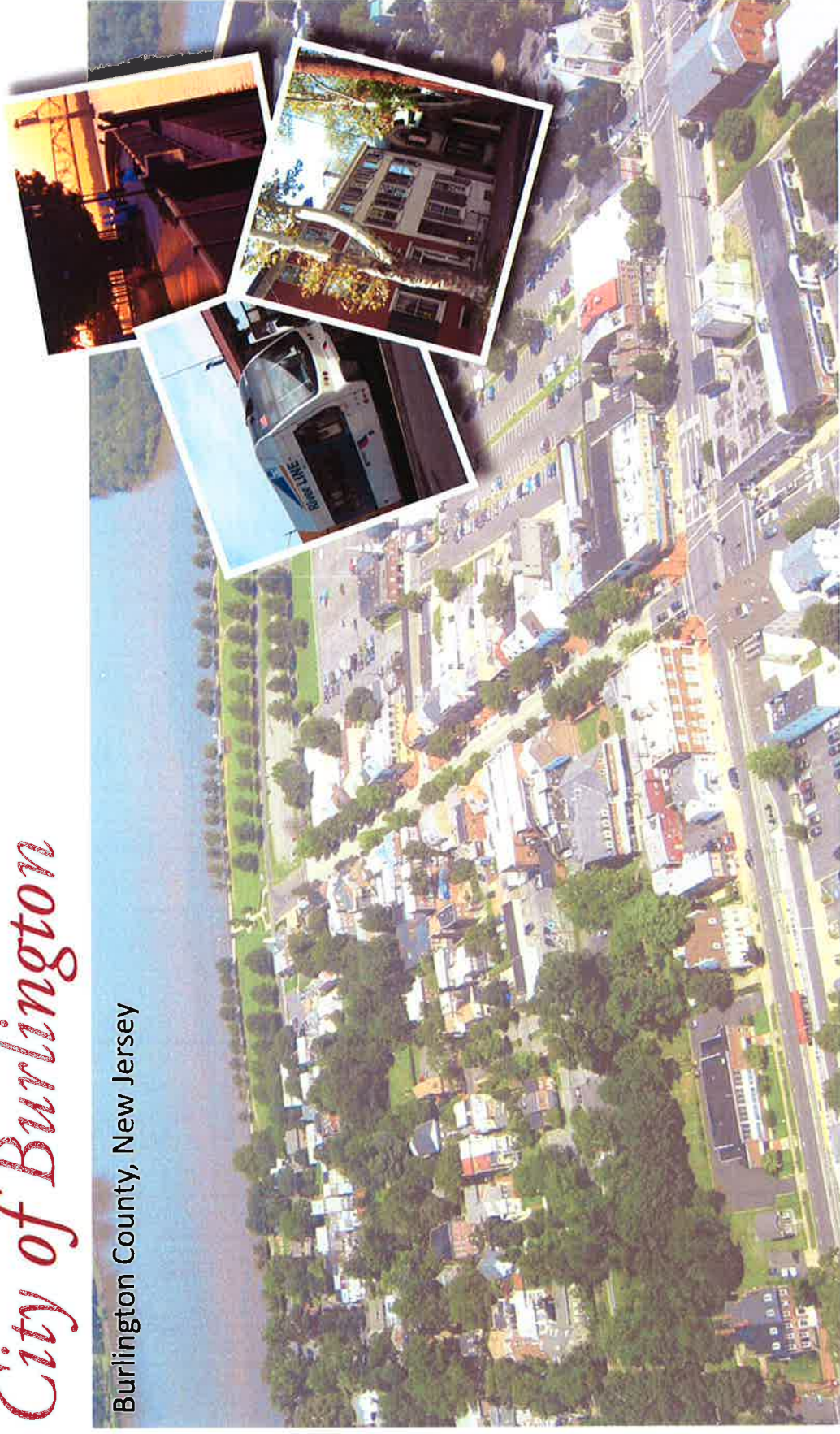


City of Burlington

Burlington County, New Jersey



2010 Master Plan

June 2010

credits & acknowledgements

Mayor:

Dr. James A. Fazzone

City of Burlington Common Council:

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Suzanne Woodard, *At-Large, Vice President*
Barry W. Conaway, *Ward 1*
Jeanette Mercuri, *Ward 2*
Helen F. Hatala, *Ward 3*
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Nancy Jamanow, *Board Engineer*
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ENVIRONMENTAL RESOLUTIONS, INC.



ENGINEERS, SCIENTISTS & PLANNERS
525 FELLOWSHIP ROAD, SUITE 300
MT. LAUREL, NEW JERSEY 08054-1719

Barbara J. Fegley
Barbara J. Fegley, AICP, PP
NJ Professional Planner #3259



Architecture
Planning
Urban Redevelopment
132 Kings Highway East
Haddonfield, New Jersey 08033
www.AlbertoAssociates.com

Angelo Alberto, AIA, AICP, PP
NJ Professional Planner #5408

Burlington County

Economic Development & Regional Planning
50 Rancocas Road
Mount Holly, New Jersey 08060
www.co.burlington.nj.us



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City of Burlington

2010 Master Plan



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- I. Goals & Objectives
- II. Community Profile
- III. Land Use Plan Element
- IV. Circulation Plan Element
- V. Urban Design Guidelines
- VI. Plan Implementation Agenda

I. goals & objectives

Land Use Plan Element

Circulation Plan Element

Urban Design Guidelines



goals & objectives

The City of Burlington's Master Plan was written in 1961 and focused primarily on planning for and accommodating the needs of the automobile. The plan did not foresee the negative impacts that suburbanization and de-industrialization would have on the city. Although it has been updated on a periodic basis in accordance with the New Jersey Municipal Land Use Law, it remains cumbersome to use and is of questionable relevance in 2010. The result has been planning on an ad-hoc basis and a zoning ordinance that can promote development that is not compatible with the city's traditional urban pattern.

This new Master Plan will provide a vision for future land development, redevelopment, and planning efforts in the City that will inspire municipal leaders, residents, developers, and investors alike to see the City in a new light.

The City of Burlington is fortunate to have many unique assets including:

- two River Line light rail stations,
- a designated main street,
- a long-established historic district,
- a public waterfront park, and
- walkable neighborhoods.

The City also has its fair share of obstacles and challenges to overcome. Years of disinvestment have resulted in struggling neighborhoods and a deteriorating housing stock. The downtown commercial area along High and Broad Streets has tried hard to compete with modern highway commercial areas, and with the exception of the redevelopment of Commerce Square into an office/industrial park, the City's employment base continues to shrink. In addition, Route 130 divides the City and is lined with automobile-oriented land uses that are inefficient, poorly designed, and increasingly obsolete.

City leaders and residents have expressed their vision to revitalize the City by strengthening and capitalizing upon its unique assets and by overcoming its obstacles and challenges. This document will serve as a road map for achieving this vision.

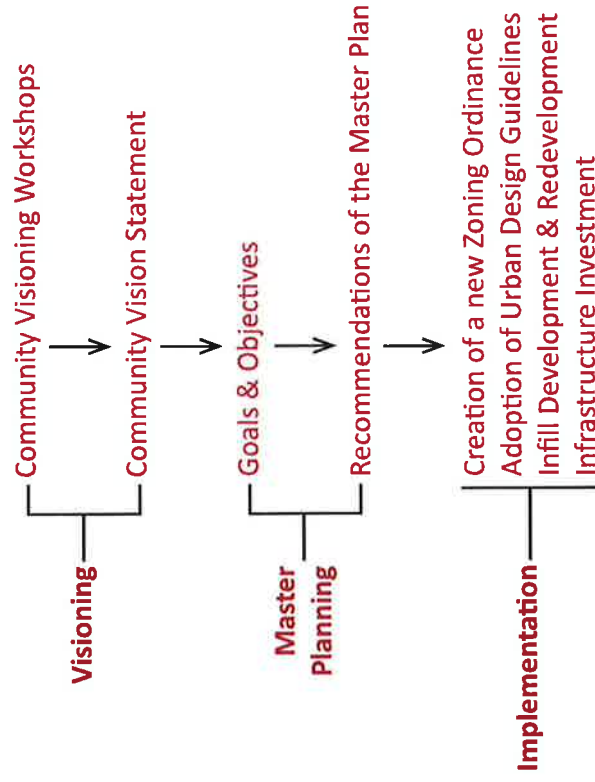


Community Visioning Workshops

One of the Goals of the City's 2001 Master Plan Reexamination Report was to develop a consensus-based, comprehensive vision for the future of the City and to utilize the vision as the foundation for preparing a new master plan.

Over the summer of 2009, Community Visioning Workshops were held at various locations throughout the City. The planning team surveyed residents, business owners, and City leaders on a variety of topics related to planning and urban design. The survey results and feedback obtained at these meetings were used to create a Vision Statement for the City.

By utilizing the process outlined below, the desires of residents, business owners, and City leaders are incorporated into the Master Plan; and therefore, into the City's zoning and land development policies.

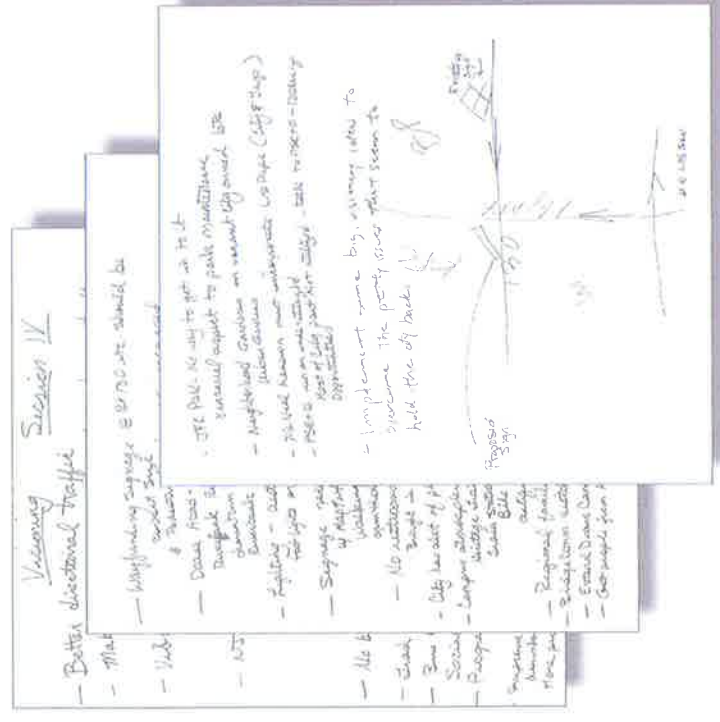


"Disney spent millions to create what we already have."

– Workshop attendee *Frank S. Caruso*

"Burlington City is an 'unpolished jewel' that awaits discovery. We need to facet it, polish it, and reveal it for the world to see."

– Workshop attendee E. Jean Morgan



Community Vision Statement

In 2030:

Our City of Burlington is one of the region's most desirable, attractive, and safe communities. Through citizen leadership and City-benefiting public/private partnerships, the City has leveraged its unique riverfront location, transportation access, talented workforce, classic Main Street, and rich history to build a diverse and sustainable economy. The City of Burlington is a highly desirable place to live and work and is a regional draw for commerce, entertainment, industry, education, and tourism.



- City leaders have implemented an organized and unified process to solicit qualified agencies, funding sources, and private entities to engage in a sustained process to improve safety and the quality-of-life for residents.
- The City works with property owners, public agencies, and private entities to redevelop industrial areas, key infill sites, and highway commercial corridors to meet the changing needs of the modern marketplace.
- High Street, Broad Street, and the riverfront are local amenities and regional destinations with vibrant shopping, dining, culture, and entertainment.
- Rehabbed buildings and sensitive infill development stabilize older neighborhoods with a variety of housing choices for diverse income levels and lifestyles.
- A variety of land uses are integrated so that residents and visitors can walk, bike, or ride safe and convenient public transportation to most of their daily needs.
- Neighborhoods, recreational opportunities, and natural areas are connected by a greenway system of parks, trails, and waterways with a revitalized John F. Kennedy Park and riverfront promenade as centerpieces.
- Local and regional traffic moves safely and efficiently along visually appealing routes that safely accommodate pedestrians, bicycles, light rail vehicles, and automobiles.
- Route 130 is a safe, landscaped boulevard lined with sustainable, pedestrian-scaled development that has succeeded in unifying both sides of the roadway.
- Residents and community leaders recognize that sustainable and timeless architecture and a traditional urban pattern increase the quality of life for City residents and businesses.
- Ordinances, architectural guidelines, and design creativity protect the City's 332-year history, while economic incentives encourage new housing and economic development throughout the community.



goals & objectives:

land use plan element

Goal:

Promote land use and development patterns that strengthen the City's existing diversified and historically compact nature and that encourage pedestrian activity, enhance public safety, support transit, and reduce dependency on the automobile.

Objectives:

1. Strengthen and diversify the economic composition of the City.
2. Capitalize on the light rail system, two train stations, local history and preserved heritage, and US Route 130 frontage.
3. Use the City's Delaware River and Assiscunk Creek waterfronts and Burlington Island as economic development anchors.
4. Clear derelict properties from the City to improve neighborhoods north of Route 130.
5. Rehabilitate Burlington's housing stock, which is considerably old and historic, to preserve the City's small town character.



goals & objectives:

circulation plan element

Goal:

Enhance and improve pedestrian, bicycle, bus, light rail, and automobile circulation through the City. Add to those improvements, new opportunities available from the Delaware River and the Assiscunk Creek.

Objectives:

1. Continue aesthetic improvements, economic development, and redevelopment opportunities along the Route 130 corridor including the gateways to the City.
2. Continue to work with NJDOT on the Transit Village Initiative to benefit from the City's designation as a Transit Village. Concentrate and prioritize transit-oriented improvements to the Transit Village area around Towne Centre Station.
3. Encourage bicycling as a mode of transportation by providing links and improvements to residential areas, employment centers, institutions, and community facilities.
4. Explore water-oriented circulation opportunities along the Delaware River and Assiscunk Creek with connections to existing and future pedestrian, bicycle, bus, and light rail facilities for complete multimodal circulation to and through the City.
5. Consider partnering with NJ Transit, local businesses, and civic associations to build a Transportation Center in order to provide retail, service, and tourist amenities.



goals & objectives: urban design guidelines

Goal:

Promote planning and urban design principles that encourage traditional and sustainable urban development patterns in order to protect the City's 332-year history and increase the quality of life for City residents and businesses.

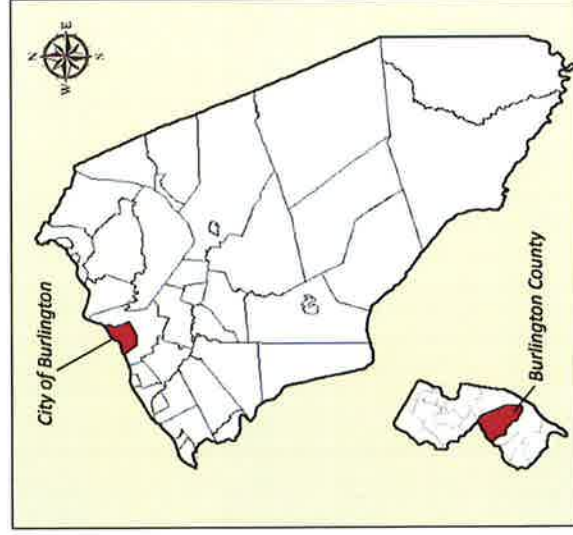
Objectives:

1. Protect and enhance the traditional character of the City's historic neighborhoods.
2. Improve the walkability of the City's suburban neighborhoods.
3. Protect and enhance the traditional main street character of High and Broad Streets with compatible infill development.
4. Develop vacant and underutilized waterfront properties with mixed-use, sustainable urban development.
5. Redevelop Route 130 as a safe, landscaped boulevard lined with sustainable, pedestrian-scaled development.
6. Upgrade the appearance and functionality of the Delaware Riverfront Promenade and JFK Park.



II. community profile

community profile



The City of Burlington is located on the banks of the Delaware River in Burlington County, New Jersey. The City, situated midway between Trenton to the north and Camden to the south, is part of the Philadelphia metropolitan area. The City is bounded by the Delaware River to the north and by Burlington Township to the east, west, and south.

Burlington is a city of neighborhoods with 332 years of architectural and political history. The City has been shaped by the full spectrum of transportation and land development changes that have occurred within the United States. Although the City has a traditional Main Street and a picturesque riverfront park, it has struggled to maintain prominence in a sprawling metropolitan region.

Although the City has had some early success in its revitalization (redevelopment of the Alexander Inn, Washington Square redevelopment), no comprehensive framework or guide exists for prioritizing efforts and investments. With this Master Plan, the City will now have a plan to guide its continued revitalization.

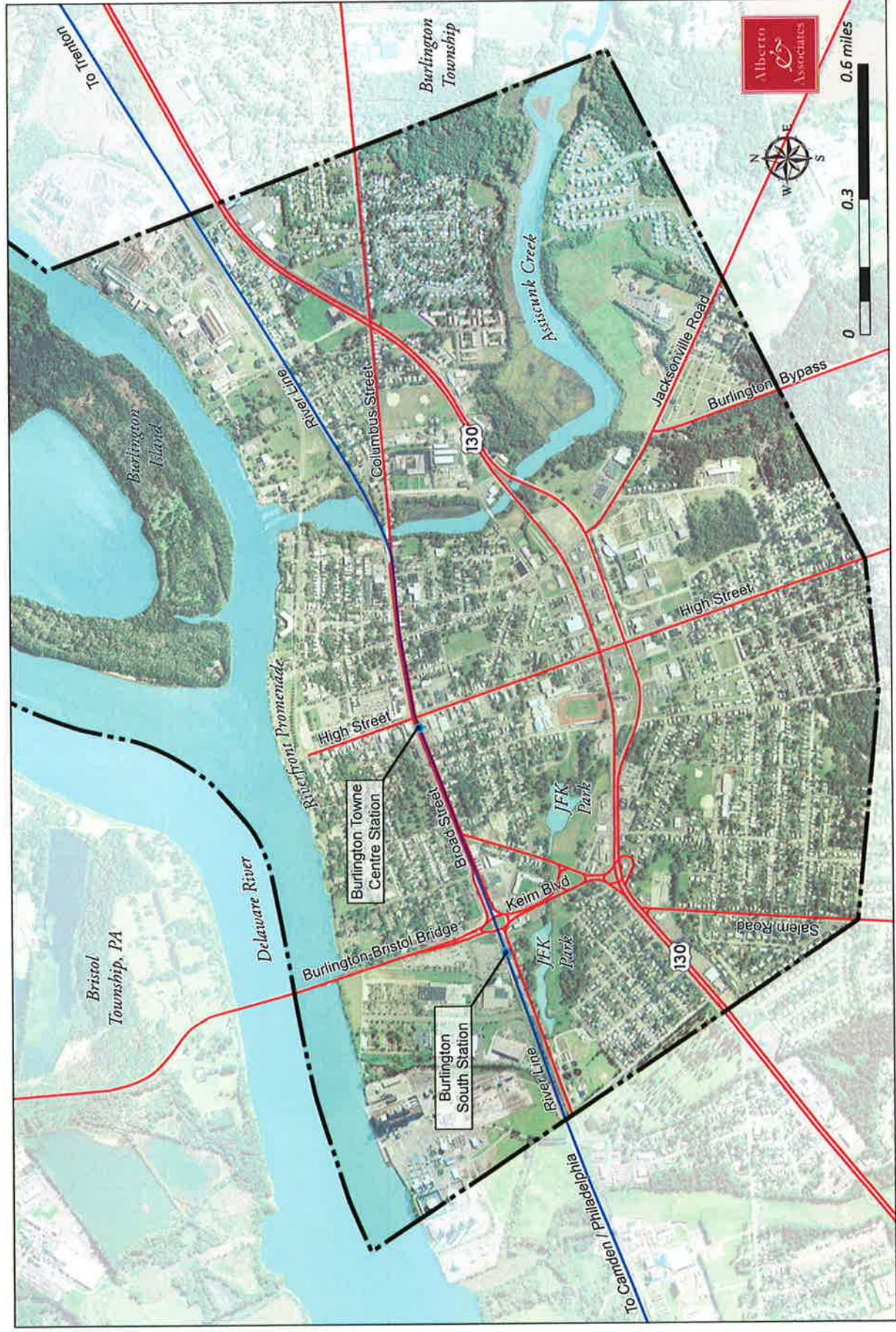
County	Population (2008 estimate)	Housing Units (2000)	Area in Square Miles			Density per Square Mile of Land Area	
			Land	Water	Total	People	Housing Units
Burlington	9,396	4,181	3.0	0.7	3.7	3,132	1,394



Aerial Photograph - 1930



Aerial Photograph - 2010



Geography & Transportation

Burlington is a city of neighborhoods. Over the City's 332 year history, these neighborhoods have been formed by geographic features such as roadways and water bodies. Some of these features help to bring the neighborhoods together, while others act as barriers, separating the neighborhoods from one another.

Waterways:

The City of Burlington is bounded by the Delaware River to the north. In addition, Burlington Island lies entirely within the City borders, but is not physically connected to the main land. The Island is managed by the Board of Island Managers and remains in a semi-natural state. The Assisunk Creek weaves its way through the city with the neighborhoods of Historic Yorkshire, New Yorkshire, and Laurel to the west and East Burlington and Columbus Park to the East. The Assisunk is tidally influenced by the Delaware River along its entire length through the City. London Moat, or City Ditch as it is commonly called, is the body of water that flows through JFK Park north of Route 130.

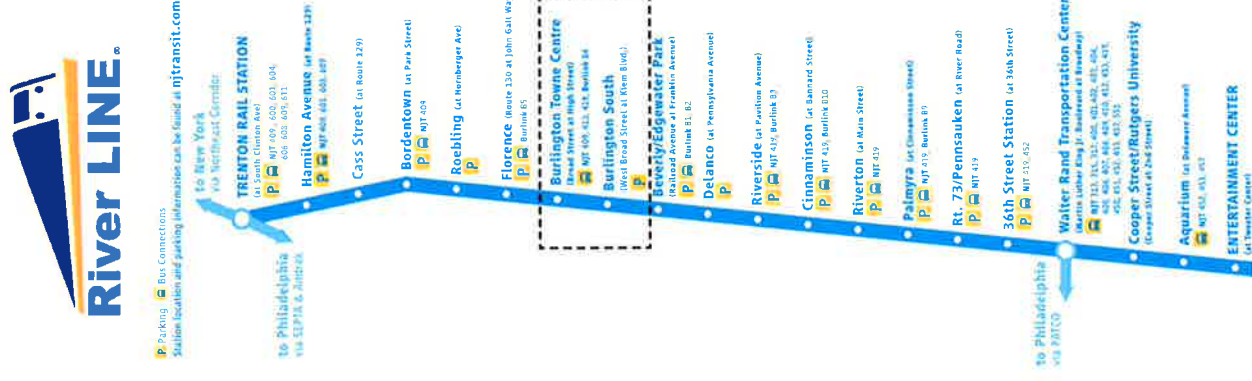
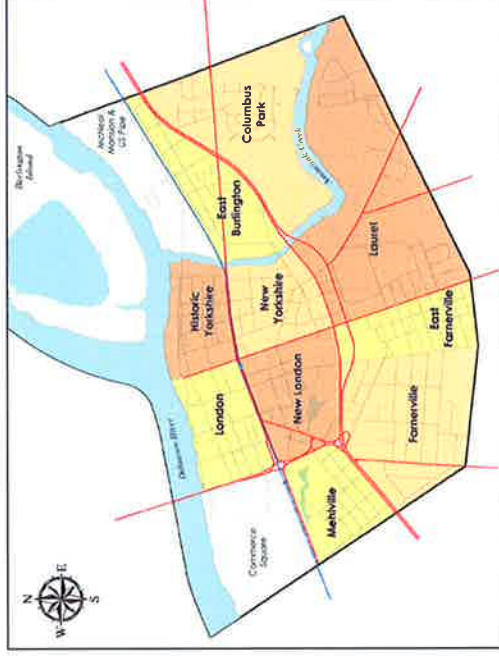
Roadways:

Burlington is bisected by Route 130. This regional highway creates a physical and psychological barrier between the newer, more suburban neighborhoods of Farnerville, East Farnerville, Laurel, and Columbus Park to the south of the highway and the older, more urban neighborhoods that lie to the north of the highway. Keim Boulevard, which connects the Burlington-Bristol Bridge to Route 130, is another roadway that acts as a barrier – bifurcating JFK Park and separating the neighborhood of Mehville from the other neighborhoods.

High Street, Burlington's "Main Street," is a place where people from all neighborhoods can come together to shop and dine locally. Broad Street, which intersects High Street contains a mix of residential, office, and commercial uses and also carries NJ Transit's River Line light rail through downtown.

Railroad:

Freight service dates to 1833 when the Camden & Amboy opened as the State's first railroad. Commuter rail service was restored in 2004 via the River Line light rail. The River Line is a modern, diesel light rail line which connects the City of Burlington to Trenton, Camden, and points in between. Connections can be made to travel to New York and Philadelphia. Two stations exist within the city: Burlington Towne Centre serves the downtown and waterfront and Burlington South is a park/ride station adjacent to the Commerce Square Business park.



City of Burlington History

The City of Burlington was founded in 1677 and is home to many New Jersey "firsts" including New Jersey's first library and pharmacy. Burlington Island was the site of the first European settlement in New Jersey and the City of Burlington was the first New World development of William Penn, eight years before Philadelphia.

The City of Burlington is a historic community that has existed for over three centuries experiencing practically all periods of transportation and land development in the United States. The City of Burlington was settled as a port city in the late 17th and 18th centuries. It became rapidly industrialized during the 19th and early 20th centuries and added suburban housing and highway commercial development in the second half of the 20th century.

The settlement of West Jersey and its capital, Burlington, was well organized: it took two years of preparation in England before the first colonist set foot on the upper Delaware. Plans for the Quaker expedition began in 1675 by a stock company in which many of the settlers were shareholders.

The Council of West Jersey Proprietors purchased roughly thirty miles of riverfront land in 1676 from the Lenape Native Americans. The City of Burlington was founded on part of that land by Quaker settlers in 1677, and served as the capital of the colony of West Jersey until 1702. The City was the

shared provincial and state capital until 1791 and was the county seat until it was moved to Mount Holly in 1795.

The Quakers formally established their congregation in 1678. Initially, they met in private homes and between 1683 and 1687, Francis Collins constructed a hexagonal meeting house of brick. Over the next century the membership grew substantially and a larger building was needed. The present meeting house on High Street was built in 1783 in front of the old meeting house and cemetery.

During the 19th century, the City of Burlington grew in a grid pattern off of the main crossroads of High and Broad Streets. Blocks of attached rowhouses built in the latest architectural style characterize the City as a 19th century town.

The Library Company of Burlington was organized in 1757 as a "free" library open to the public as well as members. There were sixty members of the original Library Company each paying ten shillings per year to support the institution. The Library received a charter from King George II of Great Britain in 1758. The Library is currently in a stone building that was built on West Union Street in 1864. The Burlington Library is the oldest continuously operating library in New Jersey.



Revel House - 1685



Cooper & Lawrence Houses - 1782, 1742



Burlington Pharmacy - 1731



Beldin House, Wood Street - 1797

History - Continued

The building at 301 High Street is the oldest continuously operating pharmacy in New Jersey. The dwelling was converted to commercial use around 1845 by William Allinson, a druggist, local historian, and leading Quaker abolitionist. The historic building was a center of anti-slavery activity in New Jersey. John Greenleaf Whittier famously denounced slavery from its doorstep.

During the 19th century, Burlington City was known for the quality and quantity of its manufacturing. The shoe industry rivaled shipbuilding and canning in prominence. The commercial activity helped sponsor the City's cultural activity. In 1839, a lyceum was erected as a venue for lectures, concerts, and public meetings. It served in that capacity until 1851 when it was turned over to the city to become City Hall. Today, the Herman T. Costello Lyceum Hall Center for the Arts is home to Art Pride New Jersey and Discover Jersey Arts and hosts theater, lectures, and art exhibitions.

The Oneida Boat Club was organized in 1873 by a group of 10 members. Over the next few years, the club grew rapidly and in 1876, they dedicated their newly-built clubhouse on the banks of the Delaware River at York Street. The Oneida is the oldest continuously operating boat club on the Delaware River.

The City of Burlington grew to become a regional center that prospered in the early and middle part of the 20th century. Since World War II, the City's economic and political importance has been surpassed by rapidly growing suburban municipalities. In turn, some of the City's neighborhoods have declined during the last 50 years and still struggle today.

Burlington's waterfront park is the result of urban renewal and flood control projects in the late 1960s and 1970s. The shoreline improvements—walkways, steel bulkheads, and landscaping—span the entire Delaware riverfront from the Burlington-Bristol Bridge to the Assiscunk Creek. The old waterfront industries, ferry terminals and docks have all been demolished and replaced by an open, grassy park and a tree-lined waterfront promenade. Many homes and businesses were removed in the process.

Although the City's central role in the region has been reduced, it still maintains several of its historic regional functions and through an ambitious redevelopment program, it expects to strengthen and regain some of those functions.



Revel House, today



Pharmacy, today



Lyceum Hall Arts Center

Population Trends

Like many cities, Burlington has suffered population loss due to suburbanization. This trend has eased in recent years and is expected to reverse by 2015. The Population Trends Table (CP-1) shows trends for the City from 1930 to 2008 and a 2015 population projection from the Delaware Valley Regional Planning Commission (DVRPC). Steady growth is shown from 1930 to 1960, but from 1970 to 2000 the City experienced sustained population loss. Suburban Levittown (NJ) and its Route 130 shopping center, which opened in 1958 in nearby Willingboro Township, was the principal reason for the sharp decline. The census estimate for 2008 also shows population loss. The DVRPC projection for 2015 shows an increase in population to 10,170.

A review of the age distribution of a population can give insight into future housing trends and demands on services and schools (see Chart CP-2). The 2000 Census reports the median age of City residents is 38.1. The largest percentage of City residents are between the ages of 25 and 54. Almost half of City residents (42.7%) fall within this category. Twenty one percent of City residents are over the age of 60.

Table CP-1: City of Burlington Population Trends

Year	Population	Change	% Change
1930	10,844	0	0.00
1940	10,905	61	0.50
1950	12,051	1,146	10.50
1960	12,687	636	5.20
1970	12,010	-677	-5.30
1980	10,246	-1,764	-14.60
1990	9,835	-411	-4.00
2000	9,736	-99	-1.00
2008 (est)	9,396	-340	-3.62
2015 (est)	10,170	434	4.62

Chart CP-2: City of Burlington Population by Age

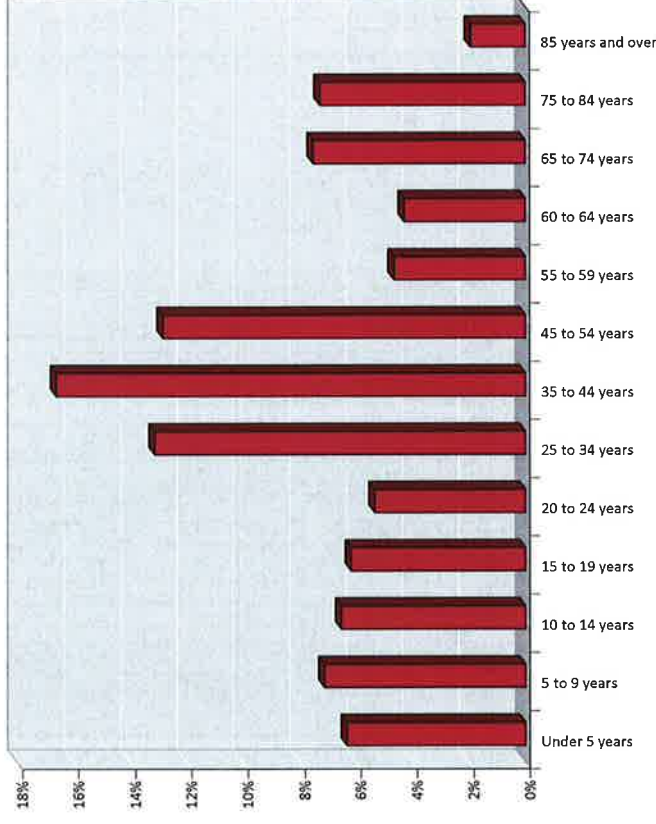
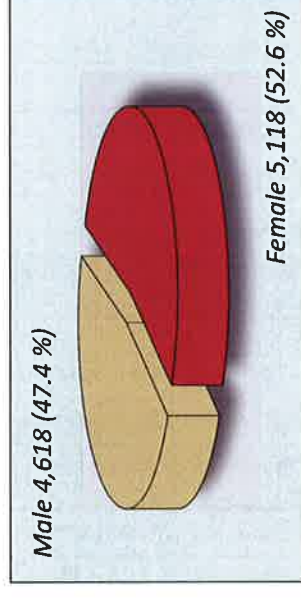


Chart CP-3: City of Burlington Population by Sex



Source for CP-1, 2 & 3: US Bureau of the Census.
2015 Population Projection from DVRPC.

Households

Household Income:

Household income for City and County residents was reported in the 2000 Census. Median household income for the City was \$43,115 as opposed to \$58,608 for the County. Approximately 39.8% of City households earn between \$35,000 and \$74,999 per year. Approximately 39.4% of residents earn less than \$35,000 and 7.7% earn \$100,000 or greater. County data indicates approximately 38.6% of the households earn between \$35,000 and \$74,999, 25.7% earn less than \$35,000, and 20.1% earn over \$100,000 per year.

The 2000 Census indicates that in 1999, 137 families (5.4%) and 776 individuals (8.0%) were below the poverty level in the City of Burlington.

Table CP-4: Household Income

Income	City of Burlington		Burlington County	
	Number of Households	Percent	Number of Households	Percent
less than \$10,000	293	7.5	6,016	3.9
\$10,000 - \$14,999	251	6.5	5,311	3.4
\$15,000 - \$24,999	497	12.8	12,627	8.2
\$25,000 - \$34,999	492	12.6	15,823	10.2
\$35,000 - \$49,999	764	19.6	23,797	15.4
\$50,000 - \$74,999	787	20.2	35,925	23.2
\$75,000 - \$99,999	503	12.9	23,990	15.5
\$100,000 - \$149,999	239	6.1	21,240	13.7
\$150,000 - \$199,999	29	0.7	5,371	3.5
\$200,000 or more	36	0.9	4,471	2.9
TOTAL	3,891	100.0	154,571	100.0
Median Income	43,115		58,608	

Source: US Bureau of the Census, Census 2000. Profile of Selected Economic Characteristics, City of Burlington and Burlington County, NJ.

Households By Type:

In the City, family households comprise 64.7% of all households and non-family households comprise 35.3%. This data shows 7.6% less family households in the City than in the County. Average household size in the City is 2.48 persons per family and the average family size is 3.09 persons. Approximately 32.6% of City households contain individuals under 18 years of age and 32.2% of the households contain individuals 65 years of age and over. These figures indicate a significantly higher percentage of households with individuals 65 years of age and over in the City than in the County. The percentage of households with individuals under age 18 is similar in the City and the County.

Table CP-5: Households by Type

Status	City of Burlington		Burlington County	
	#	%	#	%
Family Households	2,521	64.7	111,581	72.3
With own children under 18	1,084	27.8	53,012	34.3
Married-couple family	1,621	41.6	89,052	57.7
With own children under 18	674	17.3	41,605	27.0
Female householder, no husband	692	17.8	16,785	10.9
With own children under 18	324	8.3	8,613	5.6
Non-family Households	1,377	35.3	42,790	27.7
Householder living alone	1,167	29.9	35,419	22.9
Householder 65 and over	599	14.3	13,046	8.5
Households with children under 18	1,270	32.6	57,893	37.5
Households with individuals 65 and over	1,254	32.2	37,115	24.0
<i>Average Household Size</i>	<i>2.48</i>		<i>2.65</i>	
<i>Average Family Size</i>	<i>3.09</i>		<i>3.14</i>	
Total Households	3,898	100.0	154,371	100.0

Source: US Bureau of the Census, Census 2000. Profile of General Demographic Characteristics, City of Burlington and Burlington County, NJ.

Employment & Labor Force Profile

Employment:

A summary of Employment Characteristics for City of Burlington and Burlington County residents by type of industry is shown in Table CP-6. In the City and County, the top three industries were *educational, health, and social services; retail trade; and manufacturing*. The fourth greatest percentage of City residents are employed in *public administration* as opposed to *professional, scientific, management, etc.* for County residents.

Table CP-6: Employment Characteristics

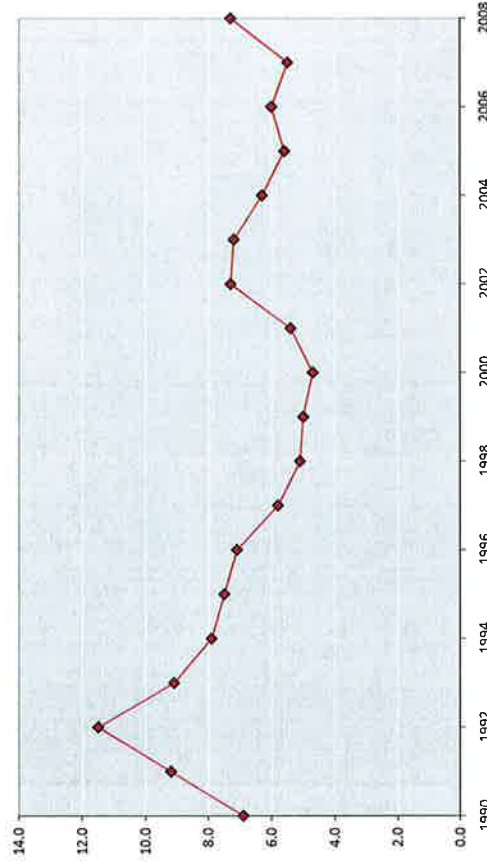
Industry	City of Burlington		Burlington County	
	#	%	#	%
Agriculture, forestry, fishing, hunting, mining	7	0.1	847	0.4
Construction	275	5.8	11,598	5.6
Manufacturing	657	13.9	22,558	11.0
Wholesale trade	162	3.4	9,161	4.4
Retail trade	664	14.1	24,672	12.0
Transportation and warehousing, utilities	336	7.1	11,507	5.6
Information	132	2.8	7,074	3.4
Finance, insurance, real estate, leasing	329	7.0	17,230	8.4
Professional, scientific, administrative, waste management services	287	6.1	21,844	10.6
Educational, health, social services	945	20.0	43,946	21.3
Arts, entertainment, recreation, accommodation, food services	215	4.6	11,526	5.6
Other services	257	5.4	8,433	4.1
Public Administration	457	9.7	15,490	7.5

Source: US Bureau of the Census, Census 2000. Profile of Selected Economic Characteristics, City of Burlington and Burlington County, NJ.

Labor Force Estimates:

The New Jersey Department of Labor reports annual average labor force estimates. The data indicates that in the 1990 to 2008 period, the unemployment rate reached a high of 11.5 in 1992 and generally, steadily declined to 4.7 in 2000. An increase in unemployment again occurred in 2001 with fluctuations higher and lower to a high of 7.3 in 2008. This number is expected to increase in the near-term due the global economic recession.

Chart CP-7: Unemployment Rate Trend



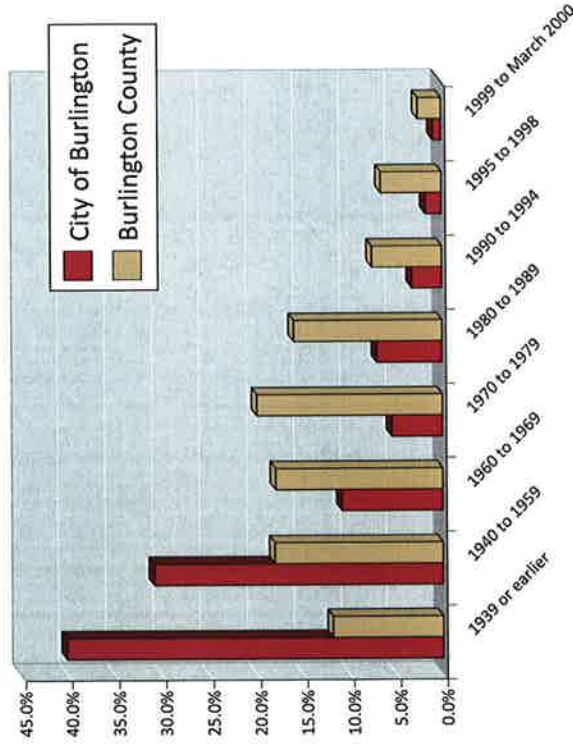
Source: New Jersey Department of Labor, City of Burlington, NJ

Housing Stock

Housing Stock:

The City has a relatively old housing stock. Almost 71% of the City's 4,181 housing units were constructed before 1960 as opposed to approximately 30% for the County in that same period. Only 18.2% of the City's housing was constructed since 1970 as opposed to 52.3% for the County. Housing construction reached its peak in the City before 1939 with a dramatic decrease after 1959. The County reached its peak from 1970-1979.

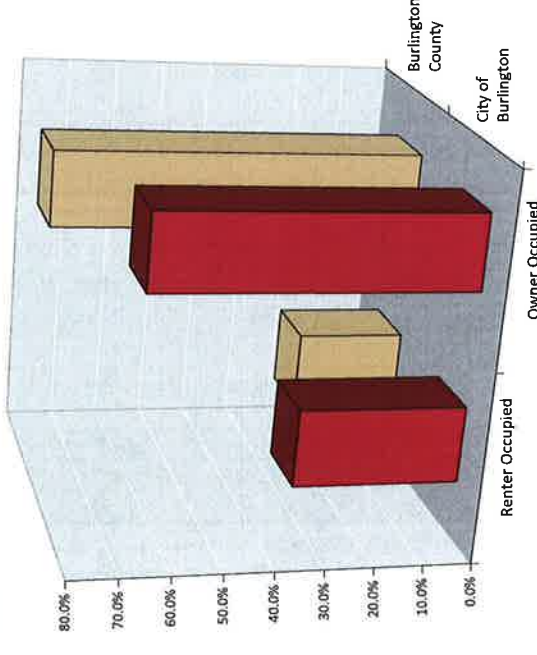
Chart CP-8: City and County - Age of Housing Stock



Housing Tenure:

The Housing Tenure chart (Chart CP-9) indicates that 65.8% of occupied units in the City are owner occupied and approximately 34.2% are renter occupied. In the County, 77.4% of the units are owner occupied and 22.6% are renter occupied. The chart also indicates that average household size of owner units is the same in the City and County and renter household size is somewhat greater in the City than in the County.

Chart CP-9: Occupied Units Housing Tenure



Source for CP-8 & 9: US Bureau of the Census, Census 2000. Profile of Selected Housing Characteristics, City of Burlington and Burlington County, NJ.

Housing Characteristics

Units in Structure:

One-unit detached units comprise the majority of housing types in both the City of Burlington and Burlington County. One-unit attached housing is the second largest category in both the City and the County as shown in the Table CP-10.

Number of Rooms:

The median number of rooms in City and County housing units is approximately six as shown in Table CP-11. The greatest percent of units in the City contain six rooms, which is also the case in the County. The County, however, contains a greater percentage of units with 8 or more rooms (29.9%) as opposed to City units (20.9%).



The City contains a range of housing types and styles in varying conditions. Rehabilitation of the existing housing stock and infill construction are needed in order to stabilize the New Yorkshire neighborhood.

Table CP-10: Units in Housing Structures

Unit Type	City of Burlington		Burlington County	
	Number	Percent	Number	Percent
1-Unit, Detached	2,019	48.3	104,299	64.7
1-Unit, Attached	1,215	29.1	22,090	13.7
2 Units	266	6.4	3,783	2.3
3 or 4 Units	246	5.9	6,374	4.0
5 to 9 Units	147	3.5	8,196	5.1
10 to 19 Units	92	2.2	7,251	4.5
20 or more Units	196	4.7	6,809	4.2
Mobile Home	0	0.0	2,477	1.5
Boat, RV, Van, etc.	0	0.0	32	0.0
TOTAL	4,181	100.0	161,311	100.0

Table CP-11: Number of Rooms in Housing Units

Number of Rooms	City of Burlington		Burlington County	
	Number	Percent	Number	Percent
1	42	1.0	1,327	0.8
2	91	2.2	2,864	1.8
3	429	10.3	11,878	7.4
4	522	12.5	16,687	10.3
5	647	15.5	26,223	16.3
6	882	21.1	28,826	17.9
7	694	16.6	25,405	15.7
8	484	11.6	24,465	15.2
9 or More	390	9.3	23,636	14.7
Median	5.9		6.3	

Source for CP-10 & 11: US Bureau of the Census, Census 2000. Profile of Selected Housing Characteristics, City of Burlington and Burlington County, NJ.

Housing Characteristics - Continued

Occupants Per Room:

In both the City and County, approximately 97% of the occupied units contain 1.0 person or less per room.

Table CP-12: Occupants Per Room

Occupants Per Room	City of Burlington		Burlington County	
	Number	Percent	Number	Percent
1.00 or less	3,762	96.5	151,195	97.9
1.01 to 1.50	100	2.6	2,079	1.3
1.51 or More	36	0.9	1,097	0.7
Occupied Housing Units	5.9		6.3	

Selected Housing Characteristics:

The Selected Housing Characteristics Chart (CP-13) show figures that can assist in describing substandard conditions. These include lack of plumbing, lack of kitchen facilities, and lack of fuel. In the City, all units contain a heating source, twenty-three units lack complete plumbing facilities, and seven units lack complete kitchen facilities. The percentage of units without complete plumbing facilities in the City is three times that of the County. The percentage of households without telephone service in the City is also higher than that of the County.

Table CP-13: Selected Housing Characteristics

Characteristics	City of Burlington		Burlington County	
	Number	Percent	Number	Percent
Lacking Complete Plumbing Facilities	23	0.6	321	0.2
Lacking Complete Kitchen Facilities	7	0.2	295	0.2
No Telephone Service	96	2.5	1,236	0.8

Home Heating Fuel:

Information available from the Bureau of the Census indicates that in the City and the County, utility gas is the home heating fuel of choice with over 65% of units heated by that source. Fuel oil and kerosene are the next preferred sources, as shown in table CP-14.

Table CP-14: Home Heating Fuel

Fuel Type	City of Burlington		Burlington County	
	Number	Percent	Number	Percent
Utility Gas	2,706	69.4	101,645	65.8
Bottled, Tank, or LP Gas	42	1.1	2,861	1.9
Electricity	335	8.6	20,906	16.5
Fuel Oil, Kerosene, etc.	815	20.9	27,365	17.7
Coal or Coke	0	0.0	49	0.0
Wood	0	0.0	567	0.4
Solar energy	0	0.0	0	0.0
Other Fuel	0	0.0	560	0.4
No Fuel Used	0	0.0	418	0.3

Source for CP-12, 13 & 14: US Bureau of the Census, Census 2000. Profile of Selected Housing Characteristics, City of Burlington and Burlington County, NJ.

Housing Affordability

The median housing value for the City was \$97,600 in 2000. County values are higher with a median value of \$137,400 in 2000. The predominant housing value in the City is in the \$50,000 to \$99,999 range, with over 50% of the owner occupied units in this category. Another 36.4% of the homes are valued between \$100,000 and \$149,999. Only 13% of the units are below \$50,000 or above \$150,000. In the County, the majority of units are within the \$100,000 to \$149,999 value range. Census data indicates there are a greater percentage of units valued greater than \$150,000 in the County (41.1%) than in the City (10.3%).

2000 Census data also provides an overview of mortgage status and selected monthly owner costs. In the City, the median mortgage is \$1,118 as opposed to \$1,393 in the County. The percentage of City residents with a mortgage (60.5%) is significantly less than in the County (75.4%). Likewise, the City has significantly more properties without a mortgage (39.5%) than the County (24.6%).

Table CP-15: Owner Occupied Housing Values

Value	City of Burlington		Burlington County	
	Number	Percent	Number	Percent
Less than \$50,000	66	2.7	1,012	0.9
\$50,000 - \$99,999	1,252	50.7	24,314	22.5
\$100,000 - \$149,999	898	36.4	38,222	35.4
\$150,000 - \$199,999	210	8.5	23,704	21.9
\$200,000 - \$299,999	37	1.4	14,268	13.2
\$300,000 - \$499,999	7	0.4	5,197	4.8
\$500,000 - \$999,999	0	0.0	1,119	1.0
\$1,000,000 or more	0	0.0	176	0.2
Median (Dollars)	\$97,600	100.0	\$137,400	100.0

Source: US Bureau of the Census, Census 2000. Profile of Selected Housing Characteristics, City of Burlington and Burlington County, NJ.

Housing Affordability

Monthly Owner Costs:

Table CP-16 indicates Selected Monthly Owner Costs as a Percentage of Household Income in 1999. In the City, the greatest percentage (approximately 28.9%) of households spend less than 15.0% of their income on owner costs. The greatest percentage of County households (26.1 percent) also spend less than 15.0% on owner costs. The second largest percentage of household costs for the City is 20.0 to 24.9 percent or more of household income. In the County, the second largest percentage of household costs is in the 15.0 to 19.9 percent range. Otherwise, the figures indicate that generally, City residents spend similar amounts of their household income on owner costs as County residents.

Table CP-16: Selected Monthly Owner Costs as a Percentage of Household Income in 1999

Percentage	City of Burlington		Burlington County	
	Number	Percent	Number	Percent
Less than 15.0 Percent	713	28.9	28,193	26.1
15.0 to 19.9 Percent	467	18.9	19,503	18.1
20.0 to 24.9 Percent	475	19.2	18,593	17.2
25.0 to 29.9 Percent	235	9.5	16,456	12.5
30.0 to 34.9 Percent	164	6.6	8,462	7.8
35.0 Percent or More	409	16.6	19,365	17.9
Median	7	0.3	440	0.4

Gross Rent:

Gross Rent for City of Burlington and Burlington County residents are shown in table CP-17. Median rent for City residents is \$620 as opposed to \$758 for the County. The majority of City residents (42.6%) pay between \$500 and \$749 for rent. The majority of County residents also pay this rent amount, however, 36.3% of County residents are within this category. The figures also indicate that there is a similar percentage of City residents (8.5%) paying no cash rent as are County residents in this category (8.1%).

Table CP-17: Gross Rent

Gross Rent	City of Burlington		Burlington County	
	Number	Percent	Number	Percent
Less than \$200	21	1.6	470	1.4
\$200 - \$299	113	8.5	502	1.5
\$300 - \$499	187	14.0	1,966	5.7
\$500 - \$749	569	42.6	12,545	36.3
\$750 - \$999	217	16.2	10,222	29.6
\$1000 - \$1,499	97	7.3	4,983	14.4
\$1500 or More	19	1.4	1,076	3.1
No Cash Rent	113	8.5	2,817	8.1
Median (Dollars)	\$620		\$758	

Gross Rent and Household Income:

The Gross Rent chart compares gross rent as a percentage of household income for City and County residents. In the City, 33.0% of renters spend 35 percent or more on rent as compared to 26.3% of County renters spending this amount.

Table CP-18: Gross Rent as a Percentage of Household Income

Percentage of Income	City of Burlington		Burlington County	
	Number	Percent	Number	Percent
Less than 15.0 Percent	212	15.9	5,707	16.5
15.0 to 19.9 Percent	172	12.9	5,580	16.1
20.0 to 24.9 Percent	203	15.2	4,741	13.7
25.0 to 29.9 Percent	106	7.9	3,564	10.3
30.0 to 34.9 Percent	89	6.7	2,639	7.6
35.0 Percent or More	441	33.0	9,105	26.3
Not Computed	113	8.5	3,245	9.4

Source for CP-16, 17 & 18: US Bureau of the Census, Census 2000. Profile of Selected Housing Characteristics, City of Burlington and Burlington County, NJ.

Construction Permits Issued

New residential construction permit information is reported by the New Jersey Department of Labor for the period 1980 to 2008. A review of the permit information indicates that with one exception, the only type of residential permit issued between 1980 and 2008 was for single family units. In 2006, one two-family unit was constructed in addition to eight single-family homes. For the ten year period from 1980 to 1989, an average of 13.2 units per year were constructed. For the next ten year period from 1990 to 1999, 16.5 units per year were constructed. The last ten year period (1998 to 2008) experienced an average of 20.6 units per year.

Table CP-19: Residential Construction Permits Issued

Year	# of Permits	Year	# of Permits
1980	4 SF Homes	1995	8 SF Homes
1981	None	1996	5 SF Homes
1982	2 SF Homes	1997	None
1983	11 SF Homes	1998	56 SF Homes
1984	23 SF Homes	1999	42 SF Homes
1985	7 SF Homes	2000	9 SF Homes
1986	8 SF Homes	2001	41 SF Homes
1987	34 SF Homes	2002	8 SF Homes
1988	34 SF Homes	2003	9 SF Homes
1989	9 SF Homes	2004	8 SF Homes
1990	6 SF Homes	2005	11 SF Homes
1991	3 SF Homes		8 SF Homes
1992	13 SF Homes	2006	1 Two Family Unit
1993	19 SF Homes	2007	2 SF Homes
1994	13 SF Homes	2008	11 SF Homes

Source: New Jersey Department of Community Affairs - The New Jersey Construction Reporter Yearly Data

Table CP-20: Commercial Construction Permits Issued

Year	Office (sq ft)	Retail (sq ft)	Other (sq ft)
1996	1,337	14,488	0
1997	224	0	188 Multifamily/Dormitory Units
1998	0	0	10,480 Storage
1999	0	0	0
2000	1,800	1,200	32,999 A-3 Assembly; 2,154 Industrial; 27,525 Storage
2001	577	14,490	3,174 A-3 Assembly; 17,600 Education; 24,000 Storage
2002	25,719	0	17,228 A-2 Assembly; 122 A-4 Assembly
2003	0	7,618	5,584 A-4 Assembly; 1,200 Storage
2004	0	0	90 Industrial
2005	0	0	0
2006	406	4,682	1,408 A-2 Assembly; 24,685 Educational; 13,600 Storage
2007	0	0	0
2008	0	0	5,438 A-2 Assembly; 257 Industrial; 3,840 Storage

Source: New Jersey Department of Community Affairs - The New Jersey Construction Reporter Yearly Data

Natural Features & Environmental Inventory

The 2007 Aerial Photo (page II.20) shows almost the entire City as urban and developed with undeveloped lands on Burlington Island, in City and School park and recreation areas, at the City landfill, and in wetland areas.

The City of Burlington contains a number of environmental features shown on the Topographic Map. The Delaware River forms the northern border of the City and the Assiscunk Creek flows through the east-central portion of the City. Natural marshlands are situated along the Assiscunk Creek while the banks of the Delaware River have largely been filled and stabilized. The USGS map also shows a water body and lake through JFK Park and south to the City boundary with Burlington Township. Burlington Lake, on Burlington Island is a 100 acre freshwater, non-tidal water body. A gravel pit is shown on the south eastern side of the City and a rail line is shown paralleling the Delaware River along Broad Street and Pearl Boulevard. Sidings from the rail are shown to the PSE&G substation on the western side of the City and to the east of the Assiscunk Creek.

Wetlands

The Wetlands Map includes Freshwater Wetlands as shown on the New Jersey Department of Environmental Protection maps. The wetlands are shown in JFK Park, along portions of the Assiscunk Creek, and on Burlington Island. In addition to these wetlands, coastal, tidal wetlands regulated under The 1970 Wetlands Act are situated along the Delaware River and the Assiscunk Creek. The mapping of The Wetlands Act wetlands are not available on a Geographic Information System (GIS) basis. However, these wetlands are situated below the mean high water line. NJDEP tidal wetlands maps should be consulted for any development proposed below these areas.

See the Wetlands map on page II.22.

Floodplain

The Floodplain Map shows that extensive areas of the City are within the 100 year floodplain. While this does not preclude development in the City, it does mean that the first floor elevation of all new development within the floodplain be at elevation 11.1 since the floodplain elevation is 10.1 and new construction must be one foot above the one hundred year floodplain.

See the Floodplain map on page II.23.

Known Contaminated Sites

The NJDEP has compiled a list of Active, Pending, and Closed Known Contaminated Sites in the State. In the City of Burlington, the following sites are Active or Pending:

Active Sites:

1011 Bordentown Road
 210 Mitchell Avenue
 305 Tatham Street
 307 Penn Street
 Allen School
 Auerbach Chevrolet Corp
 Auerbach Chevrolet Corp
 Burlington Amoco Station
 Burlington Army Plant
 Burlington City Recycling Yard
 Burlington City Sanitary Landfill
 Burlington Clay & Engineering
 Burlington Diner
 Burlington Gas works
 Burlington Mart
 Burlington Sunoco
 Burlington Waterworks Property
 Cecchi Partnership

1011 Bordentown Road
 210 Mitchell Avenue
 305 Tatham Street
 307 Penn Street
 Mitchell Avenue and Federal Street
 Route 130 & Lawrence Street
 332-334 Federal Street
 Route 130 & High Street
 Keim Boulevard
 505 Mitchell Avenue
 Jacksonville Road
 Glenwood Avenue & Mill Road
 Route 130 and High Street
 Route 130 and High Street
 745 Salem Road
 357 Route 130
 225-231 East Pearl Street
 415 St. Mary Street

Active Sites:

Cumberland 126313
 Exxon #36640 Former
 Federal Service Station Inc.
 Frank N. Caruso & Sons, Inc.
 Gasko Parkview
 Interstate Storage Pipeline
 Keim Boulevard Citgo
 Lester Fellows Co.
 Param Petroleum
 PSE&G Wall Street Substation
 RDS Auto Repair
 Russo's Garage Former
 Salem Road Service Station
 US Pipe & Foundry Co
 West Electronics Incorporated
 Wilbur Watts Intermediate School

2212 Burlington Mt. Holly Road
 125 Route 130
 357 Route 130
 915 High Street
 844 Columbus Road
 Route 130 & Wood Street
 325 Route 130
 305 Pearl Boulevard
 58 Route 130
 Wall Avenue & East Federal Street
 622 Route 130
 150 Route 130
 Route 130 & Salem Road
 1101 East Pearl Boulevard
 231 Penn Street
 550 High Street

Pending Site:

Burlington City Sewage Plant
 900 West Broad Street

Source: New Jersey Department of Environmental Protection
 Known Contaminated Sites in New Jersey Reports - January, 2010

2007 AERIAL CITY OF BURLINGTON BURLINGTON COUNTY, NJ

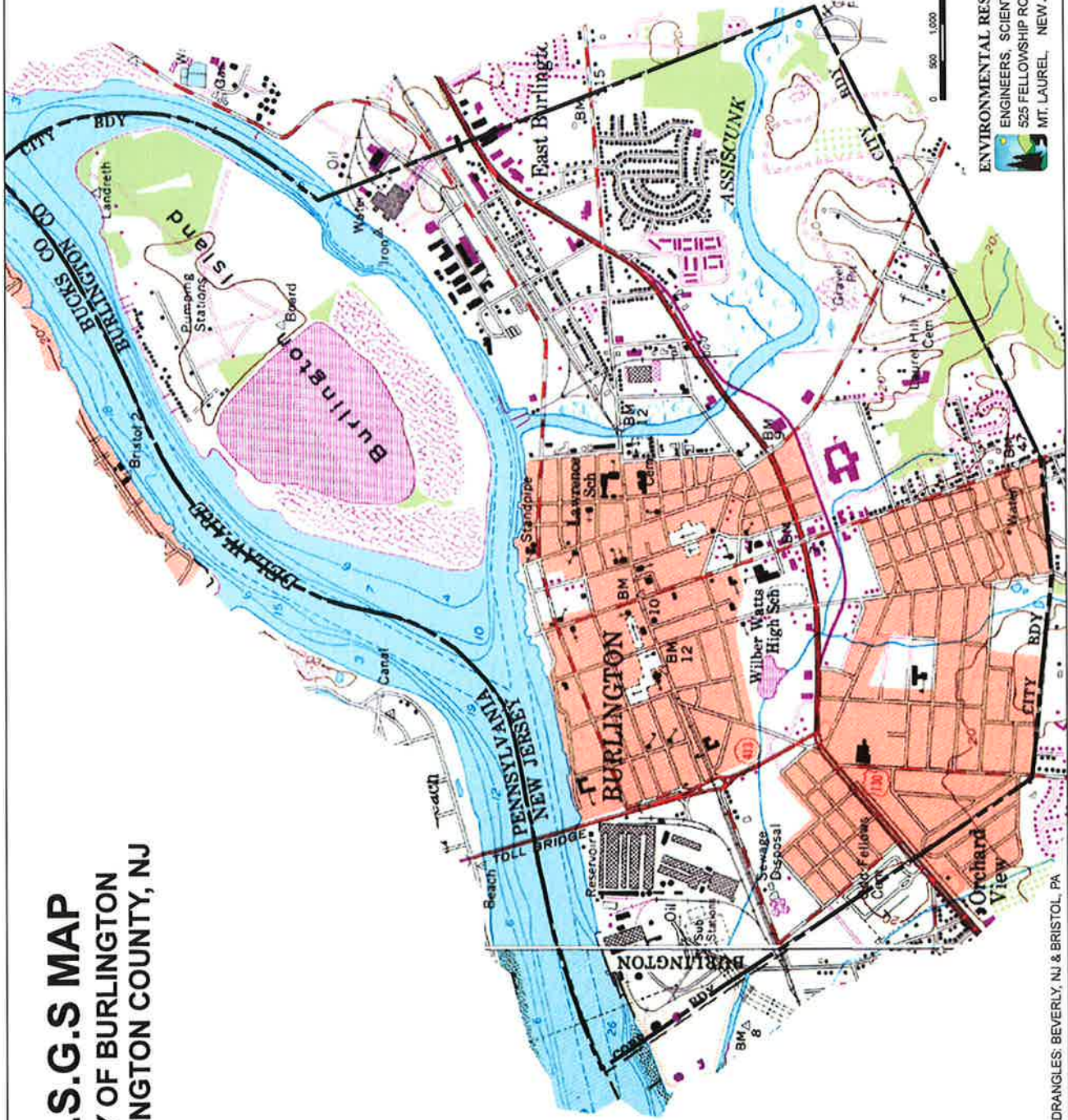


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525 FELLOWSHIP ROAD, SUITE 300
MT. LAUREL, NEW JERSEY 08054-1719



SOURCE: 2007 NJ HIGH RESOLUTION ORTHOIMAGERY

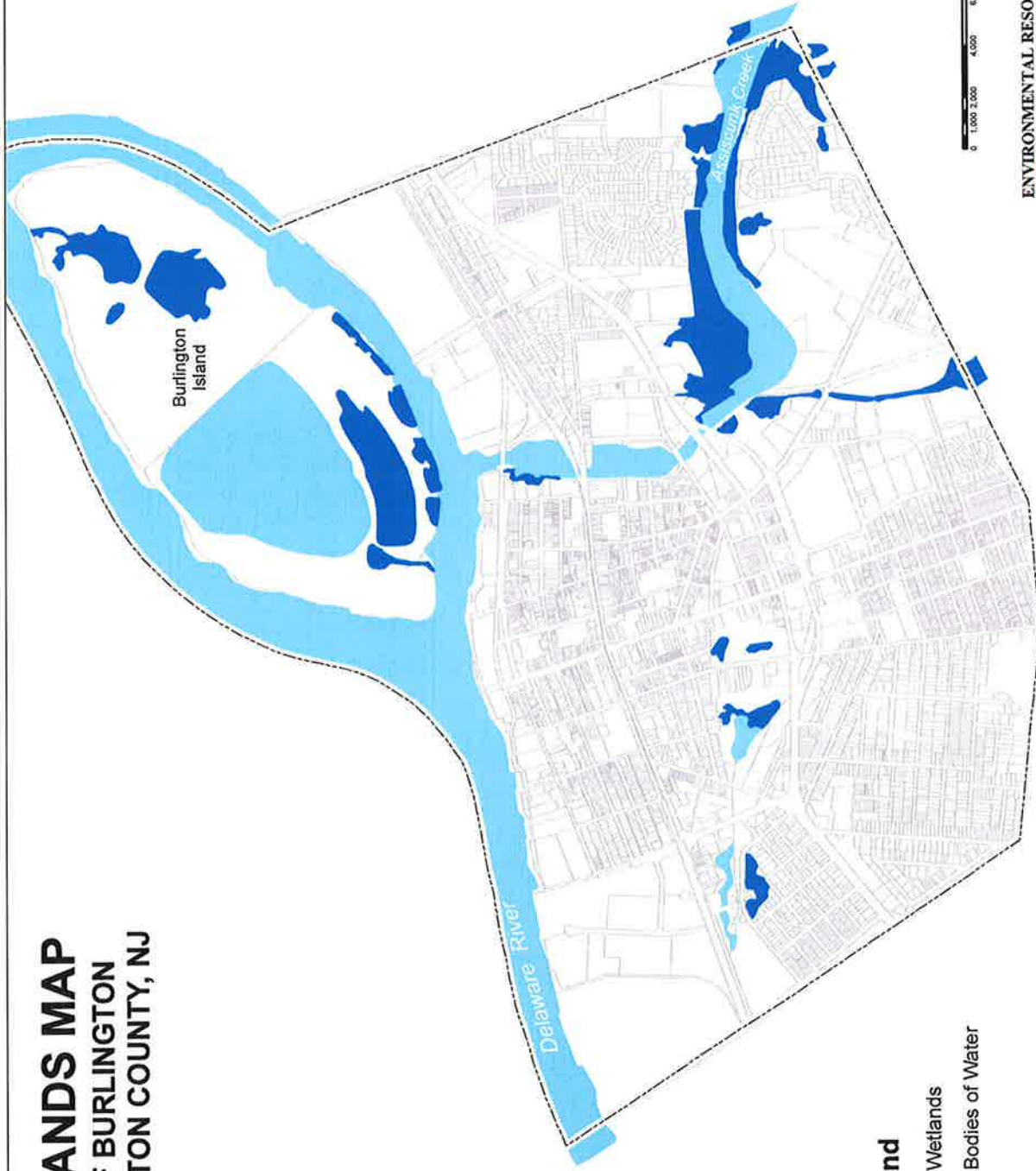
U.S.G.S MAP CITY OF BURLINGTON BURLINGTON COUNTY, NJ



SOURCE: USGS QUADRANGLES: BEVERLY, NJ & BRISTOL, PA

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WETLANDS MAP CITY OF BURLINGTON BURLINGTON COUNTY, NJ



- Legend**
- Wetlands
 - Bodies of Water



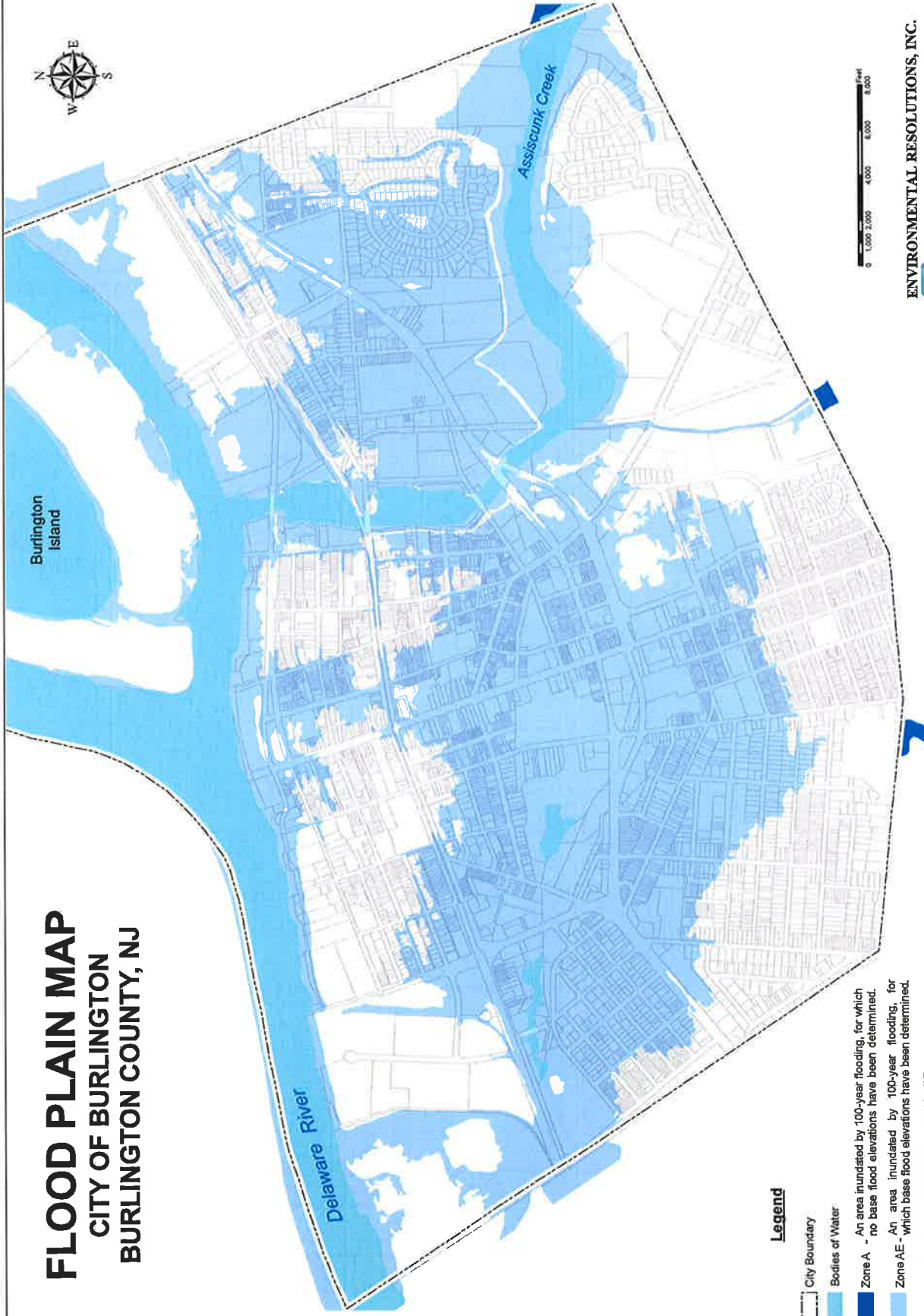
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SOURCE: BURLINGTON COUNTY PARCEL DATA AS OF 09/07, NJDEP GIS WETLANDS DATA BURLINGTON COUNTY

FLOOD PLAIN MAP

CITY OF BURLINGTON

BURLINGTON COUNTY, NJ



Legend

City Boundary

Bodies of Water

Zone A - An area inundated by 100-year flooding, for which no base flood elevations have been determined.

Zone AE - An area inundated by 100-year flooding, for which base flood elevations have been determined.

FEMA Flood Insurance Rate Map date 1/02/87



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SOURCE: BURLINGTON COUNTY PARCEL DATA AS OF 09/07, NUDEP GIS DATA.

Natural Features - Soils

The majority of the City is comprised of a number of soils types including the following as shown on the Soils Map:

Ao-Alluvial Land, Loamy
DoB-Downer Loamy Sand, 2 to 5 Percent Slopes
DpB-Downer Loamy Sand, Gravelly Substratum, 0 to 5 Percent Slopes
Fa-Fallsington Fine Sandy Loam
GaA-Galestown Sand, 0 to 5 Percent Slopes
GcB-Galestown Sand, Clayey Substratum, 0 to 5 Percent Slopes
KoA-Klej Fine Sand, 0 to 2 Percent Slopes
KnA-Klej Sand, Loamy Substratum, 0 to 2 Percent slopes
Ma-Made Land, Dredged Coarse Material
Mf-Made Land, Dredged Fine Material
Mg-Made Land, Sanitary Fill
Mt-Marsh, Tidal
Pt-Pits, Sand and Gravel
Pu-Pits, Clay and Marl
Sga-Sassafras Fine Sandy Loam, 0 to 2 Percent Slopes
Ug-Urban Land, Sandy
WmA-Woodstown Fine Sandy Loam, 0 to 2 Percent Slopes

Mainland Soils:

Upland soil types on the mainland of the City include Galestown Sand, Urban Land, Sassafras Fine Sandy Loam, Downer Loamy Sand, and Klej Sands. Galestown soils consist of excessively drained, nearly level or gently sloping sandy soils that have a little more clay in the subsoil than in the surface layer. Galestown soils occur along the Delaware River on a terrace that ranges from 10 to 50 feet in elevation. The seasonal high water table is at a depth greater than five feet. Urban land consists of cut and fill areas, most of which have been developed for residential, commercial, or industrial uses or for multilane highways. During the development, the original soil horizon was destroyed in at least seventy percent of the area. Sassafras soils consist of well-drained, moderately coarse textured soils that formed in water laid deposits. Sassafras soils are moderately permeable. The available water capacity and fertility are moderate. The Klej series consists of deep, nearly level and gently sloping

sandy soils that have a fluctuating water table that is moderately high late in winter. The soils are moderately well drained or somewhat poorly drained. The soils are rapid or moderately rapid in permeability.

Wetland mainland soils include Alluvial land, Fallsington soils and Tidal Marsh. Alluvial land consists of stream deposits adjacent to streams subject to stream overflow. The areas are moderately well to very poorly drained and are located in low positions. Fallsington soils are nearly level fine sandy loams. The soils form in water deposited sediments and in low positions where they receive runoff from the slopes above them. The soils are moderate in fertility and available water capacity and are moderately high in organic matter. The soils are moderately permeable in the subsoil and more rapidly permeable in the substratum. Tidal marsh consists of highly organic silt flats near sea level where the areas are flooded twice daily. The soil material is brownish and has an average thickness of about three feet. Below the layers of silt are sand and gravel and in some places, clay.

Filled and Excavated Lands:

Several areas on the mainland of the City include filled and excavated soils. Particularly on the southeastern side of the City, sanitary fill areas are observed on the Soils Map. Isolated areas of sand and gravel and clay and marl pits are shown on the southern and southeastern side of the City.

Burlington Island Soils:

Upland natural soils on the Island include Galestown soils and Downer soils. Galestown soils are also located on the mainland of the City and were previously described. Downer soils are well-drained soils that have a light sandy loam subsoil over a sandier substratum. The soils formed on sandy marine or stream sediments. The Island also contains extensive areas of dredge spoils along the western and southern borders. The dredge spoil areas include dredged coarse materials and dredged fine materials. Some of the dredge spoils are piled in excess of thirty feet along the southwestern border of the Island. Steep slopes from the river bank lead to the top of the spoil areas.

SOILS MAP CITY OF BURLINGTON BURLINGTON COUNTY, NJ



0 1,000 2,000 4,000 6,000 8,000 Feet

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Legend

- Ao-Alluvial Land, Loamy
- DoB-Downer Loamy Sand, 2 to 5 Percent Slopes
- DpB-Downer Loamy Sand, Gravelly Substratum, 0 to 5 Percent Slopes
- Fa-Fallsington Fine Sandy Loam
- GaA-Galestown Sand, 0 to 5 Percent Slopes
- GcB-Galestown Sand, Clayey Substratum, 0 to 5 Percent Slopes
- KoA-Klei Fine Sand, 0 to 2 Percent Slopes
- KsA-Klei Sand, Loamy Substratum, 0 to 2 Percent Slopes
- Ma-Made Land, Dredged Coarse Material
- Mf-Made Land, Sanitary Fill
- Mt-Marsh, Tidal
- Pu-Pits, Sand and Gravel
- SaA-Sassafras Fine Sandy Loam, 0 to 2 Percent Slopes
- Ug-Urban Land, Sandy
- WnA-Woodstown Fine Sandy Loam, 0 to 2 Percent Slopes

SOURCE: BURLINGTON COUNTY PARCEL DATA AS OF 09/07, NJDEP GIS DATA.



III. land use plan element

Introduction, Purpose & Requirements
Existing Land Use Profile
2030 Land Use Plan
Proposed Land Use Schedule
Opportunity Areas

land use plan element

Introduction, Purpose & Requirements

Statutory Requirements:

The Land Use Plan Element is prepared pursuant to N.J.S.A. 40:55D-28(b)(2), which sets forth the following four requirements:

- (a) a statement relating the Land Use Plan Element to the Master Plan's overall goals and policies to its other elements, as well as natural conditions of the land;*
- (b) the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, educational and other public and private purposes or combination of purposes; and stating the relationship thereof to the existing and any proposed zone plan and zoning ordinance;*
- (c) the existing and proposed location of any airports and the boundaries of any airport safety zones; and*
- (d) an explanation of the population density and development intensity recommended for the municipality.*

Purpose:

The Land Use Plan Element sets the framework for and incorporates the land use implications for all of the other elements of the Master Plan. It establishes policies for the long-term physical development of the City and translates the community's vision into a physical pattern that guides the general location of various types of land uses and development patterns. The Land Use Plan Element also includes goals, policies, and action items that are necessary to achieve the long-term future desired by the community. It is utilized to guide the City's local decision making and will be implemented through the City's Zoning Ordinance and Map, as well as other land development regulations.

State Planning Policy:

The State Planning Act of 1985 mandated the New Jersey State Development and Redevelopment Plan (SDRP), which establishes State-level planning policy. It advocates Smart Growth planning, by targeting the State's resources and funding in ways that are consistent with well-planned, well-managed growth. Smart Growth is a comprehensive strategy for sustainable development, i.e., development that meets the needs of the present generation without compromising the ability of future generations to meet their needs. Smart Growth emphasizes the following objectives:

- *Mixed land uses*
- *Compact, clustered community design*
- *Range of housing choice and opportunities*

- *Walkable neighborhoods*

- *Distinctive, attractive communities offering a sense of place*

- *Open space, farmland and scenic resource preservation*

- *Directing future development to existing communities with infrastructure*

- *Variety of transportation options*

- *Predictable, fair and cost-effective development decisions*

- *Community and stakeholder collaboration in development decision-making*

The SDRP is a reaction to the inefficient use of land and infrastructure and lack of a sense of community associated with suburban sprawl. It is intended to provide a balance between growth and conservation by designating planning areas that share common conditions with regard to development and environmental features. It seeks to maintain and revitalize existing cities and towns, focus growth into compact mixed-use communities that offer an array of choices and options, and protect farmland and natural resources.

The SDRP designates the mainland of the City of Burlington as a Town Center in a Metropolitan Planning Area (PA-1). Burlington Island appears to be in the Metropolitan Planning Area with a Critical Environmental Site overlay. The purpose of the Metropolitan Area is described in the SDRP as follows:

The intent of the Metropolitan Planning Area is to provide for much of the State's future redevelopment; to revitalize existing cities and towns; to promote growth in compact forms, to stabilize older suburbs, to redesign areas of sprawl, and to protect the character of existing stable communities.

The goals, objectives, and recommendations of this Master Plan will fulfill the intent of the SDRP and revitalize the City by:

- *Promoting mixed land uses in compact, pedestrian-friendly forms;*
- *Providing strategies for redesigning areas of sprawl and inefficient auto-oriented land uses; and*
- *Recommending policies and design strategies that protect the character of the City's historic neighborhoods.*

In March 2007, the City of Burlington was designated as the State's nineteenth Transit Village.

Regional Planning Policy:

A regional planning approach was taken for the City in Burlington County's Route 130 Corridor Study.

Some of the goals of the corridor study were to:

- *Create development opportunities by structuring areas for a range of uses including retail, offices services, housing and mixed use buildings.*
- *Maintain three lines of moving traffic in each direction with the inside lanes for higher speed regional traffic, and the outside lanes for slower traffic and turns.*
- *Complete a network system of streets within the blocks parallel to both sides of Route 130, interconnecting parking lot "streets," and existing "dead ends."*
- *Interconnect parking lots and eliminate driveways directly on/off of Route 130 when and where possible.*
- *Improve the urban design and landscaping for both sides of Route 130 to achieve positive and desirable visual and spatial objectives.*

These goals and the findings of the study have been incorporated into this master plan through recommended zoning changes, recommended modifications to the circulation network, and urban design guidelines for the Highway Corridor.

Surrounding Community:

Burlington Township surrounds the City on its eastern, western and southern boundaries. A review was conducted of the City's existing and proposed Master Plan and Zoning Ordinance for consistency with Township plans and ordinances. Existing and proposed zoning are generally consistent with the Township. The City's northeastern and northwestern boundaries are Industrial as are the adjacent Township lands. Commercial zoning in the City is adjacent to Township commercial zoning along the Route 130 corridor. Residential zoning in the City generally conforms to residential zoning in the Township and the City's Open Space zone is adjacent to the Township's Assiscunk Creek Park.

land use plan element

Existing Land Use Profile

The Existing Land Use Map identifies twelve categories of land uses in the City of Burlington. The land use categories are as follows:

- Vacant**
- Public School Property**
- Other School Property**
- Public Property**
- Religious and Charitable Properties**
- Cemeteries and Graveyards**
- Other Exempt**
- Residential**
- Commercial**
- Industrial**
- Apartment**
- Railroad**

Publicly-Owned Land

The Public Land Map is presented to show opportunities for City parcels to be developed or sold to private developers for various uses permitted by zoning district.

Vacant Land

Vacant lands within the City present opportunities for development or opportunities for consolidation of lots to adjacent land owners.

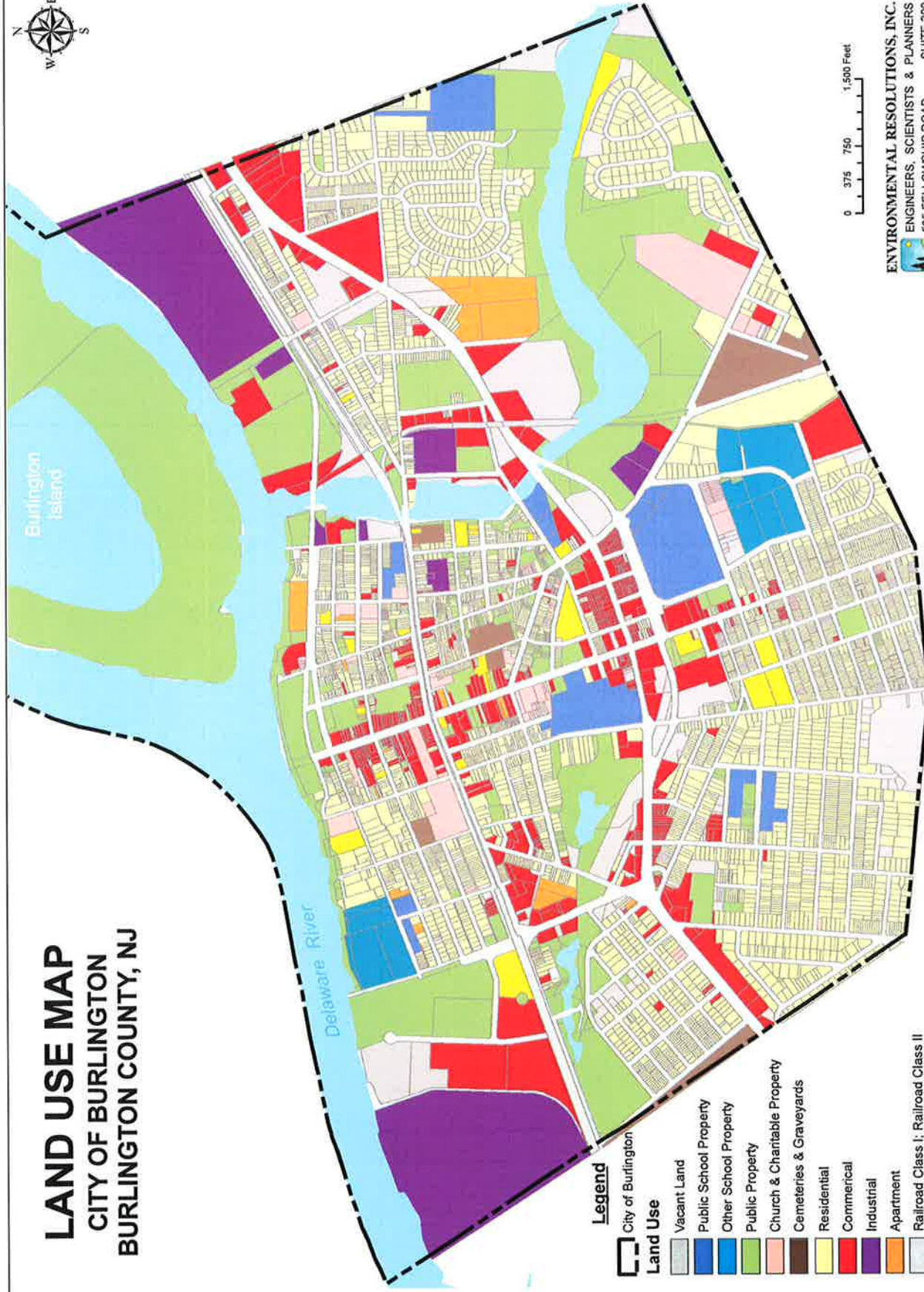
Tax-Exempt Land

50.3 percent of the City is exempt from paying property taxes.

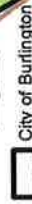
Existing Land Uses

Type	Acres	Percent
Vacant	124.0	6.7 %
Public School Property	54.0	2.9 %
Other School Property	34.4	1.9 %
Public Property	749.8	40.7%
Burlington Island	318.3	17.3
Other Public	431.5	23.4
Church & Charitable Property	38.1	2.1 %
Cemeteries & Graveyards	24.8	1.3 %
Residential	456.1	24.8 %
Commercial	163.2	8.9 %
Industrial	132.0	7.2 %
Multi-Family Apartment	22.0	1.2 %
Railroad, Class I & II	17.7	1.0 %
Other Exempt	26.3	1.4 %
TOTAL	1,842.25	100.0 %

LAND USE MAP **CITY OF BURLINGTON** **BURLINGTON COUNTY, NJ**



Legend



Land Use

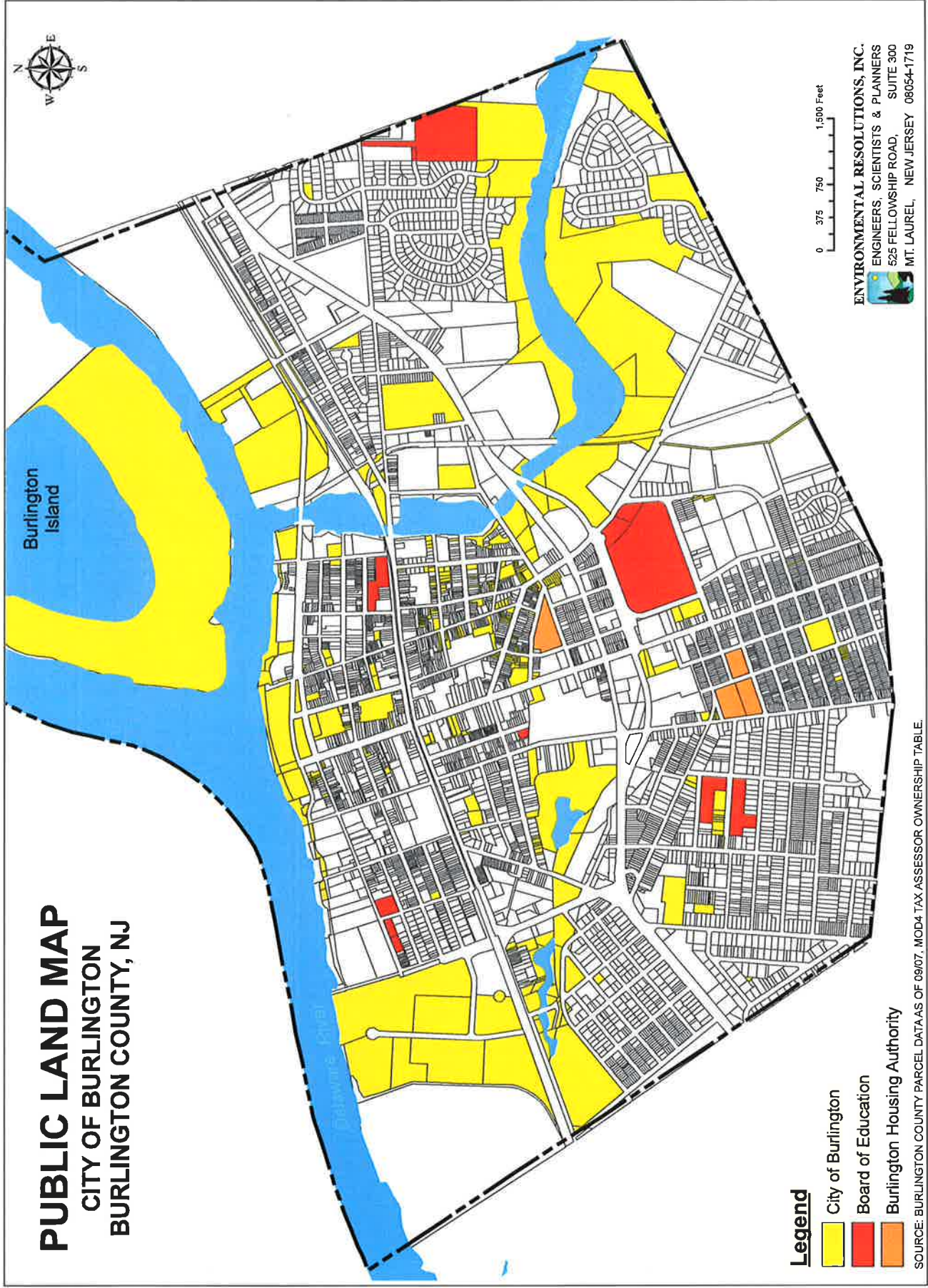
- Vacant Land
- Public School Property
- Other School Property
- Public Property
- Church & Charitable Property
- Cemeteries & Graveyards
- Residential
- Commercial
- Industrial
- Apartment
- Railroad Class I; Railroad Class II
- Other Exempt (Fire Company, Library, Clubs, etc.)

SOURCE: BURLINGTON COUNTY PARCEL DATA AS OF 09/07, MOD4 TAX ASSESSOR OWNERSHIP TABLE.

0 375 750 1,500 Feet

ENVIRONMENTAL RESOLUTIONS, INC.
 ENGINEERS, SCIENTISTS & PLANNERS
 525 FELLOWSHIP ROAD, SUITE 300
 MT. LAUREL, NEW JERSEY 08054-1719

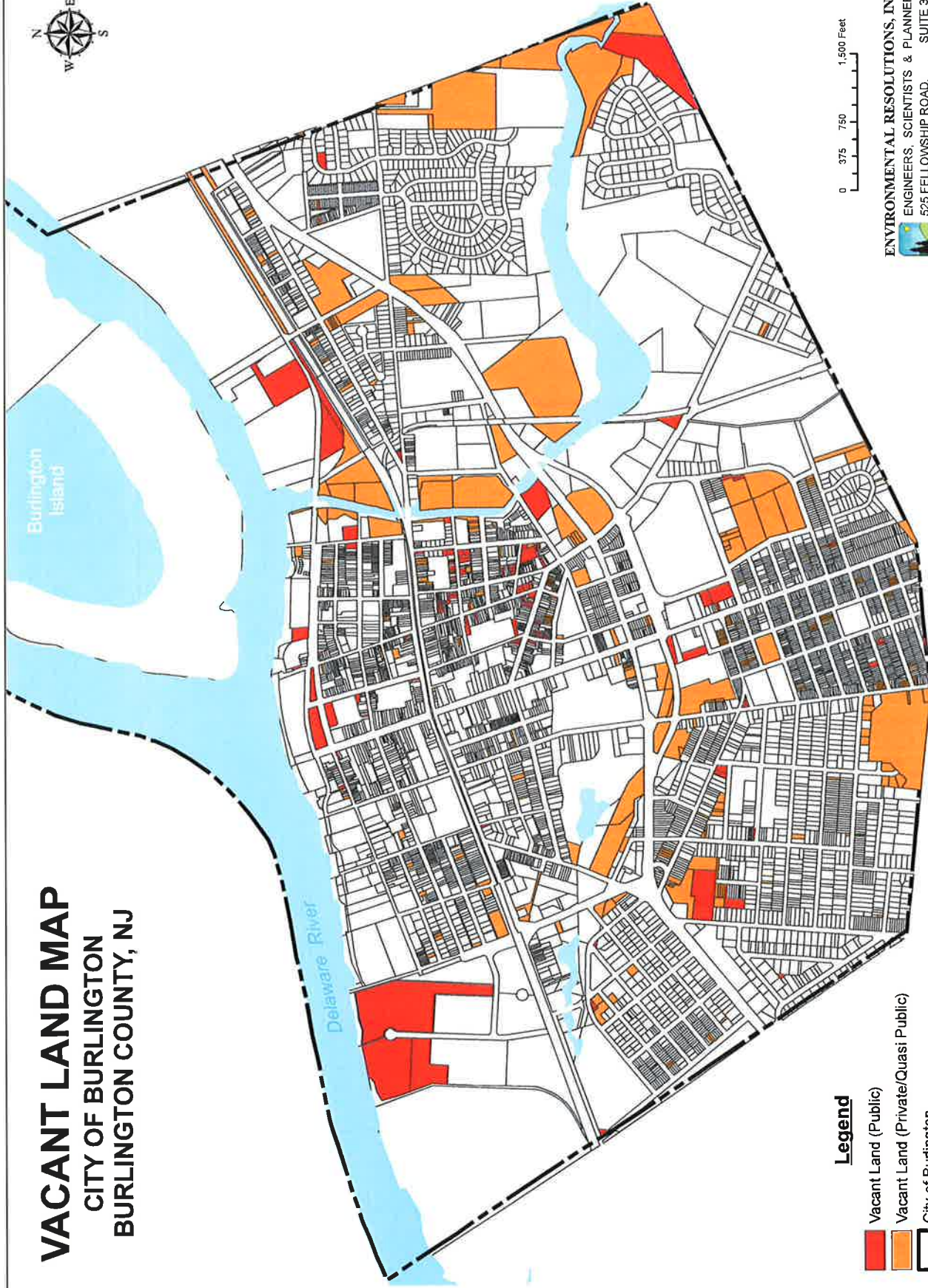
PUBLIC LAND MAP **CITY OF BURLINGTON** **BURLINGTON COUNTY, NJ**



VACANT LAND MAP

CITY OF BURLINGTON

BURLINGTON COUNTY, NJ



Legend

- Vacant Land (Public)
- Vacant Land (Private/Quasi Public)
- City of Burlington

0 375 750 1,500 Feet

ENVIRONMENTAL RESOLUTIONS, INC.
 ENGINEERS, SCIENTISTS & PLANNERS
 525 FELLOWSHIP ROAD, SUITE 300
 MT. LAUREL, NEW JERSEY 08054-1719



SOURCE: BURLINGTON COUNTY PARCEL DATA AS OF 09/07, MOD4 TAX ASSESSOR OWNERSHIP TABLE.

Recreation & Open Space Inventory

Block	Lot(s)	Facility Name	Interest	Type	Funded?
3	1.01	Riverfront	ET/CR	M	N
5	2.01, 302	Riverfront	ET/FE	M	N
5	4.01, 5.01, 6.01	Riverfront	ET/CR	M	N
7	2.01, 3.03, 4.01, 8.01	Riverfront	ET/FE	M	N
10	1, 4	Riverfront	PT/FE	M	N
10	2	Riverfront	ET/FE	M	Y
10	5,6	Riverfront	ET/FE	M	N
13	19	Mini Park	ET/FE	M	Y
22	2	JFK Park Extension	PT/FE	M	N
22	3, 4, 5, 7	JFK Park Extension	ET/FE	M	Y
23	1, 2, 3, 2.01, 21, 23.01, 23.02, 24.03, 28, 29, 40, 40.01	JFK Park Extension	ET/FE	M	Y
29	6, 26	Englewood Ave Playground	ET/FE	M	N
34	1, 6, 7, 8, 9, 10, 11, 12, 13, 34, 36.01, 42	JFK Park Extension	ET/FE	M	N
36	11.01, 12.01	JFK Park Extension	ET/FE	M	N
42.01	1, 2	JFK Park Extension	ET/FE	M	N
43	1	JFK Park Extension	ET/FE	M	N
44	1	JFK Park Extension	ET/FE	M	N
50	1.02	Oakland Ave Playground	ET/FE	M	N
68	12, 18	Farner Avenue	ET/FE	M	N
97	1	Sixth Street Park	ET/FE	M	N
110	1	Delaware Riverfront	PT/FE	M	N
110	1, 2, 3	Riverfront	ET/FE	M	Y
114	8, 17	Riverfront	PT/FE	M	N
121	1, 23.01, 3.14, 3.15	Riverfront	ET/FE	M	N
121	2, 3	Easement	PT/FE	M	N
121	22,3	Riverfront	PT/CR	M	N
122	1	Riverfront	ET/FE	M	N
134	2	Bardlay Street Playground	ET/FE	M	N

Block	Lot(s)	Facility Name	Interest	Type	Funded?
138	31, 32	Clarkson Playground	ET/FE	M	N
150	13	Jones Avenue Playground	ET/FE	M	N
151	20.01	Assiscunk Creek	PT/FE	M	N
151	34	Mitchell Court Park	ET/FE	M	Y
201	7	Columbus Street Park	ET/FE	M	Y
213	1	Logan Field	ET/FE	M	N
221.01	2, 3	Assiscunk Creek	ET/FE	M	Y
221	3, 7, 9.02, 10	Assiscunk Creek	PT/FE	M	N
221	2.01	Assiscunk Creek	ET/FE	M	Y
221	8	Assiscunk Creek	ET/FE	M	N
228	2	Neptune Playground	ET/FE	M	N
230	1	Burlington Island	ET/FE	M	N
248	13	Columbus Park Playground	ET/FE	M	N

The above information is the Recreation and Open Space Inventory (ROSI) on file with Green Acres.

Interest:

ET/FE - Entire Taking / Fee Simple

PT/FE - Partial Taking / Fee Simple

ET/CR - Entire Taking / Conservation Easement Restriction

PT/CR - Partial Taking / Conservation Easement Restriction

Type:

M - Municipal

C - County

N - Non Profit

Funded:

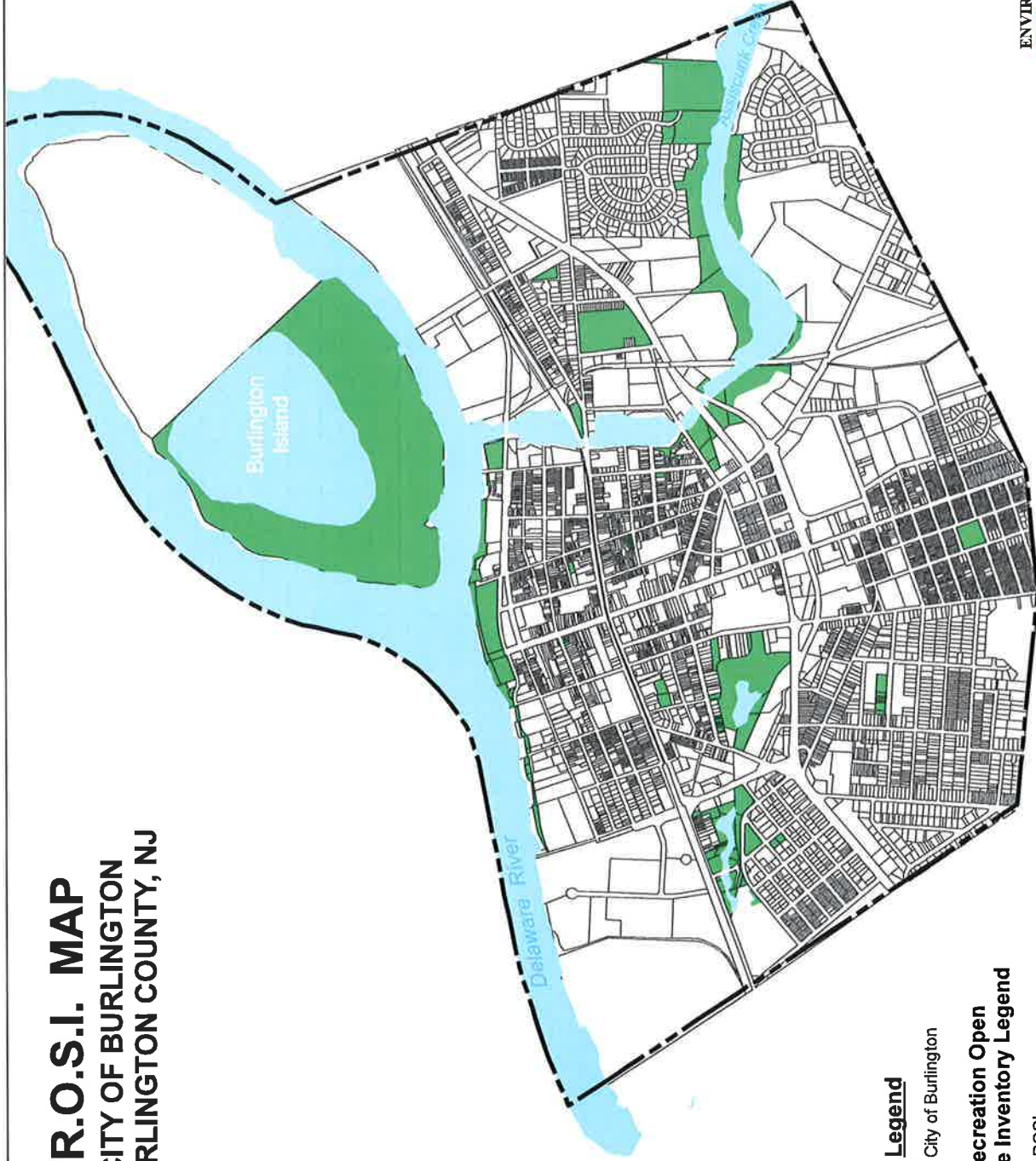
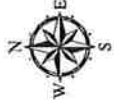
Y - Park received Green Acres funding

N - Park did not receive Green Acres funding

R.O.S.I. MAP

CITY OF BURLINGTON

BURLINGTON COUNTY, NJ



Legend

City of Burlington

Recreation Open Space Inventory Legend

ROSI

0 375 750 1,500 Feet

ENVIRONMENTAL RESOLUTIONS, INC.
 ENGINEERS, SCIENTISTS & PLANNERS
 525 FELLOWSHIP ROAD, SUITE 300
 MT. LAUREL, NEW JERSEY 08054-1719

SOURCE: BURLINGTON COUNTY PARCEL DATA AS OF 09/07, MOD4 TAX ASSESSOR OWNERSHIP TABLE.

Existing Zoning

The City of Burlington has been divided into 12 different zoning districts. The intent of each district is as follows.

1. R-1: Residential District

It is the intent of the R-1 district to promote the following:

1. Very low density housing in appropriate locations;
2. Limited quasi-public uses appropriate for residential neighborhoods;
3. A variety of residential housing types and densities, creation of appropriate open space and recreational facilities, conservation of open space and preservation of valuable natural resources and to encourage well designed residential subdivision in those areas of the zone when the mixed planned residential development option is a permitted conditional use.

Mixed-Planned Residential Development:

Mixed Planned Residential Developments are allowed conditionally in the R-1 district and are meant to provide for a variety of housing types and shared open spaces.

2. R-2: Residential District

It is the intent of the R-2 district to promote the following:

1. Medium density housing in appropriate locations;
2. Limited quasi-public uses appropriate for residential neighborhoods.

3. R-3: Residential District

It is the intent of the R-3 district to promote the following:

1. Mixed density housing in appropriate locations, and to limited uses appropriate to residential neighborhoods;
2. Diversity of housing types and characteristics.

4. OP: Office Professional District

It is the intent of the OP district to promote the following:

1. A harmonious mixture of housing, commercial offices, and community facilities;
2. A transition from residential neighborhoods to commercial areas.

5. C-1: Urban Commercial District

It is the intent of the C-1 district to promote the following:

1. The concentration of commercial uses within the core of the city;
2. An harmonious mixture of housing, retail and service establishments and community facilities in the downtown area;
3. The distinctive character and identity of the city environment.

6. C-2: Commercial District

It is the intent of the C-2 district to promote the following:

1. An identifiable character for a major entry point into the city by encouraging the grouping of compatible uses;
2. An harmonious mixture of limited retail and service uses;
3. Reduction of the hazards of highway commercial activity;
4. Stable commercial development.

7. C-3: Commercial District

It is the intent of the C-3 district to promote the following:

1. A full range of retail, services and office uses in appropriate locations;
2. Multifamily residential development;
3. Reduction of the hazards of highway commercial activity;
4. Stable commercial development.

Route 130 Landscape Corridor

The purpose of the Route 130 Landscape Corridor is:

1. *To screen parking, offensive views and reduce noise perception beyond the frontage of individual lots.*
2. *To create a harmonious visual design element along Route 130 utilizing a combination of plant material, hedges, and man-made structures such as fences and walls as necessary to achieve the desired effect.*

8. IP: Industrial Park District

It is the intent of the IP district to promote the following:

1. Areas within the city where general business offices, warehousing and distribution facilities, assembly of products from partially manufactured and/or processed goods and materials, flexible light industrial uses, and light manufacturing uses can be developed in a manner that will improve the appearance of these areas and strengthen and improve the city's economic composition and provide jobs to city residents;
2. Areas for the development of industrial parks with more flexible design standards which will accommodate a combination of general business offices, warehousing and distribution facilities, assembly of products from partially manufactured and/or processed goods and materials, flexible light industrial uses, and light manufacturing uses in a compatible manner, and eating establishments to service the uses and people in the industrial park and other patrons; and
3. Regulation of uses and development standards which are aimed to reduce hazards and nuisances associated with industrial developments.

9. I-1: Industrial District

It is the intent of the I-1 district to promote the following:

1. Clustering of industrial development in selected appropriate areas;
2. Sites for industrial uses separated from incompatible uses;
3. Reduction of the influence of hazards and nuisances resulting from the operation of industries to other adjoining land uses.

10. W-1: Waterfront District

It is the intent of the W-1 district to promote the following:

1. Public pedestrian access to the waterfront;
2. Integration of the C-1 commercial district of High Street and the waterfront usages;
3. Uses that are dependent upon and/or oriented to the waterfront;
4. A combination of office/commercial and residential uses.

11. SI-1: Special Island District

It is the intent of the SI-1 district to promote the following:

1. Preservation of the quality of water resources on the island;
2. Assurance that the natural resource that is Burlington Island is preserved to the maximum degree;
3. Planned integrated development which will benefit the city and its residents.

12. OS-1: Open Space District

It is the intent of the OS district to:

Promote the continuation of lands set aside for park and recreation purposes for the enjoyment of all the city residents, and that such lands will not be used for any other purpose.

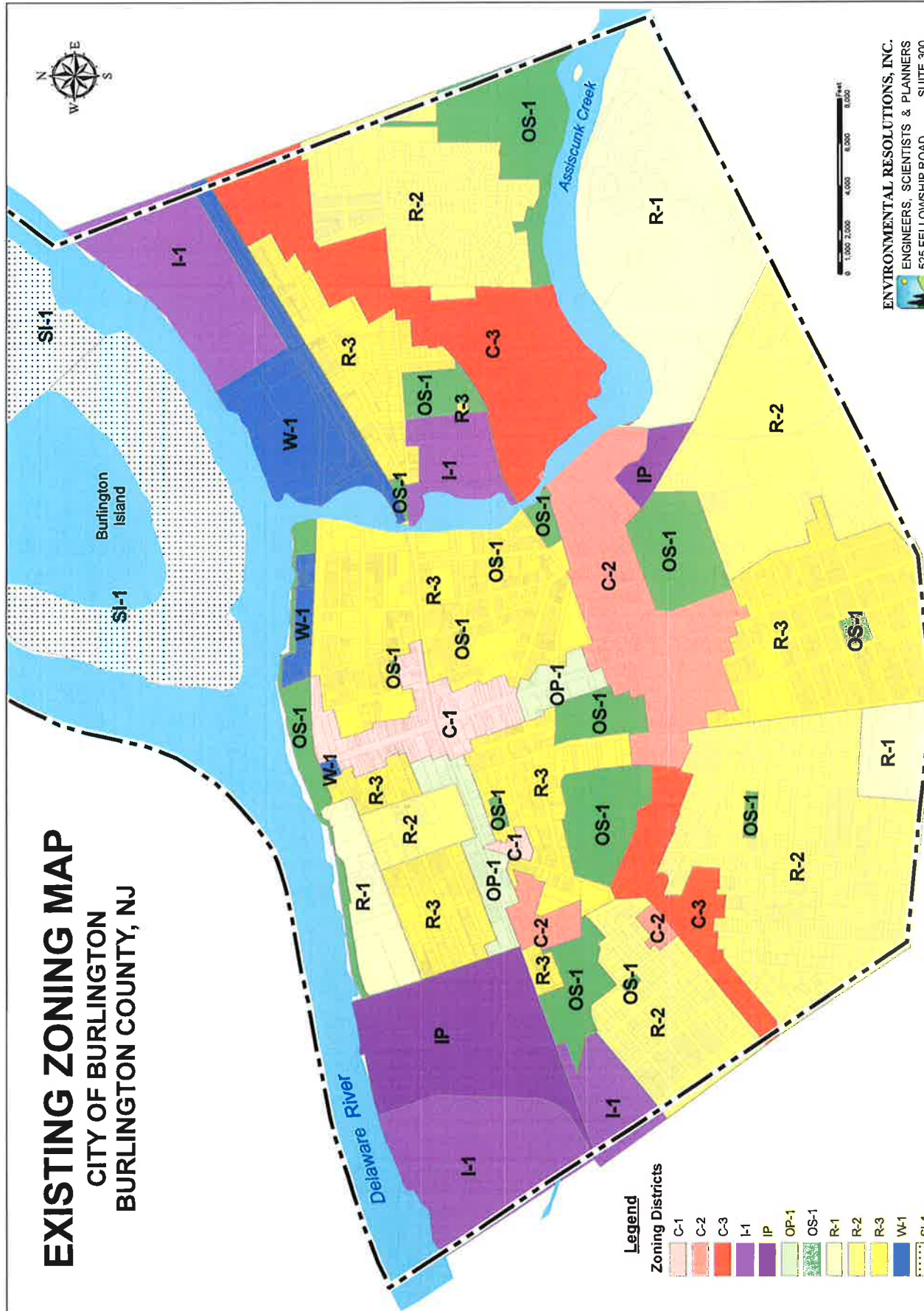
Existing Zoning Schedule

Zoning District	C-1	C-2	C-3	I-1	IP	OP-1	OS-1	R-1	R-2	R-3	W-1	SI-1
Minimum Standard Lot Size	2,500 sqft	15,000 sqft	15,000 sqft	40,000 sqft	60,000 sqft	4,000 sqft	None	9,000 sqft	7,000 sqft	Varies	15,000 sqft	None
RESIDENTIAL												
Single-Family Detached Dwelling								P	P	P		
Single-Family Semi-Detached Dwelling										P	P	
Single-Family Attached Dwelling										P	P	
Two-Family Detached Dwelling										P	P	
Multi-Family Attached Dwellings			5 acre lot								P	
LODGING												
Motels	P	P										
OFFICE												
Residential Uses above Office											P	
Business, professional and financial offices	P	P	P	P	P	P						
General and administrative business offices												
Medical and dental offices and clinics	P	P	P			P						
Animal hospital and veterinary offices												
COMMERCIAL												
Residential Uses above Commercial	P										P	
Retail sales, services and rental establishments	P	P										
Banking and financial institutions	P											
Eating and drinking establishments												
Bowling alleys, billiard and pool parlors		P										
Music, performing arts and photography studios						P						
Mortuaries, excluding crematoria						P						
CIVIC												
Recreation, indoor and outdoor	P	P	P	P	P	P	P	15,000 sf lot	P	P	P	P
Religious assembly, schools and housing							P	15,000 sf lot	15,000 sf lot	1,500 sf lot		
Public and private licensed schools										1,500 sf lot		
Public library, museum or art gallery						P						
Clubs, lodges and fraternal organizations		P				P					P	
Community centers						P	P					
Government offices	P	P	P			P					P	
Marinas and docking facilities												
INDUSTRIAL & UTILITY												
Brewery (small scale)				5 acre lot	P							
Concrete, excavation and foundation work			P	P								
Contract construction work												
Industrial and manufacturing (Light)				5 acre lot	P							
Industrial and manufacturing (Heavy)			P	P								
Parcel delivery and express transfer				P								
Freight and trucking terminals				P								
Moving and storage				P								
Scientific / Industrial research, etc.				5 acre lot	P							
Trades / artisan shops, offices and showrooms				5 acre lot	P							
Warehousing and distribution facilities				5 acre lot	P							
Fish and seafood wholesale trade			P	P								
Wholesale trade												
Municipal water sources											P	P
Municipal water treatment facility				P								
Electric power generator and sewer treatment												
AUTOMOTIVE												
Eating establishments with drive-thrus		P										
Motor vehicle sales		C	C									
Motor vehicle filling and service stations			C									
Car care and body shops, car washes			C									
Motor vehicle storage and maintenance				P								

EXISTING ZONING MAP

CITY OF BURLINGTON

BURLINGTON COUNTY, NJ



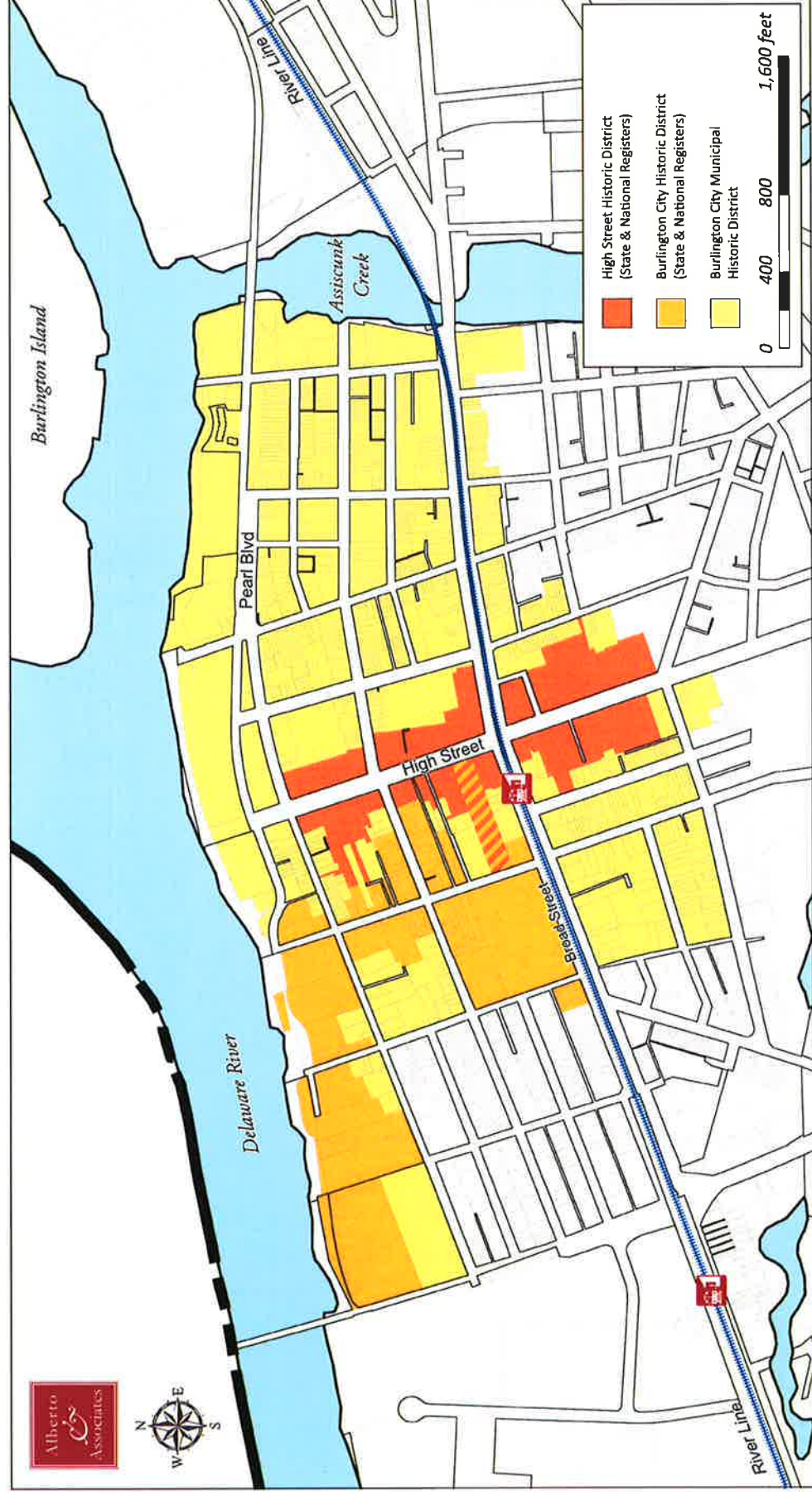
SOURCE: BURLINGTON COUNTY PARCEL DATA AS OF 09/07, MOD4 TAX ASSESSOR OWNERSHIP TABLE.

ENVIRONMENTAL RESOLUTIONS, INC.
ENGINEERS, SCIENTISTS & PLANNERS
525 FELLOWSHIP ROAD, SUITE 300
MT. LAUREL, NEW JERSEY 08054-1719

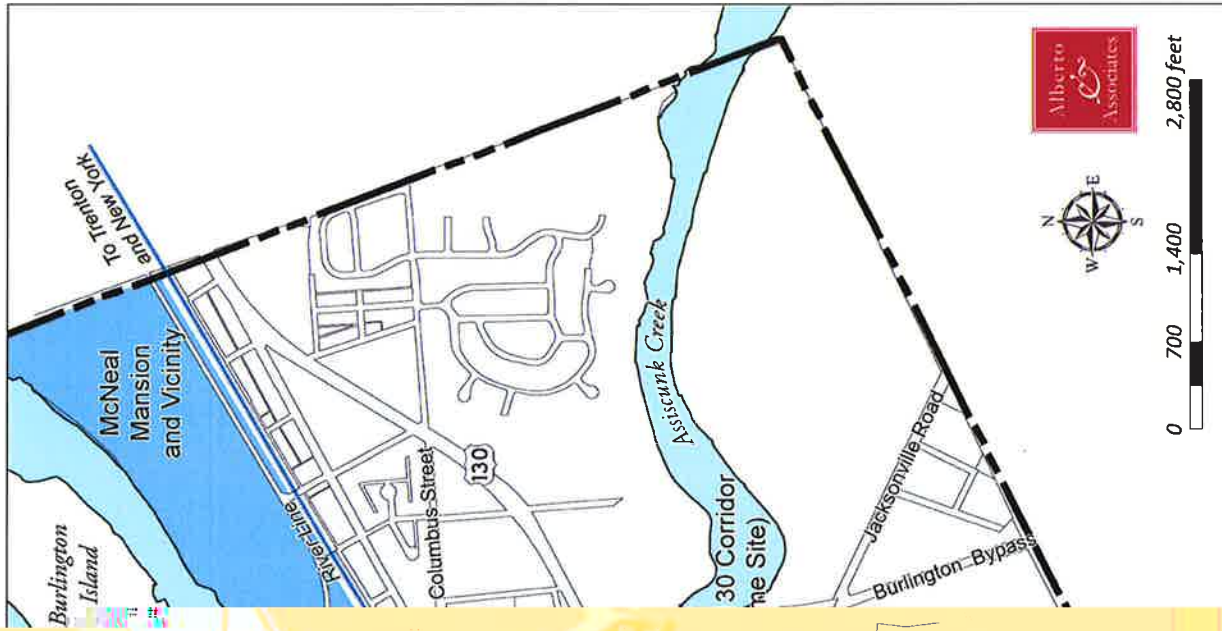
Historic District

Design standards for the three Historic Districts within City of Burlington are included in the Master Plan Historic Preservation Element, prepared by McCabe & Associates, Inc. The City has three distinct historic districts: High Street Historic District (State and National Register), Burlington City Historic District (State and National Register), and Burlington City Municipal Historic District.

District (State and National Register) and the Burlington City Municipal Historic District. The majority of properties in the City within a historic district are situated north of Broad Street, however two distinct districts extend south of Broad Street, particularly in the areas between Wood Street and High Street.



Redevelopment Areas Map



land use plan element

2030 Land Use Plan



The primary goal of the 2030 Land Use Plan is to strengthen and revitalize the City's neighborhoods by promoting land use and development patterns that will foster the City's vision as a highly desirable place to live and work and as a regional draw for commerce, entertainment, industry, education, and tourism.

To do this, the Land Use Plan will review and redefine the City's different land use districts, establish major purposes, or revitalization objectives for them, and then identify which land uses the City should permit in each district to fulfill those revitalization objectives. In addition, it will explain why the City should permit, conditionally permit, or prohibit certain uses in those districts. In addition, it will describe how the proposed 2030 Land Use Plan differs from the current land development ordinance.

Finally, the plan identifies a number of opportunity areas where the City should target its rehabilitation and redevelopment efforts to best achieve the City's vision.

The City's 1998 Zoning Map delineates twelve different zoning districts. The existing land development ordinance contains an Intent or Purpose Statement for each district, as well as a **Schedule of Permitted Land Uses and Bulk Standards** for lots and buildings in those districts. The zoning map includes two additional overlay districts where the ordinance provides additional standards for historic preservation or planned residential development. The 2030 Land Use Plan uses this map and ordinance as a foundation, re-examines them in light of existing land use conditions and in response to the findings of the 2009 community visioning process, and re-organizes these zoning districts by grouping them into seven **Transect Zones** based upon the level and intensity of their physical and natural character. The Plan recommends several district boundary changes and introduces major purpose statements and revitalization targets for the different zoning districts.

The 2030 Land Use Plan then re-examines the existing ordinance's **Schedule of Permitted Land Uses** and correlates them with the businesses categories in the 2007 North American Industrial Classification System (NAICS), which contains a more detailed description of business types than the current ordinance.

The resulting **Proposed Land Use Schedule** groups these uses and businesses into the six basic categories (Residential, Lodging, Civic, Commercial, Business and Industrial) used by the SmartCode®. The SmartCode is a Transect-based unified development ordinance that codifies a city by building form and neighborhood character. Utilizing this method will allow the City to introduce elements of the SmartCode and Urban Design Guidelines into the new land development ordinance.

In addition, this Land Use Plan uses Transect Zones and SmartCode categories to better correlate with the 2010 Master Plan's accompanying **Urban Design Guidelines**.

The City of Burlington is a city of open spaces, residential neighborhoods, workplaces, and places of commerce. Each section of the City has its own special character. Older parts of the City along the Delaware River, on either side of the railroad and along South High Street have different land uses and development patterns than those south of US Route 130. The Downtown neighborhoods north of US Route 130 between the Assiscunk Creek and the Burlington Bristol Bridge, developed before the use of automobiles, and contain a mixture of land uses on smaller lots compared to the suburban residential neighborhoods of single-family detached homes south of US Route 130 that developed during the age of the automobile.

Some sections of the City are defined by the primary land use that occurs. These include the public open space areas on Burlington Island, along Delaware River and Assiscunk Creek and in JFK Park, the waterfront industrial areas east of Assiscunk Creek and west of the Burlington Bristol Bridge, and the highway commercial districts along US Route 130.

A Transect divides the built environment into character zones based on the level and intensity of their physical and natural character. In this way, planning, zoning, and urban design recommendations can be calibrated to the natural progression of development from the City's center to its more suburban or naturalized areas. For example, zoning and urban design guidelines for the Historic London Neighborhood should not be the same as those for the suburban East Farnerville neighborhood.

One of the principles of Transect-based planning is that certain forms and elements belong in certain environments. For example, an apartment building belongs in a more urban setting, a ranch house in a more rural setting. Some types of thoroughfares are urban in character, and some are rural. A deep suburban setback destroys the spatial enclosure of an urban street; it is out of context. These distinctions and rules don't limit choices; they expand them. This is the antidote for the one-size-fits-all development of today.

City of Burlington Transect

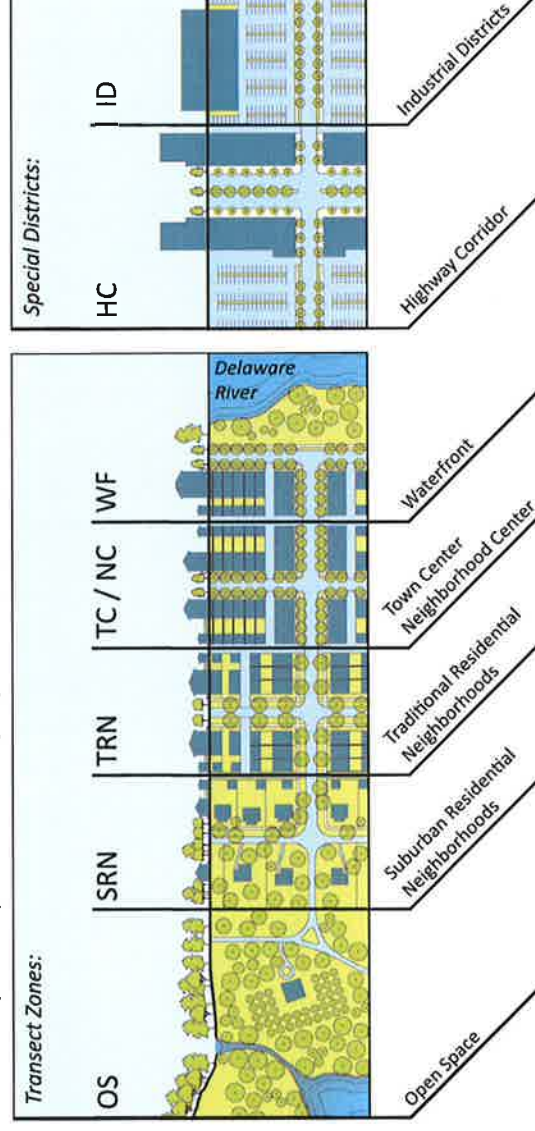
The Transect for the City of Burlington was developed by analyzing natural features, existing and desired development patterns, and existing and desired building forms. Areas of the City were then assigned to the Transect Zones. In some areas, the Transect Zone may not match the current built form. For example, the existing under-utilized development within the Highway Corridor has potential for higher-value development patterns and building forms. The Transect is designed to take into account desired land use and built-form changes over the next 20 years.

The Transect Zones will be used to analyze the appropriateness of the current zoning districts and their boundaries, develop new zoning districts, and assign urban design guidelines to the different zones.

The images below represent the desired urban character of each Transect Zone. Proposed zoning districts corresponding to each Transect Zone are below.

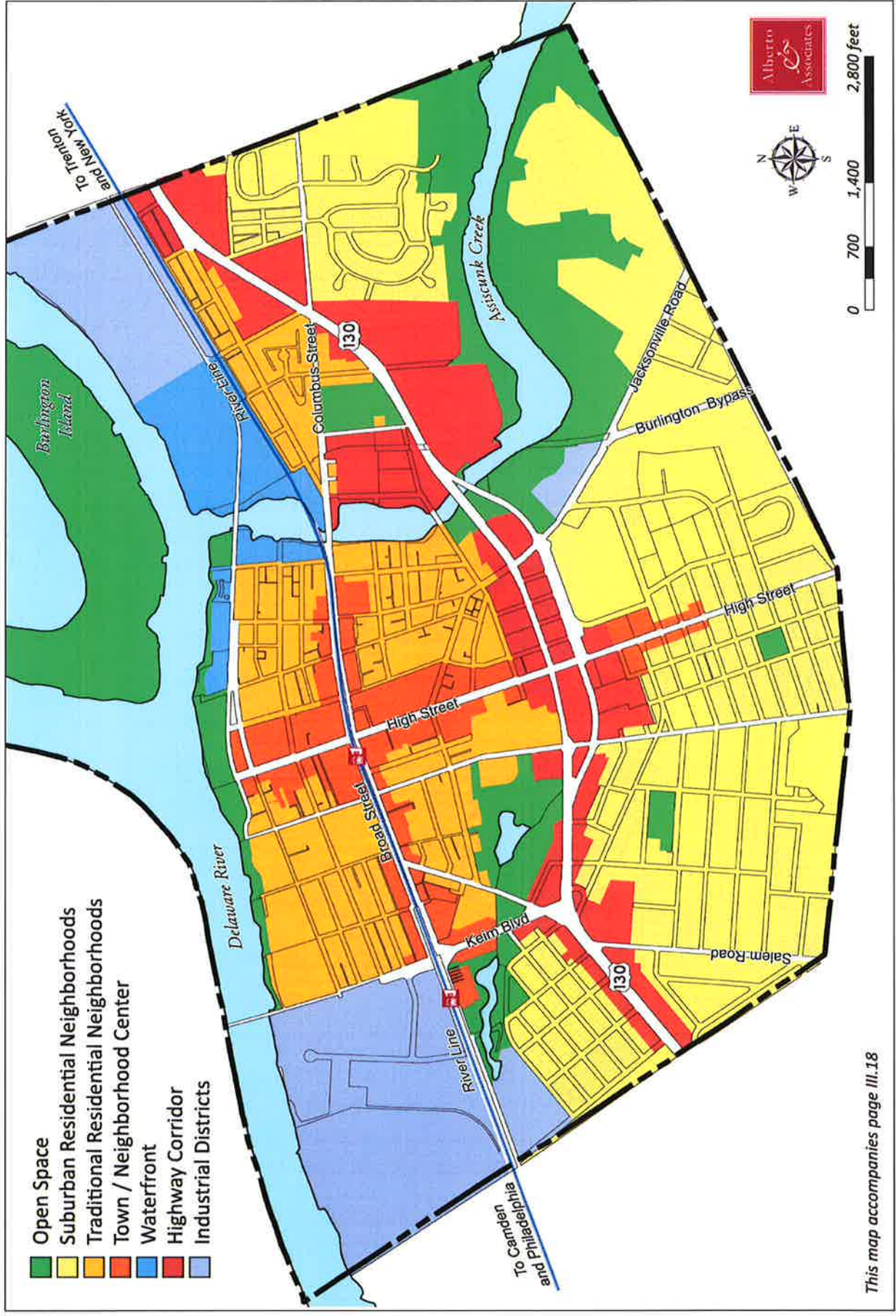
City of Burlington Transect:

Credit: Duany Plater-Zyberk & Co., modified for The City of Burlington by Alberto & Associates



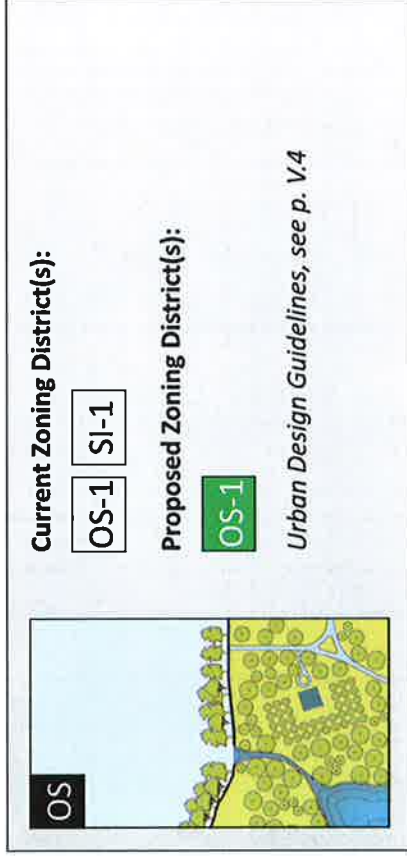
OS	SRN	TRN	TC / NC	WF	HC	ID
						
OS-1	R-1	TRN	TC-1	W-1	HC-1	I-1
	R-2		TC-2		HC-2	IP
	R-3		NC-1			

Transect Map



This map accompanies page III.18

A. Open Space



The 2030 Land Use Plan recommends removing public school properties and publicly preserved open spaces less than 2 acres in size from the OS-1 district. Suburban Residential Neighborhood and Traditional Residential Neighborhood districts should accommodate public parks, playgrounds, and schools as permitted uses. The plan does not recommend any changes to bulk standards in the existing ordinance. Some land use changes are recommended in the Land Use Schedule (see pages III.36 - III.39) that specify that the zoning district is for active and passive recreational uses.

See page III.22 for more details on Burlington Island.

The purpose statement for the proposed consolidated Open Space district should include revitalization objectives for environmental assets that correlate with community-wide objectives.

The current land development ordinance identifies two distinct open space districts: a general-purpose district (OS-1) and a special island district (SI-1) for Burlington Island. The current OS-1 district includes preserved Delaware River waterfront property, JFK Park, neighborhood parks, and all public school properties. The current ordinance provisions do not recognize the potential community-wide revitalization benefits of opening the City's larger open space areas to a regional audience, that public schools are not publicly accessible recreation areas, or the amount of open space now available for public recreation along the Assiscunk Creek.

The 2030 Land Use Plan recommends consolidating the two districts into one comprehensive open space district (OS-1). This district would include the City's parks and playgrounds greater than two acres in size and four larger areas: Burlington Island, Delaware River waterfront property, JFK Park, and public preserved land along the Assiscunk Creek above Mitchell Street. The last area recognizes the findings of the 2009 visioning process and the potential to connect the creek-side properties with the adjacent park in Burlington Township.

a. Provide public access and encourage eco-tourism and commercial recreation on Burlington Island, while protecting the island's environmental integrity for future generations.

b. Maintain the City's local recreational facilities and public access along the Delaware River, while promoting it as a regional entertainment and commercial recreation venue.

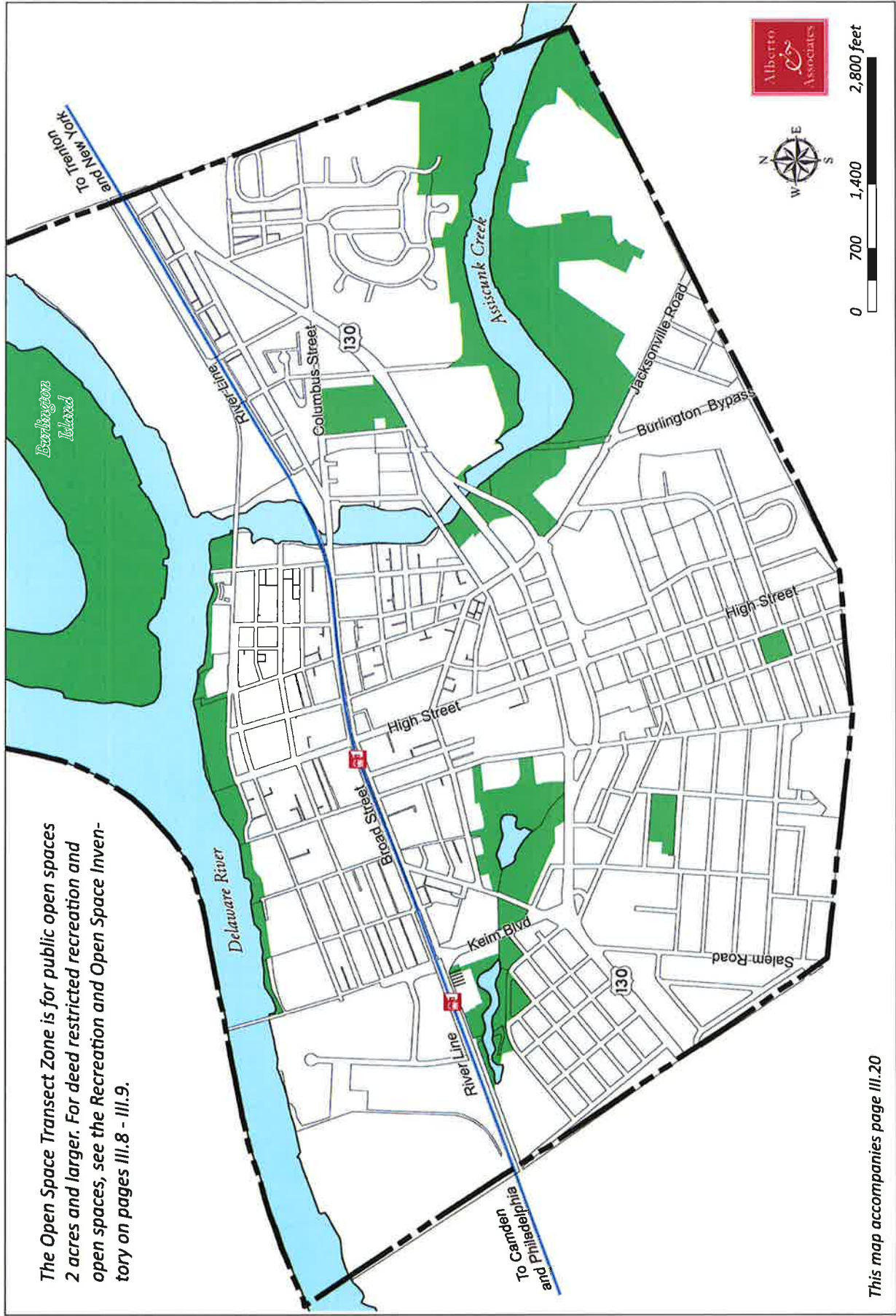
c. Return JFK Park to a more natural condition, as part of a recreational greenway and wildlife habitat.

d. Improve public access along the Assiscunk Creek above Mitchell Avenue and work with Burlington Township to develop a regional recreational greenway and wildlife habitat.

e. Maintain neighborhood parks, playgrounds, and community centers as important features of residential quality of life.

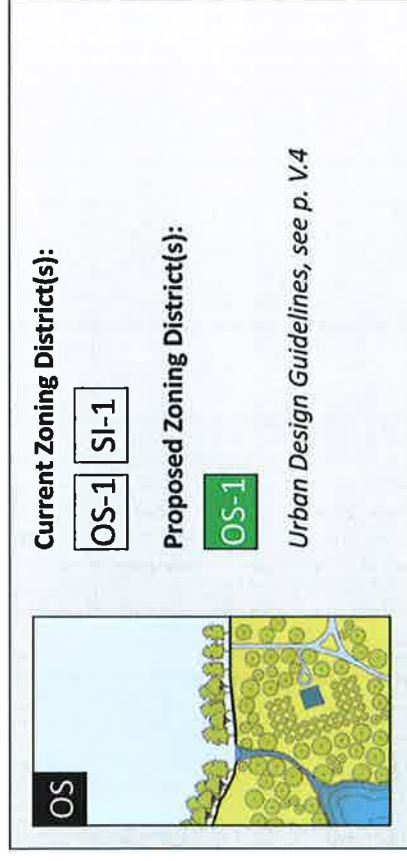
Open Space Map

The Open Space Transect Zone is for public open spaces 2 acres and larger. For deed restricted recreation and open spaces, see the Recreation and Open Space Inventory on pages III.8 - III.9.



This map accompanies page III.20

A. Open Space - Burlington Island



Although the 2030 Land Use Plan recommends consolidating the two open space districts into one comprehensive open space district (OS-1), Burlington Island deserves special attention and should conditionally allow for some additional uses.

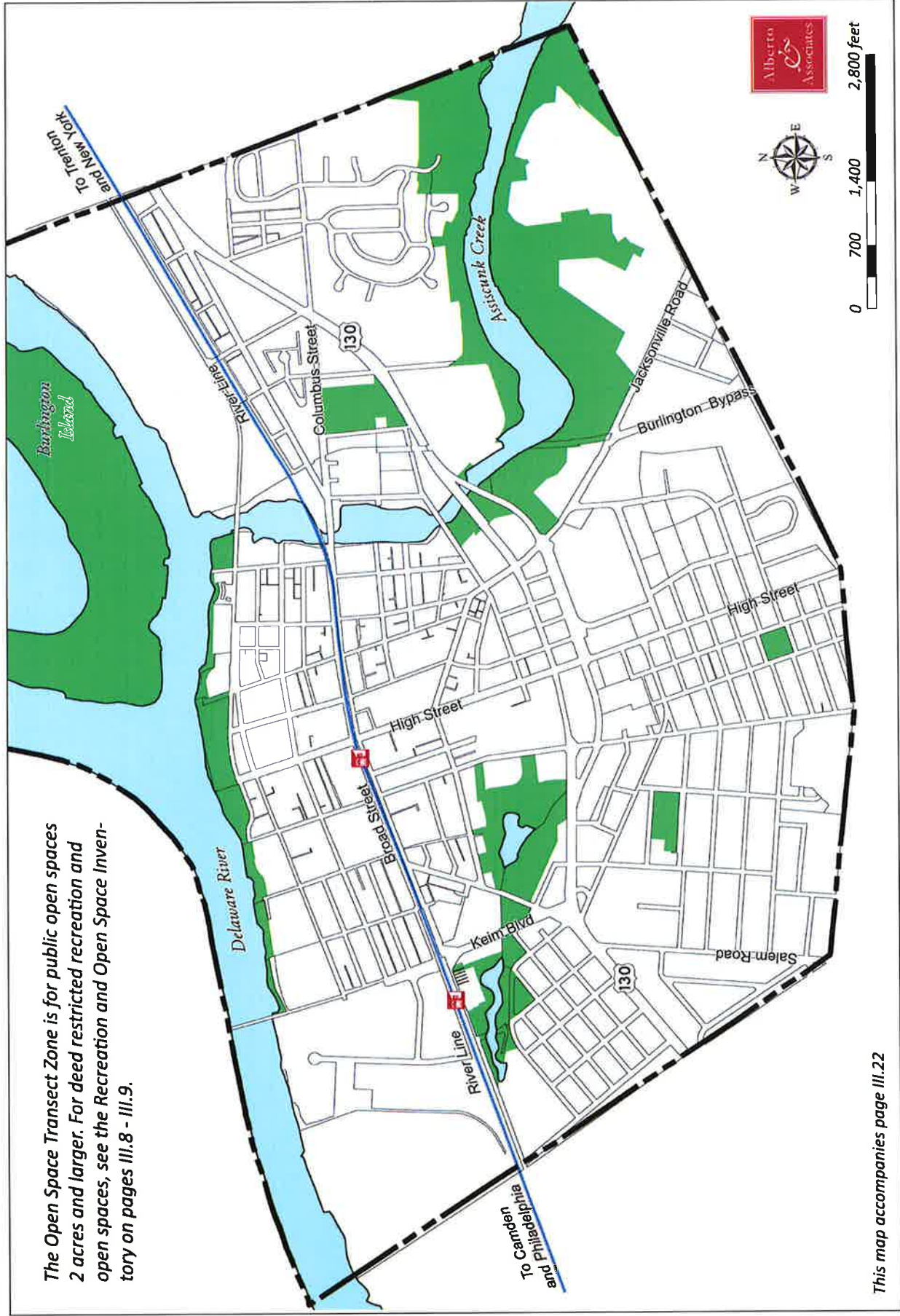
The 2009 Visioning Sessions clarified that Burlington Island should remain an open space area with no housing, office, or commercial development. This plan recommends that the Island be part of the consolidated S-1 district. However, at the second public hearing on the Master Plan, the Board of Island Managers presented their proposal for the future of the Island. The Island consists of two lots in Block 230. Block 1 (eastern side) is owned by the City of Burlington and is listed on the Green Acres Recreation and Open Space Inventory. Lot 2 (western side) is owned by the Board of Island Managers and is not on the Recreation and Open Space Inventory. The Board of Island Managers is charged with overseeing the oldest educational trust in the US, formed in 1682 when the provincial government of West Jersey gave Burlington Island to the City on the condition that all revenue from use of the island should be used to fund education.

In a 2006 Lease Agreement between the City of Burlington and The Board of Island Managers, development is restricted to improvements "limited to recreational, educational, conservation, and cultural uses and purposes with supporting facilities, and related infrastructure (collectively, the "Intended Use") and to operate the foregoing as public facilities... In addition to the Facilities, the Plans also may call for the Facility to contain other improvements and/or supporting facilities to serve the public at the Facility." The Board of Island Managers and a potential developer envision uses allowable under the Lease Agreement. Those uses include conservation, cultural, recreational and educational facilities, historical replica sites, craft/artisan studios and shops, amphitheaters, community centers, and boat landings, rentals and leasing with support facilities including eating and dining establishments.



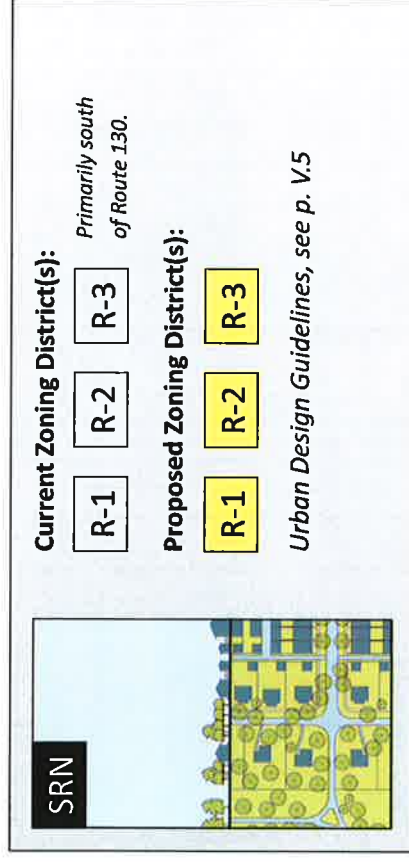
Open Space Map

The Open Space Transect Zone is for public open spaces 2 acres and larger. For deed restricted recreation and open spaces, see the Recreation and Open Space Inventory on pages III.8 - III.9.



This map accompanies page III.22

B. Suburban Residential Neighborhoods



The current land development ordinance has two zoning districts that permit single-family detached homes on suburbanized lots. The R-1 district (Fawn Hollow and a 12-acre undeveloped tract in East Farnerville) permits 9,000 square foot lots and permits planned residential developments. The R-2 district (Mehlville, Farnerville, Laurel east of Pope's Run and Columbus Park) permits 7,000 square foot lots. East Farnerville is zoned R-3, which permits both single- and multi-family homes on a variety of lot sizes. The 2030 Land Use Plan recognizes the validity of current R-1, R-2, and R-3 zoning districts' purpose statements and density provisions. Given the relatively stable character of these neighborhoods, the plan recommends amending these zones' purpose statements to include the following as a revitalization target:

Maintain and enhance the neighborhood as a walkable community with preserved local character.

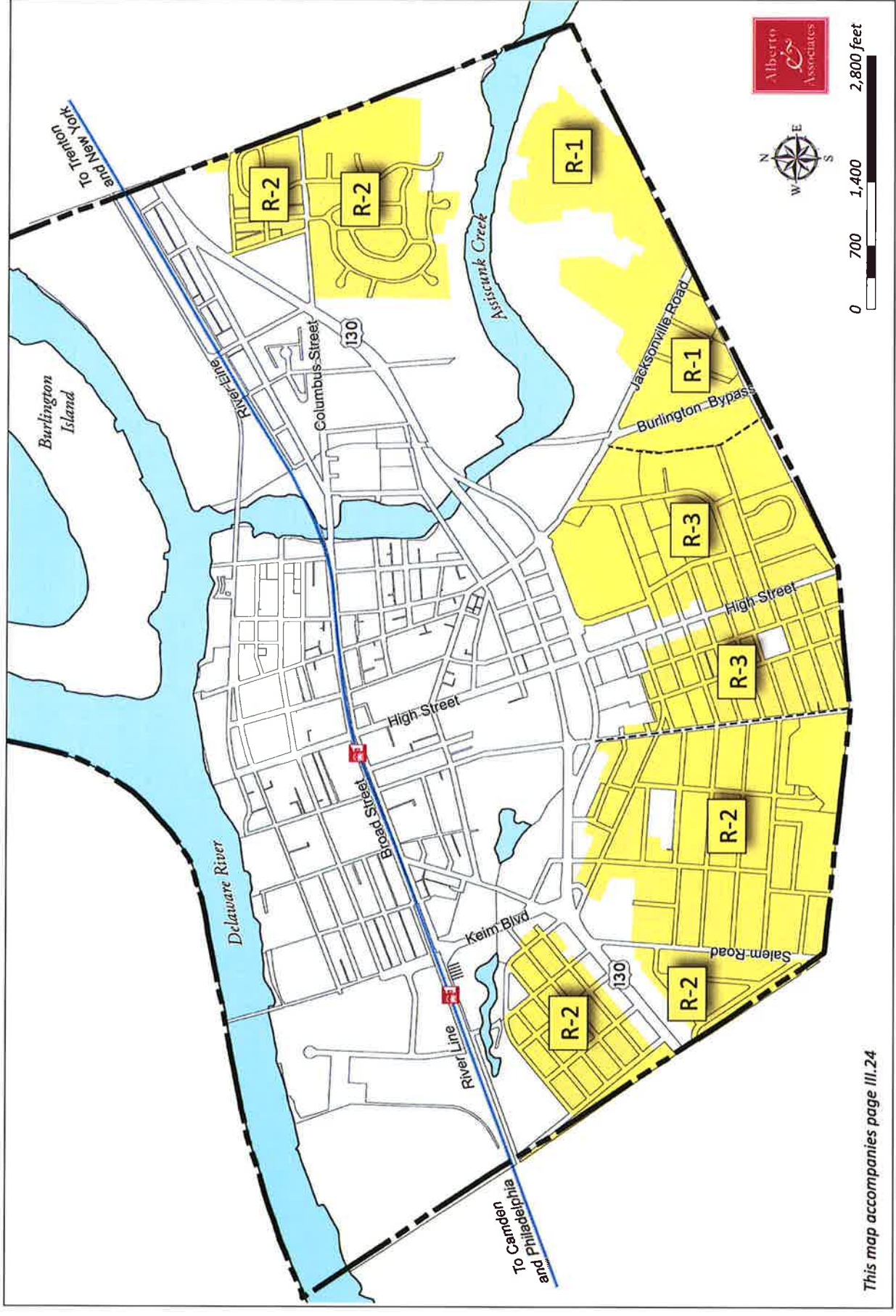
Except for Mehlville, Burlington City's suburban neighborhoods are all south of Route 130. Other than a 12-acre Farnerville tract and some parcels along James Street and the Burlington Bypass in Laurel, future housing in the City's suburban neighborhoods will be infill development on existing lots. Since homes in the Suburban Residential Neighborhoods are in relatively good condition, demolition and redevelopment to build new homes is unlikely.

The plan does not recommend any changes to bulk standards in the existing ordinance. Some land use changes are recommended and can be found in the Land Use Schedule on see pages III.36 - III.39.

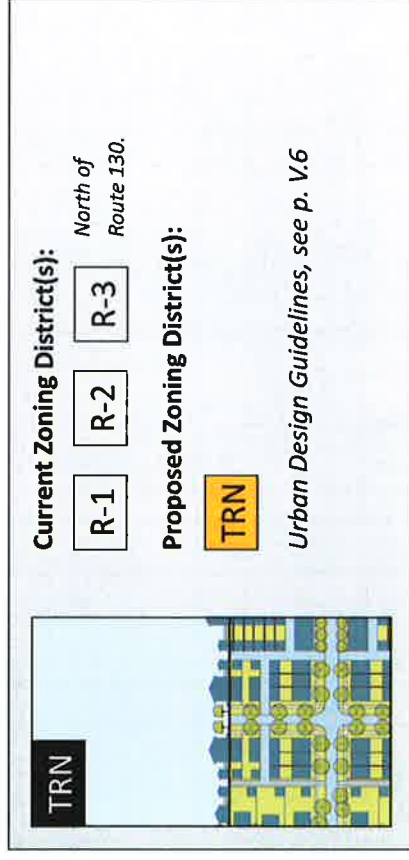
The 2030 Land Use Plan recommends amending the current district boundaries to reflect existing land use and environmental conditions and findings from the 2009 community visioning process as follows:

- Public schools in the existing OS-1 district should become part of the adjacent suburban residential districts;
- The boundaries of the Fawn Hollow R-1 district should extend from the Pope's Run Stream to the preserved open space along Assiscunk Creek in order to recognize similar land use patterns west of Jacksonville Road and public open space issues east of the Fawn Hollow neighborhood;
- The boundaries of the existing R-3 district in East Farnerville and Laurel should extend east to the Burlington Bypass (eliminating the existing R-2 district) to encourage clean-up and redevelopment of existing contaminated sites at the eastern end of Seventh Street and between Pope and James Streets;
- The western R-1 district in Farnerville should become part of the existing R-2 district to encourage clean-up and redevelopment of the existing 12-acre contaminated site;
- The residentially-zoned properties fronting on Keim Boulevard and Route 130 in Mehville are not suitable residential areas and belong in the highway corridor transect zone; and
- The properties fronting South High Street, between Ella Avenue and Fourth Street, should become a mixed-use neighborhood center district (NC-1) that would allow neighborhood-scale business and commercial uses and recognize existing land uses that encourage residents to walk, bike, or ride safe and convenient public transportation for many of their daily needs, while maintaining the street's historic neighborhood character.

Suburban Residential Neighborhoods Map



C. Traditional Residential Neighborhoods



The City of Burlington has approved two redevelopment plans in the Traditional Residential Neighborhoods:

- Washington Square at Washington and Juniper streets in New London
- New and Old Yorkshire between High Street and Assiscunk Creek from Delaware River to northbound US Route 130

This plan does not recommend any changes to the bulk standards in the existing ordinance. Some land use changes are recommended and can be found in the Land Use Schedule on pages III.36 - III.39.

The 2030 Land Use Plan recommends the creation of a new zoning district (TRN) to cover all of these Traditional Residential Neighborhoods and proposes the following purpose statement/revitalization objectives:

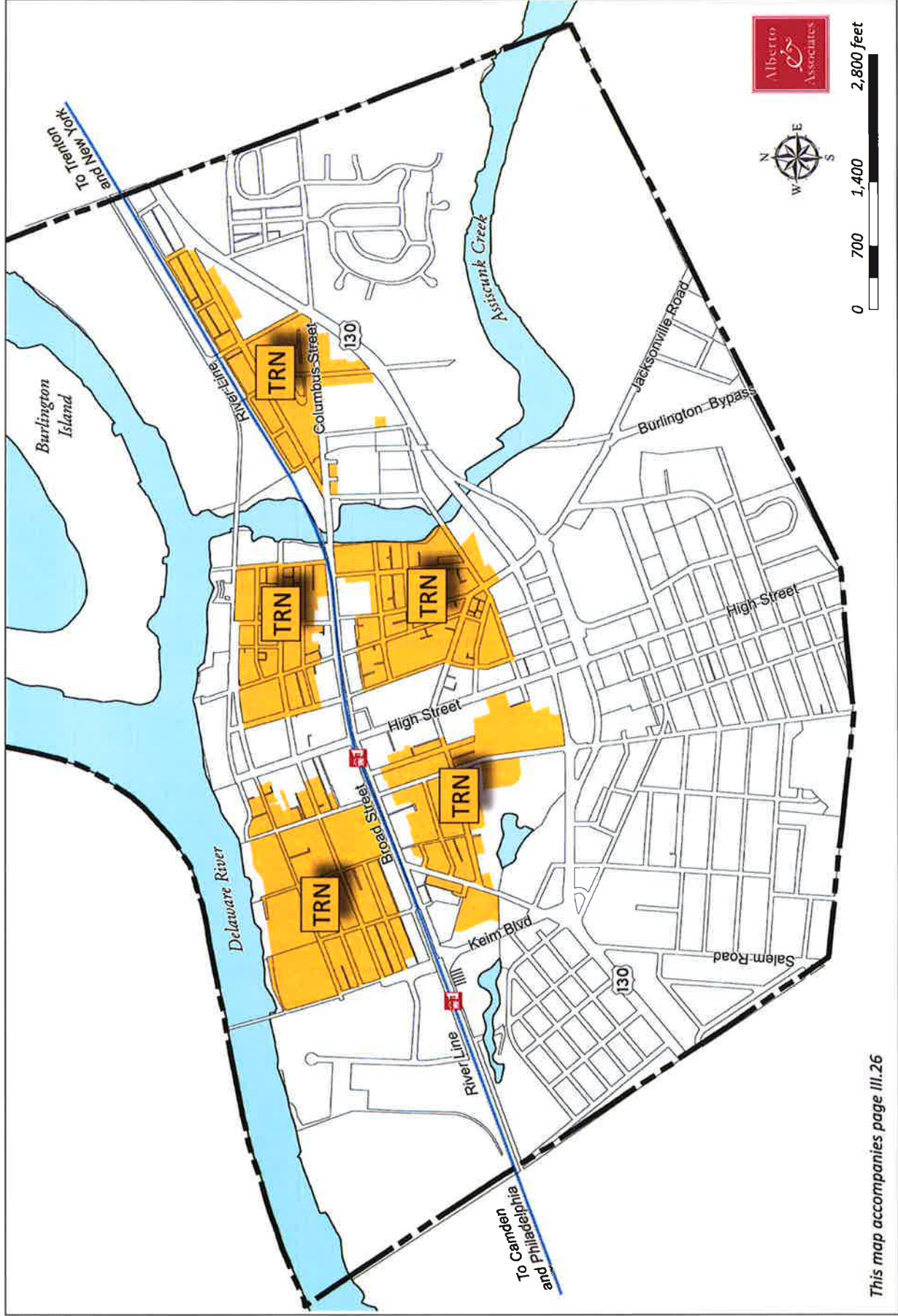
Remove derelict buildings, rehabilitate deteriorated buildings, and sensitively design and strategically redevelop areas with a variety of housing choices in order to maintain the historic neighborhood character. Integrate compatible neighborhood-scale civic uses and home occupations, that encourage residents to walk, bike, or ride safe and convenient public transportation to most of their daily needs.

The City's traditional residential neighborhoods include the four Colonial neighborhoods of London, Historic Yorkshire, New London, and New Yorkshire. The existing land development ordinance classifies these four neighborhoods, as well as the East Burlington neighborhood as predominantly high-density (R-3) residential districts. The R-3 district permits both single- and multi-family homes on a variety of lot sizes.

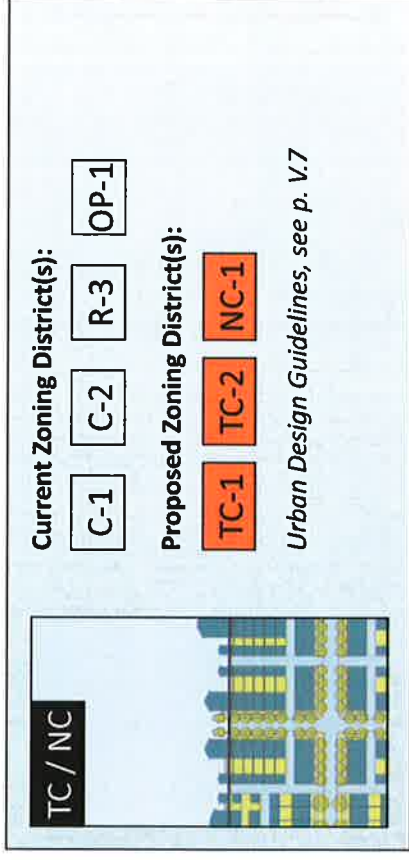
Portions of the London neighborhood, which are currently zoned R-1 and R-2 are within the historic overlay district (see page III.16) which regulates site plan and subdivision applications, demolition and sign permits, and the exterior appearance of public and private properties. This overlay district covers the R-1 low-density district between West Pearl Street and the Delaware River and the R-2 medium density district between West Pearl Street and Broad Street from Talbot Street to Wood Street. Any application to alter or subdivide these properties requires consistency with more stringent historic district standards. For this reason, there is no need to have three separate residential districts in the London neighborhood.

The current R-1, R-2 and R-3 zones in London, Historic Yorkshire, New London, New Yorkshire, and East Burlington should be consolidated into one district. This new district should be distinct from the suburban residential neighborhood zones.

Traditional Residential Neighborhoods Map



D. Town Center / Neighborhood Center



The Town Center along High and Broad Streets is a historic “main street” where residents, visitors, and tourists can come together to shop and dine locally in a walkable, transit-accessible environment.

The existing land development ordinance recognizes the special nature of High and Broad Streets by creating special land use districts for them. However, the ordinance predates the renewal of passenger rail service in 2004 and its potential to revitalize commercial, business, and residential development in Burlington’s Town Center.

This part of the City also includes the historic overlay district that regulates site plan and subdivision applications, demolition and sign permits, and the exterior appearance of public and private properties.

The 2030 Land Use Plan recognizes the continued viability of these land use districts, but recommends renaming them and amending and clarifying their purpose statements to include the following as revitalization targets:

Town Center 1 (TC-1) district:

Rehabilitate deteriorated buildings, sensitively design and strategically redevelop areas with a variety and mixture of lodging, civic, commercial, office and other compatible uses, as well as housing above the street level, in order to take advantage of the light rail station and maintain the historic small town “main street” character.

Town Center 2 (TC-2) district:

Rehabilitate deteriorated buildings, sensitively design and strategically redevelop areas with a variety and mixture of lodging, civic uses, office and other compatible uses, as well as limited neighborhood-scale commercial uses, in order to take advantage of the light rail station.

The 2030 Land Use Plan recommends amending the current district boundaries to reflect existing land use and environmental conditions and findings from the 2009 community visioning process:

- The boundaries of the Town Center 1 (TC-1) district should include the properties fronting High Street from Pearl Boulevard to Wall Street with the exception of school district property at the Wilbur Watts Intermediate School, as well as those fronting East Broad Street Between Wood and Stacy/Lawrence Streets.
- The boundaries of the Town Center 2 (TC-2) district should include those properties fronting the south side of Broad Street between Earl Street and Burlington South Station and properties fronting the north side of Broad Street from the Lawrence School to the entrance to the Burlington-Bristol Bridge with the exception of Saint Mary’s Church and cemetery. It should also include the existing C-2 properties at the foot of Burlington-Bristol Bridge along Keim Boulevard because C-2 commercial uses interfere with bridge traffic demands and drain the viability of the adjacent US Route 130 and High Street commercial districts.

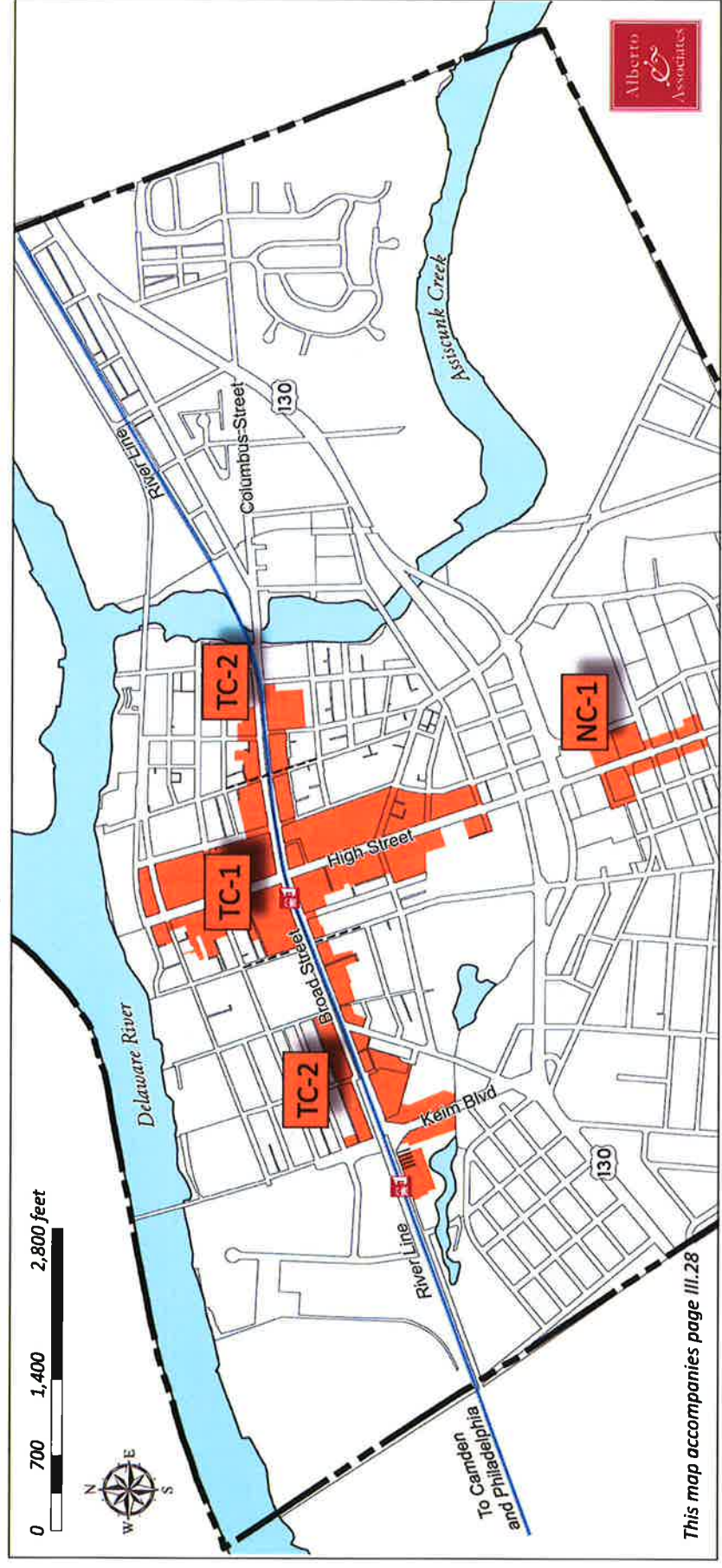
This plan recommends delineating an additional neighborhood-scale, mixed-use district (NC-1) for the properties fronting South High Street, between Ella Avenue and Fourth Street and proposes the following purpose statement/revitalization objectives:

Encourage neighborhood-scale business and commercial uses and recognize existing land uses that encourage residents to walk, bike, or ride safe and convenient public transportation for many of their daily needs, while maintaining the street's historic neighborhood character.

The plan does not recommend any changes to the bulk standards in the existing ordinance for the TC-1 or TC-2 districts. Bulk Standards for the new NC-1 district should be similar as those for the TC-2 district.

Some land use changes are recommended and can be found in the Land Use Schedule on pages III.36 - III.39.

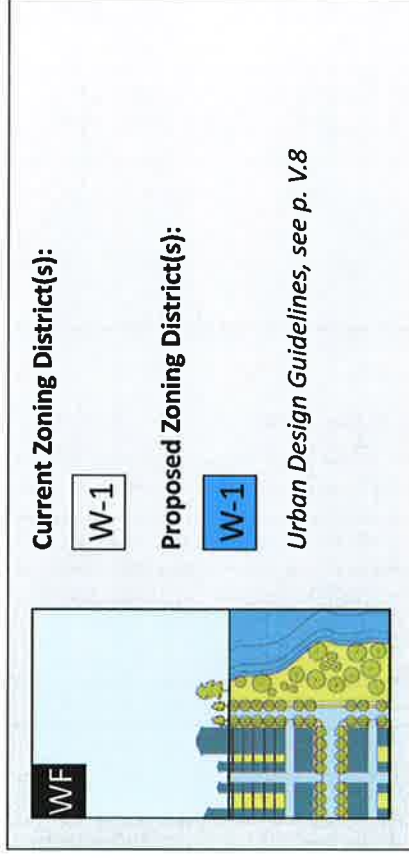
Town Center / Neighborhood Center Map



This map accompanies page III.28



E. Waterfront District



The proposed W-1 district also expands upon the existing W-1 district boundaries to include the lands to the west of the Assiscunk Creek and east of Tatham Street from Pearl Street to Broad Street and the lands to the west of the Assiscunk Creek and east of Williams Street between Columbus Road and Mitchell Avenue.

The 2030 Land Use Plan substantially changes the bulk standards of the W-1 District, which currently require a minimum 15,000 square foot lot size, to reflect bulk standards in the proposed TC-1 district. The purpose of this change is to allow greater redevelopment flexibility and to replicate the historic main street character that existed before the 1970s urban renewal clearance project.

Several land use changes are recommended for the W-1 district in the Land Use Schedule (see pages III.36 - III.39) in order to clarify that development and redevelopment within the W-1 district should be planned for mixed-use development with limited commercial and water-dependent uses, as well as neighborhood and tourist-related amenities.

The proposed Waterfront zoning district (W-1) is similar to the current land development ordinance's Waterfront Redevelopment District (W-1).

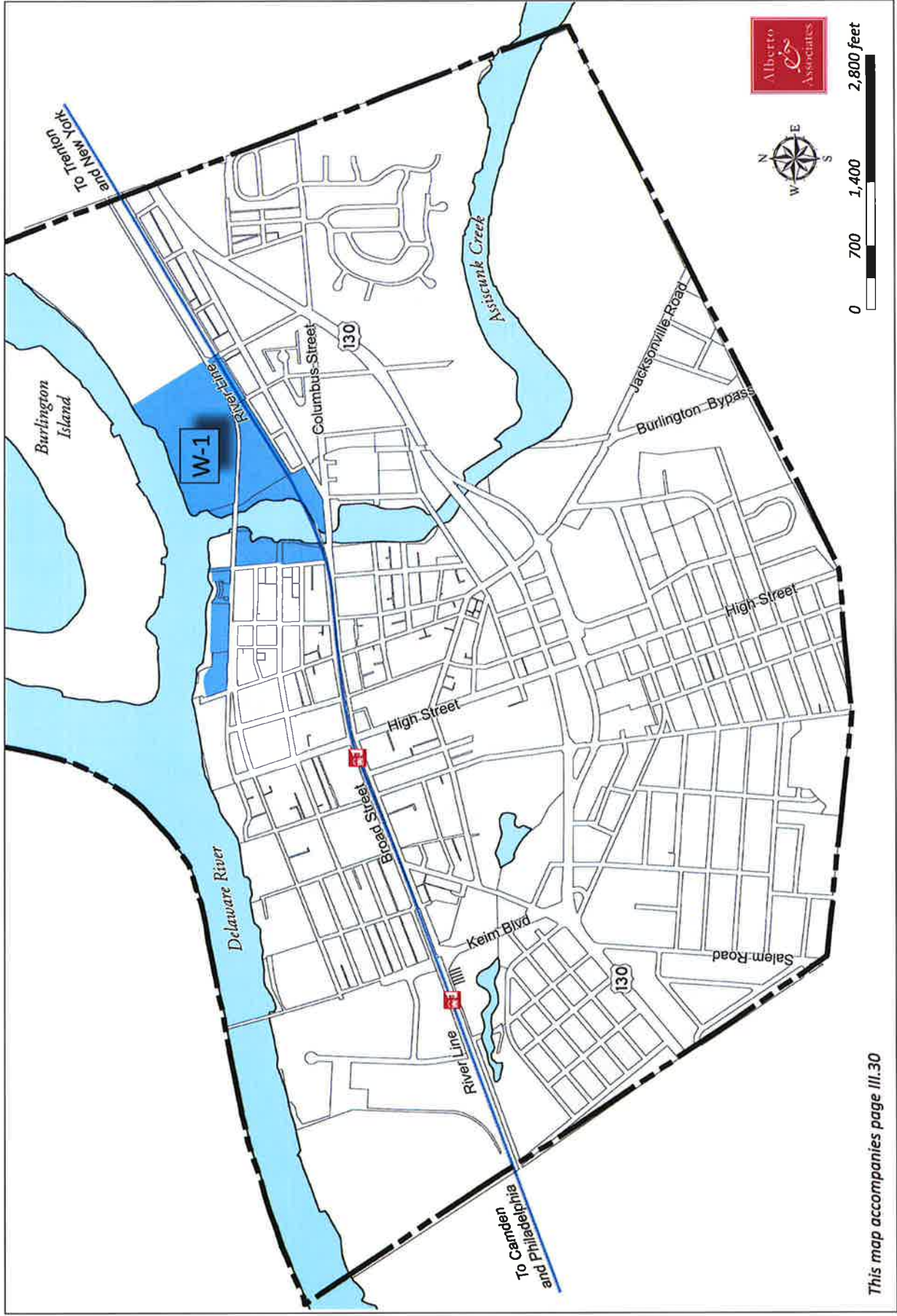
In addition, parts of the W-1 district are within the historic overlay district that regulates site plan and subdivision applications, demolition and sign permits, and the exterior appearance of public and private properties.

To reinforce the above purpose statements, Burlington City has approved the McNeal Mansion and Vicinity Redevelopment Plan (roughly east of the Assiscunk Creek, between the Delaware River and the railroad) which is partially within the Waterfront zoning district.

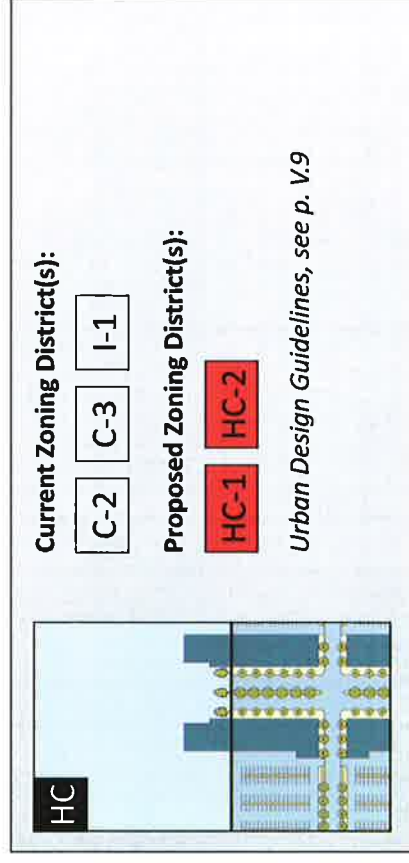
The 2030 Land Use Plan recognizes the continued viability of this land use district, but recommends renaming it and amending and clarifying the purpose statements to include the following as a revitalization target:

Redevelop with a mix of sensitively-designed and integrated housing choices and compatible neighborhood-scale commercial and civic uses, maritime-related commercial uses and limited lodging and office uses, while continuing the riverfront promenade and improving public access along the Delaware River and Assiscunk Creek.

Waterfront District Map



F. Highway Corridor



highway frontages east of Assiscunk Creek and west of Wood Street became the C-3 zone. The current C-2 and C-3 zones both now permit retail sales and services, as well as government, business, professional and financial offices. In addition, the C-2 zone permits motels, restaurants and bars, bowling and billiards, doctors' offices and fraternal clubs, and the C-3 zone permits wholesale trading, veterinarians, and apartment complexes on 5-acre or larger lots. One distinction is that the current C-3 zone permits motor vehicle sales and service businesses and the C-2 zone does not. Both zones also have a variety of accessory and conditional uses.

The City's 2009 Visioning Process re-affirmed that the City should make a distinction between the central highway corridor and the corridor in the eastern and western portions of the City. The 2030 Land Use Plan recognizes the continued viability of these land use districts, as well as the redevelopment area designation of the Burlington Mart property at Route 130 and Salem Road and the former Acme property between the north and southbound Route 130 lanes, east of Jacksonville Road. However, this plan recommends amending and clarifying their purpose statements to include the following as a revitalization targets:

Highway Corridor 1 (HC-1) district:

Revitalize as a safe, landscaped boulevard lined with sustainable, pedestrian-scaled and sensitively-designed commercial, along with lodging and limited civic uses, which unifies both sides of the roadway.

Highway Corridor 2 district:

Revitalize as a safe, landscaped boulevard lined with automobile-oriented commercial uses, limited lodging and health care service businesses, business administrative and support services, information technology businesses; limited contractor and transportation-related industries, and wholesale trade businesses.

In addition to this redistricting, the 2030 Land Use Plan recommends amending the current district boundaries to reflect existing land use and environmental conditions and findings from the 2009 community visioning process:

State highway planners constructed the original Burlington bypass, between Gauntt Street and Mott Avenue, across the Assiscunk Creek and over City Ditch in 1925. The 1961 Master Plan proposed making the Gordon Street section of the original bypass into Route 130 southbound and making old Dewey Street into Route 130 northbound. That master plan also proposed zoning most of Route 130's frontage in the City as a single "highway commercial" district. The section of the highway corridor zone between Assiscunk Creek and Wood Street, in the City's Central Gateway, included the block between the dualized highways. It also included privately owned land one block north to Wall Street and one block south to a planned Greenwood Drive extension, which would have separated the commercial area from the adjacent East Farnerville neighborhood. (The 1961 plan included another highway corridor zone around the Burlington – Bristol Bridge plaza.) Although the City did not build the Greenwood Avenue extension, most of the other plans materialized and the City's central gateway, via Wood Street, High Street and Jacksonville Road, is now in highway (or strip) commercial use.

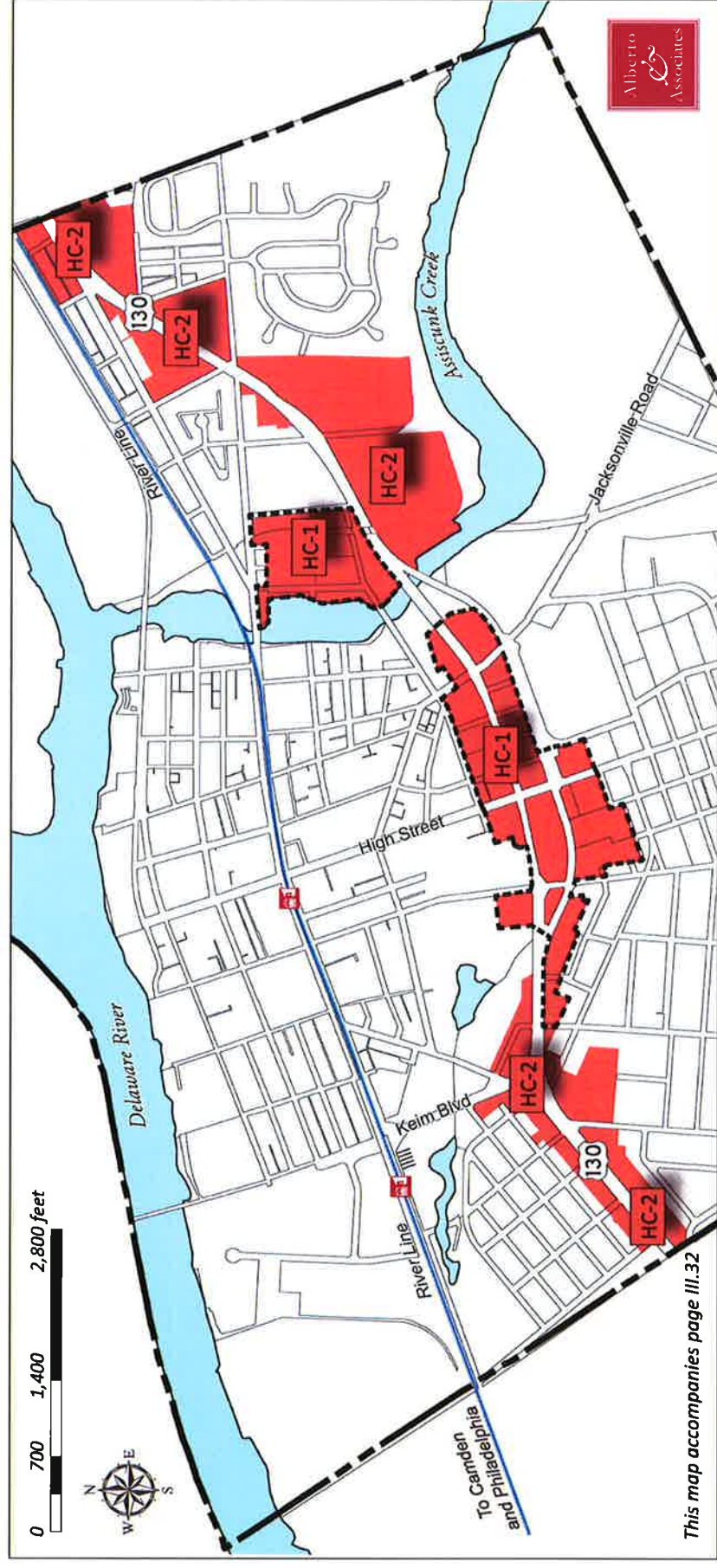
The 2001 Master Plan Re-examination report, which is the template for the City's current land use zoning, recommended splitting the highway corridor zone. The central gateway, the bridge plaza and the north side of US Route 130 from Taylor to Uhler Streets in Mehlville became the C-2 zone. The

- The properties fronting South High Street between Ella Avenue and Fourth Street should become a mixed-use neighborhood center (NC-1) district that would also allow neighborhood-scale business and commercial uses to recognize existing land uses and that allows residents to walk, bike, or ride safe and convenient public transportation for many of their daily needs, while maintaining the street's historic neighborhood character;
- The residentially zoned properties fronting on Keim Boulevard and on US Route 130 in Mehlville are not suitable residential areas and belong in the HC-2 highway corridor district.

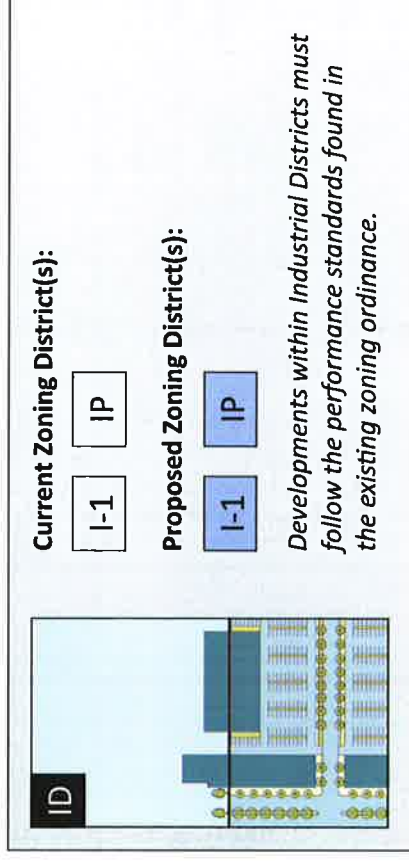
- The underutilized industrial properties in East Burlington between Route 130 and Columbus Street, from Logan Street to the Assiscunk Creek, would be more appropriately zoned as highway corridor properties in order to encourage mixed-use development.

This plan does not recommend any changes to the bulk standards in these districts, except for reducing the minimum lot size for multi-family dwellings in the HC-2 district from 5 acres to 3 acres in order to encourage mixed-use redevelopment of existing underutilized highway commercial property.

Several changes are recommended in the Land Use Schedule (see pages III.36 - III.39).



G. Industrial Districts



The City's land development ordinance has two zoning districts that permit industrial development: the standard Industrial district (I-1) and the Industrial Park district (IP). Their purpose statements explain the differences between them:

Industrial (I-1) Industrial District:

To promote:

- 1. Clustering of industrial development in selected appropriate areas;*
- 2. Sites for industrial uses separated from incompatible uses;*
- 3. Reduction of the influence of hazards and nuisances resulting from the operation of industries to other adjoining land uses.*

Industrial Park (IP) District

To promote:

- 1. Areas within the city where general business offices, warehousing and distribution facilities, assembly of products from partially manufactured and/or processed goods and materials, flexible light industrial uses, and light manufacturing uses can be developed in a manner that will improve the appearance of these areas and strengthen and improve the city's economic composition and provide jobs to city residents;*

- 2. Areas for the development of industrial parks with more flexible design standards which will accommodate a combination of general business offices, warehousing and distribution facilities, assembly of products from partially manufactured and/or processed goods and materials, flexible light industrial uses, and light manufacturing uses in a compatible manner, and eating establishments to service the uses and people in the industrial park and other patrons; and*
- 3. Regulation of uses and development standards which are aimed to reduce hazards and nuisances associated with industrial developments.*

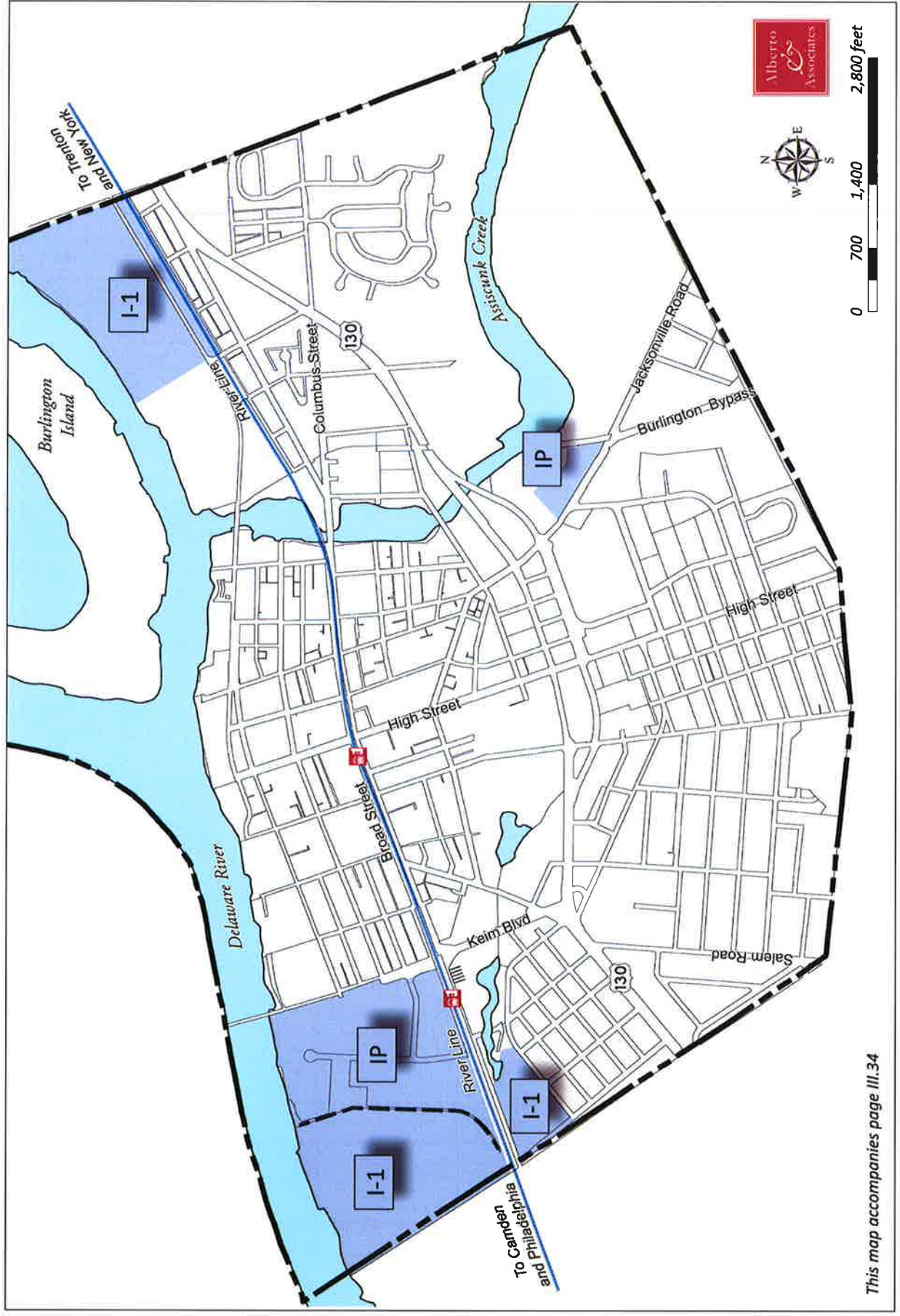
The 2030 Land Use Plan recognizes the continued viability of these two districts as well as the redevelopment plan for the Commerce Square Industrial Park. Most of the existing district delineations remain the same. However, the plan recommends changing the I-1 district in east Burlington between Logan Avenue and Assiscunk Creek to a Highway Corridor (HC-1) district, to encourage redevelopment of the former industrial operations there.

The following revitalization objective should be added to the purpose statements for both zones:

Coordinate with industrial development programs in Burlington Township and to continue the riverfront promenade in order to improve public access along the Delaware River and Assiscunk Creek.

The 2030 Land Use Plan does not recommend changing the bulk standards in these districts, but does recommend expanding permitted and other uses, as detailed in the Proposed Land Use Schedule (see pages III.36 - III.39).

Industrial Districts Map



This map accompanies page III.34

land use plan element

Proposed Land Use Schedule

The Proposed Land Use Schedule contains charts listing permitted uses by zoning district for Civic, Residential, Lodging, Commercial, Office, and Industrial Uses.

Civic Uses:

The City of Burlington has been a regional center of civic activity for more than 300 years. It is a home to several public, government, religious, charitable, recreational, educational, health care, and social institutions. Many of these uses are complementary to other Commercial and Business uses in the Town Center and Neighborhood Center districts. Because these uses are exempt from paying property taxes, permitting them to locate in the Highway Corridor (HC-1, HC-1) or Industrial Districts (I-1, IP) would place an unnecessary drain on the City's ratable base.

Residential Uses:

Housing should continue to be the primary land use in the City's Suburban Residential Neighborhoods (R-1, R-2, R-3) and Traditional Residential Neighborhoods (TRN). In addition, the 2030 Land Use Plan permits multi-family homes to take a number of forms, including townhomes, flats, townhouse / flat combinations and garden apartments. In locations where taller buildings may be appropriate, such as the Broad Street corridor, the High Street corridor and along the Delaware Riverfront, the 2030 Land Use Plan should permit multi-family (rental and condominium) buildings up to five (5) stories in height.

Community housing and family day care uses should be permitted in all primarily residential districts (R-1, R-2, R-3, TRN) with the

same design standards as any other single-family home, as required by the Municipal Land Use Law. Accessory units for senior or disabled citizens and for the City's affordable housing obligation should be a conditional use in all districts that permit housing, as well.

Lodging Uses:

Currently, the only lodging uses the City's land development ordinance permits are motels in the commercial districts along the US Route 130 highway corridor. Although the ordinance does not define the term, typically, motels are overnight lodging places where each room opens directly onto the parking lot. Because the City's economic development strategy prioritizes heritage tourism, the land use plan should permit a wider range of lodging options. These should include higher quality hotels and bed and breakfast inns, both of which, if designed in accordance with established historic district design guidelines, approved redevelopment plans or other applicable design guidelines, would be a positive asset in the City's vision for a vibrant mixed-use town center. The 2030 Land Use Plan limits motels to the HC-2 zoning district. In addition, the plan recognizes Doane Academy's dormitories as a conditional use in the TRN zoning district.

Office Uses:

The City's transit accessibility provides it with an exceptional advantage, particularly to smaller professional firms seeking a town center location. The existing land development ordinance permits business, professional, financial, and medical offices in the districts equivalent to the Town Center (TC-1, TC-2) and Neighborhood Center (NC-1) districts. The 2030 Land Use Plan expands and clarifies the types of professional and technical services permitted in these districts. It also permits these office uses, except for veterinary services, as home occupations in residential districts.

The City's housing and economic development strategies, which envision a vibrant mixed-use town center, should also provide flexibility for people to work from home. Home businesses and occupations should be a permitted use in all residential zoning districts (R-1, R-2, R-3, TRN), as permitted in the current land use plan.

Commercial Uses:

Commercial uses, which serve residents, visitors, and tourists alike, are critical to Burlington's revitalization. Restricting retail sales establishments to the Town Center and Neighborhood Center districts (TC-1 and NC-1) and the highway corridor (HC-1 and HC-2) will strengthen the economic viability of the Town Center and the Highway Corridor while protecting the integrity of the adjacent residential neighborhoods.

One of the most significant differences between the existing land development ordinance and the 2030 Land Use Plan is the attention given to identifying appropriate locations for automobile and boat-related uses, such as service and repair businesses, sales and rental businesses and drive-in and drive-thru establishments. Drive-thru businesses, which require on-site vehicle circulation and large paved surfaces break up the City's historic fabric and pedestrian circulation, belong on the highway. Due to the scale of some commercial uses, building material and garden equipment and supplies dealers, fuel dealers, warehouse clubs and super centers belong in the HC-2 District.

Eating and drinking establishments require different locations, depending on their product and level of service. For example, the Waterfront (W-1) district should permit a broad range of restaurant options due to its unique location along the Delaware River and Assiscunk Creek.

The 2030 plan also expands commercial opportunities in a number of zones, particularly the Waterfront (W-1) district, to encourage mixed-use development and tourist traffic downtown and along the waterfront.

Industrial Uses:

Today, industry is more than just the extraction and processing of raw materials and other "smokestack" industries. It involves traditional food and non-food manufacturing businesses, as well as construction, information processing, scientific research and development services, transportation, warehousing, energy, waste management, and wholesale trade businesses.

Burlington has a competitive edge for several industrial niches, particularly for small and medium-sized businesses that do not need or cannot afford to locate in larger planned industrial parks. The City's economic development strategy includes sustaining, growing, and attracting appropriate, niche industries to its existing Industrial (I-1, IP) districts.

The 2030 Land Use Plan maintains food manufacturing businesses in the Industrial (I-1) district and permits industrial-scale bakeries and alcoholic and non-alcoholic beverage manufacturing in the Industrial Park (IP) district. The plan prohibits animal slaughtering and processing, as well as tobacco product manufacturing, in the City. It designates the Industrial (I-1) district and the Industrial Park (IP) district as the location for non-food, light-industrial manufacturing businesses.

Utilities and waste management services are another type of industrial use. Although waste management businesses may collect waste from City homes and businesses, the 2030 Land Use Plan prohibits all waste management uses from locating within the City. This includes food and vegetative waste, household, medical, industrial, hazardous and all other solid and liquid waste storage, recycling and disposal. This is because developable and redevelopable land is at a premium and because of the potential adverse impacts of waste management uses on adjacent such uses are incompatible with adjacent Residential, Lodging, Civic, Commercial and Office uses. The proposed land use plan recognizes that the existing electricity production and wastewater management uses should continue in their current Industrial (I-1) district locations. It also permits electrical substations, water and wastewater infrastructure, and on-site renewable energy production, as accessory uses in all districts.

Civic Uses

Public and Recreational Uses	OS-1	R-1	R-2	R-3	TRN	NC-1	TC-1	TC-2	W-1	HC-1	HC-2	IP	I-1
Government Buildings, Offices, Libraries, Community Centers, Museums	C				C		P	P					
Landings and Marinas (Public and Private)	P								P				
Municipal Parking Lots and Garages	A				P	P	P	P	P	P			
Parks and Playgrounds (Public and Private)	P	P	P	P	P				P			A	A
Public Safety Facilities (Ambulance Services, Emergency Squads, Fire Stations and Police Stations)					C		P	P	C	P			

Religious, Civic and Similar Uses	OS-1	R-1	R-2	R-3	TRN	NC-1	TC-1	TC-2	W-1	HC-1	HC-2	IP	I-1
Business, Professional, Labor, Political, and Similar Organizations;							P	P	P				
Charitable, Civic and Social Organizations		C	C	C	C		C	C					
Religious Uses (Worship, Assembly, School, Housing, etc.)													

Educational Uses	OS-1	R-1	R-2	R-3	TRN	NC-1	TC-1	TC-2	W-1	HC-1	HC-2	IP	I-1
Business Schools, Technical and Trade Schools, and Computer and Management Training; Colleges, Universities, and Professional Schools	C/I						C	C					
Nurseries, Pre-Schools and Kindergartens; Elementary and Secondary Schools	P	C	C	C	C								
Tutoring, Exam Preparation and Other Educational Support Services		H	H	H	H	HP	HP	HP	H	HP	H		

Health Care and Social Assistance	OS-1	R-1	R-2	R-3	TRN	NC-1	TC-1	TC-2	W-1	HC-1	HC-2	IP	I-1
Blood and Organ Banks; Home Health Care Services; Medical and Diagnostic Laboratories; Non-Residential Social and Emergency Relief Assistance								P			P		
Cemeteries		C	C		A		A	A					
Child and Senior Day Care Services (5 or more clients)					C		C	P			P	A	A
Nursing and Residential Care Facilities		C	C	C	C						P		
Outpatient Care Centers; Vocational Rehabilitation Services								P			P		

Key to Land Use Schedule:

P = permitted use

C = conditional use

I = Burlington Island only

A = permitted accessory use

H = permitted as a home occupation

M = permitted as part of a mixed-use development

B = barbers, beauticians and baby sitting permitted

as a home occupation

UNDERLINE = addition to the current ordinance

STRIKE THRU = deletion from the current ordinance

Transect & Zoning Districts:























Residential Uses

Single-Family and Two-Family Uses	OS-1	R-1	R-2	R-3	TRN	NC-1	TC-1	TC-2	W-1	HC-1	HC-2	IP	I-1
Detached		P	P	P	P	P		P	P				
Semi-Detached			P	P	P	P		P	P				
Attached				P	P	P		P	P				
Community Housing and Family Day Care		P	P	P	P	P		P	P				

Multi-Family Uses	OS-1	R-1	R-2	R-3	TRN	NC-1	TC-1	TC-2	W-1	HC-1	HC-2	IP	I-1
Townhomes					P	P	M	P	P	M	C		
Flats					P	P	M	P	P	M	C		
Townhome / Flat Combination					P	P	M	P	P	M	C		
Apartment Buildings (up to 3 stories)					P	P	M	P	P	M	C		
Apartment Buildings (up to 5 stories)					P	P	M	P	P	M	C		

Mixed-Uses	OS-1	R-1	R-2	R-3	TRN	NC-1	TC-1	TC-2	W-1	HC-1	HC-2	IP	I-1
Single- or Two-Family above a Civic, Commercial or Office use						P	P	P	P	P			
Multi-Family above a Civic, Commercial or Office use						P	P	P	P	P			

Accessory Units	OS-1	R-1	R-2	R-3	TRN	NC-1	TC-1	TC-2	W-1	HC-1	HC-2	IP	I-1
Senior / Disabled		C	C	C	C	C	C	C	C	C	C		
Affordable		C	C	C	C	C	C	C	C	C	C		

Lodging Uses

Lodging	OS-1	R-1	R-2	R-3	TRN	NC-1	TC-1	TC-2	W-1	HC-1	HC-2	IP	I-1
Bed-and-Breakfast Inns					H		P	P	P				
Hotels							P	P	P	P			
Motels											P		
School Dormitories					C								

Office Uses

Professional and Technical Services	OS-1	R-1	R-2	R-3	TRN	NC-1	TC-1	TC-2	W-1	HC-1	HC-2	IP	I-1
Business, Design, Financial, Legal,		H	H	H	H	H	H	H	H	H	H		
Medical and other Professional and Technical Services													
Veterinary Services											P		

Administrative and Support Services	OS-1	R-1	R-2	R-3	TRN	NC-1	TC-1	TC-2	W-1	HC-1	HC-2	IP	I-1
Administrative, Business Support and Property Management and other Related Services		H	H	H	H	H	H	H	H	H	H	P	

Commercial Uses

Banks and Finance, Insurance and Real Estate	OS-1	R-1	R-2	R-3	TRN	NC-1	TC-1	TC-2	W-1	HC-1	HC-2	IP	I-1
Banks and finance, insurance and real estate offices							P			P	P		
Drive-thru banks and finance, insurance and real estate offices											C		
Eating and Drinking Establishments	OS-1	R-1	R-2	R-3	TRN	NC-1	TC-1	TC-2	W-1	HC-1	HC-2	IP	I-1
Cafeterias, Grill Buffets, and Buffets; Banquet Halls; Limited-Service Restaurants and Full-Service Restaurants (patrons order and are served while seated and pay after eating)	C/I					P	P		P	P	P	A	A
Drive-In and Drive-Thru Limited-Service Restaurants										C	C		
Off-Site Food Preparation Caterers						P					P	P	
Snack and Beverage Bars	C/I					P	P	P	P	P	P	A	A
Personal and Household Services	OS-1	R-1	R-2	R-3	TRN	NC-1	TC-1	TC-2	W-1	HC-1	HC-2	IP	I-1
Funeral Homes and Funeral Services						P	P	P	P	P	P		
Home and Garden Equipment and Appliance Repair and Maintenance		B	B	B	B	P	P		P	P	P		
All Other Personal and Household Service Establishments						B P	B P	B	B M P	B P	B P		
Recreational Uses	OS-1	R-1	R-2	R-3	TRN	NC-1	TC-1	TC-2	W-1	HC-1	HC-2	IP	I-1
Adult Entertainment Uses											C		
Amusement Arcades, Bowling Centers and Billiard Parlors										P	P		
Art Galleries; Fitness and Recreational Sports Centers; Instructional Academies (Fine and Performing Arts, Language, Sports and Recreation, Driving, etc.); Performing Arts Companies; Sports Teams and Clubs						P	P	P	M	P			
Live Performance Theaters	C						P	P		P			
Motion Picture Theaters					P		P	P	P		P		
Museums and Historical Sites; Nature Parks and Gardens	C						P	P	P				
Retail Sales Establishments	OS-1	R-1	R-2	R-3	TRN	NC-1	TC-1	TC-2	W-1	HC-1	HC-2	IP	I-1
Building Material and Garden Equipment and Supplies Dealers; Fuel Dealers; Warehouse Clubs and Supercenters											P		
Department Stores and Discount Department Stores										P	P		
Electronic Shopping and Mail-Order Houses											P	P	P
All Other Retail Sales Establishments						P	P		P	P	P		
Retail, limited to products relating to recreational, educational, conservational, and cultural uses	C/I												
Rental Services	OS-1	R-1	R-2	R-3	TRN	NC-1	TC-1	TC-2	W-1	HC-1	HC-2	IP	I-1
Consumer Goods Rental; General Rental Centers						P	P		P	P	P		
Linen and Uniform Supply (Commercial & Industrial Laundries)											P	P	
Machinery and Equipment Rental and Leasing											P		
Automobile and Boat-Related Businesses	OS-1	R-1	R-2	R-3	TRN	NC-1	TC-1	TC-2	W-1	HC-1	HC-2	IP	I-1
Automobile: Major Service and Repairs; Minor Service and Repairs; Rentals and Leasing; Sales, New and Used; Washing and Detailing											C		
Automobile: Parking and Garages, Commercial											P		
Automobile: Parking and Garages, Private	A	A	A	A	A	A	A	A	A	A	A	A	A
Automobile and Boat: Filling Stations									C	C	C		
Automobile and Boat: Supplies and Parts Dealers									C	C	P		
Boat: Landings and Marinas, Private and Public; Rentals and Leasing; Sales, New and Used Service, Towing and Storage	C								C		C		

Industrial Uses

Construction												
Light Construction Contractors (Building Equipment and Finishing; Framing, Masonry and Building Exterior) Heavy Construction Contractors (Site Preparation; Foundation and Structural Steel and Concrete)	OS-1	R-1	R-2	R-3	TRN	NC-1	TC-1	TC-2	W-1	HC-1	HC-2	IP
Information												
Data Processing, Internet Hosting, and Related Services	OS-1	R-1	R-2	R-3	TRN	NC-1	TC-1	TC-2	W-1	HC-1	HC-2	IP
Libraries and Archives (Private and Corporate)												
Scientific Research and Development Services												
Software Publishers												
Entertainment, News, Media and Telecommunication Production, Broadcasting, Publication and Distribution Uses												
Manufacturing: Food												
Bakeries and Tortilla Manufacturing (Industrial-scale)	OS-1	R-1	R-2	R-3	TRN	NC-1	TC-1	TC-2	W-1	HC-1	HC-2	IP
Alcoholic and Non-Alcoholic Beverage Manufacturing (Industrial-scale)												
All Other Food Manufacturing, except Animal Slaughtering and Processing and Tobacco Product Manufacturing												
Manufacturing: Non-Food												
All Light Industrial Uses	OS-1	R-1	R-2	R-3	TRN	NC-1	TC-1	TC-2	W-1	HC-1	HC-2	IP
Transportation and Warehousing												
Boat Docking and Storage (Wet and Dry)	OS-1	R-1	R-2	R-3	TRN	NC-1	TC-1	TC-2	W-1	HC-1	HC-2	IP
Farm Product Warehousing and Storage; General Freight Trucking, Local and Long-Distance; Packing and Crating; Port and Harbor Operations, Cargo Handling and Support Services; Rail Freight Transportation and Storage; Warehousing and Storage, General and Refrigerated	C/I											
Parcel Delivery, Postal Service, Couriers and Messengers; Personal and Household (Mini) Storage; Used Household and Office Goods Moving												
Passenger Transportation: Charter Bus and Special Needs Transportation; School and Employee Bus; Passenger Rail; and Urban Transit Systems	A	A	A	A	A	A	A	A	A	A	A	A
Petroleum, Natural Gas and other Fuel Pipelines												
Scenic and Sightseeing Transportation (Land and Water); Taxi and Limousine Service	C/I											
Utilities and Waste Management Services												
Essential Services (Electric Substations; Water and Wastewater Infrastructure)	OS-1	R-1	R-2	R-3	TRN	NC-1	TC-1	TC-2	W-1	HC-1	HC-2	IP
On-Site Renewable Energy Production	A	A	A	A	A	A	A	A	A	A	A	A
Electricity Production and Distribution; Wastewater Management Facilities												
Water Supply and Treatment	A											
Wholesale Trade												
All Wholesale Businesses, except Chemical and Allied Products, Metals and Minerals, Petroleum and Petroleum Products, and Recyclable Materials	OS-1	R-1	R-2	R-3	TRN	NC-1	TC-1	TC-2	W-1	HC-1	HC-2	IP
Wholesale Electronic Markets and Agents and Brokers												

land use plan element

Opportunity Areas

This section of the Land Use Plan identifies a number of opportunity areas where the City should target its rehabilitation and redevelopment efforts. These sites were chosen due to their ability to best achieve the City's vision and the goals and objective of this Land Use Plan. Some of the sites have already received attention from the City and have been declared redevelopment areas. Others have been identified during the visioning and master planning process. The development and redevelopment of these areas will take varying level of government involvement. Different sites may require different tactics; however, all of these sites will require a public / private partnership in order to be developed in a way that best benefits the city.

The sites have been organized by size, as follows:

Small-Sized Opportunity Areas: Less than 3 acres

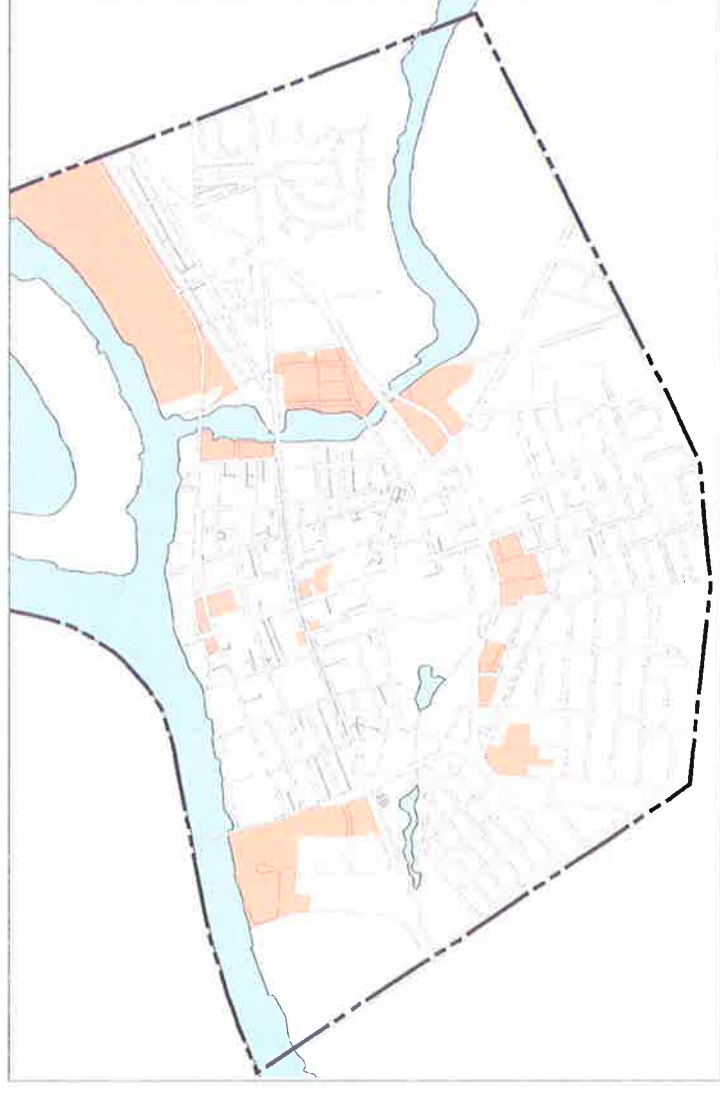
*Train Station
Downtown
Waterfront*

Medium-sized Opportunity Areas: 3 to 12 acres

Large-Sized Opportunity Areas: 12 acres of greater

The accompanying tables list:

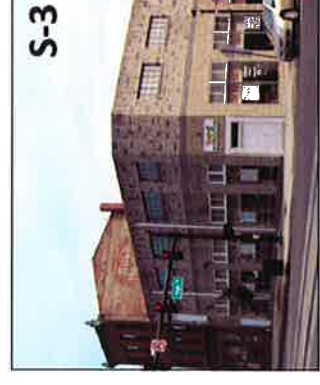
- Tax blocks and lots
- Opportunity area size
- Transect zone
- Potential land uses
- Redevelopment status
- Property ownership
- Environmental issues



Smaller-Sized Opportunity Areas (less than 3 acres) - Train Station

Opportunity Area	Tax Lots & Size	Transect Zone	Potential Uses	Redevelopment Status	Ownership	Environmental Issues
S-1 Elks Home 35 West Broad Street	B 13: L 55 Size: 0.5 acres	TC / NC	Shops, restaurants, and apartments in mixed-use buildings; substantial pedestrian and transit activity	None	Single private owner	Floodplain; Historic District
S-2 Drive-Thru Bank 24 West Broad Street	B 32: L 1 Size: 0.4 acres	TC / NC	Shops, restaurants, and apartments in mixed-use buildings; substantial pedestrian and transit activity	None	Single private owner	Floodplain; Historic District
S-3 Imhoff's SE Corner of High & Broad Streets	B 136: L 1-8 Size: 0.9 acres	TC / NC	Shops, restaurants, and apartments in mixed-use buildings; substantial pedestrian activity	Designated Area w/ Redevelopment Plan	5 private owners	Floodplain; Historic District
S-4 Post Office 427 High Street	B 137: L 60.1 Size: 1.5 ac	TC / NC	Shops, restaurants, and apartments in mixed-use buildings; substantial pedestrian activity; parking for downtown business uses	Designated Area w/ Redevelopment Plan	General Services Administration	Floodplain; Historic District

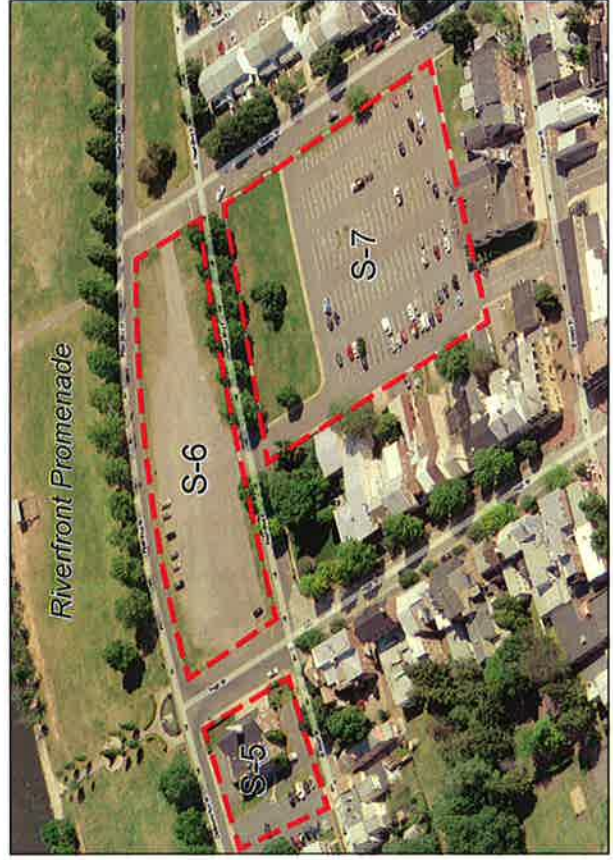
Train Station



View looking north

Smaller-Sized Opportunity Areas (less than 3 acres) - Downtown & Waterfront

Opportunity Area	Tax Lots & Size	Transect Zone	Potential Uses	Redevelopment Status	Ownership	Environmental Issues
S-5 Hope Fire Company 110 High Street	B 89: L 1,7-10,31-34 Size: 0.6 acres	TC / NC	Shops, restaurants, and apartments in predominantly attached mixed-use buildings; substantial pedestrian activity	None	City & 1 private owner	Floodplain; Historic District
S-6 Pearl Street Block 101 High Street	B 112: L 1 Size: 1.3 acres	TC / NC	Shops, restaurants, and apartments in predominantly attached mixed-use buildings; substantial pedestrian activity	Designated Area w/ Redevelopment Plan	City	Floodplain; Historic District
S-7 Block 118 Parking Lot 200 Stacy Street	B 118: L 2 & 60 Size: 2.5 acres	TC / NC	Shops, restaurants, and apartments in predominantly attached mixed-use buildings; substantial pedestrian activity; parking for downtown business uses	Designated Area w/ Redevelopment Plan	City & Parking Authority	Floodplain; Historic District
S-8 Tatham Mews Tatham Street at the Assiscunk Creek	B 127: L 1, 2 & 2.01 B 128: L 1 & 2 Size: 4.1 acres	WF	Shops and restaurants mixed with townhouses, and small apartment buildings, in predominantly attached buildings; substantial pedestrian activity along Creekside trail	Designated Area w/ Redevelopment Plan	City & 1 private owner	Floodplain; Historic District; Contaminated Site



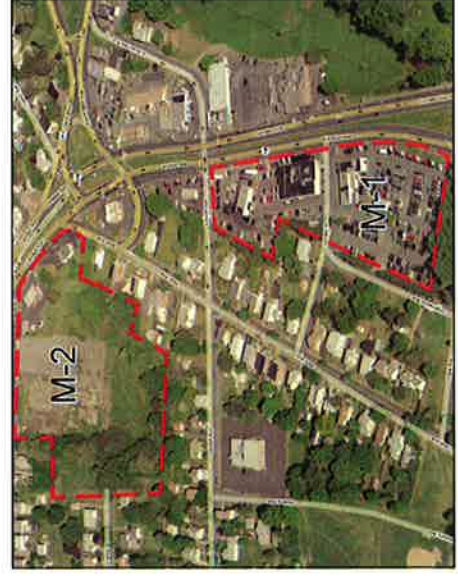
View looking north



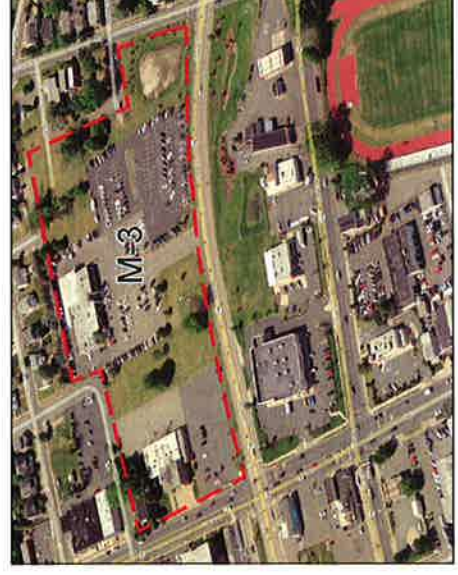
View looking north

Medium-Sized Opportunity Areas (3 to 12 acres)

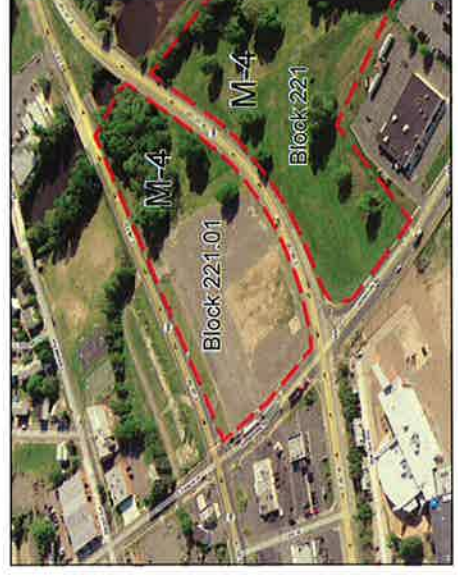
Opportunity Area	Tax Lots & Size	Transect Zone	Potential Uses	Redevelopment Status	Ownership	Environmental Issues
M-1 Liberty Toyota US Route 130 & Jerome Street	B 35: L 24-27 B 37: L 1-4 B 38: L 18-34 Size: 4.3 acres	HC	Shops, large format retailers, and restaurants with professional offices and apartments above; substantial pedestrian and auto activity	None	Single Owner	Floodplain
M-2 Burlington Mart US Route 130 & Salem Road	B 66: L 11-11.02, 41-42, 56-61.01, & 77-79 Size: 8.6 acres	HC	Shops, large format retailers, and restaurants with professional offices and apartments above; substantial pedestrian and auto activity	Designated Area w/ Redevelopment Plan (for most properties)	City & 2 private owners	Floodplain; Contaminated Site
M-3 F & Z Realty US Route 130 between High & Wood Streets	B 240: L 1 & 2 B 241: L 11-110.2 B 242: L 1 B 243: L 1-2, 25-26 B 244: L 2 Size: 10.3 acres	HC	Shops, large format retailers, and restaurants with professional offices and apartments above; substantial pedestrian and auto activity	None	City & 4 private owners	Floodplain
M-4 Acme Site US Route 130 between Jacksonville Road & the Assisunc Creek	B 221.01: L 1, 2 & 3 B 221: L 2.01, 3 Size: 5.33 acres	B 221.01: L 1 HC B 221.01: L 2 & 3 OS B 221: L 2.01, 3 OS	Block 221.01 Lot 1: Convenience stores with fuel and petroleum product sales, offering 24 hour services; substantial pedestrian and auto activity Lots 2 & 3: Open Space Network Block 221: L 2.01, 3: Open Space Network	B 221.01: L 1, 2 & 3 Designated Area w/ Redevelopment Plan B 221: L 2.01, 3 Designated Area - Redevelopment Plan not prepared	City & 1 private owner	Floodplain Block 221.01, lots 2 & 3 are on the ROSI and have deed restrictions Block 221, lots 2.01 & 3 are on the ROSI and have deed restrictions



View looking west



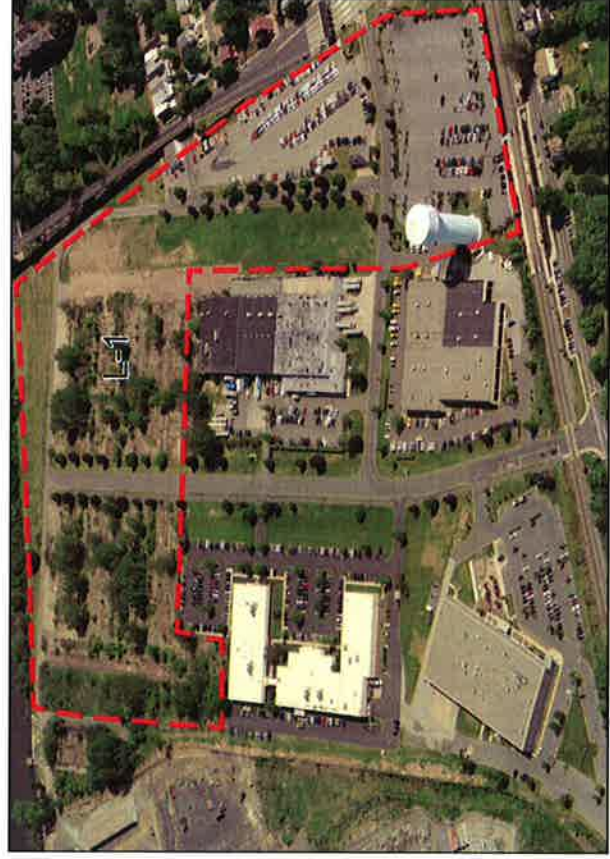
View looking south



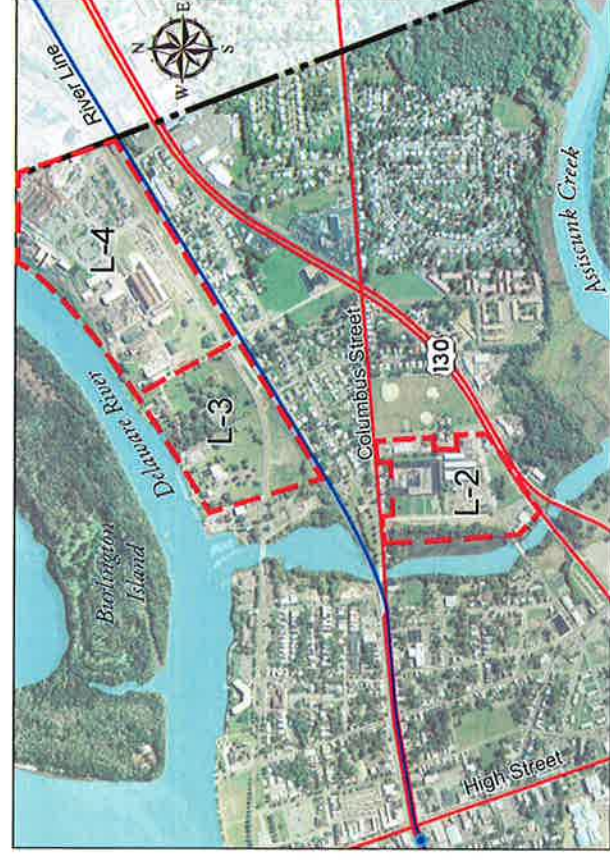
View looking north

Large-Sized Opportunity Areas (12 acres or greater)

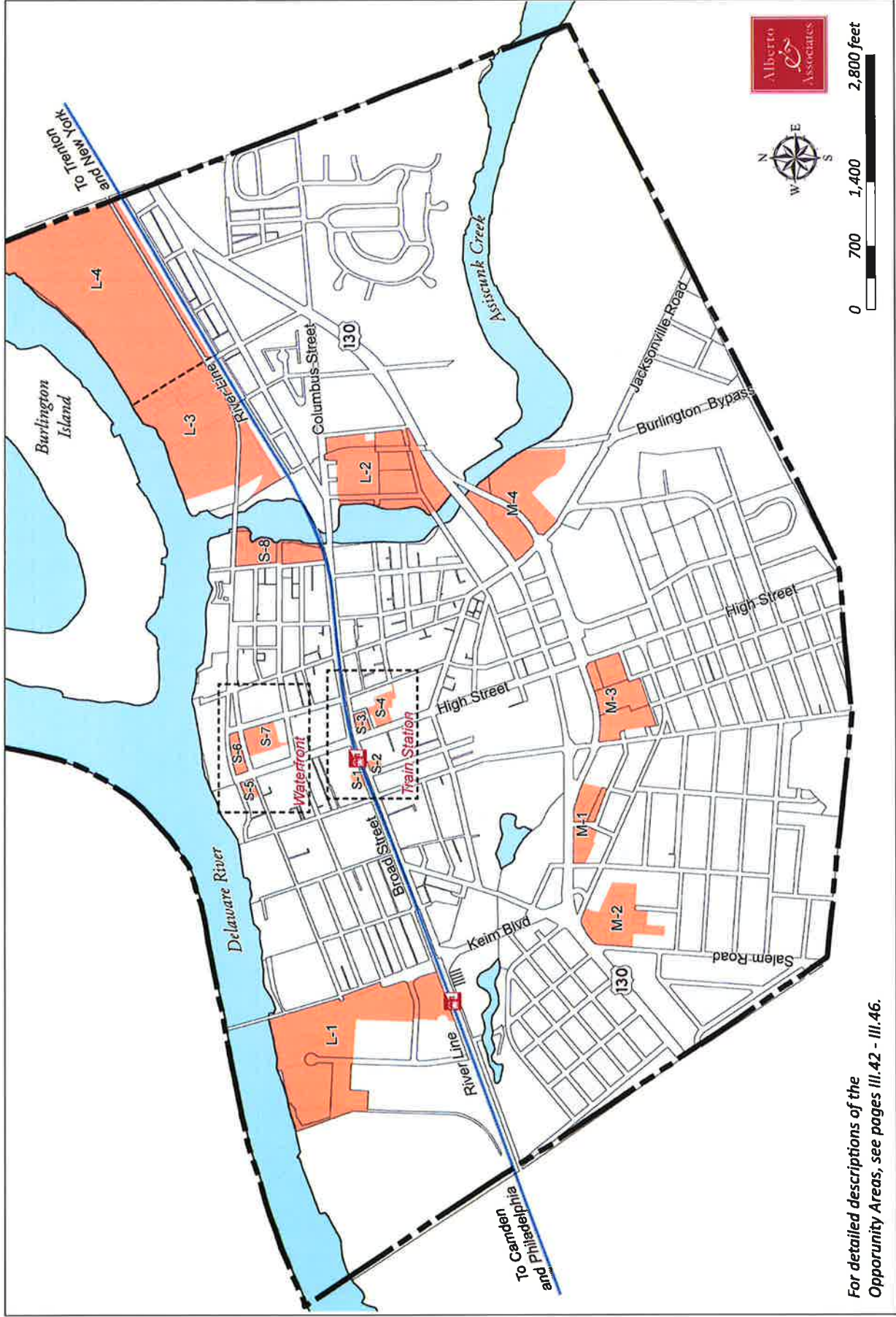
Opportunity Area	Tax Lots & Size	Transect Zone	Potential Uses	Redevelopment Status	Ownership	Environmental Issues
L-1 Commerce Square <i>Commerce Square Blvd</i>	B 1: L 3.02, 3.03, 4, 5 B 1.01: L 1.02 Size: 33.8 acres	ID	Industrial Park	Designated Area w/ Redev Plan	City & NJ Transit	Floodplain
L-2 Williams Street area <i>Williams Street</i>	B 192: L 3 B 195: L 5, 10-10.01 B 196: L 1-3 B 197: L 1 B 198: L 1-2 B 199: L 1-2 B 224: L 1-4 Size: 17.2 acres	HC	Shops, large format retailers, and restaurants with professional offices and apartments above; substantial pedestrian and auto activity	Designated Area w/ Redev Plan (for City-owned property)	City & 4 private owners	Floodplain; Contaminated Site
L-3 McNeal Mansion area <i>E. Pearl Street</i>	B 226: L 1.01-1.08 B 203: L 1-2.03 Size: 32.9 acres	WF	Shops and restaurants mixed with townhouses, and small apartment buildings, in predominantly attached buildings; substantial pedestrian activity along Creekside trail	Designated Area w/ Redev Plan (for most properties)	City & 4 private owners	Floodplain; Contaminated Site
L-4 U.S. Pipe property <i>E. Pearl Street</i>	B 226: L 1 Size: 55.8 acres	ID	Industrial	Designated Area w/ Redev Plan	Single owner	Floodplain; Contaminated Site



View looking north



Opportunity Areas Map



For detailed descriptions of the Opportunity Areas, see pages III.42 - III.46.

IV. circulation plan element



circulation plan element

In 2007, Litwornia Associates, Inc. prepared a Circulation Element of the Master Plan for the City. That plan provided recommendations for roadways, speed limits, transit systems, rail crossings, parking, pedestrian and bicycle circulation, intermodal connections, and quality of life improvements. An off-tract ordinance was proposed as were specific recommendations for roadway improvements.

This Circulation Plan identifies and expands upon the Litwornia recommendations for the City.

The Circulation Plan:

- *Identifies the functional classifications of the existing roadways*
- *Identifies existing and proposed mass transit facilities*
- *Identifies existing and proposed pedestrian and bicycle facilities*
- *Identifies improvements to increase the efficiency and effectiveness of the existing circulation facilities*



Balanced Circulation Network

Enhance and improve pedestrian, bicycle, bus, light rail, and automobile circulation through the City. Add to those improvements, new opportunities available from the Delaware River and the Assiscunk Creek.



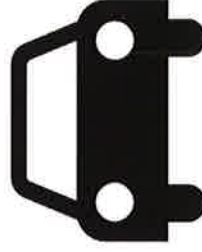
PEDESTRIANS



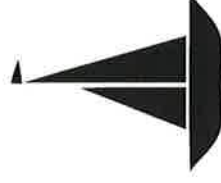
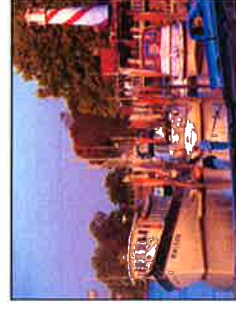
BICYCLES



TRANSIT



AUTOMOBILES



WATERCRAFT

Functional Classifications of Roadways

The Functional Classifications plan identifies Principal Arterial Roads, Urban Collectors, Minor Arterial Roads and Local Streets within the City. The classifications indicate the type of service the roadways provide within the overall roadway network and establish a hierarchy. The hierarchy is used to promote safe and efficient circulation throughout and between municipalities and the region.

Principal Arterial Roads

Urban arterial roads typically serve the largest traffic volumes within and through urban areas. They are normally divided into major or principal arterial roads and minor arterial roads. The roadway designs range from four to eight through lanes with high levels of access to two-lane streets with very low volumes and speed. Improvements to existing arterial streets can be costly and complex, especially where additional right-of-way must be acquired in developed areas and conflicts arise with existing utilities.

In the City, US Route 130, NJ Route 413, High Street (CR 541) between US Route 130 and the southern city limit, and Mott Avenue (CR 632) are identified as Principal Arterial Streets. These roadways are under either the State of New Jersey or County of Burlington's jurisdiction. While these roadways are not within the City's jurisdiction, the City should coordinate planning efforts with the County's River Route Advisory committee, the Bridge Commission, or the New Jersey Department of Transportation.

Minor Arterial Roads

Minor arterial streets connect to and enhance Principal Arterial Roads to provide moderate length trips at a lower level of mobility than the principal arterials. Jacksonville Road (CR 670), Salem Road, and Broad Street (east of NJ Route 413)/Columbus Street (CR 543 east of Linden Avenue) east to the city limits are classified as Minor Arterial Roads. Salem Road and Broad Street are currently under the City's jurisdiction, but the Litwornia Associates, Inc. study recommended that Salem Road be dedicated to the County.

Urban Collectors

Urban collector streets provide service and traffic circulation within residential, commercial and industrial areas and differ from arterials in that collectors enter and exit residential neighborhoods, distributing trips from arterials to destinations. Collectors likewise collect local traffic and channel it to arterials. High Street north of US Route 130 southbound and Pearl Boulevard are Urban Collectors. As shown on the Roadway Jurisdiction Map, High Street and Pearl Boulevard west of the Assiscunk Creek are under City jurisdiction and Pearl Boulevard east of Assiscunk Creek (River Road CR 656) is under Burlington County jurisdiction.

Local Streets

The remainder of the streets within the city are local streets and serve to provide direct access to adjacent lands and to the higher street orders. Local streets typically serve high levels of pedestrian and bicycle traffic. Local streets should foster a safe and pleasant environment compatible with adjacent land uses. The City should insure measures to provide safe and adequate sidewalks or bicycle routes along local streets as opportunities become available.

Proposed Changes in Classifications

The Litwornia study and this Circulation Plan recommend that High Street, between US Route 130 and Broad Street be changed from an Urban Collector to a Minor Arterial roadway.

See corresponding map on page IV.5.

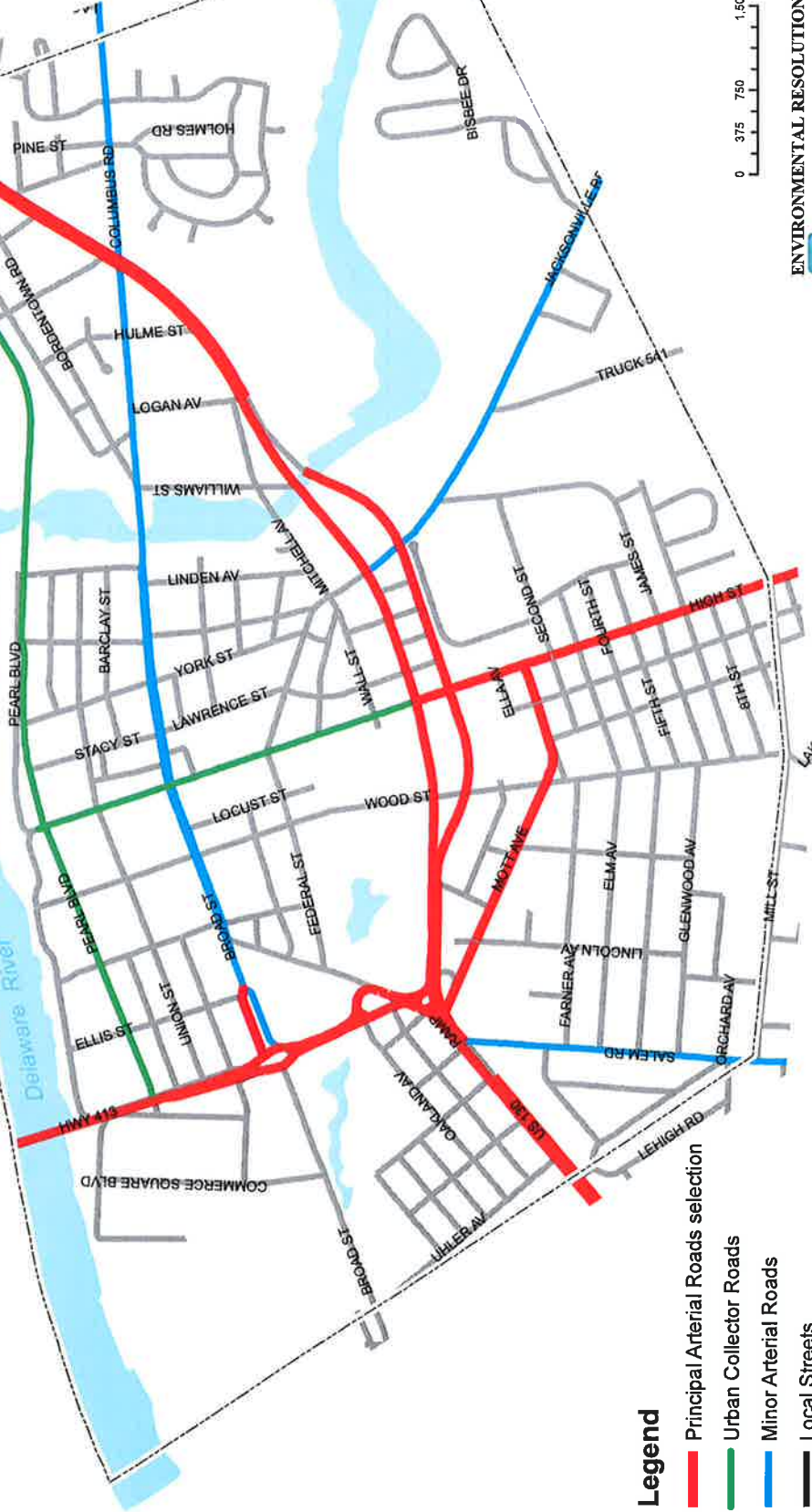
FUNCTIONAL CLASSIFICATIONS

CITY OF BURLINGTON
BURLINGTON COUNTY, NJ



Delaware River

Burlington Island

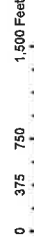


Legend

- Principal Arterial Roads selection
- Urban Collector Roads
- Minor Arterial Roads
- Local Streets
- Open Water

SOURCE: Burlington County GIS centerline shapefile & Master Plan for the City of Burlington, NJ Circulation Element, Litwornia Associates, Inc., February, 2007.

ENVIRONMENTAL RESOLUTIONS, INC.
ENGINEERS, SCIENTISTS & PLANNERS
525 FELLOWSHIP ROAD, SUITE 300
MT. LAUREL, NEW JERSEY 08054-1719



Roadway Characteristics

Roadway Jurisdictions

The Roadway Jurisdiction Map identifies roadways in the City under the jurisdiction of the New Jersey Department of Transportation, Burlington County, and the City of Burlington. The only recommendation for change that was identified in the Litwornia study and this plan is for Salem Road to be placed under the jurisdiction of Burlington County.

See *corresponding map on page IV.7.*

Speed Limits

The Speed Limit Map identifies speed limits on roadways throughout the City ranging from 25 miles per hour on local streets to 50 miles per hour on Principal Arterial Roads. There are no recommendations for speed limit revisions at the present time since existing limits are satisfactory.

See *corresponding map on page IV.8.*

One-Way Streets

The City's Ordinance 10.08.140 designates one-way streets. The Litwornia Associates Circulation Plan recommended other streets to be one way, but after public hearings on the Master Plan, no changes are proposed. It is recommended that the northern end of High Street be changed from a right turn only onto Pearl Street to a roundabout so that a vehicle traveling north on High Street could turn around and continue back south on High Street. Such a roundabout will assist in keeping traffic on High Street in the commercial downtown instead of requiring traffic to leave the downtown onto Pearl Street.

See *corresponding maps on page IV.9 & IV.10.*

Traffic Calming

Traffic calming can be achieved through a number of active and passive measures. Active measures include speed bumps, speed humps, rumble strips, diagonal diverters, protected parking, interrupted sight lines and other measures. Passive measures include stop signs, speed limit signs, turn prohibition signs, truck restrictions and one way streets.

Basic traffic calming measures that can be addressed using education, enforcement and/or engineering measures include:

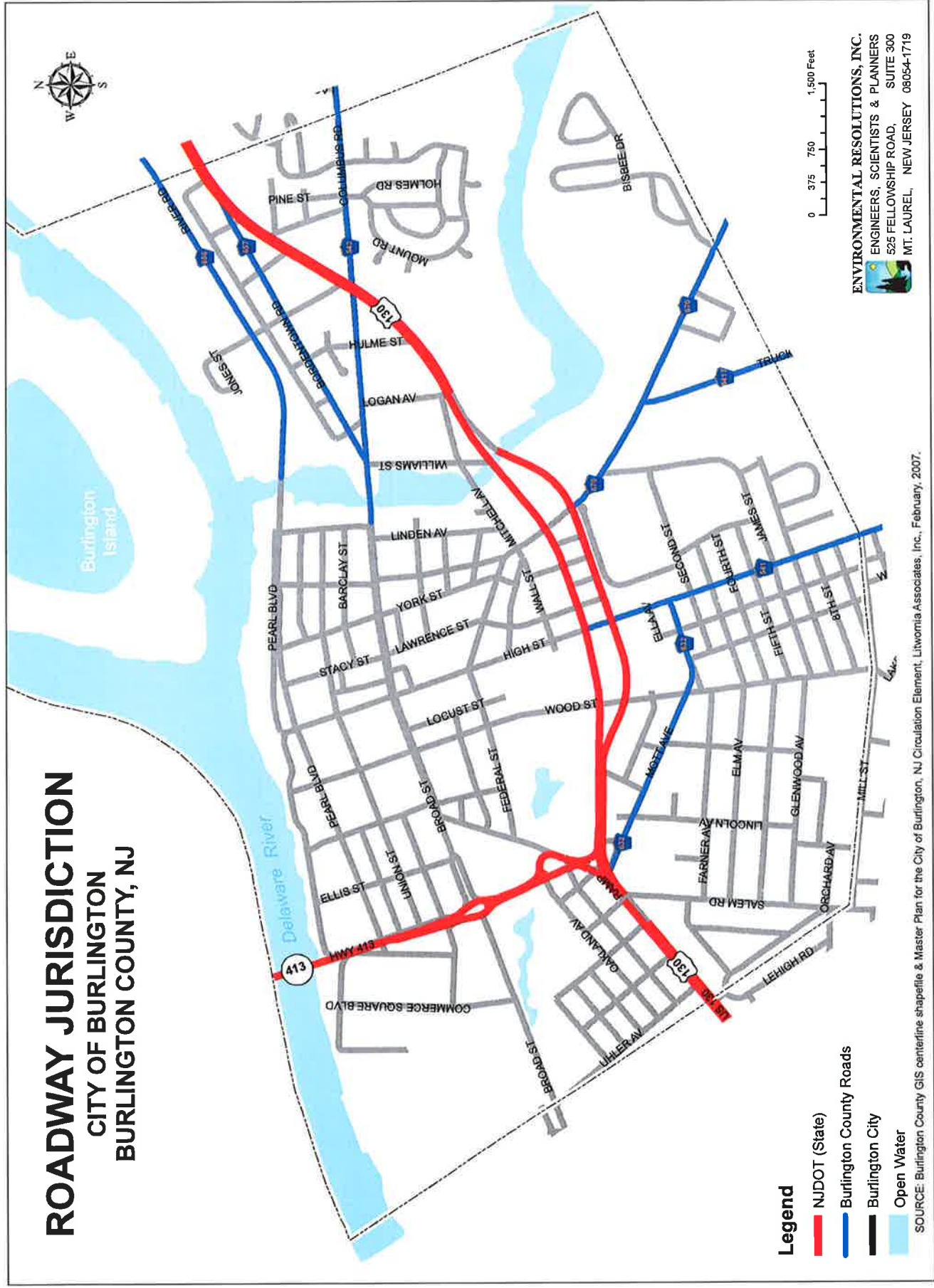
- *Traffic Safety Education Programs*
- *Police Enforcement*
- *Parking Enforcement*
- *Curb Markings*
- *Crosswalks*
- *Radar Trailer*
- *Edgeline Striping*
- *High Visibility Crosswalks*
- *High Visibility Signs*
- *Stop Signs*
- *Traffic Signage*
- *Signed Turn Restrictions*
- *Truck Restrictions*
- *Residential Permit Parking*

The City should continue to monitor its transit facilities and implement programs and measures for traffic calming.

ROADWAY JURISDICTION

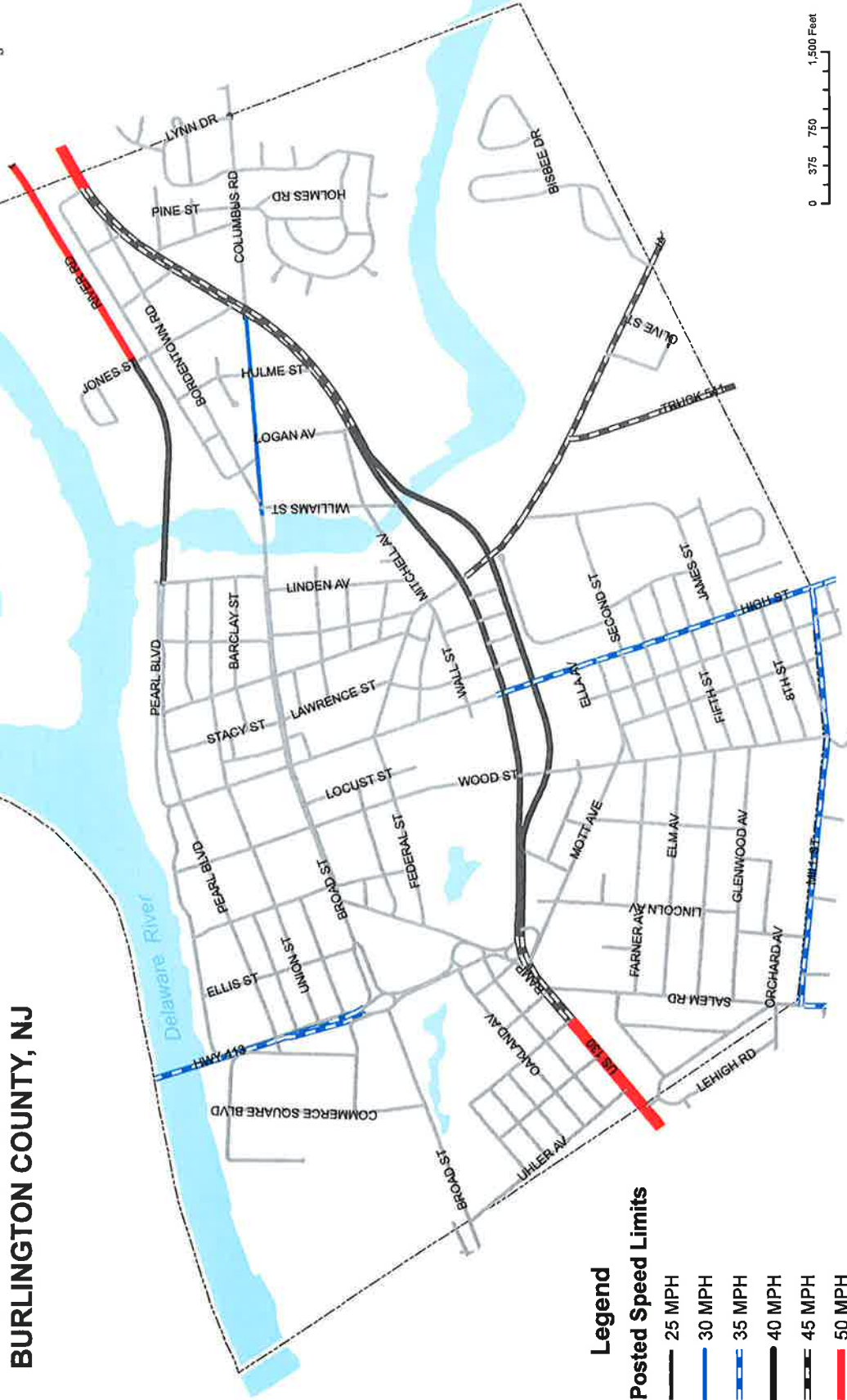
CITY OF BURLINGTON

BURLINGTON COUNTY, NJ



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SPEED LIMITS **CITY OF BURLINGTON** **BURLINGTON COUNTY, NJ**



Legend **Posted Speed Limits**

- 25 MPH
- 30 MPH
- - - 35 MPH
- 40 MPH
- - - 45 MPH
- 50 MPH
- 55 MPH

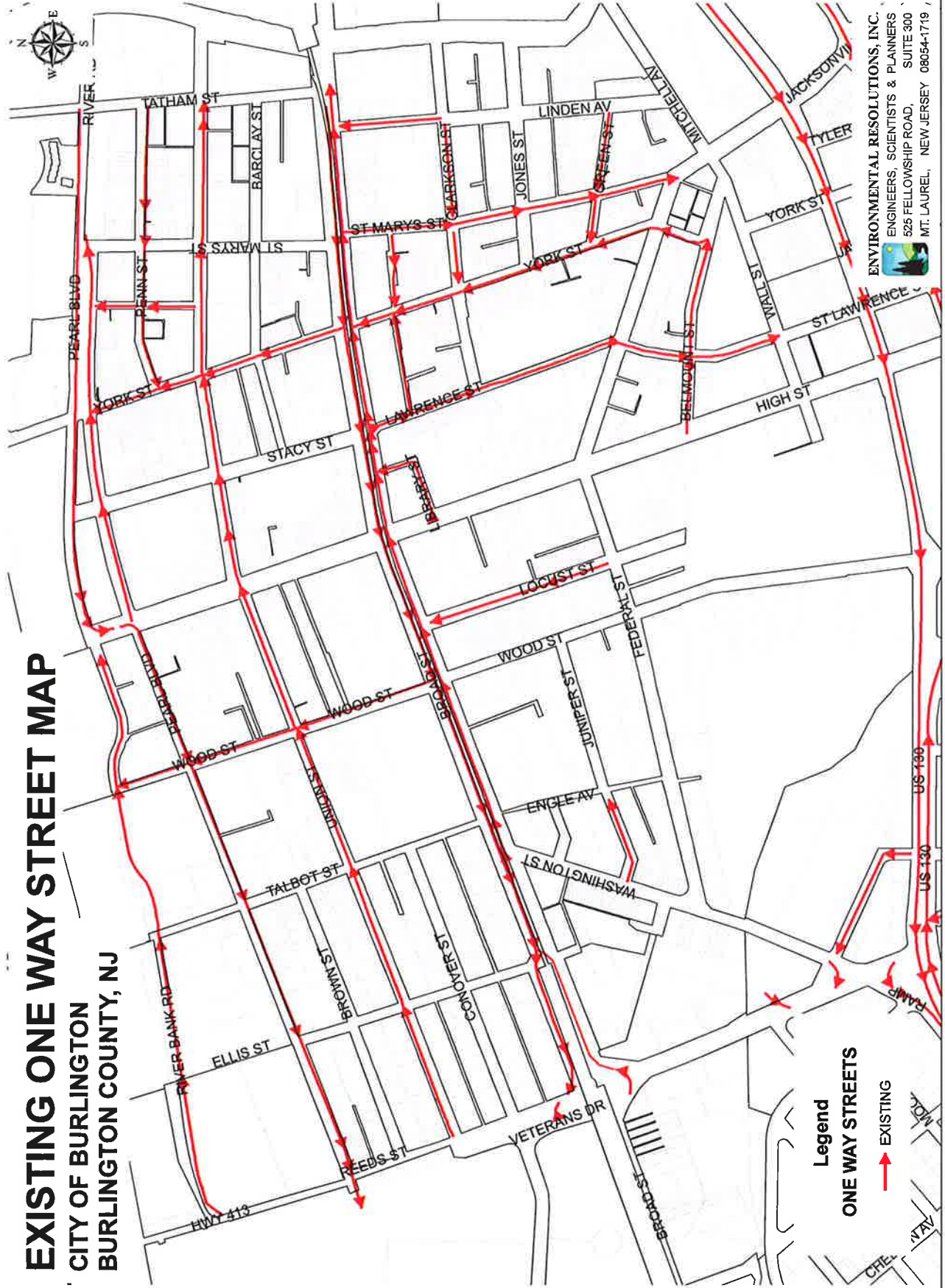
0 375 750 1,500 Feet

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SOURCE: Burlington County GIS centerline shapefile & Master Plan for the City of Burlington, NJ Circulation Element, Livornia Associates, Inc., February, 2007.

EXISTING ONE WAY STREET MAP

CITY OF BURLINGTON
BURLINGTON COUNTY, NJ



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HIGH STREET ROUNDABOUT

CITY OF BURLINGTON
BURLINGTON COUNTY, NJ



PROPOSED ROUNDABOUT

PEARL STREET

DELAWARE STREET

HIGH STREET

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Pedestrian Circulation

In urban areas where services and goods are available within close proximity to residences, substantial pedestrian traffic is expected. It becomes crucial to the safety of pedestrians and motorists to provide adequate facilities to accommodate pedestrians through sidewalks, crosswalks, and staging areas.

The City's 2001 Master Plan identified the City's history and the abundance of historical structures and buildings as a primary asset. The City's history extends back to the 1600s when the first European settlers made Burlington Island home. All stages of the development of the United States, which can be traced from North America's colonization, to the American Revolution, to the Industrial Revolution, to post-World War II suburbanization, and to the present, are evident in Burlington City. In essence, the City is a living, breathing chronicle of the history of the United States. These tremendous resources need to be utilized for the economic growth and revitalization of the City. A clear vision, which capitalizes upon these historic resources, must be maintained for the City.

The City's Office of Tourism has established Tours of the City with over 40 historic sites spanning over 327 years. There are Self-Guided Tours and Guided Tours on foot or on bus. The map of the tour sites is included in this Master Plan with the Tourism Website, www.tourburlington.org identified for specific information on sites. Enhancing and maintaining connections among the historic sites and other attractions should continue to be a goal of the City. Pedestrian facilities should be accessible to all people including the elderly, the disabled and youth. Walkways should be adequately lighted and be compatible in scale and design with the surrounding community. Landscaping and planters should provide interesting design to create an attractive, safe environment.

In conjunction with the downtown and light rail station, a Transit Village Development District has been established within a one quarter mile radius of the Towne Centre Station area (see corresponding map on page IV.15). Improvements such as sidewalk, cross-walks, landscaping and other pedestrian and bicycle oriented improvements should be targeted and prioritized to the Transit Village area. Incremental improvements should be directed to this zone to enhance the quality of the pedestrian and bicycling environment. Site Plan and Subdivision review of projects in this Transit Village should encourage amenities to achieve the goals of the zone. In addition, pedestrian generating uses on the ground and upper floors of buildings should be encouraged to increase the economic viability of the downtown. Pedestrian generating uses include convenience stores, pharmacies, dry cleaners, variety stores, banks, bakeries, and restaurants.

Historic Sites



Source: <http://www.tourburlington.org/>

Transit Systems

NJ Transit Bus Service and Stops

The City is served by three bus routes through the New Jersey Transit System. These are as follows:

The Route 409 bus provides service between Philadelphia and Trenton with stops on Broad and Talbot Streets, Broad and High Streets and Broad and Stacey Streets. At Broad and Talbot, a transfer can be made to the 419 bus. At Broad and High and Broad and Stacey, transfers can be made to the 413 and 419 buses. The bus travels from Philadelphia to Camden with stops in Pennsauken, Cinnaminson, Delran, Willingboro, Burlington, Florence, Roebling, Bordentown, Trenton and the Trenton Transit Center.

The Route 419 bus provides bus service between Philadelphia and Burlington with stops on Broad and Talbot Streets, Broad and High Streets and Broad and Stacey Streets. Transfers to other bus routes can be made to the 419 as described in the 409 bus route. The 419 travels to Philadelphia, Camden, Pennsauken, Palmyra, Riverton, Cinnaminson, Delran, Riverside, Delanco, Beverly, Edgewater Park and Burlington.

The Route 413 bus provides service between Philadelphia and the City with stops on Broad and High Streets and Broad and Stacy Streets. Transfers to the Route 409 and 413 routes are available at either stop to continue to Trenton. The Route 413 bus travels from Philadelphia to Camden, Cherry Hill Mall, Moorestown Mall, Mount Laurel, Lumberton, Mt. Holly, Burlington Center Mall and the City.

The City's Ordinance 10.08.160 Bus Stops, identifies an extensive list of bus stops in the City. Several comments received during the Visioning Sessions indicated a need to reduce the number of bus stops in the City. It is therefore recommended that the list of stops be reviewed and reduced. The reasons for residents desiring a reduction of stops dealt with loitering and crime issues at the bus stops and duplication of stops with the River Line.

It is also recommended that New Jersey Transit be contacted to provide a bus stop along the riverfront promenade at the northern end of High Street. Instead of the route ending in a residential neighborhood, the route should continue to the central business district and the riverfront.

Burlington County Transportation Services (BCTS)

Burlington County provides shuttle service for senior citizens and disabled persons through its BCTS curb to curb service. Service is provided to shopping/personal service facilities, medical appointments, nutrition sites, limited employment and educational facilities. The County Board of Chosen Freeholders also maintains a fixed route bus service through BurLink. Service is available between Beverly and Pemberton, Maple Shade and Cinnaminson, Riverton, Delran and Florence. BurLink is not directly available in the City. The nearest stop is in Beverly City at the Beverly Light Rail Station according to the *driveless.com* web site. City residents can access the Beverly line via either of the City's Light Rail stops to the Beverly station.

NJ Transit River Line Service and Stops

New Jersey Transit operates the River Line from Camden to Trenton, New Jersey through the City of Burlington. Two stops are located in the City. The Burlington South station is located on West Broad Street and Keim Boulevard at Burlington Commerce Square. Burlington Towne Centre is located at Broad and High Street in the City's downtown. The River Line provides connections to Amtrak, SEPTA and PATCO trains in Camden and to NJ Transit trains in Trenton at the Trenton Transit Station. The Burlington South station contains parking for approximately 368 vehicles and the Burlington Towne Centre station provides limited parking and is meant to be more of a walk and ride station. The River Line provides regional access for Burlington City residents and has the potential for enhancing economic development and increases to personal mobility. The River Line permits bicycles and Segways on the trains.

NJ TRANSIT BUS ROUTES AND LIGHT RAIL MAP

CITY OF BURLINGTON
BURLINGTON COUNTY, NJ



Burlington
Island

Delaware River

Legend
NJ Transit Bus Route No.

- 409
- 419
- 413

■ Light Rail Stations

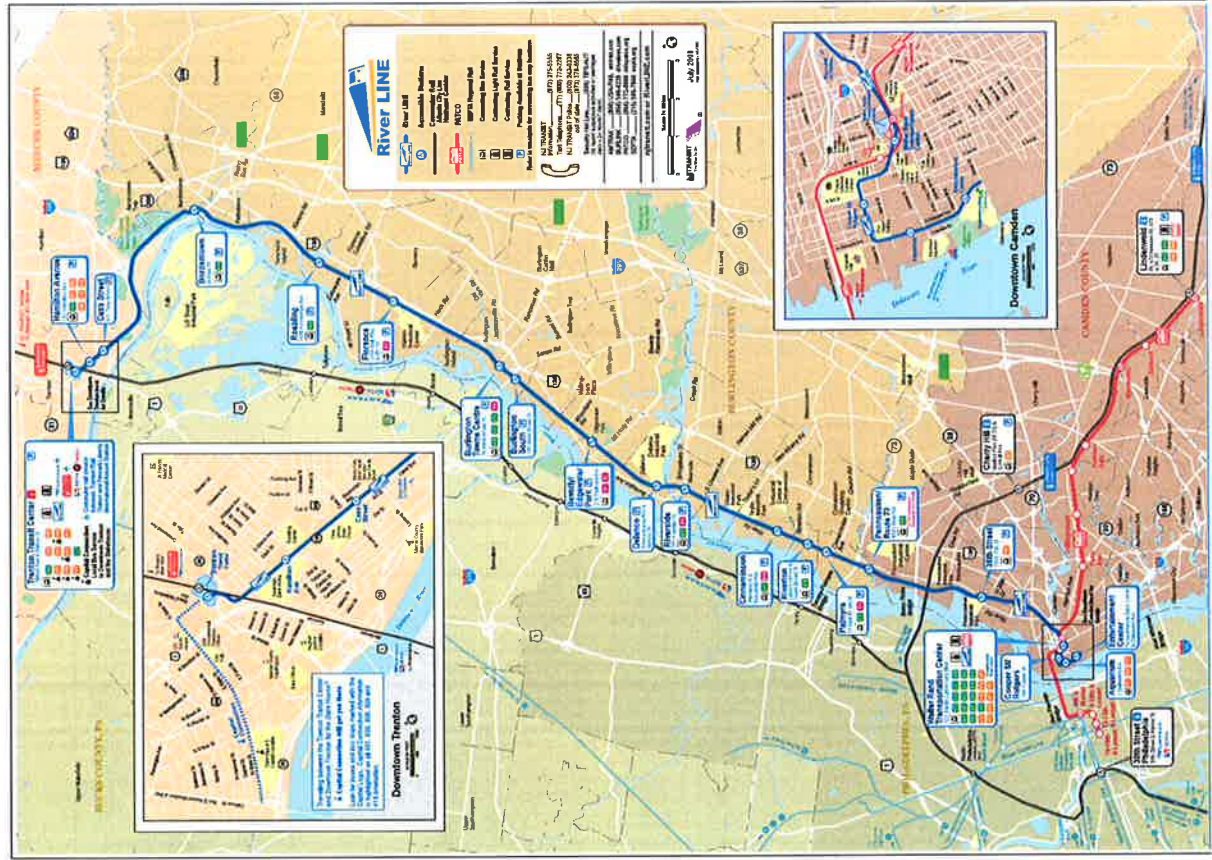
— Light Rail

SOURCE: NJTRANSIT.COM

0 375 750 1,500 Feet

ENVIRONMENTAL RESOLUTIONS, INC.
ENGINEERS, SCIENTISTS & PLANNERS
525 FELLOWSHIP ROAD SUITE 300
MT. LAUREL, NEW JERSEY 08054-1719

River LINE System Map



TRANSIT VILLAGE DEVELOPMENT DISTRICT CITY OF BURLINGTON BURLINGTON COUNTY, NJ



Intermodal Connections & Transit Center

Intermodal Connections

The City has many opportunities for intermodal connections through existing bus routes, the Light Rail Transit System, and pedestrian and bicycle walkways and routes. The City should capitalize on these existing systems as well as proposed waterway connections for boat traffic. Additional ramps and docks and related commercial establishments may be required to provide adequate facilities and attractions for this group of users.

The Light Rail terminals, bus stops and bicycle racks and lockers will assist in promoting intermodal transportation and connections. This will in turn promote transit oriented development. In order to promote the utilization of alternative transportation modes, these facilities must provide increased speed, convenience, safety or lower cost than automobiles. The City should continue to monitor these systems to insure that user needs are maintained.

In addition, New Jersey Transit should better integrate its bus and rail service in terms of schedules, stops, layovers, and provision of bicycle accommodations to riders.

Transportation Center

It is recommended that the City consider building a centralized transportation center. This will increase the functional focal point of the existing train stations, bus stops, and pedestrian and bicycling connections. Public facilities such as the tourist center, post office, library, municipal building, educational facilities, police dispatch centers, or day care centers and other uses of this nature should be in close proximity to the Center. Commercial uses such as retail and service establishments and offices located in close proximity to the center will provide an additional value.

A transportation center can improve the physical relationship between various modes of transportation such as light rail, bus, pedestrian and bicycle. Such a center will reduce the inconvenience and simplify the issues that can occur with transfers. Such a transportation center will allow for convenient intermodal transfer opportunities and links to allow riders to reach their destination without using automobiles.

Facilities at the transportation center include tourist information, rest room facilities, coffee and snack foods, newspapers and magazines, and lockers or racks for bicycles. A police substation or presence at the facility will promote a safe, transit friendly environment for residents and tourists. Development around the transportation center can promote transit and non-transit uses and increase pedestrian activity. Benefits to businesses and ridership are likely possible. The qualities of a transit station include order and orientation, security, maintenance and aesthetics, information and stewardship.

While pedestrian and bicycle use is encouraged, the City maintains two large parking lots in the downtown that can be utilized for parking. However, use of the Burlington South station for vehicle parking is the preferred park and ride station. Towne Centre Station should be promoted as the preferred stop for pedestrian and bicycle use.

The transit station should provide a sense of arrival, order and orientation for arriving and departing riders. Programs to create the sense of arrival and orientation will require a partnership between the City, local businesses, civic associations and NJ Transit. NJ Transit would be responsible for signage at the station and the City and its organizations would have the responsibility beyond that point to create the sense of arrival and opportunities and links in the City.

Another important issue is safety and security at the station area, whether actual or perceived. For this reason, the transit station should include a police substation or other policing presence.

Development and redevelopment should also be targeted at or adjacent to the transit station rather than in peripheral areas.

Bicycle Circulation

The City's 2001 Master Plan stated that bicycles should be included in the Circulation Plan. Possible bikeway routes included the riverfront area and a linkage with adjoining communities. The Open Space Network plan identifies existing and proposed pedestrian and bicycle networks in the City with connections to facilities and sites in adjoining communities (see page IV.19). The city should continue to make provisions for bicycle parking for prominent destination points including employment centers, recreation facilities and commercial districts.

It is recommended that in order to encourage the use of bicycles, bicycle racks should be installed at major bus stop locations as well as other locations within the City. Bicycle lockers should also be incorporated at the light rail stations for more secure and weatherproof storage of bicycles.

It is generally more desirable that bicycle traffic utilize roadways rather than sidewalks; however that may prove unsafe, particularly on higher volume roadways. The City should investigate incorporating bicycle lanes on some of its more heavily traveled roadways such as High Street and Broad Street. Dedicated routes may encourage greater use.

Bicycling as a mode of transportation should be encouraged and a network of connections linking transit to residential areas, employment, institutional and community facilities should be provided. Barriers to access such as lack of bicycle grates on storm sewers should be corrected and inadequate or insecure bicycle racks at destinations should be provided.



Delaware River Heritage Trail

The Delaware River Heritage Trail within the City follows the Delaware Riverfront along the Riverfront Promenade for a one mile stretch through the Central Business District and historic district. To the west of the Burlington Bristol Bridge, the trail follows the riverfront along a one-half mile pathway through Burlington Commerce Square in front of the County YMCA facility. The trail continues west along Broad Street to the Township. To the east of the waterfront park, the trail is proposed along the north side of Pearl Boulevard/River Road into the Township. Burlington County is designing the trail on the north side of River Road. If the US Pipe and Foundry site changes from industrial to a less intensive land use, then a trail along the Delaware Riverfront would be a preferred, or alternate route for the Heritage Trail. The overall Trail extends from Trenton in Mercer County to Palmyra in Burlington County, crosses the Delaware River via the Tacony-Palmyra Bridge to Pennsylvania, traverses north to Morrisville in Pennsylvania, and crosses the Delaware River via the Calhoun Street Bridge to Trenton. The purpose of the trail is to "create a multi-use pathway as close to the shores of the Delaware River as possible, a trail that will connect our communities with parks, historical sites and natural assets (www.delrivgreenway.org)."

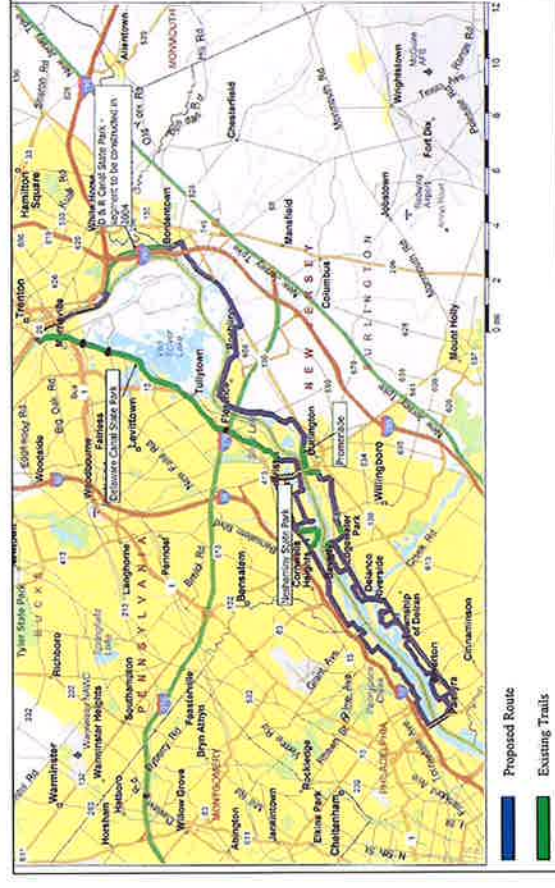
Delaware River Access

Another one of the City's primary assets is its waterfront along the Delaware River. The City's waterfront draws significant numbers of visitors, particularly during special events, such as the Fourth of July, Festival of Lights and various fairs. The waterfront park, which extends from the Assiscunk Creek to Commerce Square, is in need of revitalization and renewal. The area at the end of High Street serves as a transition from the downtown to the waterfront. This area, which is essentially a 1.3-acre gravel parking lot, is an untapped resource that could heighten the attractiveness of the downtown area and serve as an anchor for economic development. The redevelopment potential for this area needs to be explored.

Burlington Island is another asset that has been explored for opportunities and should remain a city focus for recreation, environmental destination or anchor for economic development. Access to the island must be provided in some form. One potential access point is Jones Street which was designated in the past as the best access option. Potential uses discussed in the past included a premiere golf course and outdoor recreation facility or a hotel/convention center.

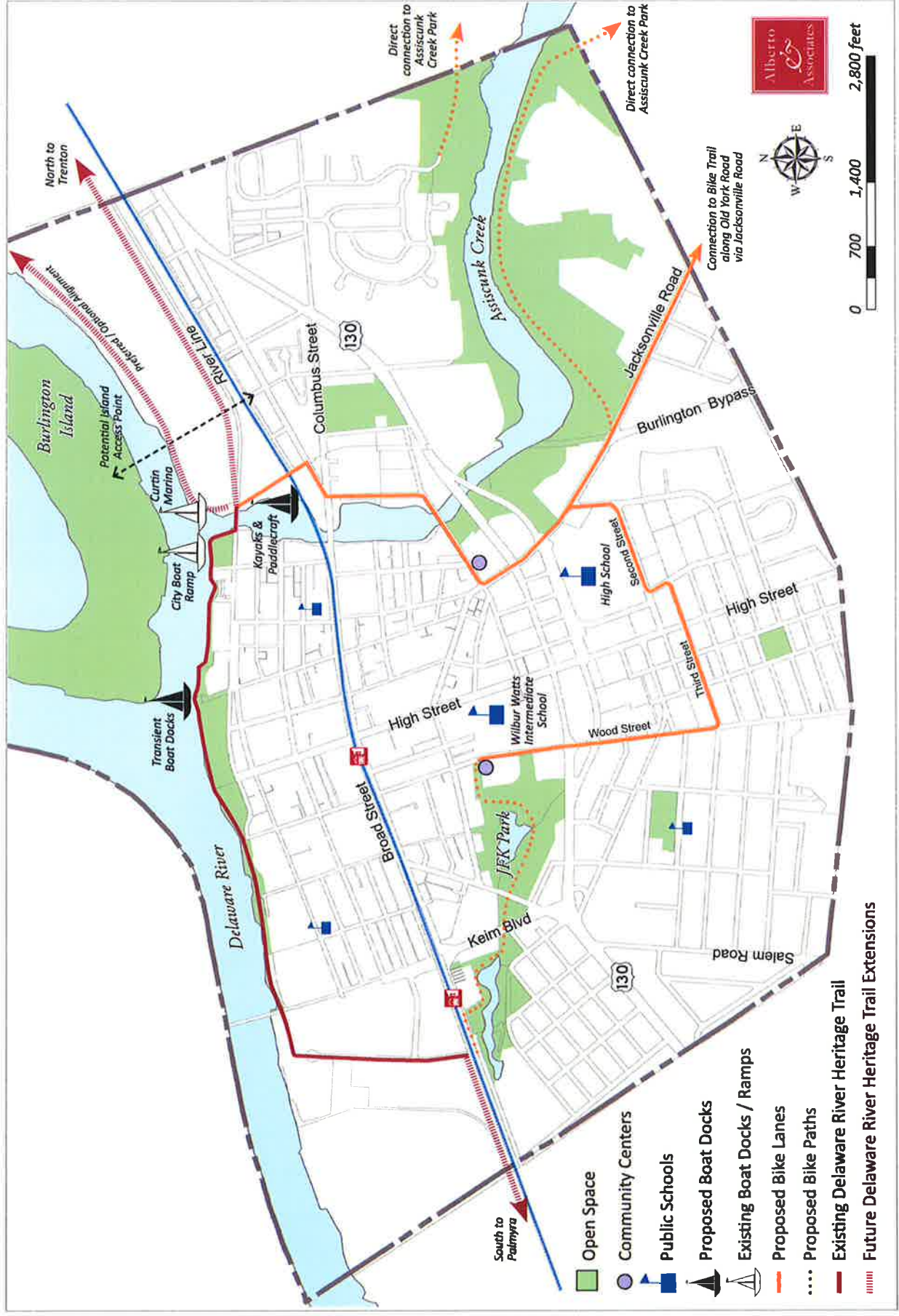
Whatever the use of the island, the riverfront provides opportunities for increasing visitors through boat docks and ramps, fishing piers, and related water oriented uses and ecotourism possibilities. The City currently maintains a public boat ramp and dock on the Delaware River at the Assiscunk Creek. Curtain Marina is a private marina on the Delaware River back channel. A canoe or paddleboat dock and rental facility is proposed as part of this Master Plan along the Assiscunk Creek to capitalize on additional recreational opportunities for City residents and tourists.

Proposed Delaware River Heritage Trail



Source: <http://www.delrivgreenway.org>

Proposed Trail, Bicycle, Greenway & Waterway Network



Route 130 Corridor

Prior City Master Plans discussed the aesthetics along Route 130 that were in need of improvement. The City's Route 130 highway frontage was visually unattractive notwithstanding efforts to make improvements. A comprehensive plan for improving and enhancing the aesthetics along the highway was recommended. A specific theme and vision statement for the highway was recommended as a guide for a comprehensive visual plan to make improvements to the character of the City's highway area. It is important to understand that Route 130 serves as a gateway into the City and it was recognized that efforts undertaken to attract businesses and patrons to the downtown could be thwarted if the highway gateway remained unappealing and unattractive. Design guidelines and development regulations, which are based on the comprehensive plan, were recommended to be prepared, adopted and implemented.

In May, 2003, a Context Sensitive Vision Plan was prepared for the Route 130 Corridor through a grant funded by the Delaware Valley Regional Planning Commission. Some of the important recommendations of that study were to:

- Improve roadway edges including landscaping, lighting and signing.
- Combine business driveways and new frontage streets connecting to a new grid of streets.
- Improve pedestrian amenities, bike lanes, transit upgrades and connections to the light rail system.
- Encourage redevelopment on lots with deteriorated buildings and sites that meet redevelopment standards.

Gateway Improvements

It is important for the City to continue efforts to provide effective gateway signage along Route 130 to encourage and entice traffic into the Downtown. The heavy volume of traffic that flows along Northbound and Southbound Route 130 is a missed opportunity. Typical of Route 130, there are State and County directional signs, speed limit signs, and on-site retail signs that only advertise the store or merchandise sold on that particular site. The City needs to advertise along this heavily traveled route that there is an exciting, well-kept secret awaiting them in the Downtown.

Recommendations from the City's Transportation and Community Development Initiative (TCDI) Plan from 2004 remain valid for the City's Master Plan. A main permanent gateway sign should be constructed on High Street at Route 130. Banners strung across High Street that announce seasonal activities would be replaced by a permanent sign.

The proposed sign would expand upon the seasonal banner theme with a permanent structure identifying the Historic City of Burlington. The sign would include permanent lights and posts. Seasonal banners would announce City-wide events. A "Fun Events Year 'Round" or other banner would be in place when there are no seasonal events to advertise.

The City should also consider extending their holiday lights that envelop the trees in the 200 and 300 blocks of High Street down to the 400, 500 and 600 blocks. The trees are lit with non-blinking white lights that attract visitors and residents into the downtown. The gateway sign with year-round tree lighting would provide an attractive entranceway into the City.

Gateway Improvements



Existing conditions at High Street and Route 130



Potential streetscape conditions at High Street and Route 130



Gateway signage at the Burlington-Bristol Bridge



Existing neighborhood signage

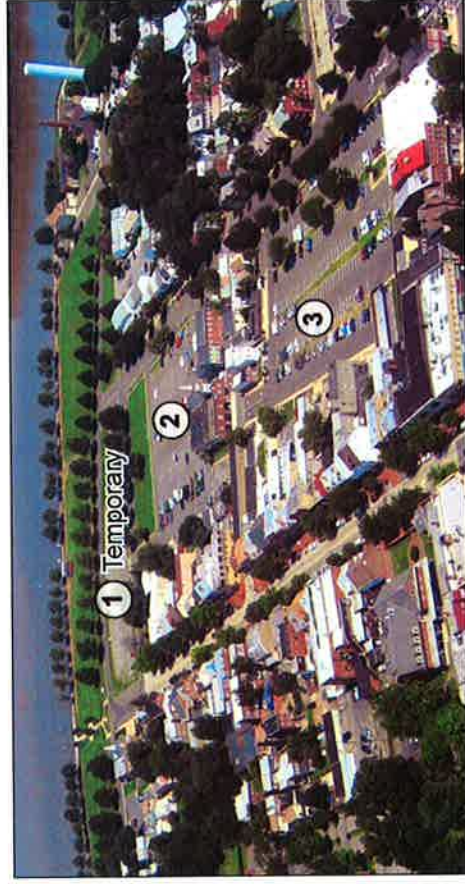
Public Parking

Parking

The City has a number of public parking lots in the downtown and outlying areas north of Route 130 that are identified on the Public Parking Lots chart. The largest available downtown parking lots are the 200 Block of High Street lot with 198 spaces and the 300 Block of High Street lot with 234 spaces. The gravel lot at the end of Pearl Boulevard provides an estimated 150 spaces, but is only temporarily available for parking. This lot is identified on the Opportunity Areas map (Opportunity Area S-6) for mixed-use development. The Burlington South Park and Ride Station of the River Line provides 368 spaces. The City also has more limited on-street parking spaces in front of businesses that are available for shorter periods of time. Adequate curb side parking within the commercial district is important to maintain in order to encourage patronage of local businesses.

Permit Parking

The Litwornia Associates Circulation Plan recommended a permit parking program for three locations where residents requested the program. Ordinance 10.04.030 established such a parking permit program for a portion of Pearl Boulevard, Stacy Court and Mitchell Court. The City may want to expand the permit parking program to other areas where residents have indicated a problem exists.



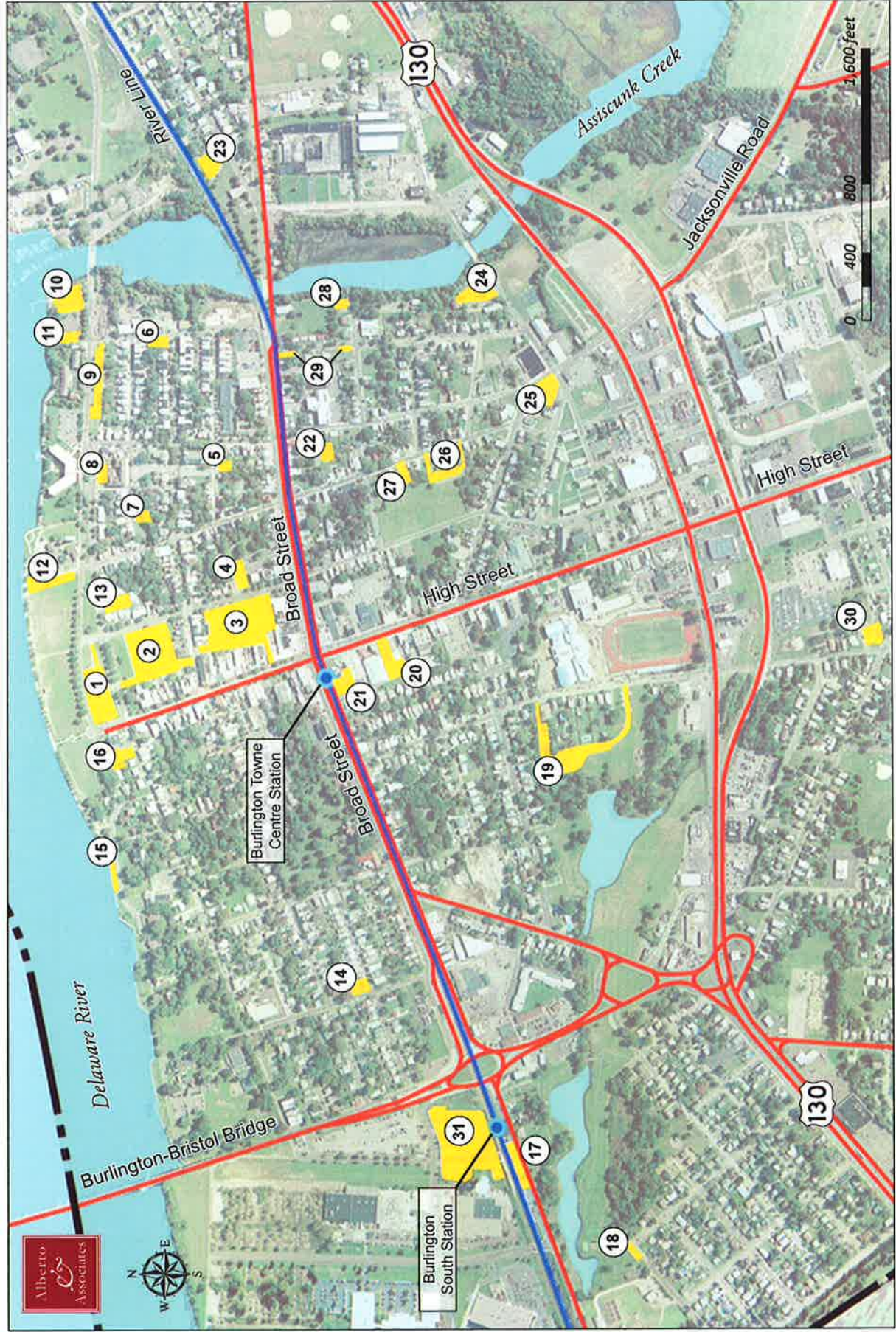
Parking lots 1, 2 & 3 serving High Street and the Riverfront Promenade

Lot #	Location / Description	Total Spaces
1	Pearl Boulevard - Gravel Lot [temporary]	150 [temporary]
2	200 Block of High Street	198
3	300 Block of High Street	234
4	Barclay & Stacy Streets	30
5	300 Block of York Street, alley	10 (est)
6	E Union & Tatham Streets	24
7	Quaker School House - Penn Street	13
8	Senior Apartments at former West Electronics Building*	13
9	300 Block of Pearl Street	40
10	City Boat Ramp	26 + 11 trailer
11	Tatham Street @ Riverfront Promenade	28
12	York Street @ Riverfront Promenade	30
13	Stacy Court	25
14	Conover & Ellis Streets	20
15	Riverbank Street @ Riverfront Promenade	30
16	Between W Pearl & Riverbank Streets	33
17	W Broad Street at JFK Park and Burlington South Station	21
18	Highland Avenue at JFK Park	13
19	Keegan Center / JFK Park, Wood Street	85 (est)
20	Herman T. Costello Lyceum Hall Arts Center	40 (est)
21	Tourism Center (former Alexander Inn), W Broad Street*	22
22	Laumaster Street	19
23	Bordentown & E Broad Streets	31
24	Mitchell Court	31
25	Federal, Wall & Belmont Streets	41
26	500 Block of York Street, rear	30
27	500 Block of York Street, front	26
28	Clarkson Street at Assiscunk Creek	18
29	Earl Street Lots	11
30	Ella Avenue	10
31	NJ Transit - Burlington South Park/Ride	368

* Subject to agreements with Pennrose Properties, Inc.

Public Parking Map

This map accompanies page IV.12



Recommendations

The following recommendations are made for improvements to Circulation in the City:

1. Change High Street from an Urban Collector to a Minor Arterial Road between US Route 130 and Broad Street.
2. Ensure that improvements to Principal Arterial, Minor Arterials, Collectors and Local Streets meet the desirable right-of way, shoulder and cart way widths to accommodate cars and bicycles.
3. Modify and reduce the number of bus stops along Broad Street in conjunction with New Jersey Transit officials.
4. Conduct a coordination study with New Jersey Transit for signalized rail crossings on Broad Street to permit U-turns at key locations.
5. Investigate incorporating designated bicycle lanes on more heavily traveled streets such as High Street and Broad Street and along the streets designated on the Proposed Trail and Bicycle Network Map.
6. Install bicycle racks at all bus stops and rail stops as well as other locations in the City.
7. Provide signage and pavement markings at the City boat ramp at Pearl Street, Tatham Street and the Assiscunk Creek to warn motorists of its location. Review lighting at the ramp and in parking lot to determine adequacy.
8. Consider weight restrictions along the entire length of Jones Street.
9. Install stop signs on Oakland Avenue at the intersections with Madison Avenue and Chelton Avenue. Chelton Avenue and Madison Avenue would become through streets and would discourage traffic from cutting through the neighborhood.
10. Provide a connection between Commerce Square Boulevard and West Pearl Street.

11. Vacate a portion of Washington Avenue between the circle and Federal Street to discourage cut through traffic and create a self-contained neighborhood area.

12. Provide additional speed limit signs on Pearl Street at the Assiscunk Creek where the limits change. Rumble strips should be provided to slow traffic.

13. Provide textured crosswalks to slow traffic and increase pedestrian safety on Tatham Street, St. Mary Street, Dilwyn Street, York Street, Stacy Street, and High Street. Consider a rotary or roundabout at the intersection of York Street and Pearl Street as a traffic calming method.

14. Conduct traffic counts at the intersections of West Pearl Street and Talbot Street, West Pearl Street and Wood Street, Union Street and Talbot Street, and Union Street and Wood Street to determine if the intersections warrant four-way stops.

15. Establish a school zone with an investigation of speed zones, school signage and pedestrian crossing facilities at the Samuel Smith School on Farner Avenue.

16. Consider making Union Street the controlled street with Ellis, Talbot, Wood, Stacy, York, St. Mary and Tatham Streets the through street. Consider Talbot and Wood Streets with four-way stops.

17. Investigate the relocation of the traffic signal controller assembly on US Route 130 and Park Avenue because it interferes with sight distance.

18. Consider vacation of Williams Street and conversion to a driveway for lots in the area.

19. Provide a small roundabout where Bordentown Street meets Columbus Street. Block 200 Lot 1 is owned by the City and could be utilized for the improvements to the roadway intersection.

Recommendations - continued

20. Improve the Jones Street, Columbus Road, and Route 130 Intersection, particularly if the McNeal Mansion Redevelopment Plan becomes a reality.
21. Provide Greenway improvements to the Keim Boulevard crossings of John F. Kennedy Park open space. This would include eliminating part of Washington Avenue north of the circle so that only one roadway would need to be crossed by pedestrians or bicyclists crossing through the park to the north of the circle.
22. Improve access to the Burlington Mart Redevelopment site so that it increases its potential for redevelopment.
23. Improve the Route 130 South Bound turn for Salem Road. NJDOT is currently studying this intersection with other nearby improvements to Route 130 and Keim Boulevard, Route 130 and Washington Avenue and Route 130 and Lincoln Avenue.
24. Consider eliminating three of four streets situated between North Bound Route 130 and South Bound Route 130. Vacated streets Lawrence, Jackson and Tyler would be combined with adjoining lots to add to the City's economic base or to assist in beautifying the Route 130 corridor in this vicinity.
25. Provide a roundabout at the riverfront end of High Street to keep automobile traffic downtown on High Street instead of diverting it to Pearl Boulevard.

V. urban design guidelines

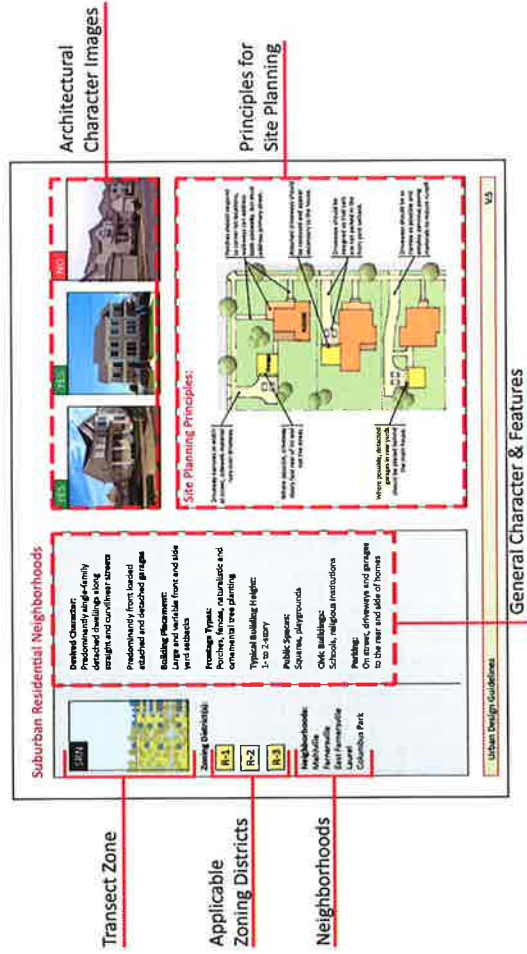


urban design guidelines

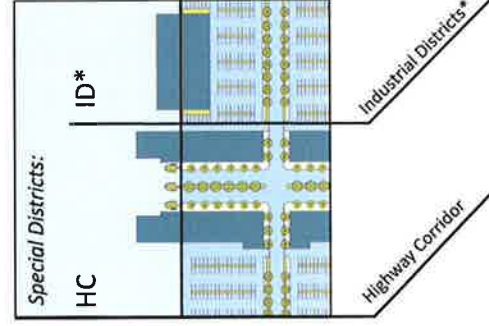
These **urban design guidelines** are meant to serve as a guide for future infill development and redevelopment in the City of Burlington. They can also serve as a guide for home and business owners making improvements to their properties.

The guidelines are organized around the City of Burlington Transect. Each transect zone and special district has its own guidelines—some more detailed than others. These guidelines deal primarily with general character, building placement and orientation, and parking locations. The Historic District has its own architectural guidelines which these guidelines are meant to supplement. Industrial Districts must follow the performance standards found within the current zoning code and therefore do not have specific guidelines.

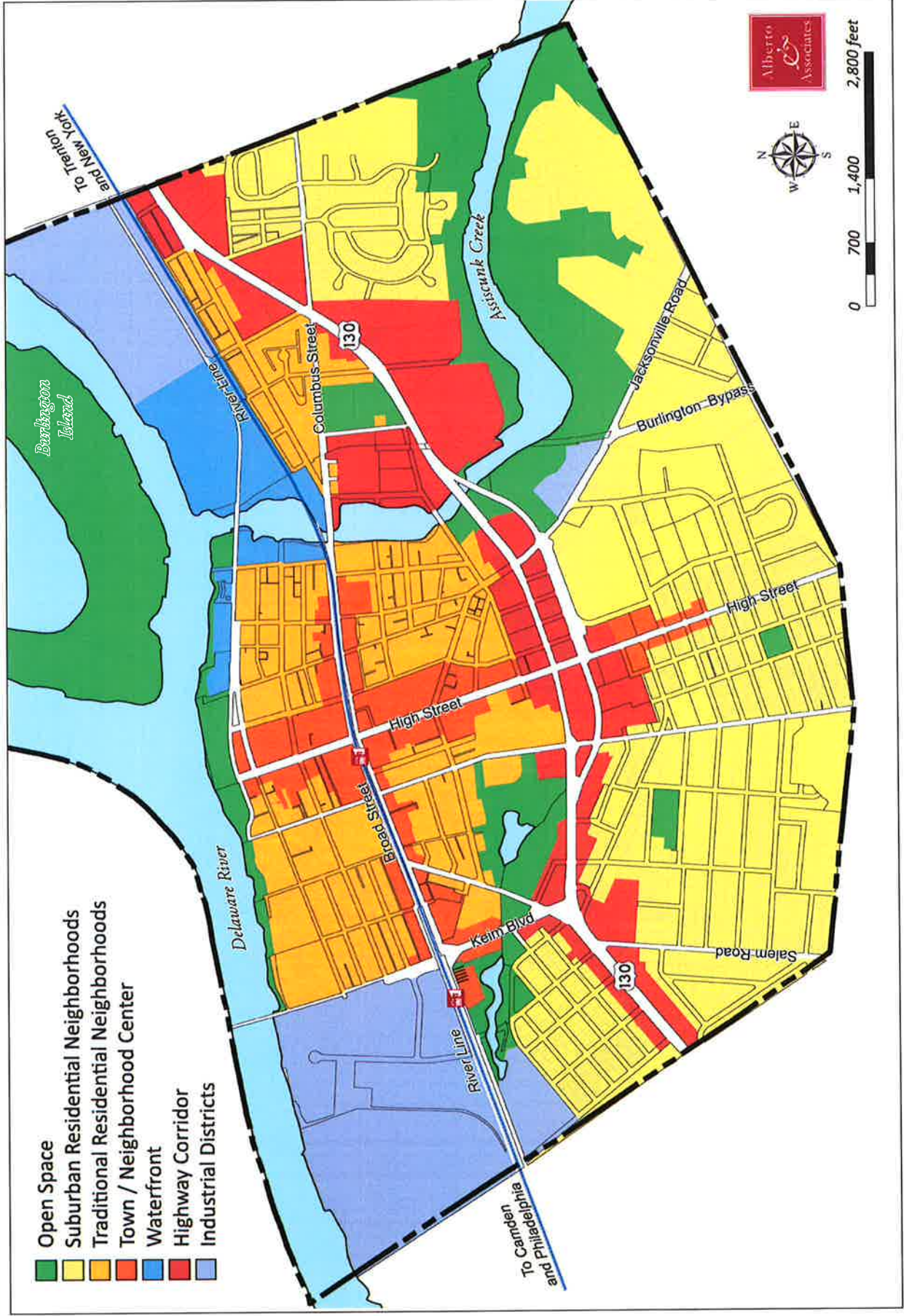
How to use the Urban Design Guidelines:



Credit: Duany Plater-Zyberk & Co.,
modified for The City of Burlington by Alberto & Associates



Transect Map



Open Space

	Desired Character: Land reserved for active and passive recreation; protected open space; environmentally constrained land; wetlands Land not used for active and passive recreation should be left as natural as possible or restored to approximate natural conditions.
Zoning District(s): OS-1 • Riverfront Promenade • JFK Park • Assiscunk Greenway • Burlington Island • City parks and playgrounds	Building Placement: Public buildings designed for and to support recreational uses are permitted and should be designed to have a minimal impact on natural conditions Frontage Types: N/A Typical Building Height: N/A Public Spaces: Parks, greenways, promenades Civic Buildings: Recreation centers, field houses Parking: On street, specially designed parking lots featuring extensive landscaping and permeable paving materials



Desired character of a renovated and naturalized JFK Park



Desired character of parks and open space network way-finding signage

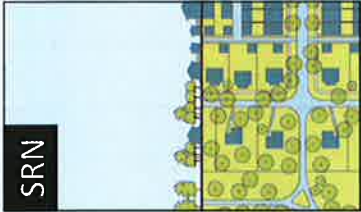


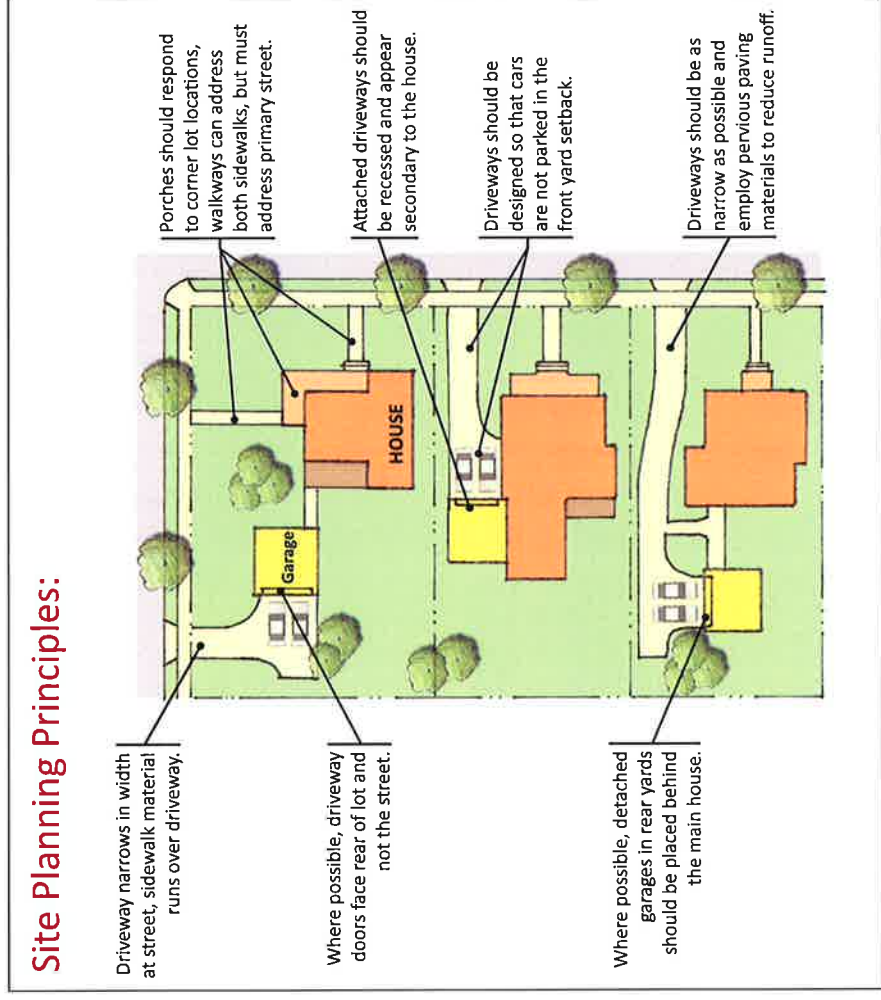
Desired character of the proposed bike trail through JFK Park



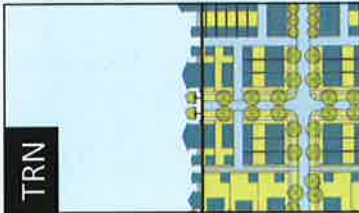
Desired character of parking lots within the OS transect zone

Suburban Residential Neighborhoods

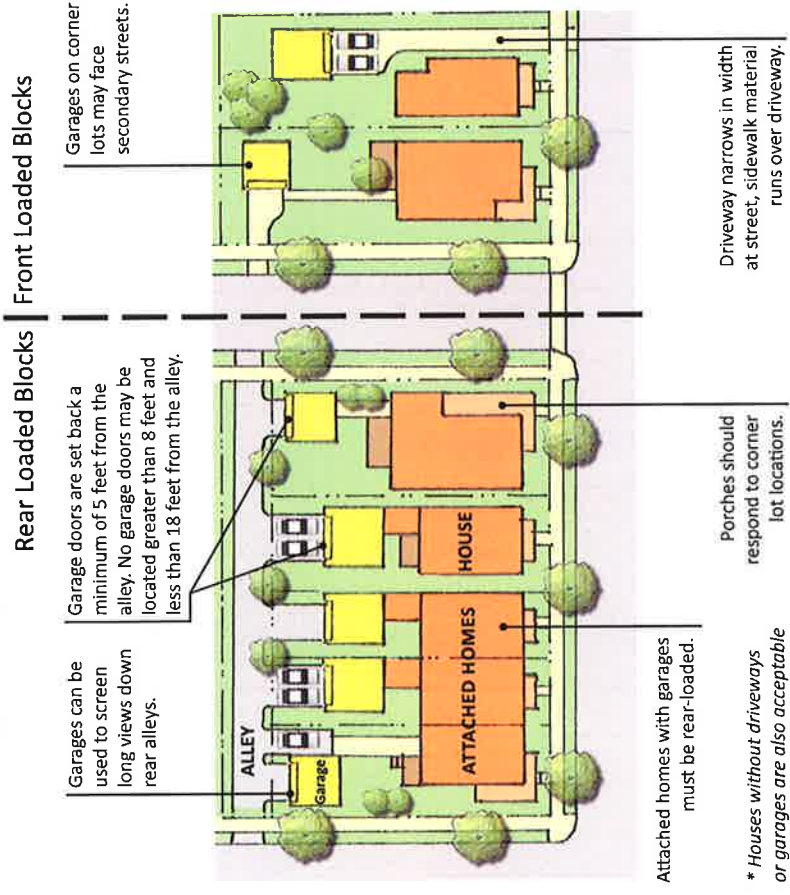
	Desired Character: Predominantly single-family detached dwellings along straight and curvilinear streets Predominantly front loaded attached and detached garages Building Placement: Large and variable front and side yard setbacks
Zoning District(s): R-1 R-2 R-3	Frontage Types: Porches, fences, naturalistic and ornamental tree planting Typical Building Height: 1- to 2-story Public Spaces: Squares, playgrounds Civic Buildings: Schools, religious institutions Parking: On street, driveways and garages to the rear and side of homes
Neighborhoods: Mehiville Farnersville East Farnersville Laurel Columbus Park	



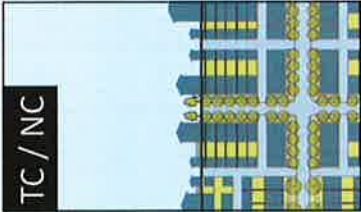
Traditional Residential Neighborhoods

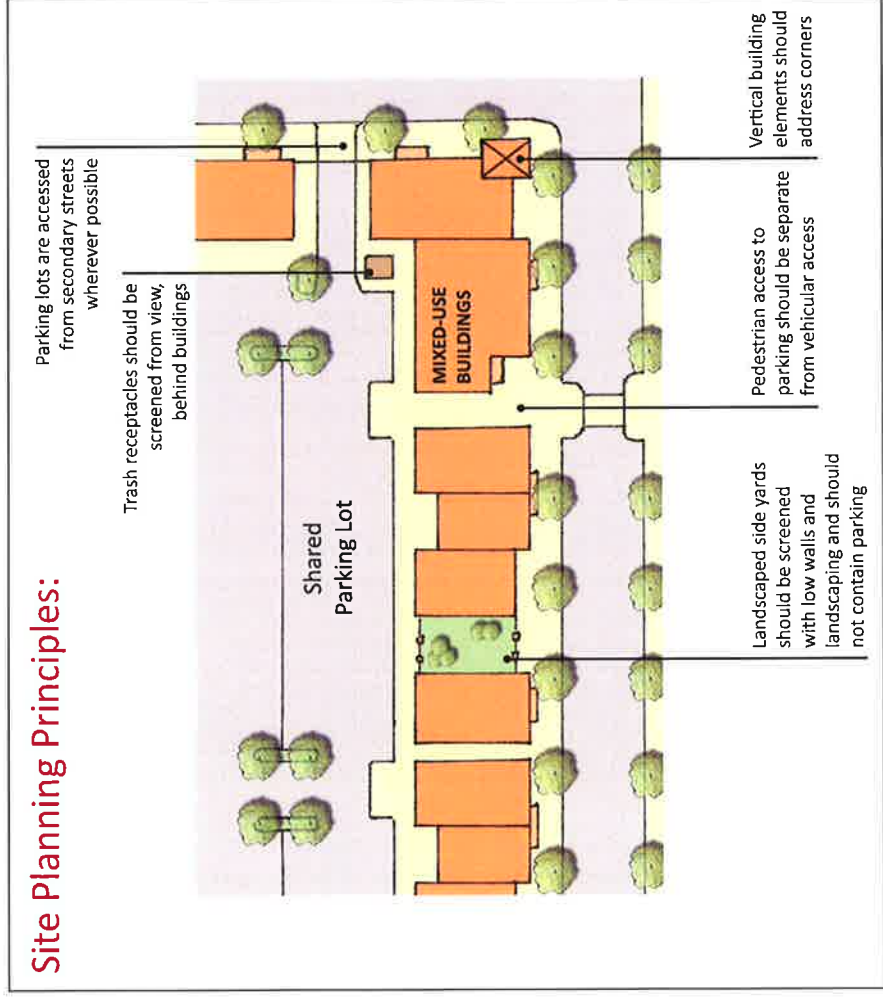
TRN 	Desired Character: Single-family attached and detached dwellings on rectilinear streets Front and rear loaded attached and detached garages Building Placement: Small front and side yard setbacks; porches and stoops encroach into front yards Frontage Types: Porches, stoops, fences, planting gardens Typical Building Height: 2- to 3-story Public Spaces: Pocket parks, playgrounds Civic Buildings: Schools, religious institutions, historic sites Parking: On street, rear-loaded private parking <i>Areas within the Historic District must follow the Design Guidelines for Historic Structures prepared by the Historic Preservation Commission</i>
YES  YES  NO 	Zoning District(s): TRN Neighborhoods: Historic London New London Historic Yorkshire New Yorkshire East Burlington

Site Planning Principles:

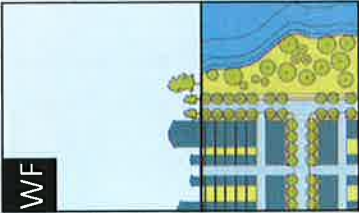


Town Center / Neighborhood Center

 TC / NC	Desired Character: Shops, restaurants, and apartments in predominantly attached mixed-use buildings; substantial pedestrian activity Building Placement: Shallow to no setbacks; buildings oriented to street to define a street wall Frontage Types: Stoops, shop fronts, and galleries Typical Building Height: 2- to 4-story Public Spaces: Plazas, pocket parks Civic Buildings: City administration, religious institutions, post office, libraries, museums Parking: On street, shared parking lots behind buildings <i>Areas within the Historic District must follow the Design Guidelines for Historic Structures prepared by the Historic Preservation Commission</i>
Zoning District(s): TC-1 TC-2 Town Center: High & Broad - Downtown NC-1 Neighborhood Center: High Street South of 130	



Waterfront District



Desired Character:
Shops and restaurants mixed with townhouses, and small apartment buildings, in predominantly attached buildings; substantial pedestrian activity; access to maritime recreational activities

Building Placement:
Shallow to no setbacks; buildings oriented to street to define a street wall

Frontage Types:
Stoops, shop fronts, and galleries

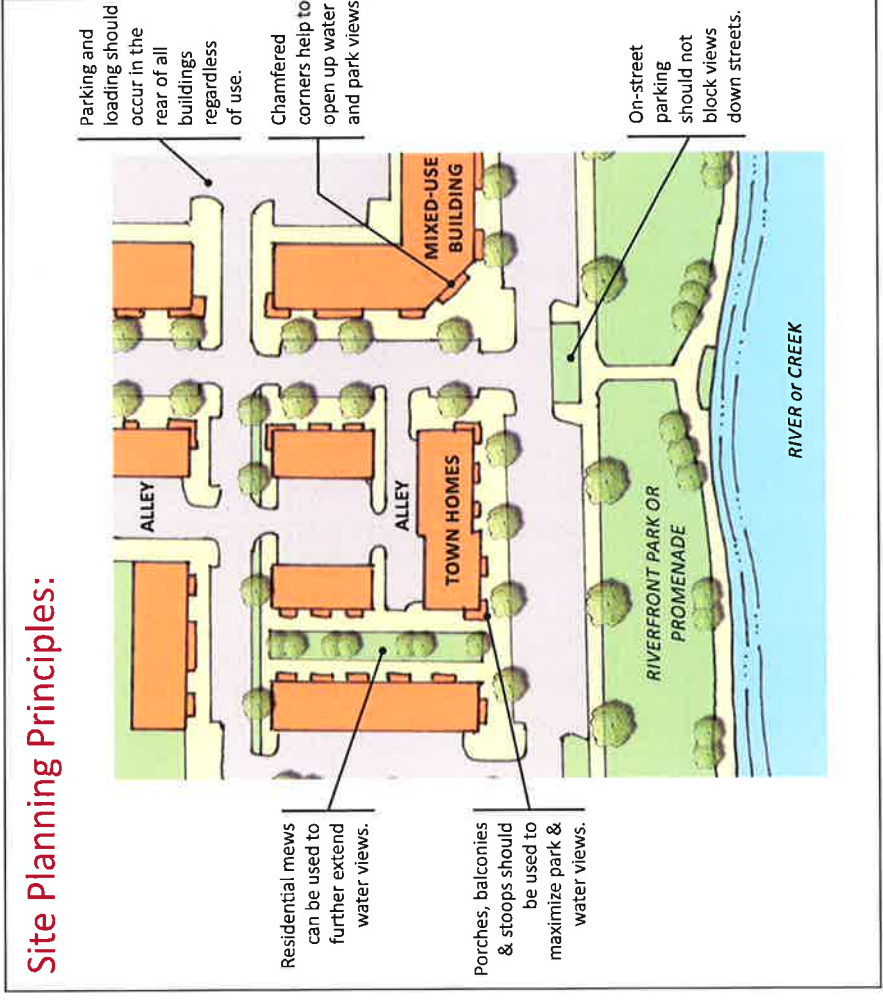
Typical Building Height:
2- to 4-story

Public Spaces:
Plazas, pocket parks

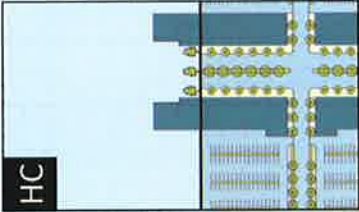
Civic Buildings:
City administration, religious institutions, post office, museums

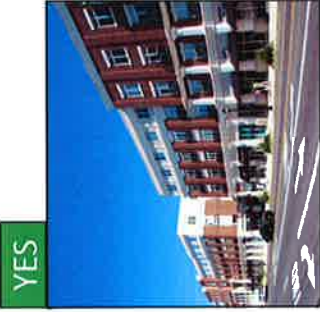
Parking:
On street, shared parking lots behind and within buildings

*Areas within the Historic District must follow the **Design Guidelines for Historic Structures** prepared by the Historic Preservation Commission*



Highway Corridor

	Desired Character: Shops, large format retailers, and restaurants with professional offices and apartments above; substantial pedestrian and automobile activity
Zoning District(s): HC-1 HC-2	Building Placement: Shallow to no setbacks; buildings oriented to street to define a street wall Frontage Types: Storefronts Typical Building Height: 1- to 5-story Public Spaces: Plazas Civic Buildings: N/A Parking: Heavily landscaped, shared parking lots behind and between buildings



YES



YES



NO

Site Planning Principles:



VI. plan implementation agenda



plan implementation agenda

The Plan Implementation Agenda details the steps the City must take in order to achieve the goals and objectives of the Land Use Plan Element and Circulation Plan Element.



Land Use Plan Element:

Promote land use and development patterns that strengthen the City's existing diversified and historically compact nature and that encourage pedestrian activity, enhance public safety, support transit, and reduce dependency on the automobile.

1. Strengthen and diversify the economic composition of the City.
2. Capitalize on the light rail system, two train stations, local history and preserved heritage, and US Route 130 frontage.
3. Use the City's Delaware River and Assiscunk Creek waterfronts and Burlington Island as economic development anchors.
4. Clear derelict properties from the City to improve neighborhoods north of US Route 130.
5. Rehabilitate Burlington's housing stock, which is considerably old and historic, to preserve the City's small town character.

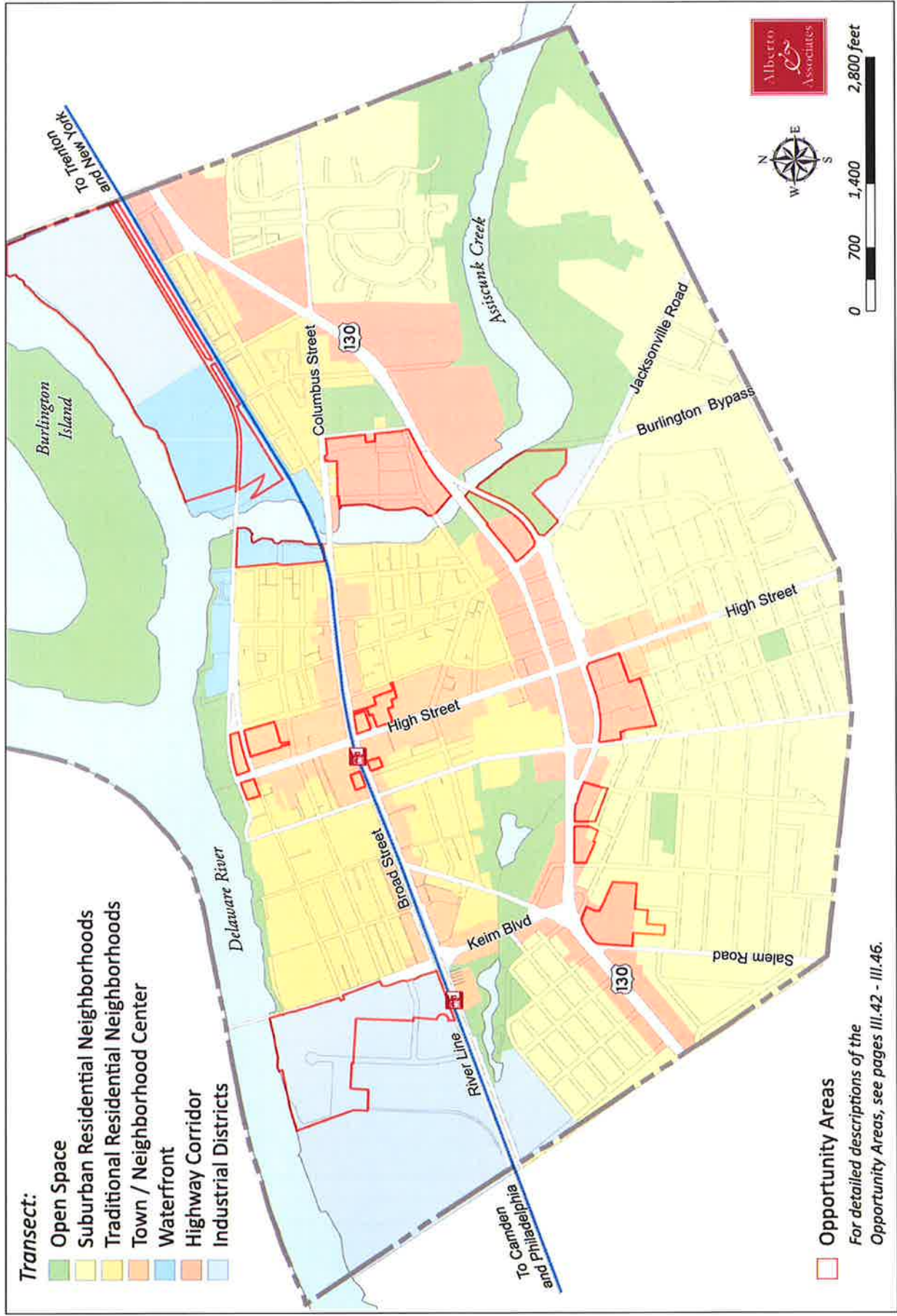


Circulation Plan Element:

Enhance and improve pedestrian, bicycle, bus, light rail, and automobile circulation through the City. Add to those improvements, new opportunities available from the Delaware River and the Assiscunk Creek.

1. Continue aesthetic improvements, economic development, and redevelopment opportunities along the Route 130 corridor including the gateways to the City.
2. Continue to work with NJDOT on the Transit Village Initiative to benefit from the City's designation as a Transit Village. Concentrate and prioritize transit-oriented improvements to the Transit Village area around Towne Centre Station.
3. Encourage bicycling as a mode of transportation by providing links and improvements to residential areas, employment centers, institutions, and community facilities.
4. Explore water-oriented circulation opportunities along the Delaware River and Assiscunk Creek with connections to existing and future pedestrian, bicycle, bus, and light rail facilities for complete multimodal circulation to and through the City.
5. Consider partnering with NJ Transit, local businesses, and civic associations to build a Transportation Center in order to provide retail, service, and tourist amenities.

Opportunity Areas / Transect Map



Land Use Plan Implementation Agenda

1 Strengthen and diversify the economic composition of the City		Priority
a. nourish and maintain a healthy business-friendly atmosphere in City Hall		Ongoing
b. support local economic development subcommittees to address business issues and develop strategic plans for the Main Street, Waterfront and Route 130 districts and relationships with Burlington Township		High
c. evaluate appropriateness of proposed zoning changes and urban design guidelines; amend zoning ordinance as required		High
d. prepare / adopt / amend portfolio of economic incentives (tax abatements and exceptions, loans and other financial leverage tools) to foster rehabilitation and redevelopment		High
e. complete / amend and implement existing redevelopment plans; consider preparing and implementing redevelopment plans for other sites in Opportunities List		Medium
f. designate entire City north of US Route 130 as an "area in need of rehabilitation," which provides economic incentives for revitalization projects without eminent domain threat		Medium
g. encourage and facilitate mixed-use redevelopment projects in appropriate areas by exempting them from residential parking requirements (RSIS transit-oriented development)		Medium
h. continue redevelopment planning with Burlington Township on the U.S. Pipe property and other properties along the municipal boundary		Ongoing
i. promote reinvestment in the mixed-use, commercial and industrial areas:		Ongoing
for adaptive re-use of buildings for mixed-use along High Street		Ongoing
for adaptive re-use of first floors for offices along Broad Street		Ongoing
for incubator space in the waterfront industrial areas and industrial parks		Ongoing
for adaptive re-use / redevelopment of underutilized properties along US Route 130		Ongoing
for mixed-use redevelopment projects in appropriate areas		Ongoing
2 Capitalize on the City's light rail system, two train stations, local history and preserved heritage, and US Route 130 frontage		Priority
a. Promote reinvestment in the Town Center zones for adaptive re-use and redevelopment of underutilized properties into transit-oriented developments (TODs).		Ongoing
b. Incorporate the National Trust's Main Street "4-Point Program" (Design, Organization, Promotion and Economic Restructuring) in local economic development strategic plans		Medium
c. Implement Main Street development subcommittee's strategic plan		Medium
d. Implement Route 130 highway corridor economic development subcommittee's strategic plan		Medium

Land Use Plan Implementation Agenda - Continued

3 Use the City's Delaware River and Assiscunk Creek waterfronts and Burlington Island as economic development anchors	a. Develop wildlife and habitat management plan for Island, including development opportunity areas and focusing on public education (environmental and historical), access management, litter/pollution control and maintenance b. Implement Waterfront economic development subcommittee's strategic plan c. Issue RFQ/Ps for the development opportunity areas d. Implement public education (environmental and historical), access management, litter/pollution control and maintenance plan.	Priority
		Medium
		Medium
		Medium
		Low
4 Clear derelict properties from the City to improve neighborhoods north of US Route 130	a. Continue existing clean / seal / clear programs for vacant and abandoned properties b. Inventory vacant, derelict and underutilized properties and inspect for code violations and other factors to determine whether they individually meet NJ redevelopment criteria; identify "historic" buildings, which will be handled separately c. Amend / implement redevelopment plans to designate "historic" redevelopment-qualifying properties for rehabilitation / redevelopment and non-"historic" redevelopment-qualifying properties for demolition and redevelopment d. Issue redevelopment RFQ/Ps for designated properties for future uses to be consistent with the proposed zoning changes; review and select developers e. After exhausting all other viable alternatives, submit demolition applications to NJ Historic Sites Council requesting demolition, redevelopment and mitigation approval for "historic" buildings	Priority
		Ongoing
		Medium
		Medium
		Medium
		Medium
		Medium
5 Rehabilitate Burlington's housing stock, which is considerably old and historic, to preserve the City's small town character	a. Continue existing clean and seal program for vacant and abandoned properties b. Continue to fund and implement existing historic preservation program c. Continue to fund and implement rehabilitation programs detailed in 2008 COAH plan d. Amend / implement redevelopment plans to designate City-owned properties and strategic privately-owned parcels for acquisition and rehabilitation / redevelopment, as appropriate e. Issue redevelopment RFQ/Ps for designated properties, for uses to be consistent with the proposed zoning changes; review and select developers	Priority
		Ongoing
		Ongoing
		Ongoing
		Medium
		Medium

Circulation Plan Implementation Agenda

1 Continue aesthetic improvements, economic development, and redevelopment opportunities along the Route 130 corridor including the Gateways to the City.	a. Encourage and facilitate curb cut consolidation, shared driveways and off-street parking along US Route 130, through the development review and redevelopment process, to improve the highway corridor's appearance and to foster pedestrian and vehicular safety b. Develop a streetscape and circulation improvement plan, based upon the 2004 River Route Vision Plan prepared by Nelessen Associates and others c. Based upon the recommendations of the 2010 Circulation Plan element and Urban Design Guidelines, seek funding to design and construct an iconic welcoming design feature(s) for the gateways along the US Route 130 corridor	Priority High Medium Medium
2 Continue to work with NJDOT on the Transit Village Initiative to benefit from the City's designation as a Transit Village. Concentrate and prioritize transit-oriented improvements to the Transit Village area around Towne Centre Station.	a. Implement recommendations of the City's 2004 Transit-Oriented Development (TOD) study and Transit Village priorities b. Design, budget and implement vehicular and pedestrian circulation improvement recommendations found in the 2010 Master Plan's Circulation Plan element c. Explore re-alignment of bus routes and stops to maximize connections with the station	Priority High Medium Medium
3 Encourage bicycling as a mode of transportation by providing links and improvements to residential areas, employment centers, institutions, and community facilities.	a. Designate pedestrian trail and bicycle route system through the City, as mapped in the 2010 Circulation Plan element, in partnership with Burlington Township, Burlington County and the local boards of education b. Develop a local bicycle task force with advisors from the DVRPC, NJDOT and the Greater Philadelphia Bicycle Coalition to develop a bicycle use master plan for the City c. Incorporate bicycle plan recommendations in local capital improvement, community development and redevelopment plans	Priority High Medium Medium

Circulation Plan Implementation Agenda - Continued

4 Explore water-oriented circulation opportunities along the Delaware River and Assiscunk Creek with connections to existing and future pedestrian, bicycle, bus, and light rail facilities for complete multimodal circulation to and through the City.	a. Develop a Watercraft (motorboats, sailboats, canoes, kayaks, ferry, etc.) Plan to improve / increase accessibility and usage, public amenities and ancillary uses along the waterfront and to and around Burlington Island b. Complete plans for the waterfront promenade along waterfront and Delaware River Heritage Trail through City c. Incorporate watercraft plan recommendations and promenade in local capital improvement, community development and redevelopment plans	Priority High Medium Medium
5 Consider partnering with NJ Transit, local businesses, and civic associations to build a Transportation Center in order to provide retail, service, and tourist amenities.	a. Open dialogues among downtown business and property owners, tourism and neighborhood groups, the City police department and other departments, NJ Transit and others to identify needs for and potential issues associated with this type of facility b. Develop an architectural program, design and budget to incorporate these concerns, as well as a plan and budget to operate and maintain the facility c. Work with existing property owners and redevelopers to locate, construct, operate and maintain the Transportation Center	Priority High Medium Medium