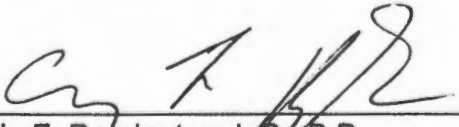


TOWNSHIP OF HADDON

MASTER PLAN

Prepared by the Haddon Township Planning Board

Remington & Vernick Engineers
231 Kings Highway East
Haddonfield, New Jersey 08033
Adopted: July 1, 1999



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Introduction

The revision and update of Haddon Township's Master Plan has been prepared in accordance with the provisions of the Municipal Land Use Law, c. 291, Laws of New Jersey 1975, and contains plans elements deemed appropriate to the character, development status and trends of the Township and its specific planning requirements.

The Municipal Land Use Law requires municipalities to consider five specific elements in their Master Plans either through a Master Plan Re-examination or update every six years. The following comments are made in response to those considerations:

- a. *The major problems and objectives relating to land development in the municipality at the time of the adoption of the last re-examination report.*

The 1986 Master Plan Re-examination focused on several major public infrastructure problems including: the inadequacy of older municipal facilities, such as the municipal building; traffic circulation problems along Cuthbert Road; and parking availability as a symptom of economic decline along the Haddon Avenue commercial corridor. It also included an analysis of the development potential of the Township's remaining vacant land.

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

The problems cited in the 1986 Master Plan have not gone away. These problems of aging community facilities and infrastructure assets have only increased in time. Most of the vacant land noted in the last report has either been developed or has been optioned for future open space acquisition. Traffic along Cuthbert Road has increased, but several improvements have been made at key intersections.

- 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.*

While most of the development assumptions and policy objectives have remained the same in the last ten years, some have changed. For example:

- Urban decay extending from Camden and Woodlynne is a growing concern in the West Collingswood Extension neighborhood.
- Massive cuts in Federal and State funding have reduced Haddon Township's ability to finance recreational area and downtown streetscape improvements. Public/private partnerships can

- be used in the building and rebuilding communities.
- The PRM groundwater aquifer, from which the Township derives most of its water, has been declared a critical area. Due to growth in the suburban and ex-urban areas, water supply concerns will continue to be a major issue in the foreseeable future.
 - The New Jersey Council of Affordable Housing has mandated that communities provide for the indigenous and regional housing needs of low and moderate income households. The 1986 plan did not address this concern as it was adopted prior to these fair share housing mandates. The Master Plan must be revised to evaluate the Township's affordable housing provisions and to respond to the COAH housing allocation requirement.
 - State-mandated recycling is accepted as a reasonable and cost effective way to conserve energy and natural resources and to reduce landfilling costs.
 - Historic preservation and rehabilitation of older properties is now recognized as a useful tool in the revitalization of older communities, and has been quite successful in adjacent towns such as Haddonfield, Collingswood, and Merchantville.

- 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.*

Due to the degree of change in public attitudes and policies towards the afore-noted issues and others which the 1986 Master Plan did not envision, Haddon Township would be best served by the preparation and adoption of a new and revised Master Plan. These changes could not be sufficiently addressed in a re-examination report.

- 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 seq.) into the Land Use Plan Element of the municipal Master Plan and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.*

This 1999 Master Plan includes recommendations for the redevelopment of several key commercial/industrial sites and corridors, some of which are potentially eligible for listing as an area in need of redevelopment in accordance with the state redevelopment law. The Master Plan recommends use of municipal redevelopment regulations for the Haddon Avenue corridor and exploration of redevelopment opportunities for other commercial/industrial districts throughout the Township.

Planning Principles

The planning principles which guided the preparation of the Master Plan and will serve to guide its implementation are as follows:

- Planning should be an integral function of municipal government activities.
- Planning should be comprehensive in nature and scope to guide the appropriate use and development of land in a manner which will promote the public health, safety, morals, and general welfare of the Township.
- Land use planning should be cognizant of and concerned with the proper utilization and conservation of the natural resources.
- Land use planning and development decisions should take into account and be guided by the Township's Master Plan objectives, proposals, and standards for development.
- Planning and development proposal at the Township's level should be coordinated with the master plans of contiguous municipalities, Camden County, and the State Development and Redevelopment Plan.

General Master Plan Goals

The Municipal Land Use Law recommends that a set of general goals are integrated into municipal Master Plans. This list is hereby incorporated as the general goals for the Haddon Township Master Plan.

- To encourage municipal action to guide the appropriate use or development of all lands in Haddon Township, in a manner which will promote the public health, safety, morals, and general welfare.
- To secure safety from fire, flood, panic, and other natural and manmade disasters.
- To provide adequate light, air, and open space.
- To promote the establishment of appropriate population densities and concentrations that will contribute to the well-being of persons, neighborhoods, communities and regions, and preservation of the environment.
- To encourage the appropriate and efficient expenditure of public funds by the coordination of public development with land use policies.
- To provide sufficient space in appropriate locations for a variety of residential, recreational, commercial and industrial uses, and open space, both public and private, according to their respective environmental requirements in order to meet the needs of all Township citizens.
- To encourage the location and design of transportation routes which will promote the free flow of traffic while discouraging location of such facilities and routes which result in congestion or blight.
- To promote a desirable visual environment through creative development techniques and good civic design and arrangements.
- To promote the conservation of historic sites and districts, open space, energy resources, and valuable natural resources in the Township and to prevent degradation of the environment through improper use of land.
- To encourage adequate provision of affordable housing.
- To promote utilization of renewable energy resources.
- To promote the maximum practicable recovery and recycling of recyclable materials from municipal solid waste through the use of planning practices designed to incorporate the State Recycling Plan goals and to complement municipal recycling programs.

Strategic Objectives

In addition to the general goals, this plan includes specific strategic objectives to meet the special needs of Haddon Township into the next century. Establishing strategic objectives for the master plan provides a framework of reference and direction for community planning, development policies and decision-making. The specific strategic objectives, which form the basis for the Haddon Township Master Plan, are as follows:

- Maintain community character and improve the quality of existing development.
- Preserve economic balance and safeguard the tax base, and provide for a continuing source of employment within the Township.
- Guide the development of available vacant land, the redevelopment of land where warranted, and the provision for community facilities and services to meet the needs of the Township's residents within the limits of available resources.
- Ensure adequate provision of public facilities, services, and development to meet the needs of Township residents and property owners.
- Assure that the development intensity and population density continues to be appropriate to the overall character of the Township, its regional location, community facilities, and the natural constraints of the land.
- Promote the conservation of historic sites and districts, open space, energy resources, and valuable natural resources.
- Ensure adequate affordable housing and promote strong, viable residential neighborhoods.
- Encourage appropriate development along Haddon Avenue to further Westmont's role as the downtown center for the Township.

Summary of Strategic Recommendations

Specific policy and program recommendations to implement the Master Plan's objectives are found in the summary section of the individual elements of this plan. The following is a synopsis of these strategic recommendations.

• Land Use

1. Redevelop the Haddon Avenue corridor as a Downtown Main Street district; focus on pedestrian amenities at important intersections/nodes, such as Cuthbert, Westmont Theater, Chestnut/Reeves Avenues, and Maple/Crystal Lake Avenues.
2. Promote/support development of business associations for Haddon Avenue, White Horse Pike, Black Horse Pike, and US 130 commercial corridors; all but the Haddon Avenue district will require cooperation with merchants in adjacent municipalities.
3. Develop economic development partnerships with County Improvement Authority, Camden City, Gloucester City, Audubon, and Mount Ephraim to help revitalization of business corridors along Black Horse Pike, White Horse Pike and US 130.
4. Develop business corridor improvement plans in coordination with those business associations and cooperating municipalities, and County Improvement Authority; capital projects to be financed through joint public and private ventures; seek authority's assistance in redeveloping the Philmore Furniture, Russell Stone, and DiDee Diaper sites on Haddon Avenue. Consider redevelopment area studies and plans for other commercial industrial corridors.
5. Explore consolidation of land and improving circulation by closing streets in strategic areas along US 130 corridor.
6. Encourage development of new shopping center between Black Horse Pike and US 130 in West Collingswood Extension to buffer against commercial blighting influences in Camden, to increase tax base and to address local market needs.
7. Seek DRPA funding for streetscape improvements along Black Horse Pike south of Walt Whitman Bridge, and permission to hold additional secondary uses, such as expanded market festivals, in PATCO's Westmont Station parking lot.
8. Continue to evaluate the zoning map for compatibility with existing and planned uses, and the land development ordinance for compatibility with the state uniform residential

development standards. Make amendments as necessary.

- **Haddon Avenue Corridor Redevelopment Plan**

1. Implement the various redevelopment recommendations for housing rehabilitation, commercial upgrades, commercial and office use anchor tenants, and off-street parking.
2. Realign zoning district boundaries to distinguish downtown housing, downtown retail, office uses, center commercial uses, etc.
3. Complete and implement a downtown streetscape plan.

- **Housing**

1. Promote home ownership in western part of Township; encourage second floor residential uses along Haddon Avenue and White Horse Pike; encourage affordable housing, as needed; strengthen code enforcement procedures; explore requiring an annual Certificate of Continuing Occupancy Permits for apartment units.
2. Consider sharing Neighborhood Preservation Program staff with Collingswood in the West Collingswood Extension neighborhood.

3. Encourage neighborhood stabilization by changing zoning from commercial to residential on west side of US 130 in West Collingswood Extension; existing gas stations are traffic hazard and a blighting influence.
4. Encourage residential density along Haddon Avenue by changing the existing commercial zoning between PATCO and rear of Haddon Avenue properties to allow a mixture of downtown housing opportunities.
5. Consider changing the zoning densities in the undeveloped portion of the DD zone, now zoned for high-rise apartments, to reflect lower densities and building scales more compatible to surrounding development.
6. Provide for affordable housing and alternative housing through rehabilitation of substandard units and re-use of vacant property.

- **Community Facilities**

1. Continue monitoring and maintenance of infrastructure, e.g. water, stormwater, sewer, and streets, in older neighborhoods; initiate replacement scheduling program.
2. Program sidewalk improvements for ADA accessibility by 2002.

3. Develop coordinated water supply policy to meet current capacity needs and to update/replace older wells and infrastructure.
4. Upgrade the municipal building and make handicapped accessible. Consider reconfiguration and/or relocation of police functions.
5. Explore traffic improvements all along at Cuthbert at South Park Drive, Emerald, Lees Lane and White Horse Pike; and at Collings Avenue and US 130.
6. Continue police substation at West Collingswood Extension recreational center to encourage neighborhood stability and decrease response time in the western neighborhoods.
7. Correct McDonald's rear access road problems.

- **Recreation**

1. Create new Public/Conservation/Recreation (PCR) zone to recognize those important land use concerns.
2. Develop and expand Grandview Avenue Park into major recreational area for west side and keep portions undeveloped for nature trails and wildlife study of Newton Creek tidal areas.

3. Rehabilitate, refurbish, and improve recreational equipment/nature trails for undeveloped parts of Edison Woods and Newton Creek parks.
4. Develop soccer field and hiking area for Township residents where space is available.
5. Continue open space acquisition program.

- **Historic Preservation**

1. Conduct preliminary historic survey of Township, focusing on Westmont and Sadlertown neighborhoods.
2. Develop history pamphlet and self-guided tour.

- **Recycling**

1. Incorporate solid waste and recycling standards into Land Development Ordinance.
2. Explore yard waste composting to reduce disposal costs.

When Haddon Township was incorporated in 1865, its borders stretched from the edge of the City of Camden to Haddonfield from the Cooper River to the Main Branch of Newton Creek. Over time, as suburban communities developed, portions of Haddon Township were set off and incorporated into other municipalities. The Boroughs of Collingswood, Haddonfield, Woodlynne, Oaklyn, Audubon, and Audubon Park were all once part of Haddon Township, as were the Fairview section of Camden and the Gloucester Heights neighborhood of Gloucester City. The last change to the Township's land area occurred in 1953 when a small portion of land was annexed to Collingswood. Whatever land remained from these repeated annexations and incorporations is modern Haddon Township.

The Township is unique in Camden County in that it is formed of three distinguishous parts: Westmont, the main or central portion of the Township; West Collingswood Extension, situated between Collingswood and Fairview along Collings Avenue; and West Collingswood Heights, situated between Gloucester City, Fairview, Audubon and Audubon Park, and Mount Ephraim.

Most of the land in Haddon Township is developed in a character ranging from early twentieth century to modern residential neighborhoods. These residential neighborhoods are held together by the undeveloped natural waterway systems of the Cooper River and Newton Creek and commercial developed highway corridors, i.e. Haddon Avenue and the White Horse and Black Horse Pikes. Haddon Township is within the State Plan's Camden Metropolitan Planning Area.

Introduction

An analysis of demographic, economic and housing characteristics over time provides the basis for understanding changes in the use of community facilities, identifies potential demand, and generally, provides additional insight into the nature of the community. Population and housing data can also be used to gain a greater understanding of the match or mismatch between households and the housing supply in the community.

Past Population Trends

Haddon Township reached a population peak of 18,192 in 1970 and has been declining since that time. The 1980 population was 15,875, a figure that was 2,317 persons less than the 1970 population. The 1990 United States Census reported the population to be 14,837, thus indicating, a continuing, although much more moderate decline. The New Jersey Office of State Planning projects the 2020 Township population will be approximately 16,800.

These declines result from decreases in household size. This phenomenon is a familiar one by now, as household sizes dropped steadily over an approximately twenty year period from the early 1960's to the early 1980's. This has resulted in decreased school enrollments in suburban communities that were no longer developing rapidly, and Haddon Township is

no exception. Between 1980 and 1990, the number of dwelling units increased only slightly, changing from 6,368 to 6,389.

Population Composition

There are proportionally fewer children and more elderly persons in the population of Haddon Township than in the State as a whole. This information is shown on Table 1, which indicates the age distribution of the population in Haddon Township as compared with New Jersey in both 1980 and 1990.

In 1980 the percentage of persons 17 and under was 21.8 percent in Haddon Township as compared with 30.5 percent in New Jersey. By 1990 the gap had narrowed significantly, changing from a difference of 5.6 percent to 1.5 percent. Thus, even though the proportion of children decreased in both populations, the decrease was much less in Haddon Township.

This decrease in the number of children accounted for a portion of the decade's population decline. Specifically, the number of children 19 and under declined from 3,953 in 1980 to 3,600 in 1990. There were also shifts within the age distribution of the adult population. A large increase in the number of baby-boom age adults (25-44 years) was more than setoff by decreases in the upper middle age adults (45-64 years). At the same time, the number of those 65 and older increased significantly from 17.7 percent to 22.0 percent of the total population of Haddon Township.

Table 1
POPULATION DISTRIBUTION BY AGE

<u>Age Group</u>	<u>1980</u>		<u>1990</u>		<u>Change (1980-1990)</u>	
	<u>Number</u>	<u>% of Total</u>	<u>Number</u>	<u>% of Total</u>	<u>Number</u>	<u>%</u>
4 & under	705	4.4	830	5.6	+125	+1.2
5 - 17	2,755	17.4	2,142	14.4	-613	-3.0
18 - 20	718	4.5	450	3.0	-268	-1.5
21 - 24	914	5.8	677	4.6	-237	-1.2
25 - 44	3,761	23.7	4,389	28.9	+628	+5.2
45 - 54	1,853	11.7	1,525	10.3	-328	-1.4
55 - 59	1,186	7.5	685	4.6	-501	-2.9
60 - 64	1,173	7.3	872	5.9	-301	-1.4
65 - 74	1,761	11.1	1,869	12.6	+108	+1.5

Table 1 Cont'd.
POPULATION DISTRIBUTION BY AGE

<u>Age Group</u>	<u>1980</u>		<u>1990</u>		<u>Change (1980-1990)</u>	
	<u>Number</u>	<u>% of Total</u>	<u>Number</u>	<u>% of Total</u>	<u>Number</u>	<u>%</u>
75 - 84	860	5.4	1,131	7.6	+271	+2.2
85 & over	189	1.2	267	1.8	+78	+0.6
Total	15,875	100.0	14,837	100.0	-1,038	-6.5

MEDIAN AGE

	<u>1980</u>	<u>1990</u>
New Jersey	32.2	34.5
Camden County	30.4	32.8
Haddon Township	38.9	39.7

Source: U. S. Department of Commerce, Bureau of the Census, *1980 Census of Population Volume 1 Characteristics of the Population, Chapter B, General Population Characteristics, Part 32: New Jersey (PC80-1-B32)*, August, 1982.

U. S. Department of Commerce, Economics, and Statistics Administration, Bureau of the Census, *1990 Census of Population and Housing, Summary Population and Housing Characteristics: New Jersey (1990 CPH-1-32)*.

In short, these changes mean that the population of Haddon Township is getting older. This suggests a relatively stable population that is aging in place. Compared with New Jersey, as a whole the percentage of persons under 35 is less in Haddon Township, whereas the proportion of residents 35 and over is larger than in the State. There have been pronounced declines in the number of children (17 and under) and middle aged (45 to 54) and a significant increase in the number of older persons (65 and over).

Household Size

Pronounced changes in social patterns have resulted in a significant drop in household size nationwide. Various trends during the late 1960's, 1970's, and 1980's contributed to the reduction in household size that has occurred in Haddon Township and throughout the country. These trends include the tendency to marry at later ages, the increase in divorce rates, the increase in the number of elderly living alone, and the desire by single working persons to have their own household unit. Collectively, these trends resulted in a significant reduction in household size.

In 1990 the average household size in Haddon Township was 2.38 persons. This was lower than the statewide average of 2.70 persons, and presumably, reflects the fact that there are proportionally more senior citizen households, which tend to be one- and two-person households, in Haddon Township than there are statewide. Haddon Township also has a substantial number of high rise and garden apartment buildings compared to most other municipalities in the County where these uses are

not as common. These same relationships held true in 1980 when the average household size in Haddon Township was 2.54 as compared with 2.84 in New Jersey.

The changes in the distribution of household sizes are shown in Table 2. It can be seen that in 1970 one and two person households comprised 49.8 percent of the households in Haddon Township. By 1980 this percentage had increased to 57.9 percent. In both instances this was a higher proportion of one and two person households than existed statewide.

Seventy-one percent of the one person households are female. (This data is also shown on Table 2.) Judging from the age statistics and marital data provided in the U.S. Census, many of these one woman households are elderly widows. This data is consistent with the other indications of an aging population.

Population by Income

The median household income in Haddon Township in 1990 was \$36,215.00. The distribution of household incomes is shown on Table 3. The number of persons in the income categories above \$100,000.00 declined, as would be expected, as the incomes increased.

Table 2
HOUSEHOLD CHARACTERISTICS
HADDON TOWNSHIP

Size of Household	1990		NJ % of Total	1980		NJ % of Total
	Haddon Township No. of Households	% of Total		Haddon Township No. of Households	% of Total	
<u>1</u>	<u>1,089</u>	<u>17.7</u>	<u>15.8</u>	<u>1,619</u>	<u>23.9</u>	<u>21.1</u>
<u>2</u>	<u>1,979</u>	<u>32.1</u>	<u>28.2</u>	<u>2,125</u>	<u>34.0</u>	<u>29.9</u>
<u>3</u>	<u>1,113</u>	<u>18.1</u>	<u>18.1</u>	<u>1,001</u>	<u>16.0</u>	<u>17.9</u>
<u>4</u>	<u>933</u>	<u>15.2</u>	<u>17.1</u>	<u>863</u>	<u>13.8</u>	<u>16.5</u>
<u>5</u>	<u>556</u>	<u>9.0</u>	<u>10.7</u>	<u>411</u>	<u>6.6</u>	<u>8.6</u>
6 or more	486	7.9	10.0	228	3.6	6.0
TOTAL	6,242			6,247		

1990 - 14,837 persons in 6,242 households = 2.38 persons per household

1980 - 15,875 persons in 6,247 households = 2.54 persons per household

Table 2 Cont'd.
HOUSEHOLD CHARACTERISTICS
HADDON TOWNSHIP

<u>Type of Household</u>	<u>Number in Subgroup</u>	<u>1980 Total</u>	<u>1990 Total</u>
One Person Households		1,619	
<u>Male Householder</u>	<u>469</u>		
Female Householder	1,150		
Two or More Person Households		4,628	
<u>Married Couple Family</u>	<u>3,691</u>		<u>3,295</u>
Other Family			
Male Householder, no wife	172		103
<u>Female Householder, no husband</u>	<u>595</u>		<u>613</u>
Non-Family*			
<u>Male Householder</u>	<u>93</u>		
Female Householder	77		

*Not a member of a family'. Roomers, boarders, resident employees, foster children, etc. are included in this category.

Persons per family 1990 = 3

Source: U. S. Bureau of the Census

Table 3
1989 HOUSEHOLD INCOME DISTRIBUTION
HADDON TOWNSHIP

<u>Income</u>	<u>Number</u>	<u>Percent</u>
<u>Less than \$4,999</u>	101	1.6
<u>\$5,000 to \$9,999</u>	450	7.2
<u>\$10,000 to \$12,499</u>	274	4.4
<u>\$12,500 to \$14,999</u>	267	4.3
<u>\$15,000 to \$17,499</u>	229	3.7
<u>\$17,500 to \$19,999</u>	212	3.4
<u>\$20,000 to \$22,499</u>	227	3.6
<u>\$22,500 to \$24,999</u>	221	4.3
<u>\$25,000 to \$27,499</u>	335	5.4
<u>\$27,500 to \$29,999</u>	148	2.4
<u>\$30,000 to \$32,499</u>	323	5.2
<u>\$32,500 to \$34,999</u>	169	2.7
<u>\$35,000 to \$39,999</u>	425	6.8
<u>\$40,000 to \$49,999</u>	746	11.9
<u>\$50,000 to \$59,999</u>	659	10.5

Table 3 Cont'd.
1989 HOUSEHOLD INCOME DISTRIBUTION
HADDON TOWNSHIP

<u>Income</u>	<u>Number</u>	<u>Percent</u>
<u>\$60,000 to \$74,499</u>	<u>626</u>	<u>10.0</u>
\$75,000 to \$99,999	470	7.5
<u>\$100,000 to \$124,999</u>	<u>175</u>	<u>2.8</u>
\$125,000 to \$149,999	83	1.3
<u>\$150,000 or more</u>	<u>64</u>	<u>1.0</u>

Median \$36,215
Mean \$43,434

Source: U. S. Census

Commuting Patterns to Work

Twenty-seven point six percent of Haddon Township residents commute to work out-of-state, presumably to the Philadelphia area. This is a slight increase from 1980 when 26.9 percent commuted out-of-state. This is a significantly higher percentage than occurs statewide and is, obviously, a reflection of the presence of the high speed rail line that connects Haddon Township with Philadelphia. Statewide only 9.9 percent of the population works outside of New Jersey. This data and other journey to work information is shown on Table 4.

It can be seen that a lower percentage of Haddon Township residents work within the municipality that occurs statewide. Conversely, a higher percentage work within the county than happens throughout New Jersey. These differences are, however, largely a matter of geography. They have more to do with the position of a municipality within a county and the configuration of the county in relation to the job market than any other factors. However, a significantly growing number of people now commute outside of Camden County but within New Jersey. This probably reflects the increase in office parks in the Route 73 corridor, as well as the national trend toward traveling greater distances to work.

Haddon Township residents spend approximately as much time commuting to work as does the rest of the population of the state: 91.8 percent make the journey to work in less than 45 minutes. This is slightly higher than occurs statewide and accounts for the mean travel time to work of Haddon Township residents being less, 20.8 minutes, than statewide at 24.9 minutes.

Employment in Haddon Township

Job growth in Haddon Township has been moderate during the past decade as would be expected in a mostly developed municipality. The number of jobs increased from 3,169 in 1985 to 3,208 in 1990. This data can be seen on Table 5 which provides information on the number of jobs covered by the New Jersey Unemployment Compensation Law.

Summary Of Demographic Characteristics

- The population declined from 15,875 in 1980 to 14,837 in 1990.
- The population continues to age. There has been a decrease in the number of children and an increase in the number of persons 65 and over.
- The average size of a household was 2.38 in 1990 as compared with 2.54 in 1980.
- The median household income was \$36,215.

Table 4
COMMUTING PATTERNS TO WORK
HADDON TOWNSHIP (1990)

<u>Characteristic</u>	<u>Number</u>	<u>Percent</u>
Employment by Place of Work		
<u>MCD</u>	857	11.7
Rest of Camden County	3,177	43.4
<u>Remainder of State</u>	1,257	17.2
Outside of State	2,021	27.6
Employment by Travel Time to Work		
<u>Less than 5 Minutes</u>	243	3.4
5-9 Minutes	912	12.8
<u>10-14 Minutes</u>	1,158	16.2
15-19 Minutes	1,274	17.9

Table 4 Cont'd.
COMMUTING PATTERNS TO WORK
HADDON TOWNSHIP (1990)

<u>Characteristic</u>	<u>Number</u>	<u>Percent</u>
<u>20-29 Minutes</u>	<u>1,488</u>	<u>20.9</u>
30-44 Minutes	1,475	20.7
<u>45-59 Minutes</u>	<u>377</u>	<u>5.3</u>
60 or More Minutes	205	2.9
Mean Travel Time		20.8

Source: U. S. Census 1990

Table 5
COVERED EMPLOYMENT DATA
HADDON TOWNSHIP

<u>Year</u>	<u>Number of Jobs</u>
<u>1973</u>	<u>2,515</u>
1974	2,593
<u>1975</u>	<u>2,462</u>
1976	2,547
<u>1977</u>	<u>2,947</u>
1978	2,982
<u>1979</u>	<u>3,079</u>
1980	3,131
<u>1981</u>	<u>2,927</u>
1982	2,918
<u>1983</u>	<u>3,177</u>
1984	2,990
<u>1985</u>	<u>3,169</u>
1990	3,208

Source: New Jersey Department of Labor, "Covered Jobs by Municipality", third sector each year.

Introduction

The pattern of existing land use has a strong influence on a community's character and future development. The land use plan presents and overview of the types of land uses found in the Township and the interrelationships of these uses to each other, to the public infrastructure, and to the Township as a whole. Some may question why a land use plan is needed for an area that is already developed. It is important to document from the historical development patterns that provided a place with its community character. The Master Plan is a document that is focused on enhancing and improving a community's character and its future. Understanding the impacts of previous land use decisions help us learn from the past and help to achieve the goals of the master plan. This plan, with the other basic master plan elements, will provide a sound basis for managing development and redevelopment of Haddon Township into the 21st century.

Haddon Township's land area is a remnant of the nineteenth century and early twentieth century municipal incorporation movement which resulted in the secession of Camden City, Haddonfield, Collingswood, Oaklyn, Woodlynne, Audubon, Audubon Park, and parts of Gloucester City and Haddon Heights from old Haddon Township. The result of those incorporations and annexations left Haddon Township as two separate land areas, essentially the central Westmont group of neighborhoods and a pair of neighborhoods in West Collingswood. The two halves of Haddon Township are separated by Collingswood, Oaklyn, and Audubon Park Boroughs.

Each of these halves have their own individual neighborhoods and community character, but are connected together by a common history, road network, and the Newton Creek watershed. In some cases, the neighborhood boundaries are clearly defined by roads and streams, in other cases, the neighborhood boundaries are less distinct. A generalized description of the Township's neighborhoods follow:

Westmont

Taking its name from the old railroad station near Crystal Lake and Haddon Avenues, the village of Westmont grew into a thriving commercial, industrial, and residential community in the late nineteenth and early twentieth centuries and it spread out along Haddon Avenue and the railroad. It has historically been the center of rural Haddon Township and continued that role into the post W.W.II period until the advent of suburban shopping strips and indoor malls. Haddon Avenue, the Township's main commercial street, experienced significant growth in the last decade with the development of two mid rise office buildings near the PATCO high speed line station, which itself is a major asset for business commuters living in the downtown neighborhood. Westmont contains the municipal building, fire station, a thriving reperitory theater, a high-rise apartment building, and several thriving downtown-oriented businesses, ranging from bakeries and hardware stores to video stores and pizza parlors. Unfortunately, it also has several vacant and underutilized parcels and buildings, which create a void on an otherwise stable main street.

The residential neighborhood to the east of Haddon Avenue is a collection of historic and older single family homes which are generally well-maintained and similar in scale to other neighborhoods in the western part of the Township and nearby Collingswood and Haddonfield.

The major planning concerns in this neighborhood are upgrading of older public infrastructure and economic revitalization along Haddon Avenue. Special attention should be focused on creating a sense of place for the commercial district, streetscape improvements, differentiation of downtown office and retail uses, the location of a public meeting place on main street, and off-street parking. A separate master plan element for the Haddon Avenue corridor is included in this Master Plan.

Emerald Terrace

A subsection of greater Westmont, Emerald Terrace is a collection of post W.W.II homes roughly situated between Lawnside and Stratford Avenues. The streets north of Emerald Avenue are straight and follow the Collingswood block pattern, while the remainder includes curvilinear streets. One of its major features is the adjacent Cooper River Park. Traffic is a major concern in Emerald Terrace, which is bisected by Cuthbert Boulevard, which is used as a bypass from Cherry Hill to Collingswood and Oaklyn. As a result, traffic back-up at peak hours at the Haddon Avenue and Emerald Avenue traffic signals is lengthy, and crossing South Park Drive is dangerous.

Bluebird

Bluebird is, another subsection of greater Westmont, is a compact collection of homes like Emerald Terrace. It fronts on South Park Drive and is more accessible from downtown Collingswood than Westmont due to its predominant street pattern. Traffic is also a major concern in this neighborhood, as is security due to the high visitor traffic from the Cooper River Park.

Crystal Lake

The eastern and western sections of the Westmont neighborhood were historically connected by the grade level railroad tracks and station to the west of Haddon Avenue. When the PATCO high speed line was developed in the late 1960s, the railroad was elevated and a wall constructed between the two halves, thus creating a separate neighborhood along Park and Westmont Avenues. The neighborhood is a mixed-use one with both small historic homes and older and modern larger residences on either side of the lake. The neighborhood contains the PATCO station and half of its parking lots, a municipal park, swimming pool, and recreational center around Crystal Lake, a neighborhood commercial area on Crystal Lake Drive that includes a supermarket and family restaurant, a post W.W.II landscaped garden apartment complex called Haddon Hills.

It also includes the remnant of two historic residential neighborhoods, one around the old Westmont station and another off Rhoads Avenue named Sadlertown. The public high school is currently accessed from this neighborhood, which significantly increases local traffic through the center of

this otherwise residential area. Planning concerns in this neighborhood also include stormwater management and historic preservation.

Haddonleigh

Haddonleigh, which was primarily developed in the post W.W.II period, is a neighborhood of one and one-half and two story homes separated from the rest of the Township by a wide utility right of way. It includes a small neighborhood shopping area along Hopkins Avenue on the Audubon border. This neighborhood has developed more in character with an adjacent neighborhood in Haddonfield than the rest of Haddon Township, but shares a common design theme with the Bluebird neighborhood, which is just as far from the downtown area. It also shares its neighborhood shopping center with the Crystal Lake neighborhood. Upgrading and replacement of the older infrastructure will be a future concern for this area.

Collingswood Manor

Located between Collingswood and the Newton Creek, this neighborhood of older bungalows and two-story, single family detached homes is similar in character to those adjacent to it in Collingswood, Westmont, and Bettewood. The neighborhood's major street is Cuthbert Road on which is situated a neighborhood commercial district composed of a supermarket, drug store, and other smaller stores. It also flanks a county park along the Newton Creek. There hasn't been much change in the residential, commercial, or recreational character of this neighborhood in the last ten years due to the lack of vacant developable land. Upgrading and replacement of the older infrastructure will be a future concern for this area.

Haddon View

This neighborhood developed primarily in the 1960s and 1970s with a modern suburban and high-rise character. The key feature of the neighborhood is the Haddon View high rise apartment buildings on McArthur Boulevard. It also includes a modern shopping center, which has recently been remodeled, a high-rise office building, a private high school (Paul VI), fast food restaurants, and other retail stores. One planning concern is providing a new accessway to the public high school off McArthur Drive to get unnecessary school traffic out of the Crystal Lake neighborhood. Recent developments in the Haddon View neighborhood include the construction of a new county library and a proposal to acquire approximately 15 acres of open space off McArthur Drive. These last developments involved most of the remaining developable land in the neighborhood.

Currently, a large portion of the McArthur Tract is zoned for high-rise apartment buildings, which is completely out of scale with the nearby Sadlertown area, Paul VI tract, and other adjacent R-1 neighborhoods. While the current DD high-rise apartment use zoning is compatible with the Haddon View high-rises, additional high density development (approximately 40 units per acre) in this area would increase local traffic congestion and further diminish the Township's traditional single-family housing neighborhood character. Higher density housing should be concentrated in the Haddon Avenue corridor, where increase in housing units and development would reinforce on the downtown's commercial economy. The zoning of the current undeveloped portion of the DD zone

should, therefore, be changed to a more compatible density. Affordable housing set aside provisions and conditional uses for senior independent and assisted living should also be explored.

Heather Glen

A modern residential area of larger split-level, ranch, and other single family detached homes, Heather Glen is the Township's newest neighborhood. It includes a family restaurant and garden apartment complex on Cuthbert Road. Recent developments in this neighborhood include green acres open space acquisition for expansion of the parkland near Newton Creek and development of two cul-de-sac streets on the eastern side of Lees Lane. These projects have also consumed the last major developable tracts in this neighborhood. One major concern in Heather Glen is the intersection of Lees Lane and Cuthbert Road, which due to unique topography, traffic volume, and development close to the roads make the intersection a difficult one to turn into. This issue has mostly been addressed as part of the redevelopment of the old Compton's Log Tavern to a new drug store, which included significant sight distance and intersection improvements.

Battlewood

Many people would consider the Battlewood neighborhood a part of Oaklyn due to its location on the White Horse Pike. But its stock of one and one-half and two story older homes and bungalows are part of Haddon Township, to which it is connected by the Newton Creek park. Its White Horse Pike frontage of neighborhood stores and community retail and service businesses is shared with those of Oaklyn, which is on

the western side of the pike. The Oaklyn Diner is in Haddon Township, as is a highly regarded theater company which plays in the refurbished Ritz Theater. Property and infrastructure maintenance is a concern in this neighborhood, as is traffic near the intersection of Cuthbert Road and the White Horse Pike. The viability of Battlewood's White Horse Pike commercial corridor, which is shared with Oaklyn is also a main concern, due to the age of the properties and the lack of off-street parking. Redevelopment opportunities should be explored for this corridor.

West Collingswood Extension

This area, which is literally an extension of the West Collingswood neighborhood, is situated between it and the Fairview section of Camden. The western end of the neighborhood contains a small park and a community center in the old train station. This park was the site of the first Quaker meeting house in Camden and Gloucester Counties and was the center of European colonization in the late 1600s. The historic Champion Schoolhouse is another artifact of earlier times. High speed traffic along US 130 splits the neighborhood in half. Commercial development on US 130 is limited to three small gas stations, one of which is abandoned.

The commercial uses along the Black Horse Pike, which were more related to the Fairview neighborhood than Haddon Township, are also showing signs of decay, underutilization, and abandonment. Redevelopment designation should be explored for this corridor, as well. A key feature in the area was the former Chubby's Steakhouse and Dinner Club, which closed its doors in 1995. In 1997, this site was redeveloped

into another drug store, which has significantly improved the business presence in this area. Only a handful of older homes remain in the area between these two highways and these are showing signs of decay as well. The older residential area to the south of US 130, however, is in much better shape, but is also showing signs of its age.

West Collingswood Heights

Flanked on one side by US 130 and the other by the Black Horse Pike, and on the two other sides by branches of the Newton Creek. West Collingswood Heights is an island to itself. Until 1927, it was much larger and included the Gloucester Heights neighborhood of Gloucester City. Highway commercial businesses, predominantly related to construction and car and truck services, are the key features of the exterior portion of this neighborhood. Inside, the community is a distinct and quiet neighborhood of a mix of older and modern homes. In recognition of the distance between the municipal building and this neighborhood, the Township also supports a fire and emergency services station on Nicholson Road in the community.

Vacant storefronts and underutilized land along the commercial corridors is a major concern for this neighborhood, which has difficulty competing with the adjacent open commercial tracts in adjacent Audubon and Bellmawr. Redevelopment opportunities should also be explored for these commercial areas, as well. The age of the infrastructure in this neighborhood will be an issue in the near future. The northern end of the neighborhood contains a wetlands area and a collection of small park parcels. Due to the undevelopability of

this area, the Township should consider future acquisition and development of a community recreational center with nature trails.

Summary of Land Use Recommendations

The following is a collection of recommendations concerning the current zoning plan and ways in which the Township could achieve its downtown revitalization, economic development, and housing improvement goals. Revision of the Township's ordinances into a comprehensive land use ordinance is also recommended. Other land use issues discussed in this element not specifically relating to the zoning plan, such as recreation, community facilities, and housing issues, are discussed further in those individual plan elements.

- **Downtown Westmont Commercial District**
 1. Promote redevelopment of Haddon Avenue as a separate Downtown Commercial District to reinforce municipal identity and community character and develop a separate Downtown Business District with distinct zoning and performance standards to achieve a viable downtown community.
 2. Promote development of a Downtown business association for businesses along Haddon Avenue and encourage their participation in crafting a downtown redevelopment plan.

3. Identify major vacant and underutilized parcels and strategic activity nodes, where public and private moneys and energies could be best invested.
 4. Evaluate whether existing land use patterns and regulations are still effective for managing and encouraging economic viability and make amendments to the Land Development Ordinance, where necessary. For example, consider: creation of a special downtown residential zone between PATCO and the rear of the Haddon Avenue commercial corridor; development of municipal parking lots for downtown shoppers along Haddon Avenue on underutilized land; and the creation of an office zone for the area between Glenwood, Haddon, and North Atlantic Avenues east of the Township line (see Haddon Avenue Corridor element).
 5. Review viability of streetscape improvements, such as shade trees and burying utility lines.
- Route 130, Black Horse Pike, and White Horse Pike Commercial Districts
 1. Fully utilize these districts' highway access and land availability for economic development and tax ratables.
2. Explore whether these areas should be classified as areas in need of redevelopment. Identify major vacant and underutilized tracts and strategic activity nodes where public and private moneys and energies could be best invested.
 3. Evaluate whether existing land use patterns and regulations are still effective in managing and enhancing economic viability and make amendments to the Land Development Ordinance, where necessary. For example, explore removal of commercial zoning to the south of US 130 in West Collingswood Extension in order to increase viability of the residential neighborhood.
 4. Promote development of business associations across municipal boundaries to encourage mutual cooperation of merchants sharing these commercial corridors.
- Neighborhood Commercial Districts
 1. Ensure the viability of neighborhood related retail and service needs within reasonable distance to residential areas. This may require inclusive zoning in major commercial corridor districts under certain performance standards.

2. Evaluate whether existing land use patterns and regulations are still effective for managing and encouraging economic viability and make amendments to the Land Development Ordinance, where necessary. For example, consider: creation of a mixed-use office-residential zone along Collings Avenue and on Cuthbert Road from Park Boulevard to Haddon Avenue to recognize existing home-occupations and provide an alternative to property owners with large older building with sufficiently large frontages and on-site parking.

3. Continue code enforcement/monitoring program to maintain quality of neighborhood commercial environment.

• Residential Districts

1. Promote home ownership by maintaining and enhancing the quality of life throughout the Township's many neighborhoods.

2. Focus code enforcement measures to maintain/improve neighborhood stability and the quality of housing stock for single-family attached and multi-family units in the White Horse and Black Horse Pike areas of the Battlewood, West Collingswood Extension, and West Collingswood Heights neighborhoods and other high rise and garden apartments in the central portion of the Township.

3. Implement a Neighborhood Preservation Program (NPP) in the White Horse and Black Horse Pike neighborhoods for homeowner housing improvement assistance and as a follow-up to code enforcement. Investigate shared staff with Collingswood, Oaklyn, Mount Ephraim, and Audubon Boroughs.

4. Explore the viability of continuing the second story residential use of storefronts along Haddon Avenue and White Horse Pike in the Township's older commercial corridors.

5. Consider rezoning the vacant portion of the DD zone along McArthur Boulevard from high-rise residential to a more compatibly-scaled residential district which would prohibit high-rises and encourage single-family residential uses reflecting the Township's traditional suburban development patterns. Explore whether affordable housing set asides and senior housing uses at higher densities could be incorporated as a conditional use in the R-1 zones. Encourage higher density residential uses in the Haddon Avenue redevelopment corridor.

Purpose of the Study

This study of the Haddon Avenue Corridor project area was undertaken by the Township of Haddon, Camden County, New Jersey in order to determine the feasibility of creating area(s) in need of redevelopment, and whether those standards are present pertaining to said area as they affect the safety, health, morals, and general welfare of the community. This information is intended to aid the municipality in determining whether the Haddon Avenue Corridor project area, as presently constituted, qualifies as a redevelopment area, as defined in New Jersey Statute (N.J.S.A. 40A:12A-1 et seq.).

Description of the Haddon Avenue Corridor Project Area

The Haddon Avenue Corridor project area primarily consists of all those properties fronting on Haddon Avenue within the Township between the Boroughs of Haddonfield and Collingswood. It also includes all those properties between Haddon Avenue and the elevated tracks of the Delaware River Port Authority (DRPA) Port Authority Transit Corporation (PATCO) high speed train line, as well as other properties fronting on Highland Avenue and between Maple Avenue and Haddon Avenues. These 330 or so properties represent the core downtown commercial, business, office, and industrial uses in Haddon Township, as well as downtown residential uses currently zoned for commercial development.

The corridor has many uses not found in adjacent Haddonfield and Collingswood, such as gasoline and automobile service stations, liquor stores and restaurants with liquor licenses, a butcher, a regional hardware store, a theatre, and a video rental

store. For this reason, the Haddon Avenue corridor serves as a main street not only for Haddon Township, but also for Haddonfield and Collingswood. Whereas as the adjoining boroughs developed as crossroads communities, Westmont has no significant cross streets. It primarily developed as a streetcar suburb in the early twentieth century and was at its peak in the post World War II period. The commercial district began around the old Westmont train station near Crystal Lake Avenue, with another station at Cuthbert Boulevard.

Significant non-residential uses within the project area include:

- numerous downtown-oriented retail and personal service uses;
- the municipal building complex and Westmont Fire Station;
- several modern mid-rise office buildings;
- several smaller office buildings in former single family homes along Haddon Avenue;
- the Westmont PATCO Station and accompanying parking lots;
- an ornamental concrete factory, an abandoned diaper factory;
- four gasoline stations and six additional automobile parts and service or repair businesses;
- two liquor stores and six restaurants or taverns with liquor licenses;
- numerous other restaurants and eateries;
- a performance theater and cabaret theatre;
- a video rental store
- two banks;

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- two bakeries;
- a butcher;
- a regional hardware store;
- a funeral parlor;
- several light manufacturing businesses mostly along Highland Avenue;
- and one environmental testing business located within several buildings along Haddon Avenue;

The corridor has always included downtown residential uses, as well. In terms of residential uses, the project area contains a few streets of single family detached homes, e.g. Landisfarne, Walnut, and Chestnut Avenues, a few streets of single family semi-detached homes, e.g. Wynnewood and Glenwood Avenues, a senior citizen rise apartment building, and several other single family uses scattered elsewhere.

The project area contains approximately fifteen city blocks and parts of nine others. The corridor extends for a linear distance just over a mile long and is roughly 800 feet wide. The total area within the project area is about 85 acres. A detailed map of the project area is included in the appendix. Because this large project includes many properties with a variety of different land use characteristics and redevelopment and rehabilitation issues, it has been divided into eight separate clusters or tracts. The following is a description of those tracts, the various uses within them, and a discussion of issues to be addressed through this plan.

TRACT A: Commercial and other properties on Cuthbert Boulevard and Haddon Avenue between Cuthbert Boulevard and Chestnut/Reeves Avenues

The following is a description of properties and land use issues on the north side of Haddon Avenue:

Cuthbert Boulevard to Strawbridge Avenue (Block 27.09, Lots 32-37) This area contains two primary uses: a neighborhood convenience store and a local bakery. Both are key feature in the district and frequented heavily. Off-street parking is a problem for the bakery, as is restricted turning movements onto Haddon Avenue.

Strawbridge Avenue to Stratford Avenues (Block 27.10, Lots 34-44) The first half of this area contains a doctor's office in a single family detached home fronting on Strawbridge Avenue. The remainder of the area contains a strip of two-story row buildings with first floor stores and above-ground apartments. Apartment uses have secondary access from an unpaved rear alley. Customer parking is available on-street, but is limited. Additional off-street parking and pedestrian improvements at the intersection of French - Stratford Avenue would be a significant benefit to local merchants and the theatre in this area. Redevelopment of the storeblock properties to allow a for comon rear access alley is also recommended. This would significantly improve public health and safety for the residents and increase the viability of downtown residential uses in Westmont.

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Statford Avenue to Albertson Avenue (Block 21.10, Lots 17, 18, 23-30) This area contains a small row of hair salons and a medical office on the first floor and residential apartments above. Pedestrian circulation improvements are also recommended for the intersection of French Avenue. Adjacent to it is the Westmont Theatre which includes the Living Arts Repertory Theatre and a Cabaret, as well as a large area of off-street parking. This complex, which is now owned by the Township, has been leased to the current proprietors as part of a previously-approved redevelopment plan.

Most of the time, the theatre's parking lot is empty and could be used as a daytime parking for local merchants and customers. (see above) Improvement, maintenance, operation, and insurance issues will need to be resolved. The three lots to the east of the theatre contain a ceramics store and two dwellings. The latter two buildings are currently under-utilized, but do not meet the criteria for an area in need of redevelopment. They will probably convert to commercial uses when market forces change. Local streetscape and infrastructure improvements along Haddon Avenue may expedite this process.

Albertson Avenue to Cooper Street (Block 21.11, Lots 1-7) This short block contains a flower store/nursery and the office of an environmental testing company. The latter establishment is located within a series of older row stores and garages at the corner of Cooper Street and is in a dilapidated and obsolete condition. The office uses do not provide sufficient off-street parking or space. The owner has parked a testing trailer on site for extra space.

Cooper Street to Walnut Avenue (Block 21.09, Lots 23-32) This block contains three major uses. At the corner is an ice cream parlor, oriented to walk-up service. The middle of the block contains a former furniture store and warehouse which has been converted into another office and laboratory for the environmental testing company. The remainder of the block contains a series of row structures with first floor retail and professional service uses and residential apartments above. The office uses do not provide sufficient off-street parking for the present use; some laboratory workers appear to parking in the rear of another building site across Haddon Avenue.

The use in the former furniture store also has excessive land coverage that is deleterious to the general welfare of surrounding retail and personal service businesses. The downtown Westmont business district is geared uses which have a regular customer turn-over with the ability to walk from store to store. Having a large non-retail use (in this case almost 20,000 square feet) on the first floor street level in the heart of the district is anathema to his community goal. The land development ordinance should be amended to prohibit uses like these in the core downtown business area, and to encourage them east of Glenwood Avenue where they would be better concentrated. Future office uses should also be prohibited on the first floor throughout Tract A, as well, for the same reason.

The remainder of the block, particularly the rear of above street housing along a private alley is in a poor condition. Rehabilitation of these older apartments and correction of rear access, waste management, and commercial service access to the

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warehouse area should be addressed in the redevelopment plan. Redevelopment of the row properties to allow a for common rear access alley is also recommended. This would significantly improve public health and safety for the residents and increase the viability of downtown residential uses in Westmont.

Walnut Avenue to Reeves Avenue (Block 21.08, Lots 23-30)

This block contains three major uses. The first is the Westmont Liquor Store which has limited perpendicular parking exiting directly onto Walnut Avenue. The second is a hardware store which has been recently expanded with additional floor space and parking. It has an auxiliary parking lot directly across Haddon Avenue.

The last property is an automobile repair garage in a former gasoline station. This business is located in the center of the corridor opposite the municipal complex at a key signalized intersection. Intensive land uses such as these which have a limited lot area, maximum impervious coverage, little buffering, and involve the outside storage of repaired vehicles, has a deleterious impact on the health of neighboring businesses and the entire downtown shopping district. Because it is at such a critical location, the Township should consider additional pedestrian and streetscape improvements for the four corners of the intersection. Site improvements and buffering of the repair store use is also recommended.

The following is a description of the properties on the south side of Haddon Avenue:

Cuthbert Boulevard to French Avenue (Block 20.16, Lots 1-5, 14-25) This area contains a gas station, two restaurants in a shared building, and a series of row structures with first floor commercial and second floor apartments. A hair salon and catering business operate out of a former home and garage at the corner of French Avenue. Most of these uses are in good condition. Access to the rear of the row structures, is however, restricted and presents a general health and safety hazard to apartment residents. Redevelopment of the row properties to allow a for common rear access alley is also recommended. This would significantly improve public health and safety for the residents and increase the viability of downtown residential uses in Westmont. Pedestrian circulation improvements are also recommended for the intersection of French Avenue.

French Avenue to Albertson Avenue (Block 20.01, Lots 11-15)

This area includes a single family dwelling fronting on French Avenue and two shopping centers fronting on Haddon Avenue. The first shopping center contains a liquor store and other storefronts, while the second has a series of storefronts including a video rental store anchor. Both of them have off-street parking in front. Vehicular circulation is difficult on this block due to the number of curb cuts in this high volume area near the Cuthbert Boulevard signalized intersection. Realignment of the block's frontage to improve traffic flow is recommended. Pedestrian circulation improvements are also recommended for the intersection of French Avenue.

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Albertson Avenue and Walnut Avenue (Block 20.02, Lots 14, 15, 18, 19 p/o, 20-26) This block contains a variety of uses along Haddon Avenue, most of which have off-street parking in the rear. These include a gas station, a restaurant, a pizza delivery store, a laundromat, a branch of the environmental testing company in a former retail center, a pasta factory, a cabinet shop, and the Westmont fire station. The fire station has just undergone a major interior and exterior renovation. Two of the commercial establishments have excessively long lots which extend undeveloped to Albertson Avenue. Three rowhomes, which appear to be in poor condition front on Albertson Avenue, and are surrounded by more intensive, non-residential uses.

Walnut Avenue to Chestnut Avenue (Block 21.12, Lots 9-11) Almost one-half of this area is associated with a deteriorated tavern building at the corner of Walnut Avenue and its parking lot. The next lot is actually used as a satellite parking lot for the hardware store across Haddon Avenue. The remainder of the block face includes a small shopping center with a paint store and a bakery at the corner of Chestnut Street and its on-site parking lot. The Chestnut Street corner is the only signalized intersection and street that crosses under the elevated PATCO tracks between Cuthbert Boulevard and Crystal Lake Avenue. It is also a major pedestrian crossing, especially for schoolchildren. Redevelopment of this dilapidated tavern property and underutilized parking areas is recommended as are pedestrian and streetscape improvements at the Chestnut Avenue intersection.

The following is a description of the properties on the east side of Cuthbert Boulevard:

North side of Landisfarne Avenue to North Atlantic Avenue (Block 20.16, Lots 1 and 2-5, Block 20.03, Lots 1-4) The north side of Landisfarne Avenue contains an automobile repair facility, which has been significantly buffered by landscaping and fencing. The southern side of Landisfarne Avenue contains a single family detached home, two twin homes, and a local tavern with a second story apartment. All of these uses are generally consistent with Westmont's downtown retail character.

Currently, the tavern has a restricted parking area because of North Atlantic Avenue. The Township should consider vacating this street, which is not open past the tavern and has been fenced off by the residential properties to the east for backyard use. Vacation of the street would allow the tavern to increase its off-street parking and expand their business, adding to the general health of the downtown business district.

TRACT B: Residential Properties Fronting Landisfarne Avenue Between Cuthbert Boulevard and Albertson Avenue

It is worth noting that this residential tract is currently zoned for general business uses. Redevelopment and displacement of these residents for additional commercial space behind Haddon Avenue is not advised. It is, therefore, recommended that this tract be rezoned for downtown residential uses where the continuation of single family detached dwellings would be permitted.

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The following is a description of the properties on the north side of Landisfarne Avenue.:

Cuthbert Boulevard to French Avenue (Block 20.16, Lots 6-13) and French Avenue to Albertson Avenue (Block 20.01, Lots 1-10) Eighteen single family detached homes in average condition, considering their age. The rear of these lots abut the commercial properties fronting on Haddon Avenue. Buffering and screening of those non-residential uses is an important issue in this area. Curb and sidewalk on both sides of Landisfarne Avenue are in need of repair.

The following is a description of the properties on the south side of Landisfarne Avenue:

Cuthbert Boulevard to French Avenue (Block 20.03, Lots 5-13) and French Avenue to Albertson Avenue (Block 20.04, Lots 1-10) Nineteen single family detached homes in average condition, considering their age. The rear of these lots abuts North Atlantic Avenue, which is unimproved. Most of the property owners have fenced it in as part of their back yards. French Avenue is unimproved between Landisfarne and North Atlantic Avenues and is only used for driveway access for the adjacent homeowners and for PATCO, which has an operator access stairway at the foot of the street. The Township should consider vacating North Atlantic Avenue and that unimproved portion of French Avenue, which would give these residents slightly larger yards. The French Avenue portion should maintain a PATCO access easement.

TRACT C: Russell Stone and Nearby Properties

The following is a description of the properties in this tract along Landisfarne Avenue, East of Albertson Avenue (Block 20.02, Lots 1-4, 16-17, 19 p/o, 27-29): Most of the properties in this tract are owned by a cast stone/ornamental concrete company. The company has its business office and factory at this site, but most of the land is used either for outdoor product storage or left undeveloped. Landisfarne Avenue east of Albertson Avenue is not open to the public, as it is used as part of the factory's yard. Similarly, Albertson Avenue, south of Landisfarne Avenue is unimproved and used for factory parking and extra storage.

Two of the commercial properties fronting on Haddon Avenue have portions of their lots extending to Albertson Avenue, but they are mostly unimproved. One of those businesses stores tractor trailers and waste on the rear portion of the lot. The Westmont Fire Company also owns a lots that fronts on Albertson Avenue, which has been improved for parking during special events at the fire hall. Most of the time this lot is left vacant. The stone company, their yards, and the adjacent properties within the tract are a significantly stagnant and not fully productive element in the Westmont downtown corridor. The factory has extensive land coverage and its operations require the use of public streets for interior circulation. The plant, which has been there for many years, can not expand without detriment to adjacent residential properties. Its general layout is obsolete and uncharacteristic of downtown commercial and residential development. This plant and the other adjacent lots represent a growing lack of proper utilization of the area.

It is worth noting that this tract is currently zoned for general business uses. Redevelopment of this underutilized tract for additional commercial space behind Haddon Avenue is not advised. Future downtown commercial and retail development should be encouraged to locate along Haddon Avenue to reinforce the Avenue's predominant downtown business character. Stabilization and intensification of a residential population that would use downtown neighborhood services should be encouraged in tract. It is, therefore, recommended that this tract be rezoned for downtown residential uses where a variety of residential uses, including single family detached, semi-detached, townhouses, garden apartments, and senior assisted and independent living uses would be permitted.

TRACT D: Residential Properties Fronting on Walnut and Chestnut Avenues Between Haddon Avenue and PATCO

The following is a description of the properties in this tract: West side of Walnut Avenue (Block 20.02, Lots 5-13); East side of Walnut Avenue (Block 21.12, Lots 12-17); West side of Chestnut Avenue (Block 21.12, Lots 1-8); and East side of Chestnut Avenue (Block 21.13, Lots 1-8): This tract contains older single family detached homes and a few single family semi-detached homes mostly dating from the first half of the Twentieth Century. Most of the homes are in good to average condition, considering their age. Streets, sidewalks, and curbs are in good condition. Buffering and screening of the commercial properties along Haddon Avenue is an important issue in this area. This area is currently zoned for general commercial and high-rise apartment uses. Redevelopment and displacement of these residents for additional commercial

space behind Haddon Avenue is not advised, nor is the development of additional high-rise apartments. It is, therefore, recommended that this tract be rezoned for downtown residential uses where the continuation of single family detached and semi-detached dwellings would be permitted.

TRACT E: Municipal, Commercial, and Mixed Use Properties Between Reeves/Chestnut Avenues and Center Street-Glenwood Avenue

The following is a description of the properties on the north side of Haddon Avenue:

Reeves Avenue to Center Street (Block 21.07, Lots 13-19) This area contains the) former and current municipal buildings, a older twin storefront and attached shed area used as a furniture store, a strip commercial center. The center includes a convenience store, donut shop, and other similar uses with off-street parking out front. The furniture store is in a dilapidated condition and business has been minimal there for several years. The building appears to have fallen into such poor condition as to be untenable. Such a condition, in the middle of the commercial district and adjacent to the municipal building is a significant detriment to the public welfare of the community. The tract also includes two single family homes on Center Street. Although these residential properties are in good condition and do not meet the specific criteria for an area in need of redevelopment, the Township should consider their acquisition and demolition in order to increase off-street parking at the municipal complex.

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The following is a description of the properties on the south side of Haddon Avenue:

Chestnut Avenue to Wynnewood Avenue (Block 21.13, Lots 9-18) and Wynnewood Avenue to Glenwood Avenue (Block 21.13, Lots 40-51): This section of Haddon Avenue contains the greatest concentration of row structures with first floor stores and second floor apartments. It also experiences the highest continued vacant rates for first floor uses. Some of this may be related to typical business failures, but much of it is probably attributable to the obsolete layout of these building, i.e. narrow widths and lack of nearby off-street parking. Indeed, recently some businesses have used combined storefronts to resolve this issue. The most successful business is a clothing store at the corner of Glenwood Avenue which has off-street parking.

The apartment units, judging from the rear, appear to be in average to poor condition. Some units have use of a multi-unit garage structure, but parking and waste management is haphazard. Access to the rear of the row structures is limited. The properties between Chestnut and Wynnewood Avenues don't technically have a common alley, but an unpaved and rutted drive serves that purpose. The other store block does have an alley, but it too is in poor condition. Redevelopment of the row properties to allow a for façade improvements, code upgrades, an improved common rear access alley, waste management, and parking is also recommended. This would significantly improve public health and safety for the residents and increase the viability of downtown residential uses in Westmont.

TRACT F: Single-Family Semi-Detached and Multi-Family Senior Housing on Wynnewood and Glenwood Avenues

The following is a description of the properties in this tract: West side of Wynnewood Avenue (Block 21.13, Lots 19-26); East side of Wynnewood Avenue (Block 21.13, Lots 28-39); West side of Glenwood Avenue (Block 21.13, Lots 52-63); and Rohrer Towers I (Block 21.13, Lot 27): This tract contains a series of brick semi-detached dwellings, most of which are in good condition. At the end of the street is the ten story tall Rohrer Towers 1, a public senior citizen apartment community. The Towers has on-site parking and an outdoor recreation area for tenants opposite North Atlantic Avenue. All of this tract is now zoned for high-rise apartments, which means that the single family homes could be redeveloped in the future for another apartment block. Such displacement of residents from their current homes is not recommended, but retention of this type of low density downtown residential use is. It is, therefore, recommended that the portion of the tract not occupied by Rohrer Towers 1 be rezoned to downtown residential where twin homes could be a permitted use.

TRACT G: Commercial, Office, Industrial, and Residential Properties Along Highland Avenue, Haddon Avenue, and North Atlantic Avenue Roughly Between Center Street-Glenwood Avenue and Crystal Lake Avenue

The following is a description of the properties on Highland Avenue and along Center Street (Block 21.05, Lots 39-47 and Block 21.06, Lots 24-35): Most of the properties in this area are industrial in nature, dating back before the adoption of the zoning ordinance. On the north side is a factory for blind

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workers, a sheet metal fabricator factory, a 19,000 square foot warehouse, and a collection of smaller buildings containing warehousing and offices. On the south side is the former dilapidated and obsolete diaper factory, several vacant lots, and a series of smaller buildings used for light industrial, warehousing, and office use. A portion of Walton Street north of Block 21.05, Lot 36 has been closed off by the adjacent property owners. As it serves no purpose today, it is recommended to be officially vacated.

At the corner of Center Street and Highland is the old downtown firehouse which is now used as an automobile repair shop. Just south of that are two semi-detached dwellings and a single family detached home. No changes are recommended that would affect these Center Street properties.

The Highland Avenue area is currently underutilized and should be redeveloped as part of a Westmont office-business park. The park should include demolition or retrofitting of existing dilapidated buildings, circulation, parking, and buffering improvements. Industrial uses that have excessive land coverage or obsolete layouts should be relocated to a more appropriate industrial zone within the Township.

The following is a description of the properties fronting on Haddon Avenue:

North side from Center Street to Crystal Lake Avenue (Block 21.06, Lots 6-22): This block is actually the longest one within the project area and contains a variety of uses. At the corner of Center Street is a dentist office followed by several vacant lots,

the largest of which was formerly used as a parking area for the adjacent diaper factory. This underutilized area creates a large hole in the center of the corridor and should be redeveloped for a commercial-retail property to be an anchor for the eastern end of the downtown commercial district.

The next property is a one story retail building and an old house converted to an office. The following two properties are partially developed for satellite parking for the Sentry Office Building and abut vacant lots on Highland Avenue. They represent the second biggest hole in the district and the cross traffic generated by this satellite lot is a significant traffic and pedestrian hazard. This area should be redeveloped along with the Highland Avenue properties for a new office-business development. The existing Sentry Office parking area should be relocated to the other side of Haddon Avenue east of Glenwood Avenue.

The remainder of the block towards Crystal Lake Avenue is more intact. It includes two row buildings with first floor offices and second floor apartments, an old house and barn used as a thrift store, a drive-thru bank building and office, a restaurant, hair salon, and local tavern.

South side from Glenwood Avenue to Crystal Lake Avenue (Block 21.14, Lots 1-9): This area contains a small retail store and parking area at the corner of Glenwood Avenue. Due to the existing character of this building and its proximity to retail uses to the west, it is recommended that it, and the proposed

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redevelopment area opposite on Haddon Avenue (the diaper factory parking area) be included as part of a downtown commercial zone.

The rest of the Avenue's frontage is intensively dedicated to office uses and parking, although it is now zoned for general commercial. It includes two small office buildings, the mid-rise Sentry Office Building and another mid-rise office building, the Rohrer Office Building and Hudson United Bank. These uses are the core business uses for this eastern half of the corridor and reflect a significant change in its character from retail to offices. For this reason, it is recommended that the zoning for the eastern end of the corridor be changed to office-business.

The following is a description of the properties on the East side of Glenwood Avenue and on the North side of North Atlantic Avenue: (Block 21.14, Lots 10-24): Several large lots, lots 10-12, are PATCO surface parking lots. This area also contains approximately six dwellings, several of which are older and deteriorated. Also included are several vacant underutilized lots, which should be combined into a new parking area to service nearby office uses. Such redevelopment would allow for the removal of the satellite parking lot for the Sentry Office Building on the north side of Haddon Avenue.

TRACT H: Properties Fronting on Haddon Avenue Between Crystal Lake Avenue and Haddonfield Township and Maple Avenue Between Locust Avenue and Haddonfield Township

This tract also contains a portion of railroad lines operated by New Jersey Transit and PATCO, and the Westmont PATCO station. It is worth noting that both the Maple-Stoy Avenue and Crystal Lake Avenue intersections are busy signalized intersections for vehicles and pedestrians. Maple-Stoy Avenue brings Haddonfield and Cherry Hill residents into downtown, while Crystal Lake Avenue connects with other parts of Haddon Township, Audubon and Haddon Heights. Due to the location of the PATCO station and the high number of office and office-related uses in this tract and most of Tract G, it is recommended that these areas be rezoned from general commercial to office-business uses.

The following is a description of the properties on the north side of Haddon Avenue:

Crystal Lake Avenue to Locust Avenue (Block 21.04, Lots 8-11): This portion of Haddon Avenue contains a former gas station which is now used as an automobile repair shop during the day and a parking area for an adjacent tavern at night. The other property is an existing gasoline station. The former use, which is more industrial than retail in nature, has a deleterious impact on the overall character of the downtown corridor. Efforts should be made to clean up the property and buffer its with appropriate landscaping and fencing. The gas station on this block and on the adjacent block serve both Westmont and Haddonfield, where gas stations uses are discouraged. Such

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uses should also be discouraged along the Haddon Avenue corridor as they tend to break up the downtown retail and office park goals for this part of the Township.

Maple Avenue to NJ Transit Line (Block 22.02, Lots 1-13): This triangular wedge contains two homes and an office on Maple Avenue, a busy street with sight distance problems due to the railroad overpass. This first block of Haddon Avenue west of Haddonfield contains several offices, a gas station, a restaurant, and a small strip shopping center at the corner of Maple Avenue. Mid-block, behind and buffered by the gas station, are two automobile repair shops. Although the corner shopping center has had recent problems, the property has an excellent location for the right business, when it is found.

The following is a description of the properties on the south side of Haddon Avenue:

Crystal Lake Avenue to Stoy Avenue (Block 21.15, Lots 1-6): Only three uses occupy this block, a bank building, a mortuary, and surface parking for the PATCO station. There is an ever-increasing demand for parking at PATCO, which may erode future revitalization efforts along the avenue. Efforts should be made to limit further expansion of surface parking north to Haddon Avenue on this block and other blocks in the corridor.

Stoy Avenue to Carlton Avenue (Block 22.13, Lots 1-6): This short block contains a few homes which have been converted to offices and several office buildings, all of which appear to be in good to average condition. To the rear is surface parking for PATCO.

East of Carlton Avenue to NJ Transit Line (Block 22.01, Lots 1-12; and Block 22.12, Lot 1): Along Haddon Avenue is a series of single family detached homes, most of which have converted to offices with rear parking. A few dwellings still survive along Carlton Avenue, behind which is a surface parking lot for PATCO. Closer to the NJ Transit Line between Atlantic City and Philadelphia is a small strip commercial building, a large modern two-story office building, and on the Haddonfield side of the tracks a restaurant and bar. All of these properties are in good to average condition.

Definition of the Terms "Area in Need of Redevelopment"

The New Jersey Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-5) sets forth seven standards for evaluating a delineated area for redevelopment. When the conditions in an area of a municipality conform to any of the seven qualifications, that area can be properly designated as an Area in Need of Redevelopment by the Planning Board and the Township Commissioners. The seven statutory qualifications quoted below are from the Statute:

"A delineated area may be determined to be in need of redevelopment if after investigation, notice and hearing as provided . . . the governing body of the municipality by resolution concludes that within the delineated area any of the following conditions is found":

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- (a) The generality of buildings are substandard, unsafe, unsanitary, dilapidated, or obsolescent, or possess any of such characteristics, or are so lacking in light, air, or space, as to be conducive to unwholesome living or working conditions;
- (b) The discontinuance of the use of buildings previously used for commercial, manufacturing or industrial purposes, the abandonment of such buildings or the same being allowed to fall into so great a state of disrepair as to be untenable;
- (c) Land that is owned by the municipality, the county, a local housing authority, redevelopment agency or redevelopment entity, or unimproved vacant land, which has remained so for a period of ten years prior to adoption of the resolution, and that by reason of its location, remoteness, lack of means of access to developed sections or portions of the municipality, or topography, or nature of the soil, is not likely to be developed through the instrumentality of private capital;
- (d) Areas with buildings or improvements which, by reason of dilapidation, obsolescence, overcrowding, faulty arrangement or design, lack of ventilation, light and sanitary facilities, excessive land coverage, deleterious land use or obsolete layout, or any combination of these or other factors, are detrimental to the safety, health, morals, or welfare of the community;
- (e) A growing or total lack of proper utilization of areas caused by the condition of the title, diverse ownership or the real property therein or other conditions, resulting in a stagnant or not fully productive condition of land potentially useful and valuable for contributing to and serving the public health, safety and welfare.
- (f) Areas, in excess of five contiguous acres, whereon buildings or improvements have been destroyed, consumed by fire, demolished or altered by the action of storm, fire, cyclone, tornado, earthquake or other casualty in such a way that the aggregate assessed value of the area has been materially depreciated.
- (g) In any municipality in which an enterprise zone has been designated pursuant to the "New Jersey Urban Enterprise Zones Act" . . . the execution of the actions prescribed in that act for the adoption by the municipality and approval by the New Jersey Urban Enterprise Zone Authority of the zone development plan for the area of the enterprise zone shall be considered sufficient for the determination that the area is in need of redevelopment . . . for the purpose of granting tax exemptions within the enterprise zone district . . . or the adoption of a tax abatement and exemption ordinance . . . The municipality shall not utilize any other redevelopment powers within the urban enterprise zone unless the municipal governing body and planning board have also taken the actions and fulfilled the requirements prescribed in P.L. 1992, c. 79 (C. 40A) for determining that the area is in need of redevelopment

or an area in need of rehabilitation and the municipal governing body has adopted a redevelopment plan ordinance including the area of the enterprise zone.

Applicability of State Statute to Area

The information gathered for this report is intended to assist the Planning Board to determine whether the Haddon Avenue Corridor project area is described by at least one of the qualifications "(a)" through "(g)" mentioned in the previous section and is therefore an Area in Need of Redevelopment as the term is defined by the Local Redevelopment and Housing Law. Standard "g" of the qualifications for Area in Need of Redevelopment is not applicable to Haddon Township because it does not include a State-designated Urban Enterprise Zone.

An evaluation of local property conditions is based upon field surveys of the exterior of the properties within the project area conducted in February of 1999. Properties identified as in "poor condition" were those that appeared to be in need of significant exterior upgrades of wall, roof, and/or window and door systems, or were characterized by their age as in need of major mechanical system upgrades, such as plumbing, heating, electricity, and weatherproofing, to bring them up to code compliance.

The following findings are made based upon a review of the project area and the structures contained therein, in accordance with the Statute. Please note that recommended redevelopment projects within the public right-of-way, such as streetscape, landscape, and pedestrian improvements, are not indicated below as they pertain to the entire project area.

Areas in Need of Redevelopment (note: Not all of the individual properties listed in the following areas may meet the statutory criteria. Such properties have been included due to their proximity and their need implement the recommendations of this corridor redevelopment plan.)

Block 20.02, Lots 1-4, 16-17, 19 p/o, and 27-29:

Criterion D.

Block 20.16, Lots 14-20: Criterion D.

Block 21.05, Lots 39-47; and Block 21.06, Lots 15-16, 24-35: Criteria D and E.

Block 21.06, Lots 18-21: Criterion E.

Block 21.07, Lots 13, 14, and 16: Criterion D.

Block 21.09, Lots 24-30: Criterion D.

Block 21.09, Lots 23, 31, and 31.01: Criterion E.

Block 21.10, Lots 17, 18, 26, and 27: Westmont Theatre Redevelopment Area.

Block 21.11, Lots 3-7: Criterion D.

Block 21.12, Lots 9-11: Criterion D.

Block 21.13, Lots 9-18 and 40-51: Criterion D.

Block 21.14, Lots 13, 19-21: Criterion E.

Block 27.10, Lots 34-40: Criterion D.

Strategic Plan

Rehabilitation and redevelopment projects are proposed to be undertaken for the Haddon Avenue Corridor project area under the terms of applicable municipal, State and Federal laws. Under these laws, the component activities of rehabilitation and redevelopment projects may include the acquisition of land and improvements, the rehabilitation of buildings, construction or

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reconstruction of utilities and other site improvements essential to the preparation of the site for uses in accordance with the rehabilitation and redevelopment plans.

The project will consist of several separate redevelopment and rehabilitation projects which, when combined together, form a substantial program for revitalization of the project area. The projects are to occur over a three to five year period. They are meant to implement the Township's land use, housing, and community facilities plans. All rehabilitation and redevelopment activities shall be carried out in full compliance with all relevant Township, State, and Federal laws and regulations. The rehabilitation and redevelopment plan for the Haddon Avenue Corridor project area may include, but shall not be limited to, the following elements:

1. Planning and Implementation

- a. Establish the Township Commissioners as the designated Redevelopment Agency for the project area.
- b. Retain professional services, as required, to plan, develop, and approve the rehabilitation and redevelopment plans, such as professional planners, engineers, architects, landscape architects, environmental consultants, historic preservation consultants, financial consultants, legal counsel, etc.

- c. Resubdivision of the project area, as may be required, to undertake the proposed development.
- d. Acquisition of properties, as may be required, and lease or sale of properties to a qualified redeveloper, according to law.

2. Infrastructure

- a. Repair and/or replacement of the existing sanitary sewer system, installation of new extensions, and removal of abandoned or unused infrastructure, as required.
- b. Repair and/or replacement of the existing water supply mains and installation of new extensions, as required.
- c. Street, traffic control, pedestrian circulation, and drainage improvements within the project area, as required.
- d. Vacation of North Atlantic Avenue west of Albertson Avenue; Landisfarne Avenue east of Albertson Avenue; French and Albertson Avenues south of Landisfarne Avenues; and Walton Avenue north of Block 21.05, Lot 36.

- e. The development of a public off-street parking lots Haddon Avenue shoppers: at the Westmont Theatre and on the southern side of Haddon Avenue between Walnut and Chestnut Avenues. Expansion of parking areas at the southeastern corner of Glenwood and North Atlantic Avenues is also recommended, as part of the planned removal of a large parking area fronting Haddon Avenue for future redevelopment.
- f. Repair, upgrade, and/or provision of natural gas, electric, and communication utilities to and within the project area, as required.
- g. Landscape, lighting, street furniture, signage, and other streetscape improvements along Haddon Avenue within the project area, including significant upgrades at key pedestrian intersections, i.e. Cuthbert Boulevard, French-Stratford Avenues, Cooper Avenue, Chestnut-Reeves Avenues, Crystal Lake Avenues, and Maple-Stoy Avenue.
- h. Removal and clean-up of any hazardous wastes or materials on the non-residential properties including the removal of underground storage tanks, contaminated soil, and other wastes either on-site or within the buildings thereon.

3. Rehabilitation and Redevelopment

The redevelopment and rehabilitation plan includes public and/or private business and housing improvement assistance, such as grants, loans, or other mechanisms for code upgrading and roof, facade, and site improvements. Site improvements include construction or rehabilitation of off-street parking areas, rear access, trash receptacles, lighting, landscaping, handicapped accessibility, and other tenant conveniences.

a. Rowblock buildings and second floor apartments

Block 20.16, Lots 14-20; Block 21.09, Lots 24-30; Block 21.11, Lots 3-7; Block 21.13, Lots 9-18 and 40-51; and Block 27.10, Lots 34-40:

Rehabilitation activities shall include roof, porch, and facade improvements and necessary code upgrades to businesses and apartments. This is to be financed through public, private, or a combination of public and private funds. If necessary, privately owned dwellings may be acquired through eminent domain, according to law, and the former owner will have the first option to repurchase the dwelling at the final rehabilitated resale value. Rehabilitated housing shall include a mixture of low and moderate income housing and market-rate housing.

The lack of adequately paved, curbed, and screened off-street parking for these uses should also be addressed. The method for which tenants in high density areas maintain and store their vehicles can be a blighting influence on a community. The plan recognizes that most of these apartment units are viable and that the tenants should be provided with safe and accessible off-street parking. All plans for such uses should include improvements to existing off-street parking facilities and evaluation of alternative measures to increase conformance with the Ordinance's off-street parking requirements. Any improvements must be done with adequate buffering to neighboring uses, waste management, emergency egress, stormwater management, and other building code and Ordinance requirements.

b. Public off-street parking areas

Block 21.07, Lots 16-19; Block 21.10, Lots 17, 18, 26, and 27; Block 21.12, Lot 9-11; and Block 21.14, Lots 13, 19-21.

Redevelopment of these areas recommended to coordinate multiple off-street parking uses for downtown businesses and offices. The first tract, which is already included in the Westmont Theatre Redevelopment Area, would be converted from a theatre only area to a Township-operated lot. The second tract contains the municipal complex, which should

be resigned for night and weekend commercial shopping. The third tract would require the demolition of the dilapidated Westmont Inn and consolidation of three private parking lots for the use customers to adjacent commercial uses and the firehouse for special events. The fourth tract consists of vacant and underutilized lots between Haddon Avenue and PATCO which should be consolidated and re-aligned to provide more parking for office uses on the southern side of Haddon Avenue. Construction of this lot would allow for the removal and redevelopment of a satellite parking lot from Haddon Avenue opposite the Sentry Office Building. All municipal parking lots should be adequately marked with directional signage, similar to that recently done for Haddonfield, and buffered from adjacent residential uses and Haddon Avenue by appropriate landscaping.

c. Philmore Furniture Property

Block 21.09, Lots 23, 31, and 31.01

The current use of this former furniture store property as an environmental testing facility and office is a major disruption to the downtown's retail and personal service uses. The property should be acquired and resold to another tenant or group of tenants with proposed retail uses that would be more appropriate to the street. Considering the property's gross leasable area of 19,500 square feet, partial demolition of the

site to create additional off-street parking or a downtown mall may be required. Demolition of the rear warehouse area to allow additional off-street parking is another redevelopment option.

d. Russell Stone Property

Block 20.02, Lots 1-4 and 16-17, 19 p/o, 20, 27-29

Redevelopment of old concrete factory and underutilized parking areas is recommended for higher density downtown residential uses, such as townhouses, garden apartments, or senior independent or assisted living.

e. Municipal Building Expansion

Block 21.07, Lots 13, 14, and 16

Acquisition of dilapidated Nell's furniture building is recommended for expansion of the municipal complex. Although the nearby residential properties on Center Street (Block 21.07, Lots 13 and 14) do not appear to meet the statutory redevelopment criterion, the Township should consider their acquisition in order to increase off-street parking at the municipal complex.

f. Center Street Commercial Redevelopment Node

Block 21.06, Lots 18-21

Redevelopment of vacant and underutilized properties is recommended to encourage

intensification of commercial uses with a major retail/commercial anchor at the eastern end of the downtown business district.

g. Westmont Business Park

Block 21.05, Lots 39-47 and Block 21.06, Lots 15, 16, and 24-35

Redevelopment of properties fronting along Highland Avenue and a current satellite parking lot on Haddon Avenue recommended in order to create a downtown business park with a major entrance and focal point on Haddon Avenue. Relocation of existing industrial uses on Highland Avenue may be required. Vacation of a portion of Walton Street north of Block 21.05, Lot 36 also recommended.

h. Buffering of Automobile Repair Businesses

Block 21.08, Lot 23 and Block 21.04, Lots 8 and 9

Two automobile repair shops are located at key intersections of the downtown, but do not appear to meet the statutory redevelopment criteria. Local efforts to clean up and buffer those areas is highly recommended.

4. Streetscaping

The visual presence of a street has a significant impression on the people who use it. Streetscaping, therefore, is a critical issue for the Haddon Avenue corridor, the Township's downtown main street. A

street's distinct landscape elements: lighting, paving, street furniture, signage, utilities, and buildings define its streetscape. Streetscapes have a different experience in each season, in day and in night, and by mode of travel, e.g. on foot or by vehicle. Currently, the streetscape in downtown Westmont's section of Haddon Avenue is in poor condition, compared to those in nearby Collingswood and Haddonfield.

There are many reasons for this. One of them is that Westmont is not a crossroads downtown like other communities. Another is that the street is one mile long, which makes it difficult to focus on Haddon Avenue's overall character. Completion of a more detailed plan for improving the streetscape along the Avenue is highly recommended. The following are general parameters for improving the streetscape along the Haddon Avenue corridor in the interim. Most of these recommendations would take place within the public right of way.

- a. Landscaping: Providing shade trees along the corridor will have a significant and immediate impact on the street's visual character. Several dozen street trees were planted along the corridor by the Township in the fall of 1998. Tree grates for sidewalk area tree plantings will be needed within the next few years to protect roots on the narrow sidewalks. Flower and shrub planter stands could be also used to

bolster greenery along narrow sidewalks. Landscaping in the form of screen shrubbery or opaque fencing should also be used to buffer parking lots, waste disposal areas, and non-residential lots that abut homes. Where a parking lot currently abuts a sidewalk, the installation of a low landscape brick wall can be used as a buffer.

- b. Lighting: The street lights along Haddon Avenue are standard-order highway lights, which are perfectly acceptable along most of the corridor. More downtown-oriented, pedestrian-scale and inviting streetlights, however, could be used at key pedestrian crossings and intersections to accentuate those locations, e.g. Cuthbert Boulevard, French-Stratford Avenues, Cooper Avenue, Chestnut-Reeves Avenues, Crystal Lake Avenues, and Maple-Stoy Avenue. These lights should be in a style compatible with the Beaux Arts style of the Westmont Theatre, which is the most distinctive building on the Avenue. Lighting in parking areas should be provided in low-glare shoebox fixtures.
- c. Paving: Repair of broken and deteriorated sidewalks and curbing is recommended throughout the corridor. Traditional standard concrete construction along the Avenue is recommended as the most cost-effective material, with brick or color paver accents

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where appropriate. One contributing factor to the lack of sustained business on the Avenue is the inability of pedestrians to get simply across the streets. Improvements to enhance pedestrian safety at key intersections is highly recommended. This can be accomplished through painted sidewalks, concrete block, or colored and textured asphalt.

- d. Street furniture: This includes benches, bicycle racks, trash cans, monuments, and other key public pedestrian amenities. Benches should be placed at key pedestrian areas and existing benches checked for repair or replacement. The same should be done for bicycle racks and trash cans. The rear of the World War I doughboy monument next to the firehouse faces the Avenue, and most residents pass by without another look. The Township should consider moving it to a more prominent position, such as in front of the municipal building or in a small park area specially designed for it.
- e. Signage: During the course of the master plan and land development ordinance writing process, several recommendations were made to improve the quality of private business signage throughout the Township. The Township should consider replacing its public entry signs posted at either end of the Avenue with larger and more decorative monument signs welcoming people

to the Township, as was recently done in Collingswood. In addition, informational signs should be erected to guide visitors to public parking areas in the downtown.

- f. Utilities: At some time in the future, the Township may wish to consider burying the multitude of aboveground utility lines along the Avenue to reduce visual clutter. In the interim, all future development and redevelopment along the Avenue should be required to bury their lines, where feasible.

Relationship to Local Objectives

The Haddon Avenue Corridor Redevelopment Plan is consistent with the Master Plan of Haddon Township in terms of land uses and density. The projects included in this plan will have a positive impact on adjoining uses by reinforcing efforts made by the Township to improve the housing and economic development conditions in the downtown, revitalizing the visual and environmental quality of the Haddon Avenue corridor, and preserving and enhancing the quality of life and environment at the Township's central neighborhoods.

Relationship to Other Plans

The properties-in-question within the project area are in the central portion of the Township along its traditional main street. The projects described in this plan are also consistent with the land use plans of the Boroughs of Haddonfield and Collingswood, which border either end of the Haddon Avenue Corridor project area. The plan is consistent with the State

Development and Redevelopment Plan policy objectives, particularly land use, housing, economic development, and environmental protection.

Relationship to Zoning Ordinance and Master Plan

The Haddon Avenue Corridor Redevelopment Plan is an integral and key element of the Township's 1999 Master Plan. The corridor redevelopment plan recommends significant changes to the Township's existing zoning ordinance. These changes are necessary to implement the basic tenets of the plan, i.e. economic revitalization and civic improvements along the Township's historic main street.

The Corridor Strategic Plan recommends that the zoning districts within the project area be redrawn to provide for four distinct districts. The following is a brief description of the type of uses that should be permitted within each district. The Township's land development ordinance will need to be amended to reflect these recommendations in the near future.

Downtown Commercial District: This area is now zoned for general commercial uses, including general retail, second floor residential apartments, offices and office buildings, department stores, and light manufacturing. Many of these currently permitted uses conflict with the goal of providing downtown-oriented retail and personal service uses and alternative housing. The proposed Downtown Commercial district should most of those uses as currently permitted, but should prohibit department stores, most ground-level offices, and light manufacturing. This district should include

all the land within Tract A and several properties within Tract G at the intersections of Center Street and Glenwood Avenue, i.e., Block 21.06, Lots 17 through 23 and Block 21.14, Lots 1 and 2.

Downtown Residential District: The existing single family detached and semi-detached homes along Landisfarne, Walnut, and Chestnut Avenues are currently non-conforming uses in the General Commercial district. The semi-detached homes along Wynnewood and Glenwood Avenues are also non-conforming uses within the existing High Rise Apartment zone. The Township's land development ordinance should be amended to allow for a variety of housing types, including those existing low-density uses as well as townhomes, mid-rise apartments, senior independent and senior assisted living uses. This district should include all the land within Tracts B, C, D, and F, except Rohrer Tower 1.

High Rise Apartments District: Currently the high rise district includes Rohrer Tower 1 and the community of adjacent twin homes along Wynnewood Avenue and Glenwood Avenue. The proposed district would only include Rohrer Tower 1 in Tract F.

Office and Business District: The location of the Westmont PATCO station has had a significant impact in the eastern end of Haddon Avenue over the past 25 years. This area is also now zoned General Commercial,

but has a preponderance of office and professional uses. A new zoning district should be created to encourage office and office-related development. This district should include all that land within Tract G, except for the proposed Downtown Commercial uses at the intersections of Center Street and Glenwood Avenue, and all of Tract H, except for the one lot east of the New Jersey Transit Line recommended for Center Commercial zoning.

Center Commercial District: This zone would permit the continuation of the existing restaurant and tavern, as well as general retail, offices, shopping centers, and similar uses. This district should include the area in Tract H east of the New Jersey Transit Line, opposite Haddonfield's commercial zone. These uses are similar to those permitted in Haddonfield.

Proposed Land Uses and Building Requirements

Land uses to be permitted in the redevelopment area should be limited to those recommended in the proposed amendments to the Township's Land Development Ordinance, which were drafted in tandem with the Master Plan. These amendments generally reflect those uses already permitted within the Township. A few new uses have been recommended to reflect changing land use and economic conditions. These include senior living facilities, townhouse developments, gymnasiums and health clubs, and research laboratory uses. The plan does not propose the development of any particular use, but recognizes the potential redevelopment of the ornamental

concrete factory for a higher density residential use and the redevelopment of the Highland Avenue area for more intensive uses.

The plan recommends the removal of the environmental testing company offices from their current three Haddon Avenue locations in the downtown commercial district and their location to land along Highland Avenue or Haddon Avenue east of Glenwood Avenue in the proposed Office and Business District. The removal and redevelopment of the dilapidated Westmont Inn at the corner of West Walnut Avenue was also recommended.

Redevelopment of several residential properties are recommended to increase parking associated with the municipal complex and offices near the Westmont PATCO station. Redevelopment is also recommended to encourage the improvement of rear access to second floor apartment units in row structures fronting Haddon Avenue. Similarly, redevelopment is also recommended to provide improved rear parking areas for stores on the south side of Haddon Avenue between Albertson and Chestnut Avenues and the stores adjacent to the Westmont Theatre.

No special building or development requirements are anticipated as part of this plan, other than buffering between residential and non-residential uses and the restriction of additional parking lot areas on Haddon Avenue frontage.

Property to be Acquired

Property proposed to be rehabilitated and/or redeveloped under this plan that is not owned by the Township of Haddon may be acquired by eminent domain, as permitted by law.

Relocation Efforts

The Redevelopment Agency shall make appropriate relocation efforts for the businesses, residents, and tenants of any occupied properties that are acquired for rehabilitation or redevelopment, as required by law.

Municipal and Police Administration Building: The existing municipal building at Haddon and Reeves Avenues contains township offices on the first and second floors and the police station in the basement floor. The second floor contains a public meeting room where municipal court and public meetings are held with a capacity for 130 people. The building, which was built in 1962, does not entirely meet current fire safety and handicapped accessibility requirements. Since 1986, a handicapped access ramp has been added to the front of the building to gain access to the middle floor where accessible bathrooms have also been installed. Fire control doors have been added in the central corridor, as have panic control doors, to improve safety in case of fire. The police's basement facilities also do not meet current public safety and law enforcement standards.

The building is centrally located for residents in the Township's western neighborhoods and, in conjunction with the neighboring fire station on Walnut Avenue, contributes to the civic presence on the Township's main street. Parking at the municipal building is difficult due to limited space. The former library and municipal building behind the current municipal building is now being re-used for community programs; code compliance is also problematic for this building as well. The cost of all of the alterations required to bring these buildings into conformance with modern fire, safety, and accessibility codes is daunting but has been managed by making these changes incrementally over time. The Township may wish to consider reconfiguration and/or relocation of the police and municipal functions in a nearby building to increase departmental efficiency, internal security, and

off-street parking. In order to decrease response time to the Township's western neighborhoods, the Police operate a substation in the West Collingswood recreation center.

Fire and Ambulance Services: Fire protection and ambulance service in Haddon Township are adequate to serve the needs of the general population. Two stations are located within the Township: at Haddon and Walnut Avenues in Westmont, and at Nicholson and New Jersey Avenues in West Collingswood Heights. The Westmont company has the capacity to service emergencies in the nearby high rise apartments and office buildings and has a marine rescue unit for emergency service on the Cooper and Newton Creeks. The West Collingswood Heights station, due to its proximity to the Walt Whitman Bridge, assists the DRPA with emergency services on the bridge and access ramps. Emergency services in West Collingswood Extension are shared with the Collingswood Fire Company. The Bettletwood neighborhood opposite Oaklyn is served by the Oaklyn Fire Company at White Horse Pike and Clinton Avenues.

Since 1986, Camden County has incorporated the 9-1-1 emergency response system. This computerized protocol has significantly reduced previous difficulties in providing service to the various discontinuous parts of Haddon Township. However, the Township's emergency response system on volunteers. As more people commute outside the community to work, daytime volunteerism rates are

declining, which will eventually impact response times. The Township's aging water supply infrastructure in the older parts of the Township which may reduce water pressure for fire fighting crews.

Public Works Department

The Township's public works department is responsible for the maintenance of the Township's water and sanitary sewer systems, municipal streets and trees, and the Township's parks and public buildings, as well as the collection of disposable and recyclable wastes. The department's office and eight bay garage are located on Onieda Avenue at the edge of a residential neighborhood. The garage is undersized by approximately three bays, causing several pieces of heavy equipment to be exposed to the elements and vandalism. The department is staffed by 18 employees most of which work regular schedules while about twenty percent have flexible assignments.

Water Supply: Township residents are supplied water by three different purveyors in Haddon Township. The Haddon Township water department provides water to the Westmont, Bettewood and Heather Glen neighborhoods. The Borough of Collingswood water department serves the Collingswood Manor and West Collingswood Extension neighborhoods, while the New Jersey American Water Company, a private utility, serves the West Collingswood Heights neighborhood and part of Haddonleigh. The age of each of the three different systems is a concern and monitoring, maintenance, and systematic replacement of the water supply system will continue to be a major issue into the future. Coordination of the water supply system is also needed to ensure

that current capacity needs are met and that older wells are replaced when necessary.

Sewage Treatment: The Township's two sewage treatment plants in West Collingswood Heights and Westmont were abandoned in 1987, when the Camden County Municipal Utilities Authority assumed jurisdiction of sanitary sewer treatment. Wastewater is now treated at the Delaware River water pollution control facility in Camden, but the Township is still responsible for the maintenance of the sewer collection system. The Township's collection system pumps approximately 3 million gallons per day through six pumping stations, three of which are in Westmont, two are in West Collingswood Heights and one is in West Collingswood Extension. The pumps and sewer lines are maintained by the Township's sewer department.

Since 1987, a new pumping station has been built adjacent to the former West Collingswood treatment plant, which is in the process of being demolished. The remainder of the former utility property and adjacent wetlands and underutilized property should be considered for redevelopment as a combined active and passive recreational open space area in conjunction with the adjacent neighborhood playgrounds. The Westmont treatment plant on Coles Mills Road has been replaced by a monitoring station. The remaining land has been rezoned for redevelopment as a 58 unit senior citizen apartment block now under construction with US HUD financing.

Roads and Other Improvements: Most of the major thoroughfares in Haddon Township are either County, State, or Federal roads that are owned and maintained by Camden County or the New Jersey Department of Transportation (NJDOT). The remainder of the streets in the Township are maintained by the Township's public works department. The road network operates rather efficiently except for three notable exceptions. Flooding of US 130 in Collingswood at the Conrail tracks continues to tie up traffic in the West Collingswood Extension neighborhood. This issue problem is currently being studied by NJDOT and is primarily focused with roadway improvements. The second problem, congestion along Cuthbert Boulevard, was noted in 1986 Master Plan and has been somewhat addressed at Haddon Avenue. However, the boulevard still has extended delays at most intersections during peak periods due to heavy usage to shopping areas and cross-town traffic. The county should be requested to look into upgrading this roadway and its intersections. The last significant problem involves turning movements at Collings Road at US 130 and the Black Horse Pike (NJ 168) which are the frequent site of accidents. NJDOT should be request to re-examine turning movements through the underdeveloped commercial area west of US 130 and removing jughandles from the residential neighborhood on the eastern end.

The condition of the municipal street system and associated curbing, sidewalks, and stormwater management systems are a function of the age of the residential neighborhoods in which they are located. The width of local streets is not a significant issue for most neighborhoods. Curbing and stormwater management

improvements in this neighborhood and the Haddon View and Westmont Plaza area should also be reviewed to control flooding and flash-flooding problems.

Schools: The Haddon Township Board of Education operates five elementary schools serving grades kindergarten to grade six and a combined junior/senior high school for grades seven through twelve. The Board also provides adult education programs, as well, at the junior/senior high school. A parochial elementary school and regional high school are also located in Haddon Township and approximately 10% of the Township's elementary and secondary school students attend private and parochial schools both in and outside Haddon Township. Students in the two western neighborhoods are either bused or walk to schools in the Westmont or Crystal Lake neighborhood schools because there are no elementary schools west of the White Horse Pike.

The Board of Education has a separate master plan for its facilities and operations, which indicates that the capacity of the school buildings themselves is adequate to meet current and anticipated demands. One on-going planning concern is the provision for an access road from McArthur Drive or Cuthbert Road to the High School in order to remove the traffic impacts placed on the residents in the Crystal Lake neighborhood in which the high school is located. The provision of such an access is an on-going Board concern.

Library

The Haddon Township branch of the Camden County Library was moved to McArthur Drive in 1992, vacating its former location behind the Municipal Building. The new library, which was named after William Rohrer, the former long-time mayor of the Township, is a state-of-the-art facility with room for expansion. The Township currently uses the former library, now called the "Annex" for community programming.

Summary of Community Facility Recommendations

1. Continue monitoring and maintenance of infrastructure, e.g. water, stormwater, sewer, and streets, in older neighborhoods; initiate replacement scheduling program.
2. Program sidewalk improvements for ADA accessibility by 2002.
3. Develop coordinated water supply policy to meet current capacity needs and to update/replace older wells and infrastructure.
4. Upgrade municipal building and make handicapped accessible. Consider relocation of police functions to increase efficiency and security.
5. Explore traffic improvements all along at Cuthbert at South Park Drive, Emerald, Lees Lane and White Horse Pike; and at Collings Avenue and US 130.
6. Continue police substation at West Collingswood Extension recreational center to encourage neighborhood stability and decrease police response times in the western neighborhoods.
7. Correct McDonald's rear access road problems.

Introduction

Very few new housing units were constructed in Haddon Township during the 1980's, as there was almost no vacant developable land. Specifically, the number of units increased from 6,368 in 1980 to 6,389 in 1990 for a net gain of 21 units. Given the stability of the community, it follows that most of the housing characteristics remained the same from one decade to the next. This data can be seen on Table 6.

The percentage of owner occupied housing decreased slightly to 68.3 percent. This percentage is just slightly higher than the percentage of one family houses in the community, 68.2 percent, and therefore, indicates a high degree of owner occupancy in those units.

There are both high rise and garden apartment units in Haddon Township. There are three high rise apartment structures on McArthur Boulevard, and in addition, there are two high rise complexes for senior citizens. Garden apartment developments are located on Cuthbert Boulevard at Heather Lane, at Emerald Avenue, and on West Park Boulevard opposite Crystal Lake Park. At the present time, most of these complexes are rental units; one is a condominium.

More than half of the housing stock, 61.1 percent, has six or more rooms. Although this housing may have been well suited to the larger families that resided in Haddon Township in past decades, it is likely that the declining household sizes of the past decade have left extra space in many of these larger houses.

The age distribution of the housing reflects, of course, the development history of Haddon Township. As of 1990, 52.3 percent of the housing was more than 40 years old. Approximately, 1,000 to 1,600 houses were constructed during each of the decades of the 1940's, 1950's, and 1960's. However, during the 1970's and 1980's, few new housing units were constructed.

Housing Values

The median value of owner occupied units was \$111,700 in 1990 according to the U. S. Census. The distribution of housing values is shown on Table 7. It can be seen that 89.1 percent of the houses were valued at \$174,999 or less. More than half of the houses, 64.6 percent, were clustered in the value range between \$75,000 and \$149,999. There was also a small supply of more moderately priced housing; 14.3 percent of the houses were valued below \$74,999.

The median amount of contract rent was \$519 per month; 76.8 percent of the rents ranged between \$350 and \$699. Most of the rents within this price range undoubtedly reflect the prices that are charged in the high rise and garden apartment complexes.

Table 6
HOUSING CHARACTERISTICS
HADDON TOWNSHIP

<u>Characteristic</u>	1990		1980	
	<u>Number</u>	<u>Percent of Total</u>	<u>Number</u>	<u>Percent of Total</u>
<u>Year Round Housing Units</u>	6,389	100.0	6,368	100.0
Tenure				
Owner Occupied	4,343	68.0	4,396	69.0
Renter Occupied	1,899	29.7	1,851	29.1
Vacant	147	2.3	121	1.9
Units in Structure				
One	4,360	68.2	4,434	69.9
Two	360	5.6	452	7.1
Three & Four	355	5.6	431	6.8
Five or More	1,314	18.8	1,030	16.2
Other	115	1.8	---	---
Number of Rooms				
1-3 Rooms	824	12.9	789	12.4
4-5 Rooms	1,663	26.0	1,818	28.5
6+ Rooms	3,902	61.1	3,761	59.1
Median	5.9		5.6	

Table 6 Cont'd.
HOUSING CHARACTERISTICS
HADDON TOWNSHIP

<u>Characteristic</u>	1990		1980	
	<u>Number</u>	<u>Percent of Total</u>	<u>Number</u>	<u>Percent of Total</u>
Year Structure Built				
1980-March, 1990	169	2.6	---	---
1970-1979	265	4.1	164	2.6
1960-1969	996	15.6	991	15.6
1950-1959	1,620	25.4	1,427	22.5
1940-1949	1,322	20.7	1,133	17.8
1939 & Earlier	2,017	31.6	2,632	41.5

Source: U. S. Bureau of the Census - Year Round Housing Units.

*These figures are taken from U. S. Census data. However, the Township of Haddon files indicate that there are 1,418 multi-family housing units.

Township of Haddon files:

432 Haddon Hills
596 Haddon View
100 Rohrer Towers I

80 Cuthbert Manor
60 Heather House
16 Lynn Garden

28 Colonial Gardens
30 Cedar Court
100 Rohrer Towers II

Total = 1,418

Housing Conditions

Substandard housing has traditionally been a planning concern because of its impacts on the occupants of such housing and on the community as a whole. However, neither the 1980 nor the 1990 U. S. Census contained any questions regarding the structural soundness of housing, as it was assumed that the respondents subjective evaluations would not be consistent.

However, there are seven census variables that can be used as surrogates of housing quality. The seven variables are:

1. Year Built: Built prior to 1940 or after 1940.
2. Persons Per Room: Less or more than 1.01 persons per room.
3. Plumbing Facilities: Lack of exclusive plumbing.
4. Heating Facilities: Lacking central heating facilities.
5. Kitchen Facilities: Lack of complete kitchen.
6. Access to Unit: Lack of exclusive access.
7. Elevator: Lacking elevator in structures over four stories.

The housing condition indicators for Haddon Township show that 55 units were over-crowded as defined as having more than 1.01 occupants per room. Twenty-eight of these units

were built prior to 1940 and 26 were constructed after that date. (Minor differences result from the use of sample data.) Forty units lacked plumbing for the exclusive use of the occupants and 1 of these plumbing deficient units was also overcrowded. Central heating systems were in place in 6,090 of the dwelling units, as compared with the 108 dwelling units that lacked central heating.

The data presented in this section is primarily for reference purposes. Additional analysis of this data as well as other indicators would be needed to identify target areas for housing rehabilitation efforts or to determine fair share housing obligations.

Table 7
HOUSING VALUES - 1990
HADDON TOWNSHIP

Owner-Occupied Units by Value

<u>Less than \$24,999</u>	<u>23</u>	<u>0.3%</u>
<u>\$25,000 to \$44,999</u>	<u>123</u>	<u>3.1%</u>
<u>\$45,000 to \$74,999</u>	<u>420</u>	<u>10.6%</u>
<u>\$75,000 to \$99,999</u>	<u>996</u>	<u>25.1%</u>
<u>\$100,000 to \$124,999</u>	<u>904</u>	<u>22.8%</u>
<u>\$125,000 to \$149,999</u>	<u>665</u>	<u>16.7%</u>
<u>\$150,000 to \$174,999</u>	<u>411</u>	<u>10.3%</u>
<u>\$175,000 to \$199,999</u>	<u>227</u>	<u>5.7%</u>
<u>\$200,000 to \$249,999</u>	<u>153</u>	<u>3.9%</u>
<u>\$250,000 or More</u>	<u>51</u>	<u>1.3%</u>

Median Value \$111,700

Table 7 Cont'd.
HOUSING VALUES - 1990
HADDON TOWNSHIP

Renter-Occupied Housing Units by Contract Rent

<u>Less than \$149</u>	54	2.9%
<u>\$150 to \$249</u>	94	5.1%
<u>\$250 to \$299</u>	45	2.4%
<u>\$300 to \$349</u>	20	1.1%
<u>\$350 to \$399</u>	119	6.4%
<u>\$400 to \$449</u>	161	8.7%
<u>\$450 to \$499</u>	318	17.1%
<u>\$500 to \$549</u>	311	16.7%
<u>\$550 to \$599</u>	214	11.5%
<u>\$600 to \$649</u>	204	11.0%
<u>\$650 to \$699</u>	100	5.4%
<u>\$700 to More</u>	217	11.7%

Median Contract Rent	\$519
No Cash Rent	42

Source: U. S. Bureau of the Census.

Projection of Future Housing Stock

Haddon Township is located in the Camden Metropolitan Planning Area on the State Plan for Development and Redevelopment. The Township is one of several municipalities in Camden County that is fully developed and the amount of vacant, developable land is rather limited compared with newer suburban municipalities to the east and south. Future housing development will most likely continue to be developed in these suburban fringes of the Camden Metropolitan Area.

Many of the 143 listed vacant parcels are either publicly-owned property, wetlands parcels, or individual smaller residential lots. A 1996 vacant area analysis found the approximately 80 individual vacant residentially zoned lots, however many of them may not be developable due to existing zoning regulations and wetlands considerations.

This number does not include any land committed for development or under consideration for Green Acres acquisition or land within the proposed Haddon Avenue Redevelopment Area. The following is a list of other privately-owned vacant parcels which could be subdivided for residential development in the Township's five residential zones:

R-1 Residential Zone: 1 unit per 10,000 square feet

- Block 9.03, Lot 3: Cuthbert & McArthur Boulevards. - 4.38 vacant acres of uplands and wetlands, formerly used as a trash dump and, therefore, mostly undevelopable.

- Block 11.01, Lots 1.01 and 19: Newton Creek, east of Cuthbert Boulevard - 4.0 vacant acres, all wetlands.

R-2 Residential Zone: 1 unit per 6,000 square feet

- Block 2.04, Lot 3: Walnut Avenue & Newton Creek - 2.16 acres, all wetlands.
- Block 6.11, Lot 34: Lake Drive & Newton Creek - 1.20 acres, all wetlands.

Apt - G Garden Apartments Zone

- No vacant land.

Apt - H High Rise Apartment Zone

- No vacant land.

Senior Citizen Overlay District

- No vacant land; 57 senior units under construction.

The above list identifies that there is a limited amount of residentially-zoned, developable and subdividable land remaining in Haddon Township. The Haddon Avenue Redevelopment Plan element recommends rezoning a portion of the land between the PATCO high speed line and the rear of the properties fronting Haddon Avenue, now zoned General Commercial (GC), for downtown residential development. Such a change would increase opportunities for revitalizing the downtown district by adding a substantial neighborhood population to the district. Main street commercial development

Housing

and the elevated railroad would also buffer this district from adjacent single family residential neighborhoods. Provision for a low and moderate set-aside could also be provided.

The land use element recommends that the undeveloped land currently located in the DD zone along McArthur Boulevard be rezoned to allow a variety of single-family housing. Permitted densities and housing types should be compatible with the adjacent Paul VI high school property and the nearby Haddonleigh and Sadlertown neighborhoods. The element also recommends that the Township consider including a provision in the R-1 zone to allow the development of senior assisted or independent multi-family housing, as well as age-restricted single-family detached housing on smaller sized lots.

Fair Share Obligation

The New Jersey Council on Affordable Housing's (COAH) projected need index for the 1986 to 1992 period was based on housing construction trends of the early 1980s, which was coincidentally one of the state's greatest growth periods in history. The goals for the 1993 to 1999 period, for which Haddon Township must be certified, have been adjusted to reflect the 1990 U. S. Census and to meet more normal growth patterns. Haddon Township's total affordable housing obligation is 104 units: at least 68 units through rehabilitation and another 36 units through new construction, i.e. by inclusionary zoning.

Municipalities must submit a copy of their Master Plan's housing and fair share housing elements along with a petition from the governing body in order to request a finding of substantive certification from COAH. Without substantive certification, a municipality's zoning regulations may be presumed to be exclusionary in nature and may be challenged in court. Substantive certification lasts for six years, at which time it must be renewed by the municipality.

The following chart identifies the Township's affordable housing obligation, as determined by COAH:

PRE-CREDITED NEED

Indigenous Need	71 units
<u>+Re-allocated Present Need (Regional)</u>	<u>14 units</u>
=Present Need 1993	86 units
<u>+Prospective Need 1993-1999 (Regional)</u>	<u>71 units</u>
=Total Need 1993-1999	157 units
+Prior Cycle Prospective Need	31 units
+Demolitions	3 units
-Filtering	-63 units
-Residential Conversions	-22 units
<u>-Spontaneous Rehabilitation</u>	<u>-3 units</u>
=Pre-Credited Need	104 units

CALCULATED NEED

-Reduction	0 units
-Prior Cycle Credits	0 units
<u>-20% Gap</u>	<u>0 units</u>
=Calculated Need	104 units

COAH has determined that the Township must provide 104 units of low and moderate income housing. This number includes any units either constructed or rehabilitated after April 1, 1990, the date of the last U.S. Census. A breakdown of the Township's rehabilitation versus new construction component is shown below:

REHABILITATION COMPONENT

Indigenous Need	71 units
-Spontaneous Rehabilitation	-3 units
=Rehabilitation Component	68 units

INCLUSIONARY COMPONENT

Calculated Need	104 units
-Rehabilitation Component	-68 units
=Inclusionary Component	36 units

Evaluation of Affordable Housing Measures

The following is a review of some traditional and innovative measures that Haddon Township has considered or has implemented in its commitment to provide its fair share of low and moderate income housing:

1. Rehabilitation of Substandard Units: The Township continues to participate in the county-administered CDBG program which provides funding for low and moderate income families. Since April, 1990 (the date of the last U. S. Census), \$209,337 of CDBG funds have

been used to rehabilitate 29 substandard units. The following is a list of COAH CDBG cases from April 1, 1990 to the present:

CODE	COMPLETION DATE	Amount
12D099	90/08/22	3325
12D100	90/10/03	4548
12D102	91/04/11	12820
12D103	91/12/12	10580
12D106	92/07/30	10675
12D107	94/01/19	1470
12D109	92/09/17	14225
12D111	93/02/18	6416
12D112	93/02/24	10955
12D114	93/10/28	15720
12D116	93/11/10	4725
12D116	93/10/11	4005
12D119	94/01/20	9524
12D120	93/10/07	2245
12D120	93/12/02	3855
12D121	94/09/07	1400
12D121	94/09/07	3700
12D122	94/01/19	3394
12D123	95/08/09	10130
12D127	94/10/07	3895
12D130	96/03/27	6725
12D132	95/03/01	1940
12D133	95/09/07	8350
12D133	95/09/07	1850

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CODE	COMPLETION DATE	Amount
12H107	93/03/17	9410
12H115	94/06/02	8825
12H117	94/01/05	19155
12H134	96/04/10	1675
12H134	96/04/10	1200

Qualifying rehabilitations should average at least \$8,000.00 and include the repair/upgrade of at least one major structure element, such as roofing or foundation, or building system, such as plumbing or heating. As of April 1, 1990, a total of 19 units have qualified for rehabilitation. This means that the Township must provide for 49 additional rehabilitations by 1999.

Haddon Township has been committed to meet a realistic rehabilitation obligation through continuation of its successful CDBG program with Camden County. The Township should develop a list of vacant and substandard housing to use in its code enforcement monitoring program and to target for future rehabilitation. It must also explore measures to fund these projects in the future through public and private sector resources and promote the use of such programs.

2. Zoning for Inclusionary Development: Haddon Township has two zoning districts for multi-family dwellings and one overlay district for senior citizen housing. Township records indicate that approximately 1,318 units or 20% of the Township's total year-round housing units are multi-family units in eight apartment

developments. Many of these units may be occupied by low and moderate income households, depending on the amount of rent charged.

There are currently two senior and disable citizen high rise apartment complexes in Haddon Township. Rohrer Towers I on Wynnewood Avenue, which is operated by the township housing authority, was built in 1969 and has 100 units. Rohrer Towers II on Crystal Lake Avenue, which is privately operated, was built in 1981 and also has 100 units.

A senior citizen housing overlay district was created in 1995 for the redevelopment of the abandoned wastewater treatment plant on the Cooper River. The 58 unit senior citizen housing apartment block is being built with US HUD funds. Only 25% of the Township's total COAH commitment can be met through senior housing. This project, along with a rental bonus from COAH, provides for 28 of the Township's total 36 unit inclusionary housing requirement. Haddon Township must provide 8 additional affordable units by 1999 in order to be in compliance.

The 15 acres of vacant land in the current DD zone on McArthur Drive should be rezoned with a 20% affordable housing set aside in order to provide for the Township's COAH obligation. At 4 units per acre density, this tract could generate as much as 12 units for low and moderate income housing.

3. Municipally Sponsored New Construction, Gut Rehabilitation, and Other Innovative Programs: Due to the lack of administrative personnel, Haddon Township works with Camden County (see above) to manage its CDBG (housing improvement) rehabilitation program. The development of a NJ DCA Neighborhood Preservation Program (NPP) to fund rehabilitation and housing upgrades in West Collingswood Extension has been included as a recommendation in the Land Use element of the Master Plan. Collingswood has implemented a program requiring an annual Certificate of Continuing Occupancy for all apartment units, which has been quite successful in reversing housing deterioration. The Township should also consider such a program.
4. Purchase of Existing Units: The purchase and management of existing qualifying units in Haddon Township would not be feasible given the high cost involved in such a program. However, the Township should explore the feasibility of developing such a program with the Housing Authority.
5. Creation of Accessory Apartments, Provision of Alternative Living Arrangements, and Other Innovative Programs: Haddon Township has sought to provide its fair share of indigenous and regional affordable housing obligation through rehabilitation and new construction, and consideration of amending the zoning ordinance to include an affordable housing set-aside. Additional

measures to accessory apartments and alternative living arrangements are not recommended due to administrative difficulties with code enforcement.

6. Regional Contribution Agreements: The Township does not have the funding or the funding mechanisms necessary to support a regional contribution agreement for transferring its fair share provision to another municipality. At this time, Haddon Township is committed to meeting its contribution within its own municipal limits.

Summary of Housing Recommendations

1. Promote home ownership throughout the Township.
2. Provide for affordable housing and alternative housing through rehabilitation and re-use of substandard units.
3. Promote second floor residential uses along Haddon Avenue and White Horse Pike to continue a residential presence on these main streets.

4. Strengthen code enforcement procedures; develop list of vacant and deteriorated housing for future rehabilitation and monitoring; and consider requiring annual Certificate of Continuing Occupancy permits for apartment units.
5. Consider forming a joint Neighborhood Preservation Program (NPP) with the West Collingswood district in Collingswood.
6. Encourage neighborhood stabilization by changing zoning from commercial to residential on west side of US 130 in West Collingswood Extension.
7. Encourage residential density along Haddon Avenue by changing zoning between PATCO and rear of Haddon Avenue properties to allow for a variety of downtown housing types.
8. Revise the permitted uses and densities in the DD district to prohibit high-rise apartment buildings and encourage compatibly-scaled single-family housing with affordable housing set asides.

Introduction

The Municipal Land Use Law provides that the Master Plan may contain "a recreation plan element showing a comprehensive system of areas and public sites for recreation". Within this element, an inventory of existing public recreational facilities will be created. The inventory of existing sites will also include goals for future improvements, if applicable. In addition to the existing inventory, an evaluation of the Township recreational needs will be performed pursuant to National Park and Recreation Guidelines. Finally, recommendations for future recreational development within Haddon Township will be discussed.

Inventory of Existing Conditions and Recommendations

This section will examine the existing recreational areas in order to determine the goals and objectives of future park and recreation development within the Township.

- **Crystal Lake Park:** Block 19.13, Lots 1 & 2

The site consists of 22 acres and services the entire Township. The existing facilities which have recently been refurbished through a grant/loan from New Jersey State Green Acres include: one (1) basketball court, three (3) tennis courts, two (2) in-ground swimming pools, one (1) picnic area, and a playground. A Green Acres application is pending which proposes the development of a lighted multi-purpose softball/soccer field and hiking trail for the remainder of the parcel.

- **Bettlewood Father's Association:** Block 7.10, Lots 17 & 18

The site consists of 1.2 acres of park and a clubhouse structure. Site furnishings, such as benches and refuse containers should be provided. And an identification sign should be provided.

- **Blue Bird Playground:** Block 29.09, Lot 13

The site consists of 1.3 acres and services a small neighborhood. This site contains one (1) tot lot. Playground equipment and existing ground cover should be refurbished. Site furnishings, such as benches and trash containers, should be provided.

- **Blenheim Avenue Playground:** Block 4.07, Lots 1 to 7

The site consists of 0.4 acres and services the immediate neighborhood. This facility consists of one (1) basketball court, one (1) youth baseball field, and one (1) tot lot. The youth baseball infield and backstop, along with team benches, should be refurbished. Park benches and trash containers should be repaired or replaced. A small off-street parking area to relieve the congested on-street parking in the area should be developed. Broken playground equipment should be repaired or replaced.

- **Extension Center:** Block 1.01, Lot 10; Block 2.04, Lots 1 to 3
The site consists of 2.5 acres and serves the surrounding neighborhood. Existing facilities include two (2) basketball courts, one (1) tot lot, and a community center. Site furnishings, such as benches and trash containers, should be repaired or replaced. Broken basketball standards should be repaired or replaced. Basketball courts should be re-lined. The community center should also be expanded.
- **Edison Woods:** Block 24.07, Lot 31
The site consists of 9.66 acres and serves a small portion of a neighborhood. This is a densely wooded area located adjacent to a school and Cooper River Park. Presently, heavy underbrush exists throughout the site. Continue to maintain this area a conservation area. However, through selective removal of underbrush, a network of nature trails could be created which could possibly connect to existing trails along South Park Drive in Cooper River Park.
- **Lee's Lane Nature Area:** Block 9.03, Lot 1
This site consists of 10.18 acres and serves a neighborhood. This is a heavily wooded area in a densely populated neighborhood, with very thick underbrush. Continue to maintain as a natural area. Through selective removal of the underbrush, a network of nature trails could be created, possibly connecting to existing paths in Newton Lake Park.
- **Berwick Avenue:** Block 3.02, Lots 19 & 20
This area consists of 1.15 acres and is a small, unimproved public open space. This is an undeveloped heavily wooded area in the vicinity of two (2) other Township tracts that are presently undeveloped. Through selective removal of underbrush, a network of nature trails may be created, possibly connecting to two other tracts of land under the authority of the Township (refer to Berwick/Grandview/Overdale and Grandview Avenue tracts).
- **Grandview/Berwick/Overdale:** Block 3.02, Lots 27 to 32
This site consists of 0.71 acres and serves the immediate neighborhood. This is a heavily wooded area adjacent to a residential area, with very thick underbrush. This tract is presently undeveloped. This site should be maintained as a conservation area, with the possibility of creating a network of nature trails. Future trails could connect to the parcels on Berwick Avenue and on Grandview Avenue, creating a green strip in the West Collingswood section.
- **Grandview Avenuc:** Block 3.05, Lots 1 & 2
This site consists of 1.87 acres and serves the immediate neighborhood. This is a heavily wooded area adjacent to a residential area, with very thick underbrush. The tract is presently undeveloped. A separate recreation and open space facilities plan should be developed for this tract and the other nearby West

Collingswood Extension parcels to determine whether they should be left undeveloped or improved for active recreational facilities, such as soccer fields, golfing, or ballfields.

- **Anticipated Acquisition:** Block 13.03, Lot p/o 2 and Block 13.03, Lot p/o 1
This tract of land consists of 18.1933 acres and is a heavily wooded area, whose acquisition is pending Green Acres approval.
- **County Parkland:**
Newton Lake Park - 40.5 acres.
Cooper River Park - 105.34 acres.
These parks serve the western Camden County area and are available to all residents of Haddon Township. Their proximity to the Township gives residents great access. These parks contain: tot lots, running/walking/ bicycle trails, water activities, basketball courts, softball/baseball fields, hockey rinks, running track, and docks. Nighttime lighting and paving were added along Newton Lake Park in 1997 to respond to increased park usage.
- **Board of Education Recreational Facilities**
All Board of Education facilities are in good to excellent condition. Although access to these facilities is controlled by the Board of Education, we will still

use these areas in the National Recreation and Park Association Facility Need Assessment.

Facility Development Need Assessment

The table on the next page is based on the Suggested Facility Development Standards as published by the National Recreation and Park Association¹ (NRPA). The minimum standards recommended within the table may be used as a guide to determine basic recreational and open space facility needs for the Township.

Based on the NRPA criteria, Haddon Township has met most of its recreational needs. According to the data collected, the following facilities should be developed by the year 2000:

Softball	2
Volleyball	3

It is recommended, however, that the Township perform a more specific recreation and open space need assessment based more closely on the actual needs of the Township. For example, although the NRPA needs study indicates that the Township has a sufficient number of soccer fields, there has been a large demand for additional soccer fields for young athletes. Another reason to examine needs more closely is that most recreational facilities are controlled by the Board of Education. In the event of conflicts arising as people compete for use of facilities, the need for additional facilities may grow.

Facility Development Need Assessment (1996)

Activity/ Facility	No. of Units Per Population	1990 Population <u>14,837</u>	Est. 2000 Population <u>14,624</u> ²	Present Facil.	Need <u>2000</u>
Baseball	1/5,000	3	3	9	0
Tennis	1/2,000	7	7	11	0
Volleyball	1/5,000	3	3	0	3
Basketball	1/5,000	3	3	7	0
Football	1/20,000	0	0	4	0
Soccer	1/10,000	1	1	4	--
Track	1/20,000	0	0	1	--
Softball	1/5,000	3	3	1	2
Trails	1/System Region	1	1	1*	0
Swimming Pools	1/20,000	0	0	1	0
Field Hockey	1/20,000	0	0	0	0

*Cooper River Park, Newton Lake Park

¹National Recreation and Park Association, *National Recreation, Park and Open Space Standards*, 4th printing, 1990.²Delaware Valley Regional Planning Commission, *Year 2020 County and Municipal Interim Population and Employment Forecasts*, Direction 2020 Report #8, June, 1993..

Future Recreation and Open Space Development

Haddon Township's recreation and open space development should respond to the existing patterns of development and the locations of natural resources. By focusing open space and recreation development within close proximity to desirable natural amenities, a higher degree of use will result. In order to encourage the highest degree of use and the most appropriate use, the following recommendations should be followed for the Haddon Township parks:

Comprehensive Plans

The development of any existing or future Township park lands should be carried out only after the drafting of a comprehensive plan for that particular site. This planning strategy will ensure that valuable park lands are developed in an environmentally sensitive manner which responds to the diverse needs of the community.

Design Standards

In order to provide standardized recreational facilities, design standards for park and recreation areas should be adopted. This will ensure that a minimum level of quality will be attained whether facilities are being developed by the Township or by a private landowner.

Design Response

All park and recreation development within the Township should be performed in an environmentally sensitive manner. Individual parcel development should respond specifically to the natural context of the site. For example, playing fields

should be developed on existing cleared sites, not on wooded sites. Natural features should be incorporated into the designs to produce unique natural experiences for the users. By following these guidelines, park and recreation development will respond to and complement the natural amenities of the Township.

Signage

A system of signage and graphic symbols should be developed for all parks within the Township. This signage should be readily identified as part of the Haddon Township Parks System. Signage should also identify strongly with the specific facility which it is designating. A standardized graphic style should be used to identify recreational facilities, pedestrian routes, and nature trails. This system could also be used to identify significant cultural, historical and natural features. A unified graphic style can be used to provide a cohesive system of identification for the park lands which captures the essence of the character of Haddon Township. A system of readily identifiable signage will also encourage more people to use park lands.

Zoning

Currently, the Township's major recreational areas are zoned either for residential or commercial development. Major public parks, recreational areas, schools, and public open space should be designated as a separate land use zone with appropriate development standards for institutional uses, e.g. schools and active and passive recreational areas. Separation of these major public and quasi-public areas on the Zoning Map would further

the goals of this Recreation Element by incorporating this element's recommendations in the Land Development Ordinance.

Summary of Recreation Recommendations

1. No park development should be carried out without the drafting of a comprehensive recreation plan for the individual park in which the development will occur.
2. Recreational and open space design standards should be developed and adopted by the Township.
3. Open space development should be carried out with respect to existing natural features in attempt to preserve the natural diversity of the Township.
4. A system of signage and graphics should be developed for all Township recreational areas and trails.
5. Major public and quasi-public recreation, education, and open space areas should be identified on the Zoning Map and the Land Development Ordinance as a separate institutional zone with appropriate standards for institutional uses, and active and passive recreational areas.
6. A short-term goal of the Township should be to restore and enhance all existing Township-owned recreation and open space areas.
7. Lighting should be provided at certain park and recreation areas to encourage usage at night.
8. A regular maintenance schedule should be put into effect to address such items as trash removal, painting and repair of site furnishings, and groundskeeping.

Introduction

The Municipal Land Use Law requires that, "a historic preservation plan element (a) indicating the location, significance, proposed utilization and means for preservation of historic sites and historic districts and (b) identifying the standards used to assess worthiness for historic site or district designation" (N.J.S.A. 40:55D-28.b[10]), be prepared as a part of a municipal master plan. The purpose of the Historic Preservation Element will be to lay the groundwork for an effort to identify and preserve the physical landmarks of Haddon Township's past which may serve as keys for succeeding generations in understanding the local and national historical significance of the Township of Haddon.

The chief aim, then, of a historic preservation effort for the Township would be to identify and protect buildings or sites and allow individuals today and in the future to come into physical contact with the history of Haddon Township. Historic properties and themes should be used to promote a community identity for Haddon Township and enhance revitalization efforts in Downtown Westmont. The development of a historic places brochure would provide an easy yet informative way of relaying the history of Haddon Township.

State and National Registers of Historic Places

The principal means for protecting historic buildings and sites is to have the building or site recognized on the New Jersey Register of Historic Places and on the National Register of Historic Places. It shall be noted that listing on the Register(s) protects only against precipitous State or Federal actions.

"In New Jersey, State and national register nominations are prepared by individuals, cultural/historical organizations, government agencies, professional consultants, and historic sites surveyors. The nominations are reviewed by the Office of New Jersey Heritage (ONJH) staff and presented to the New Jersey State Review Board for Historic Sites, which is comprised of professionals in architecture, history, archaeology, and related fields. If passed by the State Review Board, the nomination is sent to the State Historic Preservation Officer (SHPO). When the SHPO signs the nomination, the property is listed on the State Register. The nomination is then forwarded to Washington to consideration for National Register."

It is, therefore, the major recommendation of the Historic Plan Element that a comprehensive survey be prepared of possible historic buildings or sites which represent the several important periods of the history of Haddon Township. This goal will be accomplished during 1999 and 2000 as part of a county-wide comprehensive history resource survey to be undertaken by the county.

This element contains an initial survey of sites, which may include candidates for recognition, at least, locally and, possibly, at the state and national level. Two neighborhoods in Haddon Township also contain groupings

of historic nineteenth century structures as reminders of the past: Sadlertown, along Rhoads Avenue, and Westmont, in the vicinity of Haddon Avenue between Reeve Avenue and Center Street. A more thorough Township-wide inventory is required. Consideration of a local historic district, where exterior alterations are reviewed by a local Historic Preservation Commission, such as in Haddonfield, may be made after the Township-wide inventory is taken.

History of Haddon Township

Haddon Township was originally a part of Newton Township, one of the subdivisions of Gloucester County (Camden County was not established until 1844). Newton Township was settled by Quakers from Ireland. In 1677, Robert Zane, a serge worker from Dublin settled here. In 1682, Zane's partners, Thomas Thackara, a stuff worker from Dublin, William Bates, a carpenter from County Wicklow, and Robert Turner, a Dublin linen draper, settled Newton Colony consisting of land which today covers Collingswood, Woodlynne, Oaklyn, West Collingswood Extension, Fairview, and parts of Westmont. The original settlers built Newton Friends Meeting House located where the railroad tracks cross Collings Avenue in West Collingswood Extension. The Colony's only remaining landmark is the Friends Burial Ground, the oldest burial ground in Camden County.

Newton Township's boundaries remained unchanged until 1828 when the City of Camden was incorporated. The Camden and Philadelphia Race Course was constructed in 1835 on property near the White Horse Pike and behind the Bettie mansion. It was

an immediate success as it was situated between Baltimore and Long Island and drew the best race horses in the country. However, a "better" class of people objected to the race activities and the course eventually declined and was closed. The Bettie family cleared the site and restored it to farmland.

Ferry Road, now known as Haddon Avenue, was laid out in 1761 from Kings Highway in Haddonfield to the ferry landing at Cooper's Ferry, now Camden. In 1792, the road became known as the Haddonfield and Cooper's Ferry Highway. In 1847, the road was widened and improved and became a turnpike. There was a toll gate at the corner of what is today Crystal Lake Avenue and Haddon Avenue. Haddon Avenue remained a toll road until 1922 when Camden County purchased the highway, paved and widened it.

Westmont, a small village on the turnpike, was originally named Rowandtown. Westmont was believed to be derived from a popular racehorse of the day called "Westmount". It was connected to the Cooper River at Stoy's Landing near where Grove Street is today. The Cooper River was a bustling shipping route between Haddonfield and Cooper's Ferry. The commercial use of the river declined when the channel filled and was finally killed off with the advent of the automobile and truck. Noted local businesses in Westmont in the 19th Century were Crystal Lake Paint and Glue Works, James Stoy's mill, situated on the west side of

Crystal Lake until 1890, and Morgan's Albumenized Papers Factory, manufacturers of photographic papers.

Haddon Township was incorporated on February 23, 1865 and was created from the eastern portion of Newton Township. In 1875, West Collingswood was annexed by Haddon Township. Between 1875 and 1929, five other municipalities were created from Haddon Township, leaving boundaries as they are today.

The railroad to Atlantic City was built through Haddon Township in 1853 parallel to Haddon Avenue and two stations were constructed: one at Westmont and the other at Cuthbert Boulevard. Train service to Camden and Atlantic City continued until the early 1960's. It was succeeded by PATCO running on the old right-of-way. The first trolley line was built in the 1890's on Haddon Avenue and connected Westmont with Haddonfield. It was not until 1902 that this line was extended to Collingswood and Camden.

Growth came during the 1920's as farms were platted and subdivided for new residences. Bluebird, Emerald Terrace, and Bettewood neighborhoods were developed during this time. Haddon Township's greatest period of development occurred during the 1930's to 1950's as residential and commercial development filled in the remaining farms and open spaces.

Inventory of Significant Sites and Structures

The inventory of structures below is a listing based on readily-available information as well as a cursory field survey. Properties were included for a number of criteria namely, historical, architectural, or cultural significance. In no case should this list be considered complete; a full survey of the Township should be conducted to determine all significant sites and structures.

- **Samuel Bettle Residence:** 2 East Clinton Avenue
This is a classical, two-and-a-half story structure. The house is composed of sandstone/quartzite arranged in an ashlar pattern with heavy wood trim. The vernacular adaptations have created a series of well-articulated forms and shapes, which create an extremely pleasant overall building character. This residence is oriented to White Horse Pike but is now cut off by retail development. The building is beautiful, but diminished by its current context.
- **William Bettle Residence:** 9 East Holly Avenue
This three-story brick structure exhibits the Federal style, with a balanced facade and central entry. The building is oriented toward White Horse Pike, but is now crowded and cut off by commercial development. Several unsympathetic additions have occurred, including iron fire escapes, redwood decks, and kitchen extensions. A

Victorian shed addition has also been added to the northwest end. The front porch railings and decking have been replaced in an unsympathetic manner. It is in poor condition and is currently used as residential apartments.

- **Crescent Theatre:** 3114 Mount Ephraim Avenue

Not unlike other theaters of the era, the Crescent is composed in a classical style of yellow brick masonry. The classical forms exhibited on this building include arches, corbels, a frieze and pilasters. The facade composition is a symmetrical tripartite elevation in the horizontal and vertical modes. A central cast stone medallion tops off this edifice like a cherry on a sundae. The Crescent is, presently, an automobile tire retailer/service garage and has had significant alterations to the exterior and interior.

- **Samuel Hinchman House:** 410 Austermuhl Avenue

This residence was constructed circa 1850, with additions made circa 1910. A frame house of 2 1/2 stories, it exhibits the Federal style. Currently a residence, this building is in excellent condition.

- **Ebenezer Hopkins House:** South Park Drive & Shady Lane

This building was constructed in 1737 and is the oldest edifice in Haddon Township. Overlooking the Cooper River, the house served as the farmstead for the Hopkins plantation. Ebenezer Hopkins, a Quaker, was the nephew of Elizabeth Haddon Estaugh of Haddonfield. This

structure remained in the Hopkins family until 1835. In 1936, the Hopkins House was acquired by the County of Camden for inclusion in the Cooper River Park. The architecture of the house is a simple, Colonial Quaker style, which is typical of the period and region. It currently houses the Camden County Cultural and Heritage Commission.

- **Newton Burying Ground:** Lynne & Collings Avenues

This site is located near the original landing place of Newton Colony's first settlers. Set aside in 1684, this land was adjacent to the Newton Friends' Meeting House, which no longer exists. Burials began here around 1690. Names found on markers here include the Redfield, Collings, Knight, Sloan, Ogden, and Henry families. The cemetery is currently part of a municipal open space and recreation area. Many of the original grave markers are still intact. However, many graves were deliberately unmarked in accordance with an old

Quaker custom that did not permit marking of individual graves. Some updated markers have been placed within the cemetery for several Revolutionary War soldiers. Fencing of this and the Sloan Burying Group is needed to deter the further knocking over of tombstones.

- **Newton - Union School House, a.k.a. Champion School House:** Collings & Lynne Avenues
This stucco-over-brick school building was erected in 1821 and was used continuously until 1905. On September 28, 1988, this Colonial structure was placed on the New Jersey Historic Register. One month later, it was also added to the National Register of Historic Places. It is currently undergoing restoration.
- **Green Valley Dairy Bar:** Crystal Lake Avenue
This building, now known as Katie O'Brien's Pub, was constructed in the 1930's and exhibits many characteristics of the streamlined modern style of architecture. These features include a streamlined appearance, portholes, horizontal shapes and forms and rounded corners. These forms juxtapose the more vertical forms of the processing areas behind. It is comprised of concrete, glass (popular mediums for modernists), and brick, with steel pillars. The brick masonry is arranged in a stacked bond joint pattern, which also carries forth the horizontal emphasis. Formerly a dairy, it now houses a popular Township pub. The interior has been renovated and a wholly unsympathetic wooden deck has been added to one end of the structure. Some maintenance of the original concrete appears necessary, but the building is in good shape.
- **Pine Grove Farm House:** 217 E. Linden Avenue
This frame structure, also known as the Pine Cottage, was constructed prior to 1860 by Samuel French, a wealthy

landowner. It is sited upon a hilltop amidst twentieth century residential homes. The architecture of the house is of a vernacular Victorian cottage style. Much of the original ornamentation has been removed, but working paneled shutters still exist.

- **Rhoads Chapel/United Methodist Church:** Rhoads Avenue, Sadlertown
This chapel was constructed around 1880 by Quaker citizens as a school for black children. It was built in an area formerly known as Saddlertown. Saddlertown was an enclave for slaves who fled the South. The principal benefactor of the project was Samuel Rhoads. Now covered in vinyl siding, the structure exhibits a vernacular Victorian style in a very simple building composition. Additions include the front portico and an ornamental steeple. It is in good condition.
- **Ritz Theatre:** 719 White Horse Pike
This is a two-story, yellow brick, Neo-classical building constructed in 1927 which exhibits symmetrical balance and a three-part elevation. The theatre entrance is flanked by commercial storefronts. These storefronts have recessed entries, display windows and transom windows above. The central marquee is in fairly good shape, but is in

need of maintenance and/or restoration to make it fully functional. The building continues to house theatre productions and commercial businesses.

- **Sloan Burying Ground:** Lynne and Collings Avenues
This burial site was founded in 1790 by James Sloan because of a dispute with the Society of Friends. It is located down the hill, towards Newton Creek, from the Newton Burying Ground. An early twentieth-century restoration effort resulted in the creation of a concrete marker on this site. The marker is a low, four-sided monument with battered sides. Within the sides have been cemented several of the original grave markers. No original markers are presently standing in their original positions. Many grave marker fragments are scattered within and around the monument. Names found on markers here include the Wood, Thackray (Thackara), Watson, Jennings, Heritage, Eastlack, Albertson, and Bettel families. Fencing needs to be reinstalled around this and the Newton Burying Ground.
- **Southern Pest Control:** US 130 & Mt. Ephraim Ave.
This tiny structure is a remnant of the early automobile era of the 20th century and was probably constructed around 1920. Built as a gasoline filling station, it exhibits a rectangular form with a low-slung horizontal emphasis created by large roof eaves. The roof, a hipped-end, terra cotta tile system, is nearly all that remains of the original

architecture. Presently a commercial enterprise, it has been stuccoed and the facade has been significantly altered.

- **Stoy Farmstead:** 318 Westmont Avenue
This brick structure was constructed prior to 1814 and is located adjacent to Crystal Lake Park. It exhibits the characteristics of the Georgian style, with four bays and balanced fenestration (ratio of solid to void in the facade). A central entry exists and there is a double brick band between the first and second floors. It appears that additions may have been built since the original construction, including the pedimented portico. A veneer of stucco has been applied over the existing brick surfaces. It has been maintained in excellent condition and currently serves as a single-family residence.
- **West Collingswood Presbyterian Church:** 1225 Collings Avenue (corner of U. S. Route 130)
This church was originally constructed in 1917, as indicated by the cornerstone. However, the present structure suggests phases of construction over a longer period. Rough-hewn, gray-white quartzite was used in a random ashlar pattern to form the walls of the church. However, voisseurs were utilized around the tops of gothically-arched

windows for structural stability and, perhaps, emphasis. The mortar joints are prominent. Buttresses are included at the corners of the tower and along the walls. The roof sheathing is of "fish-scale" slate tiles. Beautiful stained-glass windows appear to still be intact. The gothic arches of the windows, buttressed walls, and "cathedral-like" form reinforce the styling of this building as Gothic Revival. Although there have been some minor utilitarian modifications to this structure (extremely unsympathetic front doors have been added), the architecture of the church remains intact.

- **West Collingswood Train Station:** Lynne Avenue
This station was constructed in the late nineteenth century. It exhibits many attributes of the shingle style. The open-sided, roofed passenger area is rounded at the end, reminiscent of the Queen Anne style. The passenger waiting area window is oriented at a 45 degree angle to the building, to give the passenger a view of the tracks and driveway while remaining protected from the elements. Evidence of some restoration is present. The building is in good condition and now serves as a police substation and community center.
- **Westmont Theatre:** 49 Haddon Avenue
Built as a venue for both vaudeville acts and silent movies, this structure is two stories and has a yellow brick facade and red brick sides and rear. It was built in 1927 by Coleman Goldstein and Morris Handel and, originally,

contained two storefronts flanking the theatre entrance. The exterior architecture is neo-classical, having Ionic cast stone pilasters, Palladian windows, a frieze, and a symmetrical tripartite facade. A marquee (not the original) proclaims its presence on Haddon Avenue. The building was renovated in the 1950's to contain many of the features which exist currently, such as the stainless steel portal areas. The storefronts were absorbed at this time into the theatre. The interior still has many Art Deco attributes and features, but has been significantly altered over the years, including division of the theatre into two screening rooms in 1983. Presently, it houses a performing arts troupe. The condition of the structure ranges from average to good, with obvious maintenance required.

Summary of Historic Preservation Recommendations

1. Assist the county in completing a historic property survey and inventory for Haddon Township.
2. Review whether the villages of Sadlertown and Westmont could be made historic districts.
3. Protect identified historic properties from incompatible development.

4. Utilize historic properties and themes to promote and enhance community identity and promote revitalization of Downtown Westmont.
5. Develop a historic places brochure and auto-tour map to increase awareness of the Township's historic sites and neighborhood. This literature could be combined with recreation/open space map and used as a promotional piece for the Township.

Introduction

The Municipal Land Use Law permits the inclusion of "A recycling plan element which incorporates the State Recycling Plan goals, including provisions for the collection, disposition and recycling of recyclable materials designated in the municipal recycling ordinance, and for the collection, disposition and recycling of recyclable materials within any development proposal for the construction of 50 or more units of single-family residential housing or 25 or more units of multi-family residential housing and any commercial or industrial development proposal for the utilization of 1,000 square feet or more of land."

The concept of a disposable environment, as we have come to think of it, is no longer a sustainable reality. Each community has to become self sufficient and responsible for managing the by-products of the community. Recycling begins as an individual task and expands to encompass all members of the community. As a result, members of that community must participate in the forms of recycling.

State and local governments have initiated regulations to enforce the collection of specific materials to be recycled. Schools have begun to promote environmental issues such as recycling through various education programs. The various regulations and programs need to be expanded to involve everyone's participation and support.

The New Jersey Department of Environmental Protection has established a Solid Waste Policy Guideline to address solid waste management issues. The Emergency Solid Waste Task Force

Report under Governor Florio recommended regionalization of solid waste disposal and recycling facilities. There are 22 Solid Waste Management Districts in the State of New Jersey. Each District is required to achieve a 60 percent recycling rate by 1995.

In addition to efforts by the State of New Jersey Department of Environmental Protection, Camden County has also been actively pursuing recycling efforts. On February 14, 1985, Camden County became the first county in the nation to adopt a mandatory residential recycling plan. The program was expanded in May of 1990 to include a commercial and institutional recycling plan.

Residential Recycling Program

Haddon Township has an active residential recycling program. The municipality instituted a recycling program over eight years ago. The first items to be recycled were primarily glass, cans, and newspaper. The program has been expanded as a result of the success of early recycling efforts. The program is administered through the Recycling Coordinator at the Public Works Department. Residences currently recycle:

- Glass, bottles, cans, and plastic (No. 1 - milk and water containers and No. 2 - clear plastic soda containers). Newspapers, junk mail, and cardboard are also collected. These materials are collected at the curb by Township employees.

- Motor oil is collected at the Public Works garage.
- Concrete and asphalt removed due to municipal projects is sent to a County recycling center. Residential concrete and asphalt delivered to the Public Works garage can be included in the recycling program.
- Vegetative waste materials are collected by Township employees. Brush is collected at curbside as part of the weekly trash removal. The brush is taken to an ecology landfill in Hainesport.
- Leaves are collected at curbside by a municipal vacuum truck in the fall. During the remaining months of the year, leaves can be collected in open buckets and/or plastic bags.
- Mixed residential paper - junk mail, magazines, catalogues, school, and home office paper.
- Grass clippings.
- Tires.
- Roofing materials.

Haddon Township is in compliance with the Camden County Recycling Plan. The materials currently collected are included on the County's list of materials to be recycled from private residences. Yard waste, such as leaves, brush, woodchips, and grass clippings are currently composted outside of Haddon

Township for re-use by farmers and gardeners and for such uses as daily cover at landfills. Haddon Township should explore whether a limited amount of composting and mulch could be set aside for resident gardeners.

Commercial Recycling Program

Haddon Township also has an active commercial and institutional recycling program. The program is administered through the Recycling Coordinator at the Public Works Department. The commercial and institutional offices that are serviced by the municipality are those that do not specifically manufacture a product. The Township currently collects the following recyclable materials from some commercial and institutional establishments:

- Glass, bottles, cans, plastic (No. 1 - milk and water containers and No. 2 - clear plastic soda containers), and bi-metal and tin plated steel containers.
- Office paper such as computer paper, copy paper, and letterhead.
- Brush is collected at curbside as part of the weekly trash removal. The brush is taken to an ecological landfill in Hainesport.

- Leaves are collected at curbside by a municipal vacuum truck in the fall. During the remaining months of the year, leaves can be collected in open buckets and/or plastic bags.

The offices that are not serviced by the municipality contract with a private hauler. These offices must report to the Township the number of tons of trash and recyclables collected. The offices submit a report themselves or the private hauler can submit a report on their behalf. The following recyclable materials were designated for collection by private hauler from commercial and institutional establishments:

- Glass, bottles, cans, plastic (No. 1 - milk and water containers and No. 2 - clear plastic soda containers), and bi-metal and tin plated steel containers.
- Office paper such as computer paper, copy paper, and letterhead.
- Mixed paper - junk mail, magazines, catalogues, school, and home office paper.
- Corrugated cardboard.
- Designated materials currently pending New Jersey Department of Environmental Protection certification.

Summary of Recycling Recommendations

1. Require all multi-family housing developments containing 25 dwelling units or more and all commercial and industrial

development to provide a plan for the collection, disposition, and recycling of the following materials: Glass, Plastics, Aluminum and metal containers, Corrugated cardboard, Office paper, Mixed paper, and Lipids.

2. Include in the Land Development Ordinance standards for the development of recycling plans which include:
 - Provisions to ensure that waste storage areas are adequate in size and complexity to handle all recyclable wastes.
 - Provisions to ensure that all storage areas are visually screened from public views.
 - A requirement that an applicant for development provide confirmation that either the Township or a private hauler is responsible for waste removal.
 - A requirement that all development proposals must include a report which details the amount and types of wastes which are anticipated to be generated on a daily and weekly basis.
3. Explore whether a portion of yard waste can be set aside for compost and mulch for gardeners within the Township and to reduce disposal costs.

As part of this plan, land use development and zoning patterns in adjacent municipalities were reviewed for their compatibility with those in Haddon Township. None were found to have incompatible land use patterns, zoning, or development trends that would adversely impact the goals of Master Plan. All of the following municipalities are, like Haddon Township, also fully developed communities that have only experienced minor changes in the past ten years:

- **Audubon Borough**

The existing residential development patterns and zoning in the Heather Glen and Bettewood neighborhoods are compatible with those adjacent in Audubon. The commercial shopping center uses and zoning along the Black Horse Pike are compatible with the highway commercial uses and zoning in adjacent West Collingswood Heights. This Audubon commercial area serves as a major shopping centers for several Black Horse Pike communities. Moderate changes have taken place over time, but no major land use or zoning changes have occurred in the past ten years or are anticipated.

- **Audubon Park Borough**

This Borough was developed as a bedroom community for shipyard workers during the last world war; the entire borough is owned and operated as a private corporation. The existing single family attached land use development is not inconsistent with those in Haddon Township's western neighborhoods.

- **Camden City**

The development patterns, uses, and commercial zoning along the Township's Black Horse Pike boundary are comparable with those in adjacent Camden. The residential development patterns and zoning in the Yorkship Village neighborhood, a dense community of primarily attached homes, is not comparable with the existing medium density residential development in Haddon Township, nor is the neighboring trailer home community. The commercial zoning plan in the West Collingswood Extension neighborhood between US 130 and the Black Horse Pike is consistent with that in adjacent Camden. However, the residential uses in the Haddon Township neighborhood and the neighborhood scale stores along the Pike are inconsistent with the Township's own general commercial zoning plan. This issue has been addressed in the Land Use Element.

- **Cherry Hill Township**

The majority of the Township's northeastern border is along the Cooper River which is flanked by publicly owned parkland. Commercial/office uses and zoning in Cherry Hill are not incompatible with those residential uses in the Westmont neighborhood in Haddon Township given the significant buffering of the river and parkland. No major developments have occurred or are

anticipated other than those typically expected for commercial areas adapting to changing economic trends.

- **Collingswood Borough**

Residential development and zoning districts in the West Collingswood extension, Collingswood Manor, and Westmont neighborhoods are compatible with those in adjacent Collingswood, as are the business uses along Haddon Avenue. No major land use changes have occurred or are anticipated.

- **Gloucester City**

Residential development patterns, uses and zoning are compatible with those in the Township's West Collingswood Heights neighborhood. The City has just completed a Master Plan revision which identifies the former 20 acre Starlight Theater area as a major redevelopment area. The final use for this area along US 130 and the creek has not yet been determined.

- **Haddonfield Borough**

Residential development and zoning districts in the Haddonleigh, Crystal Lake, and Westmont neighborhoods are compatible with those in adjacent Haddonfield, as are the business uses along Haddon Avenue. No major land use changes have occurred or are anticipated.

- **Mount Ephraim Borough**

The south branch of the Newton Creek separates this borough from Haddon Township. The existing

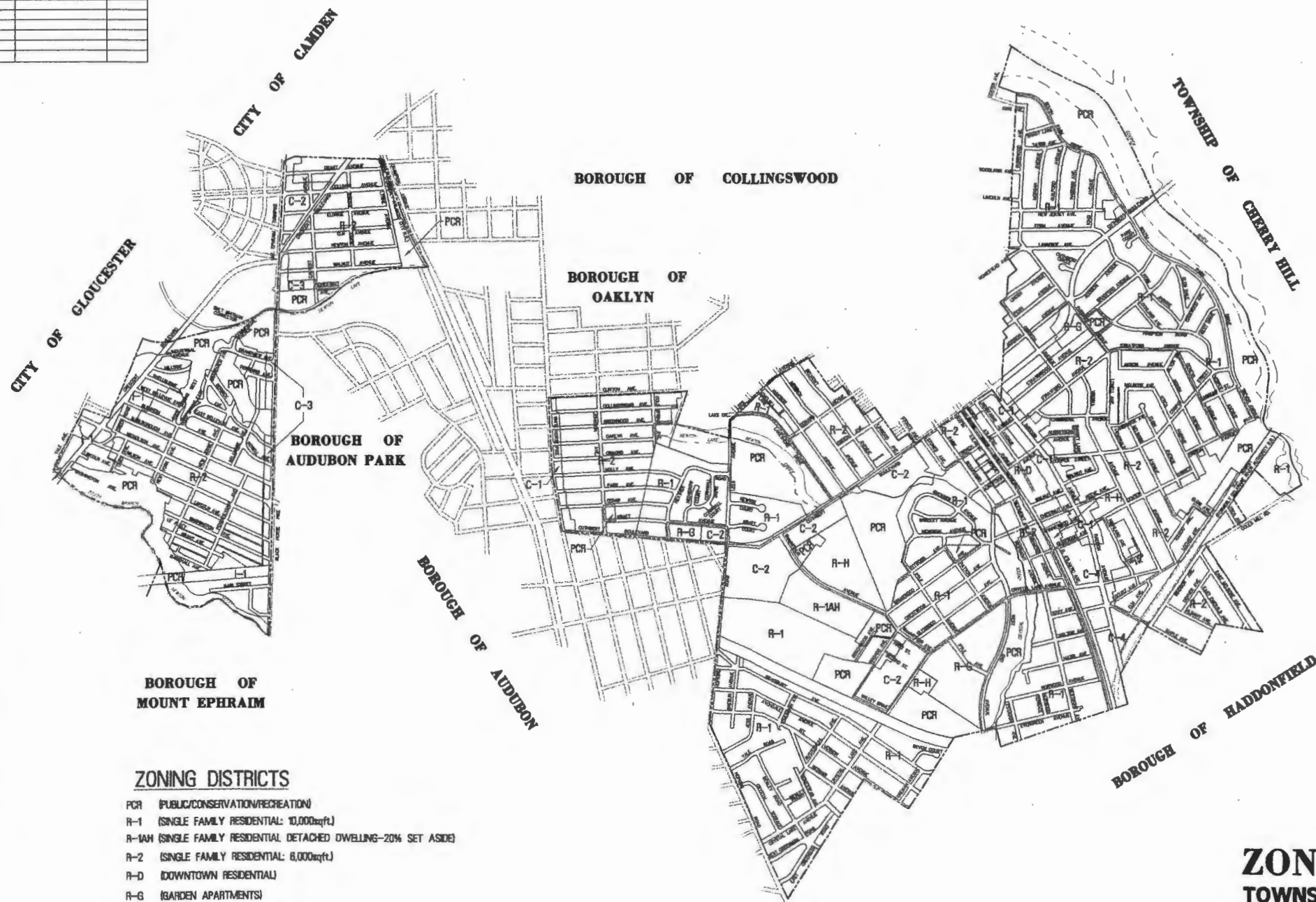
development patterns, uses and zoning plans in each municipality are similar. No major land use changes have occurred or are anticipated.

- **Oaklyn Borough**

Haddon Township's Bettlemood neighborhood borders Oaklyn along the White Horse Pike and Clinton Avenue. Development patterns, land uses, and zoning within Oaklyn are comparable with those in Haddon Township. Within the past ten years several older stores along the White Horse Pike have been demolished and newer, automobile-oriented stores have been erected in their place.

- **Compatibility with Regional Plans**

Haddon Township is located within the Camden Metropolitan Planning Area on the State Plan for Development and Redevelopment because of its proximity to that central city and its fully-developed, older suburban community character. It is similarly identified in the Delaware Valley Regional Planning Commission's 2020 Plan. The 1999 Haddon Township Master Plan Update is consistent with the goals and objectives of these regional plans.

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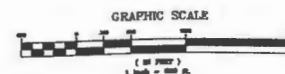
ZONING DISTRICTS

- PCB (PUBLIC/CONSERVATION/RECREATION)
R-1 (SINGLE FAMILY RESIDENTIAL: 10,000sq.ft.)
R-1AH (SINGLE FAMILY RESIDENTIAL DETACHED DWELLING-20% SET ASIDE)
R-2 (SINGLE FAMILY RESIDENTIAL: 8,000sq.ft.)
R-D (DOWNTOWN RESIDENTIAL)
R-G (GARDEN APARTMENTS)
R-H (HIGH-RISE APARTMENTS)
C-1 (DOWNTOWN COMMERCIAL)
C-2 (SHOPPING CENTER COMMERCIAL)
C-3 (HIGHWAY COMMERCIAL)
C-4 (OFFICE & BUSINESS)
I-1 (LIGHT INDUSTRIAL)

ZONING MAP

TOWNSHIP OF HADDON**CAMDEN COUNTY, NEW JERSEY**

SCALE: 1" = 600' DATE: 7/2/1999



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