

**MASTER PLAN REEXAMINATION
LINDENWOLD BOROUGH
CAMDEN COUNTY, NEW JERSEY**

Prepared By:

Environmental Resolutions, Inc.
525 Fellowship Road, Suite 300
Mount Laurel, New Jersey 08054

Adopted October 29, 2007
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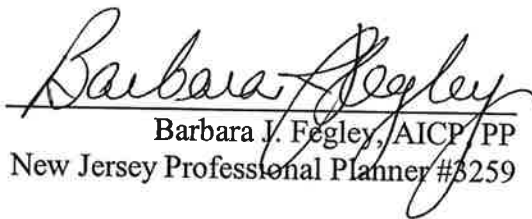

Barbara J. Fegley, AICP/PP
New Jersey Professional Planner #3259

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I. STATUTORY REEXAMINATION OF MASTER PLAN

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

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

The governing body shall, at least every six years, provide for a general reexamination of its master plan and development regulations by the planning board which shall prepare and adopt by resolution a report on the findings of such reexamination, a copy of which report and resolution shall be sent to the county planning board and the municipal clerk of each adjoining municipality...

The MLUL requires that the Master Plan reexamination report shall state:

- A. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report.
- B. The extent to which such problems and objectives have been reduced or have increased subsequent to such date.
- C. The extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition and recycling of designated recyclable materials, and changes in State, county and municipal policies and objectives.
- D. The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.
- E. The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law," into the land use plan element of the municipal master plan and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

The Borough's most recent Master Plan reexamination is dated 1996 so Lindenwold is overdue for a reexamination report in 2007. Prior reexamination reports were prepared in 1982, and 1989. The original Master Plan document was prepared in 1978.

This report provides a discussion of the five elements in a Master Plan Reexamination.

A. REVIEW OF PAST PROBLEMS AND OBJECTIVES

C.40:55D-89a. of the MLUL provides that the reexamination report shall review:

The major problems and objectives relating to land development in the municipality at the time of the last reexamination report.

For this section of the reexamination report, a review was conducted of the 1978 Master Plan and the 1982, 1989 and 1996 Reexamination Reports.

1. General Goals, Problems and Objectives Previously Identified

The 1996 Master Plan reexamination reviews the general goals and policies listed in the 1989 Reexamination which were taken from the 1978 Master Plan and 1982 Reexamination. The goals and objectives were as follows:

General Goals and Objectives

- a. *Promote land use policies which enhance the Borough's tax base***
- b. *Provide adequate housing***
- c. *Control blight***
- d. *Encourage property maintenance***
- e. *Lessen traffic congestion***
- f. *Attract new businesses***
- g. *Expand community facilities***
- h. *Protect open space and environmentally sensitive lands***

These goals and objectives were found to be valid and it was recommended that they be retained as they appeared in the 1978 Master Plan and 1982 Reexamination. The long-term goals identified in the 1978 Master plan that carried over into the reexaminations include:

Long Term Goals

- a. *To maintain effective public services to all neighborhoods within the community***
- b. *To expand the fiscal capacity of the community by the promotion of industrial development in appropriate areas. Redevelopment and mixed uses are a current short and long term Borough goals.***
- c. *To enforce a high level of maintenance in all rental developments for the protection of affected residents***
- d. *To develop a system of community facilities which meets the safety, educational, and recreational needs of the community***
- e. *To expand the capacity of the local utility system to accommodate appropriate types of growth without harm to the local and regional environment***
- f. *To participate with other governmental agencies in the improvement of roads and highways in the Borough to accommodate anticipated traffic volumes and***

to improve hazardous intersections

2. Land Use Plan – Issues and Recommendations Previously Identified in 1978 and 1989 Master Plans

The 1996 Reexamination also reviewed land use recommendations from the 1989 and 1978 reports, discussed the Borough's actions, and potential future actions. These land use policies include:

a. Comprehensive Planning: The Borough should consider updating its Master Plan in response to the following factors:

1. The demographic data in the 1978 plan is based on the 1970 census and is over 25 years old.
2. While development activity in the Borough last been limited, the existing land use map should be revised to reflect current development patterns.
3. The master plan land use element should be revised to reflect rezoning that has been adopted since 1978, including the R-1A zone, Office zones, B-1 zone, and boundary modifications to the industrial districts.
4. The format for Master Plans established by the Municipal Land Use Law has been revised since 1978.
5. New Jersey has adopted a State Development and Redevelopment Plan which should be addressed by the Borough's Master Plan.

b. Land Use Controls: The Borough should continue its policy of periodically updating its development review system. These efforts should include updates of its subdivision and site plan ordinances in response to changes in the Municipal Land Use Law.

c. Housing Values: The Borough should continue to entertain zoning policies which would encourage the construction of new, high value housing as a means of supporting its tax base and creating a more diversified community.

d. Property Maintenance Code Enforcement: The Borough should maintain and monitor its current program. Good code enforcement is vital to maintaining Lindenwold's housing stock.

e. Historic Preservation: Lindenwold's ability to create an historic preservation program will depend on the resources it can devote to conducting an inventory of historic sites and incorporating its findings in the historic preservation element dictated by the Municipal Land Use Law.

f. Sign Controls: The Borough may wish to revise these controls in response to

specific problems identified since the original ordinance was adopted.

- g. Wetlands:** Wetlands are now regulated by the State of New Jersey Department of Environmental Protection. No action by the Borough is required.
- h. Recreation:** The Borough should continue its efforts to improve its recreation facilities and programs.
- i. Lake Worth Zoning:** The Lake Worth Tract remains undeveloped and new proposals for building age restricted or senior housing units on the site are under consideration. The Borough should review these plans within the context of its housing and land use policies. Lindenwold may wish to adopt further amendments to these policies in response to the developer's proposals
- j. Housing Element:** A housing plan element has been a mandatory element for a municipal master plan since 1985. The Borough should consider the preparation of a housing plan element in accordance with the guidelines established by the Council on Affordable Housing in order to avoid potential legal challenges. The survey on housing conditions would also provide the Borough with valuable data on the condition and occupancy characteristics of local housing which could be used in developing rehabilitation programs.
- k. Amtrak Service:** The impact of the reinstituted rail service from Lindenwold to Atlantic City should continue to be monitored by the Borough.
- l. Land Use:** The 1989 report suggested the completion of an inventory of unused land. If the Borough elects to update its master plan land use element, an inventory of usable land would accompany this effort.

3. Land Use – Proposed Changes from the 1996 Master Plan

The 1996 Reexamination proposed changes to the Master Plan and Development Regulations. These included:

- a. Comprehensive Planning:** Master Plan update to include changes in municipal policies adopted since the 1978 Master Plan, including the statement of objectives, principles, assumptions, policies, and standards for physical, social, and economic development.
- b. Land Use Element:** This should include a revised land use plan to comply with the statutory requirement for consistency between the master plan and zoning map. It should also include the following revisions:

 - 1. Rezoning of the Lake Worth tract
 - 2. Extensions to the B-1 zone
 - 3. Reference to the creation of the OP-1 zone
 - 4. Revisions to the park system

5. Amendments to the boundaries of the residential districts
 6. Recommendations for town center district, including pedestrian access, parking, bicycling, use restrictions, business association, physical linkage to public facilities, design, signage, usage for public events
 7. Inventory of land uses
- c. **Housing Element:** A Housing Element should be created that is consistent with the Municipal Land Use Law and the guidelines from the Council on Affordable Housing. It should also include methods for securing funds for rehabilitation of housing to bring it up to code, programs to promote the construction of senior housing, a review of amenities, and an analysis of demographic characteristics that could have an impact on Borough housing demand.
- d. **Other Elements:** The Planning Board may also revise circulation, utility service, recreation, conservation, and economic development. They may also add historic preservation and recycling elements, which were not a part of the 1978 plan. Most of the environmental analysis, circulation plan, and some residential segments of the plan remain current.
- e. **Zoning Ordinance and Controls:** The land use controls should be revised to comply with the Municipal Land Use Law. These should be implemented by assigning each measure a priority. The revisions include:
1. Provisions permitting substitute members for the zoning and planning boards (currently known as Alternate Members)
 2. A program for coordinating Borough standards for site improvements for nonresidential development with mandatory residential site standards
 3. The land use procedures ordinance should reflect legislative changes to terms of approval, performance guarantees, and design review escrows
 4. The Borough should follow the new requirements for the historic preservation element
 5. The revised development review checklist should include the model checklist provided by the NJ Department of Community Affairs

Other changes included the following recommendations:

1. Sections 205.1, 205.2, and 205.3 that were added to Article I of the zoning ordinance should be deleted and moved to the land use procedures ordinance.
2. Sections 205.41.1, 205-49.1, and 205-57.1 contain identical conditional use requirements that impose restrictions on uses that involve the sale of alcoholic beverages. The extension of this provision to all zones should be considered.
3. A new town center district along Gibbsboro Road should be created to provide design and performance standards to create a "Main Street" commercial area.

B. CHANGING CONDITIONS

C.40:55D-89b. provides that the following shall be stated in the reexamination report:

The extent to which such problems and objectives have been reduced or have increased subsequent to such date.

This section, Changing Conditions, reviews the problems or concerns, planning goals, and recommendations identified in the prior section - Review of Past Problems and Objectives, and provides a statement concerning the status of the concern or recommendation.

1. Review and Status - Goals, Problems and Objectives Previously Identified

a. *Promote land use policies which enhance the Borough's tax base*

The Borough has approved Determination of Need and Redevelopment Plans for four projects including: Gibbsboro Road Apartment Corridor, Linden Lake Senior Housing, DePalma Complex and Transit Village Redevelopment District. This Master Plan Reexamination recommends five additional areas to be studied to determine whether they are in need or redevelopment. These include School #1, the School Administration Building, the B-1 area adjacent to and directly across the street from the Gibbsboro Road Apartment Corridor Redevelopment Area from Berlin Road to the White Horse Pike, the B-1 and B-2 area along White Horse Pike in the southeastern section of the Borough and the B-2 area along the White Horse Pike in the central portion of the Borough. The redevelopment plans will continue the goal of increasing the Borough's tax base through the reuse of underutilized properties.

The Borough has also recently increased efforts to encourage a "business friendly" atmosphere that will promote economic development. Concept Plan meetings are encouraged for development that wishes to meet with a committee comprised of the Mayor, Planning Board Chair, Council Member, Code Enforcement Officer and Board Engineer to obtain guidance with their project before formal application to the Planning Board.

b. *Provide adequate housing*

The Borough has prepared a Housing Element and Fair Share Plan and has petitioned the Department of Community Affairs to have the plan certified. The Housing Element indicates that the Borough has provided its fair share of low and moderate income housing in accordance with requirements to date, however, the third round of requirements are currently under revision by the State and the Borough will have to comply when the regulations are approved. The Linden Lake Senior Housing, the Gibbsboro Road Apartment Corridor Redevelopment Area and the Transit Village Redevelopment District will all increase housing opportunities in the Borough. Bethany Baptist Church has recently added a three-story apartment building with ninety-two (92) senior units to the rear of their

property, adding to the Borough's housing stock.

c. *Control blight*

The Gibbsboro Road Apartment Corridor encompasses a residential area of apartments that were determined to be in need of redevelopment. The redevelopment of this site will help to control blight in the Borough by creating an attractive, mixed-use, mixed-income community focal point.

d. *Encourage property maintenance*

The Borough should continue to maintain and enforce its current Code Enforcement ordinance in order to maintain its housing stock and non-residential properties.

e. *Lessen traffic congestion*

The Borough has recently reopened United States Avenue which had been closed for years. Other problem areas identified that need study to lessen traffic congestion include:

- The intersection of White Horse Pike and Gibbsboro Road
- Gibbsboro Road, Egg Harbor Road and Berlin Road
- White Horse Pike in the southeastern part of the Borough at New Freedom Road
- The intersection of Chews Landing and Laurel Road
- Blackwood Road and Laurel Road
- US Route 30 (White Horse Pike) southbound to Gates of Heaven Cemetery

The Borough recently received funding through the SAFETEA-LU program for streetscape improvements on Berlin Road. This program is administered by the New Jersey Department of Transportation. While this project is not directly intended to lessen traffic congestion, it will provide visual amenities and a link between the Gibbsboro Road Redevelopment Area and the Transit Village Redevelopment District. The plan includes improved pedestrian rights of way as well as the addition of bicycle lanes to encourage alternate forms of transportation.

f. *Attract new businesses*

The Borough's redevelopment areas and underutilized sites are prime opportunities for new businesses to locate.

g. *Expand community facilities*

The Gibbsboro Road Apartment Corridor Redevelopment Area provides an opportunity to expand municipal services, facilities, and a town center that includes a gathering point which is currently lacking in the Borough. Improvements at Lindenwold Park on United States Avenue have provided more complete and comprehensive recreational facilities at one location in the Borough.

h. *Protect open space and environmentally sensitive lands*

The state Department of Environmental Protection regulates environmentally

sensitive lands such as wetlands. New Stormwater regulations will protect environmentally sensitive lands. In addition, Rowan Pond is a trout stocked state area and all the land upstream on Trout Run through Lake Worth and Gate of Heaven cemetery have been designated as a Class One stream. This classification will require a 300' buffer be provided from the stream. The Borough is also actively working to preserve Kirkwood Lake and Laurel Ravine for open space. The Camden County Improvement Authority has indicated that Trout Run from Gate of Heaven cemetery to downtown Clementon and then the North Branch of Timber Creek to the mouth are part of a large County Greenway system.

2. Review and Status – Long Term Goals Previously Identified

Long-term goals identified in the 1978 Master plan and carried over into the reexamination:

- a. ***To maintain effective public services to all neighborhoods within the community:*** This goal should be retained as it helps to promote the health, safety, and welfare of the community as a whole
- b. ***To expand the fiscal capacity of the community by the promotion of industrial development in appropriate areas:*** This goal should be reexamined to account for additional office/commercial/retail development for tax ratables. The Borough should also look at differences between light and heavy industrial uses. Light industrial may be more appropriate for the Borough.
- c. ***To enforce a high level of maintenance in all rental developments for the protection of affected residents:*** This goal should be expanded to include maintenance of all properties, both renter and owner occupied in order to enforce Borough codes and encourage a safe and attractive community.
- d. ***To develop a system of community facilities, which meets the safety, educational, and recreational needs of the community:*** This goal should be maintained but should also include the maintenance of current recreational facilities.
- e. ***To expand the capacity of the local utility system to accommodate appropriate types of growth without harm to the local and regional environment:*** The Camden County Municipal Utilities Authority now serves the Borough with sewer service so appropriate growth can be accommodated. There are areas in the Borough, however, that have septic systems and there are areas where the sewer lines are not deep enough. Improvements to the sewer lines may be required in these areas to accommodate future development. New Jersey American Water Company provides water to the Borough and there are no current limits or constraints to water service.
- f. ***To participate with other governmental agencies in the improvement of roads and highways in the Borough to accommodate anticipated traffic volumes and to***

improve hazardous intersections: This goal should be expanded to include the promotion of alternate forms of transportation, including rail service, buses, bicycling, and pedestrian links.

3. Review and Status-Land Use Plan Issues and Recommendations Previously Identified

The 1996 Reexamination identified a number of Issues and Recommendations. The status of these recommendations is summarized below:

a. Comprehensive Planning: The Borough should consider updating its Master Plan in response to the following factors:

- 1. The demographic data in the 1978 plan is based on the 1970 census and is over 25 years old.** The Borough's Housing Element and Fair Share Plan, prepared in 2005, includes 2000 Census data on population, housing and employment. That study compares the Borough to the County.
- 2. While development activity in the Borough has been limited, the existing land use map should be revised to reflect current development patterns.** As part of this Master Plan Reexamination, a current Existing Land Use Map was prepared. In addition, the existing Zoning Map was updated to show all the zones that were not included in the prior map and the current redevelopment areas.
- 3. The master plan land use element should be revised to reflect rezoning that has been adopted since 1978, including the R-1A zone, Office zones, B-1 zone, and boundary modifications to the industrial districts.** The Existing Land Use Map and Zoning Maps were updated with this Master Plan Reexamination.
- 4. The format for Master Plans established by the Municipal Land Use Law has been revised since 1978.** Efforts should be made to include all sections required by the Municipal Land Use Law for future Master Plans. This reexamination includes the statutorily required elements. The Housing Plan was recently prepared and is dated July 2005. An Open Space Inventory was completed for the Borough and is dated February 2006. The Existing Land Use Plan prepared for this Master Plan Reexamination includes the open spaces designated in the Open Space Inventory report.
- 5. New Jersey has adopted a State Development and Redevelopment Plan which should be addressed by the Borough's Master Plan.** A summary of the State and County recommendations for Lindenwold are included in Section C. Changing Assumptions and Objectives of this Master Plan.

b. Land Use Controls: The Borough should continue its policy of periodically updating its development review system. These efforts should include updates of its subdivision and site plan ordinances in response to changes in the Municipal Land

Use Law. This recommendation is still valid as the ordinances are over twenty years old and are outdated. The Borough should also review its ordinances for change of use to require any change in the use of a property to apply to the Board. Property or site deficiencies could be upgraded through this process.

- c. ***Housing Values:*** The Borough should continue to entertain zoning policies which would encourage the construction of new, high value housing as a means of supporting its tax base and creating a more diversified community. Lindenwold's various redevelopment plans will offer a variety of housing options that have the potential to support the tax base and attract new residents.
- d. ***Property Maintenance Code Enforcement:*** The Borough should maintain and monitor its current program. Consistent and strict code enforcement is vital to maintaining Lindenwold's housing stock. This recommendation continues to be important in order to maintain the aging housing stock and promote an aesthetically pleasing community. Property maintenance codes should include residential and non-residential properties. Applications for change of use can be further triggers to encourage properties to conform to standards.
- e. ***Historic Preservation:*** Lindenwold's ability to create an historic preservation program will depend on the resources it can devote to conducting an inventory of historic sites and incorporating its findings in the historic preservation element dictated by the Municipal Land Use Law. If the Borough does not have the resources to inventory the entire municipality, a target area could be selected to start an inventory and preservation efforts. The Borough should also look to adopt design standards to protect and enhance existing and proposed structures. Historic preservation should be encouraged and demolition discouraged.

Camden County conducted an inventory of a number of Camden County communities in 2002. The inventory, entitled "The Camden County Historic Resources Survey," Twenty-six intensive level surveys were conducted in Lindenwold as part of the study. Lindenwold's primary surveyed styles include Craftsman and Folk Victorian. Specific architectural styles surveyed in Lindenwold included four Colonial Revival, eight Craftsman, five Folk Victorian, one Georgian, one Institutional, four Queen Anne and three other. Previously surveyed resources in the Borough include Brownsville located at Laurel Mill & Chews Landing Roads, Kirkwood at Berlin-Egg Harbor and Kirkwood-Gibbsboro Roads, Laurel Road Community Church at 1000 Laurel Road, Ephraim Tomlinson House at 83 Carver Avenue and James Tomlinson House at Scott and Cottage Avenues. A determination of eligibility was not made for any of the resources listed with the exception of Ephraim Tomlinson House which was determined to be potentially eligible for the state and/or national register. The Ephraim Tomlinson House is a Georgian residence built in 1742 with 1797 addition. The building is eligible for listing in the National Register under Criterion C as a significant representative of a mid to late eighteenth century Georgian homestead in Camden County where few original homesteads survive. The Camden County Historic Resources Survey stated

the following about Lindenwold:

SETTING

Lindenwold is located in central Camden County. The town's land area is 3.9 square miles and its 2000 population was 17,414. Lindenwold is a built-out, suburban community laid out in a standard grid design. Residential neighborhoods consist of late nineteenth and early twentieth century dwellings set on small lots. Typical residential styles include Colonial Revival, Queen Anne, vernacular Victorian, and Craftsman. Dwellings are generally in good condition, though many have lost their historic architectural character and integrity through past and recent alterations. Public open space in Lindenwold includes Overbrook Regional High School, School Number 1, School Number 4, and four baseball fields. Lindenwold's natural features consist of the Cooper River, which forms the town's northern boundary; several other small streams; and five lakes, including Edgewood, Linden, Kirkwood, Pine, and Laurel Lakes. Four of these lakes are shared with bordering municipalities.

Lindenwold contains no resources currently listed or determined eligible by the NJ SHPO for listing in the National Register of Historic Places. This survey identified one additional resource eligible for listing in the National Register of Historic Places.

HISTORICAL OVERVIEW

European Intrusion

The province of New Jersey was formed in 1664 when the English government granted land situated between the Hudson and Delaware Rivers to Lord John Berkeley and Sir George Carteret. Lord Berkeley sold the southern portion of the province to two Quakers, John Fenwick and Edward Byllynge, in 1673. Fenwick purchased one tenth of the tract, which included land known then as Salem and Cumberland Counties. Byllynge also subdivided his property in southern New Jersey amongst a small group of Quaker trustees. The early European settlers who made this land their home shared it with friendly Lenni Lenape Indians. At this time, trees and bountiful streams and lakes covered the landscape. Quaker settlers thrived off fish from these lakes as well as timber, vegetables, and livestock.

Initial Colonial Settlement

Ephraim Tomlinson, a descendent of Joseph Tomlinson, who had settled in Clementon, was an early settler in Lindenwold. During this time, Lindenwold was a part of Gloucester Township.

Suburban Development

Lindenwold was founded in 1885 as a planned suburban community along the Camden and Atlantic Railroad line. The town originally consisted of two tracts, one bordering Lakeside Park, a 70-acre amusement area with pine groves and boating facilities, and the other along the railroad tracks. Lindenwold experienced further suburban growth during the late 1880s and 1890s when the electric streetcar was put into use.

Kirkwood hamlet, established around 1870, is located in the northeastern section of Lindenwold and was named after Joel Kirkbride a farmer and miller who lived in the area. The local railroad station and post office also retained the name Kirkwood. Wilson Coal and Ice Company and a gristmill were early businesses located in Kirkwood. In 1879, John Lucas, Joel Kirkbride, and Peter Voorhees established the Kirkwood Marl and Fertilizer Company to excavate Kirkwood's marl beds.

Lindenwold separated from Clementon Township in 1929, five years after it signed a contract with the New Jersey Electric Company for electric lights,

Modern New Jersey

Lindenwold experienced rapid growth after the PATCO rapid transit line began servicing the Camden City - Philadelphia area in 1969. During a thirty-year span (1950-1980), Lindenwold's population grew from 3,479 residents to 17,658.

CHRONOLOGY OF DEVELOPMENT

Like other towns in Camden County, Lindenwold developed along major thoroughfares. In the late nineteenth century most of the buildings in Lindenwold were located along White Horse Pike (U.S. Route 30). The boundaries formed by the White Horse Pike, Gibbsboro Road, and the railroad line comprised the bulk of the populated area at that time. The section of Laurel Road that runs through Lindenwold was also populated. According to the 1930-1935 Sanborn maps, Lindenwold still appeared underdeveloped except along major roadways such as Berlin Road, Atlantic Roads, White Horse Pike and Gibbsboro Road.

- f. Sign Controls:* The Borough should revise the sign ordinances in response to specific problems identified since the original ordinance was adopted. Specific problems are that there are too many signs on properties including window signs. Enforcement may also be an issue with the prevalence of signs. The Borough should also investigate Gateway signs at entrances into the Borough. A Borough theme

could be developed and carried through on Gateway signs and banners.

- g. Wetlands:** The NJ Department of Environmental Protection continues to regulate wetlands policies.
- h. Recreation:** The Borough should continue its efforts to improve its recreation facilities and programs. An Open Space and Recreation Plan Element was completed in 2006. That study serves as the Open Space and Recreation Element of the Master Plan. The Gibbsboro Road Apartment Corridor Area and the Transit Village Development district will follow Traditional Neighborhood Design that includes additional public spaces. In addition, there is a goal of enhancing the pedestrian and bicycle circulation connections to create a linear park system.
- i. Lake Worth Zoning:** The Lake Worth Tract was at one time targeted for age restricted or senior housing units, however, the Tract was purchased by the Trust for Public Land in 2001 and a county park was created on the site. In 2005, an additional nine acres were acquired for the park. This tract of land is part of a county effort to create a continuous network of green spaces and is the last significant piece of undeveloped land along the White Horse Pike between Camden and Berlin. Camden County Improvement Authority indicated that several developers have expressed interest in Lake Worth's commercial US Route 30 frontage if Rosamond Avenue and the Dam Road connecting US Route 30 and Route 691 were improved as a public road.
- j. Housing Element:** A Housing Plan Element was completed in July of 2005 to comply with the New Jersey Council on Affordable Housing regulations. COAH regulations for the third round have not yet been revised and published but the Borough will need to be in compliance with the new regulations after they are released.
- k. Amtrak Service:** The proposed Transit Village Development District at the PATCO/NJ Transit station has the potential to make a significant impact on the use of this transit station. The Borough has conducted developer's forums and has prepared two submissions to the New Jersey Department of Transportation for Transit Village designation. Efforts are continuing this fall with Rutgers University focusing a graduate senior design studio on Lindenwold's Station with a connection on Berlin Road to the Gibbsboro Road Apartment Corridor Redevelopment Area.
- l. Land Use:** The 1989 report suggested the completion of an inventory of unused land. A vacant parcels inventory was conducted in 2006 of twenty-seven municipally owned lots that were less than twenty-five feet in width in order to determine if the lots could be purchased by adjacent property owners or vacated by the municipal ordinance in order to decrease municipal maintenance costs and reduce liability. The Borough should continue efforts to address undersized parcels that can be purchased by adjacent owners. The Borough should also maintain an inventory of all municipal properties and assess whether they should be kept in the

inventory for targeted uses or sold. The Existing Land Use map identifies lands that remain vacant.

4. Review and Status-Proposed Changes to 1996 Master Plan and Development Regulations

The 1996 Reexamination proposed changes to the Master Plan and Development Regulations. The status of these recommendations is as follows:

- a. **Comprehensive Planning:** The Master Plan update should include changes in municipal policies adopted since the 1978 Master Plan, including the statement of objectives, principles, assumptions, policies, and standards for physical, social, and economic development. This Reexamination provides an update on the changes in the Borough since the last Master Plan.*
- b. **Land Use Element:** The Land Use Element should include a revised land use plan to comply with the statutory requirement for consistency between the master plan and zoning map. It should also include the following revisions:*
 - 1. **Rezoning of the Lake Worth tract**-Lake Worth Zoning has not been changed, however, it is now a County Park.*
 - 2. **Extensions to the B-1 zone**-Extended B-1 areas have been added to the zoning map.*
 - 3. **Reference to the creation of the OP-1 zone**-An OP-1 District has been created.*
 - 4. **Revisions to the park system**-A large park tract has been added to the Township's inventory. The site is situated on United States Avenue.*
 - 5. **Amendments to the boundaries of the residential districts**-R-1 boundary revisions have been made.*
 - 6. **Recommendations for town center district, including pedestrian access, parking, bicycling, use restrictions, business association, physical linkage to public facilities, design, signage, usage for public events**-Town Center zoning has been proposed in the Gibbsboro Road Apartment Corridor Redevelopment Area and the Transit Village Development District Redevelopment Area, discussed in Section C of this document, include provisions for a town center focal point and interconnection via Berlin Road. Cross County Connection Transportation Management Association shows on their Bicycle Facilities Maps an existing on road bicycle path on Berlin Road and Egg Harbor Road between the PATCO station and United States Avenue. An existing off-road bicycle path is located to the north Berlin Road and Egg Harbor Road between Linden Avenue and north to United States Avenue into Gibbsboro. A part of the link is missing and is proposed as an off-road bicycle route between Alkmonton Road and Aberdeen Road. Cross County also shows in their June, 2004 Bicycle Facilities Report, a proposed off-road bicycle path on East Atlantic Avenue between Oaklyn and Clementon. Camden County Environmental Affairs office is also currently working with the Delaware Valley Regional Planning Commission on a central county bicycle and trails plan that would connect Lindenwold with other county towns.*

7. *Inventory of land uses*-The Existing Land Use Map includes current land uses from 2007 tax assessment information.
- c. ***Housing Element:*** *A Housing Element should be created that is consistent with the Municipal Land Use Law and the guidelines from the Council on Affordable Housing. It should also include methods for securing funds for rehabilitation of housing to bring it up to code, programs to promote the construction of senior housing, a review of amenities, and an analysis of demographic characteristics that could have an impact on Borough housing demand. A Housing Element was completed in July of 2005. That document will be revised when new COAH guidelines are approved.*
- d. ***Other Elements:*** *The Planning Board may also revise circulation, utility service, recreation, conservation, and economic development. They may also add historic preservation and recycling elements, which were not a part of the 1978 plan. Most of the environmental analysis, circulation plan, and some residential segments of the plan remain current. The redevelopment areas may require revisions to all plan elements.*
- e. ***Zoning Ordinance and Controls:*** *The land use controls should be revised to comply with the Municipal Land Use Law. These should be implemented by assigning each measure a priority. The revisions include:*
 1. *Provisions permitting substitute members for the zoning and planning boards. (Currently known as Alternate Members).*
 2. *A program for coordinating Borough standards for site improvements for nonresidential development with mandatory residential site standards.*
 3. *The land use procedures ordinance should reflect legislative changes to terms of approval, performance guarantees, and design review escrows.*
 4. *The Borough should follow the new requirements for the historic preservation element.*
 5. *The revised development review checklist should include the model checklist provided by the NJ Department of Community Affairs.*

Other changes include:

1. *Sections 205.1, 205.2, and 205.3 that were added to Article I of the zoning ordinance should be deleted and moved to the land use procedures ordinance.*
2. *Sections 205.41.1, 205-49.1, and 205-57.1 contain identical conditional use requirements that impose restrictions on uses that involve the sale of alcoholic beverages. The extension of this provision to all zones should be considered.*
3. *A new town center district along Gibbsboro Rd. should be created to provide design and performance standards to create a "Main Street" commercial area.*

These Zoning Ordinance revisions and controls have not been fully addressed by the Borough.

C. CHANGING ASSUMPTIONS AND OBJECTIVES

C.40:55D-89c. provides that the reexamination report shall state:

The extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for the master plan or development regulations as last revised with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection disposition and recycling of designated recyclable materials, and changes in State, county and municipal policies and objectives.

1. State and County Changes

A. State Development and Redevelopment Plan

Camden County approved the Final Negotiation Report of the New Jersey Preliminary State Development and Redevelopment Plan on April 21, 2005. The majority of the Borough was identified as Planning Area 1 with a small portion in Planning Area 2 in the Lake Worth section of the southern part of Lindenwold. The Borough was also included in the White Horse Pike Region that included the following communities: Barrington Borough, Clementon Borough, Hi-Nella Borough, Laurel Springs Borough, Lawnside Borough, Magnolia Borough, Somerdale Borough, Stratford Borough and Tavistock Borough.

In 2003, the Office of Smart Growth awarded a Smart Future grant for these communities from Barrington to Clementon Boroughs to provide a strategic revitalization plan and strategy maps for the municipalities identifying how they can work together to address common issues and opportunities. The plan is to include a future vision statement, goals and objectives, population, housing and employment forecasts, targets and indicators, and inter-municipal and municipal recommendations.

Following is the narrative on Lindenwold from the Camden County Negotiation Report of the State Development and Redevelopment Plan:

After the last round of cross-acceptance, Lindenwold began to re-look 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 several other 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 the plan endorsement.

B. Camden County, White Horse Pike Redevelopment Coalition and DVRPC

In 2003, an Inter-Municipal Cooperation document was prepared by the Delaware Valley Regional Planning Commission (DVRPC). The Camden County Planning Department, the White Horse Pike Redevelopment Coalition, and the DVRPC undertook a multi-municipal economic development assessment of the White Horse Pike that included a study of eight Boroughs: Barrington, Lawnside, Magnolia, Somerdale, Stratford, Laurel Springs, Lindenwold and Clementon.

The goal of the study was to assess the White Horse Pike in terms of economic redevelopment potential and to address aesthetics, traffic and commercial revitalization. The assessment was planned as a first step in the revitalization of the White Horse Pike. The multi-municipal planning efforts support DVRPC's and the New Jersey Office of Smart Growth's planning initiatives that encourage local governments to work together to solve regional issues. The "White Horse Pike Economic Development and Land Use Assessment" discusses the challenges that result from traditional issues such as land use inconsistency, varying design elements, and costly municipal services. Projects and programs such as intersection improvements, pedestrian facilities, and tax incentives have been identified by the Coalition as critical to the revitalization of the White Horse Pike. The assessment incorporated these issues and recommended strategies, goals and objectives that can be implemented together to yield a revitalized White Horse Pike corridor.

Recommendations specifically for Lindenwold and/or the entire corridor include the following:

- Maintain the B-2 Highway Business for Highway Commercial use for larger scale commercial centers that serve a regional market. Lot sizes should be one acre or smaller.
- Emphasize the PATCO High Speed Line for transit access and expansion of shopping areas and for offices in the expanding UMDNJ hospital area.
- Improve the corridor's pedestrian walkways, appropriate ADA ramps, crosswalks, buffering between the roadway and parking lots, and visually pleasing landscaping. Reduce sign clutter, curb cuts and asphalt pavement. High traffic speeds and road capacity contribute to the lack of shopping along the White Horse Pike.
- Improve the entire White Horse Pike pedestrian facilities and transit stops.
- Coordinate a uniformity of road design standards to lessen congestion at various points along the corridor.

The Assessment states that the Vision for the White Horse Pike is, "To enhance the future livability and promote redevelopment along the White Horse Pike by building on existing strengths and opportunities, mitigating negative features, preserving community character, and improving accessibility." In order to achieve this vision, the following supporting strategies are

recommended.

- Provide for master plan, zoning and land use consistency among different communities along the White Horse Pike.
- Apply zoning that supports individual municipal and corridor future land uses.
- Enhance the streetscape and pedestrian environment.
- Improve access to infrastructure as well as to public transportation facilities.
- Conduct real estate market assessments.
- Establish an inter-governmental cooperative planning and implementation agreement.
- Reduce traffic and improve safety along the White Horse Pike.
- Establish a White Horse Pike Corridor Redevelopment Zone
- Establish a corridor-wide database of available land for redevelopment.

Goals established for the corridor include:

- Goal One:** Achieve a livable corridor community that is responsive to economic development but preserves community character and improves circulation along the White Horse Pike.
- Goal Two:** Enhance the physical appearance of the White Horse Pike while providing for the needs and services of existing and future residents.
- Goal Three:** Ensure participation from each of the Pike communities in all development activities that will occur along the Pike.
- Goal Four:** Provide and market mixed housing options that are affordable to first-time and repeat homebuyers that will support existing facilities.
- Goal Five:** Protect and enhance all existing vacant land along the White Horse Pike with vegetation and scenic landscaping.
- Goal Six:** Create a multi-modal corridor that preserves capacity and establishes a more pedestrian friendly environment.
- Goal Seven:** Provide for community facilities that take into account infrastructure capabilities but provide for future population.
- Goal Eight:** Expand the corridor's economic base with mixed-use development, recreational space, and a variety of housing to enhance the aesthetic quality of the Pike as well as encouraging pedestrian use and employment opportunities.
- Goal Nine:** Establish a relationship with neighboring communities that will open the lines of communication and allow for collaboration on all planning efforts involving the White Horse Pike.
- Goal Ten:** Establish nodes of economic activity that provide a mix of uses and are pedestrian friendly to create destination areas along the White Horse Pike.

The assessment recommended three nodes along the White Horse Pike, one of which is in Lindenwold. The Mixed Use (TOD) Node is located in Stratford, Lindenwold, Laurel Springs and Somerdale. The assessment stated that this node is dominated by the Lindenwold PATCO High-Speed Line Station and contains commercial uses such as a car dealership, restaurants, strip malls, pharmacies and a car wash. Other uses such as a bowling alley and

large apartment complex are in the defined area. The area is currently zoned commercial but, as defined by the uses, is too broad a category. It is recommended that the area be rezoned TOD (Transit Oriented Development), building off of the PATCO transit station to encourage mixed uses such as housing, commercial, retail, and office in a confined space within one-quarter mile from the transit station. The study recommends creating a special zone that encourages transit oriented, mixed-use development that will spur redevelopment. UMDNJ's planned expansion will be advantageous to the area and high density housing can be an asset to workers at the hospital as well as to those who use the PATCO line.

C. Camden County Improvement Authority, White Horse Pike Plan

Camden County Improvement Authority prepared The White Horse Pike Plan in 2006 that contained a plan for the White Horse Pike and a market feasibility study. The Plan is a regional smart growth strategy that contained a vision for economic development, housing, circulation, public services and facilities, natural resources, cultural resources, utilities and regional cooperation. The White Horse Pike Plan also included a Plan Implementation agenda with goals and objectives and a separate inventory listing and map of undeveloped, underutilized and deteriorated properties in all the participating towns including Lindenwold.

2. Municipal Changes

A. Gibbsboro Road Apartment Corridor Redevelopment Area

Lindenwold has undergone a number of significant changes in the last few years. The Borough has declared four areas in Need of Redevelopment and has prepared Redevelopment Plans for them. The first area was the Gibbsboro Road Apartment Corridor located on Block 243, Lots 1.01, 1.02, 4.02, 4.03, 7, 7.01, 7.02, 7.03, 7.04, 7.06, and 7.08 and Block 299, Lots 14, 15, 19, 19.01, and 20. The Gibbsboro Road Apartment Corridor consists of approximately 114.3 acres of land on which 2,127 rental and owner occupied apartment units are situated along Gibbsboro Road.

The 1996 Master Plan indicated that, "A new zoning district should be created to support the creation of a town center district along Gibbsboro Road. This zone should strive to create a Main Street commercial area and provide design and performance standards consistent with this type of district." The Master Plan included draft zoning district controls. The Town Center zone would permit retail and business uses, service uses, office and professional uses, and public and institutional uses. The Master Plan's Proposed Town Center Zoning District Regulations stated the following:

The purpose of the Town Center Zone shall be to create a business district which will provide a community focal point with a compatible mix of public, semi-public and private uses. The commercial and service uses permitted in this zone shall be limited to those uses which will compliment community oriented uses such as school churches, senior citizen housing and public facilities located within, or in close proximity to, the town center district. In addition, these uses should contribute to the suitability of the town center for civic events such as parades and

similar community oriented occasions. To the extent feasible, all uses should strive to be pedestrian oriented.

The redevelopment area was not situated in the exact location as the proposed Town Center identified in the Master Plan, however, the redevelopment area is in close proximity to the designated area and reflects present day considerations of location of such a center. In addition, the redevelopment area provides the related housing element identified in the proposed zone to compliment the Town Center. The objectives of the center are intertwined with sound planning objectives to improve traffic conditions along Gibbsboro Road and within the residential community, to develop stormwater management facilities in accordance with current standards, to reduce property maintenance, and to eliminate flooding within roadways while maintaining open space within the community.

Under the Redevelopment Plan, it was proposed that the area be designated and zoned for mixed use as the Town Center and that the proposed land uses shall include comprehensive predominantly age restricted communities in multi-family, townhouse, single family or twin residential buildings, community centers, recreational facilities, professional office uses including medical uses, civic use buildings, retail and restaurant uses, private educational and training facilities and day care uses for all ages. The goal of mixed use for commercial use on lower floors with residential on upper floors.

B. Linden Lake Redevelopment Area

The second Redevelopment Area was for the former Lindenwold Borough Sewage Treatment Plant site bound on the west by Norcross Street, on the north by Linden Lake, on the east by Jackson Avenue and on the south by Roosevelt Avenue. The site is also known as Block 56 Lots 1, 6, and 12, Block 57 Lot 1 and Block 58 Lot 1. This site contained approximately 15.16 acres.

The Redevelopment Plan fulfilled the Borough's expressed desire to provide additional housing opportunities for the elderly. Permitted uses include planned seniors community with a mix of owner and rental occupied units, community center designed to meet the needs of residents within the redevelopment area, and recreational facilities and open space focusing on Linden Lake.

C. Transit Village Development District Redevelopment Area

This redevelopment area included primarily the Delaware River Port Authority's Lindenwold Station and approximately twenty surrounding properties. The properties included Block 1 Lots 1, 2, 3, 3.01, 3.02, 3.03, 4, 4.01, 4.02, 5, 6.01, 6.02; Block 2 Lots 1, 2, 3; Block 3 Lots 1.01; Block 4 Lots 1, 2, 3, 4; Block 8 Lots 1, 1.02, 2, 3, 4, 5; Block 104 Lot 2; Block 105 Lots 1, 2, 3, 4, 5, 6; Block 106 Lots 1, 2; Block 107 Lots 1, 2; Block 108 Lots 1, 1.01; and Block 306 Lot 1. The Redevelopment Area includes approximately 75 acres of PATCO land, excluding the railroad right-of-way, and is generally bordered on the south by Berlin Avenue, on the west by White Horse Road, on the north by Kirkwood Lake and on the east by Pinelawn and Oakland Avenue. The plan is to continue the Borough's efforts to

become a Transit Village as defined by the New Jersey Department of Transportation. Designation of the area in part fulfills the White Horse Pike Redevelopment Coalition's recommendation for Transit Oriented Development in this vicinity.

The purpose of the Transit Village Development District is:

- to provide for land uses and facilities beneficial to both the community and to transit users;
- to increase use of the rail station;
- to concentrate a mix of retail, office, residential, public and open space uses within walking distance of each other and the rail station, in order to increase convenience for residents, shoppers, commuters and employees and to reduce auto traffic by providing an environment conducive to pedestrians, bicyclists, and transit users;
- to provide for land uses that will generate and encourage transit ridership;
- to revitalize the PATCO station area and enhance economic vitality through zoning incentives;
- to provide for the safe and efficient flow of pedestrian and vehicular traffic, emphasizing a pedestrian-oriented environment;
- to preserve established residential neighborhoods in and adjacent to the station area
- to provide for visual amenity, and to reinforce a sense of place or center
- to provide for the development of affordable housing to aid Lindenwold in continuing to meet its affordable housing obligation.

Under the Redevelopment Plan, the area was designated and zoned as the Transit Village Development District. Proposed land uses include commuter parking facilities and passenger drop-off and pick-up areas, retail sales, personal and household services and business services, restaurants, bars and taverns, day care centers, public buildings, banks and savings and loan institutions, publicly or privately-owned open spaces such as parks and plazas available to the general public, townhouses and apartment buildings located on the second or higher story of any building, clubs, lodges and meeting places for community groups, business and professional office located on the second or higher story of any building, bakeries and gourmet establishments, hotels, B&Bs and inns, boutiques and other specialty shops, theaters, museums and cultural establishments, schools, houses of worship, parking structures and PATCO/New Jersey Transit operations facilities.

D. DePalma Complex Redevelopment Area

The Borough also conducted a Determination of Needs Study and Redevelopment Plan for the DePalma Complex Study Area that included Block 258 lot 19, Block 259 Lot 1, Block 261 Lot 1, Block 262 Lot 1, Block 263 Lot 1, and Block 264 Lots 8, 9, and 20. The Redevelopment Plan for this area includes any business or service use permitted within the I-1 Industrial zone, including any business or service uses permitted in the B-1 Neighborhood Business and B-2 Highway Business zones, as well as a number of manufacturing, processing and industrial uses. The area would also permit wholesale establishments, warehouses and storehouses, lumber and building materials, railroad maintenance yards, customary and

conventional agricultural uses, motels and hotels. The redevelopment plan would also permit public parks, governmental uses, buildings and structures, public utility installations and storage and maintenance yards.

E. Mayor's Institute of Community Design

In the spring of 2003, the Regional Plan Association of NJ, NY and CT (RPA) conducted a State-sponsored planning program called the *Mayors' Institute on Community Design*. The Borough's transit village/town center concept was presented at the forum as a case study. RPA's Resource Team, comprised of State and regional planners analyzed the information presented by the Mayor and provided a written report identifying a "25-year big project: *The New Downtown*."

RPA's New Downtown for Lindenwold recommended an overall strategy that included mixed-use development that would "create a joint regional center that would spur redevelopment and increase pedestrian and bicycle activity." Implementation of this project would require working with the adjacent towns, the county, state agencies and transit providers.

According to RPA's Resource Team, PATCO's parking lots represent an opportunity to develop a mixed-use town center which would transform the community. This mixed-use development would provide housing ownership opportunities, employment opportunities, as well as public spaces. RPA cited structured parking as the key to any development efforts.

The RPA also recommended that Lindenwold and PATCO explore the feasibility of finding alternate uses for PATCO's maintenance yard and train turnaround. This would free up land near Kirkwood Lake, which RPA recommended using for recreation and other amenity based development. The RPA Resource Team did not investigate any wetlands issues that may exist on the site, alternative locations for the PATCO maintenance facilities or the cost of relocating these facilities. The RPA concluded its analysis by recommending that Lindenwold revise its planning documents to accommodate a mixed-use town center and create a development corporation to address parking development and financing issues associated with developing on PATCO's parking lots and maintenance facilities.

F. Livable Communities Grant, Comprehensive Economic Development Plan

The Borough was the recipient of a grant from the New Jersey Department of Transportation's, *Livable Communities Pilot Program*, to fund a Comprehensive Economic Development Plan (*CEDP*). The project's land-use study boundaries consisted of four areas: (1) the White Horse Pike, (2) Gibbsboro Road, (3) Berlin Road, and (4) the PATCO/NJ Transit Rail Station. The project further included an analysis of a workforce linkage between job opportunities in the Atlantic City casino industry and the residents of Lindenwold using the NJ Transit Rail Line. The central element of the *CEDP* was the viability of a transit village at the PATCO/NJ Transit Station.

The *CEDP* evaluated the economic development potential of the PATCO/NJ TRANSIT train station and adjacent areas. The Plan describes opportunities and methods for building a redevelopment program in and around the station and creating a sense of place.

The report stated that Lindenwold does not have a town center or any area that gives the Borough a focal point or identity. Along with many of its inner-ring suburban neighbors, the Borough has struggled to compete with the large suburban shopping malls and big box developments that have emerged as the contemporary centers of commerce. With disinvestment continuing in its commercial corridors, the Plan presents a strategy to reverse the decline through transit oriented development. The PATCO/NJ Transit train station offers potential for transit oriented development that can complement the redevelopment of the Gibbsboro Road corridor.

Although many physical and economic challenges exist, the examination demonstrated that:

- there are opportunities for development and the station has sufficient land that could be put to more productive use
- there are parcels available for development directly adjacent to the station and these parcels could be acquired and assembled to create a sufficient critical mass of property to support development
- utilization of the PATCO parking lots and their configuration provide physical space for development and a parking structure
- stakeholder feedback documented a commitment for transit oriented development and the viability for public/private partnerships
- neighboring municipalities have expressed their commitment to working with the Borough
- Lindenwold has a committed governing body that has embraced economic revitalization and has shown leadership in additional redevelopment initiatives.

During the course of completing the Plan, the Borough secured funding for a follow-up study through a grant from the New Jersey Department of Community Affairs' *Smart Future* Grant Program. The recommendations contained in the Plan assisted in forming the scope of work in the subsequent study.

The *CEDP* produced the following findings, conclusions and recommendations:

Lindenwold Station

The Lindenwold Station of the PATCO Hi-Speed Line and the Atlantic City Rail Line

represents a considerable asset because of its large contiguous acres of vacant land used exclusively for parking. The station encompasses 75 acres; 20 acres are used for surface parking and the remaining acreage is used by PATCO for maintenance facilities or is vacant.

PATCO has a 2.7 acre satellite lot that is within one-half mile of the rail station. This lot fronts Berlin Road and is not used to capacity. Within approximately 1,000 feet of the satellite parking lot are seven vacant lots that form the four corners of the intersection of Berlin Road and Pinelawn Avenue. These lots total approximately 2.8 acres. The PATCO satellite lot and the seven vacant lots represent an excellent development opportunity. Vacant PATCO property north of the station may at some point, offer development opportunities if regulatory restrictions can be overcome.

The *CEDP* recommends forming a transit village within a one-half mile radius of the Lindenwold Station. A transit village could attract mixed use development with medium to high density uses. This would encompass most of PATCO's landholdings at the station, as well as several properties along Berlin Road in Lindenwold and the White Horse Pike in Stratford.

To implement this Plan, further study and analysis were recommended and some of those studies, including the Determination of Need, Redevelopment Plan and Transit Village designation applications have been undertaken.

Berlin Road Corridor

Although Berlin Road is a commercially-zoned corridor, approximately 44% of its land uses are residential. Only 20% of the land uses are commercial or professional. Berlin Road has 16 vacant lots; seven of which are within one-half mile of the Lindenwold Station. Two additional vacant lots, of approximately one-half acre each, are located on Berlin Road at Oak Avenue and may have development potential. The remaining vacant lots are small or shallow in depth because they are adjacent to the railroad tracks. These lots may have some potential for development as recreational uses. The corridor represents an opportunity to form a connection between the Gibbsboro Road corridor, and proposed town center, with a new transit village.

Berlin Road can serve as a linkage between the Gibbsboro Road Apartment Redevelopment Area and its proposed town center and the transit village. The study indicated that over time, the corridor would develop as an extension of the town center, linking the two areas and forming Lindenwold's central core. Both the transit village and town center would encourage mixed use development, including medium to high density uses. The densities would be the highest within the transit village. The town center could also contain public facilities, such as a library and recreational facilities.

Gibbsboro Road Corridor

The land uses within the *CEDP* study area include single-family residential and small commercial uses which serve local residents. Several vacant lots, totaling approximately 6.7

acres are located between Irving and Cooper Streets. These lots may have commercial development potential. Concurrent with the *CEDP* study, Borough Council designated approximately 114 acres along Gibbsboro Road as the Gibbsboro Road Apartment Redevelopment Area.

The study recommended that neighborhood commercial uses should be developed to complement the residential development of the apartment redevelopment area. This could be accomplished through infill development and lot consolidation and assemblage. The Gibbsboro Road corridor could further be tied into the transit village through a trolley-type bus service, streetscape enhancements and pedestrian and bike paths along Berlin Road.

White Horse Pike

The *CEDP* contained recommendations similar to those in the White Horse Pike Redevelopment Coalition study. The *CEDP* identified that several properties appear to be underutilized and lot consolidation could be used to attract regional development. A section of the White Horse Pike between White Horse Road and the Lindenwold boundary is located in the Borough of Stratford; within one-quarter mile of the Lindenwold Station. The land uses in this area include commercial businesses (banks, video store, fast food restaurant) that could be patronized by rail passengers. These properties back onto Berlin Road and could be included in the proposed transit village.

The *CEDP* recommended developing the lots fronting the White Horse Pike into regional uses, including commercial, professional and retail uses. The White Horse Pike's heavy traffic volume, high speed and use as a regional artery does not make it conducive to neighborhood commercial uses or residential uses. The *CEDP* recommended converting the existing residential uses into commercial and professional uses. The Plan also recommended consolidating lots to form larger tracts of land which would be attractive to commercial developers who want to build regional facilities, such as shopping centers or office buildings.

G. Smart Future Grant

A subsequent Smart Future grant from the New Jersey Department of Community Affairs allowed the Borough to complete the required planning activities and implement the recommendations of the first study. A Determination of Need study and Redevelopment Plan were prepared. The Borough and DRPA/PATCO are now in a position to solicit redevelopment proposals from the private sector.

H. Transit Village Applications

On September 30, 2004 the Borough of Lindenwold applied to the New Jersey Department of Transportation for Transit Village Designation. While the application was not approved, the hope is that the Lindenwold PATCO/NJ Transit station will become the center of a new and exciting transit village model where a walkable, compact and healthy redevelopment project can be created from what is now a "park and ride" facility. Designation of the area for redevelopment provides the ordinances and strategies for compact,

walkable, mixed-use, and transit supportive development. The plan indicates that future development must be pedestrian and bicycle friendly, it must have a focal point and gathering place, and it must minimize auto use by maximizing the appeal of transit. The zoning must support local arts and culture, and historic and architectural integrity.

I. DRPA Station Master Plans

The Delaware River Port Authority's (DRPA) studied the potential of redeveloping its PATCO High Speedline commuter stations into mixed-use transit villages. A summary PATCO Transit-Oriented Development Master Plans Study dated July 28, 2006 provides the following summary for Lindenwold.

The value of PATCO's parking lots at the Lindenwold station is for a TOD with limited retail and office at a station plaza. The study indicates that increases in ridership would be expected as a result of medium density residential development immediately adjacent to the station and that redevelopment would provide residents and taxes to the Borough.

J. Master Plan Reexamination Issues

On July 16, 2007, the Planning Board met to discuss the Master Plan Goals and Objectives and to discuss the Borough's Strengths and Weaknesses. Respondents to the survey that was provided to Board members indicated strong agreement that the Borough has an opportunity to create a town center. Moderate to strong agreement was also indicated that the Borough has the potential to become a transit village and to attract new businesses and become a regional center. There was strong agreement that the Borough needs to create a larger base of tax ratable properties. Moderate to strong agreement was identified with the Borough working more closely with surrounding municipalities to strengthen its economic development potential.

Through the discussion at the meeting, a number of questions were presented and answered. Following is a summary of the discussion.

1. What are the Borough's assets?

- PATCO high speed line
- Seven lakes
- Single family housing
- Public transit
- Open space-Sports Complexes
- School system
- Infrastructure-Water, Sewer, CCMUA operating with excess capacity

2. What are the Borough's prospects?

- Shared planning with other towns, e.g. White Horse Pike plans

3. What are the Borough's constraints?

- Traffic

- Tax-incentive rebates in other towns
 - UEZ's in other towns
 - 4500 Multifamily dwelling units versus 4500 single family, causing a 35%-40% shift in school children population yearly
 - Absentee landlords
 - Illegal duplexes
4. **How would you like to see the Borough develop?**
- Smart Growth: redevelopment and rehabilitation of single family homes
 - Promotion of home ownership to stabilize the population
 - More business friendly
 - More town center oriented
5. **In your vision, what does the Borough look like in 5 years? 10 years? 25 years?**
- Additional senior housing built
 - Gibbsboro Rd. Redevelopment with a town center, mixed use commercial/residential
 - Opposite side of Gibbsboro Road redeveloped
 - Berlin Rd. historic area re-used for professional offices
 - Linden Avenue
 - Property at Maple and Berlin Roads Used for a community center
 - Trolley on Berlin Rd.
 - New businesses on White Horse Pike
 - South White Horse Pike redeveloped
 - Consistent signage
 - Good maintenance and property ordinances
 - More sidewalks and better condition of sidewalks
 - Consistent street lights
6. **What zoning ordinance improvements are needed? Are there recurrent issues that need attention and resolution?**
- Revise minor site plan ordinances
 - Upgrade property maintenance ordinance
 - Buffering residential from commercial uses
 - Sidewalk ordinances strengthened
 - Add ordinance requiring orientation of home in residential areas: facing the street
 - Upgrade signage ordinances
 - Upgrade lighting ordinances
7. **Are there any areas that you would recommend for Redevelopment? Where?**
- South White Horse Pike
 - Across the street from Gibbsboro Road Redevelopment Area
8. **What are the major problems and/or objectives relating to land development in the Borough?**
- Addressed in other issues above, in addition to:

- DEP
- Green Acres

9. Have there been significant changes in the assumptions, policies or objectives forming the basis for the Master Plan or development regulations, such as density and distribution of population and land uses, housing conditions, circulation, or conservation of natural resources?

- Revise vision for older parks
- Town center location or the various redevelopment zones listed in lieu of a definitive town center
- Documentation of new Flood Hazard Ordinances
- Documentation of new Stormwater ordinances

D. SPECIFIC RECOMMENDATIONS

C.40:55D-89d. provides that the reexamination report shall state:

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

In the past few years, the Borough has initiated or participated in an extensive range of planning, zoning, design and redevelopment studies that have been described in this Reexamination. Recommendations that remain to be addressed or are new areas to review include the following:

1. Comprehensive revision of Sign Ordinances recommended in prior Master Plans and as recommended in the White Horse Pike Redevelopment Coalition report.
2. Revision of Zoning Ordinance and Controls recommended in prior Master Plans.
3. Review the zoning on Emerson Avenue. The area is currently zoned B-1, however, office use should be considered and perhaps the zoning changed to the OP district.
4. Review the zoning on Chews Landing Road to potentially expand the variety of uses in the district. The majority of the properties along the road are currently zoned OP-1. The Laurel Road and Chews Landing Road intersection is zoned B-1 and an apartment complex on the southern side of the road is zoned R-4.
5. Review the zoning on Gibbsboro Road between Berlin Road and White Horse Pike. The majority of the properties on the western side of Gibbsboro Road are zoned B-1 Neighborhood Business with one lot fronting on Gibbsboro Road that is R-4 Residential and the White Horse Pike/Gibbsboro Road intersection in B-2 Highway Business. Properties on the eastern side of Gibbsboro Road are B-1 Neighborhood Business or are in the Gibbsboro Road Apartment Corridor Redevelopment Area. To compliment the mixed use redevelopment envisioned for the eastern side of Gibbsboro Road, consideration should be given for mixed use on the western side properties and properties not within the Redevelopment Area.
6. Review the zoning on Egg Harbour Road. The majority of the road is zoned I-1 Industrial. Professional offices and other non-residential types of uses should be permitted.

E. REDEVELOPMENT PLANS

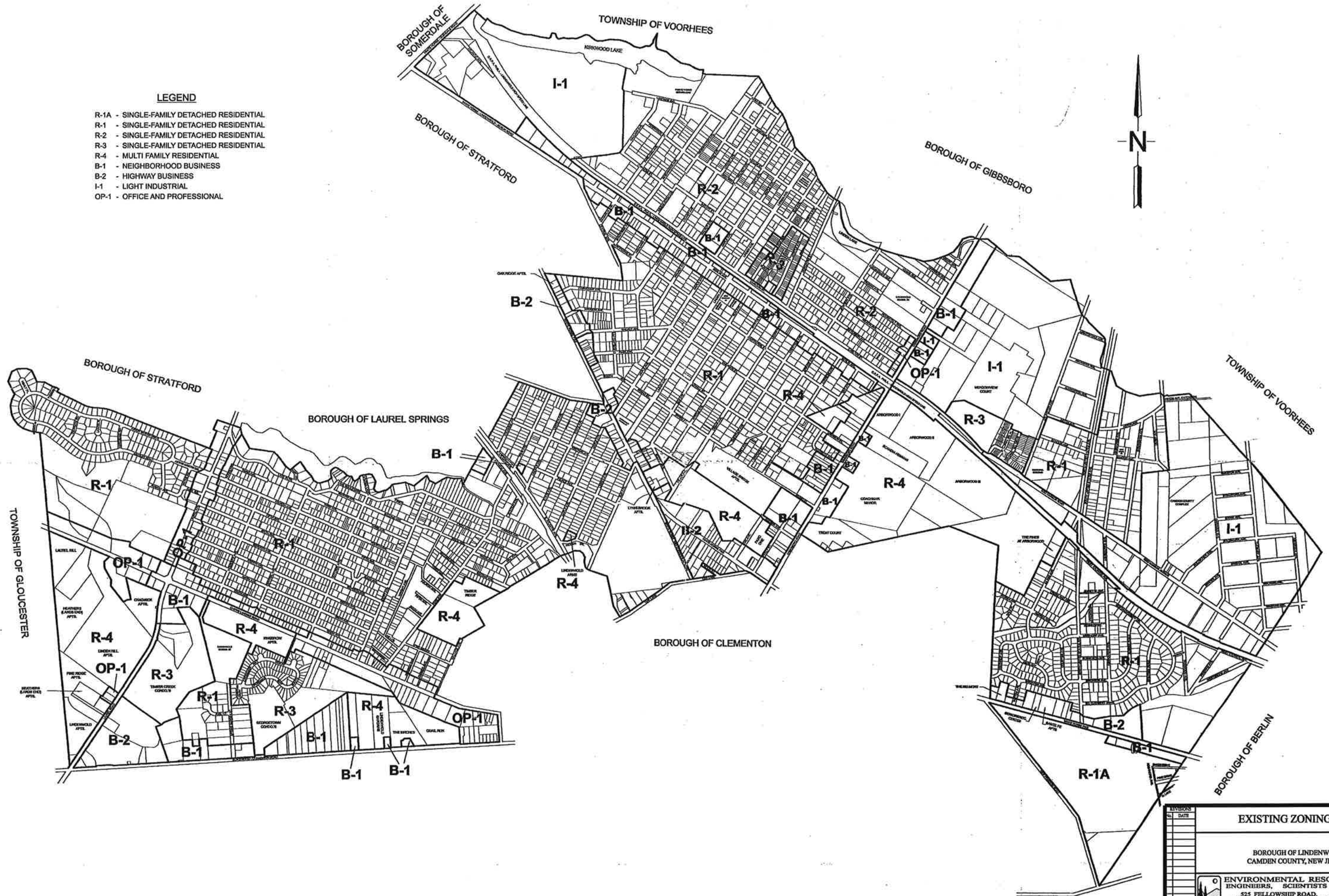
C.40:55D-89e. provides that the following shall be stated in the reexamination report with regard to redevelopment plans:

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

Five areas are recommended for future investigation on whether they meet the requirements to be determined a redevelopment area. The first is the B-1 area adjacent to and directly across the street from the Gibbsboro Road Apartment Corridor Redevelopment Area from Berlin Road to the White Horse Pike; the second is the B-2 area along White Horse Pike in the southeastern section of the Borough; the third is the B-2 area along the White Horse Pike in the central portion of the Borough; the fourth is School #1; and the fifth is the School Administration Building. These potential areas for redevelopment are shown on the Proposed Zoning Map included with this document.

LEGEND

- R-1A - SINGLE-FAMILY DETACHED RESIDENTIAL
- R-1 - SINGLE-FAMILY DETACHED RESIDENTIAL
- R-2 - SINGLE-FAMILY DETACHED RESIDENTIAL
- R-3 - SINGLE-FAMILY DETACHED RESIDENTIAL
- R-4 - MULTI FAMILY RESIDENTIAL
- B-1 - NEIGHBORHOOD BUSINESS
- B-2 - HIGHWAY BUSINESS
- I-1 - LIGHT INDUSTRIAL
- OP-1 - OFFICE AND PROFESSIONAL



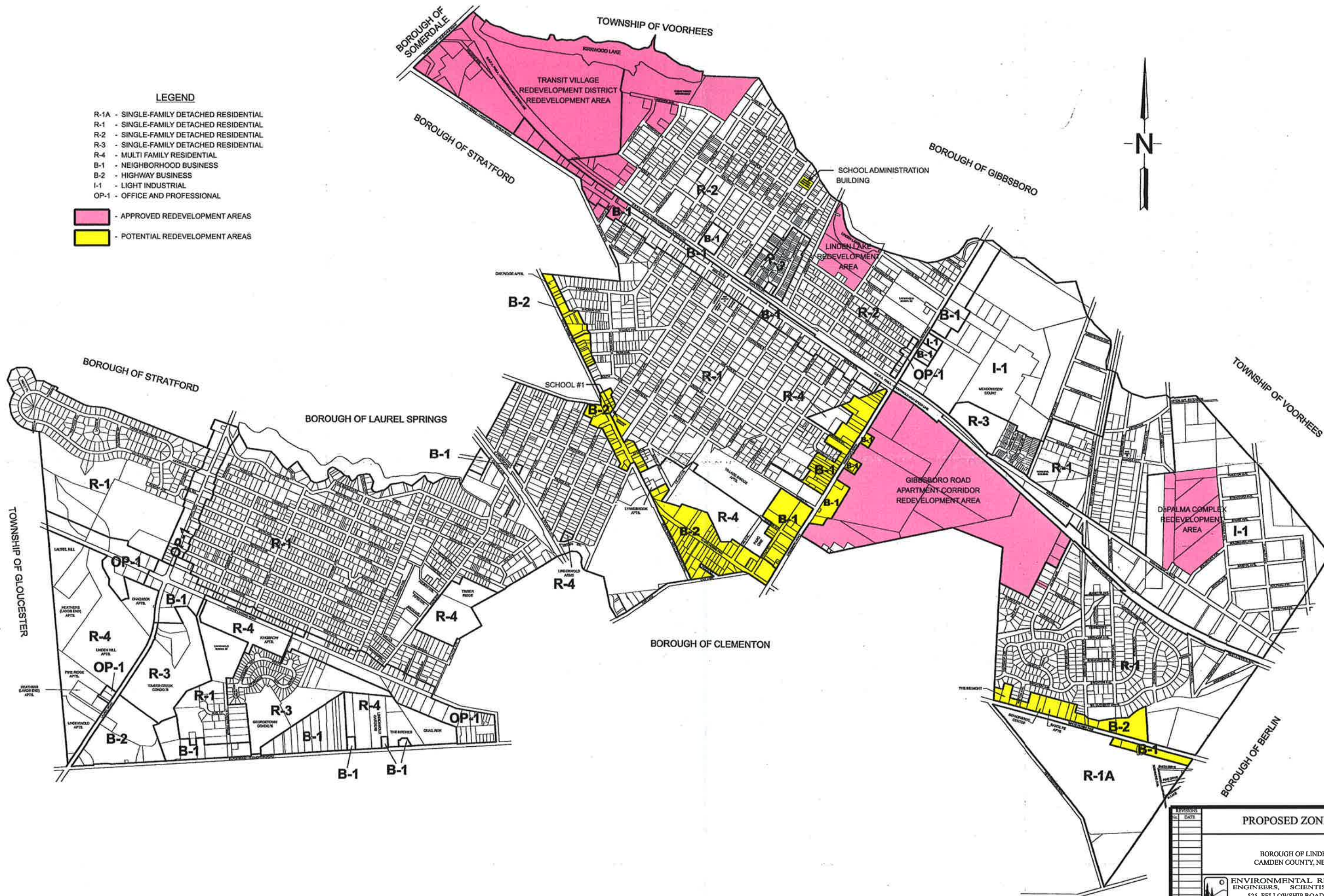
NOTES:
BASE INFORMATION WAS TAKEN FROM A PLAN PREPARED BY KEY ENGINEERS, INC.
ENTITLED ZONING MAP, DATED AUGUST 1995.

DATE DATE		EXISTING ZONING MAP	
BOROUGH OF LINDENWOLD CAMDEN COUNTY, NEW JERSEY		ENVIRONMENTAL RESOLUTIONS, INC. ENGINEERS, SCIENTISTS & PLANNERS 525 FELLOWSHIP ROAD, SUITE 300 MOUNT LAUREL, NEW JERSEY 08054-1719 TEL. 856-235-7170 FAX 856-273-9239	
DATE 9/97	SCALE 1"=80'	CAD FILE	PROJECT No.
SHEET 1 OF 1		SHEET 1 OF 1	

LEGEND

R-1A - SINGLE-FAMILY DETACHED RESIDENTIAL
R-1 - SINGLE-FAMILY DETACHED RESIDENTIAL
R-2 - SINGLE-FAMILY DETACHED RESIDENTIAL
R-3 - SINGLE-FAMILY DETACHED RESIDENTIAL
R-4 - MULTI-FAMILY RESIDENTIAL
B-1 - NEIGHBORHOOD BUSINESS
B-2 - HIGHWAY BUSINESS
I-1 - LIGHT INDUSTRIAL
OP-1 - OFFICE AND PROFESSIONAL

APPROVED REDEVELOPMENT AREAS
POTENTIAL REDEVELOPMENT AREAS



PROPOSED ZONING MAP

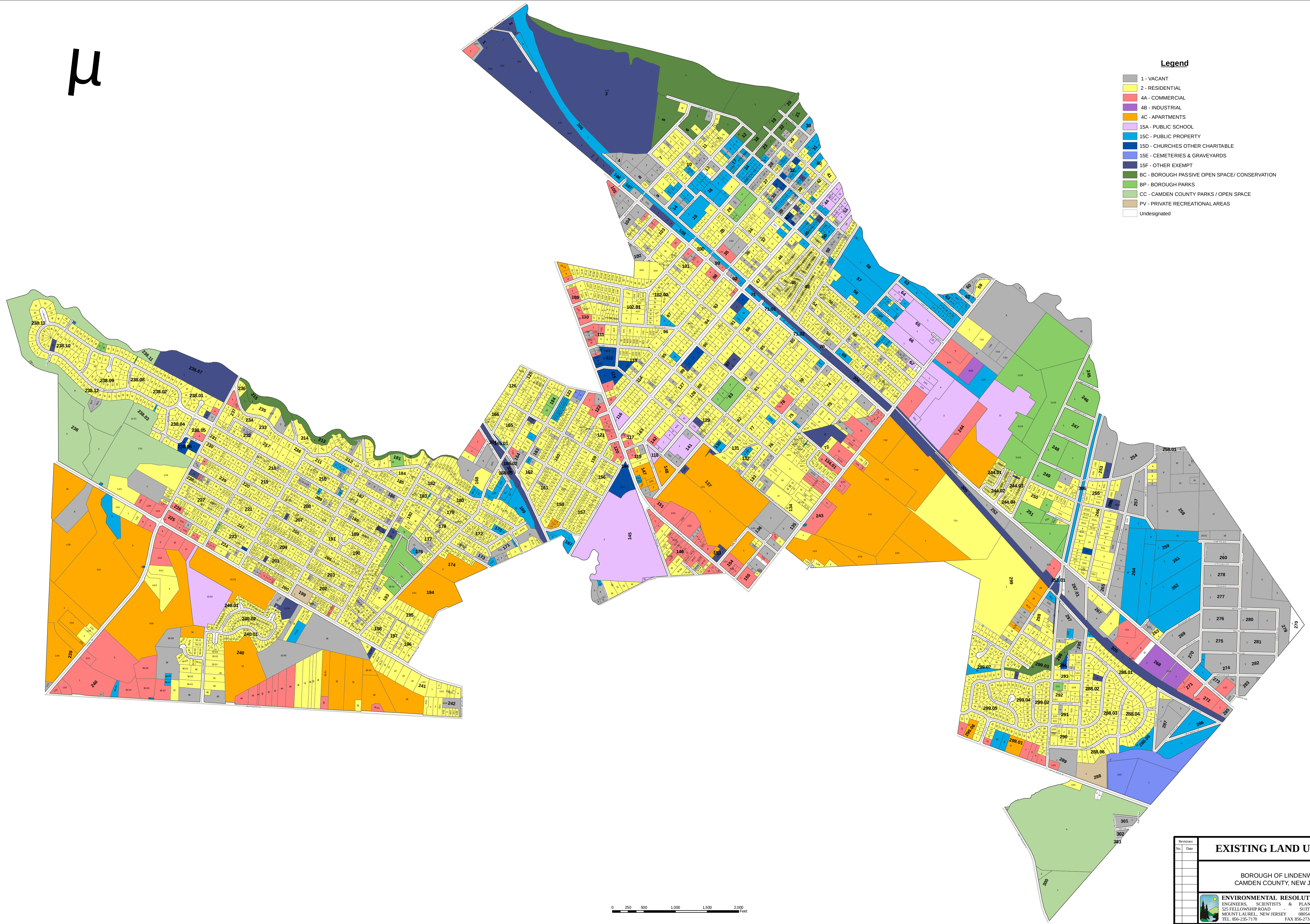
BOROUGH OF LINDENWOLD
CAMDEN COUNTY, NEW JERSEY

ENVIRONMENTAL RESOLUTIONS, INC.
ENGINEERS, SCIENTISTS & PLANNERS
525 FELLOWSHIP ROAD, SUITE 300
MOUNT LAUREL, NEW JERSEY 08054-1719
TEL. 856-235-7170 FAX 856-273-9239

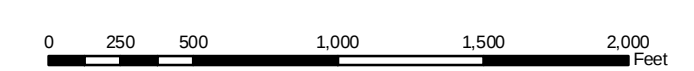
NOTES:
BASE INFORMATION WAS TAKEN FROM A PLAN PREPARED BY KEY ENGINEERS, INC.
ENTITLED ZONING MAP, DATED AUGUST 1998

DATE: 9/97 SCALE: 1"=600' CAD FILE: PROJECT No: SHEET 1 OF 1

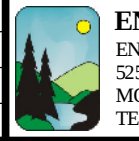
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- Legend**
- 1 - VACANT
 - 2 - RESIDENTIAL
 - 4A - COMMERCIAL
 - 4B - INDUSTRIAL
 - 4C - APARTMENTS
 - 15A - PUBLIC SCHOOL
 - 15C - PUBLIC PROPERTY
 - 15D - CHURCHES OTHER CHARITABLE
 - 15E - CEMETERIES & GRAVEYARDS
 - 15F - OTHER EXEMPT
 - BC - BOROUGH PASSIVE OPEN SPACE/ CONSERVATION
 - BP - BOROUGH PARKS
 - CC - CAMDEN COUNTY PARKS / OPEN SPACE
 - PV - PRIVATE RECREATIONAL AREAS
 - Undesignated



Revisions	
No.	Date

EXISTING LAND USE MAP	
BOROUGH OF LINDENWOLD CAMDEN COUNTY, NEW JERSEY	
 ENVIRONMENTAL RESOLUTIONS, INC. ENGINEERS, SCIENTISTS & PLANNERS 535 FELLOWSHIP ROAD - SUITE 300 MOUNT LAUREL, NEW JERSEY 08054-1719 TEL. 856-235-7170 FAX 856-273-9239	
Scale: 1"=500'	DATE: 9/10/07
NAME: H:\GIS\PROJECTS\4000102.LANDUSE.MXD	
SHEET 1 OF 1	