappelli, Jr., Freeholder Liaison  
Jeffrey Swartz, Executive Director and CEO  
Joel Falk, GIS Program Manager  
Nilsa Cruz-Perez, Community Development Specialist

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Improvement Authority

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**Improvement Authority Members**

*Fredric B. Weinstein, Esq., Chairman  
James B. Kehoe, Vice Chairman  
Louis Cappelli, Jr., Freeholder Liaison  
Joseph P. Schooley  
Terrence M. Carr  
Samuel M. Siler*

October 22, 2004

David Benedetti  
Planning Board Secretary  
Cherry Hill Township  
820 Mercer Street  
Cherry Hill, NJ 08002

RE: State Development and Redevelopment Plan Cross Acceptance III (CAP-3)  
Receipt of Requested Information

  
Dear Mr. Benedetti,

Thank you for sending our office all the information requested in our prior mailings. We currently are processing Cherry Hill's cross acceptance comments with those of other municipalities to draft a countywide report for the Office of Smart Growth later in the year.

Should we need to reach the Township for any additional information, we will use the names and contact numbers provided on the municipal contact sheet.

If you have any questions or would like to contact me, please feel free to reach me (856) 751-2242 or [edfox@camdencounty.com](mailto:edfox@camdencounty.com). Thank you.

Sincerely,

  
Edward Fox NJPP AICP  
Smart Growth Director

Cc: Hon. Bernard Platt, Mayor  
Planning Board Chairperson  
Khara Ford, NJDCA, Office of Smart Growth  
Douglas Griffith NJPP AICP, Camden County Division of Planning  
Hon. Louis Cappelli, Jr., Freeholder Liaison  
Jeffrey Swartz, Executive Director and CEO  
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## **Improvement Authority Members**

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*James B. Kehoe, Vice Chairman*  
*Louis Cappelli, Jr., Freeholder Liaison*  
*Joseph P. Schooley*  
*Terrence M. Carr*  
*Samuel M. Siler*

March 7, 2005

Dear Cross- Acceptance Representatives:

We are writing to invite you as a State Plan "Cross-Acceptance-3" (CAP-3) representative to Camden County's Draft Report Public Hearing, which will be held at 7:00 pm on Wednesday, March 16, 2005, at the County Department of Public Work's conference room located on 2311 Egg Harbor Road, Lindenwold, NJ.

The Public Hearing will be hosted by the Camden County Planning Board and the New Jersey State Planning Commission. Staff members from the New Jersey Department of Community Affairs' Office of Smart Growth, the Camden County Division of Planning, and the Camden County Improvement Authority at the meeting also will be at the meeting.

There will be a Final "CAP-3" Report Public Hearing at the Board of Chosen Freeholders Meeting on Thursday, April 21, 2005 at 7:00 pm in the Scottish Rite Auditorium, 315 White Horse Pike, Collingswood, NJ,

We appreciate your participation and look forward to meeting with you. If you have any questions or would like to contact us, please feel free to reach us at (856) 751-2242 or [edfox@camdencounty.com](mailto:edfox@camdencounty.com). Thank you.

Sincerely,



J. Douglas Griffith, NJPP AICP  
Director, Division of Planning



Edward Fox, NJPP AICP  
Director of Smart Growth

CC: Khara Ford, NJDCA, Office of Smart Growth  
Hon. Louis Cappelli Jr., Freeholder Director, CCIA Liaison  
Hon. Thomas Gurick, Freeholder, Division of Planning Liaison  
Robert Kelly, County Engineer  
Jeffrey Swartz, Executive Director and CEO  
✓ Misa Cruz-Perez, CCIA Community Development Specialist

# camden county Improvement Authority

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Executive Director and CEO  
econdev@camdencounty.com

## **Improvement Authority Members**

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*James B. Kehoe, Vice Chairman*  
*Louis Cappelli, Jr., Freeholder Liaison*  
*Joseph P. Schooley*  
*Terrence M. Carr*  
*Samuel M. Siler*

January 4, 2005

Arijit De, Director  
Department of Planning and Development  
City of Camden  
City Hall  
Camden, New Jersey 08101

RE: Copies of Camden City Redevelopment Plans for 2003 and 2004

Dear Mr. De:

As part of our mission to assist local and regional economic development and redevelopment, the Camden County Improvement Authority is working with the Camden County Division of Planning in tracking the status of municipal zoning changes, master plan amendments and redevelopment plans in Camden County. The Authority, in turn, will use these plans to gain a better understanding of the City's redevelopment opportunities, to complete the Camden Hub regional strategic revitalization plan, and to assist the City and her suburbs in realizing their individual and mutual revitalization goals.

When I came to the Authority about two years ago, your staff was very helpful in arranging for our copying of some of the City's older redevelopment plans. Since that time, the City has produced several new redevelopment plans in strategic neighborhoods. However, we do not have any copies of redevelopment plans adopted in 2003 and 2004.

I would greatly appreciate it if your office would send me a copy of any redevelopment plans or redevelopment plan amendments adopted by City Council for those two years for our files. If there is a cost for their reproduction, please let me know and I can arrange payment for paper copies or electronic copies on CD. Thank you.

Sincerely,



Edward Fox, NJPP AICP  
Director of Smart Growth

Cc: Edward C. Williams, PP AICP, Assistant Director  
Hon. Louis Cappelli, Jr., Freeholder Director, CCIA Liaison  
✓ J. Douglas Griffith, Planning Director  
Jeffrey Swartz, CCIA Executive Director & CEO

**“CAP-3” CAMDEN COUNTY PLANNING BOARD/  
NJ STATE PLANNING COMMISSION  
MEETINGS, MINUTES, ATTENDANCE**

# CAMDEN COUNTY PLANNING BOARD

CHARLES J. DePALMA PUBLIC WORKS COMPLEX • 2311 EGG HARBOR ROAD • LINDENWOLD, NJ 08021  
Phone: (856) 566-2940 FAX: (856) 566-2988

## BOARD MEMBERS

GEORGE JONES  
Chairperson

WILLIAM HOSEY  
Vice Chairperson

FARHAT BIVIJI  
G. RONALD GREEN  
DENNIS S. GARBOWSKI



Making It Better, Together.

JEFFREY L. NASH  
Freeholder-Director

THOMAS J. GURICK  
Freeholder Committee Chairperson

LAURELLE CUMMINGS  
Freeholder Alternate

ROBERT KELLY  
County Engineer

MICHAEL G. BRENNAN, ESQ.  
Counsel

STAFF  
J. DOUGLAS GRIFFITH, PP, AICP  
Planning Director

THOMAS B. CHAMBERLIN  
Supervising Planner

The Honorable Bernie Platt  
Township of Cherry Hill  
820 Market Street.  
Cherry Hill NJ 08002

June 11, 2004

Dear Mayor Platt:

The Camden County Planning Board is the negotiating entity for the NJ. State Development and Redevelopment Planning " Cross-Acceptance- 3 " ( Cap-3 ) Process which officially began on April 28, 2004.

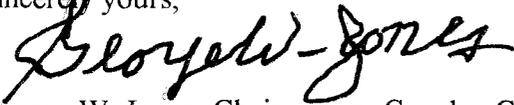
This process will be initiated at the Camden County Informational Meeting co-sponsored by the NJ. State Planning Commission, the Camden County Board of Chosen Freeholders and the County Planning Board on Tuesday June 29, 2004 at 7pm-9pm in the County Department of Public Work's main conference room at 2311 Egg Harbor Rd. Lindenwold NJ.

Please select " Cap-3 " representative(s) and have them attend this initial meeting. These official representative(s) should have a strong working knowledge of municipal plans, ordinances and policies especially as they relate to such areas as planning, zoning, administration, housing, capital improvements, parks / recreation and the environment.

The NJ. State Development and Redevelopment Final Plan ( adopted March 2001 ), the " Building a Better New Jersey " Preliminary Plan released by the NJ. State Planning Commission on April 28, 2004, the NJ. State Planning Area and Preliminary Policy Maps, CD's will be available at the June 29, 2004 meeting and / or in the mailings later.

Please RSVP concerning your appointed "Cap-3" representative(s) and your municipality's availability to attend this introductory meeting.

Sincerely yours,



George W. Jones, Chairperson, Camden County Planning Board

GJ/mw

Attachments

CC. Jeffrey L. Nash Freeholder Director

Thomas J. Gurick, Freeholder, Dept. of Public Works

Louis Cappelli, Freeholder, Co. Improvement Authority

Mark J. Lonetto, County Administrator

Dominic J. Vesper, Jr., Director, Dept. of Public Works ✓

Jeffrey Swartz, Executive Director, Co. Improvement Authority

Adam Zellner, Executive Director of NJ. Office of Smart Growth

Khara Ford, Area Manager NJ. Office of Smart Growth

Ed Fox, Director, Office of Smart Growth, Co. Improvement Authority

Municipal Clerks and Planning Board Chairpersons.

Dog E-mail  
9/10/04

**Camden County Cross-Acceptance Public Meeting  
June 29, 2004 - Camden County Department of Public Works Facility**

**State Agency and County representatives in attendance:** Marge DellaVecchia, State Planning Commission; Doug Griffith, Camden County Planning Director; Ed Fox, Director of Smart Growth-Camden County Improvement Authority; Bob Kelly and Farhat Biviji, Camden County; Robin Murray and Bill Harrison, OSG; Rick Brown, DEP; Roberta Lang, DOA; Rich Melini and Joyce Gallagher, NJ Transit; and Jennifer Lane, DOT.

**OSG and County Comments**

**Doug Griffith, County Planning Director:** Welcomed all in attendance and stressed that Cross Acceptance III has been a positive experience so far. Twelve towns were represented at the meeting and the County Freeholders had also adopted a resolution to participate in Cross Acceptance OSG awarded Camden County \$50,000 to participate in the process. Ed Fox and Joel Faulk will be key players in this process.

**Marge DellaVecchia, State Planning Commission:** Welcomed everyone to the meeting. She emphasized that the State Planning Commission will take comments, issues and concerns seriously.

**Robin Murray, OSG:** Presentation on the Cross-acceptance process and proposed changes to the State Plan and Map. Main points include:

- The purpose of Cross-acceptance is to maximize consistency among municipal, county, regional and state agency plans and the State Plan, and to maximize public participation in updating the State Plan.
- Changes to the State Plan policy document focus on implementing the State Plan, through Plan Endorsement and coordinated State agency investments. The changes also focus on current policy initiatives including community school programs; the movement of goods through and within the state; and the public benefits of smart growth community design. We have also proposed definitions of Smart Growth and Smart Growth Area (Planning Areas 1 and 2 and Designated Centers).
- Changes to the State Plan Map include the incorporation of new data layers for public parks, wetlands, Category 1 streams and sewer service areas.
- The role of counties in Cross-acceptance is to serve as negotiating entities, to meet with municipalities and the public on the proposed changes to the State Plan, and to prepare a Cross-acceptance Report that reflects public input. The Cross-acceptance reports should include county and municipal projections for population and employment growth, as well as any available data on local infrastructure needs.
- The end goal of Cross-acceptance is to create a strong linkage between state investments and local planning.

**NEW JERSEY STATE PLANNING COMMISSION &  
CAMDEN COUNTY CROSS-ACCEPTANCE  
INFORMATIONAL MEETING**

Camden County Department of Public Works  
2311 Egg Harbor Road, Lindenwold

Tuesday, June 29, 2004  
7:00 p.m.

---

- I. **Welcome**  
Remarks by County Official &  
Member of the State Planning Commission
  
- II. **Introduction of Participants**
  
- III. **Presentation of the Preliminary State Plan and Map &  
The Cross-acceptance Process**  
NJ Dept. of Community Affairs, Office of Smart Growth
  
- IV. **Cross-acceptance Update by the County**  
County Staff
  
- V. **Discussion and Q & A**
  
- VI. **Adjourn**

**Doug Griffith, County Planning Director:** Emphasized comprehensive planning and control over land use issues. The county's goal is to preserve 2,000 additional acres as preserved land over the next ten years. DVRPC is helping the county develop its Master Plan. He reiterated that 75% of the county is already developed and gave examples of Planning Areas: PA1- Camden, PA2- Voorhees, PA3- Winslow.

The county is also involved in several Transportation Community Development Initiatives with DVRPC. In addition, the Camden County Improvement Authority will serve as the consultant to Camden County for the Cross Acceptance process.

**Ed Fox, Director of Smart Growth-Camden County Improvement Authority:**

Presented his perspective on Cross Acceptance. He stated that North Jersey is filling up & people are moving south. Where will they go? Where will growth occur? In Camden County growth will be targeted to the Delaware River Waterfront and the White Horse and Black Horse Pike corridors. Specifically, the "Camden Hub" and Cherry Hill with towns north, eight municipalities along the Black Horse Pike, and the White Horse Pike between Barrington & Lindenwold. Mr. Fox emphasized the need for the 15 towns in the northern part of the county to work closely together. Local coordination meetings will begin in July.

**Question & Answer Discussion**

**Q. Tom Paparone, developer:** Are there any Category 1 Streams in the county? Will any Planning Area 3s be able to be changed to Planning Area 2?

**A. R. Brown:** There are no C1 streams outside of the Pinelands or state lands in the county

**A. B. Harrison:** PA3s are transitional areas and changes in either direction can be discussed during Cross Acceptance.

**Q. Tom Paparone:** Has population build-out of towns been submitted to the county?

**A. D. Griffith:** Yes.

**Comment M. DellaVecchia:** We want to align state resources to facilitate development and redevelopment in the right (e.g. smart growth) areas. Local, county & state plans need to be aligned.

**Q. Ed Williams, Camden County Planning Board:** Could the Office of Smart Growth approve the county's Improvement Plan?

**A. B. Harrison:** I recommend that you schedule a pre-petition meeting with the Office of Smart Growth so we can talk you through the requirements and benefits of Plan Endorsement.

**Comment, M. DellaVecchia:** For the first time we are viewing issues through a regional perspective and are looking at the towns surrounding Camden.

**Comment, Jim Miller, Professional Planner:** The state has been "too meticulous" with Plan Endorsement in the past and therefore too few towns participate. He hopes that we have learned lessons from the past.

**A. B. Harrison:** This is why we have amended the rules to make it a two-step process: 1) Initial Plan Endorsement requires planning documents that are already required to be prepared and information that is readily available; and 2) Advanced Plan Endorsement will involve Plan Implementation Agreements where both the petitioner and the state agencies make commitments to help implement the plan.

**A. R. Murray:** Counties should bring towns in with them when they do Plan Endorsement.

**A. M. DellaVecchia:** DCA officials know what the issues are and will help each town and the county as much as possible. “Smart growth areas” are very clear in Camden County and we should take advantage of them!

**A. Ed Fox:** Concurred and stated that targets and projections for housing and jobs in the county are very important for any future planning effort.

**New Jersey State Planning Commission and Camden County "Cross Acceptance-3"  
 Informational Meeting  
 June 29, 2004**

Name	Organization	E-mail
SITA	Camden County Superior Auth	eddy@camdencounty.com
Dany Griffith	Camden Co Division of Planning	griffith@camdencounty.com
Lynn Jones	Vandies Corp.	vjones@vandies.com
R Kelly	Camden County Planning Board	
Don Olden	Bergen Regional Planning Bd.	
JACK GANAUER	Bergen County Planning Bd	
Roberta Lang	NJDA	
Kim Avant-Bobb	NJRA	KAVANT-Bobb@ENSEN.STATE.NJ.US
Farhat Bvuti	Camden City Planning board	bvgt786110@comcast.net
Kathleen Artschneider	South Jersey Transportation Authority	KArtschneider@SJTAA.com
JACK HALL	Borough of Berlin	JAH@BERTHOLZ.NET
Joyce Albrecht	Magnolia Planning Bd	

New Jersey State Planning Commission and Camden County "Cross Acceptance-3"  
 Informational Meeting  
 June 29, 2004

Name	Organization	E-mail
Stephen L. Potts	Hi-Yella Planning & Zoning Bd.	
Tom Deane	Deane Housing	
Karen Adams	DUKPC	Kelurso@durpc.org
Stuart Platt	Yorkes Twp	
Andrew Levechia	BCRC	alevechi@rutgers-camden.edu
CLARENCE CARSON	ARCUS INC.	CCARSON@ARCUS.COM
James Schwarzwalden	NJ TRANSIT	JSchwarzwalden@njtransit.com
MARY F. ALBERTZ	Camden Area Planning Council	
J. STRAUB	TSDC	jackustraub@yahoo.com
Ken Lechner	Gloucester Twp.	Klechner@glotwp.com
PAUL KAIN	Gloucester City	cklein@cityofgloucester.org
Shirley Himmelman	Audubon Planning Board	

New Jersey State Planning Commission and Camden County "Cross Acceptance-3"  
 Informational Meeting  
 June 29, 2004

Name	Organization	E-mail
ALEXANDER BARR	BOARD OF LAWN SIDE	borop@bbs.tfy@lawnside.net
Edward C. Williams	City of Camden	Ed.Williams@ci.Camden.NJ.us
James Miller	Brownsdale	
Maria Estrella	C.C.	Maria.E@CamdenCounty.org
Jim Schaeffer	Tenn Schaeffer Comm	Tim@Timschaefter.com
JOHN KANE	Collingswood & Ardmore	JKANE@collingswood.com

## **CAMDEN COUNTY PLANNING BOARD RESOLUTION NO. 5**

RESOLUTION AUTHORIZING PARTICIPATION OF CAMDEN COUNTY in the State Development and Redevelopment Plan (State Plan) “Cross – Acceptance 3” Process;

WHEREAS, the State Planning Act of 1985 (N.J.S.A.-196 et seq.) created a State Planning Commission and an Office of Smart Growth for the purpose of establishing a cooperative planning process that involves the full participation of state, county and local governments, and;

WHEREAS, the State Planning Act states that New jersey needs integrated and coordinated planning in order to conserve its natural resources, to revitalize its urban centers, to provide affordable housing and adequate public facilities at a reasonable cost, to promote equal social and economic opportunity for New Jersey’s citizens, and to prevent sprawl and promote the suitable use of land, and;

WHEREAS, the primary duty and responsibility of the State Planning Commission under the State Planning Act is the preparation of a “State Development and Redevelopment Plan,” and;

WHEREAS, the State Planning Act also provides that the State’s counties are to have an essential role in the development of the State Plan through their participation in the Cross-acceptance process to be conducted the Act, and;

WHEREAS, the Cross-Acceptance process is the primary vehicle under the Act for promoting vertical coordination and integration of state, county and local plans by affording county and municipal governments a full and open opportunity to be involved in reconciling inconsistencies between state and local policies, and;

WHEREAS, THE CAMDEN COUNTY PLANNING BOARD has concluded that it is appropriate, necessary and in the County’s interest to participate in the development of the State Plan through the full and active participation of the County government, including in particular its Planning Board and its Division of Planning, in the Cross-Acceptance 3 Process;

NOW, THEREFORE, BE IT RESOLVED by the CAMDEN COUNTY PLANNING BOARD that the following recommendation are made to the Camden County Board of Chosen Freeholders:

1. That the Camden County Planning Board be authorized and directed, by the Camden County Board of Chosen Freeholders, to carry out the Cross-acceptance 3 process as the negotiating entity for Camden County pursuant to the State Planning Act, N.J.S.A. 52:18A-196 et seq. and the State Planning Rules, N.J.A.C. 17:32 and any other rules promulgated by the State Planning Commission for this purpose.

2. That the Camden County Planning Board shall prepare a proposed work program and schedule for negotiating municipal and county "Cross-Acceptance 3" and shall said work program and schedule to the New Jersey Office of Smart Growth by February 28, 2005.
3. That the Camden County Division of Planning shall provide staff assistance to the County Planning Board in order to prepare the "Cross-Acceptance 3" Report and successfully complete the Cross-Acceptance;
4. That all other Camden County Departments, Division and Agencies shall cooperate with the County Planning Board and provide information and furnish such documents as may be required, and;

BE IT FURTHER RESOLVED that the Camden County Planning Board recommends that the Camden County Board of Chosen Freeholders adopt a Resolution to authorize Camden County's participation in the "Cross-Acceptance 3" process and to accept the \$50,000 financial assistance grant. A copy of this Resolution shall be transmitted to the Camden County Board of Chosen Freeholders.

MOVED BY: Robert Kelly, PE  
SECONDED BY: Bill Hosey

ADOPTED: May 25, 2004

I hereby certify that this Resolution was duly adopted at a regular meeting of the Camden County Planning Board

  
George Jones, Chairperson

  
Patrick A. Abusi, Board Secretary

**“CAP-3” WORKING GROUP SESSIONS**

# camden county Improvement Authority

1909 Route 70 East, Suite 300  
Cherry Hill, New Jersey 08003  
tel: (856) 751-CCIA (2242)  
fax: (856) 751-2247

Jeffrey S. Swartz  
Executive Director and CEO  
econdev@camdencounty.com

## **Improvement Authority Members**

*Fredric B. Weinstein, Esq., Chairman*  
*James B. Kehoe, Vice Chairman*  
*Louis Cappelli, Jr., Freeholder Liaison*  
*Joseph P. Schooley*  
*Terrence M. Carr*  
*Samuel M. Siler*

January 29, 2005

RE: Camden Hub Regional Plan and Black Horse Pike Plan

Dear Steering Committee Members:

Last August, the County's planning consultant submitted a draft of the DCA grant-funded Hub regional plan to the Office of Smart Growth in Trenton. (See enclosed final report hard copy and CD, as well as the grant agreement work plan and deliverables.) Within a few weeks, the County received a letter citing several problems with that draft. (See enclosed September 15<sup>th</sup> letter.) At a December meeting, the Office of Smart Growth informed the County that substantial work on the project was necessary to correct the issues and that it must close out the grant by the end of this calendar year.

The Camden County Improvement Authority (CCIA) has offered to complete this project and the Office of Smart Growth has committed two part-time interns to support us. I ask for your assistance to help us complete this planning document, which will summarize and prioritize our collective smart growth goals, objectives and projects for the future. We can do it, but we have a tight schedule.

Haddon Township has offered to host a re-coordination meeting on Thursday, February 10<sup>th</sup> at 7:00 pm at the Haddon Township High School on Memorial Avenue in the school cafeteria at the rear of the building. (See enclosed map.) Freeholder Director Louis Cappelli, Jr. has asked me to invite you as mayor from the 15 Camden Hub towns, as well as those from Bellmawr, Brooklawn and Runnemede on the Black Horse Pike. Please feel free to invite other elected officials and representatives from your town to this important meeting.

At the meeting, we would like to discuss:

1. What we need to complete and submit to complete the project,
2. How this relates to "State Plan Cross-Acceptance" and "Plan Endorsement,"
3. How the Camden Hub plan is related to the White and Black Horse Pikes plans,
4. A proposed Project Schedule,
5. A proposed set of Hub Goals and Objectives,
6. A proposed Committee Structure and Work Assignments, and
7. A draft General Policy Map and DVRPC's Growth Trends.

Thank you for your continued work on this project and helping to bring Camden County's planning agenda into the 21<sup>st</sup> century. Please feel free to contact me at (856) 751-2242 or [edfox@camdencounty.com](mailto:edfox@camdencounty.com) to RSVP or if you or your staff have any questions.

Sincerely,



Edward Fox, NJPP AICP  
Director of Smart Growth

Enclosures

Cc: Khara Ford, Office of Smart Growth  
Municipal Planning Board Secretaries  
Smart Growth State and Regional Agency Partners  
Hon. Louis Cappelli Jr., Freeholder Director, CCIA Liaison  
J. Douglas Griffith, County Planning Director  
Jeffrey S. Swartz, CCIA Executive Director & CEO

**DRAFT 01/29/05**

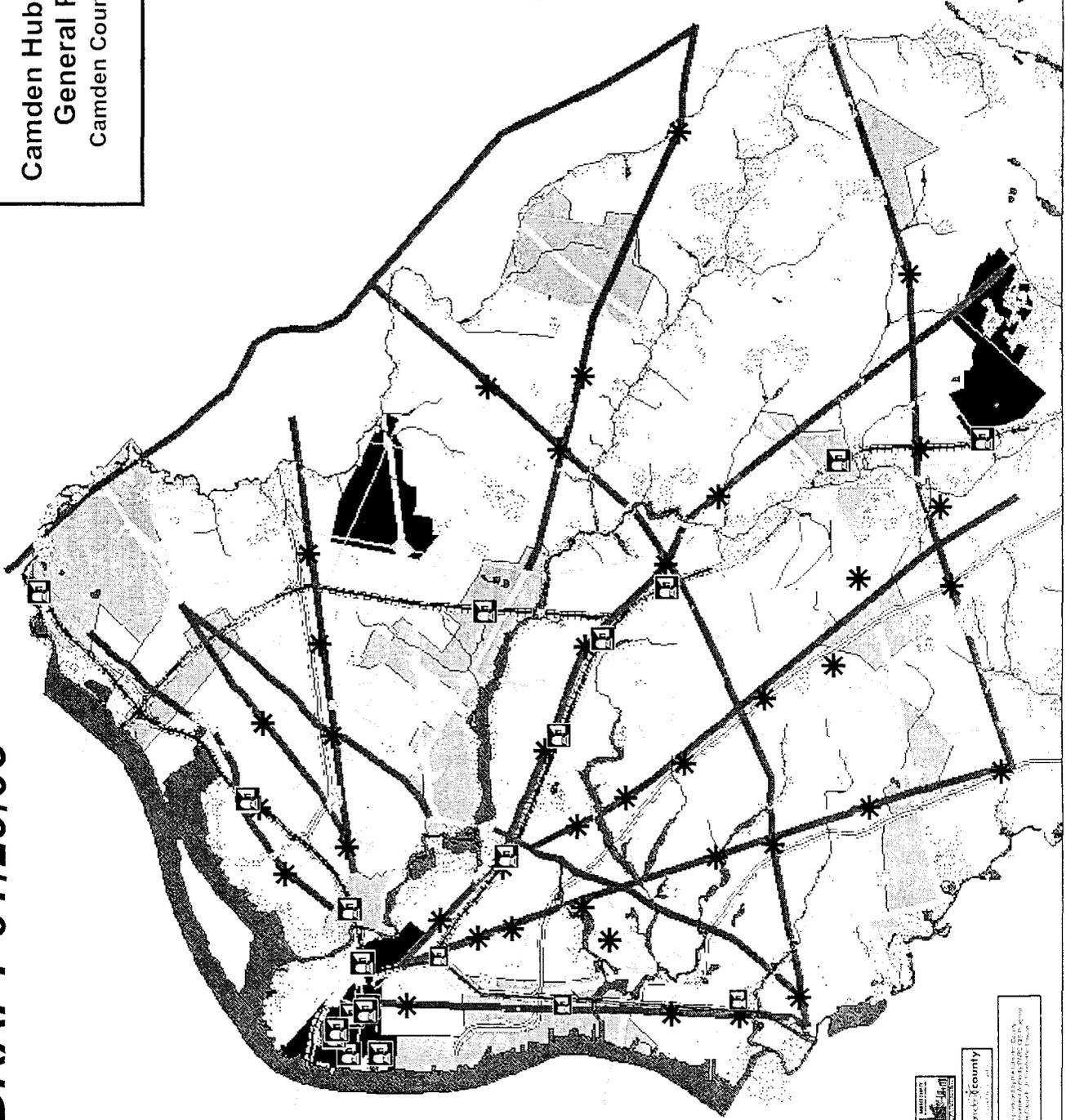
**Camden Hub Regional Plan  
General Policy Map  
Camden County, New Jersey**

**LEGEND**

- Hub Region
- Regional Centers
- Sub-regional Centers
- Local Cores
- Corridors
- Interstate Highways
- US / NJ Highways
- County Routes
- Commuter Lines
- Commuter Stations
- Rails to Trails / BRT
- Water
- Greenways
- Streams

0 0.2 0.4 0.6 0.8 Miles

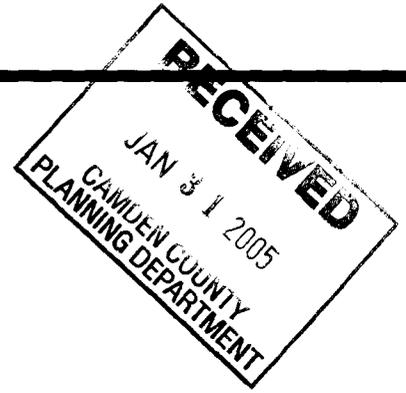
Map Prepared by: **Camden County Planning Board**



**Camden County**

Map prepared by: **Camden County Planning Board**

White Horse Pike  
Economic Development Coalition  
Camden County, NJ



January 27, 2005

J. Douglass Griffith  
Planning Director  
Camden County Division of Planning  
2311 Egg Harbor Road  
Lindenwold, NJ 08021

Borough of Barrington  
Borough of Clementon  
Borough of Laurel Springs  
Borough of Lawnside  
Borough of Lindenwold  
Borough of Magnolia  
Borough of Somerdale  
Borough of Stratford

**RE: White Horse Pike Economic Development Coalition**

Dear J. Douglass Griffith,

The White Horse Pike Economic Development Coalition is holding a public forum on February 28, 2005 at 7:00pm at Sterling High School in Somerdale. The Coalition will present the results of a recently-completed market feasibility and planning study of the Route 30 commercial corridor between Barrington and Clementon.

The Coalition is a group of eight municipalities along Route 30 that include: Barrington, Clementon, Laurel Springs, Lawnside, Lindenwold, Magnolia, Somerdale, and Stratford. Through regional cooperation, we are working to achieve the economic revitalization of the commercial corridor.

The study, funded by a grant to the Coalition from the Delaware Valley Regional Planning Commission, examined the economic conditions in the area and assessed the opportunities for redevelopment. The results of the study, to say the least, are very exciting and speak to the economic potential of the Pike as we contemplate strategies to improve the corridor.

For more information or to register for the forum, please visit [www.publicsolutions.net](http://www.publicsolutions.net) or complete the enclosed registration form and fax it to Michelle Giuliani at (856) 429-7301.

On behalf of the Coalition, I hope to see you on the 28<sup>th</sup>.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Rink".

John Rink  
Mayor, Borough of Barrington  
Co-Chairman

A handwritten signature in black ink, appearing to read "Mark E. Armbruster".

Mark E. Armbruster  
Mayor, Borough of Clementon  
Co-Chairman

JDR/MEA/jml

enc.:

Public Solutions Inc.  
30 Tanner St.  
Haddonfield, NJ 08033  
856-429-6660

*Economic Development  
Professionals*

camden*county*  
**Improvement Authority**

1909 Route 70 East, Suite 300  
Cherry Hill, New Jersey 08003  
tel: (856) 751-CCIA (2242)  
fax: (856) 751-2247

Jeffrey S. Swartz  
Executive Director and CEO  
econdev@camdencounty.com

**Improvement Authority Members**

*Fredric B. Weinstein, Esq., Chairman*  
*James B. Kehoe, Vice Chairman*  
*Louis Cappelli, Jr., Freeholder Liaison*  
*Joseph P. Schooley*  
*Terrence M. Carr*  
*Samuel M. Siler*

January 24, 2005

Ms. Jean DiGennaro,  
Director of Grants and Administration  
Office of Smart Growth  
New Jersey Department of Community Affairs  
101 South Broad Street  
PO Box 204  
Trenton, NJ 08625-0204

RE: Smart Future Grant Agreement #04-0236-00: White Horse Pike (US 30 168) Corridor

Dear Ms. DiGennaro:

Enclosed please find two (2) copies of executed grant agreements for the White Horse Pike (US 30) Regional Strategic Revitalization Plan. I believe that a copy of an Authority resolution (Resolution 104-04) authorizing application for the grant and execution of a grant agreement was sent to your office several weeks ago. If not, please contact me so that I may forward them directly to you.

Please feel free to contact me if you or your staff have any questions about this grant request. Thank you.

Sincerely,

  
Edward Fox, NJPP AICP  
Smart Growth Director

Enclosures

Cc: Maura McManimon, Acting Executive Director, Office of Smart Growth  
Patricia Sullivan, Office of Smart Growth  
Hon. Louis Cappelli Jr., Freeholder Director, CCIA Liaison  
J. Douglas Griffith, Division of Planning  
Jeffrey S. Swartz, Executive Director & CEO

# camden county Improvement Authority

1909 Route 70 East, Suite 300  
Cherry Hill, New Jersey 08003  
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Jeffrey S. Swartz  
Executive Director and CEO  
econdev@camdencounty.com

## **Improvement Authority Members**

*Fredric B. Weinstein, Esq., Chairman*  
*James B. Kehoe, Vice Chairman*  
*Louis Cappelli, Jr., Freeholder Liaison*  
*Joseph P. Schooley*  
*Terrence M. Carr*  
*Samuel M. Siler*

July 8, 2004

Hon. Frank DeLucca Jr., Mayor  
Borough of Lindenwold  
2001 Egg Harbor Road  
Lindenwold, NJ 08021

RE: White Horse Pike Smart Growth Regional Strategic Plan  
Kick-Off Meeting: Stratford Hall of Justice, Monday July 12<sup>th</sup> at 7:00 PM

Dear Mayor DeLucca:

The New Jersey Department of Community Affairs' Office of Smart Growth approved a scope of work, work plan, schedule, product and deliverables for the preparation of a regional strategic plan for the revitalization of the several towns along the White Horse Pike. The study and plan include the boroughs of Barrington, Clementon, Hi-Nella, Laurel Springs, Lawnside, Lindenwold, Magnolia, Somerdale, Stratford and Tavistock. This project is a continuation and expansion of the great work and regional cooperation you have been doing along the pike for the past few years.

In addition to developing a regional strategy for revitalizing properties along the White Horse Pike, the study and regional plan will encompass individual borough and regional revitalization strategies for land use, housing, transportation, conservation, historic preservation, recreation, infrastructure, public facilities, schools, and other important issues.

We invite you to attend the project kick-off, which will be part of the regularly scheduled White Horse Pike Economic Development Coalition meeting, at 7:00 pm, Monday, July 12<sup>th</sup> at the Stratford Hall of Justice, 315 Union Avenue. We will discuss our project scope of work, mutual needs and expected outcomes, steering committee and project schedule. I hope that you or another representative from your town will attend. If there are other members of your town that may wish to attend, please bring them along.

Attached please find a copy of our planning initiative framework for your review and consideration before the meeting. Please contact me or Nilsa Cruz-Perez, CCIA's Community Development Marketing Specialist, at (856) 751-2242 if you or your staff have any questions. I look forward to seeing you there.

Sincerely,



Edward Fox NJPP AICP  
Director of Smart Growth

Enclosure: White Horse Pike Planning Initiative materials

Cc: Borough Clerk  
Borough Planning Board Secretary  
Hon. Louis Cappelli, Jr., Freeholder Liaison  
Khara Ford, NJ Office of Smart Growth  
Louis Bezich, Public Solutions  
Barry Seymour, DVRPC  
Douglas Griffith, Camden County Planning Director  
Jeffrey S. Swartz, CCIA, Executive Director  
Nilsa Cruz-Perez, CCIA, Community Development Marketing Specialist  
Joel Falk, CCIA, GIS Manager

Page 218 of 252

## I. EXECUTIVE SUMMARY

This document presents a transportation improvement plan for the US 30 Corridor in Camden County. The corridor planning effort undertakes the traditional examinations of an existing transportation/circulation system, in this case US 30 and surrounding facilities, identifying safety and functional or operational problems and recommending potential solutions, as appropriate. This plan takes a comprehensive look at the transportation needs of the corridor and identifies which project locations are in need of immediate attention and who is responsible to get these projects moving to the next step. Specific transportation problem locations identified through the planning process are presented in this report. Additionally, similar problems and issues kept coming up in meetings with corridor stakeholders and field views. Those reoccurring items are addressed separately in this report in a section that deals with corridor-wide problems and strategies.

The Delaware Valley Regional Planning Commission (DVRPC) was requested by the New Jersey Department of Transportation (NJ DOT) to conduct a corridor planning effort which addressed issues affecting transportation and mobility. A steering committee, composed of representatives of the municipalities located along the corridor, NJ DOT and the Cross County Connection Transportation Management Association (CCCTMA) played an active role throughout the study process and were especially vital to DVRPC's efforts in preparing the corridor study. The participants from the series of municipal meetings are listed in the appendix. The designated study area contains the transportation facilities relevant to US 30. This boundary was used as a guide to identify traffic and transportation issues that have an impact on US 30. All background analysis and data is based on the corridor study area municipalities in their entirety.

The 23 study area municipalities are: Audubon Borough, Barrington Borough, Berlin Borough, Berlin Township, Camden City, Cherry Hill Township, Clementon Borough, Collingswood Borough, Haddonfield Borough, Haddon Heights Borough, Haddon Township, Hi-Nella Borough, Lawnside Borough, Laurel Springs Borough, Lindenwold Borough, Magnolia Borough, Oaklyn Borough, Pennsauken Township, Somerdale Borough, Stratford Borough, Tavistock Borough, Voorhees Township, and Woodlynne Borough. Several municipalities declined to participate in field visits to discuss transportation issues. In such cases, the majority of the municipality fell outside the study area or the impact of the US 30 corridor on a municipality's residents was peripheral. Those municipalities not participating were: Cherry Hill Township, Berlin Borough, Hi-Nella Borough, Pennsauken Township, Tavistock Borough and Voorhees Township. DVRPC has kept them apprised of the progress of the study.

The report includes background data pertaining to the corridor's demographics (including population and employment forecasts), land use, traffic volumes, accident statistics, transit and bicycle facilities, Intelligent Transportation System components, Environmental Justice and prior studies. This information provides valuable insight into the issues affecting the corridor and helps determine pertinent strategies. Following the description of existing conditions, identified problems and potential improvement scenarios (both corridor-wide and location

specific) are presented along with aerial photographs and figures. Each improvement scenario has been developed in relation to its ability to solve existing or potential problems or deficiencies and are considered worthy of future action. Transportation improvements at these locations will have important implications for the economic vitality of the local areas as well as the quality of life and mobility of the corridor as a whole. An emphasis was placed on intermodal facility strategies due to the need to strengthen the links between transportation and existing land uses within the corridor.

This document also lists those problem locations in the corridor which have been previously identified and are either programmed for implementation on DVRPC's FY 2002 Transportation Improvement Program (TIP), listed on NJ DOT's FY 2002-2004 Study and Development Program, identified on DVRPC's Problem Identification and Prioritization report, identified as part of DVRPC's Long Range Plan (LRP) or identified in NJ DOT's US 30 Corridor Needs Assessment Study and NJ 73 Corridor Needs Assessment Study. By including these projects, this corridor plan becomes as comprehensive as possible in identifying the transportation needs of the corridor. These items are intended to be a complementary listing to the recommendations of this report.

A Congestion Management System (CMS) analysis for the corridor is also included in the report. This section identifies congested facilities within the corridor and recommends CMS strategies at a sub-corridor level. This analysis is a refinement of the macro-scale evaluation contained in the *New Jersey Congestion Management System Report*, which serves as the operational CMS for the New Jersey region of DVRPC.

# NEWS

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## **From the White Horse Pike Economic Development Coalition**

*Barrington • Clementon • Laurel Springs • Lawnside • Lindenwold • Magnolia • Somerdale • Stratford*

Contact: Jonathan Lubonski  
(856) 429-6660

### **FOR IMMEDIATE RELEASE**

February 18, 2004

## **Coalition Initiates Route 30 Feasibility Study**

(Barrington, NJ) The White Horse Pike Economic Development Coalition has selected Philadelphia-based Urban Partners to conduct a market feasibility study of the Route 30 commercial corridor between Barrington and Clementon. The firm will examine economic conditions in the area and assess the opportunities for redevelopment. Gannett Fleming, Inc will partner with Urban Partners on the project.

The study is being funded by a grant to the Coalition from the Delaware Valley Regional Planning Commission (DVRPC). The Coalition includes eight Camden County Boroughs: Barrington, Clementon, Laurel Springs, Lawnside, Lindenwold, Magnolia, Somerdale and Stratford. Barrington will act as the contracting party and fiscal agent. Public Solutions, Inc. of Haddonfield is managing the project for the Coalition.

Urban Partners specializes in the revitalization of distressed commercial districts. It has a successful history of projects in New Jersey and Camden County. Gannett Fleming is an engineering and planning firm that will assist Urban Partners with physical site analysis and mapping required for the project. Completion is expected by the fall.

“This study represents major milestone in our effort to generate a regional response to the problems we all share,” said John Rink, Mayor of Barrington.

###

**White Horse Pike**  
**Economic Development Coalition**  
*Camden County, NJ*

January 28, 2004

Marge Della Vecchia  
NJ Department of Community Affairs  
Office of the Commissioner  
PO Box 800  
Trenton, NJ 08625-0800

RE: **White Horse Pike Economic Development Coalition: Smart Growth Grant**

Dear Ms. Della Vecchia:

This letter will serve to provide you with further insight into the White Horse Pike Economic Development Coalition of Camden County and our Smart Growth Grant Application. First, let us clarify that the Coalition's application was originally submitted in December 2002 by the *Borough of Barrington* on behalf of what was then known as the *Route 30 Task Force*. The project submitted was entitled *Route 30 Corridor Smart Growth Planning Strategy*.

The Coalition is a group of eight municipalities along Route 30 (Barrington, Clementon, Laurel Springs, Lawnside, Lindenwold, Magnolia, Somerdale, and Stratford). We are working together to confront common problems; underutilized commercial properties, traffic and circulation deficiencies and a need for a comprehensive economic development strategy. Through regional cooperation, the Coalition is working to achieve the economic revitalization of the commercial corridor.

The group was first formed in April, 2002. Since its inception, we have received significant participation from State, regional and county planning agencies including the: New Jersey Department of Transportation, Delaware Valley Regional Planning Commission, Camden County Planning and Engineering and the Camden County Improvement Authority.

In September, 2002 the DVRPC agreed to conduct an *Economic Revitalization and Land Use Assessment for the Route 30 Corridor* which was completed in September 2003 (enclosed). The assessment gave us a foundation upon which subsequent studies would be undertaken.

In June, 2003 the Coalition was awarded a TCDI (Transportation and Community Development Initiative) Planning Grant by the DVRPC. The grant will be used to conduct a market feasibility study of the Route 30 corridor and build on the DVRPC assessment.

Borough of Barrington  
Borough of Clementon  
Borough of Laurel Springs  
Borough of Lawnside  
Borough of Lindenwold  
Borough of Magnolia  
Borough of Somerdale  
Borough of Stratford

Public Solutions Inc.  
30 Troner St.  
Haddonfield, NJ 08033  
856-429-6660

*Economic Development  
Professionals*



**DELAWARE VALLEY  
REGIONAL PLANNING COMMISSION**

The Bourse Building, 111 South Independence Mall East  
Philadelphia, PA 19106-2515

Telephone: (215) 592-1800  
Fax: (215) 592-9125  
www.dvrpc.org

September 29, 2004

Doug Griffith  
Camden County Planning Department  
Lindenwold Complex  
2311 Egg Harbor Road  
Lindenwold, NJ 08021

Dear Mr. Griffith:

The Delaware Valley Regional Planning Commission (DVRPC) and the New Jersey Department of Transportation, with assistance from Camden County, is conducting a study of the US 30 corridor from Berlin Borough/Berlin Township to the Atlantic County border. This corridor was identified in DVRPC's 2025 Long Range Plan as a principal artery for moving people and goods throughout the region. This effort will analyze US 30 and significant parallel, and perpendicular facilities within the corridor study area concerning mobility, operations, congestion, mass transit, and bicycle and pedestrian issues, among others.

This project will continue the work completed during the US 30 Corridor Study, completed in 2001. The study area of that project included seventeen miles of US 30 between Camden City and Berlin Borough/Berlin Township, involving twenty three municipalities. This current study of US 30 is smaller in scope focusing on the remaining portion of the facility within Camden County. The study area is approximately ten miles in length and involves five municipalities: Berlin Borough, Berlin Township, Chesilhurst Borough, Waterford Township, and Winslow Township. This effort strives to identify the constraints and opportunities in the corridor and to make recommendations for its improvement as a travel corridor.

You will be contacted in the coming weeks regarding a study kick-off meeting and to obtain contact information of the person designated to represent your organization on the study committee.

This study is the first step in developing projects to be funded through the region's Transportation Improvement Program, administered by DVRPC. Thank you for your assistance and I look forward to working with you to address transportation problems in your community.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin S. Murphy".

Kevin S. Murphy  
Senior Transportation Planner



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Fax: (215) 592-9125  
www.dvrpc.org

**MEMORANDUM**

**Date:** November 2, 2004  
**To:** US 30 Corridor Study Task Force  
**From:** Kevin Murphy  
**Subject:** Kick-Off Meeting

The kick-off meeting for the US 30 Corridor Study will be held at the **Winslow Township Municipal Building (125 S. Route 73 Braddock Twp.) on Tuesday, November 16, 2004, at 10:00 a.m.** The purpose of this meeting is to introduce the project and discuss study tasks with representatives from the study area municipalities and coordinating agency stakeholders. This effort continues the work undertaken in DVRPC's US 30 Corridor Study, published in 2002, that focused on US 30 between NJ 73 and the Ben Franklin Bridge. This current study concentrates on the remaining section of US 30 within the DVRPC region located between NJ 73 and the Atlantic County line.

We urge you or your designated representative to participate in this important first step in the US 30 Corridor Study planning process. Please contact me to confirm your attendance at the kick-off meeting. I can be reached by phone at 215-238-2864, or by email at [kmurphy@dvrpc.org](mailto:kmurphy@dvrpc.org). Please include your title and contact information (phone, email). Thank you in advance for your participation.

camden county  
Improvement Authority

1909 Route 70 East, Suite 300  
Cherry Hill, New Jersey 08003  
tel: (856) 751-CCIA (2242)  
fax: (856) 751-2247

Jeffrey S. Swartz  
Executive Director and CEO  
econdev@camdencounty.com

**Improvement Authority Members**

*Fredric B. Weinstein, Esq., Chairman  
James B. Kehoe, Vice Chairman  
Louis Cappelli, Jr., Freeholder Liaison  
Joseph P. Schooley  
Terrence M. Carr  
Samuel M. Siler*

January 24, 2005

Ms. Jean DiGennaro,  
Director of Grants and Administration  
Office of Smart Growth  
New Jersey Department of Community Affairs  
101 South Broad Street  
PO Box 204  
Trenton, NJ 08625-0204

RE: Smart Future Grant Agreement #04-0201-00: Black Horse Pike (NJ 168) Corridor

Dear Ms. DiGennaro:

Enclosed please find two (2) copies of executed grant agreements for the Black Horse Pike (NJ 168) Regional Strategic Revitalization Plan. I believe that a copy of an Authority resolution (Resolution 108-04) authorizing application for the grant and execution of a grant agreement was sent to your office several weeks ago. If not, please contact me so that I may forward them directly to you.

Please feel free to contact me if you or your staff have any questions about this grant request. Thank you.

Sincerely,



Edward Fox, NJPP AICP  
Smart Growth Director

Enclosures

Cc: Maura McManimon, Acting Executive Director, Office of Smart Growth  
Patricia Sullivan, Office of Smart Growth  
Hon. Louis Cappelli Jr., Freeholder Director, CCIA Liaison  
J. Douglas Griffith, Division of Planning  
Jeffrey S. Swartz, Executive Director & CEO

US 30 Corridor Study  
Kick-Off Meeting  
Tuesday, November 16, 2004  
Winslow Township

Agenda

1. Introductions
2. Project Scope
3. Study Area
  - a. Five Municipalities: Berlin Borough, Berlin Township, Chesilhurst, Waterford, Winslow
  - b. Atlantic County
  - c. Land Use
  - d. Role of US 30, Other Important Facilities
  - e. Travel Modes, i.e. automobile, bus, rail, bicycle, pedestrian
  - f. Traffic Patterns
4. Major Issue Identification
5. Refine Study Area
6. Available Data
  - a. Traffic Volumes/AADTs
  - b. Crash Data
  - c. Speed Information
7. Next Steps

camden county  
**Improvement Authority**

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Cherry Hill, New Jersey 08003  
tel: (856) 751-CCIA (2242)  
fax: (856) 751-2247

Jeffrey S. Swartz  
Executive Director and CEO  
econdev@camdencounty.com

**Improvement Authority Members**

*Fredric B. Weinstein, Esq., Chairman*  
*James B. Kehoe, Vice Chairman*  
*Louis Cappelli, Jr., Freeholder Liaison*  
*Joseph P. Schooley*  
*Terrence M. Carr*  
*Samuel M. Siler*

June 7, 2004

Honorable Mayor Anthony Pugliese  
Audubon Borough  
606 W Nicholson Road  
Audubon, NJ 08106

RE: Black Horse Pike Regional Strategic Plan – Kick-Off Meeting

Dear Mayor Pugliese:

Recently, we learned that NJDCA's Office of Smart Growth approved our scope of work, work plan, schedule, product deliverables, etc. for the above project. Although we have not yet received a grant agreement, the department asked us to begin work on this regional strategic revitalization plan to benefit your town and others along the Black Horse Pike corridor. Since we last spoke about this project, our office has added Brooklawn Borough, which had requested inclusion earlier, and spoke with Gloucester Township, which wants to coordinate our efforts with future redevelopment planning in Glendora.

Mayor Frank Hartman of Runnemede has invited us to have a project kick-off meeting at 7:00 pm, Tuesday, June 15<sup>th</sup> at the Runnemede Borough Municipal Building, 24 North Black Horse Pike. At the meeting, we will discuss our project scope of work, mutual needs and expected outcomes, and establishing a steering committee and project schedule. I hope that you or another representative from your town will be able to attend.

Please do not hesitate to contact me or Nilsa Cruz-Perez, CCIA's Community Development Marketing Specialist, at (856) 751-2242 if you or your staff have any questions. I look forward to seeing you there.

Sincerely,



Edward Fox NJPP AICP  
Director of Smart Growth

Enclosure:

Black Horse Pike Planning Initiative materials

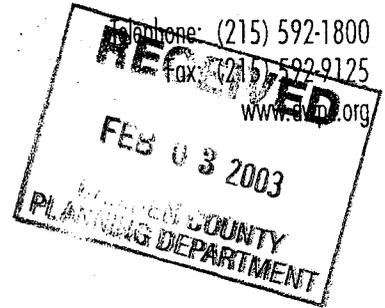
Cc: Nancy Doman, Clerk, with attachments  
Khara Ford, NJ Office of Smart Growth  
Freeholder Louis Cappelli, Jr.  
✓ Douglas Griffith, NJPP AICP, County Planning Board Director  
Jeffrey S. Swartz, Executive Director  
Nilsa Cruz-Perez, Community Development Marketing Specialist  
Joel Falk, GIS Manager

Page 227 of 252



**DELAWARE VALLEY  
REGIONAL PLANNING COMMISSION**

The Bourse Building, 111 South Independence Mall East  
Philadelphia, PA 19106-2515



**MEMORANDUM**

**Date:** January 30, 2003  
**To:** NJ168 Corridor Study Task Force  
**From:** Kevin Murphy, DVRPC  
**Subject:** Kick-Off Meeting Follow Up

On Thursday, January 16, 2003, at 9:00 a.m. we held the NJ 168 Corridor Study kick-off meeting at Bellmawr Borough Hall (please find the attached attendance list.) At this meeting DVRPC discussed the study process and next steps. In addition, Mike Russo, Supervising Engineer of Project Planning and Development at New Jersey Department Of Transportation, discussed the ongoing traffic analysis project in Haddon Township, Audubon, Mount Ephraim, Haddon Heights, and Bellmawr Boroughs. This project is currently in the concept development phase. After the presentation attendees were free to review the maps and diagrams on display and discuss issues related to the study area.

Mike Russo also discussed NJDOT's short term project process. This is a combined effort of DVRPC and NJDOT to identify short range/small scale projects which can be addressed in the near future. The focus is on small ticket fixes (ie: striping, signage, drainage) which could be incorporated into NJDOT's improvement process. These projects can typically be handed off directly to the maintenance department. It is our aim with this study to solicit input from the study task force for candidate projects. I have included a copy of the **Short Term Project Submission Form** for use in identifying candidate projects. NJDOT will evaluate all submissions to determine their appropriateness for the project. We will be accepting submissions until the end of February.

If a representative from your municipality was unable to attend the kick-off meeting then we may still need a point of contact for your town. This person will participate on our study task force and should be knowledgeable of the traffic and transportation issues within your portion of the study area. As well, knowledge of new or planned developments within the study area is critical. **If you have not already done so, please contact me by phone or email with the name and contact information of your study task force participant (215-238-2864, kmurphy@dvrpc.org).**

We will be coordinating with the study task force members to set up field visits in each municipality in the coming months. The purpose of these meetings will be to give you an opportunity to talk about your transportation and traffic issues. This is also our opportunity to visit the problem locations. The information that we gather during these field visits will provide the basis for our analysis of the corridor.

NJ 168 Corridor Study  
 Kick-Off Meeting, Bellmawr Borough Hall  
 1/16/2003

Attendance List:

TASK FORCE MEMBER	REPRESENTED BY	TITLE
Audubon Borough	Dave Taraschi	Administrator
Audubon Park Borough		
Bellmawr Borough	Frank Filipek	Mayor
Bellmawr Borough	George Coleman	Sewer Superintendent
Bellmawr Borough	Joseph Ciano	Highway Superintendent
Bellmawr Police	Jack Weston	Capt. B.P.D.
Camden City	Charles E. Lyons, Jr.	Chief of Planning
Collingswood Borough		
Deptford Township	Pete Carbone	Dir. Community Development
Gloucester City		
Gloucester Township	Jay Pantalone	Police Lt.
Gloucester Township	David J. Benedetti	Community Dev. Director
Haddon Heights Borough	Joan Moreland	Borough Clerk
Haddon Heights Borough	Ronald S. Shute	Chief of Police
Haddon Township		
Mount Ephraim Borough		
Oaklyn Borough		
Runnemedede Borough	Rich Dickinson	Council
Washington Township	Stephen Branco	Traffic Officer
Woodlyrne Borough		
Bach Associates	Stephen Bach	Borough Engineer (Haddon Heights, Runnemedede)
Buchart Horn, Inc.	Michael W. Swietanski, P.E.	Senior Staff Engineer
Camden County	Robert Kelly	County Engineer
Cross County Connection	William Ragozine	Executive Director
DVRPC	Kevin Murphy	Senior Planner
DVRPC	Mike Boyer	Senior Planner
Gloucester County Planning Dept.	Morris Bayer	Principal Planner
NJ Transit	Beth Waltrip	Senior Service Planner
NJDOT Office Of Community Relations	Patricia Feliciano	Deputy Director OCR
NJDOT Project Planning and Development	Leroy H. Gould	Transportation Planner
NJDOT Project Planning and Development	Mike Russo	Supervising Engineer

camden county  
Improvement Authority

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tel: (856) 751-CCIA (2242)  
fax: (856) 751-2247

Jeffrey S. Swartz  
Executive Director and CEO  
econdev@camdencounty.com

**Improvement Authority Members**

*Fredric B. Weinstein, Esq., Chairman  
James B. Kehoe, Vice Chairman  
Louis Cappelli, Jr., Freeholder Liaison  
Joseph P. Schooley  
Terrence M. Carr  
Samuel M. Siler*

January 4, 2005

Ms. Maura McManimon, Acting Executive Director  
Office of Smart Growth  
New Jersey Department of Community Affairs  
101 South Broad Street  
PO Box 204  
Trenton, NJ 08625-0204

RE: Grayfields Development Pilot Program Grant Award – Lions Head Plaza

Dear Ms. McManimon:

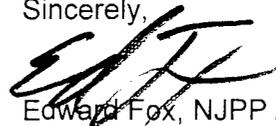
I am writing in support of your consideration of the Lions Head Plaza in Somerdale and Magnolia boroughs, Camden County as Grayfields Development Pilot Program Award site. Lions Head Plaza, which sits off US Route 30, has been identified by the Authority's Brownfields and Redevelopment Center as one of Camden County's prime grayfields opportunity sites.

Despite its central location, halfway between Camden and Berlin and midway from the Deptford Mall and the Evesham Route 73 retail corridor, much of the property lies unoccupied. This is due to macro-economic changes in corporate retail, as well as site-specific location and ownership issues. The property was recognized in DVRPC's Route 30 corridor revitalization study as a pivotal corridor redevelopment catalyst with potential for Transit Oriented Development, due to its proximity to PATCO's Ashland station.

By awarding this site a Grayfields Development Pilot Program grant award, the two municipalities will be able to work together and with the plaza's owner, tenants, and surrounding property owners to prepare a market feasibility and design studies and to craft a vision and strategic plan, which will remake this area into a mixed-use community of place. It will also help facilitate interaction with NJDOT, NJDEP, NJ Transit, PATCO and other public agencies.

Please feel free to contact me if you or your staff have any questions about this site's grayfields revitalization potential. Thank you.

Sincerely,



Edward Fox, NJPP AICP  
Director of Smart Growth

Cc: Hon. Louis Cappelli Jr., Freeholder Director, CCIA Liaison  
Hon. Gary Passanante, Mayor of Somerdale  
Louis Bezich, Public Solutions  
J. Douglas Griffith, Division of Planning  
Jeffrey S. Swartz, CCIA Executive Director & CEO

**RESOLUTION**

No. ....

21.

**RESOLUTION AUTHORIZING THE EXECUTION OF AN INTERLOCAL SERVICES AGREEMENT BETWEEN THE COUNTY OF CAMDEN (DIVISION OF PLANNING) AND THE CAMDEN COUNTY IMPROVEMENT AUTHORITY (CCIA) FOR PROVISION OF PLANNING SERVICES REGARDING THE SMART GROWTH CROSS-ACCEPTANCE PROCESS**

WHEREAS, Resolution No. 35 adopted on June 17, 2004 authorized the County of Camden's participation in the New Jersey Development and Redevelopment "Cross-Acceptance 3" process; and

WHEREAS, Resolution No. 34 adopted on June 17, 2004 requested the Director of the Division of Local Government Services to approve the insertion of an item of revenue in the budget for the Year 2004 in the amount of \$50,000.00, and appropriating the sum of \$50,000.00 under the caption "Smart Growth Cross-Acceptance Grant"; and

WHEREAS, the Cross-Acceptance process is a process of preparing planning policies among government levels with the purpose of obtaining consistency between municipal, county, regional and state plans and the state development and redevelopment plan; and

WHEREAS, the Camden County Improvement Authority ("CCIA") has agreed to provide support and assistance to the Camden County Division of Planning in formulating a Cross-Acceptance Report and Negotiation Agenda in accordance with the Office of Smart Growth's Cross-Acceptance manual; and

WHEREAS, the Board of Chosen Freeholders of the County of Camden

Introduced JUL 15 2004  
Adopted .....

**RESOLUTION**

No. ....

*21a.*

has concluded that it is appropriate, necessary and in the County's best interest to enter into an Interlocal Services Agreement with the CCIA to provide support and assistance to the County's participation in the Cross-Acceptance Process; and

WHEREAS, the Board of Chosen Freeholders has agreed to pay the CCIA \$27,000.00 to provide assistance and support to the Camden County Division of Planning; and

WHEREAS, under N.J.S.A. 40:8A-1 et seq., the County of Camden is authorized to enter into an Interlocal Services Agreements; and

WHEREAS, funds are available for said purpose as evidenced by Purchase Requisition No. 9900107907; now, therefore,

BE IT RESOLVED, by the Board of Chosen Freeholders of the County of Camden that Mark J. Lonetto, Camden County Administrator and Treasurer, is hereby authorized to execute an Interlocal Services Agreement between the County of Camden and the CCIA, subject to the approval of County Counsel.

LMV/emc

File No 4077-3 (2004)

H:\Files General Planning Board 2003 - Resolution.Cross-Acceptance Plan - 7-15-04 - OK

Introduced     JUL 15 2004    

Adopted .....

**STATE DEVELOPMENT AND REDEVELOPMENT PLAN  
2004-2005 CROSS-ACCEPTANCE 3 (CAP-3)  
FINAL CAMDEN COUNTY NEGOTIATION REPORT**

**DRAFT HEARING MATERIALS &  
ADOPTION RESOLUTIONS**

Legal Notices

2010

Legal Notices

2010

INVITATION TO BID

HOUSEHOLD/JANITORIAL SUPPLIES FOR VARIOUS CAMDEN COUNTY DEPARTMENTS

Notice is hereby given that sealed bids for Bid #A-12, for Household/Janitorial Supplies for various Camden County Departments will be received, opened and read in public at the Camden County Division of Purchasing, Courthouse - 17th Floor, 520 Market Street, Camden, New Jersey, 08102 on Thursday, March 24, 2005 at 10:30 am o'clock prevailing time by the Camden County Purchasing Agent or her designee.

Copies of the bid obtained at the office of Camden County division of Purchasing during regular business hours.

Bidders are required to comply with the requirements of P.L. 1975, c 127 (N.J.A.C. 17:27).

Bidders are required to comply with the requirements of P.L. 1999, c. 238, where applicable.

All bidders are responsible for obtaining complete bid documents from the County at the address listed above. In the event of any inconsistencies between this advertisement, as published, and the bid documentation, the bid documentation shall control.

By order of the Board of Chosen Freeholders of Camden County, New Jersey.

Anna Marie Wright, Camden County Purchasing Agent (708386) (\$56.16)

NOTICE OF ABSENT DEFENDANTS

(L.S.) STATE OF NEW JERSEY TO:

LORRAINE CULBREATH A/K/A LORRAINE D. CULBREATH AND MR. CULBREATH, HER HUSBAND

You are hereby summoned and required to serve upon SHAPIRO & DIAZ, LLP, Plaintiff's Attorney, whose address is 406 Lippincott Drive, Suite J, Marlton, NJ 08053, an answer to the complaint (and amendment to complaint, if any) filed in a civil action in which MORTGAGE ELECTRONIC REGISTRATION SYSTEMS, INC. is Plaintiff and LORRAINE D. CULBREATH A/K/A LORRAINE D. CULBREATH are Defendants, pending in the Superior Court of New Jersey, Chancery Division, CAMDEN and bearing Docket #F-2339-05 within Thirty-five (35) days after the date of this publication, exclusive of such date. If you fail to do so, judgment by default may be rendered against you for the relief demanded in the complaint (and amendment to complaint, if any). You shall file your answer and proof of service in duplicate with the Clerk of the Superior Court of New Jersey, Hughes Justice Complex, 24 Market Street, Trenton, NJ 08625, in accordance with the Rules of Civil Practice and Procedure.

This action has been instituted for the purpose of (1) foreclosing a mortgage dated September 21, 2001, made by LORRAINE CULBREATH, MARRIED, AND STACEY W. CULBREATH, as Mortgagor(s), to MORTGAGE ELECTRONIC REGISTRATION SYSTEMS, INC. recorded on January 16, 2002, in Book MB5728 of Mortgages for CAMDEN County, Page 630, and (2) to recover possession of the concerned premises commonly known as: 9 HAWTHORNE AVENUE A/K/A 9 HAWTHORNE ROAD, (SICKLERVILLE), WINSLOW TOWNSHIP, NJ 08081.

If you are unable to obtain an attorney, you may communicate with the New Jersey State Bar Association by calling (201) 249-5000. You may also contact the lawyer referral service of the County of Venue by calling 856-964-4520. If you cannot afford an attorney, you may communicate with the Legal Services Office of the County of Venue by calling 856-964-2010.

You, LORRAINE CULBREATH A/K/A LORRAINE D. CULBREATH, are made a party defendant to this foreclosure action because you are the record owner of the mortgaged premises, because you executed the Note/Bond and Mortgage being foreclosed herein and may be liable for any deficiency thereon, and for any right, title, claim or interest you may have in, to or against said mortgaged premises.

You, MR. CULBREATH, HUSBAND OF LORRAINE CULBREATH A/K/A LORRAINE D. CULBREATH, are made a party defendant to this foreclosure action because you may have a statutory spousal interest or other interest in the said mortgaged premises.

Dated: March 10, 2005

DONALD F. PHELAN, CLERK OF THE SUPERIOR COURT (707858) (\$73.44)

CITY OF CAMDEN PLANNING BOARD

NOTICE TO BE PUBLISHED IN OFFICIAL NEWSPAPER

TAKE NOTICE THAT ON Tuesday, April 12, 2005, at 6:00 p.m. in the Camden County Administration Building (first floor), 6th & Market Street, Camden, NJ, a hearing will be held before the City of Camden Planning Board on the application of Cooper's Square Development LLC for a MINOR SUBDIVISION REVIEW and a SITE PLAN REVIEW on the premises located at Camden Waterfront on Aquarium Drive north of the planned ADVENTURE AQUARIUM along the Delaware River and designated as BLOCK NO. 81.04 LOT NO. 1; located in the Camden Waterfront Zone or District. Copies of maps and paper are on file in the Planning Board Office of City Hall, Room 430, Camden, NJ and may be viewed during regular business hours (8:30 a.m. TO 4:30 p.m.) Any Interested party may appear at said hearing and participate therein in accordance with the rules of the Planning Board.

DOUG SEIBERT, NAME OF APPLICANT (708327) (\$29.16)

NOTICE OF PUBLIC HEARING CAMDEN COUNTY IMPROVEMENT AUTHORITY

Camden County Planning Board and the New Jersey State Planning Commission is holding a public hearing on the County's State Development and Redevelopment Plan "Cross-Acceptance-3" (CAP-3) Draft Negotiation Report. This hearing will be at 7:00 pm on Wednesday, March 16, 2005, at the County Department of Public Works conference room located on 2311 Egg Harbor Road, Lindenwold, NJ. There will be a public hearing on the County's "CAP-3" Final Negotiation Report at the Board of Chosen Freeholders meeting on Thursday, April 21, 2005 at 7:00 pm in the Scottish Rite Auditorium, 315 White Horse Pike, Collingswood, NJ. If you have any questions, please contact J. Douglas Griffith, Planning Director of the Camden County Division of Planning at (856) 751-2242 or Griffith@camdencounty.com; Edward Fox, Smart Growth Director at the Camden County Improvement Authority at (856) 751-2242 or edfox@camdencounty.com; or by mail to the Camden County Division of Planning, 1909 Route 70 East, Suite 301, Cherry Hill, NJ 08003.

Anna M. Wawrzyniak, Recording Secretary (708177) (\$30.24)

NOTICE TO ABSENT DEFENDANTS

(L.S.) STATE OF NEW JERSEY TO:

EDMUND TANN, Deceased, his/her heirs, devisees and personal representatives, and his/her, their or any of their successors in right, title and interest,

EDMUND TANN, JR.

DIANE M. WHITCRAFT

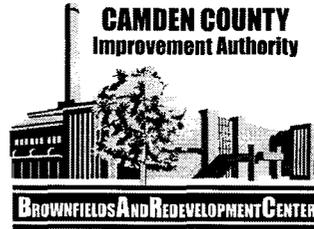
THOMAS E. TANN

BRENDA TANN

YOU ARE HEREBY REQUIRED to serve upon FEIN, SUCH, KAHN, & SHEPARD, plaintiff's attorneys, whose address is 7 Century Drive, Suite 201, Parsippany, New Jersey 07054, telephone number # (973) 538-9300, an Answer to the Complaint and Amendment to Complaint, filed in a civil action, in which CHAMPION MORTGAGE, A DIVISION OF KEY BANK, USA, NATIONAL ASSOCIATION, SUCCESSOR TO THE INTERESTS OF CHAMPION MORTGAGE CO., INC. is Plaintiff and EDMUND TANN, et al., are Defendants, pending in the Superior Court of New Jersey, Chancery Division, CAMDEN County, and bearing Docket No. F-2913-05 within thirty-five (35) days after 03/10/05, exclusive of such date. If you fail to do so, Judgment by Default may be rendered against you for the relief demanded in the Complaint. You shall file your answer and proof of service in duplicate with the Clerk of Superior Court, Hughes Justice Complex, CN-971, Trenton, New Jersey 08625, in accordance with the Rules of Civil Practice and Procedure.

This action has been instituted for the purpose of (1) foreclosing a mortgage dated December 26, 2000 made by EDMUND TANN and HIS HEIRS, DEVISEES... as mortgagors to CHAMPION MORTGAGE CO., INC. recorded on 01/08/01, in Book 5427 of Mortgages for CAMDEN County, Page 0466, et seq., which said mortgage was duly assigned to the Plaintiff named above, who is the present holder of said Mortgage, and (2) to recover possession of, and concerns premises com-

(continued next column)



## Memo

**To:** J. Douglas Griffith, Camden County Director of Planning  
**From:** Edward Fox NJPP AICP, Director of Smart Growth  
**CC:** Jeffrey Swartz, Executive Director & CEO  
**Date:** March 22, 2005  
**Re:** Notes on 3/16/05 Hearing on Camden County Draft Cross-Acceptance 3 (CAP-3) Report

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At that evening's hearing, we presented information about the Cross Acceptance process, our findings on state and local government consistency, and negotiation recommendations. Attached please find a copy of the handout of the slide presentation.

The public raised several, which we should record and add to the final plan:

1. The State Plan should clarify that "redevelopment" is one of many municipal tools to encourage positive change and should not be equated with "eminent domain". (Voorhees)
2. The State Plan should have a policy regarding development of mandatory, comprehensive Payment In Lieu Of Taxes (PILOT) programs to address State agency taking of valuable taxable real estate. (Camden City)
3. The South Jersey Port Corporation should have a definitive and transparent land use plan for its current and future properties. (Camden City)
4. The State Plan should clarify the role of the "Smart Growth Czar". (Haddonfield)
5. Gloucester Township noted that it is working with the State for a new interchange at College Drive.
6. The State Plan Policy Map should have a "node" type for Transit Oriented Developments (TODs). (Haddonfield)

State Plan Cross Acceptance 3 (CAP-3)  
Draft Negotiation Report: CAMDEN COUNTY

**CAMDEN COUNTY**  
**Draft Response**  
**to the**  
**April 28<sup>th</sup>, 2004**  
**Preliminary State Development**  
**& Redevelopment Plan and**  
**Preliminary Maps**

March 16, 2005 1

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State Plan Cross Acceptance 3 (CAP-3)  
Draft Negotiation Report: CAMDEN COUNTY

**Cross Acceptance History**

- State Planning Act (1985)
- State Plan I (1989-1992)
- State Plan II (1997-2001)
- State Plan III (2004-2005)

March 16, 2005 2

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State Plan Cross Acceptance 3 (CAP-3)  
Draft Negotiation Report: CAMDEN COUNTY

**Cross Acceptance Process**

1. Preliminary Draft Plan & Maps
2. Preliminary Plan & Maps
  - a. Plans & Maps Comparison
  - b. Public Comment & Hearings
  - c. Negotiation
  - d. Impact Assessment
  - e. Infrastructure Needs Assessment
3. Final Plan

March 16, 2005 3

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**State Plan Cross Acceptance 3 (CAP-3)  
Draft Negotiation Report: CAMDEN COUNTY**

**Current Planning & State Plan Implementation**

**Municipalities**

**Camden Hub Region**  
Camden City, Cherry Hill, Haddon Township, Merchantville

**Black Horse Pike Region**

**White Horse Pike Region**  
Stratford

**Southern County Region**  
Berlin, Chesilhurst, Gloucester Township, Voorhees & Winslow  
Pinelands Area

March 16, 2005 7

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**State Plan Cross Acceptance 3 (CAP-3)  
Draft Negotiation Report: CAMDEN COUNTY**

**Current Planning & State Plan Implementation**

**State Agencies**  
Preliminary Plan did NOT update State Agency plans & policies

Most State Agencies pro-actively implementing State Plan  
DCA, DEP, DOT, NJ Transit, NJHMFA, GSPT, Pinelands

**Recommended Improvements**

1. Need balanced DEP urban habitat conservation policy
2. Need better P.I.L.O.T. system for State properties
3. Need better plan for South Jersey Port Corporation
4. Need to relook at Riverfront State Prison site

March 16, 2005 8

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**State Plan Cross Acceptance 3 (CAP-3)  
Draft Negotiation Report: CAMDEN COUNTY**

**2004 Preliminary Plan and Map Comments**

**Unresolved Issues**

1. Diversity and Integration
2. Homeland Security
3. Current Targets and Indicators
4. Private Market & Citizen Implementation

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**State Plan Cross Acceptance 3 (CAP-3)  
Draft Negotiation Report: CAMDEN COUNTY**

**2004 Preliminary Plan and Map Comments**

**Proposed Map Amendments (Northwest County)**  
**Audubon, Audubon Park, Barrington, Bellmawr, Brooklawn,  
 Collingswood, Gloucester City, Haddon Township,  
 Haddonfield, Haddon Heights, Lawnside, Mount Ephraim,  
 Oaklyn, Tavistock & Woodlynne**

- Municipal & County Registered Open Space Inventory (ROSI) should be Parks / Natural Areas Planning Area (PA-6)
- Historic Districts & Public Historic Sites should be Historic / Cultural Sites (HCSS)

March 16, 2005 16

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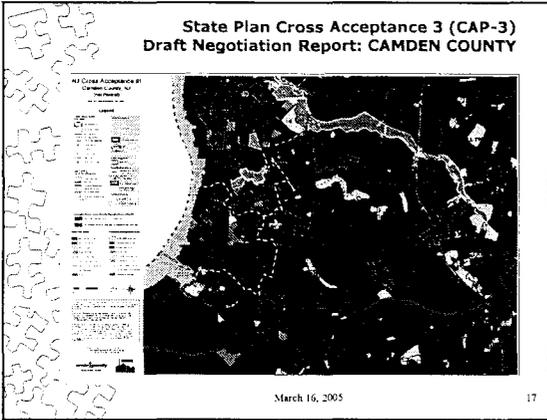
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**State Plan Cross Acceptance 3 (CAP-3)  
Draft Negotiation Report: CAMDEN COUNTY**



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**State Plan Cross Acceptance 3 (CAP-3)  
Draft Negotiation Report: CAMDEN COUNTY**

**2004 Preliminary Plan and Map Comments**

**Proposed Map Amendments (Northeast County)**  
**Cherry Hill, Haddonfield, Tavistock & Lawnside**

- Municipal and County land on Registered Open Space Inventory (ROSI) should be Parks / Natural Areas Planning Area (PA-6)
- Historic Districts & Public Historic Sites should be Historic / Cultural Sites (HCSS)

March 16, 2005 18

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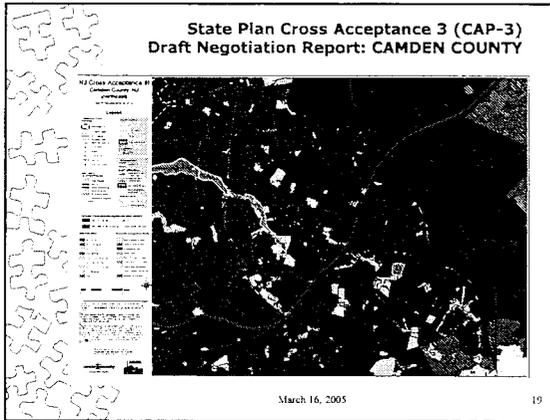
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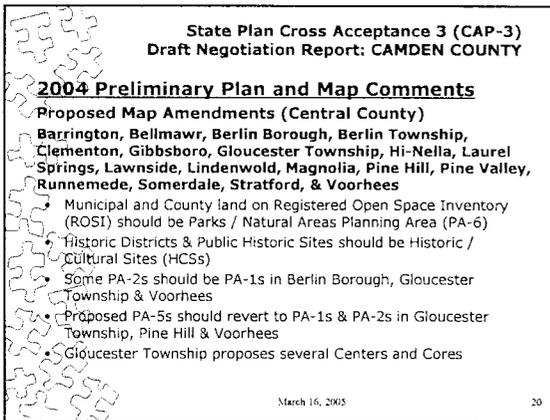
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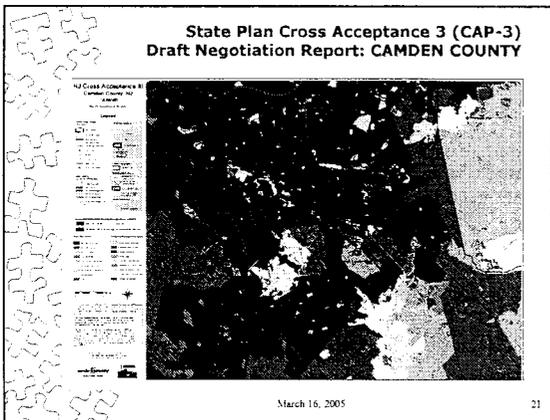
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**State Plan Cross Acceptance 3 (CAP-3)  
Draft Negotiation Report: CAMDEN COUNTY**

**2004 Preliminary Plan and Map Comments**

**Proposed Map Amendments (Southern County)  
Chesilhurst, Waterford & Winslow**

- Municipal and County land on Registered Open Space Inventory (ROSI) should be Parks / Natural Areas Planning Area (PA-6)
- Historic Districts & Public Historic Sites should be Historic / Cultural Sites (HCSs)
- Some proposed PA-5s should revert to PA-2s in Winslow

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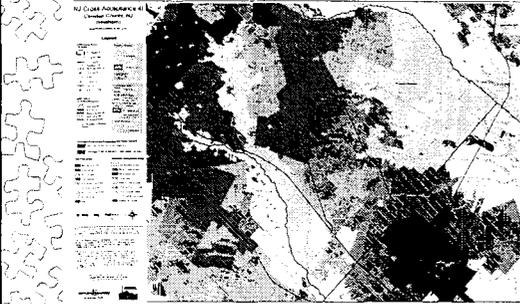
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**State Plan Cross Acceptance 3 (CAP-3)  
Draft Negotiation Report: CAMDEN COUNTY**



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**State Plan Cross Acceptance 3 (CAP-3)  
Draft Negotiation Report: CAMDEN COUNTY**

**Negotiation Agenda**

- **Unresolved Issues**
  - #1 Diversity and Integration
  - #2 Homeland Security
  - #3 Current Targets and Indicators
  - #4 Private Market & Citizen Implementation
- **Proposed State Plan Indicators and Targets (#5-10)**
  - **Equity & Homeland Security (#11-12)**
- **Glossary amendments (#13-14)**
- **Demographic Projections & Municipal Calibration (#15)**
- **Proposed State Plan Policy Map policies (#16-19)**
- **Proposed State Plan Policy Map amendments (#20)**

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**State Plan Cross Acceptance 3 (CAP-3)**  
**Draft Negotiation Report: CAMDEN COUNTY**

**Next Steps**

- Collect public comments Draft Report & Maps,
- Post Draft Report & Maps on County website,
- Finalize Report & Maps,
- Conduct April 21<sup>st</sup>, 2005 Final public hearing,
- Send Final Negotiation Report & Maps to State Planning Commission
- Begin Negotiation Meetings with State

March 16, 2005      25

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**State Plan Cross Acceptance 3 (CAP-3)**  
**Draft Negotiation Report: CAMDEN COUNTY**

- **Public Comments**
- **Board Comments**
- **State Comments**

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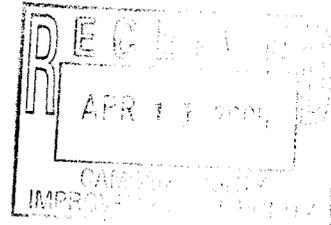
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# 3/16/05 CROSS ACCEPTANCE MTC

NAME	POSITION	PHONE#	EMAIL
George W Jones	AVCO PB CHAIR	856 546 5639	gjones0137@aol.com
B. RONALD GREEN	C.C. Bd MEMBER	609-868-8865	Rgreen@aopusa.org
AL CAMPBELL WATERFORD	E.C. WATERFORD Twp	856-719-9194	AlCampbell@Snp.net
Karen Lawrence	NOEPC	215 238 2873	Kelaw@cdnp.org
Patricia Wilcox	Waterford Twp. E.C.	856-719-2915	exodus@snp.net
David Wilcox	"	"	"
CHRIS TASSI JR.	Commissioner HUDSON	609-701-4264	
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Ed Fox	CC IA	856-3040	edfox@ccia.com
Edward C. Williams	Camden City	757-7135	EdWilliams@ Camden.com
BRAD GUZINAS	DCA OSA/ CCIA	856-833-1113	BRADJG@ PUTTERS.EDU



State of New Jersey  
 DEPARTMENT OF COMMUNITY AFFAIRS  
 OFFICE OF SMART GROWTH  
 PO Box 204  
 TRENTON NJ 08625-0204



RICHARD J. CODEY  
*Governor*

SUSAN BASS LEVIN  
*Commissioner*

March 31, 2005

Mr. Edward Fox, PP/AICP  
 Director, Smart Growth  
 Camden County Improvement Authority  
 1909 Route 70 East, Suite 300  
 Cherry Hill, NJ 08003

Re: Camden County's Cross-Acceptance Report

Dear Mr. Fox:

This letter serves as a follow up to an earlier request from Doug Griffith for a time extension with the submission of Camden County's Cross-Acceptance report. Firstly, I would like to apologize for the delay in responding to this request. Secondly, please be advised that the Office of Smart Growth is aware that some counties may need more time to complete their respective Cross-Acceptance reports. However, in order for us to maintain the timeline that has been established for re-adoption of the State Development and Redevelopment Plan, we have very little flexibility in consideration to time extensions for the submission of the county reports. That being said, it is my understanding that Khara Ford received the County's draft Cross-Acceptance report on March 14, 2005. Additionally, during the County's recent public hearing on March 16, 2005, at which time the County's findings on State and local consistency and negotiation recommendations were presented, it is also my understanding that the comments offered may be insufficient to alter the composition of the findings and negotiation recommendations contained with the draft Cross-Acceptance report. I will inform Ms. Ford of this new information and will also share your memorandum of March 30, 2005 with her.

Given Mr. Griffith's plans for retirement from his position as the Camden County Director of Planning, we look forward to working closely with you through this transitional period wherein the Camden County Improvement Authority will provide the requisite level of planning support on behalf of Camden County. To this end, I would like to thank you for your commitment to completing the terms of the County's Cross-Acceptance work schedule. I am also happy to discover that you were able to resolve the County's GIS mapping concerns through the use of local resources. In closing,



Mr. Edward Fox, PP/AICP  
Page Two  
March 31, 2005

please be advised we look forward to the submission of the County's Quad maps and the final Cross-Acceptance Report during the week of April of 22, 2005, following the County Freeholder Board's public hearing.

Sincerely,



Maura K. McManimon  
Executive Director

MKM:jjd:wm

- c. Joseph Donald, Deputy Executive Director, NJDCA-Office of Smart Growth
- Paul Drake, Director of Planning, NJDCA-Office of Smart Growth
- Khara Ford, Area Planner, NJDCA-Office of Smart Growth
- Danielle Stevens, Policy Coordinator, NJDCA-Office of Smart Growth
- Thomas J. Gurick, Freeholder, Liaison, Camden County Department of Public Works
- Dominic J. Vesper, Jr., Camden County Deputy Administrator, Department of Public Services
- Robert Kelly, Director, Camden County Department of Public Works
- George Jones, Chairperson, Camden County Planning Board
- Jeffrey Swartz, Executive Director & CEO, Camden County Improvement Authority

Department of Public Works

Thomas J. Gurick  
Freeholder Liaison

Robert E. Kelly, P.E., PP, CME  
County Engineer/Director



Making It Better, Together.

www.camdencounty.com

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2311 Egg Harbor Road  
Lindenwold, New Jersey 08021  
phone 856.566.2980  
fax 856.566.2929  
highway@camdencounty.com

**MEMORANDUM**

TO: Thomas J. Gurick, Freeholder

FROM: Robert E. Kelly, County Engineer, Director *REK*  
Department of Public Works

DATE: April 14, 2005

RE: **Request for Resolution recommending adoption of Camden County's Final Negotiation Report of the New Jersey April 28, 2004 Preliminary State Development and Redevelopment Plan.**

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I am requesting that a resolution be placed on the Tuesday April 19, 2005 Freeholder Board meeting agenda.

Copies of all supporting documentation are enclosed.

Should you have any questions or need additional information concerning this matter, please contact Ed Fox, CCIA at (856) 751-2242.

Thank you.

Enclosures

JDG/ta

Cc: Lou Cappelli, Freeholder Director  
Ross Angilella, County Administrator  
Lee Sasse, Clerk of the Board  
David McPeak, Chief Financial Officer  
Jeffrey, Swartz, Director CCIA  
Ed Fox, CCIA

Copies of all supporting documentation are enclosed.

RESOLUTION NO. 10 <sup>?</sup>

**RESOLUTION RECOMMENDING ADOPTION OF CAMDEN COUNTY'S  
DRAFT NEGOTIATION REPORT OF THE NEW JERSEY APRIL 28<sup>TH</sup> 2004  
PRELIMINARY STATE DEVELOPMENT AND REDEVELOPMENT PLAN**

WHEREAS, the State Planning Act of 1985 (N.J.S.A. 52: 18A-196 et. seq.) created a State Planning Commission and an Office of State Planning for the purpose of establishing a cooperative planning process that involves the full participation of state, county and local governments; and

WHEREAS, the State Planning Act states that New Jersey needs integrated and coordinated planning in order to conserve it natural resources, to revitalize its urban centers, to provide affordable housing and adequate public facilities at a reasonable cost to promote equal social and economic opportunity for New Jersey's citizens, and to prevent sprawl and promote the suitable use of land; and

WHEREAS, the primary duty and responsibility of the State Planning Commission under the State Planning Act is the preparation of a "State Development and Redevelopment Plan"; and

WHEREAS, the State Planning Act also provides that the State's counties are to have an essential role in the development of the States Development and Redevelopment Plan through their participation in the Cross Acceptance to be conducted under the Act; and

WHEREAS, the Cross Acceptance Process is the primary vehicle under the Act for promoting vertical coordination and integration of the State, County and local plans by affording County and Municipal Governments a full and open opportunity to be involved in reconciling inconsistencies between State and local policies under the authority of "home rule"; and

WHEREAS, the Board of Chosen Freeholders of the County of Camden adopted Resolution No. 21 authorizing Camden County's participation in the state, county and local governmental planning coordination process on June 17, 2004; and

WHEREAS, as the negotiating entity for the "Cross Acceptance-3" process, the Camden County Planning Board's Division of Planning staff members and the consultant - The Camden County Improvement Authority prepared the Draft Negotiation Report which responds to and discusses how local and county plans compared to the April 28,

2004 N.J. State Development and Redevelopment Plan and emphasizes regional issues and how the State Plan addresses them; and

WHEREAS, public comments on the Draft Negotiations Report were received during and after the County Planning Board's Public Hearing on March 16, 2005; now therefore,

BE IT RESOLVED, that the Camden County Planning Board respectfully recommends that the Camden County Board of Chosen Freeholders of the County of Camden adopt a Resolution for the approval of the Final Negotiation Report following the Public Hearing at the Freeholder Board Meeting in Collingswood at the Scottish Rite Theater on Thursday, April 21, 2005 at 7:00 p.m. for a formal submission to the New Jersey State Planning Commission as part of the compliance requirements for Camden County's \$50,000.00 grant award from the State of New Jersey

Moved By: Robert Kelly

Seconded By: William Halsey

Adopted: 3/22/05

I hereby certify that this Resolution was duly adopted at a regular meeting of the Camden County Planning Board

George Jones  
George Jones, Chairperson

Patrick Abusi  
Patrick Abusi, Board Secretary

**DRAFT**

RESOLUTION 10-05

**RESOLUTION RECOMMENDING ADOPTION OF CAMDEN COUNTY'S  
FINAL NEGOTIATION REPORT OF THE NEW JERSEY APRIL 28, 2004  
PRELIMINARY STATE DEVELOPMENT AND REDEVELOPMENT PLAN**

WHEREAS, the State Planning Act of 1985 (N.J.S.A. 52:18A-106 et. seq.) created a State Planning Commission and an Office of State Planning for the purpose of establishing a cooperative process that involves the full participation of state, county and local governments; and

WHEREAS, the State Planning Act states that New Jersey needs integrated and coordinated planning in order to conserve its natural resources, to revitalize its urban centers, to provide affordable housing and adequate public facilities at a reasonable cost to promote equal social and economic opportunity for New Jersey's citizens, and to prevent sprawl and promote the suitable use of land; and

WHEREAS, the primary duty and responsibility of the State Planning Commission under the State Planning Act is the preparation of a "State Development and Redevelopment Plan;" and

WHEREAS, the State Planning Act also provides that the State's counties are to have an essential role in the development of the State's Development and Redevelopment Plan through their participation in the Cross Acceptance to be conducted under the Act; and

WHEREAS, the Cross Acceptance Process is the primary vehicle under the Act for promoting vertical coordination and integration of the State, County and local plans by affording County and Municipal Governments a full and open opportunity to be involved in reconciling inconsistencies between State and local policies under the authority of "home rule;" and

WHEREAS, the Board of Chosen Freeholders of the County of Camden adopted Resolution No. 21 authorizing Camden County's participation in the State, County and local governmental planning coordination process on June 17, 2004; and

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