

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

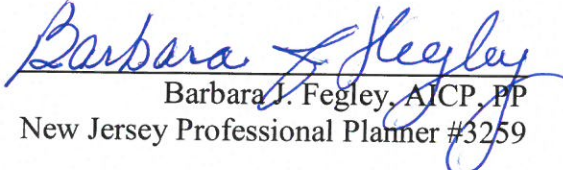
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2017 Zoning Map
2007 Potential Areas in Need of Redevelopment or Rehabilitation
2017 Potential Areas in Need of Redevelopment or Rehabilitation
Policy Map of the NJ State Development and Redevelopment Plan, Camden County

2017 Lindenwold Joint Land Use Board Members

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I. STATUTORY REEXAMINATION OF MASTER PLAN

The Municipal Land Use Law, NJSA §40:55D-1 et seq. requires all municipalities to reexamine their Master Plans every ten years. This ensures that 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 §40:55D-89 of the MLUL, the following language is set forth:

The governing body shall, at least every 10 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 Office of Planning Advocacy and the county planning board. A reexamination shall be completed at least once every 10 years from the previous reexamination.

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," P.L.1992, c.79 (C.40A:12A-1 et al.) 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 was approved October of 2007, so Lindenwold is due for a reexamination report in 2017. Prior reexamination reports were prepared in 1996, 1989, and 1982. The original Master Plan document was prepared in 1978.

A. REVIEW OF PAST PROBLEMS AND OBJECTIVES

The Municipal Land Use Law at 40:55D-89 indicates that the reexamination report shall state:

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

For this section of the reexamination report, a review was conducted of the 2007 Reexamination Report.

1. General Goals, Problems and Objectives Previously Identified

The 2007 Master Plan reexamination reviewed and retained the general goals and policies listed in the 1996 Reexamination. These goals were retained from the 1982 Reexamination and the original Master Plan in 1978. The goals and objectives were as follows:

- 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 general goals, problems and objectives previously identified were found to remain valid to current conditions and challenges that the municipality faces and it is recommended that they be retained.

2. Long Term Goals

The long term goals identified in the 1978 Master Plan that were retained in 2007 are as follows:

- 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 remain current short and long term Borough goal.*
- 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.

3. Land Use Plan: Issues and Recommendations Previously Identified

The 1989 Reexamination report and 1978 Master Plan outlined the following Land Use recommendations that were carried through and discussed in the 1996 and 2007 Reexamination reports.

- 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 (*now over 47 years old*). *The Borough's Housing Element and Fair Share Plan, prepared in 2005, includes Census data on population, housing and employment from 2000, however, that data is now 37 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. *As part of the 2007 Master Plan Reexamination and this 2017 Reexamination, current Existing Land Use Maps were prepared. In addition, the existing Zoning Map was updated in 2007 and 2017 to show all the zones that were not included in the prior map and the current or proposed 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 the 2007 and 2017 Reexaminations.*
- (4) The format for Master Plans established by the Municipal Land Use Law has been revised since 1978. *Efforts should be taken to include all required elements of the Master Plan according to the Municipal Land Use Law. The 2007 and 2017 Reexaminations included all the statutorily required sections. Required and optional elements of the Master Plan are detailed in Section C of this Reexamination. The Borough may wish to prioritize Master Plan elements that would prove beneficial and as funds become available, start completing those elements as feasible.*
- (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 Plan is included was included in Section C of the 2007 Reexamination and updated information is included in this Reexamination. Section C also*

includes a more detailed review of County Plans that were adopted in the last several years and which are relevant to Lindenwold Borough.

- b. Land Use Element and Land Use Controls:** The Land Use Element from 1978 should be updated and it should include a revised land use plan to comply with the statutory requirements for consistency between the master plan and zoning map. The updated Land Use Element should 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.

The Borough should continue its policy of periodically updating its development review system and Land Use Controls. These efforts should include updates of its subdivision and site plan ordinances in response to changes in the Municipal Land Use Law. Local procedures should be updated and ordinances should be codified. A procedure for informal development reviews should be adopted. Proposed 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.
- 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.

In 2002, Camden County conducted an inventory of a number of Camden County communities. The inventory was 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.

To date, it does not appear that measures have been taken to ensure historic properties will be preserved.

- 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:*** 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. 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. It now appears that Arborwood in the Gibbsboro Road Apartment Corridor Area will retain its buildings so open space will be approximately what it is today as far as land area but recreation facilities should be enhanced. The Transit Village Development district is anticipated to follow Traditional Neighborhood Design that includes additional public spaces, however, this project has not moved ahead although the County includes it in their 2040 project vision. In addition, there is a goal of enhancing the pedestrian and bicycle circulation connections to create a linear park system including a significant County plan as will be seen in Section C of this document.
- 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 has been a mandatory element for a municipal master plan since 1985. In 2005 and 2008 the Borough prepared and submitted a Housing Plan Element and Fair Share Plan to the Council on Affordable Housing (COAH).
- k. **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.
- l. **Amtrak Service:*** The impact of the reinstituted rail service from Lindenwold to Atlantic City should continue to be monitored by the Borough. A 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 had conducted developer's forums and has prepared two submissions to the New Jersey Department of Transportation for Transit Village designation. Efforts were continuing in Fall, 2007 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.

- m. *Land Use:*** The 1989 Reexamination 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.

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.

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. General Goals, Problems and Objectives Previously Identified

The status of and comments pertaining to the Goals, Problems, and Objectives that were identified in the 2007 Reexamination Report are included below:

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

The Borough has remained committed to encouraging development in order to expand their tax base. To achieve this, Lindenwold has approved a number of Preliminary Investigations for the Determination of An Area In Need of Redevelopment and Redevelopment Plans to encourage development in underutilized areas of the Borough or in areas that need to be redeveloped. The existing areas of redevelopment include the Gibbsboro Road Apartment Corridor, the DePalma Complex, Linden Lake, and the Transit Village at the PATCO Station and most recently, Arborwood I, II and III.

In 2017, Arborwood I, II and III was the subject of a Determination of Area in Need of Condemnation Redevelopment and a Redevelopment Plan was approved by the Joint Land Use Board and Borough Council. Requests for Proposals to rehabilitate and redevelop the properties were solicited and obtained. A redeveloper will be named and that project should begin moving forward in 2018.

The DePalma Complex Redevelopment Area and the Transit Village Redevelopment District Redevelopment Area have stagnated and not moved forward at this point. The Linden Lake redevelopment has been completed.

This plan recommends seven areas to be studied for possible redevelopment or rehabilitation:

- (1) **White Horse Pike North Area**-Located in the B-2, R-4 and R-1 Zoning Districts on a portion of Blocks 117, 118, 119, 137, 141, 142, 146, 147, 148, 151, 153, 154, and 155;

- (2) **Blackwood-Clementon Road Area**-Located in the B-1, B-2, OP-1 and R-3 Zoning Districts on a portions of Block 240;
- (3) **Gibbsboro Road Area**-Located in the B-1 Zoning District on a portion of Blocks 72, 134, 134.01, 135, 136, 154, 155 and 243;
- (4) **White Horse Pike South**-Located in the B-2 District on a portion of Blocks 288, 289, 299.01, and 299.06;
- (5) **Lindentown**-Located in the R-2 and R-3 Zoning Districts on a portion of Blocks 45 and 48;
- (6) **Lake Worth Area**-Located in the B-1 and R-1A Zoning Districts on a portion of Block 300.
- (7) **Lindenwold Borough/Board of Education Area**-Located in the R-2 Zoning District on Block 44 and 45. It appears that in 2007/2008, Camden County Improvement Authority was preparing a Preliminary Investigation for the Determination of an Area in Need of Redevelopment and a Redevelopment Plan for Blocks 44 and 45 and a portion of Blocks 50, 51 and 52. No record was found that the studies were completed.

b. *Provide adequate housing.*

In 2008, Lindenwold Borough prepared an updated a Housing Element and Fair Share Plan, which detailed the COAH requirements that the Borough was to meet for compliance. At the time, the current affordable housing stock was sufficient and the Borough had no Prior Round Obligation. The Borough was obligated to rehabilitate 74 substandard units and create 89 new units under the projected "growth share."

The Borough's Fair Share Plan included the existing Linden Towers Apartments and Bethany Baptist which totaled 191 affordable housing units. The Linden Lakes Apartments which were completed in the Linden Lake redevelopment area following the last Master Plan Reexamination, created an additional 81 units. The Borough also requested credits for their First Time Homebuyers Program and Home Improvement Income Eligible Program that together totaled 52 units. This brought the total affordable housing stock for which affordable housing credits could potentially be received to 324 units.

A petition for Substantive Certification was filed on December 30, 2008 and the petition was deemed complete on March 3, 2009. The public comment deadline was April 25, 2009 and no objections were filed. At the time, no action or approval was taken by COAH for the Borough to receive approval. This was

not unique to Lindenwold but common throughout the State. Finally, on September 26, 2013, the Supreme Court invalidated the Round 3 regulations adopted in 2008 by the New Jersey Council on Affordable Housing (COAH) which included projection of a "growth share" for residential and non-residential development. On March 14, 2014, the Supreme Court issued an order directing COAH to propose new Round 3 regulations on or before May 1, 2014 and to adopt them by October 22, 2014. The Supreme Court further provided that, if COAH failed to meet the deadlines, the Court would entertain a Motion in Aid of Litigant's Rights which could include an application for the right, on a case-by-case basis, to file a builder's remedy suit against a municipality under COAH's jurisdiction.

On October 20, 2014, the COAH Board met to consider adopting the proposed regulations but reached a 3-3 voting deadlock and therefore did not adopt the proposed regulations. COAH's failure to adopt the proposed regulations left New Jersey municipalities in a continuing state of limbo despite voluntary constitutional compliance.

On October 31, 2014, Fair Share Housing Center (FSHC) filed a Motion In Aid of Litigant's Rights urging the Supreme Court, among other things, to direct trial judges, instead of COAH, to establish standards with which municipalities must comply. FSHC's motion included an alternative fair share calculation for each municipality prepared by its expert David N. Kinsey, FAICP, who updated his initial report on April 16, 2015. The existence of a second set of fair share numbers from FSHC further highlighted the uncertainty of the framework with which municipalities must ultimately comply because there were no standards with which to comply.

The New Jersey Supreme Court held that COAH's administration process had become futile so that parties concerned about municipal compliance with constitutional affordable housing obligations, as well as municipalities that believe they are currently compliant or are ready and willing to demonstrate such compliance, would process exclusionary zoning and/or affordable housing matters in the courts commencing on June 8, 2015. The Decision provided that municipalities which had received Third Round substantive certification from COAH would be permitted within a period of thirty days, beginning on June 8, 2015, and ending on July 8, 2015, within which to file a declaratory judgment action in the Superior Court in order to obtain the judicial equivalent of the substantive certifications that they had either received or that they had applied for but had not yet received.

The Decision also recognized that Approved Municipalities would have five months from either the effective date of the 2015 Decision (June 8, 2015) or from the date in which the municipality filed a Declaratory Judgment action, but no later than July 8, 2015, to submit an amended or supplemental Housing

Element and Fair Share Plan. The amended or supplemental Housing Plan Element and Fair Share Plan would revise the municipal fair share number which had been based on COAH's "growth share" methodology and would revise the plans to show how the municipality proposed to comply with its Mount Laurel affordable housing obligations based on a "fair share" methodology. The amended or supplemental Housing Element and Fair Share Plan would have to be submitted to the court by either November 8, 2015 or December 8, 2015. Trial courts were to calculate the "fair share" obligations for Round 3 and establish the standards with which municipalities must satisfy these obligations, and, they were required to process declaratory judgment actions filed by municipalities seeking approval of an affordable housing plan based upon new judicially established standards which had not yet been determined.

No direction was provided for municipalities that had not received substantive certification and no action was taken by the Borough.

c. *Control blight.*

Lindenwold Borough has been proactive in the demolition of abandoned and deteriorating properties. Additionally, progress has been made toward the redevelopment of blighted areas such as the Gibbsboro Road Apartment Corridor including recent progress on Arborwood I, II and III. New potential areas for redevelopment or rehabilitation have been identified to control blight, including in the Lindentown apartment complex, and along White Horse Pike and Blackwood-Clementon Road.

d. *Encourage property maintenance.*

Over the past ten years, the Borough has made a concerted effort to combat blight, especially in rental properties or owner occupied units that are subsequently rented. There has been an increase in enforcement of the property codes as well as administrative reforms in code enforcement. The passage of ordinances for Property Maintenance (Chapter 238) for vacant property and foreclosed properties and Property Maintenance Codes (Chapter 240) that established minimum standards for exteriors and interiors and enforcement and Rental Property Inspections (Chapter 250) increased the Borough's ability to inspect properties and enforce violations. This has led to an appreciable increase in the maintenance of properties in the Borough. Following are the Ordinances adopted since the 2007 Reexamination along with the date of adoption shown in *italic* print in parenthesis.

Chapter 238: Property Maintenance

Article II: Emergency Situations (2/25/2009)

§238-5 Responsibilities of owners; Borough to remedy uncorrected emergency situations.

Article III: Vacant Property (12/3/2013)

§238-6 Purpose

§238-7 Definitions

§238-8 When effective; when required.

§238-9 Registration statement requirements; property inspection.

§238-10 Fee schedule.

§238-11 Requirements for owners of vacant property.

§238-12 Administration

Article IV: Foreclosed Property (5/13/2015)

§238-16 Statutory authority.

§238-17 Findings and purpose.

§238-18 Definitions.

§238-19 Property Maintenance Code.

§238-20 Registration.

§238-21 Responsible party.

§238-22 Inspections.

§238-23 Violations and penalties.

§238-24 Assessment of lien.

Chapter 240: Property Maintenance Code (6/5/2013)

Article I General

§240-1. Findings and declaration of policy.

§240-2 Purpose.

§240-3 Definitions.

§240-4. Applicability; compliance required.

§240-5. International Property Maintenance Code.

§240-6. Conflict with other laws.

§240-7. Enforcement of and compliance with other ordinances.

§240-8. Effect upon other powers of municipality, officers and departments.

Article II Minimum Standards for Exteriors

§240-9. Owner or operator to keep premises free of hazards, nuisances and unsanitary conditions.

§240-10. Maintenance of exterior of premises and buildings

§240-11. Structural and general maintenance.

§240-12. Maintenance of property in accordance with approved site plan.

Article III Minimum Standards for Interiors

§ 240-13 Standards and regulations for multiple dwellings.

- § 240-14 Provision of basic utilities.
- § 240-15 Basic facility requirements.
- § 240-16 Maintenance of interiors of premises and buildings.
- § 240-17 Compliance with fire code required.

Article IV Enforcement

- § 240-18 Designation of local housing inspector; general powers and duties.
- § 240-19 Additional powers of local housing inspector.
- § 240-20 Adoption of rules and regulations.
- § 240-21 Inspection.
- § 240-22 Inspection fees.
- § 240-23 Service of complaints, notices and orders.
- § 240-24 Conditions constituting unfit buildings.
- § 240-25 Order to repair or demolish.
- § 240-26 Remedies for failure of owner to comply with order to repair or demolish.
- § 240-27 Municipal liens.
- § 240-28 Local housing inspector as receiver of rents and income.
- § 240-29 Removal of brush, debris, garbage, etc.; lien against the premises.
- § 240-30 Referral of violations of other ordinances.
- § 240-31 Power to withhold strict enforcement.
- § 240-32 Extensions.
- § 240-33 Nuisances; abatement or correction by Borough; cost as lien.
- § 240-34 Emergencies.
- § 240-35 Temporary housing in event of emergencies.
- § 240-36 Coordination with Police Department.
- § 240-37 Violations and penalties.
- § 240-38 Statutory authority.

Chapter 250: Rental Property Inspection (Repealed former Chapter 250 Rental Registration) (3/9/2016)

Article I Landlord Responsibility

- § 250-1 Responsibilities of landlords and owners.
- § 250-2. Notice of violation; subsequent violations.

Article II Inspection of Rental Property

- § 250-3. Definitions.
- § 250-4. Inspection application forms; filing; contents.
- § 250-5. Inspection application form; indexing and filing; public inspection; fee.
- § 250-6. Inspection application form; amendments; filing.
- § 250-7. Periodic inspections.
- § 250-8. Access for inspections; repairs.
- § 250-9. Prohibitions on occupancy.
- § 250-10. Issuance of certificate of inspection.

- § 250-11. Fees
- § 250-12. Maximum number of occupants.
- § 250-13. Occupant(s) standards.
- § 250-14. Revocation of certificate of inspection; procedure.
- § 250-15. Severability.
- § 250-16. Inconsistencies.
- Article III Violations; Penalties; Severability
- § 250-17. Violations and penalties.
- § 250-18. Severability and enforceability.

e. *Lessen traffic congestion.*

The installation of turn arrows on Laurel Avenue and Chews Landing Road and improvements on Gibbsboro and Egg Harbor Roads have led to improvements in traffic flow in the area. However, Gibbsboro Road and White Horse Pike continue to be congested due to stalled State and County efforts for improvements.

A number of improvements have been made or are in the process to improve the safety of the streets including the following:

- Chews Landing Road from Laurel Road to Gibbsboro Road-Sidewalk Improvements
- Berlin Road between Gibbsboro Road and White Horse Road- Streetscape Improvements
- U.S. Route 30-Sidewalks at Various Locations
- Berlin Road from Egg harbor Road to United States Avenue-Bike Lanes
- Lake Boulevard-Pavement Repairs

f. *Attract new businesses.*

Lindenwold is committed to expanding the business community which has led to a number of new commercial developments, including a Super-Wawa that recently opened on the White Horse Pike.

Revitalization efforts on White Horse Pike are aimed at encouraging the expansion of commercial development in the corridor, however, the commercial area along White Horse Pike has a number of vacancies and properties are not utilized to their full potential. Designating all or portions of the White Horse Pike as a redevelopment area will allow the municipality to fully utilize the tools available to encourage growth of businesses along the White Horse Pike corridor.

g. *Expand community facilities.*

The newly constructed Lindenwold Municipal building is situated on the lot of the former School #1 which was demolished. School #2 now houses a Head Start program. School #3 at one time was utilized as the administration building and police department headquarters but the building was demolished as is now vacant land. The Board identified an eventual need for a building for Pre-K school. School #4 recently upgraded their parking lot.

Providing sufficient and high quality recreation space for members of the community remains a priority of the Borough. The parks and sports facilities of the Borough are highly utilized and the soccer and football teams share a field, which does not give the grass sufficient time to revegetate, leading to low quality field conditions. An investigation for additional space for use by the soccer team is underway. Options include a new field, an artificial turf field, or repurposing the Egg Harbor Road practice field. The Borough has identified a need for a fully enclosed or fenced facility to encourage use by families with children. Emerson Road ball field was identified as having new equipment and a track but old tennis courts need to be removed with the potential for an enclosed tot lot at that location. Additionally, a bike path along East Atlantic Avenue along the Conrail line to connect Lindenwold with the Camden County Greenway was identified as a needed link.

h. *Protect open space and environmentally sensitive lands.*

In 2006, an Open Space and Recreation Plan was prepared. The Plan enabled a review of open space locations and created an opportunity to inventory the open space assets the community possesses. In June, 2010, an Environmental Resource Inventory (ERI) was prepared for Lindenwold. The ERI identifies general and unique conditions in the Borough and should be used to protect open space and environmentally sensitive lands.

2. Long Term Goals Previously Identified

The status of and comments pertaining to the long-term goals that were carried over into the 2007 Master Plan Reexamination are as follows:

a. *To maintain effective public services to all neighborhoods within the community.*

This goal remains a critical part of the mission of the Borough of Lindenwold.

b. *To expand the fiscal capacity of the community by the promotion of light industrial, office, and commercial development in appropriate areas. Redevelopment and mixed uses are a current short and long term Borough goal.*

The Borough continues to encourage the growth of the business community, including light industrial, office, and commercial development, in order to expand the tax base of the Borough. Progress has been made in a couple of the existing redevelopment zones and the Borough has identified a number of areas for investigation for future redevelopment or rehabilitation. The Borough supports mixed uses identified for the PATCO station, however, there has not been any progress on making this a reality to date.

- c. To enforce a high level of maintenance in all properties to create a safer and more attractive community.*

Lindenwold Borough has improved the overall maintenance of properties, particularly rental properties, with increased enforcement of property codes.

- d. To develop a system of community facilities which meets the safety, educational, and recreational needs of the community, and promote a high level of maintenance of these facilities.*

The Borough has continued to invest in the facilities that serve the community, and has highlighted areas of future investment to better meet the needs of the community, such as in additional recreation fields.

- 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 (CCMUA), provides sewer service to the Borough which has allowed the community to grow. However, the sewer mains are aged and will need improvement or replacement. The same is true for the water mains and storm drains.

- 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, and to effectively accommodate bicyclists and pedestrians across the community.*

The Borough remains committed to collaborating with neighboring communities, the County and the State to deal with regional traffic on major roads, specifically on Gibbsboro Road and White Horse Pike. Funding has been secured from the Delaware Valley Regional Planning Commission to improve portions of the White Horse Pike including portions of the roadway in Lindenwold. The Camden County Highway Plan also highlights a number of other County routes that are a priority for improvements, and the routes that run through Lindenwold are included in Appendix C.

Additionally, the Borough continues to invest in infrastructure that benefits pedestrians and bicyclists, including the installation of sidewalks on Chews Landing, from Laurel Road to Gibbsboro Road, and bike lanes along Berlin Road, from Egg Harbor Road to United States Avenue.

Lindenwold Borough is collaborating with the Delaware Valley Regional Planning Commission in the Berlin Road Streetscape project. This project facilitates the installation of new sidewalk along the road, and the installation of handicap-accessible improvements. It also makes aesthetic improvements to the corridor, such as the planting of roadside trees, as well as the installation of banners and historic period-style light posts. Phase one of the project has been completed, and Phase two is scheduled to start in the Fall of 2017. Lindenwold Borough has also secured a New Jersey Transportation Trust Fund grant for pedestrian improvements along Laurel Road.

3. Land Use Issues and Objectives Previously Identified

The status of and comments pertaining to the long-term goals that were identified in the 2007 Master Plan Reexamination are as follows:

a. Comprehensive Planning:

- 1. Demographic Data:** The 2008 Housing Element utilizes data from the 2000 census. However, a new census was conducted in 2010, and this data should be incorporated into the Master Plan to give the clearer picture of the demographic factors that affect the Borough.
- 2. Existing Land Use Map:** The Existing Land Use Map for Lindenwold Borough was updated along with this Reexamination Report. An updated Zoning Map and Approved and Potential Areas in Need of Redevelopment or Rehabilitation are included in this Reexamination.
- 3. Rezoning:** The Zoning Map is updated to include all current zone classifications.
- 4. Master Plan Format:** Section D of this Reexamination Report identifies mandatory and optional Master Plan elements that the borough may wish to consider preparing in the future.
- 5. New Jersey State Development and Redevelopment Plan:** The New Jersey State Development and Redevelopment Plan has been incorporated into the Master Plan Reexamination of Lindenwold Borough.

b. Land Use Element and Land Use Controls:

A number of Ordinances have been adopted as recommended in the 2007 and prior Master Plan Reexamination Reports. These include those for an amended Environmental Commission and Flood Hazard Area, Joint Land Use Board (repealing the prior Planning Board and Zoning Board of Adjustment), Environmental assessment requirement, Checklists for Applications, Home Occupations, Solar and Wind Facilities, and Critical and Sensitive Environmental Areas. The following ordinances have been amended or adopted. All are now codified and available on the Lindenwold Borough website. Dates of adoption or amendment are shown in *italic* print in parenthesis.

Chapter 145: Environment

Article I: Environmental Commission (Amended in its entirety 4/4/2012)

Chapter 164: Flood Hazard Areas (Amended in its entirety 9/12/2007)

Chapter 190: Land Use and Development

§190-1 Purpose and Intent. (Added 12/12/2012)

§190-2 Definitions of terms. (Amended 12/12/2012)

§190-3 Joint Land Use Board Membership, terms of office.
(Repealing the Planning Board and Zoning Board of Adjustment
and changing them to the Joint Land Use Board) (12/12/2012)

§190-37 Fee Schedule (4/8/2009)

§190-26 Change of Use (*Amended 2/6/2013*)

§190-55 Landscaping and ground cover. (10/12/2011)

§190-68 Trees; landscaping; topsoil protection; trash Enclosures.
(12/26/2007)

§190-69 Environmental assessment. (12/26/2007)

§190 Attachment 1 Checklist-Final Major Subdivision Plats
(5/13/2009)

§190 Attachment 2 Checklist-Minor Site Plan (5/13/2009)

§190 Attachment 3 Checklist-Minor Subdivision Plats (5/13/2009)

§190 Attachment 4 Checklist-Preliminary and Final Site Plan
(5/13/2009)

§190 Attachment 5 Checklist-Preliminary Major Subdivision Plat
(5/13/2009)

Chapter 365: Zoning

Articles II, VI, VII, VIII, IX, X Definition of Home Occupation and
Standards and Conditions under which they are Permitted in R-1,
R-1A, R-2, R-3 and R-4 (2/6/2013)

Article XVI Buffer Strips (Required for OP-1, B-1, B-2, I-1 adjacent to
Residential Zone) (12/12/2012)

Article XXVI Sustainable Energy (12/29/2010)

§365-142 Solar panels and solar devices.

§365-143 Wind energy.

Article XX: Critical and Sensitive Areas (3/26/2008)

§365-111. Purpose.

§365-112. Critical area requirements.

§365-113. Construction limitations in critical areas.

§365-114. Permitted construction in critical areas.

§365-115. Considerations for development in critical areas.

§365-116. Sensitive area requirements.

§365-117. Construction limitations in sensitive steep slope areas.

§365-118. Requirements for construction in sensitive areas.

In 2015, the Borough made a zoning change from B-1, Neighborhood Commercial to B-2, Highway Commercial, at the intersection of Laurel Road (CR 673) and Chews Landing Road (CR 683). This change includes the following Lots and Blocks:

Block	Lot
225	4, 5, 9.02
238	1.02
239	4, 6
240	5, 6

The purpose of the Neighborhood Commercial is to "create a zoning district for business, office, service and professional uses serving the neighborhood in which they are located." The permitted uses of the district include a variety of business, office, service, and public uses, but prohibits gas stations, automobile sales and parking, among others. The purpose of the Highway Commercial district states that its uses should include "business uses which benefit from locations along major roads and highways and which provide goods and services needed by the community in which they are located."

The existing use of these lots was more consistent with that of Highway Commercial. Block 225, Lot 5 contained a Gulf gas station, and Block 225, Lot 4 and 9.02 contained a Wawa convenience store. Block 238, Lot 1.02 contained a Rite-Aid store. Block 239, Lots 4 and 6 contained a Citgo gas station and Block 240, Lots 5 and 6 contained a Walgreens store.

The exiting uses of the lots were more consistent with Highway Commercial. Additionally, Chews Landing Road and Laurel Road are heavily travelled routes that support regional traffic. Highway Commercial permits all of the uses in Neighborhood Commercial, but also permits gas stations and

convenience stores, which are existing uses of the area. All these factors contributed to the zoning change.

c. Housing Values:

The Borough continues to pursue land use policies that positively affect housing values and encourages the construction of new, high value development. This increases equity for homeowners in the community and is also beneficial to the tax base of the Borough.

d. Property Maintenance Code Enforcement:

The Borough has made progress over the past ten years in enforcing its municipal code to ensure a high level of property maintenance. Of particular interest was the maintenance of rental properties, which were plagued by a lack of maintenance and frequently had absentee landlords; as well as vacant and foreclosed properties that were no longer being maintained. The following ordinances were passed in order to encourage a high level of property maintenance:

1. Ordinance Number 1353 required the registration and inspection of any and all vacant properties in the Borough, and established requirements for the owners of vacant properties, including the prevention of unauthorized entry.
2. Ordinance Number 2014-01 updated the procedure for accessing fines against property code violators.
3. Ordinance Number 2015-05 sets forth a procedure by which the Borough can place a lien against the creditor of a foreclosed property due to property code violations. It also requires the registration of any foreclosed vacant property with the municipality.
4. Ordinance Number 2016-02 requires landlords to file an inspection form with the municipality and to apply for annual inspections of the rental units. Landlords who fail inspection or violate other municipal codes are subject to having their certificate of inspection and license to rent in the Borough revoked.

These measures, along with an increase in enforcement of property codes, have lead to an overall increase in property maintenance, particularly in rental properties. However, this still remains an area of interest for the Borough.

e. Historic Preservation:

No action has been taken on Historic Preservation recommendations.

f. Sign Controls:

The Board indicated that sign controls are no longer an issue.

g. Wetlands:

Wetlands continue to be regulated by the NJ Department of Environmental Protection. In 2008 the Borough passed ordinances protect Critical and Sensitive Areas as previously identified in this section of the Reexamination Report.

h. Recreation:

The status of recreation goals was discussed in 1.g. above.

i. Amtrak Service:

The Transit Village concept is still a priority despite inaction on the proposal. The Delaware Valley Regional Planning Commission and Camden County include the transit village concept in their 2040 vision plans.

j. Land Use:

As part of this Reexamination report, the 2017 Existing Land Use Map identifies public lands and vacant land. This will give the municipality a clearer picture of the land that is available to the Borough, and allow for it to be utilized effectively.

a. Housing Element:

The most recent Housing Element that exists is from 2008.

b. Other Elements:

In 2010, the Borough completed an Environmental Resource Inventory. This report is designed to increase the Borough's understanding of the natural resources it exist around it, and how they might be protected. It can be used as a tool to guide land use policies in order to preserve natural resources and open land.

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 Changes

According to the Policy Map of the New Jersey State Development and Redevelopment Plan for Camden County, March 5, 2010, contained in the Map Pocket, the majority of Lindenwold Borough is located in a Metropolitan Planning Area. A minor portion of the southeastern corner of the Borough, south of the White Horse Pike, U. S. Route 30, in the Lake Worth area, is situated in the Suburban Planning Area. The State Development and Redevelopment Plan states the following goals that are necessary to deliver the plan's Vision and Mission.

Goal 1: Targeted Economic Growth: Enhance opportunities for attraction and growth of industries of statewide and regional importance.

Goal 2: Effective Planning for Vibrant Regions: Guide and inform regional planning so that each region of the State can experience appropriate growth according to the desires and assets of that region.

Goal 3: Preservation and Enhancement of Critical State Resources: Ensure that strategies for growth include preservation of our State's critical natural, agricultural, scenic, recreation, and historic resources, recognizing the role they play in sustaining and improving the quality of life for New Jersey residents and attracting economic growth.

Goal 4: Tactical Alignment of Government: Enable effective resource allocation, coordination, cooperation and communication among those who plan a role in meeting the mission of this Plan.

2. Regional Changes

In the 2007 Master Plan Reexamination Report there were two regional studies identified for the White Horse Pike. The first was a 2003 DVRPC study for the White Horse Pike Redevelopment Coalition and the second was a 2006 Camden County Improvement Authority White Horse Pike Plan. There were no regional studies identified from 2007 to the present.

3. County Changes

a. 2014 Camden County Land Use Element of the Master Plan

The Camden County Land Use Element of the Master Plan was updated in 2014. The Land Use Element was intended to provide the County and its 37 municipalities with an actionable vision for the future with a clear picture of what the County landscape would look like by 2040. The vision for Camden County in 2040 will be a place where all of life's opportunities are within reach. To guide the County and its municipalities to achieving that vision, three principles guide and inform the goals and policy actions of the Land Use Element. These principles are:

1. ***Vibrancy***-Promotes economic and social interaction through the strengthening of downtowns, mixed-use centers, and strong, well-connected neighborhoods.
2. ***Proximity***-Promotes sustainable, compact land use patterns in areas with existing infrastructure, in addition to enhanced multi-modal connections throughout the County, allowing undeveloped and natural areas to remain untouched.
3. ***Durability***-Promotes long-term sustainable policies and land use patterns that ensure that Camden County meets the social, economic, and environmental needs of its current and future residents.

These principles provide a foundation for the recommendations found within 10 geographically distinct policy goals that create a land use policy across the County. The Land Use Element is to be used as a tool for guiding municipalities in developing land use regulations, and for evaluating consistency with municipal actions such as master plans, zoning ordinances, and redevelopment plans.

The Plan divides the County into distinct "Investment Areas," and prescribes different growth policies for each area based on existing development and the assets of the region. "Growth Areas" are regions that already have significant urban or suburban development and also have the infrastructure in place to support dense population centers, such as mass transit and sewer service.

The majority of Lindenwold was identified as a Priority Growth Investment Area (PGIA) (Appendix A, Land Use Vision Map) which is defined as an area where more significant development and redevelopment is preferred and where public and private investment to support such development and redevelopment will be prioritized. These areas are

defined as areas best suited for future development and redevelopment due to their existing infrastructure, and planned employment and population clusters. Future growth, development and investment in these areas should be primarily in the form of revitalization and infrastructure upgrades, redevelopment of underutilized and contaminated sites, redevelopment near transit infrastructure, infill development in existing neighborhoods and corridors, improvements to the pedestrian, bicycle, and transit infrastructure network, and renovation and reuse of structures with historic value.

A small portion of Lindenwold in the southeast corner of the Borough was identified as an Alternate Growth investment Area (AGIA). These are areas composed primarily of suburban areas with tracts of undeveloped land that are within the County's sewer service area. The areas have adequate public infrastructure to accommodate growth, but they generally lack assets essential to smart growth development such as proximity to transit, mixed use centers, multi-modal infrastructure, interconnected street networks, and parks and recreation areas.

The Land Use Vision Map identifies the Lindenwold PATCO station and connection to the New Jersey Transit Atlantic City line as an existing Transit Center. The policy goal of Transit Centers is to encourage active transit corridors by clustering growth, development, and a vibrant mix of uses within a walkable distance of transit stations.

The Land Use Vision Map also identifies U.S. Route 30, White Horse Pike as an Arterial Corridor on the Land Use Vision Map. The policy goal for arterial corridors is to improve multi-modal conditions and land use quality along aging strip arterial corridors.

Finally, Borough's waterways including the South Branch Cooper River, Trout Run, North Branch Timber Creek and Masons Run and Laurel Lake, Kirkwood Lake and Worth Lake are identified as Resilient Landscapes. The policy goal for Resilient Landscapes is to ensure that the County's green (natural) and grey (urban) systems work to reduce the impacts of natural disasters, create viable alternatives for non-motorized forms of transportation, and promote sustainable forms of land use development.

Descriptions of the Priority Growth Investment Areas, Alternate Growth Investment Areas, Transit Centers, Arterial Corridors and Resilient Landscapes are included in Appendix A.

The County Land Use Element provides population and employment projections for each municipality based on the 2010 U.S Census Bureau and DVRPC Projections. For Lindenwold, the 2010 population is 17,613

and the 2040 population forecast is 17,886, an additional 273 persons and a 1.5% increase from 2010 to 2040. 2010 employment is identified as 2,925 and the 2040 employment forecast is 2,970, an increase in 45 or a 1.5% increase.

b. 2015 Camden County Bicycling and Multi-Use Trail Plan

The Camden County Bicycling and Multi-Use Trails Plan dated January, 2015 was developed to improve transportation networks for pedestrians and bicyclists in Camden County. The Plan includes the following goals:

1. Improve connections to important local destinations such as schools, transit, commercial districts, and employment centers.
2. Define spaces and bring awareness to local points of interest.
3. Provide additional recreation opportunities by linking pedestrians and bicyclists to parks and open space, bodies of water, and other outdoor amenities.
4. Increase safety for all users by using uniform signage and identifying standards for facility design and maintenance.

The Bicycling and Multi-Use Trails Plan identified a number of ongoing regional projects aimed at improving the bicycle and pedestrian infrastructure in the region. The first was the establishment of a County-wide Greenway that was first proposed in the 2004 Camden County Open Space and Farmland Preservation Plan. Figure 8. Existing Facilities Map Panel 4 and Figure 9. Existing Facilities Map Panel 5 (Appendix B) show an On-Road Bicycle Lane on Berlin Road (County Route 702 from an area west of the Borough to E. Linden Avenue (County Route 700. An Off-Road Multi-Use Route is shown from E. Linden Avenue to E. Gibbsboro Road (County Route 686) along a Sidepath of Berlin Road. The On-Road Bicycle Lane then extends from the terminus of the Sidepath west on Egg Harbor Road (County Route 702) to United States Avenue where it becomes the Lindenwold Bike Path going approximately 0.25 miles east and west to the Borough boundary where it becomes Gibbsboro Bike Path, continuing on to Gibbsboro.

Figure 19. Network Recommendations Map Panel 4 and Figure 20. Network Recommendations Map Panel 5, also contained in Appendix B, show a number of Off-Road Multi-Use Trails and On-Road Bicycle Facilities and Mixed Treatment Facilities To Be Considered in the Borough. These include routes along Kirkwood Lake and the South Branch Cooper River municipal boundary line leading to the Lindenwold Sports Complex; a trail through the Lake Worth area, a trail starting at the White

Horse Pike on the eastern side of the Borough and going north and then east to South Atlantic Avenue, a Pine Lake Trail and a variety of other trails in and through the Borough.

Figure 23. Proposed Facilities on Roads with a Speed Limit of 40 MPH or More (Northern Portion of County) and Figure 24. Proposed Facilities on Roads with a Speed Limit of 40 MPH or More (Southern Portion of County) shows on proposed facility in Lindenwold on Clementon Road (County Route 686) from Gibbsboro south to Berlin Road.

The Bicycling and Multi-Use Trails Plan provides the following facility type and cost summary for Lindenwold:

Existing Facilities

Circuit Trails	--
Other Trails	1.3 Miles
Bicycle Lanes	1.6 Miles
Total	2.46 Miles

Proposed Facilities

Circuit Trails	0.99 Miles
County Identified Trails	3.84 Miles
Other Trails	2.48 Miles
Bicycle Facilities	5.52 Miles
Mixed Treatments	0.97 Miles
Recommended Routes	5.57 Miles
Total	19.37 Miles

Costs

Cost Off-Road Facilities	\$3,517,133
Cost On-Road Facilities	\$ 561,487
Total Costs	\$4,078,620

Potential sources of funding for bicycle and multi-use trail projects are included in the Plan.

The Plan discusses its goal to encourage the creation of bicycle lanes and multi-use trails to connect bicyclists and pedestrians with "attractors," such as schools, parks, bodies of water, transit centers, retail centers, and employment. It specifically mentions the PATCO Station in Lindenwold as a transit center that would benefit from improvements that would connect pedestrians and bicyclists to the station.

The Plan also identifies the existing improvements across the state, and makes specific recommendation as to how each municipality might

improve bicycle and pedestrian access on their roads. The plan identified the existing Berlin Road Sidepath and the Bike Lanes along Berlin Road to either end of the Sidepath. They also identify the Lindenwold Bike Path along United States Avenue, near the Lindenwold Sports Complex. The plan suggests that further improvements are made, including Bike Lanes along the full length of Berlin Road and Gibbsboro Road, the construction of the East Atlantic Bikeway through Lindenwold, the creation of trails through the wooded areas near Pine Lake, and a trail along the northern border of the Borough, near Kirkwood Lake. The plan suggests that these improvements be addressed by municipalities in upcoming Open Space and Circulation Elements of their Master Plans.

c. 2015 Camden County Highway Plan

The March 2015 Camden County Highway Plan serves as an element to the update of the overall Camden County Master Plan. The project was developed by the Delaware Valley Regional Planning Commission (DVRPC) for and with the Camden County Division of Planning. The Highway Plan sets the vision and direction for highway infrastructure and networks to keep pace with changes anticipated by 2040. Since the Borough of Lindenwold contains a number of County roadways, a summary of the County Highway Plan with exhibits from the Plan are contained in this 2017 Master Plan Reexamination. Figures from the 2015 Camden County Highway Plan are contained in Appendix C.

Figure 2. 2010 Land Use map shows generalized land uses in the County. In Lindenwold, A DVRPC 2040 Long-Range Plan Center is shown in the area of the Lindenwold High Speed Line Station. Figure 7 shows The County Route Network of Principal and Minor Arterial roads, Major and Minor Collector roads, and local roads. Mass Transit Services are shown on Figure 8 with the Lindenwold High Speed Line area shown as a DVRPC 2040 Long-Range Plan Center. NJ Transit Bus Routes are shown through the Borough. Figure 10 shows Incident Management Highway Networks. In Lindenwold, County Route 702 and 686 and 534 are shown as a County Expressway Detour Route. U.S. Route 30 is shown as an Evacuation Route. Figure 12. Highway Safety Improvement Program map shows Current County Route Safety-Eligible Improvement Locations. County Routes 686, 534 and 673 are shown as Highway Safety Improvement Program Eligible Pedestrian Corridors. Regional Transportation Improvement Projects on the FY2014-2017 Transportation Improvement Program (TIP) and the 2040 Long Range Plan (LRP) are shown on Figure 13. Rehabilitate Lindenwold Station is shown as a 2040 Long Range Plan.

Other Figures of interest to the Borough from the Camden County Highway Plan include the following that are contained in Appendix C.

Figure 17. Current Traffic Congestion and Traffic Safety-Segments of Concern

Figure 18. Year 2040 Traffic Congestion-Segments of Concern

Figure 21. Bike Facilities on County Routes (Existing, Proposed, and Planned)

Figure 22. Recommended Traffic Safety Program

Figure 23. Regional Mobility Improvement Program

Figure 24. County Route Mobility Improvement Recommendations

d. Camden County 2017 Highway Master Plan Update

A 2017 update to the County Highway Master Plan identified the following recommendations for County roads in Lindenwold:

Corridor-wide intersection improvements focused on improving level of service, turning lanes and turning lane width, over all safety for motorized and nonmotorized users, complete streets investigation and improved air quality for:

County Route 673-Blackwood Clementon Road

County Route 683-Laurel Road

County Route 534-Chews Landing-Clementon Road

County Route 683-Park Avenue

US Route 30-Carlton Ave-Linden Avenue

County Route 701-Carlton Avenue-Norcross Road

County Route 699-Egg harbor Road

e. Sustainable Camden County, The Sustainability Plan for Camden County 2018

Camden County prepared The Sustainability Plan for Camden County, NJ 2018 to assist the County to continually strive to be a sustainable community. The Plan continues The Green Initiative created in 2007. The 2018 Plan lists eleven actions with a total of 63 initiatives related to the goal of creating a more sustainable community. There are no specific recommendations for the Borough but rather actions and initiatives that every community should take to become sustainable. Should the Borough decide to prepare a Sustainability Element of the Master Plan, the County Plan would be a starting point upon which to build a customized plan for Lindenwold.

4. Municipal Changes

1. The permitted uses of the B-2 Highway Commercial Zone (§367-67), were amended to include as a permitted use "automotive repair and service station." Previously, only "automobile body repairs and painting" were permitted.
2. Article III of the Property Maintenance Code (§238-8 to §238-15), "Vacant Property," was adopted to regulate the ownership and maintenance of vacant properties due to the tendency of such properties to become unmaintained and blighted. The article requires that a the owner of a vacant property must register that property with the Municipal Construction Official within 60 days of the property becoming vacant or within 30 days of assuming ownership of a vacant property, and renew their registration annually. The Borough also requires the owner to allow routine inspection of the interior and exterior of the property to ensure compliance with property code. The article also required that an owner of a vacant building enclose the property from unauthorized entry and post signage listing the name, address, and telephone number of the owner, as well as a "No Trespassing" message.
3. Article IV of the Property Maintenance Code (§238-16 to §238-24), "Foreclosed Property, " was adopted to require the require the registration of foreclosed properties and allow the municipality to monitor and enforce the maintenance of such properties. Any creditor who forecloses on the mortgage of a property in Lindenwold must register the property with the Construction Official within 10 days of the foreclosure. The article makes the creditor responsible for maintenance a foreclosed property, according to the standards in the Property Maintenance Code (§240). The article requires that the creditor permit routine inspections of the property. If the property is in violation of the Property Maintenance Code, the Borough will require the creditor to abate the violation. If the creditor fails to abate the violation, the municipality may do so at its expense and access a lien against the property for the amount expended by the municipality.

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.

1. Master Plan Recommendations

The Municipal Land Use Law (MLUL) (40:55D-28) states that a planning board may prepare, and, after public hearing, adopt or amend a master plan or component parts thereof, to guide the use of lands within the municipality in a manner which protects health and safety and promotes the general welfare. At some point in time, the Borough may wish to update the 1978 Master Plan Land Use Element and add additional required and optional elements to the Master Plan

A Master Plan comprises a report or statement and land use and development proposals, with maps, diagrams and text, presenting, at least the following required elements (1) and (2) and, where appropriate, the following optional elements (3) through (16). Although the Housing Plan Element is identified as optional element, other regulations identify it as a required element.

- (1) A Statement of Objectives, Principles, Assumptions, Policies and Standards upon which the constituent proposals for the physical, economic, and social development of the municipality are based;
- (2) A Land Use Plan Element (a) taking into account and stating its relationship to the statement provided for in (1) above, and other master plan elements provided for below and natural conditions, including, but not necessarily limited to, topography, soil conditions, water supply, drainage, flood plain areas, marshes, and woodlands, (b) showing the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, educational and other public and private purposes or combination of purposes; and stating the relationship to the existing and any proposed zone plan and any proposed zone plan and zoning ordinance: and (c) showing the existing and proposed location of any airports and the boundaries of airport safety zones; and (d) including a statement of the standards of population density and development intensity recommended for the municipality.
- (3) A Housing Plan Element
- (4) A Circulation Plan Element
- (5) A Utility Service Plan Element
- (6) A Community Facilities Plan Element
- (7) A Recreation Plan Element

- (8) A Conservation Plan Element
- (9) An Economic Plan Element
- (10) A Historic Preservation Plan Element
- (11) Appendices or report containing the technical foundation for the master plan and its elements
- (12) A Recycling Plan Element
- (13) A Farmland Preservation Plan Element
- (14) A Development Transfer Plan Element
- (15) An Educational Facilities Plan Element
- (16) A Green Buildings and Environmental Sustainability Plan Element

The Master Plan and its plan elements may be divided into subplans and subplan elements projected according to periods of time or staging sequences. If the Board decides at some point the Master Plan should be updated, elements (1) and (2) should be prepared. Item (3), the Housing Element and Fair Share Plan should also be updated to reflect more current conditions. At any point, depending on the availability of funds, optional elements (4) through (16) may be prepared if the plan would be beneficial to the Borough.

2. Zoning Recommendations

At this time there are no specific zoning changes that are recommended, however, it is recommended that a new Zoning Map be prepared that is digitized so that it can be easily overlain on the Existing Land Use Map to clearly see where conflicts in zoning districts and existing land uses exist. Areas where conflicts occur should be discussed and as necessary to provide consistent zoning and existing land uses, conflicts should be resolved with zone changes.

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 al.) 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.

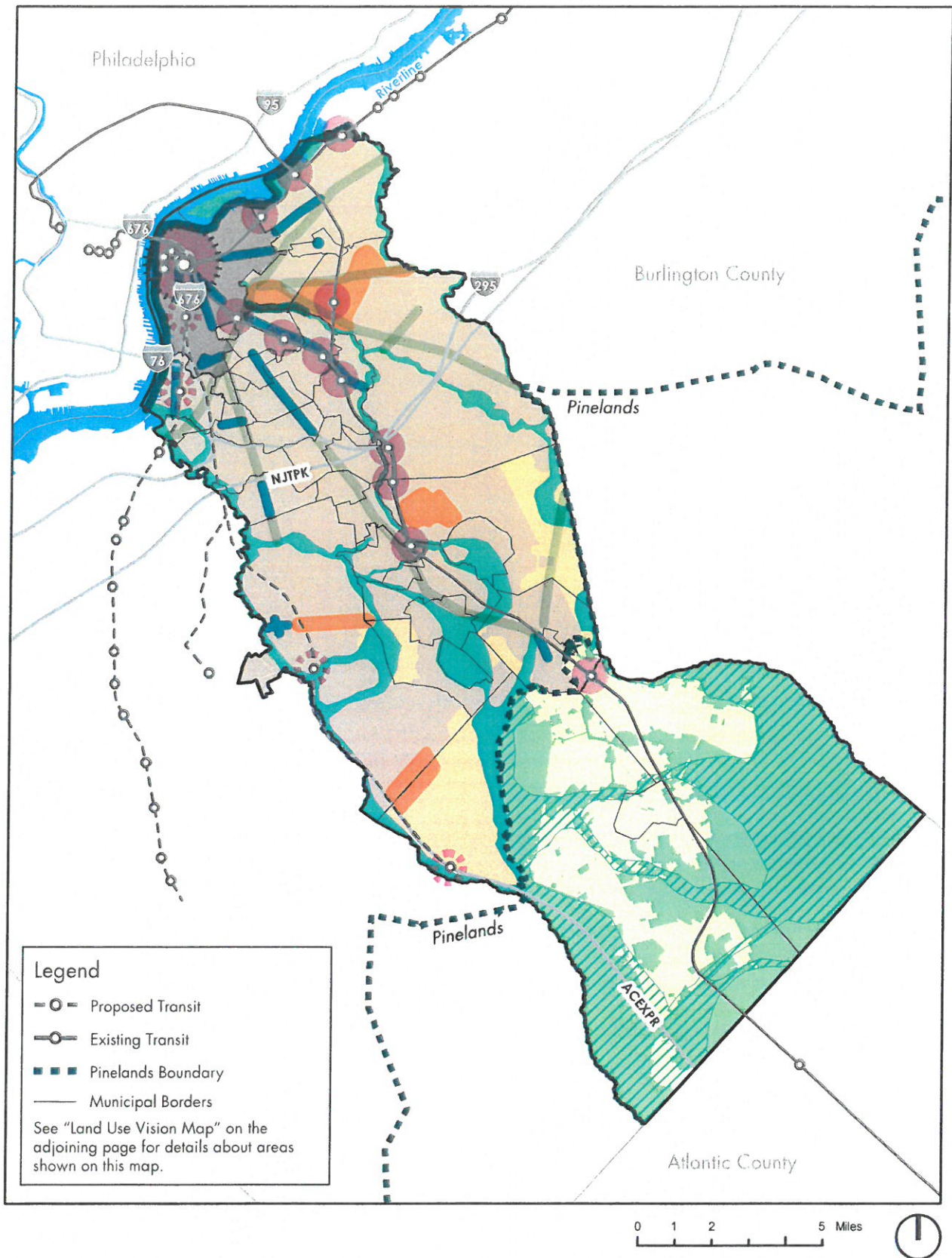
This Master Plan Recommends the following areas for a Preliminary Investigation of An Area of Need of Redevelopment or Rehabilitation:

- (1) **White Horse Pike North Area**-Located in the B-2, r-4 and R-1 Zoning Districts on a portion of Blocks 117, 118, 119, 137, 141, 142, 146, 147, 148, 151, 153, 154, and 155.
- (2) **Blackwood-Clementon Road Area**-Located in the B-1, B-2, OP-1 and R-3 Zoning Districts on a portions of Block 240 and 242.
- (3) **Gibbsboro Road Area**-Located in the B-1 Zoning District on a portion of Blocks 72, 134, 134.01, 135, 136, 154, 155 and 243;
- (4) **White Horse Pike South**-Located in the B-2 District on a portion of Blocks 288, 289, 299.01, and 299.06;
- (5) **Lindentown**-Located in the R-2 and R-3 Zoning Districts on a portion of Blocks 45 and 48;
- (6) **Lake Worth Area**-Located in the B-1 and R-1A Zoning Districts on a portion of Block 300.
- (7) **Lindenwold Borough/Board of Education Area**-Located in the R-2 Zoning District along Linden Avenue on Block 44 and 45. It appears that in 2007/2008, Camden County Improvement Authority was preparing a Preliminary Investigation for the Determination of an Area in Need of Redevelopment and a Redevelopment Plan for Blocks 44 and 45 and a portion of Blocks 50, 51 and 52. No record was found that the studies were completed.

APPENDIX A

**CAMDEN COUNTY LAND USE ELEMENT, 2014
SELECT MAP AND PAGES**

Land Use Vision Map



Land Use Vision Map

The "Vision Map" identifies and defines the local priorities for future land use identified at the regional and local levels. It represents the compilation of the **County Investment Framework** and the **Community Vision Overlay**.

COUNTY INVESTMENT AREA FRAMEWORK

GROWTH AREAS

POLICY GOAL 1: Promote growth, development, and redevelopment activities in suburban and urban communities that contain existing or planned infrastructure, existing population and employment clusters, and dense settlement patterns.

 Priority Growth Investment Area (PGIA)

 Alternate Growth Investment Area (AGIA)

CONSERVATION/PRESERVATION AREAS

POLICY GOAL 2: Encourage limited growth, conservation, or preservation activities in areas that do not contain existing or planned infrastructure supportive of large-scale growth and development, and contain a majority of resources that are important to the environmental, scenic, and agricultural qualities of the County.

 Limited Growth Investment Area (LGIA)

 Priority Preservation Investment Area (PPIA)

COMMUNITY VISION OVERLAY



METROPOLITAN CORE

POLICY GOAL 3: Support and promote the vitality and revitalization of the City of Camden.



INNOVATION HUB

POLICY GOAL 4: Leverage the synergy of educational, business, institutional uses and regional attractions to spur a regional mixed-use hub in downtown Camden.



TRANSIT CENTERS

POLICY GOAL 5: Encourage active transit corridors by clustering growth, development, and a vibrant mix of uses within a walkable distance of transit stations.



SUBURBAN CENTERS

POLICY GOAL 6: Evolve suburban centers to become not just hubs of commerce, but also walkable, mixed-use focal points of the community.



MAIN STREETS

POLICY GOAL 7: Support the vitality of neighborhood main streets as anchors of the local community.



ARTERIAL CORRIDORS

POLICY GOAL 8: Improve multi-modal conditions and land use quality along aging strip arterial corridors.



ACTIVE WATERFRONTS

POLICY GOAL 9: Harness the economic and cultural potential of the County's signature destination parks, riverfronts, and open spaces.



RESILIENT LANDSCAPES

POLICY GOAL #10: Ensure that the County's green and grey infrastructure systems work to reduce the impacts of natural disasters, create viable alternatives for non-motorized forms of transportation, and promote sustainable forms of land use development.

Growth Area #1: Priority Growth Investment Areas (PGIA)

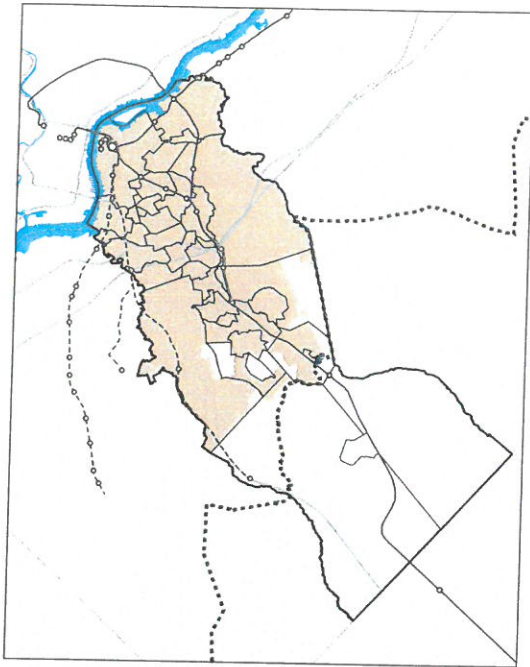
POLICY GOAL #1: Promote population and employment growth, development, and redevelopment activities in suburban and urban communities that contain existing or planned infrastructure, existing population and employment clusters, and dense settlement patterns.



LAND USE POLICY INTENT

Camden County's Priority Growth Investment Areas are composed of the County's key urban areas, inner-ring suburbs, main streets, transit and utility infrastructure, and centers of commerce and employment. Because of these assets, the Priority Growth Investment Area is the ideal location for meeting the County's future growth projections. Future growth, development, and investment should primarily take the form of revitalization and infrastructure upgrades, redevelopment of underutilized and contaminated sites, (re)development near transit infrastructure, infill development in existing neighborhoods and corridors, improvements to the pedestrian, bicycle, and transit infrastructure network, and renovation and reuse of structures with historic value.

AREA MAP



DEFINITION

A "Priority Growth Investment Area" (PGIA) means: "an area where more significant development and redevelopment is preferred and where public and private investment to support such development and redevelopment will be prioritized".

PRIORITY GROWTH INVESTMENT AREA (PGIA) CRITERIA

The following criteria defines the geographic extents of Priority Growth Investment Areas in Camden County:

1. Former State Plan Policy Map Metropolitan Planning Areas (PA 1) and Nodes
2. Unexpired State Planning Commission Approved Centers, Urban Complexes and other areas designated for development or redevelopment
3. Municipally Designated Transfer of Development Rights "Receiving Areas"
4. Municipally Designated "Urban Enterprise Zones"
5. Municipally Designated "Areas in Need of Redevelopment" or "Areas in Need of Rehabilitation"
6. Approved "Foreign Trade Zones"
7. Land within Higher Education Campuses suitable for development / redevelopment
8. NJDOT Certified Transit Villages
9. "Urban Transit Hubs" as defined by EDA's Urban Transit Hub Tax Credit Program
10. Land owned by the New Jersey Sports and Exposition Authority
11. Additional area, upon municipal request, provided that such areas are consistent with the County's Land Use Policy Goal and Policy Intent for Priority Growth Investment Areas as defined herein.

Growth Area #2: Alternate Growth Investment Areas (AGIA)

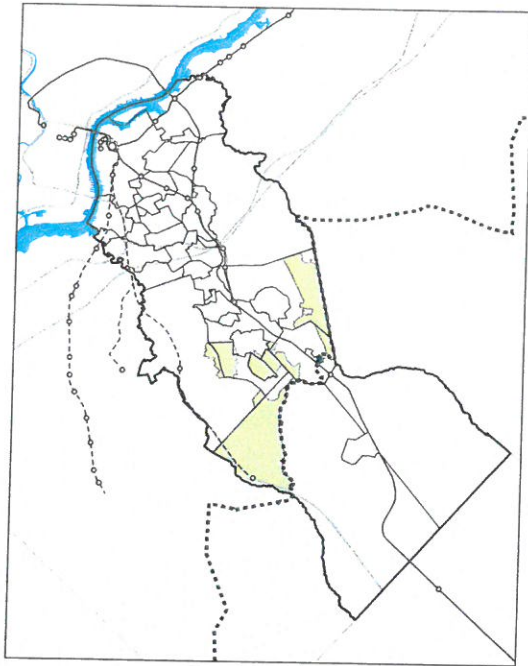
POLICY GOAL #1: Promote population and employment growth, development, and redevelopment activities in existing communities that contain existing or planned infrastructure, existing population and employment clusters, and dense settlement patterns.



LAND USE POLICY INTENT

Camden County's Alternative Growth Investment Areas are composed primarily of suburban areas with tracts of undeveloped land that are within the County's sewer service area. While these areas have adequate public infrastructure to accommodate growth, they generally lack assets essential to smart growth development, such as proximity to transit, mixed-use centers, multi-modal infrastructure, interconnected street networks, and parks and recreation areas. For this reason, investment decisions that would spur growth and development in AGIAs should be given second priority to similar investments in PGIAs. In general, future growth, development, and investments in these areas should take the form of development and redevelopment of previously developed sites, new development that is interconnected to developed areas through pedestrian and bicycle connections, and infill development in developed areas.

AREA MAP



DEFINITION

An "Alternate Growth Investment Area" (AGIA) means: "an area that has existing or planned infrastructure that will lead to development and redevelopment opportunities. County investments related to the efficient development and redevelopment of previously developed sites and optimization of existing settlement patterns should be encouraged but as a lesser priority than areas considered Priority Growth Investment Areas".

AGIA CRITERIA

The following criteria defines the geographic extents of Alternate Growth Investment Areas in Camden County:

1. Land within current or planned sewer service areas that are not within areas listed in PGIA Criteria or within the Pinelands Management Area.
2. Additional area, upon municipal request, provided that such areas are consistent with the County's Land Use Policy Goal and Policy Intent for Alternate Growth Investment Areas as defined herein.

Transit Centers

POLICY GOAL #5: Encourage active transit corridors by clustering growth, development, and a vibrant mix of uses within a walkable distance of transit stations.

Photo Source: www.kd-arch.com



Concentrating growth and development around Transit Centers is an excellent way for communities to direct population growth and foster vibrant development in areas that already have supportive transportation infrastructure in place. Often times, as in Collingswood, such strategies can redevelop older sites and revive downtowns by bringing new residents into the area. State-level support and a strong foundation of community support are often critical to the success of these projects.

LAND USE POLICY INTENT

Transit Centers are defined by the concentration of medium to high density commercial and residential development in the area surrounding a passenger rail or bus rapid transit station. Transit Centers act as the central activity nodes of the surrounding community, and typically include a mix of uses consisting of residential, commercial, retail, restaurants, and office development at moderate to high densities. The rail service principally provides a convenient means for commuters to travel to and from work, while serving as an option for accessing regional destinations.

KEY CHARACTERISTICS

- Located within a ¼ - ½ mile of a passenger rail or high frequency bus station
- Provides a central activity node for the community
- Consists of a diverse mix of uses, including residential, commercial, retail, restaurants, and office
- Moderate to high density, transitioning down to the scale of existing development
- Have high levels of accommodation for pedestrians and cyclists to easily reach transit by non-automobile means
- May be new development, redevelopment, or renovations
- Provides a commuter base to bolster transit ridership

POLICY RECOMMENDATIONS



VIBRANT

- Colocate higher population densities, employment opportunities, and mixed-uses near existing or proposed passenger rail stations or high-frequency bus stations.
- Incentivize clusters of high-density development to increase population and employment near transit centers.
- Ensure ground-floors and entrances of buildings face the public street and contain active ground-floor uses.
- Transition higher density development to existing contexts in surrounding areas.



PROXIMATE

- Encourage transit-friendly parking ratios, shared parking, or structured parking to reduce the amount of land devoted to automobile usage.
- When redeveloping large sites, extend the existing street grid into new development, breaking up large land areas into walkable blocks.
- Ensure transit stations provide safe and efficient connections to other modes of transit, including bicycle paths, sidewalks, and bus stations.
- Provide bicycle parking facilities at all transit center locations.
- Foster a high-quality public realm and public spaces to create a sense of place near transit stations.
- Promote the reuse and revitalization of historic structures where warranted and appropriate.
- Support station investments that encourage increased accessibility and ridership.



DURABLE

- Prioritize redevelopment efforts on brownfield and greyfield sites to accommodate future growth and development.
- Create opportunities for a mix of housing types that meet the needs of all age groups and income levels.
- Ensure higher density development is tied to appropriate public realm improvements that support walkability.
- Bolster transit ridership and service by clustering denser development within a walkable distance of train stations.

Arterial Corridors

POLICY GOAL #8: Improve multi-modal conditions and land use quality along aging strip arterial corridors.



In 2010, Burlington County completed a study of the Route 38 corridor, focusing on how integrated land use and transportation improvements across multiple municipalities could create enhanced bike, pedestrian, and development opportunities throughout the corridor.

LAND USE POLICY INTENT

Arterials Corridors are the major at-grade state, federal, and county roadways that provide critical components of the transportation network throughout Camden County. While many parts of arterials have long been technically multi-modal - containing bus routes and stops, sidewalks, and pedestrian crossings - functionally, the design of many arterial corridors and abutting land uses heavily favor automobile movement over other modes. The design and function of land uses along arterial corridors is also difficult to manage in that these roadways cross multiple municipal and county jurisdictions. Camden County's arterials will evolve into true complete streets, providing a system of automobile AND alternative transportation options, as well as becoming part of a green and grey infrastructure system that manages stormwater county-wide.

KEY CHARACTERISTICS

- Encompasses the land uses abutting the County's at-grade state, federal, and county roadways.
- Provides a functional arterial land use pattern and multi-modal transportation options.
- Consists of a vibrant mix of residential, commercial, and office uses dependent on segment of the corridor.
- Generally low-mid density development types.
- Enhanced accommodations for pedestrians, cyclists, and transit riders.

POLICY RECOMMENDATIONS



VIBRANT

- Incentivize development clusters to provide a concentrated mix of uses at key intersections along corridors.
- Orient buildings to face internal streets or arterial roadways.
- Ensure setbacks make room for pedestrian and bikeways, but not so much room that building frontages no longer have a relationship to the arterial street.
- Incorporate a mix of commercial, residential, and civic uses into large projects.



PROXIMATE

- Encourage shared curb cuts for multiple businesses and property owners.
- Enhance transit connections and facilities, such as bus shelters, bike parking, multi-use trails, etc. to encourage transit use.
- Ensure that multi-use trails and sidewalks and crosswalks are safe, sufficient in width, and well-lit to encourage pedestrian use.
- Discourage buffers between the same or complementary land use categories.



DURABLE

- incorporate green infrastructural features such as rain gardens, native plantings, and reductions in the amount of impervious surface in development or redevelopment activities.
- Shift focus from purely auto-oriented infrastructure upgrades to include upgrades that encourage and enhance all modes of transportation.
- Encourage parking design to support park-once behaviors, where visitors are encouraged to visit multiple stores without moving between parking spaces.

Resilient Landscapes

POLICY GOAL #10: Ensure that the County's green and grey infrastructure systems works to reduce the impacts of natural disasters, creates viable alternatives for non-motorized forms of transportation, and promotes sustainable forms of land use development.



The Camden County Municipal Utilities Authority (CCMUA) and City of Camden have, over the past several years, worked to build a series of green infrastructure projects at sites throughout the City under the Camden SMART program. Flood events are issues in communities throughout the County, and the CCMUA's example of an integrated green and grey infrastructure approach to stormwater management is sustainable, resource efficient, and a potential model that could be scaled up to a County-wide level.

LAND USE POLICY INTENT

Camden County is composed of a series of urban and natural landscapes. Each has distinct yet interconnected roles in the goal of reducing the impacts of natural disasters, creating viable alternatives for non-motorized forms of transportation, and promoting sustainable forms of land use development. In the urban environment, this would include upgrading aging transportation and stormwater/sewer infrastructure, utilizing green infrastructure in stormwater management, ensuring streets encourage all modes of transportation while also becoming resilient to adverse climate conditions, and that land use policy, site and building design standards adhere to principles of sustainability. In the natural environment, this would include protection and enhancement of greenways and stream corridors as the "lungs" of the County, and the creation of a well-utilized off-road bicycle and pedestrian trail system. Finally, the intent of this policy is to foster a multi-pronged green and grey infrastructure system in the built and natural environments that, as the sum of many parts, results in a strong and resilient Camden County.

KEY CHARACTERISTICS

- Integrates policy recommendations for sustainable, resilient development and redevelopment within the context of long-range land use planning in the County.
- Pursues the development of both natural (green) and urban (grey) infrastructure as interrelated components of a comprehensive green infrastructure system.
- Reduces reliance on private cars as the default mode of transportation, thereby reducing overall CO₂ emissions and improving the health and welfare of the community.

POLICY RECOMMENDATIONS



VIBRANT

- Prioritize development activities to occur in already developed areas, rather than greenfields, and in areas with existing supportive infrastructure.
- Ensure new development, redevelopment, and existing neighborhoods have the infrastructure in place to guard against the damaging effects of natural disasters.
- Prioritize the rehabilitation of aging infrastructure in developed communities.
- Foster the design of streets and public spaces that encourage pedestrian use year-round that are resilient to flooding impacts and extreme temperatures in the summer and winter.
- Foster the reuse of brownfield sites as ideal locations to clean, redevelop, and put back into productive economic use.
- Ensure abutting land uses provide access to greenway and park trails.
- Encourage the preservation and maintenance of unique, historic sites and areas.



PROXIMATE

- Ensure that greenway corridors and public streets with planned bicycle and pedestrian trails are accessible and contain supportive infrastructure to encourage use for both daily commuting and recreational trips.
- Ensure regular access points are provided to multi-modal trails, parks, and open spaces.
- Create and adopt a County-level Complete Streets policy to ensure enhanced non-automobile forms of mobility are encouraged throughout the County.
- Identify appropriate areas and strategies for green infrastructure upgrades within County right-of-ways and on County property that can be integrated on a project-by-project basis.
- Ensure that existing and proposed regional infrastructure, such as rail lines, highways, etc., is properly guarded against negative impacts of natural disasters.

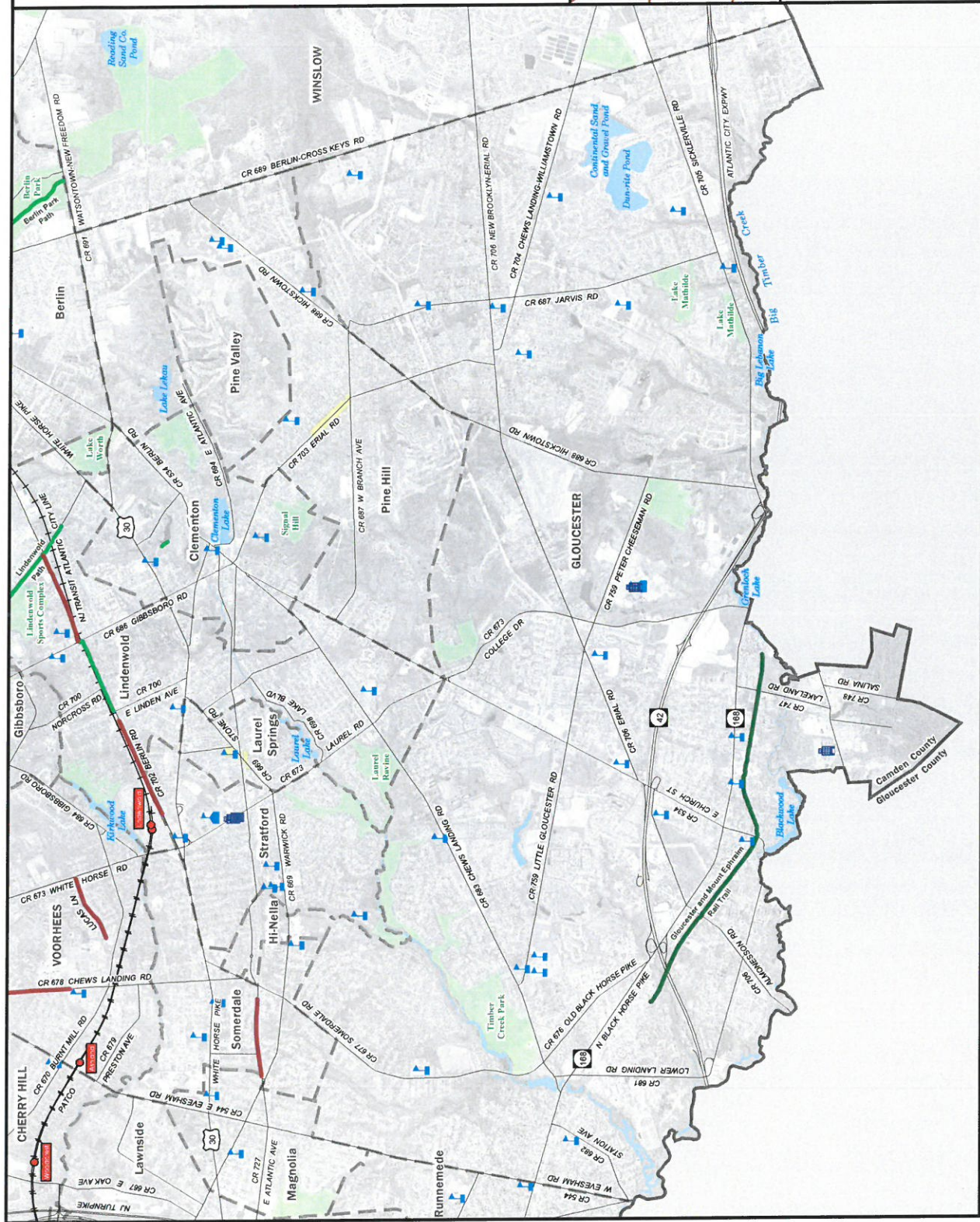


DURABLE

- Integrate land use and infrastructure planning into County level Hazard Mitigation Plans and municipal Emergency Management Plans.
- Develop a comprehensive green infrastructure plan to guide municipal actions at the regional level.
- Develop a climate change action plan to provide a framework for addressing short-term and long-term climate change concerns at the County level.
- Provide incentives for municipalities and/or (re)developers to upgrade aging sewer systems.
- Support local sustainability planning and pilot projects.
- Integrate green infrastructure considerations and sustainable building design principles into local ordinances and site plan review procedures.

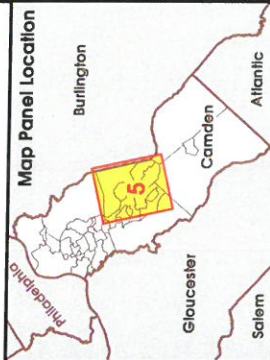
APPENDIX B

**CAMDEN COUNTY BICYCLING & MULTI-USE TRAILS MASTER PLAN,
JANUARY 2015
SELECT MAPS**



**Figure 9:
Existing Facilities
Map Panel 5**

- Off-Road Multi-Use Facilities:**
 -  Circuit Trail
 -  Other Route
 - On-Road Facilities:**
 -  Bicycle Lane
 - Other Features:**
 -  Passenger Rail Station
 -  Employer (with 500 or more employees)
 -  College/University
 -  Elementary/Secondary School (public & private)
 -  Downtown Retail District
 -  Protected Open Space/Park (larger than 25 acres)



Sources: Multi-Use Facilities; DVPRC/Camden County Downtown Retail Districts; DVPRC Data; DVPRC Protected Open Space, 2011; employees with 500 or more employees; NETS Database, 2010 Elementary/Secondary Schools; National Center for Education Statistics

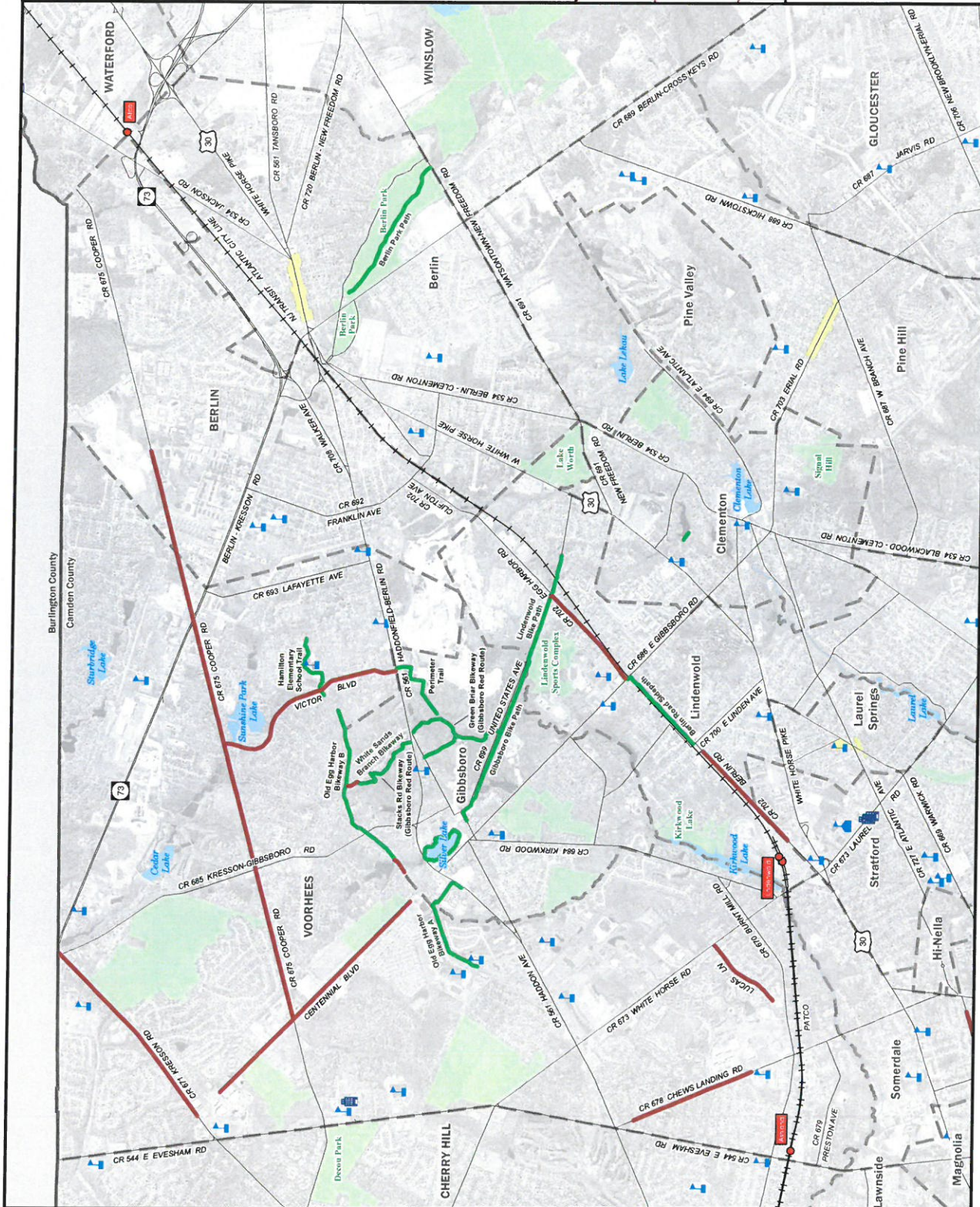
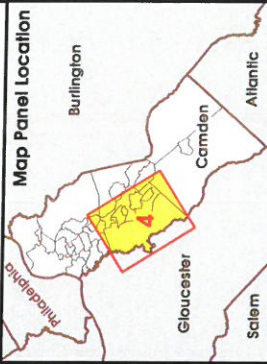




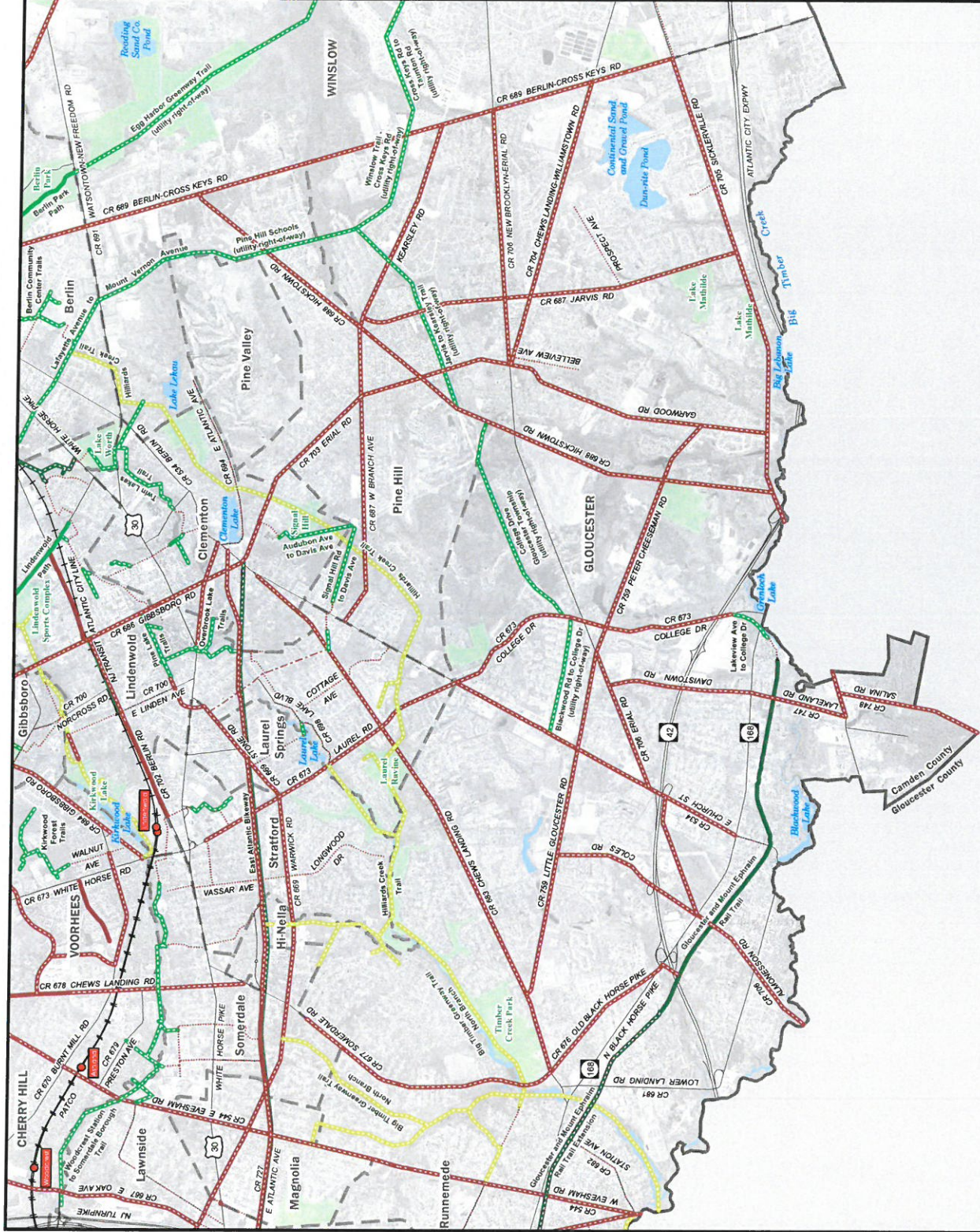
Figure 19:
Network Recommendations
Map Panel 4

- Off-Road Multi-Use Facilities:**
- Green line with bicycle icon: Circuit Trail - Existing
 - Green line with bicycle icon: Circuit Trail - To Be Considered
 - Yellow line with bicycle icon: County-Identified Trail - To Be Considered
 - Green line with bicycle icon: Other Trail - Existing
 - Green line with bicycle icon: Other Trail - To Be Considered
- On-Road Facilities:**
- Red line with bicycle icon: Bicycle Lane - Existing
 - Red line with bicycle icon: Bicycle Facility - To Be Considered
 - Red line with bicycle icon: Mixed Treatments - To Be Considered
 - Red line with bicycle icon: Recommended Route - To Be Considered
- Other Features:**
- Red circle: Passenger Rail Station
 - Green area: Protected Open Space/Park (larger than 25 acres)

Map Panel Location



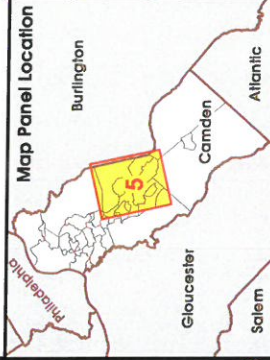
Source:
Source: Traps, DVRPC Camden County
Part: DVRPC Protected Open Space, 2011





**Figure 20:
Network Recommendations
Map Panel 5**

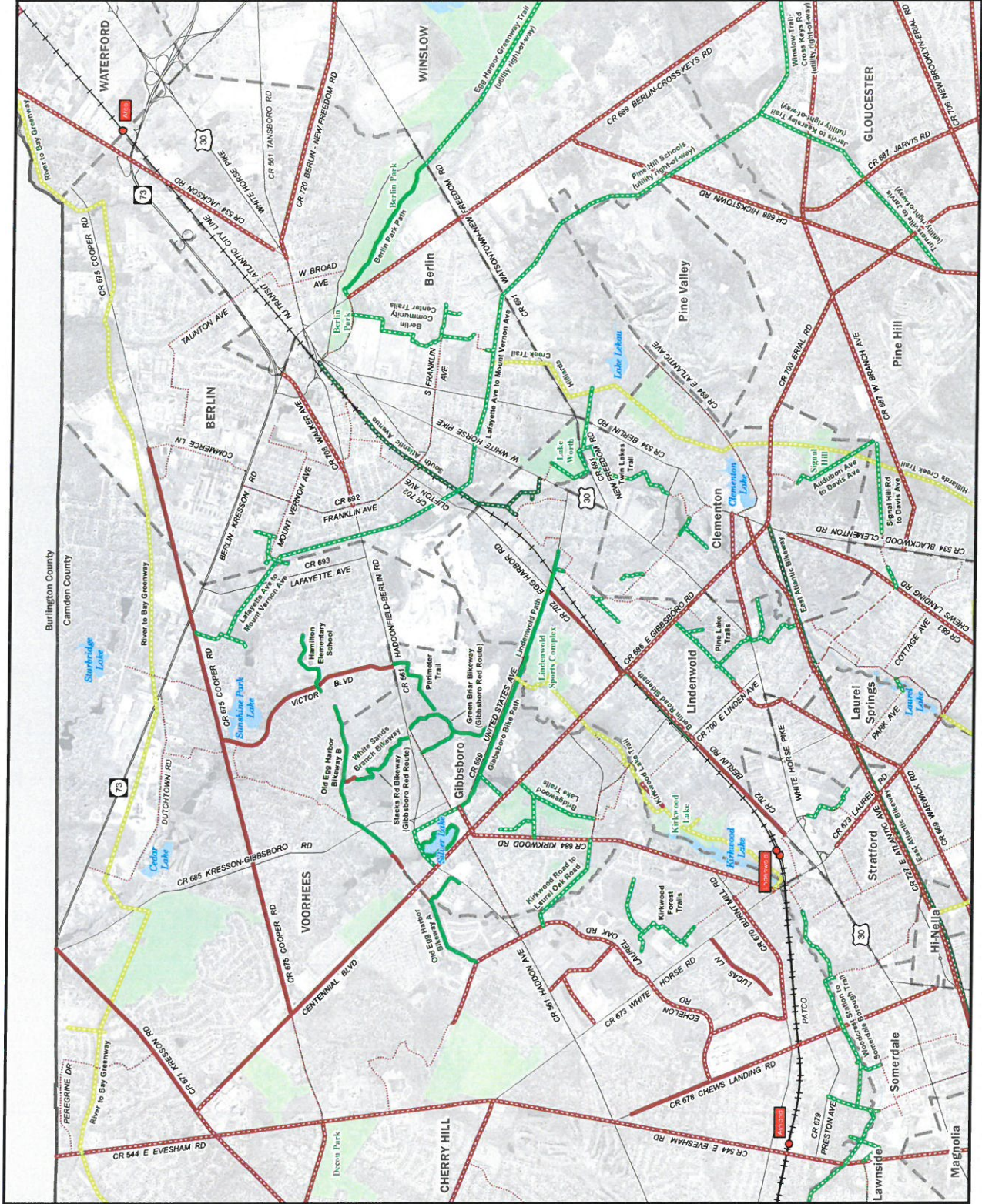
- Off-Road Multi-Use Facilities:**
- Circuit Trail - Existing
 - Circuit Trail - To Be Considered
 - County-Identified Trail - To Be Considered
 - Other Trail - Existing
 - Other Trail - To Be Considered
- On-Road Facilities:**
- Bicycle Lane - Existing
 - Bicycle Facility - To Be Considered
 - Mixed Treatments - To Be Considered
 - Recommended Route - To Be Considered
- Other Features:**
- Passenger Rail Station
 - Protected Open Space/Park (larger than 25 acres)



Source:
Multi-Use Trails: DVRPC/Camden County
Parks: DVRPC Protected Open Space, 2011

0 0.5 1 Miles

dvrpc



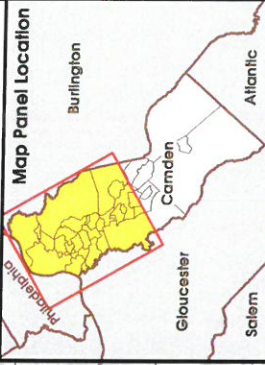


**Figure 23:
Proposed Facilities on
Roads with a Speed
Limit of 40 MPH or More
(Northern Portion of County)**

Proposed Facility on a Road with
a Speed Limit of 40 MPH or More



Map Panel Location



dvrpc

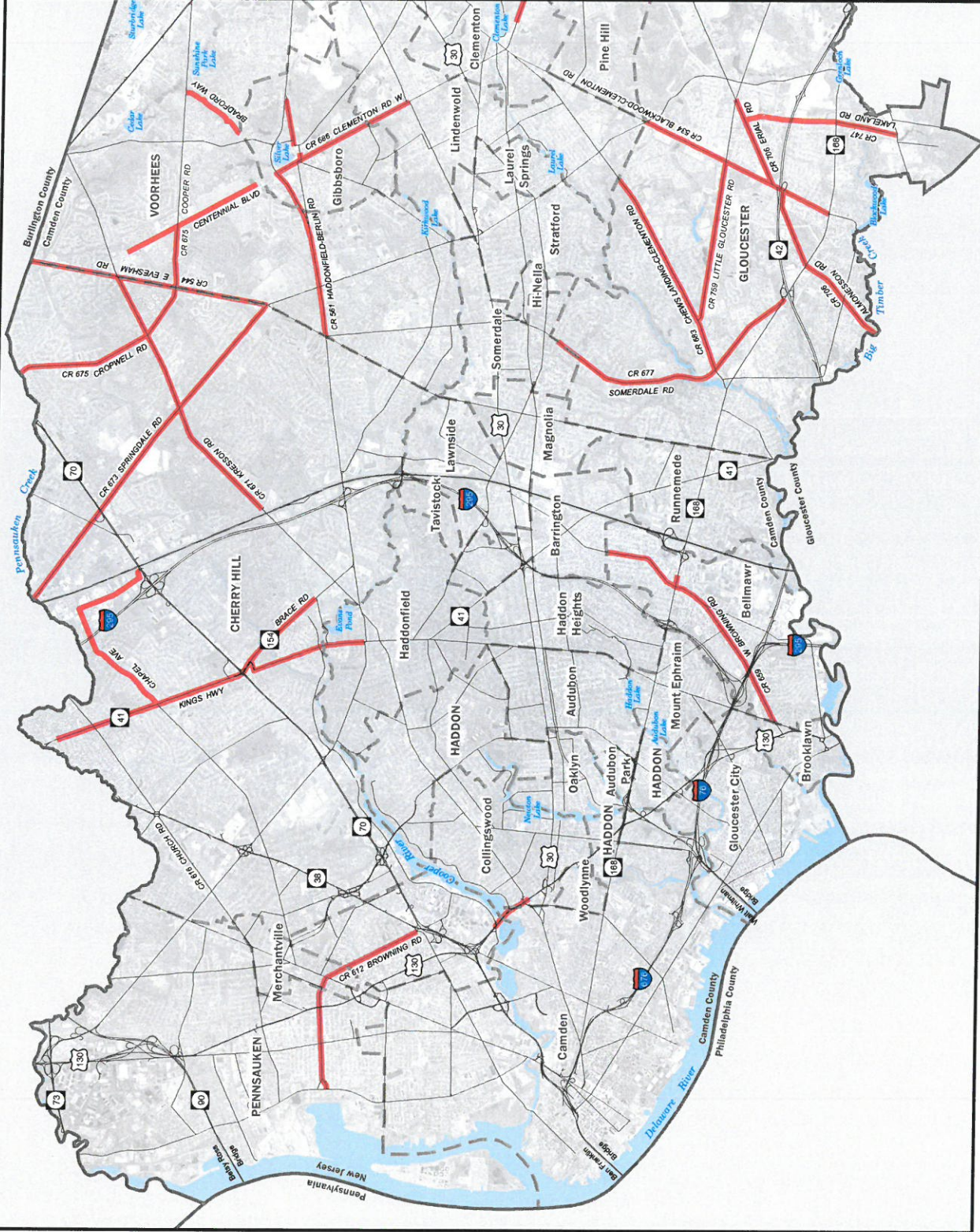
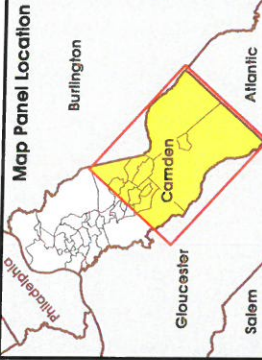


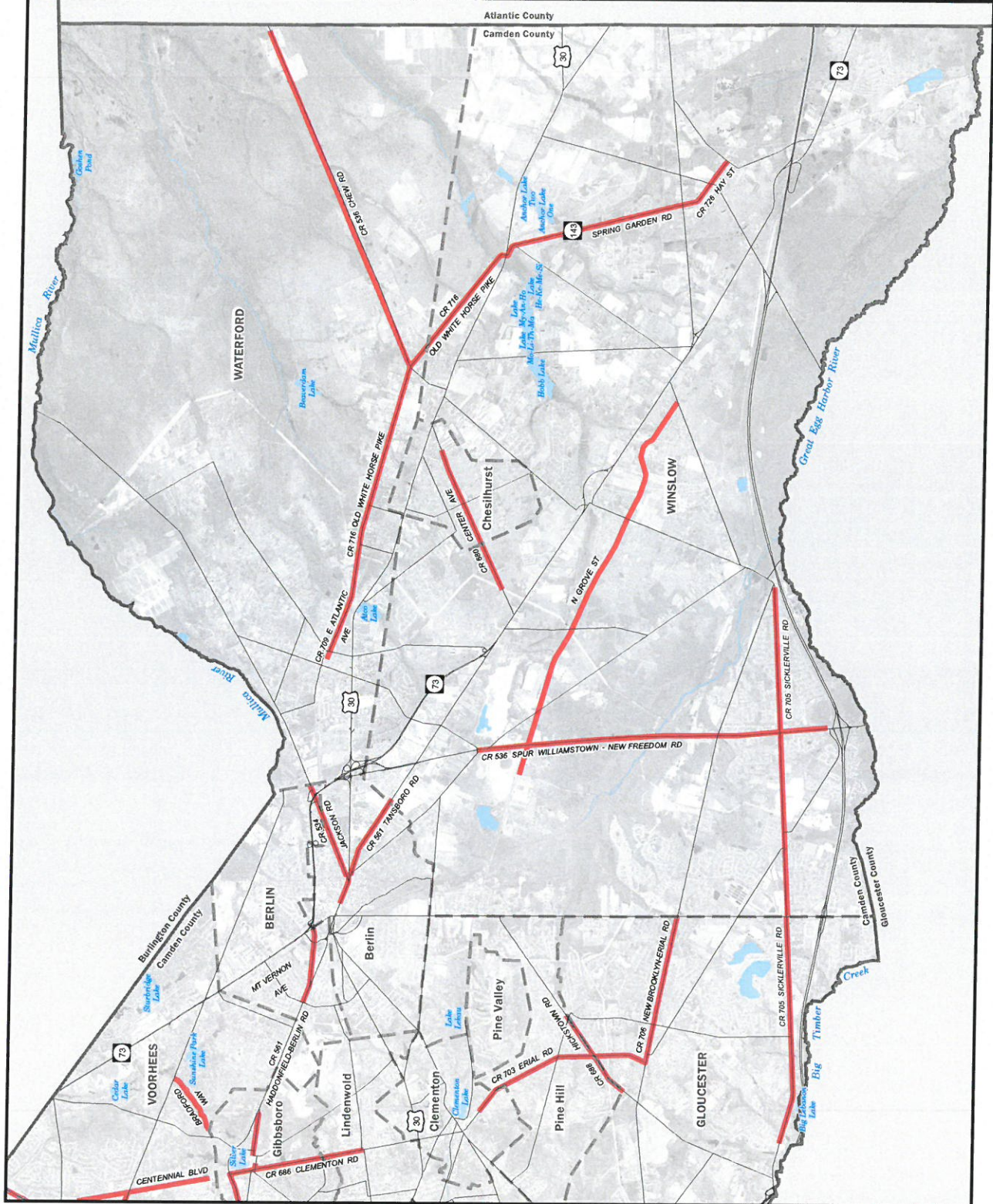


Figure 24:
Proposed Facilities on
Roads with a Speed
Limit of 40 MPH or More
(Southern Portion of County)

Proposed Facility on a Road with
 a Speed Limit of 40 MPH or More



dvprpc



APPENDIX C

**CAMDEN COUNTY HIGHWAY PLAN, MARCH 2015
SELECT MAPS**

Figure 2: 2010 Land Use

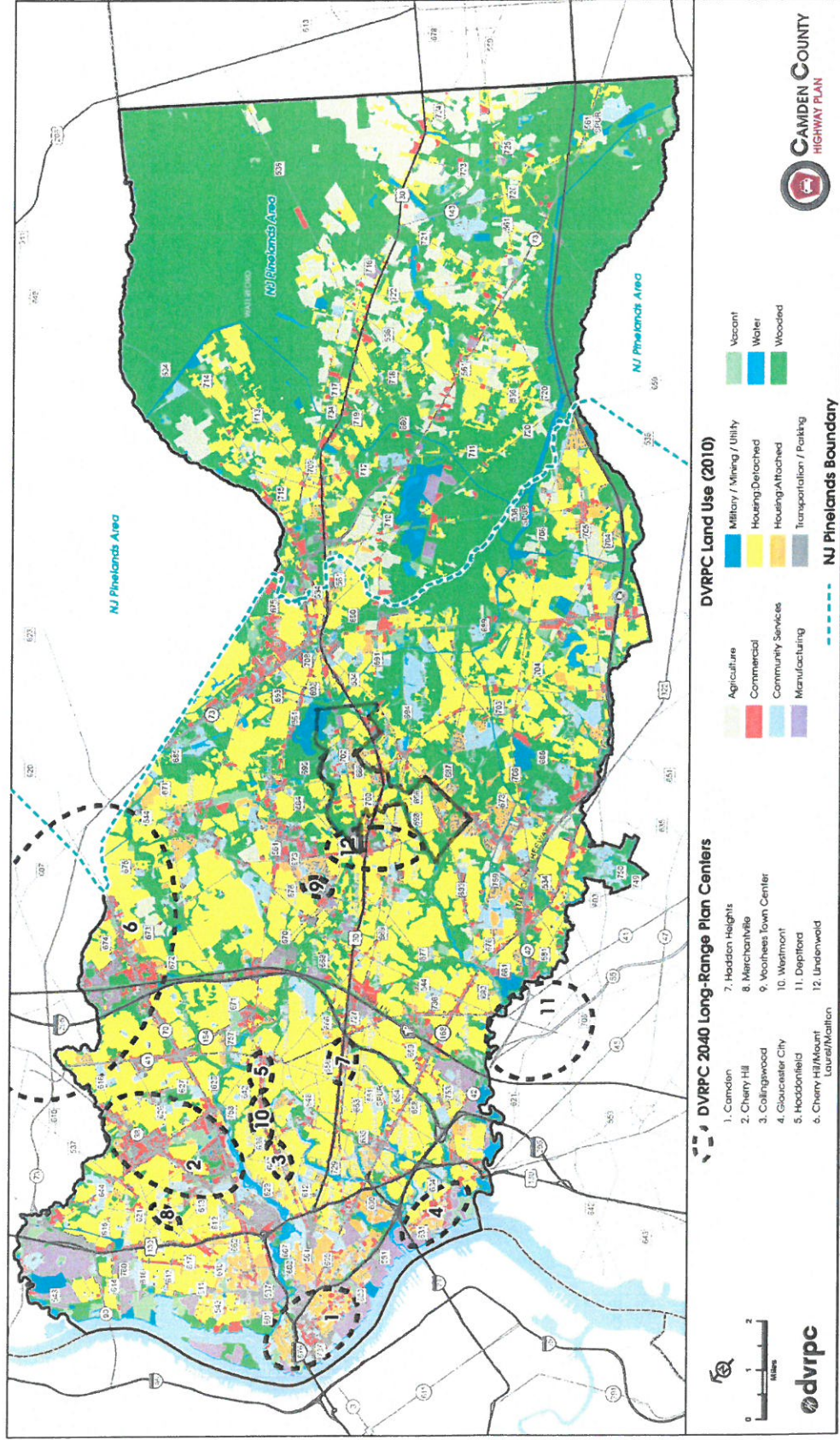


Figure 7: The County Route Network

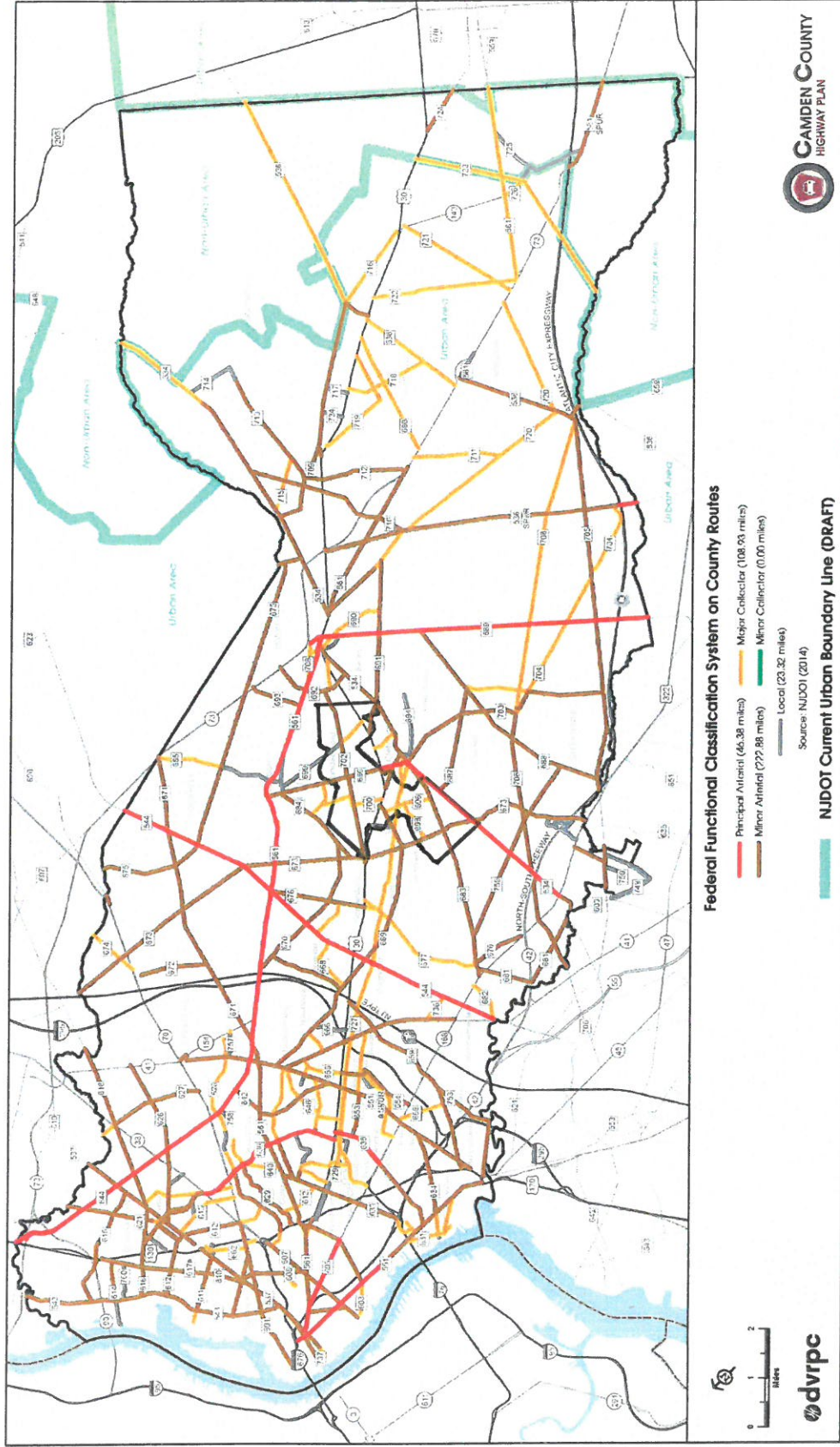


Figure 8: Mass Transit Services

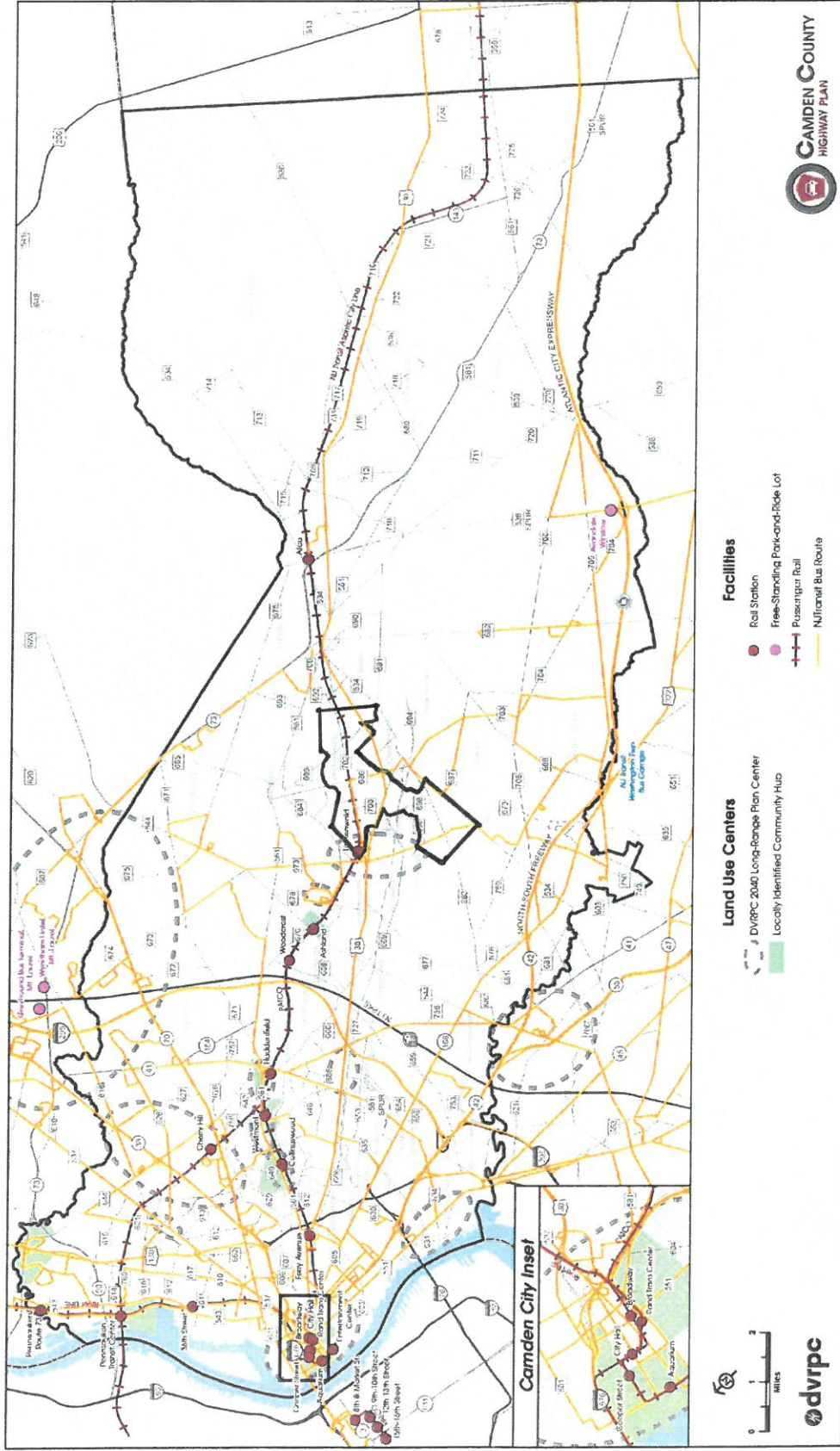


Figure 10: Incident Management Highway Network (IMHN)

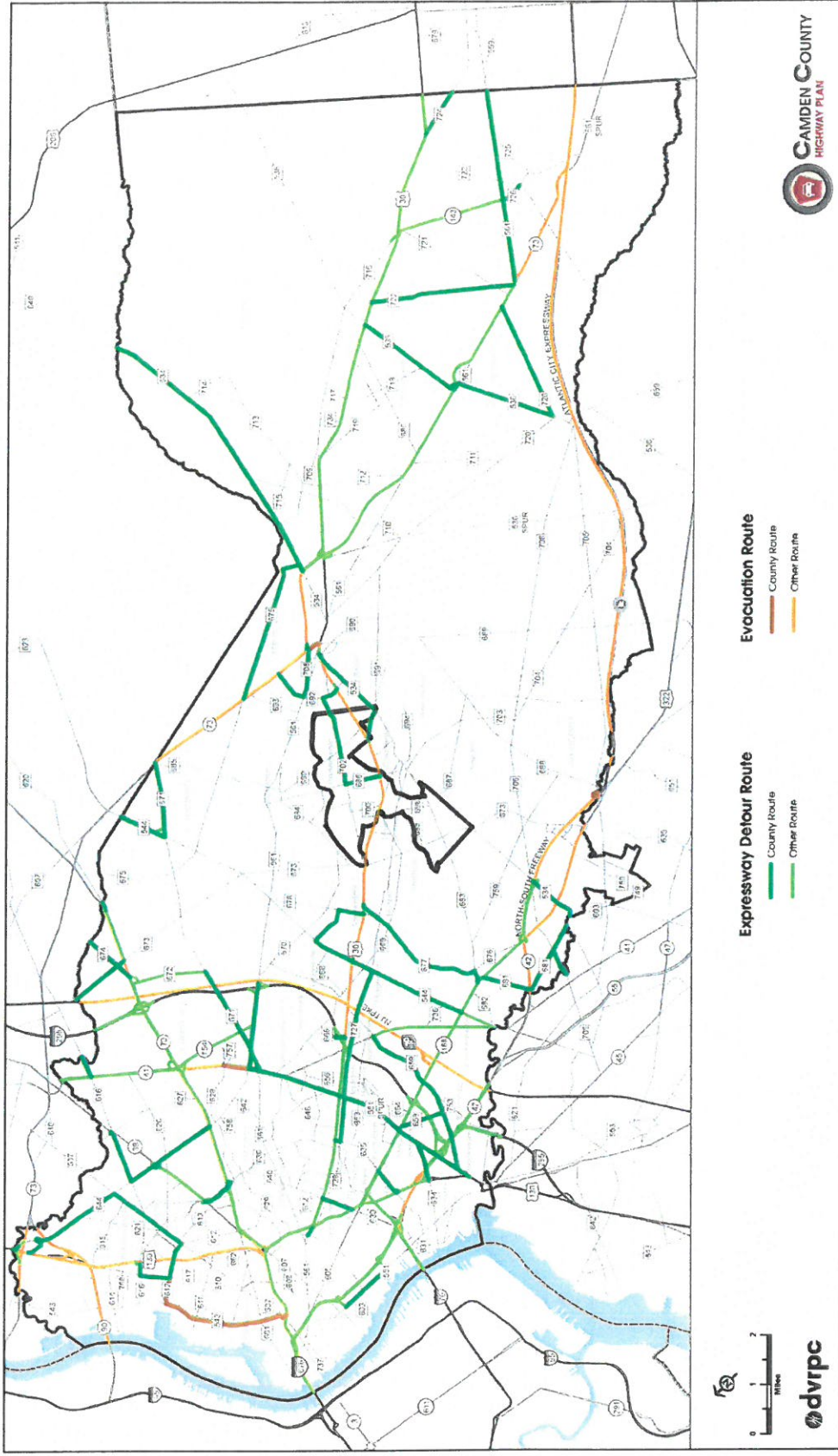


Figure 12: Highway Safety Improvement Program (HSIP)

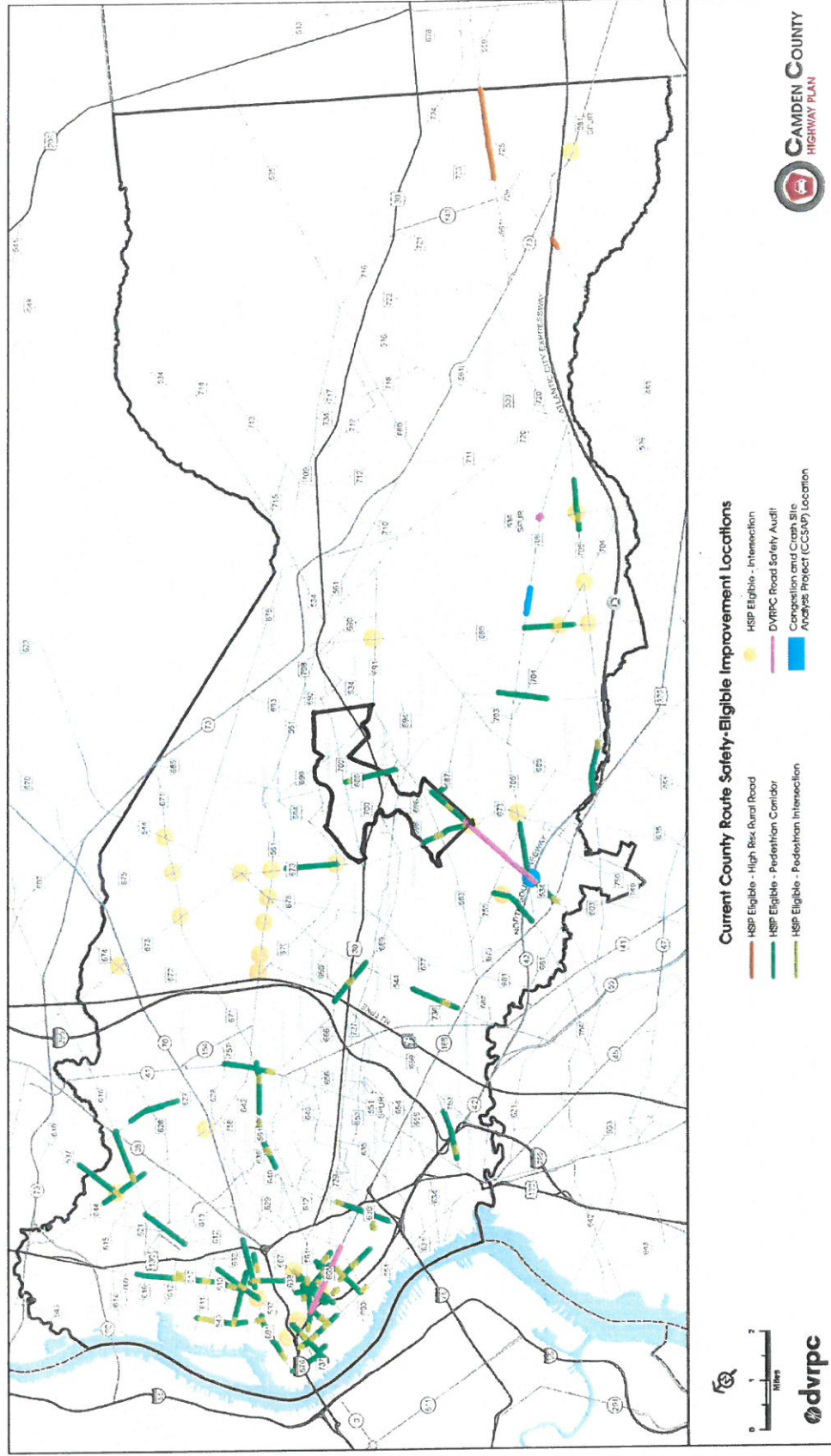


Figure 13: Regional Transportation Improvement Projects on TIP and LRP

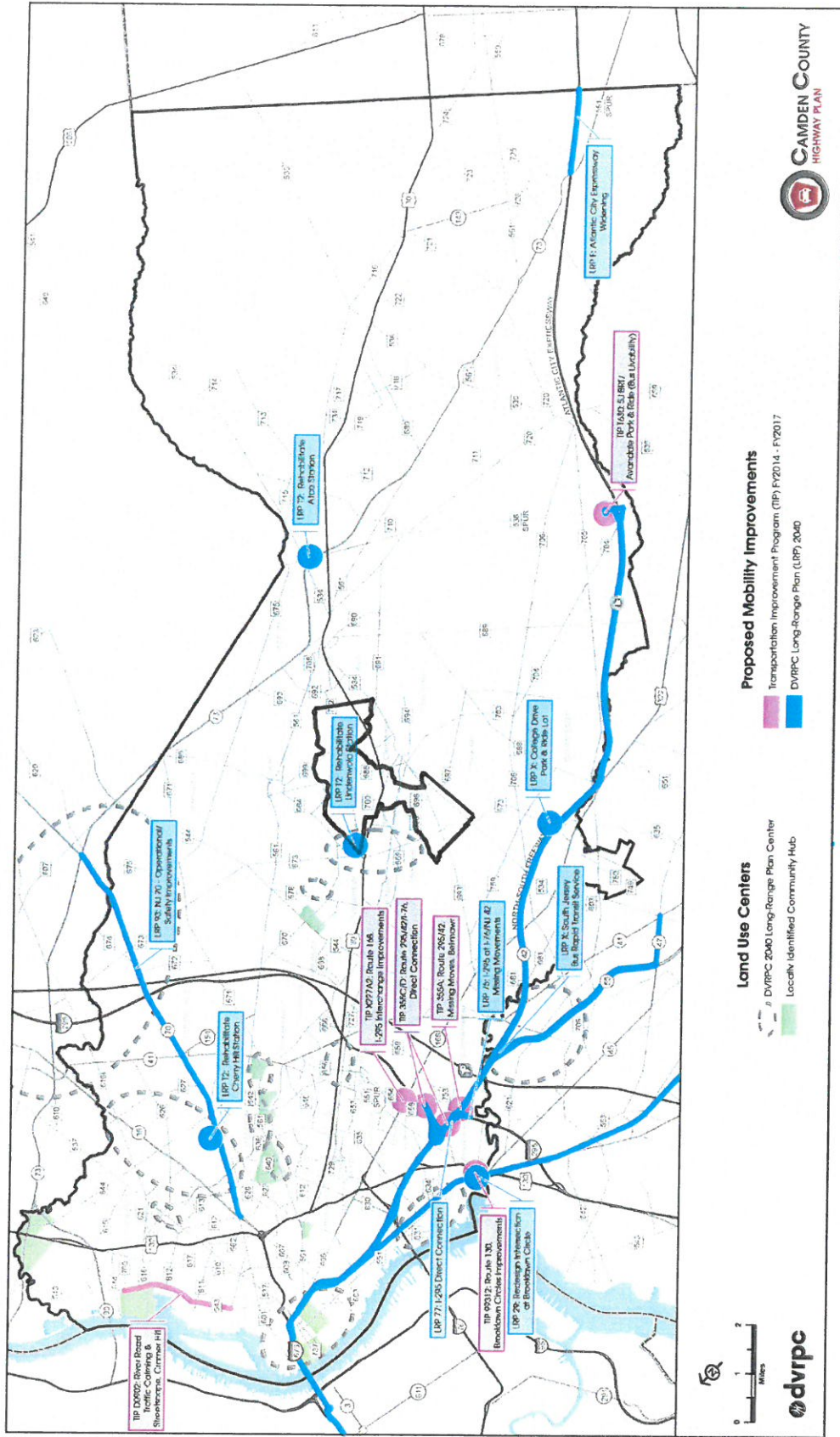


Figure 17: Current Traffic Congestion and Traffic Safety – Segments of Concern

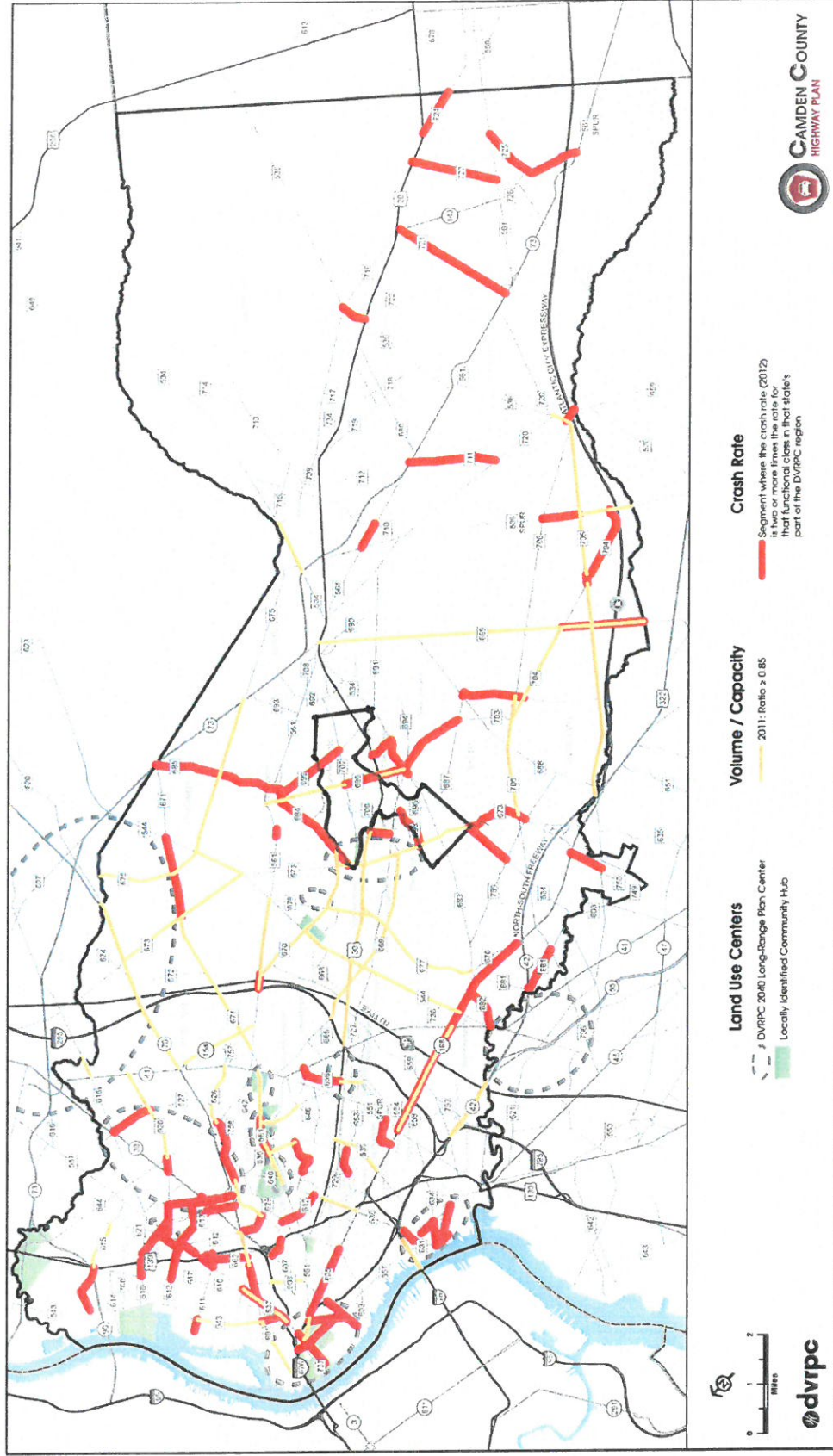


Figure 18: Year 2040 Traffic Congestion – Segments of Concern

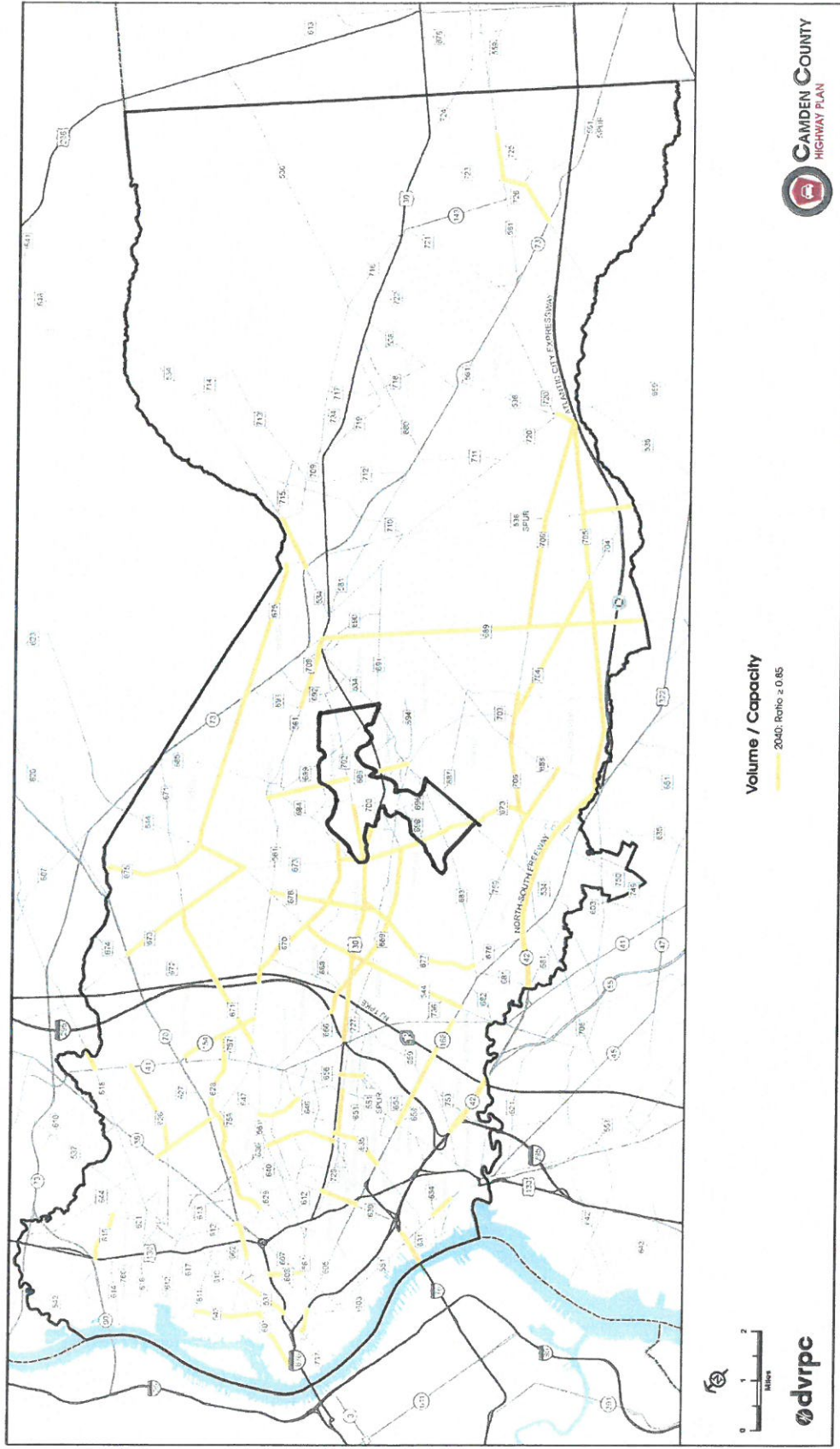
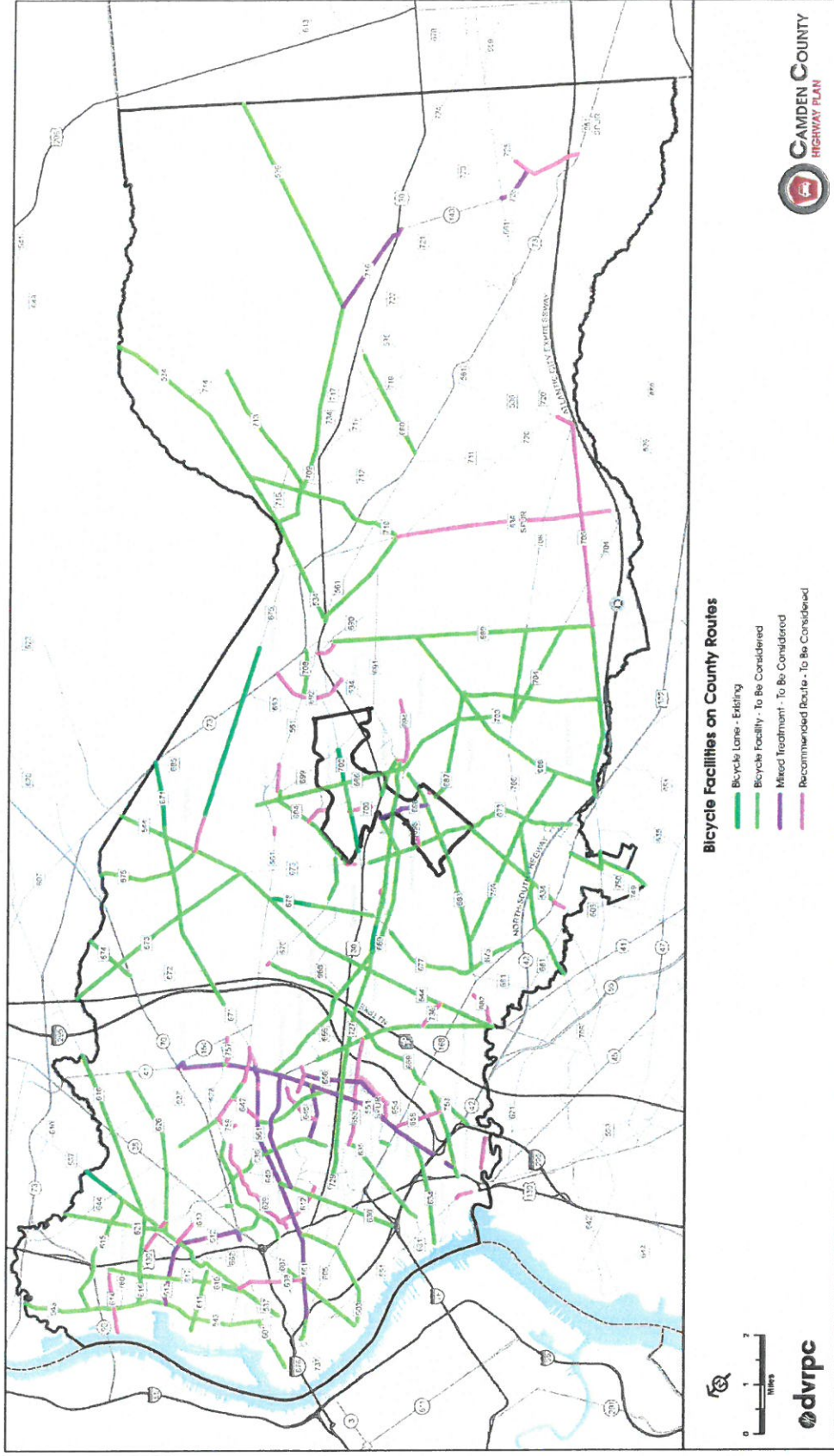


Figure 21: Bike Facilities on County Routes (Existing, Proposed, and Planned)



Source: Camden County Bicycling & Multi-Use Trails Plan, DVRPC, January 2015, Publication No. 13036

DVRPC, 2015

Figure 22: Recommended Traffic Safety Program

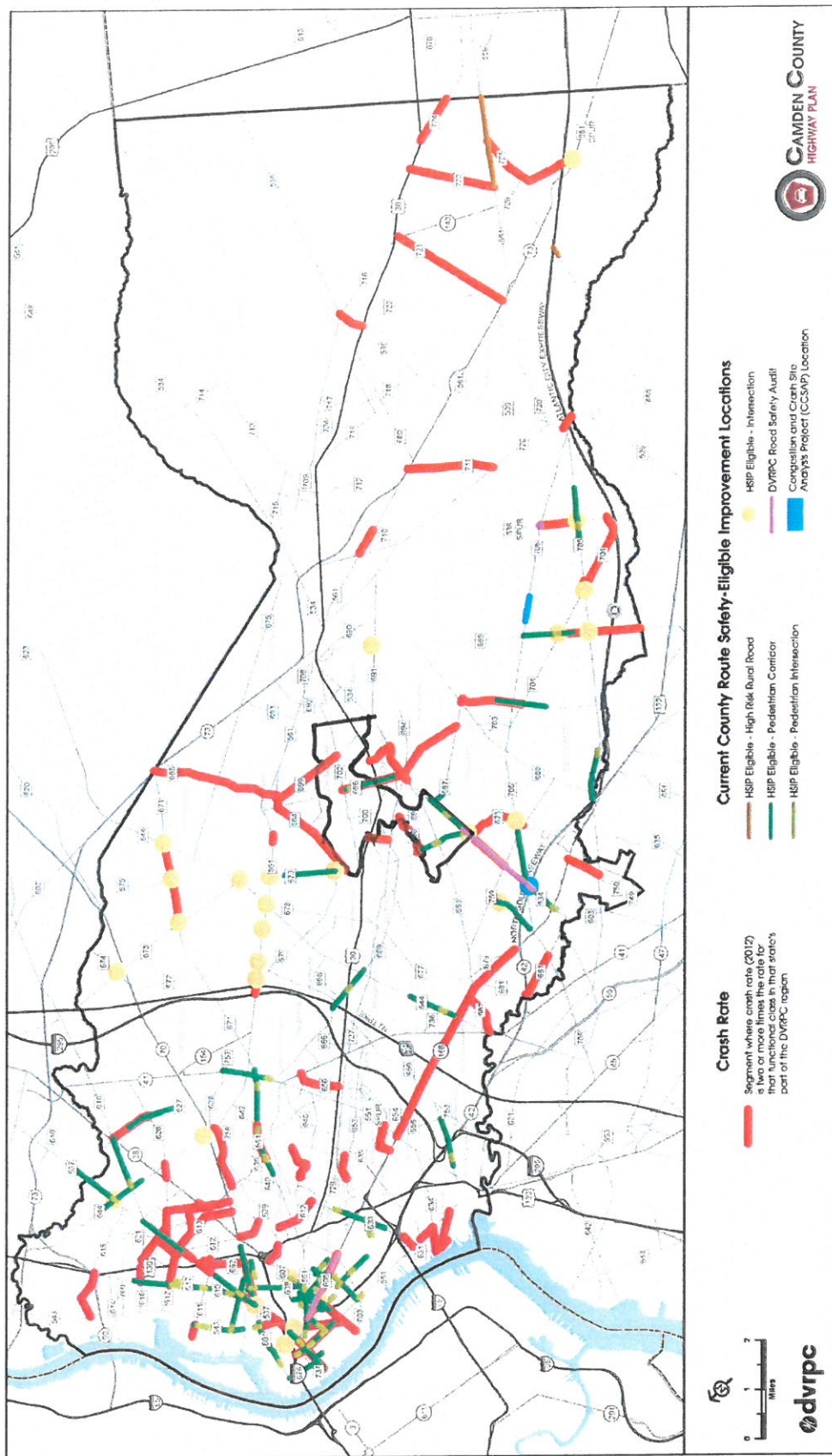


Figure 23: Regional Mobility Improvement Program

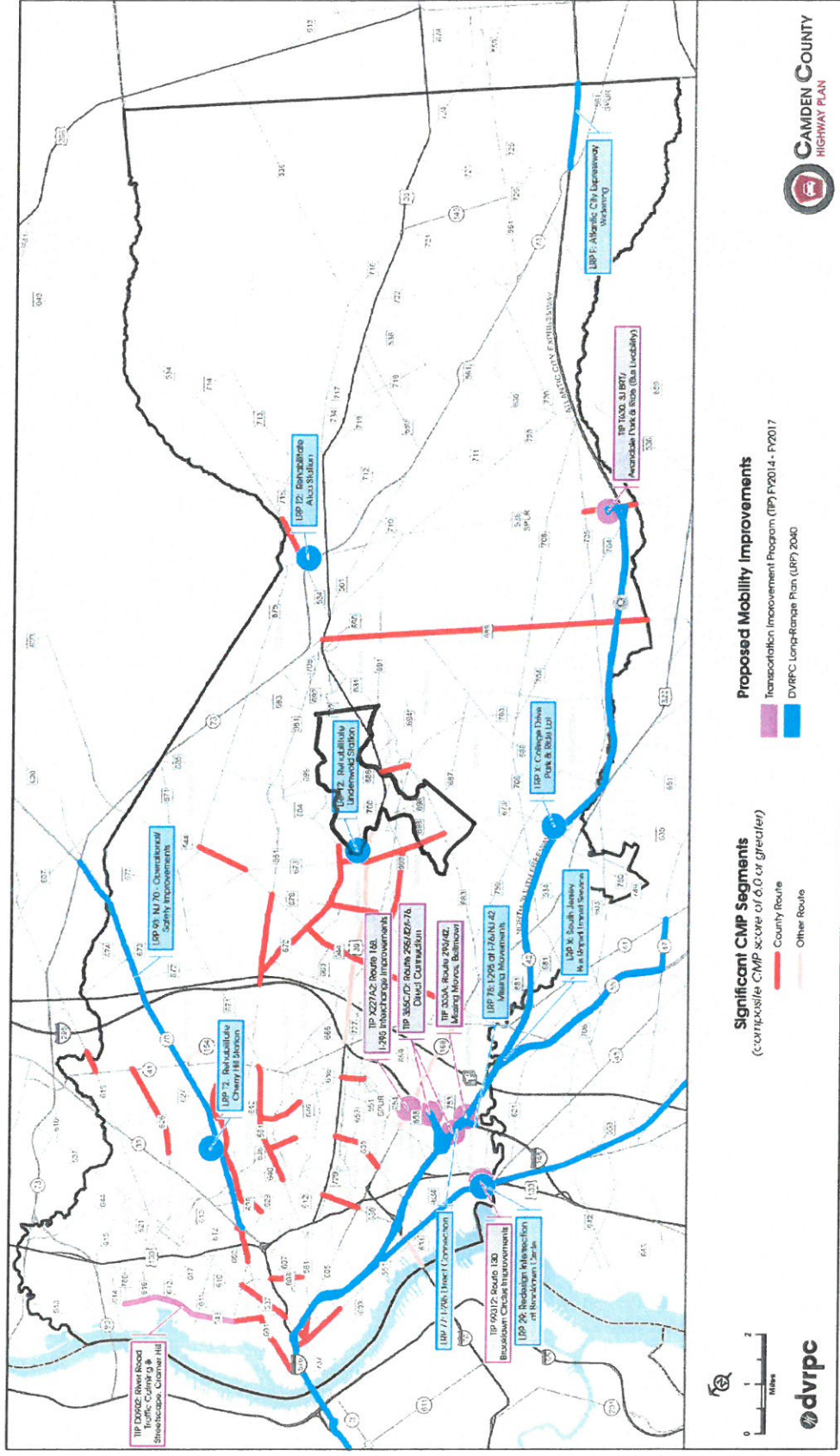
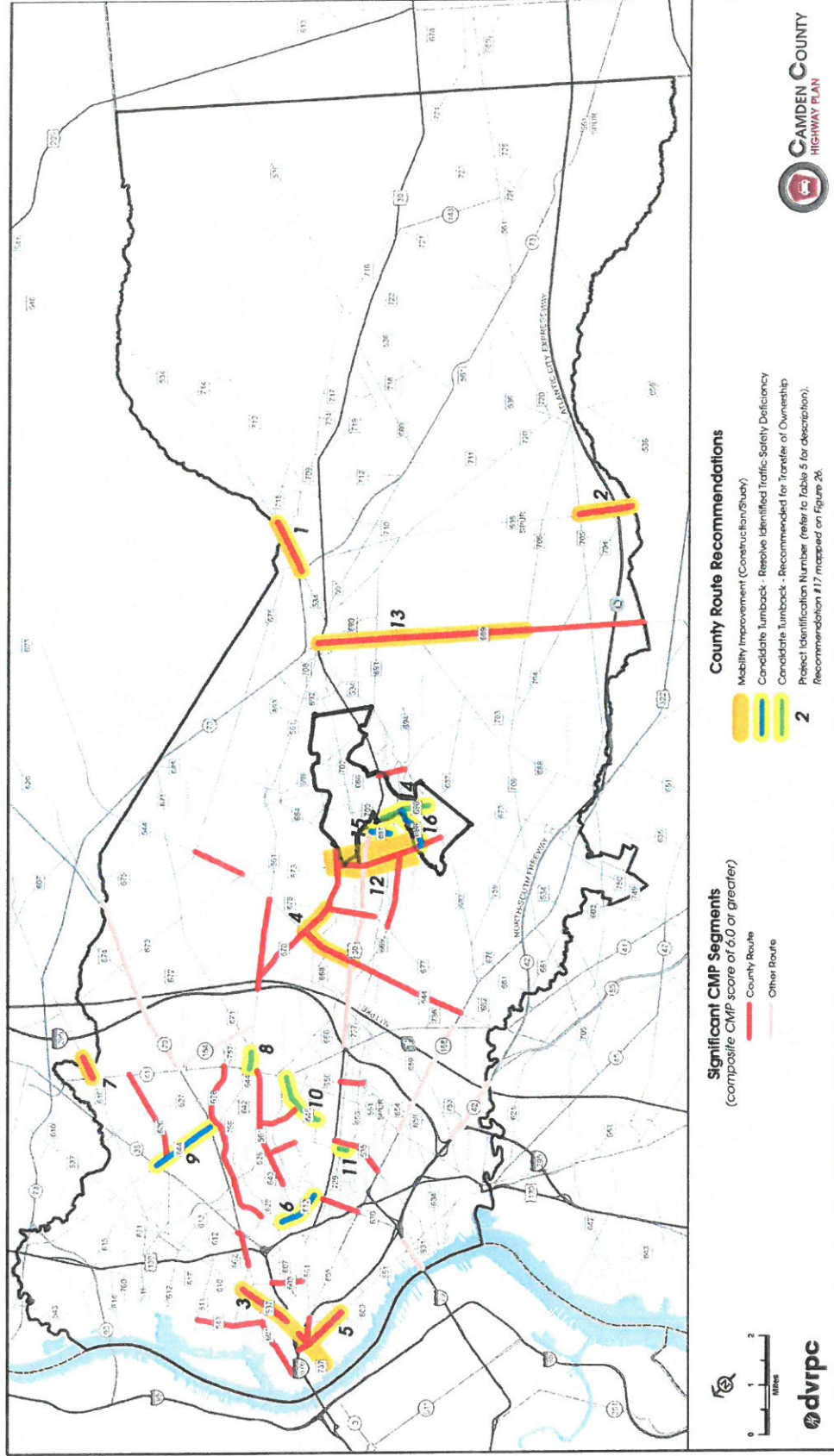
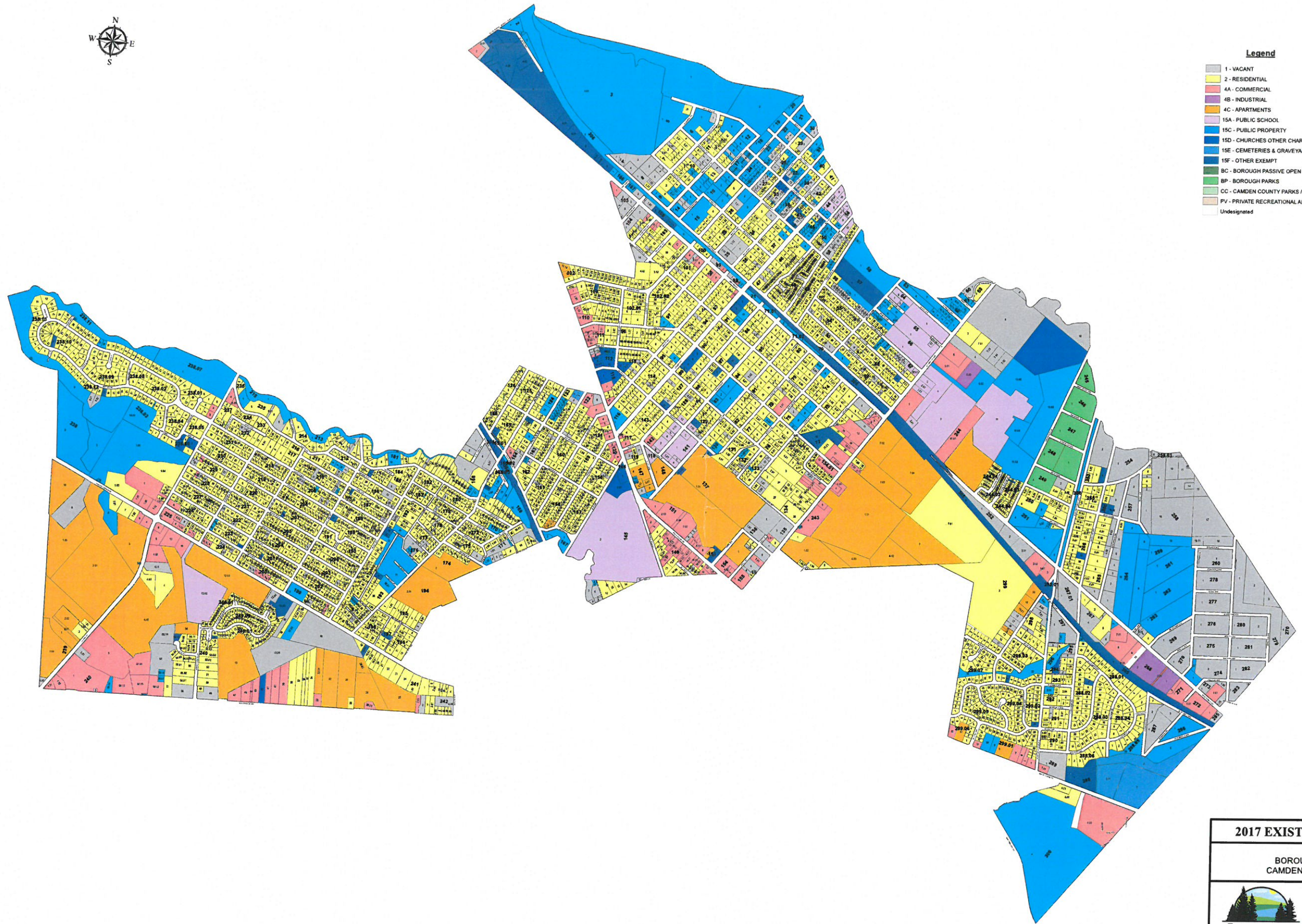


Figure 24: County Route Mobility Improvement Recommendations





- 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



2017 EXISTING LAND USE MAP

BOROUGH OF LINDENWOLD
CAMDEN COUNTY, NEW JERSEY

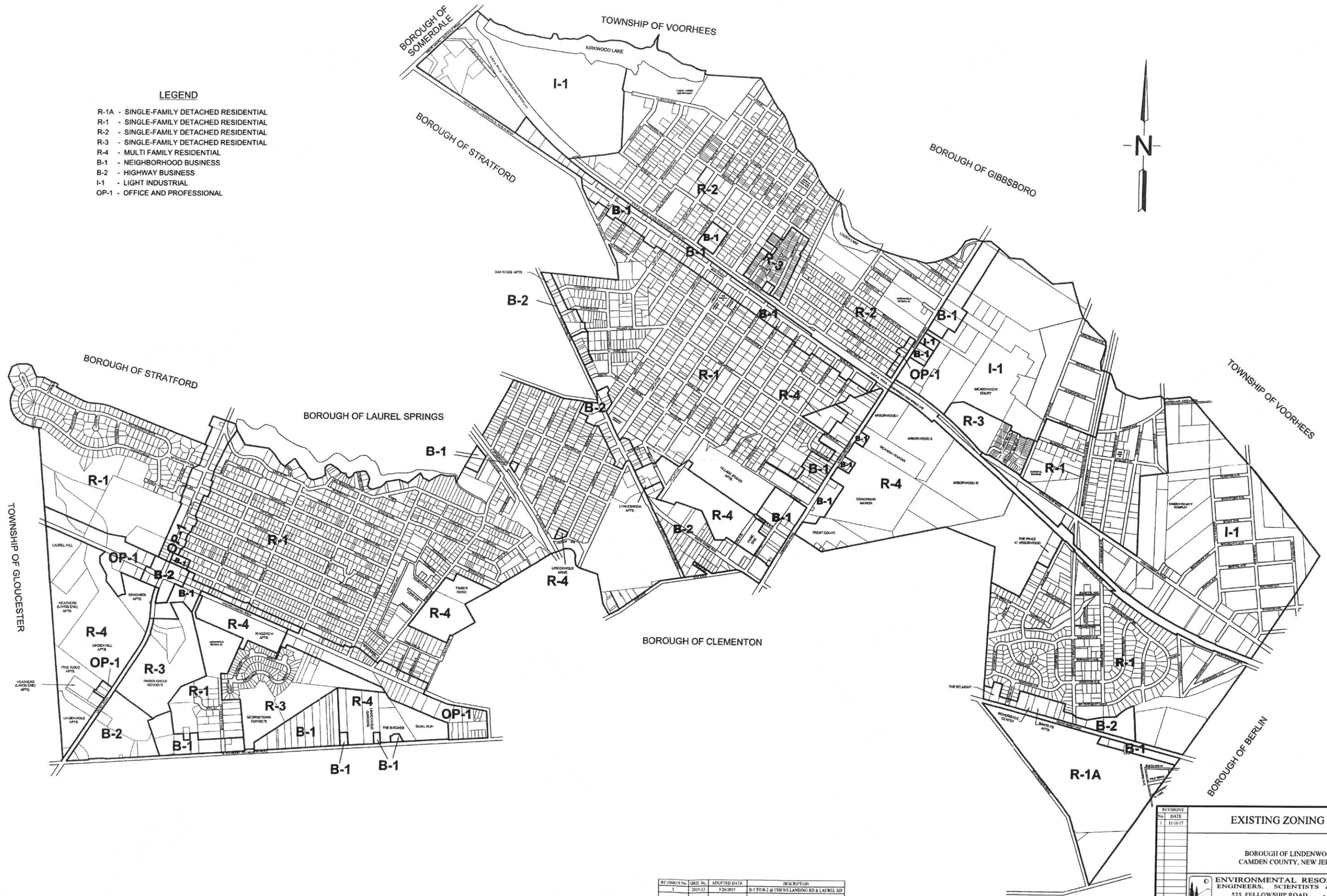


**ENVIRONMENTAL
RESOLUTIONS, INC.**
Engineers • Planners • Scientists • Surveyors
815 EAST GATE DRIVE - SUITE 105
MOUNT LAUREL, NEW JERSEY 08054
TEL: 856-275-7171 FAX: 856-275-9259

DATE	NO.	REVISION
5/24/17	1	5/24/17
SHEET 1 OF 1		
NAME: H:\GIS\PROJECTS\49660\2017_LANDUSE.MXD		

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



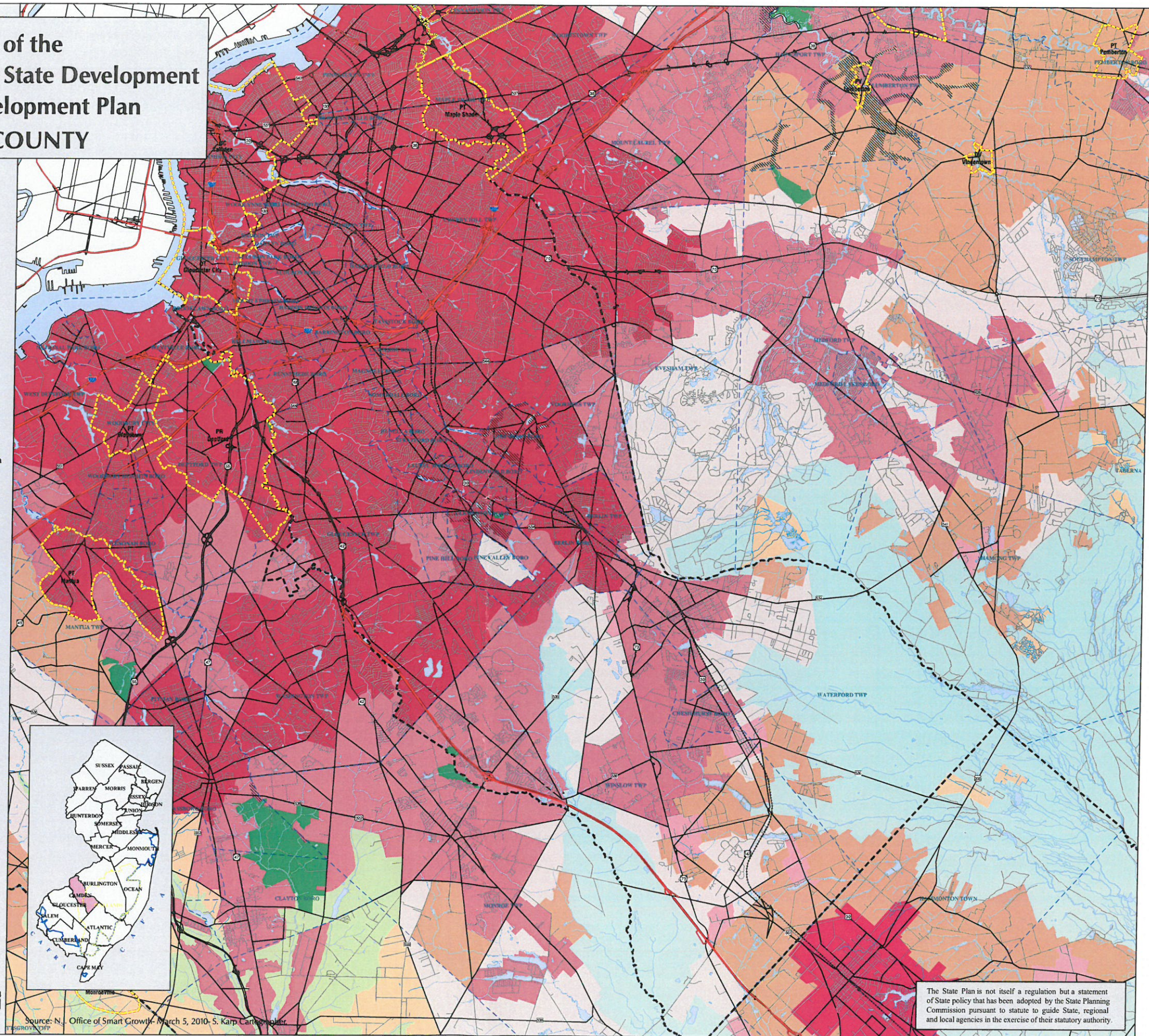
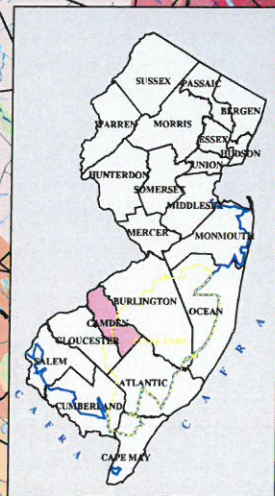
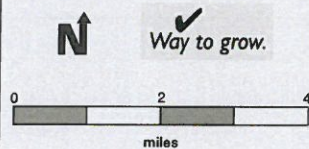
NOTES:
BASE INFORMATION WAS TAKEN FOR A PLAN PREPARED BY KEY ENGINEERS, INC.
ENTITLED ZONING MAP, DATED AUGUST 1995

REVISION No.	ORD No.	ADOPTED DATE	DESCRIPTION
1	2015-11	5/26/2015	B-1 TO B-2 @ CHIEF'S LANDING RD & LAUREL AVE

REVISIONS		DATE	
1	11/16/17		
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: 07/07	SCALE: 1"=400'	CAD FILE:	PROJECT No.
			SHEET 1 OF 1

Policy Map of the New Jersey State Development And Redevelopment Plan CAMDEN COUNTY

- Centers**
- U C - Urban Center
 - D R - Designated Regional Center
 - P R - Proposed Regional Center
 - D T - Designated Town
 - P T - Proposed Town
 - D V - Designated Village
 - P V - Proposed Village
 - D H - Designated Hamlet
 - P H - Proposed Hamlet
- Urban Complex**
- Endorsed Plans
 - Center Boundaries
 - Nodes
- Planning 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 Is. Planning Area
 - Parks and Natural Areas
 - Meadowlands
 - Military Installations
 - Water
 - Critical Environmental Site
 - Historic & Cultural Site
- Highlands Management Areas**
- Highlands Planning Area
 - Highlands Preservation Area
 - Protection
 - Conservation
 - Conservation Constrained
 - Existing Community
 - Existing Community Constrained
 - Lake Community
 - Wildlife Management
- Pinelands Management Areas**
- Pinelands Boundary
 - Regional Growth Area
 - Town
 - Village
 - Rural Development Area
 - Agricultural Production Area
 - Special Agricultural Area
 - Forest & Preservation Area
 - Military & Federal
 - Municipal Boundary
 - County Boundary
 - Interstate & Toll Roads
 - State & County Roads
 - CAFRA Boundary
 - Commuter Rail & Stations

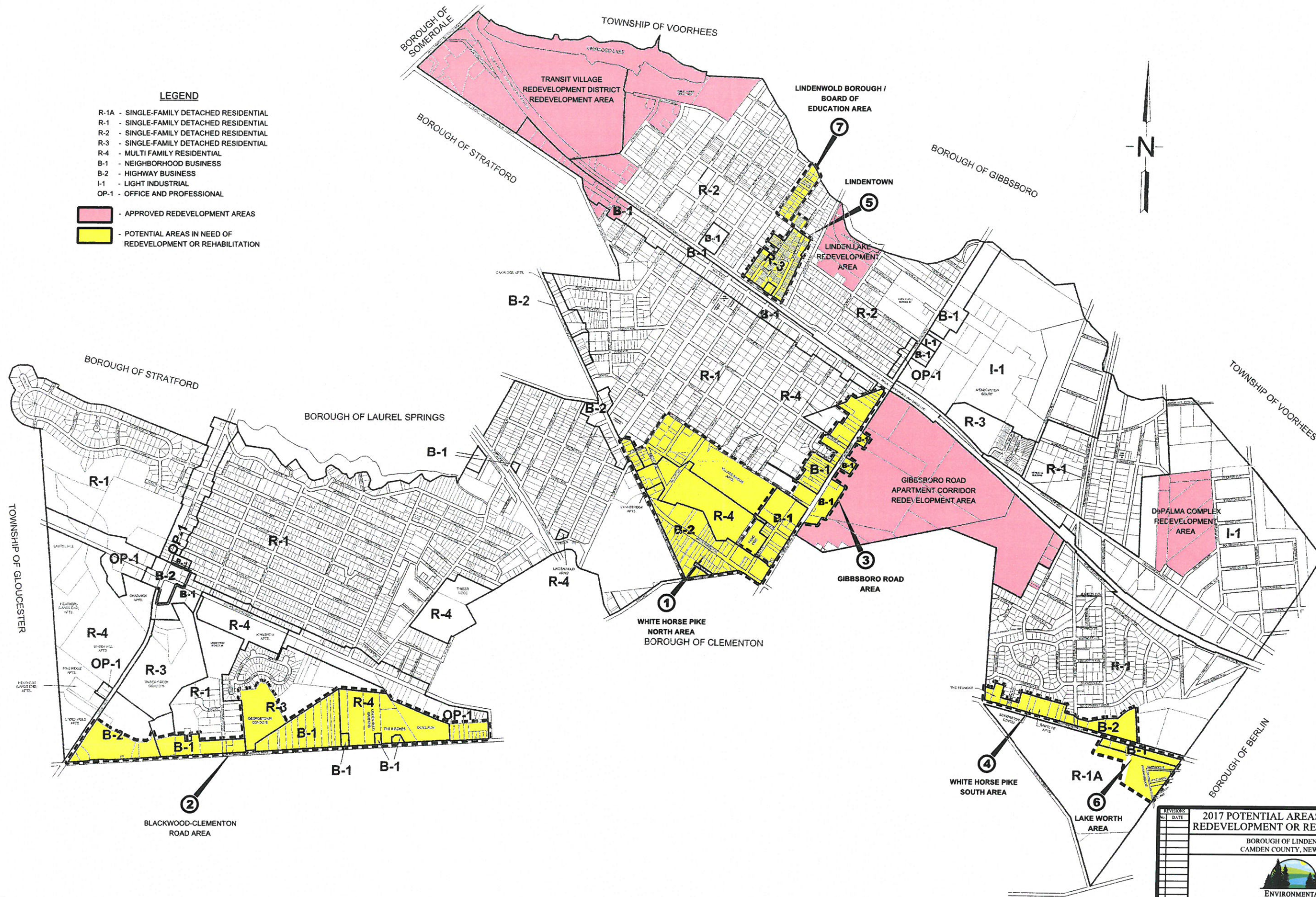


The State Plan is not itself a regulation but a statement of State policy that has been adopted by the State Planning Commission pursuant to statute to guide State, regional and local agencies in the exercise of their statutory authority.

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 AREAS IN NEED OF REDEVELOPMENT OR REHABILITATION



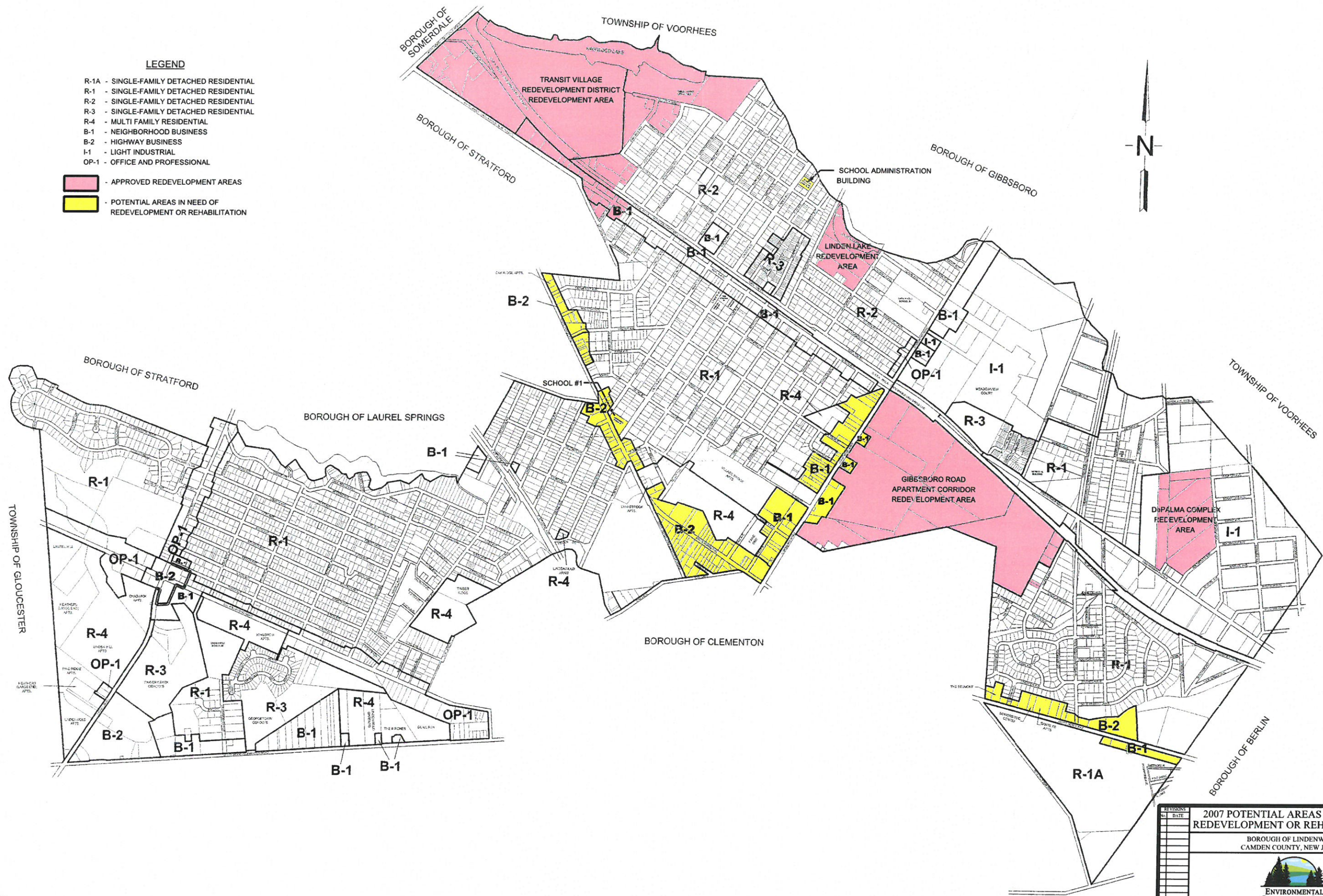
NOTES:
BASE INFORMATION WAS TAKEN FOR A PLAN PREPARED BY KEY ENGINEERS, INC.
ENTITLED ZONING MAP, DATED AUGUST 1998.

2017 POTENTIAL AREAS IN NEED OF REDEVELOPMENT OR REHABILITATION BOROUGH OF LINDENWOLD CAMDEN COUNTY, NEW JERSEY	
ENVIRONMENTAL RESOLUTIONS, INC. Engineers • Planners • Scientists • Surveyors	
REVISIONS NO. DATE 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100	DATE: 9/1/17 SCALE: 1"=400' CAD FILE: PROJECT NO: SHEET NO.:

LEGEND

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2007 POTENTIAL AREAS IN NEED OF REDEVELOPMENT OR REHABILITATION BOROUGH OF LINDENWOLD CAMDEN COUNTY, NEW JERSEY	
ENVIRONMENTAL RESOLUTIONS, INC. Engineers - Planners - Scientists - Surveyors	
DATE: 9/07 SCALE: 1"=600' CAD FILE:	PROJECT NO: SHEET 1 OF 1