



MASTER PLAN REPORT
DELRAN TOWNSHIP
BURLINGTON COUNTY
NEW JERSEY

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The preparation of this document was financed in part through an Urban Planning Grant from the Department of Housing and Urban Development under the provisions of Section 701 of the Housing Act of 1954.

The remainder has been financed by local funds and by an appropriation of the State of New Jersey as part of the Expanded State and Regional Planning Program.

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July, 1969

TO: The People of Delran

FROM: Stephen Sussna Associates

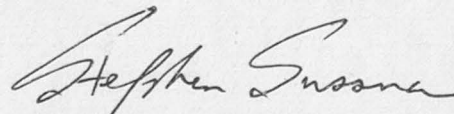
We are pleased to present this Master Plan to the people of Delran Township.

This document is divided into: (1) a description and analysis of aspects of community development in Delran pertinent to planning; (2) planning proposals; and (3) implementation devices directed towards the future development of the Township.

Therefore we have emphasized specific measurement of a variety of planning matters through the use of statistical tables, and stressed realistic proposals rather than easily made remote pronouncements based on wishful thinking.

Grateful acknowledgement is hereby extended to members of the Township Committee, Planning Board, other officials, technicians, and citizens of the Township.

Sincerely,



Stephen Sussna, Ph.D.

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PLANNING DATA

PLANNING OBJECTIVES

1. The focus of the Township shall be on maintaining standards for residential development that will contribute to the creation of a balanced residential area of high quality amenity and visual attractiveness.
2. Open space and recreational areas shall be promoted where feasible through municipal acquisition, and through development controls including the planned unit development, open space provisions, flood plain regulations, and the official map. The overall recreation system should be designed to serve all the future township residents. Particular attention should be given to the following:
 - a) Stream beds and flood plains
 - b) Scenic areas, particularly those suitable for preservation of natural features
 - c) Areas of special beauty
 - d) Scenic easements along arterials and major collector routes
 - e) Neighborhood parks
3. There shall be protection of open spaces and recreational areas from encroachment by transportation or other uses.
4. Circulation planning shall provide (a) for the movement of all regional through-traffic and (b) for a pattern of public roads designed to facilitate local-generated traffic in a manner consistent with a sound pattern of land use and the natural attractiveness of the area.
5. Industrial development shall be regulated and located so that there is sufficient transportation access, and that there will be compatibility with surrounding land uses and the entire township.
6. Business uses shall be controlled in location and character to serve the future population of the Township and to serve the regional needs as will be dictated by highway system. Particular efforts will be made to preclude ribbon development and indiscriminate location.
7. Public school sites shall be reserved in accordance with a program for educational facilities that maximizes effective teaching and accessibility, but minimizes costs.

8. Land subdivision shall reflect such design standards and other requirements as will (a) insure the health, safety and general welfare of the residents, (b) supply the Township with fully equipped developments, (c) facilitate circulation, and (d) preserve the attractiveness of the area. Emphasis should be placed upon the objectives of the proposed planned development regulations which promote a balanced form of development through the mixture of land uses, and the provision of open space.
9. Planning for the development of the area shall include realistic appraisals of existing and potential resources and priorities as represented in a capital budget (fiscal program).
10. All elements of planning and control shall be cognizant of the necessity of preventing uses or conditions conducive to environmental pollution. Specific policies must continue to be implemented to preserve such natural features as are critical to the preservation of clean water and air, of unpolluted soil, of natural vegetative cover, and generally of conditions necessary to a healthy and meaningful enjoyment of the environment. Policies must, furthermore, embrace far more than a prevention of chemical pollution. The problems of noise and visual discord, and their impact upon the man made as well as the natural environment, are believed to be appropriate areas of planning concern.

To work towards the achievement of these general goals, we must consider pertinent facts, analyze them, and arrive at feasible implementation devices. Let us start with the existing facts..

LAND USE

The analysis of the existing land use of Delran Township is one of the more important elements in the master plan program. The extent and character of recent development can be determined by a comparison of surveys undertaken during the 1956 planning program and 1969 data available from recent field surveys. From this analysis, development trends can be ascertained and will serve as a basis for future land use projections. A study of present zoning districts will determine if they conform with present development trends and the future land use objectives of the Township.

In 1956 the land use survey of the first master plan reported that Delran Township was at that time a sparsely developed semi-rural community. The residential concentrations were in Bridgeboro, off Fairview Avenue, in Cambridge, and in the Dredge Harbor area. Commercial uses were scattered along Route 130 and along St. Mihiel Road at Dredge Harbor. In 1956, 20% of the Township was considered to be developed.

TABLE 1
1956 - LAND USE
DELRAN TOWNSHIP

	1956 Acres	% of Total
Residential	406	9.3
Commercial	88	2.0
Industrial	14	0.3
Public & Semi-Public	89	2.0
Streets & Railroads	239	5.5
Vacant	3542	80.9
Total	4378	100.0%

Source: 1956 Land Use Survey
N. J. Department of Conservation and
Economic Development.

In the last 13 years Delran Township has experienced substantial residential and commercial growth. The dominant aspect of Delran's changing character has been the suburban residential growth south of Route 130 off of Haines Mill Road. Over 500 single family residences have been constructed in the area since the 1956 survey. Over 700 new single family dwelling units were authorized from 1960-1967 in Delran. Other significant residential growth has occurred in the Cambridge area with an 120 home development off Ithica Avenue. In addition

There has been utilization of previously subdivided properties in Cambridge, Dredge Harbor and Fairview areas. Other new single family residences have been located throughout the Township on an individual lot basis.

In the last few years a large apartment complex, Millside Manor, has been established in Delran. Presently there are some 820 occupied apartment units. The apartment complex now occupies 1.5% of the total land area of the Township.

Route 130 in the last decade has developed into a major commercial area. The development of the Ford Agency, several service stations, and shopping center have contributed to the stabilization of the Township's tax base. Other commercial growth has included the Shopping Center on Fairview Avenue, and the expansion of the shopping facilities on Chester Avenue.

Delran has limited industrial development. This use represents only 1.5% of the total land area. The McMillan Plant on Front Street is the only significant establishment. The other industrial uses include a gravel and sand excavation, a junk yard and several places used for the storage of heavy equipment. Further industrial development of this nature should not be encouraged. Public and semi-public uses now occupy 6 percent of the total land area of the Township. These include public and parochial schools, park lands and semi-public facilities.

TABLE 2
EXISTING LAND USE
DELRAN TOWNSHIP

	Acres	% of Total	% Change 1956-1969
Residential			
Single Family	682	15.6	6.3
Apartments	66	1.5	1.5
Commercial	192	4.4	2.2
Industrial	65	1.5	1.2
Public & Semi-Public	266	6.0	4.0
Roads and Railroads	292	6.7	1.2
Vacant	2805	64.3	-16.6
Total	4378	100.0	

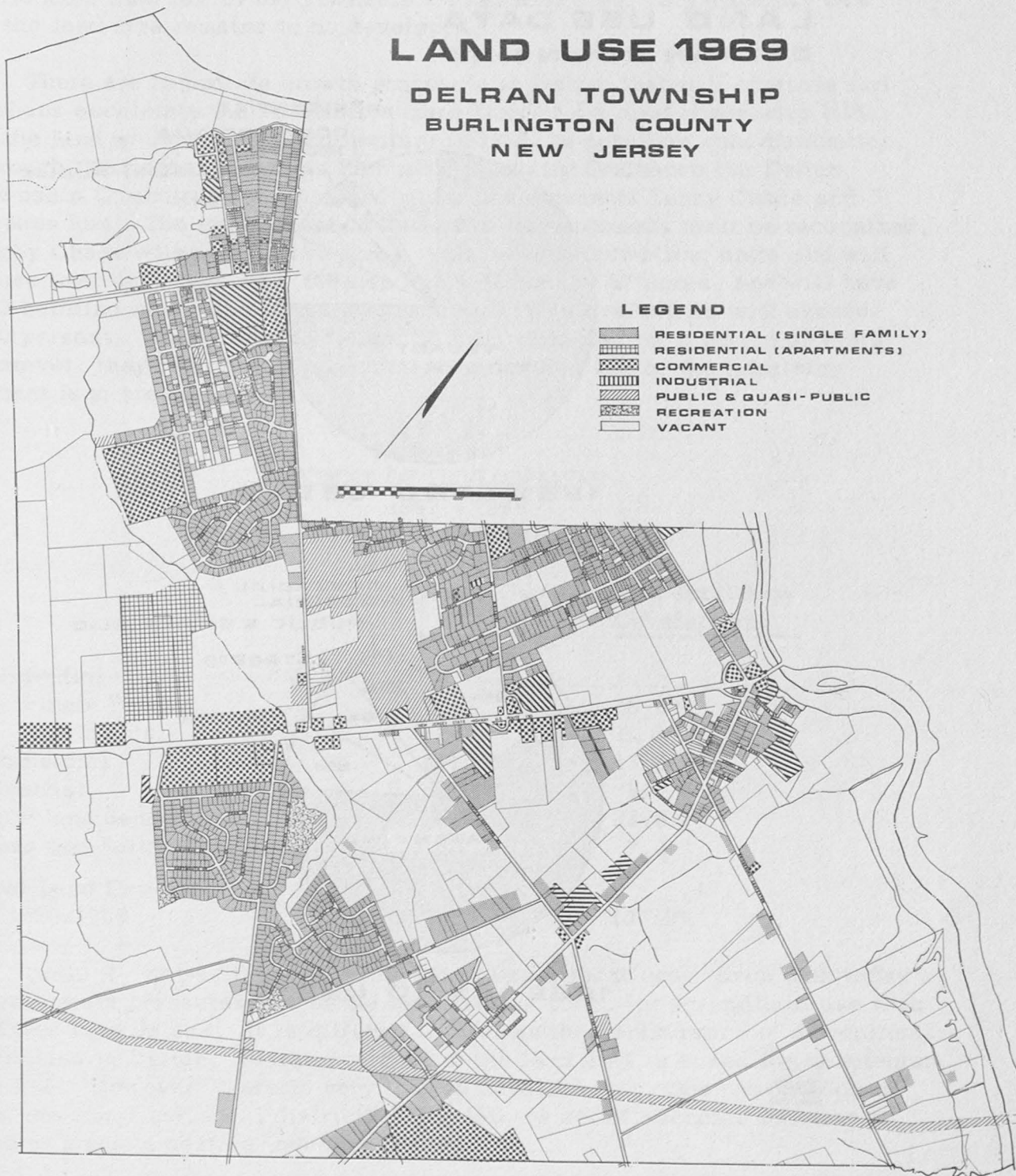
Source: 1969 Field Survey - Stephen Sussna Associates

LAND USE 1969

DELRAN TOWNSHIP
BURLINGTON COUNTY
NEW JERSEY

LEGEND

-  RESIDENTIAL (SINGLE FAMILY)
-  RESIDENTIAL (APARTMENTS)
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC & QUASI-PUBLIC
-  RECREATION
-  VACANT

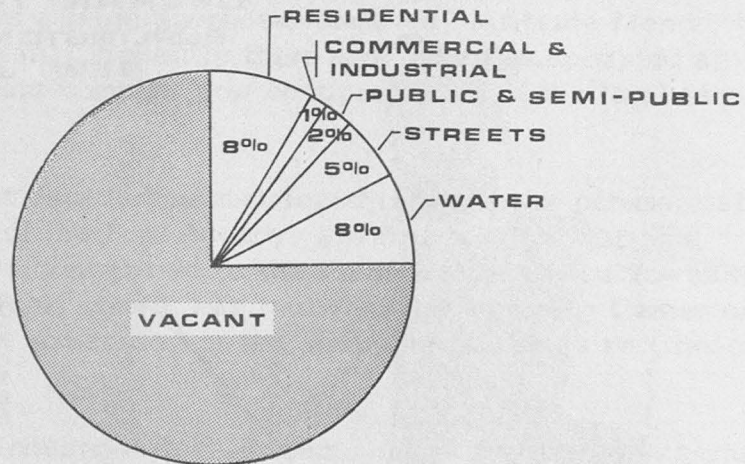


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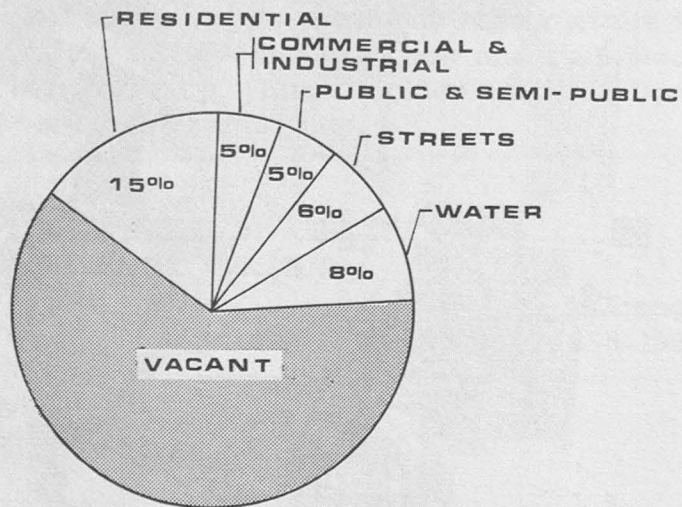
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LAND USE DATA **DELRAN TOWNSHIP**



1957 LAND USE



1969 LAND USE

In the last 13 years 750 acres have been developed. This represents a little more than 16% of the Township's total land area. Significantly 64% of the land area remains to be developed.

There are immediate growth prospects in Delran that will continue and perhaps accelerate the Township's transition from a rural community (41% of the land was devoted to agriculture in 1956) to complete suburbanization. Through the mechanism of its Planned Community Ordinance the Delran Township Committee has approved major developments Tenby Chase and Swedes Run. The total extent of these two developments must be recognized. Tenby Chase will occupy 490 acres, will have 1100 dwelling units and will house over 4000 persons. Swedes Run will occupy 97 acres, and will have 253 building lots. The future population of this development will exceed 960 persons. These tracts will not be fully occupied for a period of years. However, they represent a commitment to develop 21% of the remaining vacant land area of Delran.

TABLE 3
EXTENT OF DEVELOPMENT
1957 - 1969
DELRAN TOWNSHIP

	Acres Dev.	% of Total New Development
Residential		
Single Family	276	36.8%
Apartments	88	11.6
Commercial	104	13.9
Industrial	51	6.8
Public and Semi-Public	177	23.6
Roads and Railroads	53	7.3
Total Land Developed 1956-1969	749	100.0%

Table 4 shows the 1969 zoning land use allocations. Even with today's development pressures 13% of the land area is zoned for agricultural use with inflated land values. It is difficult to assume the continuation of agricultural activities in Delran. Sixteen percent of the land area is zoned for manufacturing use. However, there is very limited development. One observation is that the small industrial districts along 130 are not of adequate location or size to promote desired industrial uses.

TABLE 4
ZONING DISTRICTS
Delran Township-Burlington Co.

<u>Zoning District</u>	<u>% of Total Area</u>
A-1 Agricultural	13
R-1 Suburban Residence	12
R-2 Single Family Residence	43
R-3 Two & Four Family Residence	7
C Commercial	9
M Industrial	16
	100.0

Calculations: Stephen Sussna Associates

The potential of Route 295 cannot be overlooked. Creek Road will be the major connecting link and the area will have a high potential for industrial use.

The highway frontage is zoned exclusively for commercial use. If the highway is permitted to develop in a variety of commercial uses for its entire length the functional capacity of the roadway will be drastically reduced with traffic entering and exiting the many commercial establishments. Higher density residential and office type uses with controlled access points should also be encouraged along the highway.

The remaining zoning districts conform with the existing character of development. Non-conformance generally is not a problem.

Consideration also should be given to development of land use regulations that will provide for a variety of residential land densities.

The Regional Land Use Plan prepared by the Delaware Valley Regional Planning Commission (in May, 1968) indicated that the Delran area should, to a large extent, be used for medium density residential purposes. Our planning for the Township has taken this into account. We have considered a variety of regional study findings and conclusions.

URBAN SPRAWL SHOULD BE MINIMIZED



PHYSICAL CHARACTERISTICS

The existing physical features will play a very important role in guiding the pattern of future development in Delran Township. Such features as excessive slope, and poor soil and drainage conditions will limit the absolute development potential of some areas.

The previous master plan presented a detailed analysis of the physical conditions of the Township. Since these conditions have not changed over the last decade, there is no need to enter into an elaborate discussion. This report will concentrate on the recent findings of the Soil Conservation Service: United States Department of Agriculture.

The accompanying map indicates those areas in Delran Township where there are certain limitations that will constrain future growth. These areas are located along the drainage courses of Swedes Run, Laurel Run and the Rancocas Creek. The water table is usually too high to permit the traditional excavations for building foundations. Homes built in this area will have difficulty in maintaining dry cellars.

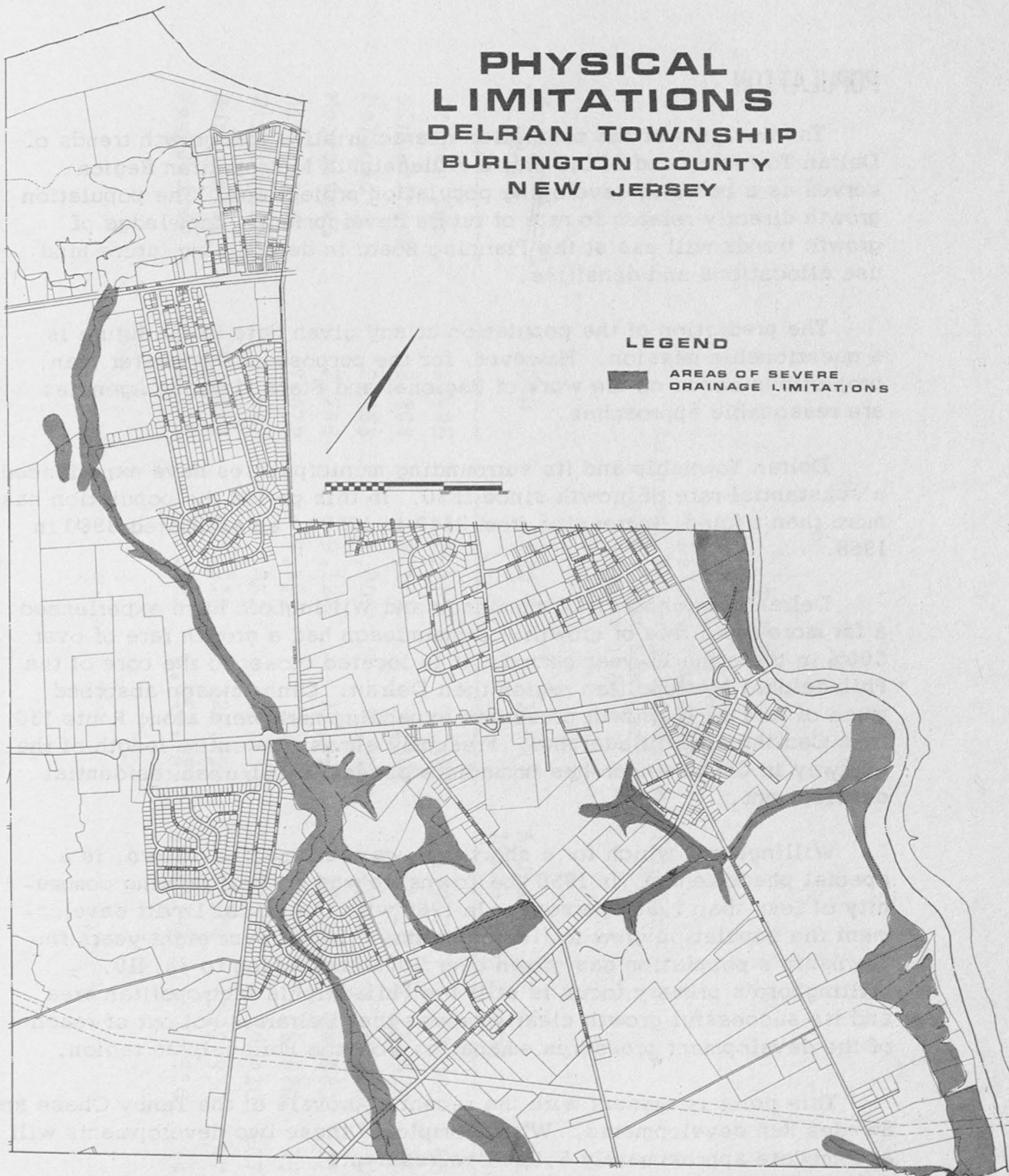
To the maximum extent possible these areas should be limited to low intensity land uses that would not be effected by the limitations. Recreational and open space uses can easily be accomodated on these lands. Furthermore, if development is severely limited, these streams can be preserved as much as possible from pollution. The possibilities of flood damage will be minimized.

There are a variety of means to reserve these lands for open space and recreation purposes. They range from public acquisition to the use of the municipal police powers. Please see the section on Recreation for a detailed description of the alternative means to preserve open areas. Patently this section (as well as others) must serve the needs of Delran's population.

PHYSICAL LIMITATIONS DELRAN TOWNSHIP BURLINGTON COUNTY NEW JERSEY

LEGEND

 AREAS OF SEVERE
DRAINAGE LIMITATIONS



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POPULATION

The analysis of the population characteristics and growth trends of Delran Township and of the entire Philadelphia Metropolitan Region serves as a basis in developing population projections. The population growth directly relates to rate of future development. Knowledge of growth trends will assist the Planning Board in determining future land use allocations and densities.

The prediction of the population at any given date in the future is a questionable mission. However, for the purpose of the master plan, projections based on the work of Regional and State Planning Agencies are reasonable approaches.

Delran Township and its surrounding municipalities have experienced a substantial rate of growth since 1950. In this period the population has more than tripled, increasing from 2447 in 1950 to an estimated 8980 in 1968.

Delran's neighbors, Cinnaminson and Willingboro have experienced a far more rapid rate of growth. Cinnaminson had a growth rate of over 500% in the same 18-year period. It is located closer to the core of the Philadelphia Metropolitan region than Delran. Cinnaminson absorbed much of this early growth pressures expanding northward along Route 130 from Camden and Philadelphia. Presently almost the entire length of the highway in Cinnaminson has immediate access to suburban residential development.

Willingboro, which for a short time was renamed Levittown, is a special phenomenon. In 1950 the Township was a small farming community of less than 1,000 persons. In 1960 with the initial Levitt development the population grew to 11,861 persons. In the past eight years the Township's population has grown over 200% increasing to 36,410. Willingboro's primary focus is still the Philadelphia Metropolitan area and its successful growth clearly proves that Delran is not out of reach of the development pressures emanating from the Philadelphia region.

This point is evident with the recent approvals of the Tenby Chase and Swedes Run developments. When completed these two developments will accomodate approximately 5,000 new residents.

More intensive development pressures can be expected in the future. To accomodate its future population increases the Township should consider the establishment of more flexible land use patterns that can be accomplished through carefully monitored planned developments. The importance of this approach for Delran cannot be over-stated.

TABLE 5
Population Growth
Delran Township
Adjacent Municipalities, Burlington
County and New Jersey
1930 - 1968

Governmental Unit	1940	1950	1960	% Change 1950-1960	1968	% Change 1960-1968
Delran Twp.	1,926	2,447	5,327	117.7%	8,980	68.6%
Cinnaminson	2,504	3,144	8,302	164.1%	15,450	86.1%
Delanco	2,383	2,805	4,011	43.0%	4,390	9.4%
Moorestown	7,749	9,123	12,497	37.0%	14,680	17.5%
Riverside	7,072	7,199	8,474	17.7%	9,620	13.5%
Willingboro	642	852	11,861	1,292.1%	36,410	207.0%
Burlington Co.	97,013	135,910	224,499	65.2%	329,930	47.8%
New Jersey	4,160,165	4,835,829	6,066,782	25.4%	7,203,510	18.7%

Population Composition

The population pyramids and the accompanying tables present an analysis of the 1960 population structure. Although this information is somewhat old, it represents the latest data from the U.S. Census, our most accurate source of population statistics, and was not available at the time of the first planning study in 1957. Thus, it provides a basis for the identification of developing trends. The Township's population structure is consistently characteristic of a suburban municipality. There was a high proportion of children and young adults in the child bearing years. The older population was proportionately small. A comparison of the population pyramids of Delran and Burlington County clearly shows the influence of the Fort Dix-Maguire military complex on the County's population structure, since there is a disproportionately high percentage of young males in the county as a whole. If the military population were excluded from the County population structure, the population pyramids of Delran and the County would be more nearly similar.

Immigration

As noted previously, Delran's population increased from 5,327 in 1960 to an estimated 8,920 in 1968. Population growth results from two factors. One factor is immigration, the other is net natural increase. Net natural increase is calculated from the number of births in a community less the number of recorded deaths during a given period. Since 1960 Delran has recorded a net natural increase of 561 persons (See Table 8). The remaining population increase of 3,032 persons, has been brought about by immigration.

The new residents who have moved into the community are either established families with children living in single family residences, or families in the formation stage who have moved into the garden apartments. Thus, if detailed population information were available in 1968, the population pyramid for the Township would probably show a greater proportion of the population in the young and middle age groups. There would be a very small numerical increase in the older age groups.

Population Projections

Projections of the Delaware Valley Regional Planning Commission forecast that the nine-County Philadelphia Metropolitan Region will experience a population increase of 32% in two decades from 1970 to 1990. However, growth will not be uniform in all parts of the region. Philadelphia itself is expected to have a stable population, and Burlington and Gloucester Counties in New Jersey and Bucks County in Pennsylvania are expected to show the greatest population and economic gains. Forecasts for Burlington County estimate a population between 500,000 and 600,000 by 1990. This will mean a population increase exceeding 50% over the 1970 population.

TABLE 6
Age and Sex Characteristics
Delran Twp. and Burlington
County - By Percentage
1960

<u>Age</u>	DELRAN		BURLINGTON COUNTY	
	<u>Male</u>	<u>Female</u>	<u>Male</u>	<u>Female</u>
0 - 9	12.9%	11.8%	11.1%	10.7%
10-19	9.8	7.2	10.2	6.7
20-29	5.1	6.3	12.2	5.9
30-39	8.2	8.4	7.8	7.6
40-49	7.2	6.8	6.1	5.5
50-59	3.9	3.7	3.6	3.5
60-69	2.7	2.7	2.4	2.7
Over 70	1.5	1.8	1.7	2.3

TABLE 7
Age and Sex Characteristics
Delran Twp. and Burlington
County - Numerical
1960

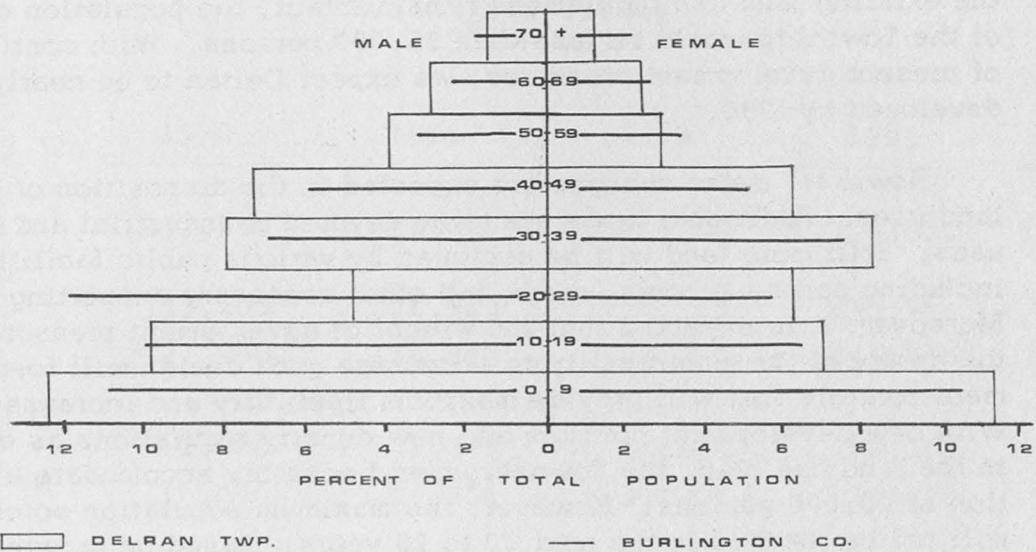
<u>Age</u>	DELRAN		BURLINGTON COUNTY	
	<u>Male</u>	<u>Female</u>	<u>Male</u>	<u>Female</u>
0 - 9	695	639	24,914	24,081
10-19	533	391	22,996	15,084
20-29	283	343	27,409	13,398
30-39	445	453	17,501	16,745
40-49	388	369	13,784	12,074
50-59	212	200	8,059	7,882
60-69	147	149	5,470	6,073
70 and over	83	97	3,860	5,159
Total	2,686	2,641	124,003	100,496

Source: U.S. Census 1960

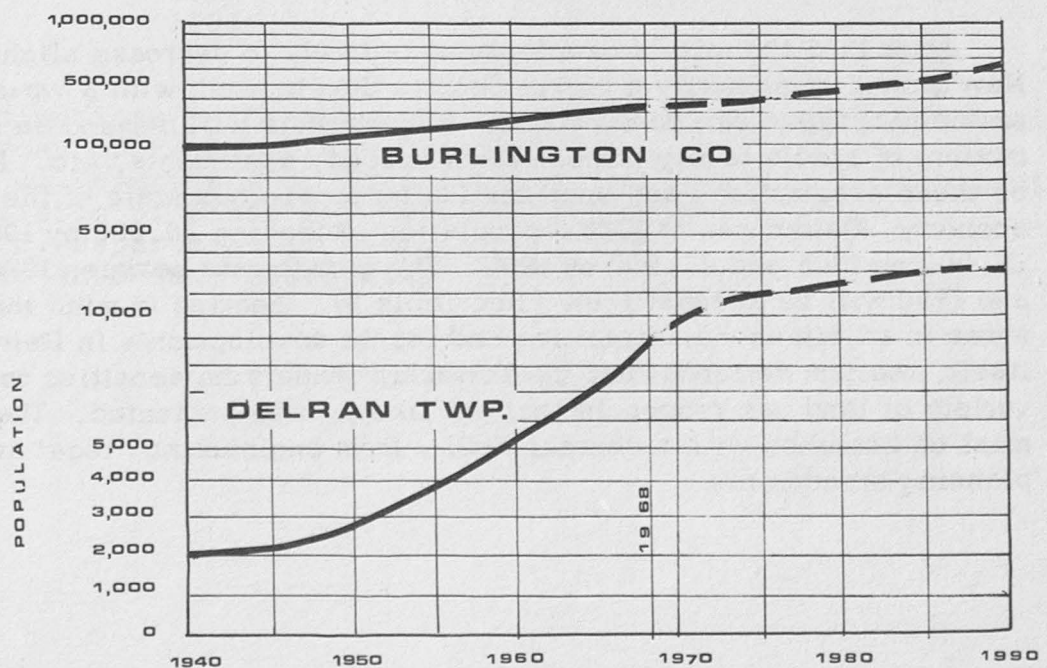
TABLE 8
NET NATURAL INCREASE
Delran Township
Burlington County
1960-1967

	<u>Births</u>	<u>Deaths</u>	<u>Net Natural Increase</u>
1960	63	36	27
1961	66	25	41
1962	98	41	57
1963	99	29	70
1964	106	32	74
1965	131	33	98
1966	165	42	123
1967	117	46	71
Total	845	284	561

AGE AND SEX CHARACTERISTICS - 1960 DELTRAN TWP. AND BURLINGTON CO.



POPULATION PROJECTIONS DELTRAN TWP. AND BURLINGTON CO.



In Delran the population growth potential is related to the land use controls placed upon the remaining developable lands. Assuming that the existing land use regulations remain intact, the population capacity of the Township would be less than 25,000 persons. With continuation of present development pressures, we expect Delran to be nearly fully developed by 1990.

However, major changes are expected in the disposition of future land uses. Additional lands are to be devoted to industrial and commercial uses. Still more land will be occupied by various public facilities including parks, schools, roads and other necessary supporting uses. Moreover, it is expected that the weight of development pressures and the desire of the municipality to encourage good design will foster development controls that will provide maximum flexibility and increased densities. With new development controls and new density regulations as envisioned in the land use plan, the Township could possibly accomodate a population of 40,000 persons. However, the maximum population potential will not be reached in the next 20 to 25 years. Based on growth potential of the region, the immediate population pressures created by Route 130, and past development trends experienced by the Township and surrounding municipalities, some idea can be obtained of the extent of the future population. In the immediate future, up to 1975, the most significant growth in the Township will be Tenby Chase and Swedes Run. These two developments will add up to 5,000 new residents.

An additional 2,000 persons can be expected during this 5-year interval through normal population increase and moderate additional development. Thus, by 1975 Delran can expect to house up to 17,000 persons.

After 1975 the rate of development is likely to decrease slightly. New growth of primarily a higher density development with a variety of residential types can be expected. New markets will demand an intermixture of single family homes, town houses, apartments, etc. Based on these assumptions and on a continuing prosperous state of the economy, Delran can expect a population exceeding 20,000 by 1980, 23,000 by 1985 and 27,000 by 1990. The growth rate between 1970 and 1990 will be at least 170% (See Table 9). Bearing in mind the pressures in adjoining municipalities and recent developments in Delran itself, realism demands that the Township leaders be sensitive to the variety of land use proposals that are likely to be presented. These must be screened with technical skill - from engineering, legal and planning standpoints.

TABLE 9
POPULATION PROJECTIONS
Delran Township
Burlington County
1970 - 1990

	1970	1975	1980	1985	1990
Philadelphia Metro. Region	5,252,000	5,620,000	6,020,000	6,454,000	6,914,000
Burlington Co. High Est.	333,000	388,922	456,755	530,961	610,837
Low Est.	327,940	376,300	413,900	453,700	495,400
Delran Township High Est.	10,500	17,000	24,000	29,000	35,000
Low Est.	10,000	15,000	20,000	22,500	27,000

% Growth
1970-1990

Philadelphia Metro. Region 32%

Burlington Co. High Est. 82%
Low Est. 51%

Delran Township High Est. 220%
Low Est. 170%

Source: Projections by Delaware Valley Regional Planning Commission,
Bureau of Research and Statistics,
N. J. Department of Conservation and Economic Development,
Division of State and Regional Planning
N. J. Department of Community Affairs
Stephen Sussna Associates

ECONOMIC BASE

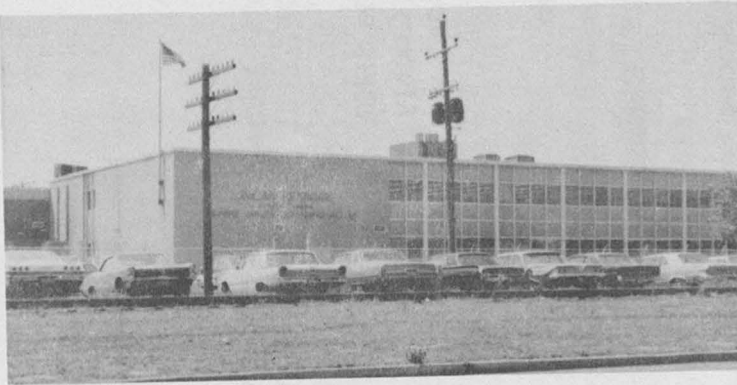
The economic base of any area is determined by an analysis of the employment characteristics of the residents and of the type and extent of commercial and industrial activity in the area. Through a study of the existing conditions and established trends it is possible to obtain some idea of the economic potentialities of the area. The economic base is an important part of the master plan because it will provide some insight as to the level of facilities that local residents will be willing to support. In addition, the development potential for industrial and commercial activities will be a basis for allocating areas for these uses in the Land Use Plan. Our economic study cannot be limited to the corporate boundaries of Delran. The Township is not an isolated unit but it is only a small portion of the greater Philadelphia Metropolitan Region. What happens in the region will directly influence the economic base of Delran.

Labor Force

The 1960 U. S. Census reveals that the Delran labor force was very similar to that of Burlington County and the Philadelphia Metropolitan Region with 18% of the total labor force in professional, technical and managerial job categories. Other municipalities in the immediate area had a greater proportion of their labor force in specific job categories such as professional. In the nine year period there has been a considerable change in the population structure. With its growth during the sixties we believe that the Delran labor force experienced increases in professional, technical and managerial job categories. This is evidenced by the middle class type of development that has occurred.

Reports published by the N. J. Department of Labor and Industry show that there has been substantial growth for several major industrial employment groups since 1960 in Burlington County. From 1960 to 1966 the total reported work force increased 21%, while wholesale and retail employment increased 72% and finance, insurance and real estate increased 98%. Manufacturing employment also had a large numerical gain but there was only a 10% increase in total jobs in this category.

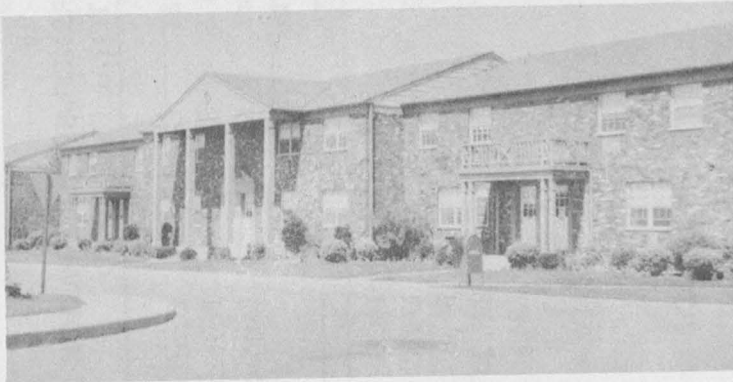
SIGNS OF A STABLE ECONOMY



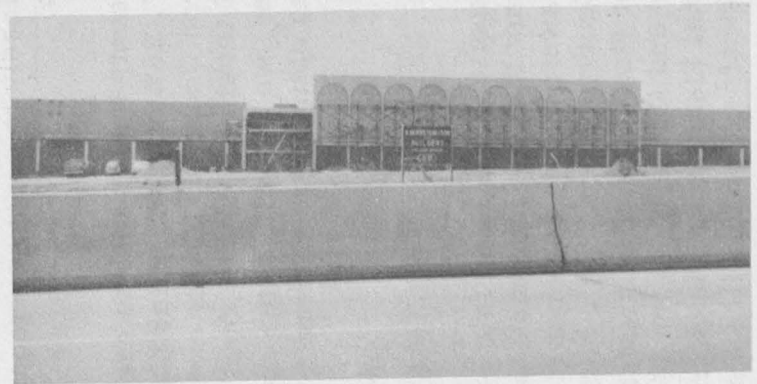
- This is the MacMillan Plant on Front Street. A new large facility is being constructed on Chester Avenue.



- This is the Shopping Center on Chester Avenue.



- These are some of the over 800 garden apartments on Millside Manor.



- This is the new shopping center being constructed on Route 130.

TABLE 10
REGIONAL EMPLOYMENT TRENDS BY OCCUPATION TYPES
PERCENT OF TOTAL EMPLOYED

	Profes- sional, Technical & Kindred	Managers, Officials & Proprietors Incl. Farm	Clerical, Sales & Kindred	Craftsmen, Foremen Kindred	Operati- ves & Kindred
Philadelphia SMSA	11.9	8.2	24.5	14.6	21.9
Burlington County	12.8	9.6	21.3	17.6	18.9
Cinnaminson	19.4	15.9	24.6	14.8	13.7
Delran	10.4	7.2	21.0	22.2	26.1
Delanco	12.0	8.2	22.1	23.1	22.5
Moorestown	22.9	14.2	24.5	13.3	7.5
Riverside	7.7	6.2	25.0	19.1	27.1

Source: U. S. Census 1960

Income and Buying Power

In the last decade there has been an enormous increase in both family and per capita income. In Burlington County household income has increased 42% from 1957 to 1967. Data sources other than the U. S. Census do not present detailed income data for small municipalities. However, since Delran has been identified as comparing closely to county averages, the following data is useful for this evaluation.

In 1957 only 8% of the households in the County had an income exceeding \$10,000 per year. Ten years later, in 1967, 26% of the families had incomes over \$10,000. Economic growth in Burlington County is further exemplified by a 127% increase in retail sales to a 1967 level of \$351,405,000.

Recognizing the changing value of the dollar, we are still of the opinion that there is significant evidence warranting optimism for Delran's economic future.

Future Economic Growth

In the last decade Burlington County has experienced a rapid rate of economic growth. The future outlook is even higher than the immediate past. In its study of the Philadelphia region the Delaware Valley Regional Planning Commission has projected that Burlington County will grow at a greater rate than the entire region or the total of the four New Jersey Counties in the study area (Camden, Burlington, Gloucester and Mercer). In the 25 year period after 1960 the Delaware Valley Regional Planning Commission projects that the County will record over 100 percent gains in office employment and retail trade and services.

TABLE 11

Delran Industrial Area (Burlington County)
Major Industry Groups, 1960-1966^a

Major Industrial Groups	1960		1966		Percent Change 1960-1966		
	No.		No.				
	Units	Jobs	Units	Jobs	No.	Units	Jobs
					%	%	%
Manufacturing	202	17,281	264	19,050	+30.6		+10.2
Wholesale & Retail	524	6,344	632	10,930	+20.6		+72.3
Transportation	59	1,535	71	1,407	+20.3		- 8.4
Communication & Utilities	27	1,430	32	1,292	+18.5		- 9.7
Small Services	163	3,173	243	3,690	+49.1		+16.3
Finance, Ins. Real Estate	62	783	86	1,526	+38.7		+94.9
Construction Contracting	249	3,238	249	3,149	0		- 2.8
Mining, Agric. & Other	17	164	24	209	+41.1		+27.4
TOTAL	1,303	33,948	1,601	41,235	+22.9		+21.5
					%		%

^aN. J. Department of Labor & Industry,
Reports September 1960, 1966.

TABLE 12

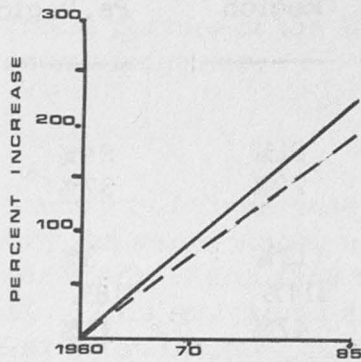
Delran Market Area (Burlington County)
 Total and Per Capita Income and Retail
 Sales 1957 - 1967^a

	Burlington County			% Change 1957-1967
	1957	Y E A R 1962	1967	
Population	\$ 187,000	\$ 247,700	\$ 300,900	+60.8
% of U.S.A.	.1088	.1328	.1510	-
Households	47,100	61,200	74,900	+59.0
Effective Buying Income	\$348,641,999	\$524,858,000	\$788,845,000	+126.8
Per Capita	1,889	2,110	2,622	+38.8
Per Household	7,423	8,578	10,532	+41.9
% of U.S.A.	.1172	.1382	.1468	-
Income Groups-% Households				
\$ 0-2,999	16.6%	15.5%	11.7%	-
3,000-4,999	16.3%	15.7%	14.4%	-
5,000-7,999	45.5%	34.7%	31.9%	-
8,000-9,999	16.3%	15.3%	16.1%	-
10,000 & over	8.3%	18.8%	25.9%	-
Total Retail Sales	\$154,482,000	\$236,327,000	\$351,405,000	+127.8
% of U.S.A.	.0772	.1006	.1128	-
Buying Power Index	.1035	.1258	.1374	-
Sales per Household	\$ 3,279	\$ 3,282	\$ 4,692	+43.1
Sales per Capita	\$ 826	\$ 950	\$ 1,168	+41.4

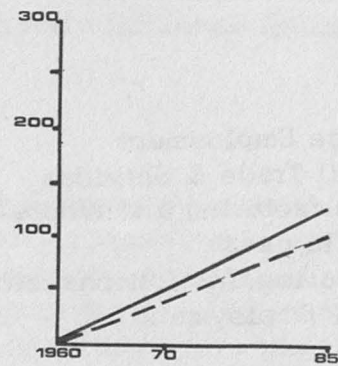
^aSales Management Survey of Buying Power 1958, 1963, 1968

ECONOMIC GROWTH PROJECTIONS

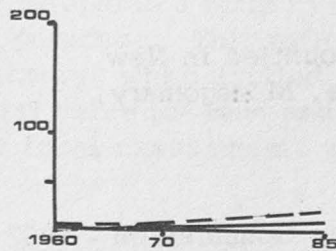
BURLINGTON COUNTY AND THE DELRAN TWP. ECONOMIC SUB-AREA



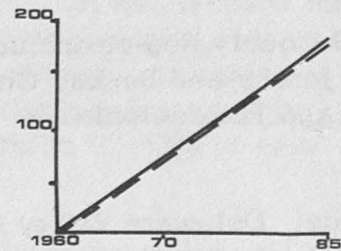
OFFICE EMPLOYMENT



RETAIL AND TRADE
EMPLOYMENT



MANUFACTURING WHOLESALE
EMPLOYMENT



EDUCATION EMPLOYMENT

— DELRAN AREA
— BURLINGTON COUNTY



TABLE 13
DELRAN TOWNSHIP
ECONOMIC GROWTH FORECASTS IN
THE DELAWARE VALLEY

	% G R O W T H 1960 - 1985		
	Burlington County	(A) 4 County N. J. Region	(B) 9 County N. J. and Pa. Region
Office Employment	226%	91%	89%
Retail Trade & Services	134%	70%	57%
Manufacturing and Whole- sale uses	25%	12%	3%
Education, Institutions, etc.	85%	114%	116%
Total Employment	82%	47%	39%

(A) 4 County N. J. Region includes Burlington, Camden, Gloucester and Mercer.

(B) 9 County Region includes the above Counties in New Jersey and Bucks, Chester, Delaware, Montgomery, and Philadelphia.

Source: Delaware Valley Regional Planning Commission - 1967

These projections clearly show that the economic gains recorded during the last decade (assuming no drastic national economic reversal) will accelerate.

It is likely that with the expected economic prosperity the residents of Delran Township will demand a full complement of municipal services - from adequate police and fire protection to first rate recreational areas. The Township must establish a planned program to provide these facilities as they are required.

FINANCES

Perhaps the most important question asked by any property owner is: How high are my taxes going to be next year? In New Jersey the greatest proportion of the cost of operating county and municipal governments and the local school districts is financed through local tax assessments. Therefore, an analysis of the local fiscal structure is an essential aspect of the Master Plan. The purposes of this study are to establish from trends the ability of Delran to absorb future growth within a reasonable tax structure, and to make a financial plan for necessary capital improvements. In addition the fiscal posture of the Township will directly influence future land use recommendations.

Value

The amount of taxes paid by the individual property owner is determined by the value placed upon the land and its improvements by a local assessment. As of 1969 the assessed value of Delran was \$46,667,000. This represents an increase of about \$2,000,000 from 1968. In Burlington County, municipalities are directed to levy their assessments on the basis of total value. However, since there cannot be a new assessment every year, the County, through the County Board of Taxation, prepares a ratio to be applied to the local assessment for County Tax purposes. This ratio is influenced by recent real estate sales. In theory, when applied to the local assessment, it gives an accurate total value for land and improvements within a municipality. In 1969, the local assessments were calculated to be 97.67% of true value.

During the 1960's Delran has experienced a substantial increase in its taxable values. Since 1960 the aggregate value of land and improvements (as determined for County tax purposes), increased 105%. During this same period the population increased only 40%. The growth rate of the Township's taxable value has not been consistent. In fact there have been some unique fluctuations. In 1965 all Burlington municipalities were required to begin taxing on the basis of a 100% valuation. Because of this change in assessing procedure the 1965 true value was less than the 1964 value. In 1968 there was a slight reduction in assessed value. This was coupled with a change in the equalization ratio which caused a substantial reduction on equalized value, as reported.

TABLE 14
 ASSESSED VALUE AND TAXABLE VALUE
 DELRAN TOWNSHIP, N. J.
 1960 - 1969

	Assessed Value	Equalization Ratio	Aggregate True Value
1960	\$ 9,275,000	40.00	\$23,200,000
1963	13,788,000	34.94	39,420,000
1964	15,134,000	34.52	44,600,000
1965	41,689,000	100.00	41,689,000
1966	43,910,000	102.15	43,100,000
1967	44,921,000	97.18	46,400,000
1968	44,601,000	104.49	42,684,000
1969	46,667,000	97.67	47,781,000

Total Increase

1960-1969 \$24,580,000

Rate of Increase 105%

Average Annual
 rate of increase 10.5%

Source: Annual Reports on N.J. Taxpayers Association
 Delran Annual Budget.

TABLE 15
ASSESSSED VALUE OF PROPERTY BY
LAND USE - 1960-1968
DELRAN TOWNSHIP

USE	1 9 6 0		1 9 6 5		1 9 6 8	
		<u>% Total</u>		<u>% Total</u>		<u>% Total</u>
Vacant	\$ 190,130	2%	\$ 1,382,400	3%	\$ 1,448,500	3%
Farm	344,370	4%	841,000	2%	927,000	2%
Residential	6,404,550	72%	25,951,900	70%	27,743,400	62%
Apartments	11,220	1%	1,567,400	4%	2,991,900	7%
Commercial & Industrial	1,875,000	21%	8,084,100	21%	11,496,100	26%
	<u>\$8,825,270</u>	<u>100%</u>	<u>\$37,826,800</u>	<u>100%</u>	<u>\$44,606,900</u>	<u>100%</u>

Source: Bureau Local Property Tax
N. J. Dept. of Treasury

TABLE 16
TOTAL AGGREGATE VALUE
DELRAN TOWNSHIP, BURLINGTON CO.
1960 - 1969

Year	Delran	Burlington County	Twp. as % of County
1960	\$ 23,200,000	\$ 767,213,451	3.0%
1965	41,689,000	1,103,359,000	3.8%
1966	43,100,000	1,139,922,000	3.8%
1967	46,400,000	1,202,859,000	3.9%
1968	42,684,000	1,299,781,582	3.3%
1969	47,781,000	1,442,044,961	3.4%

Source: Annual reports of the
N. J. Taxpayers Association

Another favorable fiscal sign is that between 1965 and 1968 industrial and commercial land uses came to represent a greater proportion of the total value of property in the Township. These uses increased from 21% of total value in 1965 to 26% in 1968. Also apartment uses now represent a greater portion of the tax base increasing from 4% of total value in 1965 to 7% of total value in 1968. Conversely, the single family home has become a less dominant factor in Delran's tax picture. In 1965, 70% of the taxable wealth could be attributed to single family homes. Three years later, 62% of the value was assigned to this land use. The obvious advantage is that Delran's growing apartment, commercial, and industrial base is paying the same proportion of taxes as residences. However, these land uses traditionally require less costly services than the single family home.

Comparing Delran's growth with the entire county a long run consistent pattern is noted. In 1960 Delran represented 3.0% of the true value of Burlington County. In 1969 the Township contained 3.4% of the County's wealth. In the intermediate years the ratio between the County and Municipality fluctuated to as high as 3.9% and as low as 3.3%.

These variations should be discounted because of the year to year changes in local assessment practices.

These findings and others lead to the conclusion that Delran has experienced a stable growth rate. Similarly future growth is likely to be favorably balanced to permit the normal expansion of municipal facilities without an undue strain on the tax rate if skillful fiscal management is continuously pursued.

Tax Rates

In 1968 Delran's tax rate was \$3.15 per \$100 of assessed value. An owner of a \$20,000 home would have to pay an annual tax bill of \$630. Of the total bill \$416 would have gone to the local school district, \$78 for the operations of the municipal government, \$116 for County taxes and \$20 for veterans and old age exemptions.

In comparison with other nearby municipalities, Delran has fared favorably. Table 17 compares the recent increases in equalized tax rates of Delran and its immediate neighbors. In the last 6 years Delran's tax rate has increased 52%, which is not excessive when one considers Riverside and Willingboro with rate increases of 106% and 90% respectively. However, Moorestown had an increase of only 30% in equalized tax rates in the same period. Throughout the rest of Burlington County and the State of New Jersey the trend has been that of increasing tax rates. In some areas taxes have been tripled during this period.

TABLE 17
EQUALIZED PROPERTY TAX RATES
DELRAN TOWNSHIP - BURLINGTON CO.
AND NEIGHBORING MUNICIPALITIES
1963 - 1968
Dollars per \$100 equalized value

<u>TWP.</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>	<u>1967</u>	<u>1968</u>	<u>Percent Increase 1960-68</u>
DELRAN	\$2.17	\$2.56	\$2.63	\$2.47	\$3.13	\$3.29	52%
CINNAMINSON	2.17	2.53	2.52	2.43	2.71	3.25	50%
MOORESTOWN	2.74	3.10	3.23	3.07	3.20	3.58	31%
RIVERSIDE	1.66	2.55	2.80	2.68	2.80	3.44	106%
WILLINGBORO	2.14	2.97	3.58	2.98	3.55	4.08	90%

Source: N. J. Division of Local Finance

Tax Levies

Notwithstanding the moderate increase in tax rates there has been a substantial increase in tax levies. Since 1960 tax levies have increased across the board at a constant rate. Levies for municipal, school and County purposes have increased from 150% to over 300%. Since 1960 the total tax levy of the Township increased 202% from \$472,716 to \$1,427,592. School taxes recorded the largest numerical increase of \$600,000. The rate of increase of school taxes was 177%. Municipal taxes increased \$140,000 going from \$37,000 in 1960 to \$175,131 in 1968. The municipal function had the largest percentage increase of 372%. County taxes increased 158% from \$102,428 in 1960 to \$263,764 in 1968.

To obtain a more realistic picture of the effect of tax increases in a growing community like Delran, the per capita tax levy is examined. Since 1960 total per capita taxes increased from \$90 to \$158 in 1968. This was a 76% increase in industrial tax levies.

Municipal Income and Expenditures

The financial analysis thus far has only considered revenues from local property taxes. This is the major source of income of both the school district and the County. However, the municipality has other sources of revenues that are significant. In fact, in recent years property taxes only represented 20% to 30% of the total revenues for municipal purposes.

In every year, except 1967, miscellaneous revenues have exceeded tax requirements. There has been a substantial income from fees, fines, and franchise and gross receipt taxes. Even though other sources of revenue are increasing, they are not increasing as rapidly as municipal expenditures. Therefore, an increasing proportion of the local revenues now comes from tax sources. If this trend continues there will be increased burdens on the local taxpayer.

A detailed analysis of municipal expenditures reveals that during the last five years the greatest increases in expenditures fall into the areas of general administration and public safety (even with the recent change in the status of the volunteer fire departments). It is an obvious fact that the Township of Delran is making the transition from a part time rural government to one with full time administrative requirements of an urbanizing area. With the continuing growth of the Township a continued increase in local government expenditures can be expected.

TABLE 18
DELRAN TOWNSHIP
TAXES LEVIED
1960-1968
BY GOVERNMENT JURISDICTION

Year	Municipal	School	County	Exemp.	Total
1960	\$ 37,000	\$ 340,288	\$ 102,428	\$	\$ 472,716
1965	100,000	725,863	190,488	66,870	1,083,171
1966	102,909	782,565	199,092	45,990	1,130,556
1967	176,785	915,286	223,999	46,800	1,362,870
1968	175,131	943,327	263,764	45,370	1,427,592
% Increase					
1960-1968	372%	177%	15%	N/A	202%

TABLE 19
DELRAN TOWNSHIP
TAX LEVY PER CAPITA
1960-1968

Year	Municipal	School	County	Exemp.	Total
1960	\$ 7	\$ 64	\$ 19	-	\$ 90
1965	12	89	23	8	132
1966	12	90	23	5	130
1967	20	103	25	5	153
1968	19	105	29	5	158

TABLE 20
SOURCES OF REVENUE
DELRAN TOWNSHIP
1965 - 1968
MUNICIPAL OPERATIONS

	<u>1965</u>	<u>1966</u>	<u>1967</u>	<u>1968</u>
Surplus Revenue Appropriated	\$100,900	\$168,000	\$ 50,000	\$ 69,500
Misc.Revenue Realized	217,065	136,154	157,610	252,920
State Aid Revenues Realized	14,200	21,200	27,405	12,200
Delinquent Tax and Lien Collections	69,030	50,026	74,949	79,259
Current Tax Collections	100,000	102,909	176,285	175,785
TOTAL REVENUES	\$501,195	\$478,289	\$486,249	\$589,664
Tax Collections				
% of Total Revenues	20%	22%	36%	30%

Source: N. J. Division of Local Finance
Annual Reports - 1965-1967
Delran Municipal Budgets.

TABLE 21
MUNICIPAL EXPENDITURES
DELRAN TOWNSHIP
1964 - 1969

Expenditures	1964	1966	1968	1969	% Increase 1964-1969
General Government:					
Administrative and Exec.	\$ 39,950	\$ 58,743	\$ 84,150	\$110,100	
Assessment & Collection of Taxes	8,850	8,800	9,650	15,275	160%
Financial Administration	3,425	5,165	7,400	7,900	
Public Safety:					
Fire Protection	11,300	13,150	25,549	600	
Police Protection	34,680	46,708	62,799	103,750	155%
Other Protection	2,950	4,800	13,800	20,750	
Civil Defense & Disaster Control	500	1,000	1,000	1,000	
Streets and Roads:					
Repairs and Maintenance	43,011	48,267	59,667	62,737	
Street Lighting	10,000	22,060	25,000	25,000	64%
Sanitation:					
Garbage & Trash Removal	23,325	30,050	36,500	50,000	116%
Health and Welfare					
Health Services	2,050	3,400	6,350	5,850	149%
Welfare-Public Assistance	900	1,200	1,500	1,500	
Recreation:					
Parks and Playgrounds	5,000	--	200	300	
Other Recreational Services	--	10,100	16,000	16,000	225%
Education (Excl. School Districts):					
Statutory Expenditures	2,025	6,652	11,300	15,700	390%
Unclassified Purposes	1,000	1,000	---	---	
	<u>\$788,966</u>	<u>\$262,095</u>	<u>\$360,865</u>	<u>\$436,462</u>	<u>131%</u>

Borrowing Capacity

The maximum debt which may be incurred by a local government or school district in New Jersey is governed by statute - the debt limit is expressed as the percentage of the net debt to the equalized valuation basis. This is the average for the last three (3) preceding years of the sum of (1) equalized valuation of real estate and improvements and (2) the assessed valuation of Class II railroad property. Both of these valuations are certified by the State Department of the Treasury. The limit for municipal purposes is 3-1/2% , for the local school district with a K through 9 grade structure is 3-1/2%, 4% for grades K-12. The local school district may with the permission of the Local Finance Board exceed its debt limit and use any unused portion of the municipal limit. This may directly restrict municipal borrowing capacity as is indicated on the table.

TABLE 22
OUTSTANDING DEBT AND BORROWING CAPACITY
(ISSUED AND OUTSTANDING)

SCHOOL DEBT

	Net Debt	Debt Limit	Additional Borrowing Capacity
1966	\$ 1,432,000	\$ 1,304,027	\$ 127,973
1967	1,352,000	1,365,915	13,915
1968	1,272,000	1,466,647	194,647

MUNICIPAL DEBT

1966	\$ 404,000	\$ 1,304,027	\$ 772,054*
1967	469,000	1,365,915	896,915
1968	429,100	1,466,647	1,037,547

*Municipal Borrowing Capacity is effected by School Debt that exceeds its limit.

Source: N. J. Division of Local Finance Annual Reports
Calculations by: Stephen Sussna Associates

Recently the voters of Delran authorized the local School District to accrue an additional indebtedness for the construction of a new elementary school. The expenditure authorized was \$1,149,000. In 1968 the school debt limit was \$194,647 which means that most of the \$1,000,000 excess debt limit of the municipality will be used by the School District.

The municipality will have to receive permission from the Director of the Division of Local Finance in order to undertake any additional debt. Obviously the pressing need to provide school facilities for the growing population in the next decade must limit municipal capital expenditures for other facilities.

Debt Management

"The high cost of construction, land acquisition, professional fees, and the high cost of borrowing make it imperative that those responsible for the capital financing of our local jurisdictions quickly obtain the necessary skills to reduce, in whatever areas possible, the cost of capital financing", James Alloway, Director of Division of Local Finance Department of Community Affairs, recently stated. He went on to say "the vast majority of our local officials have not been able to meet this highly technical responsibility to the best interest of the citizens of their communities. The net result has been that the financing costs in New Jersey communities are higher than they should be."

One example of reducing costs is selling bonds at lower interest rates. Interest rates are based on credit ratings supplied by major financial institutions, Moody's Investors Service for example.

Of prime consideration to a rating agency, investment banker and investor is the amount of outstanding debt. Calculation of outstanding debt is not merely a matter of simple addition. The total amount of outstanding debt becomes really significant when it is viewed in relation to many factors. The ratio of debt to the tax base will usually place the amount of debt in its proper perspective in the overall economic picture.

It should be noted that a low amount of outstanding debt does not necessarily insure a high credit rating. A situation of this kind might well indicate that the services needed for a growing community have not been properly considered or that existing facilities have been allowed to deteriorate.

It is essential that a community establish a reputation for sound fiscal planning. This characteristic or lack of it becomes apparent in the approach to scheduling the repayment of an offering. An overly ambitious program of payment tends to leave a community "strapped". It prevents providing for emergencies and in many cases leads to the neglect of existing facilities because additional borrowing is not feasible.

A prolonged period of repayment increases the inherent risk of the issue. There is always the possibility that over the years the offering will be watered with additional borrowing. This type of program which offers a relatively low yearly debt service, might well lead to trouble by committing debt too far into the future, a small piece at a time. Naturally a prolonged schedule will prove costly because the charge for borrowing increases with the length of time over which repayment is accomplished.

Both approaches clearly indicate a lack of proper planning and may seem fairly obvious. In the same connection, wherever possible, peaks and valleys in the repayment schedule of all outstanding debt should be scrupulously avoided. That is to say that debt service should not be exorbitant at one period and at a minimum in another. It should run an even sensible course allowing sufficient leeway for emergencies and permitting the taxpayer to reap the benefits of a healthy fiscal atmosphere.

A community's schools, water works, sewage systems and so forth, should be tangible evidence of its reasons for borrowing. The financial world and the potential investor will always look more favorably on the community that is really interested in the welfare of its residents than the one which is mired and entangled in projects of doubtful economic value and need.

COMPARATIVE INDUSTRIAL GROWTH ANALYSIS

Industrial zoning and industrial growth have become very important questions in Delran Township as well as in the rest of Burlington County. Quality industrial uses are being sought by every municipality; not only for the purpose of improving the local economy by providing more jobs for the residents, but to improve the local fiscal situation. Industrial land uses are exceptionally profitable to a municipality in terms of ratables, presumably because an industry does not require many of the costly services required by the residential uses such as education, recreation, and other social services.

In an attempt to balance its fiscal posture, almost every municipality has zoned large portions of its available land area for industrial use. So much has this procedure been practiced that more land is now zoned for industry in this State that can possibly be used in the future. Therefore, industries are in the position to pick and choose their location with labor force and markets being the primary locational factor.

In the immediate vicinity of Delran Township each municipality has seen to it that lands have been set aside for industrial use. As Table 23 indicates, Delran, Cinnaminson and Moorestown have allocated about 15% of their land area for industry, while primarily residential Willingboro has 7 % of its land reserved for this use. The small more densely populated riverfront municipalities Riverside and Delanco have devoted a larger portion of their land for industry, 26% and 79% respectively.

TABLE 23

LAND ZONED FOR INDUSTRY

DELRAN TOWNSHIP AND SURROUNDING MUNICIPALITIES

Burlington County	Density per sq. Mi. (1960)	Area Acres	Amt. Land Zoned Ind- ustrial (Acres)	% of Total Area Zoned Industrial
Cinnaminson	1,123	4,740	754	16%
Delanco	1,857	1,382	1,090	79%
Delran	778	4,384	598	15%
Moorestown	823	9,740	1,490	15%
Riverside	5,503	986	264	26%
Willingboro	1,509	5,030	352	7%

Source: Municipal Zoning Ordinances

Through data compiled by the New Jersey Department of Labor and Industry, it is evident that Burlington County is experiencing a rapid rate of industrial development. The data indicate that Delran and its neighbors have experienced substantial industrial development in the fifteen year period between 1950 and 1964. Moorestown, because of its advantageous location, has experienced a phenomenal gain in new plant location. During this period the municipality has been successful in having almost its entire industrial zone developed amounting to over 1300 acres. Cinnaminson has also been fortunate in having over 300 acres of new industrial development. Delran had a much smaller rate of growth with some activity prior to 1960 and the recent MacMillan addition.

TABLE 24
NEW INDUSTRIAL CONSTRUCTION - 1967
IN DOLLARS

1967 County	New Bldgs. Total Plans Approved	Est. Const. Cost - New Building	Additions and Alterations	Total
Burlington	34	\$2,796,900	\$3,535,100	\$6,350,000
Camden	27	1,959,100	1,110,700	3,069,800
Gloucester	21	205,500	430,400	635,900
	82	\$4,961,500	\$5,094,200	\$10,055,700

Source: N. J. Department of Conservation and Economic Development

TABLE 25
NEW INDUSTRIAL CONSTRUCTION - 1967
IN AREA

1967 County	New Bldgs. Sq. ft.	Additions Sq. ft.	Total
Burlington	358,000	360,000	718,000
Camden	328,000	102,000	430,000
Gloucester	36,000	54,000	90,000
TOTAL	722,000	516,000	1,238,000

Source: N. J. Department of Conservation and Economic Development.

TABLE 26
LARGE INDUSTRIAL INSTALLATIONS 10,000 Sq. Ft.+
1950-1965
DELRAN TOWNSHIP AND SURROUNDING MUNICIPALITIES.

	1950-1954		1955 - 1959		1960-1964		T O T A L	
	Building Area Sq. Ft.	Land Area Acres	Building Area Sq.Ft.	Land Area Acres	Building Area Sq. Ft.	Land Area Acres	Building Area Sq. Ft.	Land Area Acres
Cinnaminson	366,000	168	90,000	5	62,000	139	518,000	312
Delanco	40,000	7	450,000	104	15,000	2	505,000	113
Delran	- - -	-	400,000	20	- - -	-	400,000	20
Moorestown	650,000	600	330,000	53	1,170,000	698	2,150,000	1351
Riverside	- - -	-	25,000	2	20,000	1	45,000	3
Willingboro	- - -	-	- - -	-	- - -	-	- - -	-
TOTAL	1,056,000	775	1,295,000	184	1,267,000	840	3,618,000	1,779

Source: N. J. Department of Conservation and
Economic Development.

Locational factors have been the primary determinations of Moorestown's and Cinnaminson's rapid growth and the major highway routes radiating out of the Philadelphia-Camden Metropolitan Region such as Routes 73, 38 and 130, and even 295 have attracted industrial development. As of now, areas of intensive pressure have not reached north along Route 130 as far as Delran.

The effect of industrial and even commercial development upon the local fiscal base is also an important aspect of the analysis. In a comparison of the municipalities in the Delran area, Moorestown is in the most advantageous position with over 30% of its taxable wealth in industrial and commercial land use. Delran with Delanco and Riverside are also fortunate with 25% of their value in non-residential use. However, Cinnaminson even with its recent sizeable industrial development experience, only has 16% of its value in this category.

In a complementary analysis which compares taxable value per resident and per school child, it appears that Moorestown is in the most favorable position. The advantage of this situation is that increases in municipal or school costs can be absorbed with a smaller increase in the tax rate. In this respect Delran is also in a fortunate position along with Cinnaminson.

Although present data indicates that Delran is fiscally in a rather fortunate position because of recent growth in commercial activities centered around Route 130, these assets do not insure a continued bright financial outlook for the Township. Much of the land area of Delran remains to be developed, and presently there are substantial pressures for new residential development.

TABLE 27
COMMERCIAL AND INDUSTRIAL VALUATION 1968

	Industrial & Commercial Assessed Value (\$000)	Total Assessed Value (\$000)	%
Cinnaminson	15,426	97,720	16%
Delanco	4,276	17,042	25%
Delran	11,496	43,303	26%
Moorestown	38,654	125,164	31%
Riverside	8,077	32,735	25%
Willingboro	13,691	151,659	9%

Source: Bureau of Local Property Tax

TABLE 28
 VALUE OF LAND AND IMPROVEMENT
 PER CAPITA
 DELRAN TOWNSHIP AND SURROUNDING
 MUNICIPALITIES

	Total Ass. Value 1968 \$ (000)	County Equal. Ratio \$	True Value \$ (000)	True Value Per Capita	True Value Per School Child
Cinnaminson	\$ 97,720	97.48	\$100,246	\$ 6,790	\$ 25,200
Delanco	17,042	91.40	18,654	4,250	21,500
Delran	43,303	104.49	41,519	4,750	26,800
Moorestown	125,164	98.88	126,581	8,700	36,200
Riverside	32,735	91.75	35,667	3,800	18,800
Willingboro	151,659	98.00	154,762	6,080	15,500

Source: N. J. Taxpayers Association

In the not too distant future there will undoubtedly be a considerable increase in the local housing stock. Such an occurrence will adversely effect the present favorable fiscal balance. To accomodate the anticipated residential growth and to still maintain the favorable balance, a complementary increase of industrial and commercial land uses will be necessary.

The Delaware Valley Regional Planning Commission has indicated that Burlington County will continue to experience expansion. However, Delran is not automatically going to experience industrial growth just because it is the next municipality up Route 130 from Cinnaminson. With the completion of Route 295 the relative importance of Route 130 is expected to decrease which in turn reduces the relative importance of Delran's comparatively small industrial tracts oriented to the highway.

Parcels adjacent or having immediate access to Route 295 are undoubtedly going to have the highest demand for industrial growth. Relating this factor to Delran, with Creek Road intersecting Route 295, the proposed industrial tract along Rancocas Creek, because of its size and location, has a very high potential.

The availability of desirable land will not automatically produce desirable industrial growth. There is a need for zoning regulations which will be strong enough to assure industrial development that will be compatible with Delran but flexible enough to give the industrialist an opportunity to accomodate his objectives.

In addition to zoning, the municipality through its Economic Development Agency must actively work to encourage the location of new facilities within Delran's borders. Since there are about 10,000 economic development groups throughout the nation, there is a need for a highly professional approach to increase effectiveness.

RECREATION AND OPEN SPACE

Standards, Needs and Implementation

Parks, urban open spaces, and protected rural areas play an important role in meeting many fundamental human needs in a world characterized by the tensions of an urbanizing and technologically complex society. As a backdrop for Delran Open Space Planning, a number of general observations are in order.

The need for physical activity is recognized as essential for the health of people of all ages. For the young, active recreation can absorb some of the energy and drive that might otherwise generate delinquency. For the adult, recreational activity can counteract the obesity and physical inactivity which characterize much of our adult population as more jobs require little or no physical labor. For the elderly, moderate exercise continues to promote good health, although declining energy and stamina may require tempering of strenuous exercise.

Not all recreation requires physical activity. People also need elbow room, places where rest and relaxation are available during the course of a normal day. Yet in a world where the demands of urban and suburban living are creating tremendous pressures, opportunities to stretch, or chances for solitude and quiet reflection become increasingly rare.

Meeting new friends and learning to work with others are important human needs that creative leisure can help satisfy. Organized recreational activities or informal family-style recreation provide opportunities to grow socially through cooperation and the sharing of pleasant experiences.

Demand for park and open space land across the country is rising. Upon analysis the reasons become quite clear. Our population is growing and, with greater leisure time and a vastly improved highway network, we have become more mobile. These facts, coupled with rising income, guaranteed pension plans, and paid vacations, have made the recreation industry one of the fastest growing in the country.

Family income in the United States has risen and is expected to rise by about five percent per year. Despite inroads on the value of the dollar by inflation, the purchasing power of the average household has risen about three percent per year. As real income goes up, surveys show that families spend a greater percentage of their disposable income for outdoor recreation and travel. This trend is evident in the significant rise in sales of outdoor recreation equipment.

Around the turn of the century a 60-hour work week was not unusual. Today the average work week is 40 hours. By 1976 it is projected to fall to 36 hours and by the year 2000 it may be down to 32 hours. Paid vacations and holidays are expected to follow the same trend. The outdoor Recreation Resources Review Commission predicts that the average worker will get four weeks of vacation by the year 2000. Earlier retirement and longer periods spent for education will further increase leisure time.

Standards and Needs

Permanently protected open space can have a variety of sizes and uses ranging from a 1/8 acre "tot lot" to hundreds of thousands of acres of "greenbelt" separating two metropolitan areas. The responsibility for providing the range of park and open space facilities is shared by government at all levels -- local, State and Federal -- and by private citizens and private enterprise as well.

Public Parks

1. Playlot - A land area of from 2,000 to 10,000 square feet is sufficient. A playlot is intended primarily to serve children of pre-school age under parental supervision in populated neighborhoods. This facility has an ideal service area of four blocks or less. It is preferably located in the center of a block, sheltered from busy streets. Access should be provided by sidewalks or walkways designed with the baby carriage and small children in mind. A playlot can be provided privately, as in a Planned Unit Development, or by the municipal government or the school board.

2. Neighborhood Playground - A land area of from 3 to 7 acres is the accepted minimum. It is meant to serve chiefly school-age children with playground equipment, areas for outdoor games, and facilities such as wading pools, and arts and crafts shelters. The neighborhood playground may also have an area for adults and a landscape buffer to isolate playground noise from the neighborhood. The service radius should be no more than a half mile. The playground should be provided by the municipality or by the school district. The National Recreation Association recommends 1-1/2 acres of playlot and playground space for every 1000 persons.

3. Neighborhood Park - A land area from one and one-half to two acres, when part of a playground, or to seven acres when separate. This facility is intended to provide passive recreation in areas where population density is greater than four families per acre, with a ratio of 1-1/2 to 2 acres per 1,000 persons, depending on density. A neighborhood park should be no farther than a 1/2 mile walk for anyone within the intended service area. Small parks can be designed to incorporate a distinctive natural feature such as a lake, stream, woodland, or scenic elevation.

4. Community Playfield - An area of from 12 to 50 acres, chiefly serving the high school and adult groups. It includes sports fields for softball, baseball, football, and other outdoor sports, landscaped buffer and parking. Playfields are usually associated with a junior-senior high school and have a service radius of 1 mile serving 15,000 to 25,000 persons.

Future Recreation Requirements

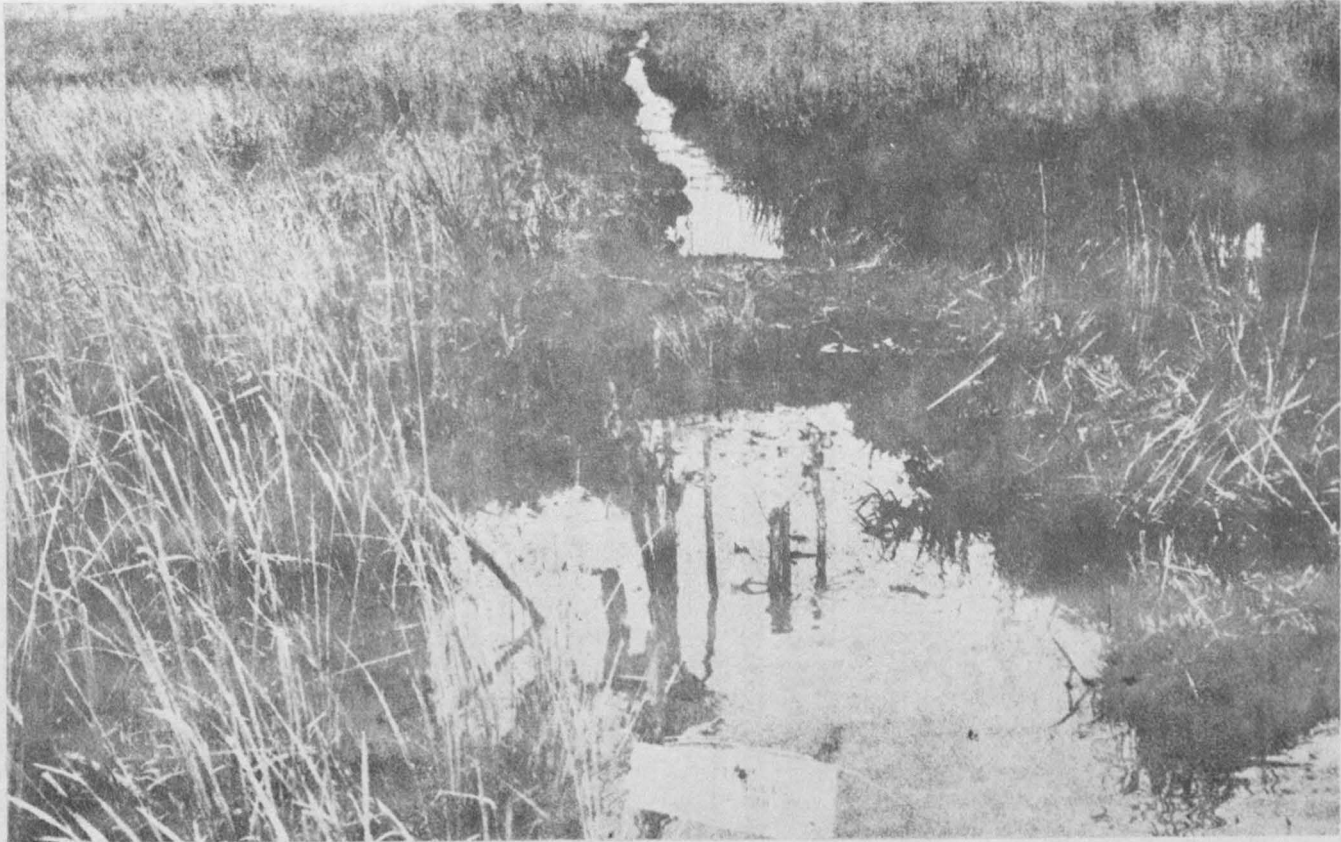
Delran Township should establish a program that will fulfill the recreation requirements of its future residents. Using the previously mentioned standards and population projection as a framework, the future area requirements for recreation use are presented. It is not suggested that the Township slavishly follow these suggested requirements. They are only presented as a guideline for use in developing Township wide policy. In addition the standards may be of assistance in the review of developments under the Planned Community Ordinance.

TABLE 29
SUGGESTED FUTURE RECREATION NEEDS
DELRAN TOWNSHIP*
1970 - 1990

	1970	1980	1990
Anticipated Population	10,300	22,000	30,000
Playlots and Playgrounds (1-1/2 Acres per 1000 persons)	15 Acres	33 Acres	45 Acres
Neighborhood Parks (1-1/2 acres per 1,000 persons)	15 Acres	33 Acres	45 Acres
Community Playfields (2 acres per 1000 persons)	21 Acres	44 Acres	60 Acres
Total Need	51 Acres	110 Acres	150 Acres

*Standards include recreation areas that should be under municipal or school district jurisdiction.

THE NEED FOR NATURAL PRESERVATION



Means of Open Space and Recreation Acquisition

Methods of either obtaining or protecting open space that are available to New Jersey governmental jurisdictions can be classified into five general categories: a) Acquisition; b) Use of the police power; c) Tax policy; and d) Gifts. Each of these general categories contains specific tools that the various units of government may apply in the preservation of open space.

Acquisition

Several avenues are open to government in the acquisition of land for open space purposes. If a governmental jurisdiction purchases all of the property rights, it acquires the fee simple or complete title to the land. Governments may purchase less than full title (such as development rights) to guarantee that the land will be maintained in open use. This type of transaction is defined as the acquisition of an easement. The original landowner still retains some of the property rights, but he must conform with the stipulations of the easement. The amount and kinds of rights retained depend upon the agreement between the public agency and the landowner.

Usually full title is acquired through negotiation between the municipality and the seller at the prevailing market price. However, in some instances government must use its power of eminent domain to acquire private property when the landowner refuses to sell. Under condemnation proceedings title is transferred to the government and the landowner is paid a just compensation. The power to exercise eminent domain is not unlimited.

Acquisition of Easements

Governmental jurisdictions in New Jersey do not have to acquire the complete bundle of rights that constitute acquisition of fee. Legislation enacted in New Jersey permits the acquisition of development rights. By acquiring only certain rights pertaining to the use of land, governmental jurisdictions may still achieve the goal of preserving open space. Some easements restrict development; others permit no development at all while others are less restrictive, and are merely used to permit public access to woodland for hunting and fishing purposes. Some of the principal types of easements that have had widespread use throughout the country are: scenic easements which prohibit development near parks and park entrances; parkways, highways and other right-of-way easements; airport easements; and water control easements.

The primary criticism leveled against purchasing conservation easements is that they cost nearly as much as acquisition of fee simple title in rapidly developing areas. The cost of an easement is generally estimated by the difference between the fair market value of the land with the easement and without it.

Police Power

Planned Community Zoning Amendment

In 1966 Delran Township through the adoption of the planned community amendment has achieved another means to obtain needed open space. This municipal legislation permits the developer to build on a large tract of land with an overall gross density of 2.5 families per acre, and on a minimum lot size of 10,000 square feet. In turn the developer is required to donate up to 12% of the tract for public use including areas for school sites, playgrounds or passive open space.

Flood Plain Zoning

The Burlington County Planning Board has proposed a model flood plain ordinance to be implemented by municipalities along the Rancocas Creek. Delran Township should consider the possibility of enacting such an ordinance. Detailed engineering studies will have to be made to delineate the boundaries of the future flood plains. However, this would be an effective means to preserve the tidal lands.

The Official Map

The official map is another technique that may be useful in preserving open space. In the past, the official map has been used most frequently in connection with preserving rights-of-way for streets or for their widening. In addition the official map can be used as a method of attaining local open space objectives. Land can be maintained free of development for future use as streets and it can also be set aside for parks and drainage rights-of-way if they are needed for the public.

Municipalities may reserve parkland providing: a) the mapping of parks is based on a master plan; and b) the reservation of land for park purposes does not exceed one year after approval of a subdivision plat by the Planning Board.

THE NEED FOR FLOOD PLAIN ZONING MUST BE CONSIDERED



Tax Policy

One of the tools available to the State and the municipality for the preservation of open space is tax policy. From a short range point of view it will not be an easy decision for the municipality to implement open space programs since it would have to choose between having future parks and other open spaces and potential rateables which are so important to municipal government under the present tax structure in New Jersey. In the long run, restraint in the collection of property tax may, in fact, enhance and improve values for the community and thereby result in greater taxable value.

Briefly the following methods are available to Delran to alter present tax policies:

1. Recognition of zoning in assessment policy so that undeveloped land is assessed on present use instead of the highest potential of the land. Overburdening assessments of rural land near the urban fringe has accelerated the pace of development.

2. Deferral of taxes involves postponing the payment of taxes on that portion of the market value of the land in excess of the value at the restricted or present zoned use. The postponed or deferred taxes become due on a change in use when the land is put to a use not permitted by the regulation or when the regulation is removed. Deferral is a seemingly attractive proposal because it eventually recovers the deferred taxes.

3. Preferential assessment involves assessing open land at its value for only the present or permitted unintensified uses. Preferential assessment differs from the general directive in that it applies to only selected land uses, and there is no necessary assumption that the land is permanently subjected to land use controls.

The Farmland Assessment Amendment is an example of this type of assessment.

4. Another tax device is that of granting tax exemptions to certain forms of open space. All public properties in public use are exempt, and (under certain conditions) privately owned lakes and ponds that are open to the public for swimming and boating are also tax exempt.

Gifts

Historically, one of the primary methods of obtaining open space in New Jersey has been through gifts of land to various governmental jurisdictions.

Many municipal parks have been the gifts of individuals. Perhaps the best examples are the 1,100 acre park in Bridgeton and the parkland which has been acquired by municipalities in Camden, Gloucester and Salem Counties through the operations of the Stewart Fund.

In an action program for Delran Township to secure and reserve needed open space, the following methods are most applicable:

1. For active recreational facilities it is recommended that the municipality use the mechanisms provided in the planned community ordinance where the developer must donate 12% of the land area of the parcel for open space and acquire supplemental lands as needed through the public acquisition. As a policy active playgrounds and playfields should be integrated with school recreation facilities.

2. Along the Rancocas Creek it is recommended that the Township adopt flood plain regulations. By this restriction future development could be minimized.

3. All planned recreational facilities should be indicated on the official map so that the municipality has an opportunity to withhold building permits for a one year period to provide time for public acquisition.

In summary, this section has reviewed the various standards which are a basis for determining community recreational needs. In addition, the future needs of Delran were projected. Finally, we reviewed the various procedures of reserving land for open space. We have suggested procedures to be applied in the Township.

SCHOOLS

One purpose of the master plan is to designate areas in Delran which are to be utilized for future school purposes. Another purpose of the plan is to recommend a future school plant construction program in the Capital Improvements Program that will recognize the financial capabilities of the Township. The final responsibility of any school construction lies in the hands of the local Board of Education. It is, however, important that the Planning Board recognize the future school needs in its planning program since schools are a vital land use.

EXISTING SCHOOL FACILITIES

Presently the Delran Township school district operates three schools. These include the Aronson Bell School in Bridgeboro, the Cambridge School and the Chester Avenue School. The Bell School has 13 classrooms used for grades K-6. The original 6 classroom structure is over 57 years old. These classrooms should be considered for replacement in the near future. The Cambridge School has 6 classrooms used for elementary purposes. It is located on an extremely small site on Third Street. The Chester Avenue School is of recent vintage. This facility has 31 classrooms and is located on a large site. The building has 17 of its classrooms used for elementary purposes and 14 classrooms used for Junior High School grades.

High School students are sent to Riverside High School.

TABLE 30
EXISTING CLASSROOM FACILITIES
DELRAN TOWNSHIP
1969 CLASSROOMS

School	STANDARD		Sub-Standard
	<u>Elementary</u>	<u>Jr. High</u>	
Bell**	13		2
Cambridge	6		1
Chester Avenue	<u>17</u>	<u>14</u>	<u>0</u>
Total	36	14	3

**6 Classrooms are over 57 years of age. They should be considered for replacement.

Total Standard Classrooms that will have long functional use = 46

Enrollments

Table 31 presents the annual enrollments for the Township schools from the 1962-1963 school year to April 1 of the present school year. This information was derived from local and state sources.

Total enrollments have increased from 908 in 1962 to 1371 in 1969. During this period, the Chester Avenue School was opened and the ninth grade was transferred to the Township's facilities from Riverside High School. The increase in enrollments over the last seven years directly corresponds to the type of building activity in the Township. Before 1964 all new residential development was in the form of the single family house. From the 1962-63 to the 1965-66 school years enrollment from K-8 increased by 276 pupils. This was a 30% increase. After 1965 there was very little single family construction in the Township, but over 800 garden apartment units were constructed. From the 1965-66 school year to the present K-9 enrollments increased by 67 pupils; a 5% increase. The effect of various types of housing on the local school system is clearly indicated.

In recent years the average classroom size has been less than 25 pupils. This policy corresponds with that of the State Department of Education.

Enrollment Projections

In conventional studies enrollment projections are usually based on the premise that the future will closely mirror the immediate past. In Delran, from review of already approved development plans, we already know that this will not happen. Table 32 presents an enrollment projection assuming that there will be moderate new development in the near future in addition to natural increase. This projection would be valid in most instances. It foresees a 20% enrollment increase in the next six years. It must be carefully noted, however, that Tenby Chase with 1,100 single family homes and Swedes Run with 250 single family homes, are now in the initial stages of construction.

It is assumed that new homes will be built at a rate of 250 a year for the next five years, in these two developments. The enrollment projection on Table 33 adds the Tenby Chase and Swedes Run future enrollment to the previous projection. This higher projection assumes a total enrollment (K-12) of 2210 students in 1969-70 school year and anticipates an 80% increase to 3960 students by 1975.

The effect of these two developments is quite apparent.

TABLE 31
SCHOOL ENROLLMENTS
1962 - 1969
DELRAN TOWNSHIP

<u>School</u>	<u>1962-63</u> <u>Enrollment</u>	<u>1963-64</u> <u>Enrollment</u>	<u>1964-65</u> <u>Enrollment</u>	<u>1965-66</u> <u>Enrollment</u>	<u>1966-67</u> <u>Enrollment</u>	<u>1967-68</u> <u>Enrollment</u>	<u>April 1</u> <u>1968-69</u> <u>Enrollment</u>
K	129	161	131	161	166	150	152
1	116	125	153	136	150	135	136
2	109	116	123	155	140	151	136
3	112	114	118	136	159	130	146
4	82	118	116	132	128	148	130
5	98	83	116	121	140	119	145
6	103	104	89	131	121	146	116
7	83	105	114	94	138	125	144
8	78	82	104	118	90	134	122
9	--	--	--	120	115	90	144
Total	908	1,008	1,064	1,304	1,347	1,347	1,371
Classrooms Used:	38	36	38	56	56	56	56
Pupils per Classroom							
K-9	23.9	28.0	27.7	23.3	24.1	24.1	24.5

Source: N. J. Annual Reports - Commissioner of Education - 1962-67
Delran Township School Superintendent.

Classroom Needs

The enrollment projections for master plan purposes cannot stand alone. In order to determine future land allocations for schools these must be translated into classroom needs. Based on the accepted formula of 25 students per classroom for grades K-5 and 27 for Grades 6-12, Table 34 presents the classroom requirements for each grade for each of the next six years.

TABLE 32
DELRAN TOWNSHIP
PROJECTED ENROLLMENTS
1969 - 1975
BASED ON PREVIOUS TRENDS - EXCLUDES ANTICIPATED
EFFECT OF TENBY CHASE - SWEDES RUN.

Year	K	1	2	3	4	5	6	7	8	9	10	11	12	K-6	7-9	10-12	K-12
1969-70	155	145	139	139	149	133	148	119	147	126	147	103	97	1008	420	347	1775
1970-71	160	147	149	143	143	153	136	152	123	151	129	150	107	1031	403	386	1819
1971-72	165	152	151	153	147	147	157	139	156	121	155	134	153	1071	438	442	1951
1972-73	168	157	156	155	157	151	151	161	142	160	131	159	134	1156	433	424	2013
1973-74	173	161	161	160	159	161	155	155	165	145	164	134	163	1180	474	461	2115
1974-75	178	164	165	165	164	163	164	159	159	169	149	168	139	1224	477	456	2157

Construction Program

In order to keep pace with the increased enrollments Delran will have to undertake a vigorous school construction program during the 1970's.

The following outlines the proposed school building program. Also suggested are the primary and secondary grade arrangements. In addition, it is assumed that Delran will have to provide for its high school students by 1985. (See Page 60).

TABLE 33

DELRAN TOWNSHIP PROJECTED ENROLLMENTS 1969 - 1975
 BASED ON PREVIOUS TRENDS AND TOTAL TENBY CHASE AND
 SWEDES RUN DEVELOPMENTS AT 250 HOMES FOR EACH OF THE
 NEXT FIVE YEARS.

	K	1	2	3	4	5	6	7	8	9	10	11	12	K-6	7-9	10- 12	K-8	9- 12	K-12
1969-70	181	175	178	177	186	169	176	134	172	152	172	128	110	1242	458	410	1548	662	2210
1970-71	210	206	202	205	204	213	195	203	176	199	178	198	155	1415	578	531	1794	730	2404
1971-72	243	225	230	226	232	228	240	218	230	195	223	203	221	1624	643	649	2078	844	2922
1972-73	268	255	249	254	250	256	252	264	241	254	219	247	223	1782	759	689	2207	943	3150
1973-74	298	284	283	288	280	290	275	269	287	271	282	252	283	2000	827	817	2556	1088	3644
1974-75	321	309	308	307	312	309	313	304	298	306	296	301	276	2179	908	873	2781	1179	3960

TABLE 34
DELRAN TOWNSHIP
PROJECTED CLASSROOM NEEDS
1969 - 1975

	<u>K</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>	<u>K-6</u>	<u>7-9</u>	<u>10-12</u>	<u>K-8</u>	<u>9-12</u>	<u>Total</u>
1969-70	4	7	7	7	7	7	7	5	6	6	6	5	4	46	17	15	57	21	78
1970-71	5	8	8	8	8	9	8	8	7	7	7	7	6	54	22	20	69	27	96
1971-72	5	9	9	9	9	9	10	8	9	7	8	7	8	60	24	23	77	30	107
1972-73	6	10	10	10	10	10	10	10	9	9	8	9	8	66	28	25	85	34	119
1973-74	6	12	11	12	11	12	11	10	11	10	11	9	10	75	31	30	96	40	136
1974-75	7	12	12	12	13	12	13	11	11	11	11	10	10	82	33	31	104	42	146

Based on Enrollment Projections including Tenby Chase and Swedes Run.

Also Table assumes 25 pupils per classroom grades K-5, and 27 pupils per classroom grades 6-12.

TABLE 35
PROPOSED SCHOOL BUILDING PROGRAM
DELRAN TOWNSHIP
1969 - 1975

Year	School	Proposed Classroom Arrangement	
1970	30 Room Elementary School	K-7	66 Rooms
		8-9	14 Rooms
1972	20 Room Secondary School		
	Discontinue 6 old classrooms	K-5	60 Rooms
	Bell School	6-9	34 Rooms
1974	25 Classroom Elementary School	K-6	85 Rooms
		7-9	34 Rooms
1975	45 Classroom High School for 1200 Students	K-6	85 Rooms
		7-8	34 Rooms
		9-12	45 Rooms

Initially High School would house grades 9-12 but within a few years it might be rearranged to house 10-12 to provide for further increases in enrollment.

After 1975 another elementary school will be needed.

Standards for School Facilities

The State of New Jersey's Department of Education's Policy for school site selection is:

Size of Site

The size of any school site should be determined largely by the nature and scope of the contemplated educational program. Actual layouts of the spaces needed by the various phases of the program should be made. Because the site size problem varies in accordance with the needs of the type of school organization and in terms of the age and development status of the community or school district, the following rules must be taken as the minimum for which all should strive and which most should exceed.

1. Elementary Schools (K-6). It is suggested that there be provided a minimum site of five acres plus an additional acre for each 100 pupils of predicted ultimate maximum enrollment. Example: An elementary school of 500 pupils would have a site of ten acres.
2. Junior High Schools (Grade 7, 8, 9). It is suggested that there be provided a minimum site of 20 acres plus an additional acre for each 100 pupils of predicted ultimate maximum enrollment. Example: A junior high school of 500 pupils would have a site of 25 acres.
3. Senior High Schools (Grades 9-12). It is suggested that there be provided a minimum site of 30 acres plus an additional acre for each 100 pupils of predicted ultimate maximum enrollment. Example: A senior high school of 1,000 pupils would have a site of 40 acres.

PUBLIC FACILITIES

Fire Stations

Presently Delran has two independent volunteer fire companies. One station is located on Alden Road in the Dredge Harbor area and the second is located on the Bridgeboro-Moorestown Road in Bridgeboro.

In early 1969 the fire companies were reestablished into fire districts. In this way each fire district can levy taxes on all properties within the district to cover cost of operations. Previously the municipal government paid for a portion of these costs.

Standards prepared by the National Board of Fire Underwriters recommend that a fire station be located within a mile of high value commercial and industrial districts, 1-1/2 miles from residential districts of suburban densities and within three miles of rural areas. For future consideration one has to assume that Delran will become completely suburbanized in the next five to ten years. Thus, all areas of the Township should be within the 1-1/2 mile service radius. The two existing fire stations adequately serve all areas of the Township except the extreme southwestern section. In addition Millside Apartments and the Millside Shopping Center are located at the extremity of the 1-1/2 mile service radius of both stations. These two high density areas according to standards, should be within a mile of a fire station.

The fire station on Alden Road is old, small and shows some evidence of deterioration. Furthermore, its location is not the most strategic in terms of vehicular access. Therefore, it is suggested that a third fire station be considered in the area of the municipal building. From this location, more expeditious service could be provided to the commercial areas on Route 130 and the extremities of Tenby Chase which are now out of the desirable service radius of the two fire stations.

A modern fire station should have an architectural style that blends into the neighborhood. The size of the proposed station should be large enough to house the equipment (at least 2,000 square feet) and in addition provide area for office space, racks for drying hose, equipment maintenance rooms, recreation rooms, and training classrooms. This proposal has a secondary priority.

Municipal Building

Delran Township recently completed a new municipal building. This structure contains 6 office and meeting rooms on the ground floor and offices for the police department on the lower level. It cost \$100,000 to construct. The building is adequate now to handle municipal operations, but with the growing population its long term effectiveness needs further evaluation.

The growing population will in turn create an additional administrative workload necessitating additional employees. This in turn will create the need for additional work space. One suggestion has been to have municipal officials consider at some future date the relocation of the police department to a separate structure. The space vacated by the department could then be used for additional municipal services.

The present location of the municipal building as a police headquarters is excellent in that all areas of the Township can be served with relative ease. Perhaps a separate structure coordinated with the previous proposal for a fire station located on or adjacent to the present Chester Avenue municipal site would be most feasible for a new police station. Again this proposal has a secondary priority.

Libraries

With an expanding population, increase in leisure time, higher educational goals and attainment, the public library becomes an increasingly important function in the community.

The Township participates in the County Library System. The County Library is supported through property taxes paid by each homeowner. The County encourages the expansion of branch libraries. It will stock and operate each new facility. However, the municipality is assigned the responsibility of acquiring the site and constructing the new facility.

The size of such structure would depend on municipal objectives. As a guideline, suggested standards are presented on Table 36. These were prepared by the American Library Association.

The primary purpose of the master plan is to determine a location for any future library facility. Library planners recommend that a location of a new library should be determined by maximum accessibility. Libraries are intended to be intensely used and therefore should

not be located in some out of the way place. In addition the library must be located in an area where peak activities on weekends and evenings can be accomodated.

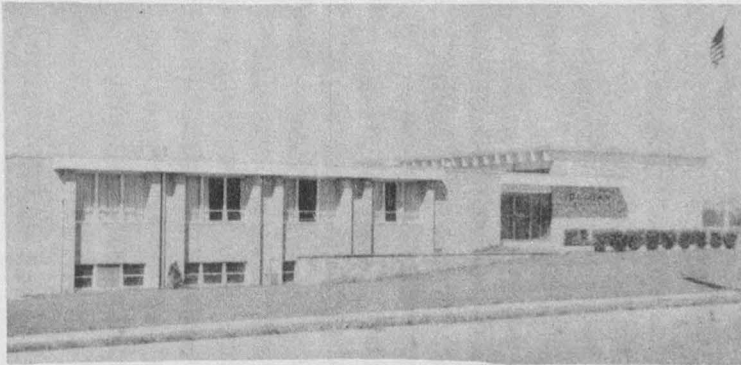
Projections indicate that the Township will have a population exceeding 25,000 persons by 1985. Therefore it is strongly recommended that municipal officials consider the establishment of a branch of the County Library in the Township. Delran has developed (as many other suburban townships in New Jersey) as a community without a focal point. Therefore, there is no one specific area in the Township that would be best suited for a new library structure other than the site of the municipal building. As an alternative, the Millside Shopping Center is probably the most visited point in the Township. The locational standards mentioned earlier would be fulfilled by the location of a library facility in the shopping center. Ideally if the County would approve of a rental location instead of a permanent fixture, the Township could rent a store in the shopping center. The library is of a secondary priority.

TABLE 36
SUGGESTED LIBRARY STANDARDS

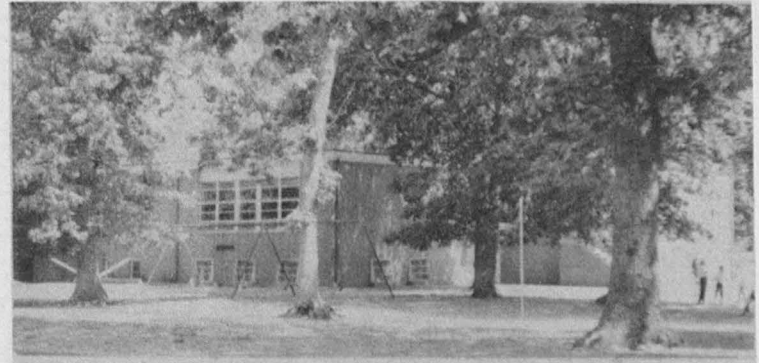
Population Served	Amount of Floor Space	Reader Space	Staff Work Space	Estimated Additional Space Needed	Total Floor Space
10,000-24,999	2,000 Sq.Ft. Add 1 Sq.Ft. for every 10 Books over 20,000	Min.1,200 Sq. Ft. for 40 Seats. Add 4 seats per M.over 10,000 pop.served, at 30 sq.ft.per reader space	1,000 Sq.Ft. Add 150 Sq. ft.for each full time staff member over 7.	1,800 Sq.Ft.	7,000 Sq.Ft. or 0.7 Sq. ft.per capita, whichever is greater
25,000-49,999	5,000 Sq.Ft. Add 1 Sq.Ft. for every 10 Books over 50,000	Min.2,250 Sq. Ft. for 75 seats Add 3 seats per M.over 25,000 pop.served at 30 Sq.Ft. per reader space	1,500 Sq.Ft. Add 150 Sq. ft.for each full time staff member over 13	5,250 Sq.Ft.	15,000 Sq.Ft. or 0.6 sq.ft. per capita, whichever is greater

Source: American Library Association

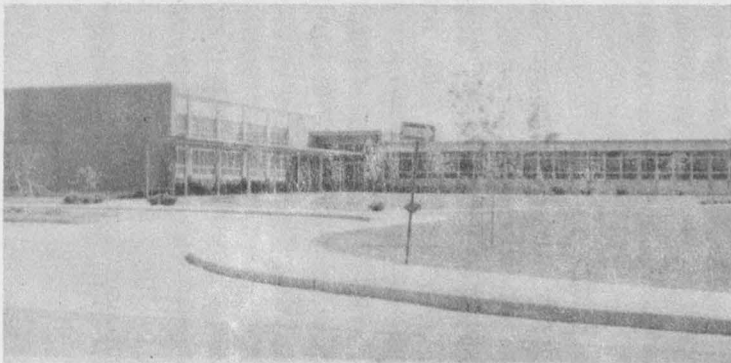
SOME PUBLIC BUILDINGS



NEW MUNICIPAL BUILDING



CAMBRIDGE SCHOOL



CHESTER AVENUE SCHOOL



BRIDGEBORO FIRE STATION

Sanitary Sewers

The Delran Sewerage Authority provides sanitary sewerage services for the residents of the Township. The annual fee is \$60. This cost covers both debt retirement and operating costs. All of the developed portions of Delran are now served. Trunk lines are designed to be extended into undeveloped areas as service is required.

The treatment plant located on River Road has a design capacity to treat 1,500,000 gallons per day. At present the plant is only treating 500,000 gallons per day. Based on accepted averages of 75 gallons of sewerage per day the present plant will be able to accomodate the effluent of 20,000 persons. According to the population projections the present facilities would be able to handle normal population growth up to 1980. After that time an expansion of treatment facilities will be necessary.

Another very important factor is that the sewage treatment plant is only designed for residential type sewerage of 250 p.p.m. of bacterial content. Therefore, any industrial development which produces effluent with higher bacteria content can use up the existing capacity of the sewage plant rapidly.

If the Township wants to promote industrial development, it will have to accept the fact that the present sewage treatment facilities will have to be improved and expanded more quickly than anticipated. As an alternative the Township can develop its land use regulations in such a manner that the character of the sewage effluent would be a performance standard. Any firm that has effluent above a predetermined level would not be a permitted land use in the industrial zone.

HOUSING AND NEIGHBORHOOD ANALYSIS

Previous studies have shown that residential structures form the most significant use of the land in Delran today. The importance of housing, however, cannot be measured solely by the amount of land it occupies or the number of persons it shelters. To a large degree the very character of the community is reflected by the type and condition of its housing. Patently a well maintained neighborhood is more apt to attract structures of similar quality, while a blighted area will either discourage future development or attract new structures of limited value. In addition, a deteriorated neighborhood frequently influences the character of nearby development.

General Conditions

The 1960 Census disclosed that structural conditions in Delran were as favorable as those reported for the entire County. In Delran 10% of the structures were considered deteriorated or dilapidated. Burlington County had 12.5% of its total structures in this category. The accompanying table shows that of the 1337 dwelling units in 1960, 24, or somewhat less than 2% of total, were dilapidated.

The census defined the housing conditions in the following manner:

1. Sound housing is defined as that which has no defects, or only slight defects which normally are corrected during the course of regular maintenance. Examples of slight defects are: lack of paint; slight damage to porch or steps; slight wearing away of mortar between bricks or other masonry; small cracks in walls; plaster or chimney; cracked windows; slight wear on floors, doorsills, doorframes, window sills, or window frames; and broken gutters or downspouts.

2. Deteriorating housing needs more repair than would be provided in the course of regular maintenance. Such housing has one or more defects of an intermediate nature that must be corrected if the unit is to continue to provide safe and adequate shelter. Examples of intermediate defects are: holes, open cracks, rotted, loose, or missing materials over a small area of the foundation, walls, roof, floors, or ceilings, shaky or unsafe porch, steps, or railings; several broken or missing windowpanes. Such defects are signs of neglect which lead to serious structural deterioration or damage if not corrected.

3. Dilapidated housing does not provide safe and adequate shelter and in its present condition endangers the health, safety, or well-being of the occupants. Such housing has one or more critical defects; or has a combination of intermediate defects in sufficient number or extent to require considerable repair or rebuilding; or is of inadequate original construction.

TABLE 37
CONDITION OF HOUSING AND
PLUMBING - 1960

	Burlington County	%	Delran	%
All Units	59,986	--	1,489	--
Sound	52,334	87.5%	1,337	89.8%
With all plumbing facilities	50,403	97.0%	1,312	99.0%
Lacking only hot water	430	0.7%	14	1.5%
Lacking other facilities	1,501	1.7%	11	0.8%
Deteriorating	5,944	10.0%	128	8.6%
With all plumbing facilities	4,425	75.0%	102	80.5%
Lacking only hot water	288	4.85%	12	8.5%
Lacking other facilities	1,231	21.0%	14	11.0%
Dilapidated	1,704	2.9%	24	1.6%

The defects of dilapidated structures are either so critical or so widespread that the structure should be extensively repaired, rebuilt, or torn down.

The reader, however, will find from other blight indicators set forth in the 1960 U.S. Census that Delran's housing compared favorably with the Burlington County data. For example a higher percentage of Delran's structures were owner occupied. The advantage of this fact is that the homeowner generally takes better care of his property than the average tenant.

Age is considered another factor to be taken into account in a discussion of blight. Buildings obviously become more costly to maintain as they age. In 1960 over 50% of the structures in Delran were less than 10 years of age. In Burlington County as a whole, 47% of the buildings were over 20 years old.

Nearly a decade has passed since the Census information was collected. Considerable activity has taken place in Delran to alter the total housing picture. During the last eight years, 1130 units were constructed and 26 were demolished by the municipality. Tables 40 and 41 indicate structural conditions and age and show the impact of the recent growth on the overall averages.

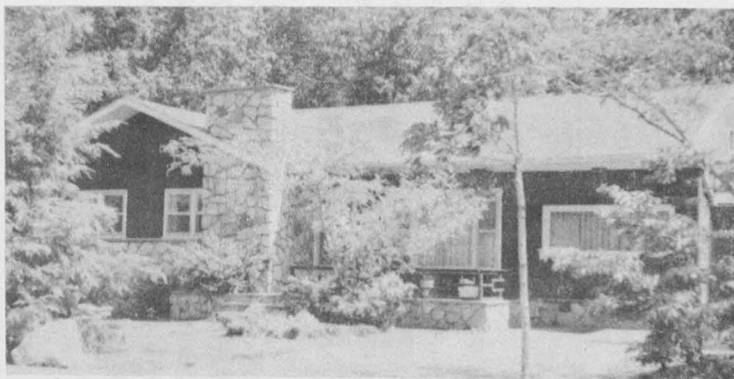
TABLE 38
HOUSING CHARACTERISTICS
TENURE AND VACANCY STATUS
DELRAN TWP. - BURLINGTON CO.

	BURLINGTON COUNTY		DELRAN TWP.	
	<u>Total</u>	<u>Percent</u>	<u>No.</u>	<u>Percent</u>
All Housing Units	59,982	100%	1,489	100.0%
Owner occupied	41,389	70.4%	1,268	85.0%
Renter occupied	13,881	21.8%	167	11.4%
Available Vacant	1,662	2.8%	24	1.4%
Other Vacant	3,050	5.0%	30	2.0%

TABLE 39
STRUCTURAL AGE
DELRAN TWP. - BURLINGTON CO.

<u>Year Built</u>	<u>BURLINGTON COUNTY</u>		<u>DELRAN TOWNSHIP</u>	
1950-1960	26,216	44.0%	819	55.0%
1940-1949	5,575	9.0%	124	8.3%
Prior to 1939	28,206	47.0%	546	36.7%
TOTAL	59,986		1,479	

HOUSING QUALITY



- This is a single family home in excellent condition; note the beautiful landscaping.



- This is a large modern home on Chester Avenue, also in excellent condition.



- This is an older home in the Bridgeboro area. Note the signs of deterioration, including loose siding.



- These two old residential structures on Route 130 are dilapidated. They will undoubtedly be replaced by a new commercial building in the near future.

TABLE 40
1969 ESTIMATED HOUSING CONDITIONS
DELRAN TOWNSHIP

	No.	Percent
All Units	2,593	100.0%
Sound	2,469	95.2%
Deteriorating	114	4.4%
Dilapidated	10	.4%

Source: U.S. Census and New Construction and Demolition Data
N. J. Dept. Conservation and Economic Development

TABLE 41
STRUCTURAL AGE
1968
DELRAN TOWNSHIP

Year Built	No.	Percent
1960-1968	1,130	43%
1950-1960	819	32%
1940-1949	114	4%
Prior to 1939	530	21 %
	2,593	100%

Source: Census Data Updated through data supplied by
N. J. Department of Conservation and Economic
Development.

NEIGHBORHOOD ANALYSIS

Even though recent development has had a favorable effect on the total housing picture in Delran, there are still areas within the Township where housing problems do exist. In order to clearly pinpoint areas of housing decline and to suggest corrective action on the part of the governing body, a planning analysis on a neighborhood basis is presented.

Neighborhood Delineation

The accompanying map delineates six areas within the Township that have somewhat individual characteristics.

Each neighborhood will be examined separately as to character of growth, existing and potential housing problems.

Necessary recommendations for the improvement of housing quality will be set forth for each neighborhood. Appropriate Federal and State aid programs will be examined.

Riverside Gardens-Dredge Harbor

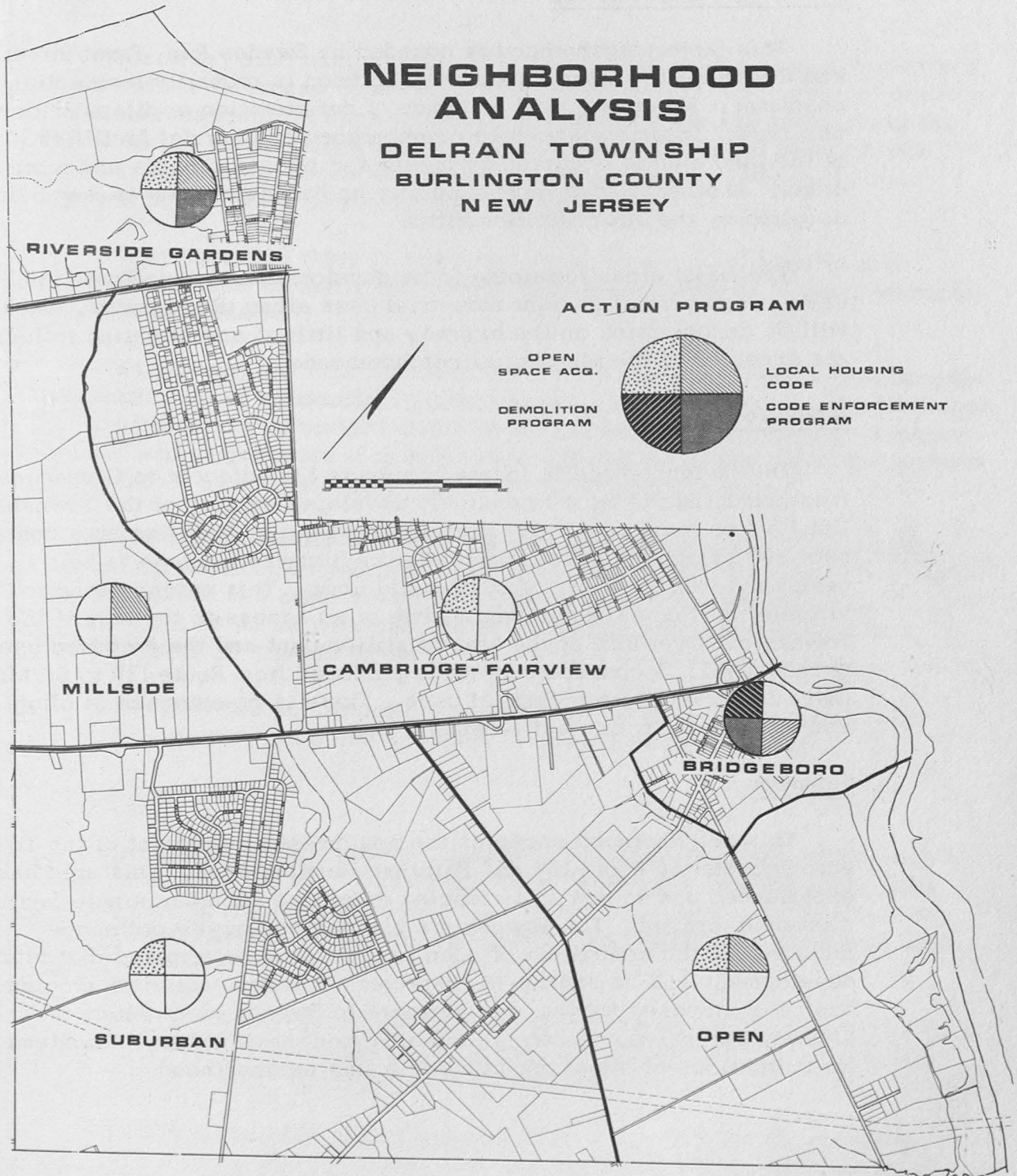
This neighborhood is bounded by Dredge Harbor-St. Mihiel Drive and the Riverside boundary. Existing development includes a concentration of commercial uses along Dredge Harbor. Almost all facilities are oriented to the boating industry. The one exception is a quarry operation on Norman Avenue. The quarry along with the various boat storage facilities does have a serious blighting influence on the nearby homes in Riverside Gardens.

The homes in this area are small modest single family structures. A vast majority were constructed prior to World War II. Several deteriorating structures were noted in this housing survey. However, this residential deterioration is not extensive and no federally assisted renewal action would be warranted at the present time. However, the municipality should initiate a code enforcement program with Federal assistance as soon as possible (see Appendix A for description of program).

All previous planning studies have indicated that the future land uses of the Dredge Harbor should be related to supporting recreation activities. New commercial development should be encouraged. However, the objectionable characteristic of the quarry operation (dust, noise, and heavy trucking) should be minimized as much as possible. This objective, (and others), needs regular implementation. Presently there are no recreation facilities in the residential portion of this neighborhood. Plans have been proposed to establish a "vest pocket" park on River Avenue facing the Delaware River. This park proposal originated in the 1958 Master Plan, and is now being considered as part of the Township's acquisition program. Up to 50% of the cost of acquisition is available as a grant from HUD under Title VII of the Housing Act (See Appendix A for details of this program).

NEIGHBORHOOD ANALYSIS

DELRAN TOWNSHIP
BURLINGTON COUNTY
NEW JERSEY



The preparation of this document was financed in part through an Urban Planning Grant from the Department of Housing and Urban Development under the provisions of Section 701 of the Housing Act of 1954.

The remainder has been financed by local funds and by an appropriation of the State of New Jersey as part of the Expanded State and Regional Planning Program.

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Cambridge and Fairfield

This large neighborhood is bounded by Swedes Run, Front Street, Route 130 and Riverside Township. This neighborhood is primarily residential in character. No substantive evidence of deterioration or dilapidation was observed. There are adequate neighborhood commercial facilities. Some of the land area is occupied by public and private schools and recreation areas. Another needed recreation site on Fairview Street is now being acquired by the Township Committee.

The major areas remaining to be developed are along Route 130. Plans call for commercial or light industrial uses along the highway. These uses will be concentrated on the highway and little if any blighting influences are expected in the residential neighborhoods.

Millside Manor

This neighborhood is located on Route 130 adjacent to Cinnaminson. It is becoming the most intensively developed section of the Township. Until a few years ago it was completely vacant. Now this area contains over 800 apartment units. Presently the highway frontage is being developed into a variety of commercial uses. This neighborhood is virtually self contained and has little or no access to the rest of the Township. Over 50% of the area is still vacant and the proposed use is industrial. A connector street is proposed from Route 130 to St. Mihiel Drive to serve future industrial uses. There is no evidence of blight and no need for public action at this time.

Suburban

This neighborhood occupies the southwestern quadrant of the Township bounded by Route 130 and Fairview Hartford Road. This area has experienced and is now experiencing extensive suburban single family tract development. The Township's planned community ordinance provides for the dedication of open space. It is anticipated that future development will be similar in character. A park acquisition program has been proposed for the area adjacent to Swedes Run. Along the highway extensive commercial and apartment development is contemplated. No indications of blight are present in this neighborhood.

Open

This area, also east of Route 130, is bounded by the Fairview-Hartford Road and the Rancocas Creek (excluding Bridgeboro). The principal development characteristic is open farmland. Residences are scattered along the major roads. Some individual structures show evidence of deterioration. The improvement of these structures can be achieved on the local level through the adoption of a municipal housing code.

Along Route 130 there is scattered development of residences and commercial uses (formerly residences) that show evidence of both deterioration and dilapidation.

The highway with its high traffic volumes has been the major blighting influence. As is evidenced in other sections of the Township, the pressures for commercial development on Route 130 are exceptionally high. Because of land economic forces it is anticipated that within a few years the present deteriorated structures will be replaced by new land uses.

Land use proposals envision the development of a major industrial area along Creek Road and high intensity commercial uses along Route 130. Between these two areas residential uses at a higher density will be encouraged. A major park has been proposed adjacent to the site for a future school off Loudon Street.

Recommended public actions include the adoption and rigid enforcement of a housing code and acquisition of land for park facilities.

Bridgeboro

This small neighborhood is located immediately adjacent to Route 130 on the Rancocas Creek. This is the oldest section of the Township, and a large part of its structures date back to the 19th Century. This area is primarily residential with scattered small industrial uses including a junk yard in Mulberry St.

The housing shows its age. Most structures can still be considered sound but there is evidence of deterioration, and dilapidation especially along Route 130 and Rancocas Street and Clam Street.

The State Transportation Department is in the process of preparing plans for a new Route 130 bridge over the Rancocas Creek with an anticipated intersection with the Moorestown-Bridgeboro Road. A part of the Bridgeboro neighborhood will be used for highway and intersection purposes.

It is doubtful whether blighting conditions are extensive enough to qualify the Bridgeboro area for a Federally assisted urban renewal program. However, there are Federal programs which can provide funds for code enforcement and demolition of unsound structures (see Appendix A for details on these programs).

We urge that Delran officials take immediate action to alleviate the existing unsound housing conditions in Bridgeboro through the adoption of a local housing code and the use of Federal assistance wherever possible.

Conclusion

From this analysis of individual areas within the Township we note that public action in the form of land acquisition for open space, and the adoption and enforcement of a Housing Codes, are available remedies. The applicability of various federal programs should be studied.

It is essential that action be taken to eliminate these small pockets of housing deficiencies as expeditiously as possible. Without any positive action on the part of the local officials, the overall land use objectives cannot be reached.

CIRCULATION

Classification of Roads

The highways and streets of any municipality can be broken down into a logical classification according to the purposes they serve and their design characteristics. Some roads serve to carry traffic between points which may be widely separated in terms of distance; other roads serve primarily to provide access to individual properties. The former may be termed major roads, and the latter local, or minor roads.

The system of major roads usually can be broken down further into three sub-classes which are designated as regional roads, arterials, and collectors.

The regional roads which are now being constructed can be characterised as limited access highways. Their primary purpose is to move large amounts of traffic at high speed over relatively long distances. To accomplish this, entrance and exit points along such roads are strictly limited, usually to the intersection of the limited access highway with another major road. Such intersections are grade separated with a four-way system of access ramps, and direct access to the road from abutting properties is prohibited. The New Jersey Turnpike and Route I-295 are the only examples of completely grade-separated regional highways in this part of Burlington County. Other major highways in the area, however, serve as regional highways such as Route 130 and have been reconstructed to achieve a measure of traffic control short of actual grade separation. Traffic circles, jug handles, and median dividers are among the traffic control devices used for this purpose.

Arterial roads serve in two capacities: they feed traffic from localized areas onto regional roads, and they serve to move traffic among the localized centers of activity within the region. Most of the older roads in the County such as the Marne Highway function in the capacity of arterial roads and this is reflected in the fact that they are usually identified by the names of the municipalities between which they run as, for example, the Fairview-Hartford Road, or the Bridgeboro-Moorestown Road.

Collector roads have a much more specifically local function than arterials. Collectors are those roads or streets within a built-up area which distribute traffic from arterial roads. Since their purpose is local in nature, collectors usually are fairly short in length and traffic moves along them at relatively slow speeds.

Minor roads consist of purely local streets and their major purpose is to provide direct access to abutting properties.

To a very large extent, these different classes of roads are provided and maintained by differing levels of government. Regional roads ordinarily are under federal or state jurisdiction. Arterial roads are generally maintained at the county level, while collector streets and minor local streets are municipal in character.

Highways in Burlington County

Transportation planning for Delran must be within a proper context. Therefore, the following should be considered.

The basic road pattern in northern Burlington County, as in most of this part of New Jersey is basically radial. Each of the separate radial patterns is focussed on an early point of settlement. The extent of each such pattern still reflects the relative importance of its center in the early nineteenth century.

Some localized exceptions to this radial pattern do occur, but they occupy relatively small areas on both banks of the Rancocas Creek and along the Delaware River downstream from the Creek.

The four major road systems in this part of the County focus on the early settlements at Burlington, Mt. Holly, Bordentown, and Moorestown. In addition, lesser systems radiate from centers which in our time have lost much of their former importance. Examples are Evesboro, Medford, Lumberton, and Vincentown.

One of the earliest roads in the Jersey Provinces traversed what is now Burlington County. The King's Highway, running from Burlington City to Salem was established as early as 1681. Portions of this road still connect Burlington and Moorestown with Haddonfield and the area to the south. The Court House Road, from Mt. Holly to Freehold, whose alignment still persists, was one of the most important transportation lines of the colonial period.

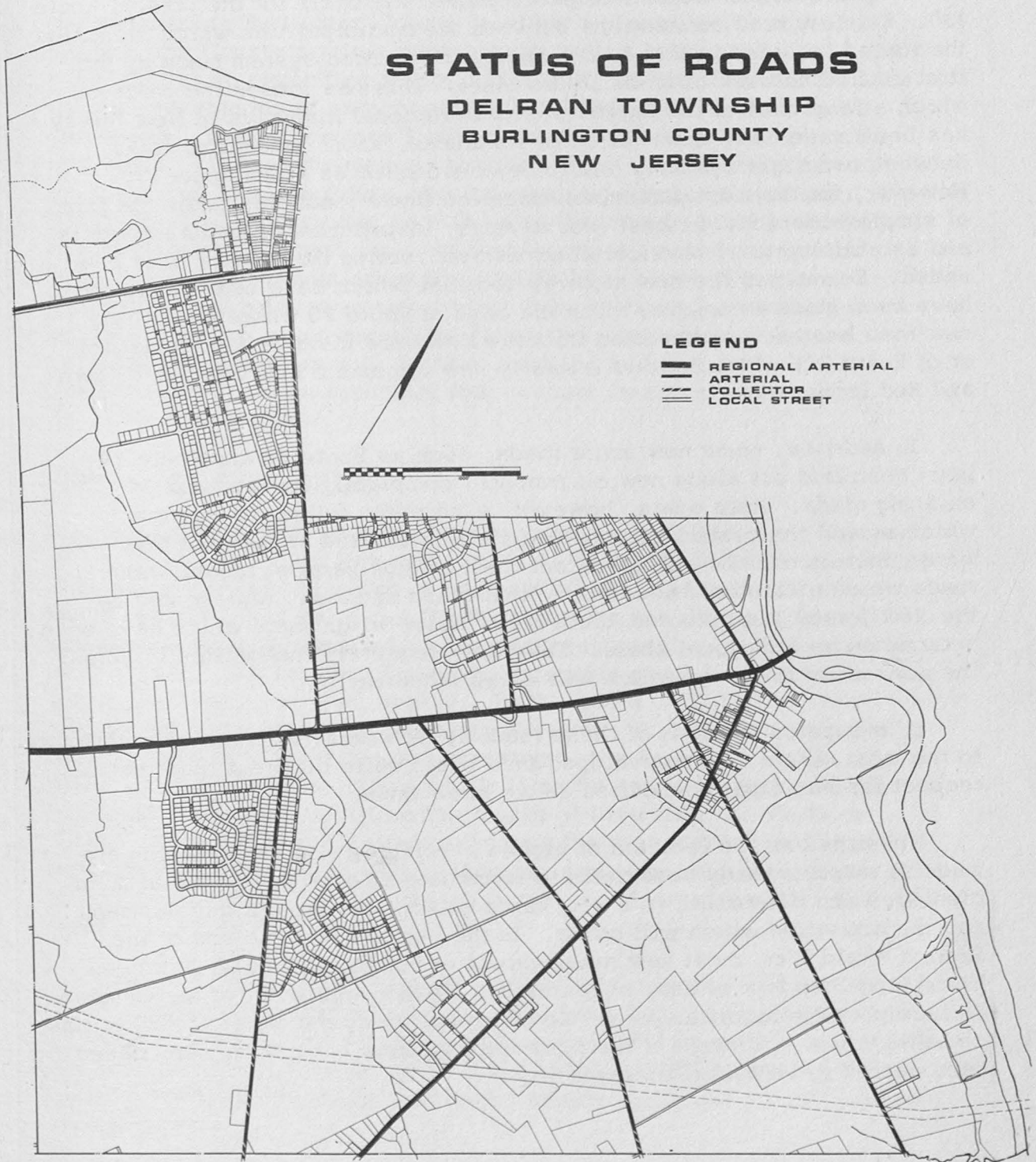
When the first State highway system was established in 1917, only one route across the western part of Burlington County was included. The Act creating the system designated the routes to be followed by identifying, in sequence, the towns which were to be connected by each of the proposed routes. The Trenton-Bordentown-Fieldsboro-

STATUS OF ROADS

DELRAN TOWNSHIP
BURLINGTON COUNTY
NEW JERSEY

LEGEND

REGIONAL ARTERIAL
ARTERIAL
COLLECTOR
LOCAL STREET



The preparation of this document was financed in part through an Urban Planning Grant from the Department of Housing and Urban Development under the provisions of Section 701 of the Housing Act of 1944.

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Roebeling-Burlington-Camden highway formed the basis for the present Route 130. Existing road connections between the municipalities which identified the routes included in this first formally-designated system made up the first unified network of roads in the State. This has formed the basis on which a large part of the improvements in regional highways in New Jersey has been made up to now. In some instances, short connecting links between two highways have had to be constructed as along Route 130. However, for the most part improvement on these roads has taken the form of simple widening. In most recent years, installation of median dividers and establishment of physical controls over turning movements have been added. Sometimes the new highway sections which have been constructed have been quite extensive, as in the case of Route 73 where an entirely new road has been constructed from the Delaware River as far as Marlton or of Route 206 which follows a totally new alignment between Vincentown and Red Lion.

In addition, some new major roads, such as Route 38 and Route 70 have been laid out along new alignments, completely independent of existing roads. Here again, however, such roads follow an alignment which served the centers of population which existed at the time they were constructed. To a large extent the link-ups parallel roughly other roads which existed previously. A final class of roads, represented by the New Jersey Turnpike and Route I-295 follow alignments which have been determined on a national scale. They cut completely independently across the network of roadways which was established earlier.

It is apparent that all of these roadway networks, from the very earliest to the most recent, have developed on a basis quite different than that of respect for municipal boundaries as we know them.

Nevertheless the location of highways and any alterations which are made to existing roads have definite immediate effects on individual municipalities and determine, to a very large extent, the kind of development and the activities which will occur. In the period since the end of the Second World War, most new development in Burlington County has been based upon the fact of easy accessibility by automobile out of the Camden-Philadelphia Metropolitan Area. Development along the major highways has not always met the needs of the immediate vicinity but has in many cases been geared to vehicular accessibility.

This is not to say that the physical growth induced by highway development in Burlington County is either undesirable or unwelcome. Indeed, the County's prime advantage is that it is located within the outer ring of an expanding metropolitan area, and is increasingly able to offer advantages of easy accessibility, unmatched elsewhere in the region. It now becomes Delran's responsibility to recognize the existence of these advantages, to identify the possibilities inherent in them, and to guide future development in desirable directions. Much physical damage has been done in the past by simply widening highways without regard for abutting properties, new development resulting from improved accessibility has been allowed to proceed without control and increasing traffic volumes have increasingly complicated freedom of movement but future development in this area is intimately bound up with facts of location and road access. These factors must be taken seriously into account in any planning effort by Delran's officials.

Delran Circulation System

The basic traffic pattern in Delran is a very simple one. The part of the Township which lies north of N. J. Route 130 is focussed on the Township of Riverside which is centered on the confluence of the Delaware River and Rancocas Creek. Between the river and Route 130 the system of land divisions is basically rectangular, and is oriented to the river. The pattern of roads is a regular one. Intersections are approximately at right angles. To the south of Route 130, the pattern becomes somewhat more complicated. Bridgeboro is located just southwest of the Route 130 crossing at the Rancocas Creek, along the road to Moorestown which joins Route 130 at an angle and proceeds along the creek into the center of Riverside, at the River Road. Three north-south roads intersect the diagonal of the Moorestown-Bridgeboro Road at varying angles, and connect it with Route 130 at the north and with the Marne Highway, or Moorestown-Mt. Holly Road, to the south.

Only one road in the Township can be considered a regional arterial road in terms of the definition of such roads. This is Route 130 which is the major north-south connection between New Brunswick and Camden. According to State Department of Transportation traffic counts, the average daily traffic along this road exceeds a level of 36,000 vehicles at Bridgeboro.

The River Road (St. Mihiel Drive and Front Street) can be classed as a local arterial road, as can the Moorestown-Bridgeboro Road and its continuation, Bridgeboro Avenue. One other road, the Bridgeboro-Centerton Road (Creek Road) will become an arterial in the future, as a result of construction of a proposed interchange with I-295 farther east in Mount Laurel.

Although up to the minute traffic counts are not available for any of the Township roads some inferences can be drawn from the volume counts reported for Route 130 between 1955 and 1968. Over this 13 year period, the total volume increased by fifteen to ten thousand vehicles respectively at the two counting stations located at Rancocas Bridge and at Haines Mill Road. Although there was an absolute increase in the number of vehicles using Route 130 during this period, the rate of increase was not consistent over the years. At Bridgeboro during the period between 1955 and 1962 the annual rate of increase was approximately 6 percent increasing from 21,700 to 31,590 vehicles per day. From 1962 to 1966 the traffic volume at the point increased to 35,800 vehicles; the average annual rate of increase was approximately 3%. By 1968 volumes had increased to 36,280 vehicles per day; the annual rate of increase in volumes had fallen to 0.5%. This decreasing rate of traffic volume increase on Route 130 has occurred at a time where there has been a considerable rate growth of both commercial and residential development. One would have expected traffic volumes to increase at a far greater rate because of the development, especially when the growth of the Willingboro complex is considered. What evidently has happened is that there has been a reduction of the use of Route 130 as a major interstate route. The increasing volumes on the N.J. Turnpike and portions of Route 295 directly relate to this fact.

A greater proportion of Route 130 traffic is locally oriented within the Burlington-Camden region. With these facts in mind the extension of Route 295 to Creek Road and further northward to Trenton will probably not effectively reduce traffic volumes on Route 130 as was experienced at the time of the opening of the Turnpike in 1954. At that time volumes decreased 17% in a one-year period. What can be expected is that traffic volume will continue to increase on Route 130 at a small rate similar to that experienced in the last two years.

The River Road, even though it is the route followed by intercity buses, serves much more local purposes than Route 130. It is the principal connector among the riverfront communities along the Delaware River and since it consists of only two lanes is a much less important mover of long-distance traffic than Route 130. Its maximum traffic volume is only about one-fourth of the volume on Route 130. This proportion holds also for the Moorestown-Bridgeboro Road and Bridgeboro Avenue.

Although much of the new development in Delran represents extension of the concentrated development in Riverside, more and more new development tends to be oriented to Route 130 as a direct connection into the Camden-Philadelphia Metropolitan Area. This is true of the new large-scale garden apartments whose access roads are linked directly into that road. It is equally true of the suburban development which is tied directly to Route 130 by Haines Mill Road and the new proposals of Tenby Chase and Swedes Run.

Route 130 is under state jurisdiction. River Road, Chester Avenue, Fairview Street, and Bridgeboro Avenue and Moorestown-Bridgeboro Road are county roads. The Moorestown-Bridgeboro Road was improved and resurfaced in 1965, and Hartford Road was improved in 1969. All in all, the system of roads as it now exists in the Township is reasonably adequate in terms of layout and spacing. The primary problems occur in relation to State Highway 130. It must be accepted that the Township will continue to be divided into two separate parts by this roadway and that the roads south of it, except at Bridgeboro, are offset from those to the north. To a large extent improvements such as jug handles and traffic signals have reduced the physical problem. The only major circulation problem aside from Route 130 is the intersection of Chester Avenue and St. Mihiel-Front Street. This intersection is also confronted with a railroad crossing. The Township is in the process of applying to the State for permission to erect a traffic light.

Meanwhile, the Township should use the powers available to it under the official Map Act and the Subdivision Statutes to assure reservation of adequate right-of-way width along all existing major roads and of proper design of new streets.

PLANNING PURPOSES

The Commission was asked to prepare a plan for the future of the State of Tennessee. The plan should be based on the following principles: (1) the plan should be based on the needs of the people of the State; (2) the plan should be based on the resources of the State; (3) the plan should be based on the interests of the State; and (4) the plan should be based on the future of the State.

The Commission was also asked to prepare a plan for the future of the State of Tennessee. The plan should be based on the following principles: (1) the plan should be based on the needs of the people of the State; (2) the plan should be based on the resources of the State; (3) the plan should be based on the interests of the State; and (4) the plan should be based on the future of the State.

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PLANNING RECOMMENDATIONS

RECOMMENDATIONS
PLANNING

PLANNING PROPOSALS

The accompanying map shows the proposed future land use pattern for Delran Township. This map and other planning proposals summarize the conclusions and findings of the various basic planning studies. The plan is structured so that the following community development objectives could be satisfied:

A. The preservation of the natural open areas in the Township is essential. This can be achieved by having effective development limitations in areas of high water table and of scenic beauty. By this means the natural streams can be preserved from further pollution. We have suggested a basic approach synthesizing use of the Township's police power, condemnation, and tax power. Although this type of land use control is difficult, considering the importance of the goal the attempt should be made. The existing opportunities would be lost if complete suburban sprawl were permitted.

B. The plan must establish and preserve a sound economic and fiscal base. This can be accomplished by careful allocation of lands for commercial and industrial development. More importantly a detailed program integrating planning and economic development should be formulated and vigorously pursued. Physical and economic planning must be co-ordinated.

C. The establishment of an internal circulation system that would provide easy movement of local residents from one part of the Township to another is a primary objective. Further the local road system must be so designed as to limit through traffic only to the major roads.

D. The plan recommends the application of the planned unit development technique. Thus any type of development would be permitted as long as it meets the prescribed density and overall character of a district. In other words, a residential area could accomodate all types of housing units ranging from single family to high-rise and also permit supporting facilities such as schools, businesses and even industrial uses as long as the overall residential character of the area can be maintained.

In the areas recommended for commercial and industrial use planned development might also be encouraged but careless mixture of land uses should be discouraged. Administrative devices (i.e. screening of applications) should supplement our land use control.

LAND USE PLAN

1. Recreation and Open Space: These areas would contain public and private recreation facilities including parks, playgrounds, and conservation areas. The full development of the recreation potential of Delran is crucial. Some facilities now exist and it is recommended that additional lands, as indicated on the map, be reserved or acquired by the Township as quickly as possible.

Delran is in an era of rapid development and if action towards land acquisition is not initiated quickly, the excellent prospects for recreational development that exist now will be lost. In addition it is proposed that the lands subject to tidal action adjacent to the Rancocas Creek be regulated by a flood plain ordinance so that development would be severely limited. In this way the Township can be assured that the aesthetic attributes of the area can be maintained for the future.

2. Residential Uses: Would occupy some 60% of the total land area of Delran Township. A variety of densities are proposed, ranging from suburban to urban characteristics.
 - A. In the southwestern portion of the Township a large area has been designated for residential use with an overall maximum density of 2-1/2 families per acre. In any development proposal for this area of the Township the type of land uses would be a secondary consideration as long as development conforms with the overall objectives of this residential area. Of primary importance is that any development in this district be at the prescribed density and that a general suburban residential character be maintained.
 - B. Adjacent to Riverside in Cambridge, Fairview and Riverside Gardens, it is recommended that the present residential character of moderate suburban density of about 4 families per acre be continued. The major character of the area would be residential with the necessary non-residential support facilities.
 - C. On the southern side of Route 130 from Bridgeboro to Fairview, it is recommended that future land use and reuse be residential in character and at a density with moderate urban characteristics. With the P.U.D. concept, development with a variety of residential types could accomodate a maximum density of

LAND USE PLAN

DELRAN TOWNSHIP
BURLINGTON COUNTY
NEW JERSEY

LEGEND

RESIDENTIAL

SUBURBAN (2.5 UNITS PER ACRE)

SUBURBAN (4 UNITS)

MODERATE URBAN (10 UNITS)

URBAN (20 UNITS)

COMMERCIAL

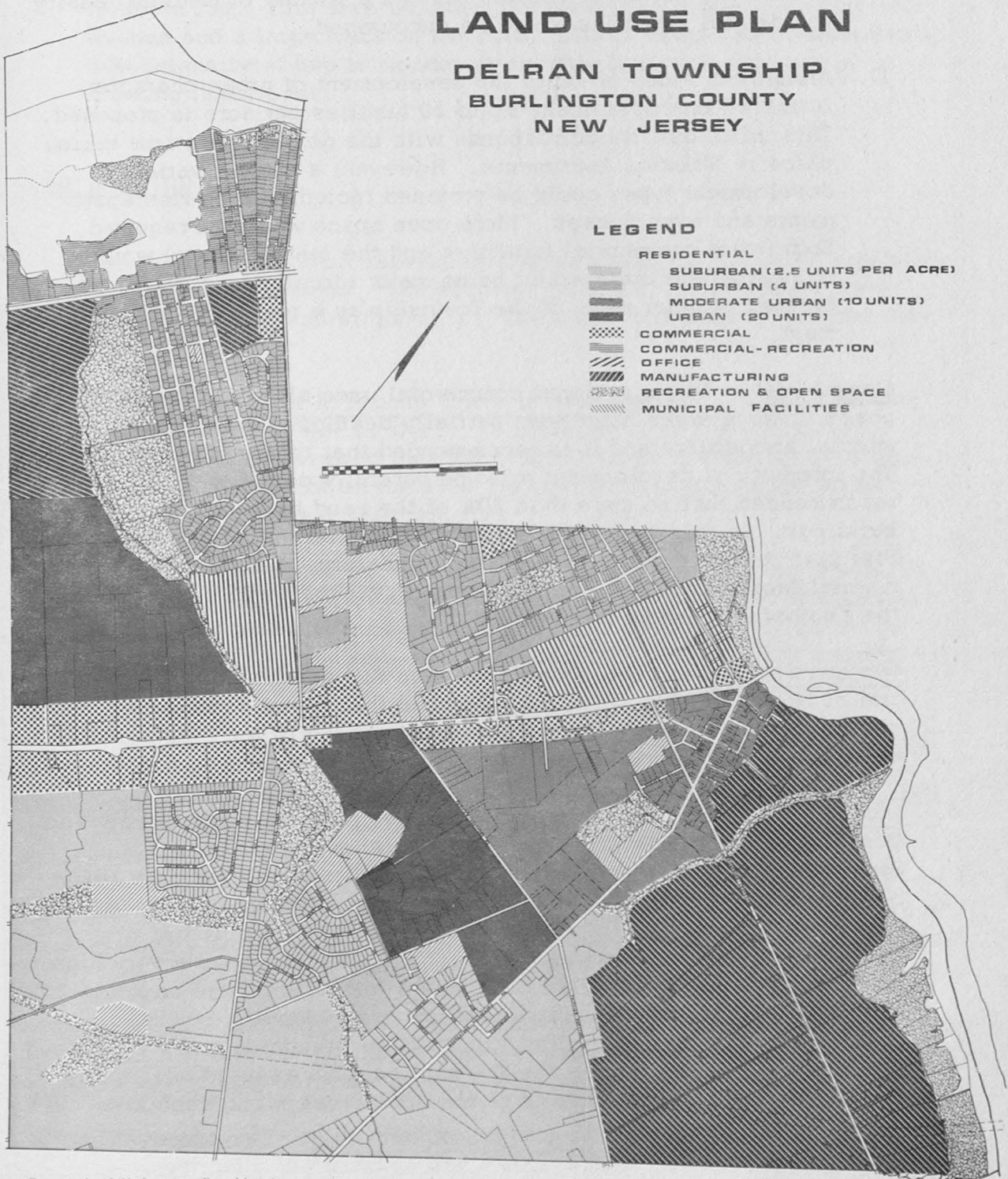
COMMERCIAL - RECREATION

OFFICE

MANUFACTURING

RECREATION & OPEN SPACE

MUNICIPAL FACILITIES



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10 families per acre. In this district a variety of medium density residential facilities would be encouraged.

- D. Along both sides of Route 130 development of urban characteristics which could house up to 20 families per acre is proposed. This urban density corresponds with the development now taking place in Millside Apartments. However, a greater variety of development types could be provided including high rise apartments and town houses. More open space would be required. Both major commercial facilities and the state highway would be nearby and there would be no major circulation difficulties created in other parts of the Township as a result of such development.
3. Commercial: Major regional commercial uses along Route 130 are proposed. These areas have been partially developed with a primary commercial atmosphere and it is recommended that this trend continue. The intensity of development must be carefully considered. It is recommended that no more than 30% of the land be occupied by buildings. In this way ample parking and buffers can be provided. Site plan review procedures are also mandatory. Neighborhood commercial facilities would be encouraged in all residential areas with the appropriate review procedures.
4. Commercial-Recreation: In order to take full advantage of the potential of Dredge Harbor, it is recommended that future development be geared to recreationally oriented commercial facilities. Such uses as marinas, docking facilities, and restaurants should be encouraged.
5. Industrial: Two major manufacturing areas have been proposed. The first borders on the existing large industrial area in Cinnaminson. Swedes Run and its proposed recreation facilities will act as a buffer between the proposed industrial uses and the adjacent residences. The second large tract is proposed in the northeastern part of the Township along the Rancocas Creek. This area will have a very high potential because Creek Road will have a full interchange on Route 295. The density of this area must remain low not exceeding 20% land coverage. With this provision, performance standards and the rigorous site plan review procedures the Township can be assured of industry that will not destroy the assets of the open areas along Rancocas Creek.

Two light industrial-office areas have also been proposed adjacent to Route 130. This area includes the McMillan property on Chester Avenue and a large tract on the north-side of Route 130 in Bridgeboro. Low intensity of use is mandatory for this land use category of growing importance.

CIRCULATION PLAN

The future circulation network of Delran Township is highly dependent on State and local actions. The accompanying map indicates proposed road classifications and alignments. The major circulation recommendations are:

1. A new bridge over Rancocas Creek is recommended. Plans have not been prepared as yet by the N. J. Department of Transportation. However, it is assumed that the bridge will be elevated. This proposal, although not on the 1968 Transportation Department Master Plan, should have a high priority.
2. Bridgeboro Intersection. A four-way grade separated intersection is proposed. With minor realignment it is anticipated that Bridgeboro Road could pass under the proposed Rancocas Bridge. A series of ramps would be required, which would use a considerable amount of land.
3. It is recommended that the Moorestown-Bridgeboro Road-Creek Road Intersection be realigned to accomodate the higher traffic volumes expected on Creek Road. Also Moorestown Road should be realigned to intersect Creek Road at a right angle.
4. Creek Road will be a major arterial road in the future because it will become a major connecting link between Route 295 and Route 130. A major intersection will be constructed in nearby Mount Laurel Township. Four lanes of moving traffic should be expected.
5. It is recommended that Fairview-Hartford Road be realigned from Conrow Road to Route 130 so that a four-way intersection can be established on Route 130 with Fairview Street.
6. The proposed Fairview-Hartford-Route 130 Intersection can be adequately served with jug handles and traffic signals in the immediate future. As traffic volumes increase there will be a need to establish a grade separated intersection within ten to fifteen years.

CIRCULATION PLAN

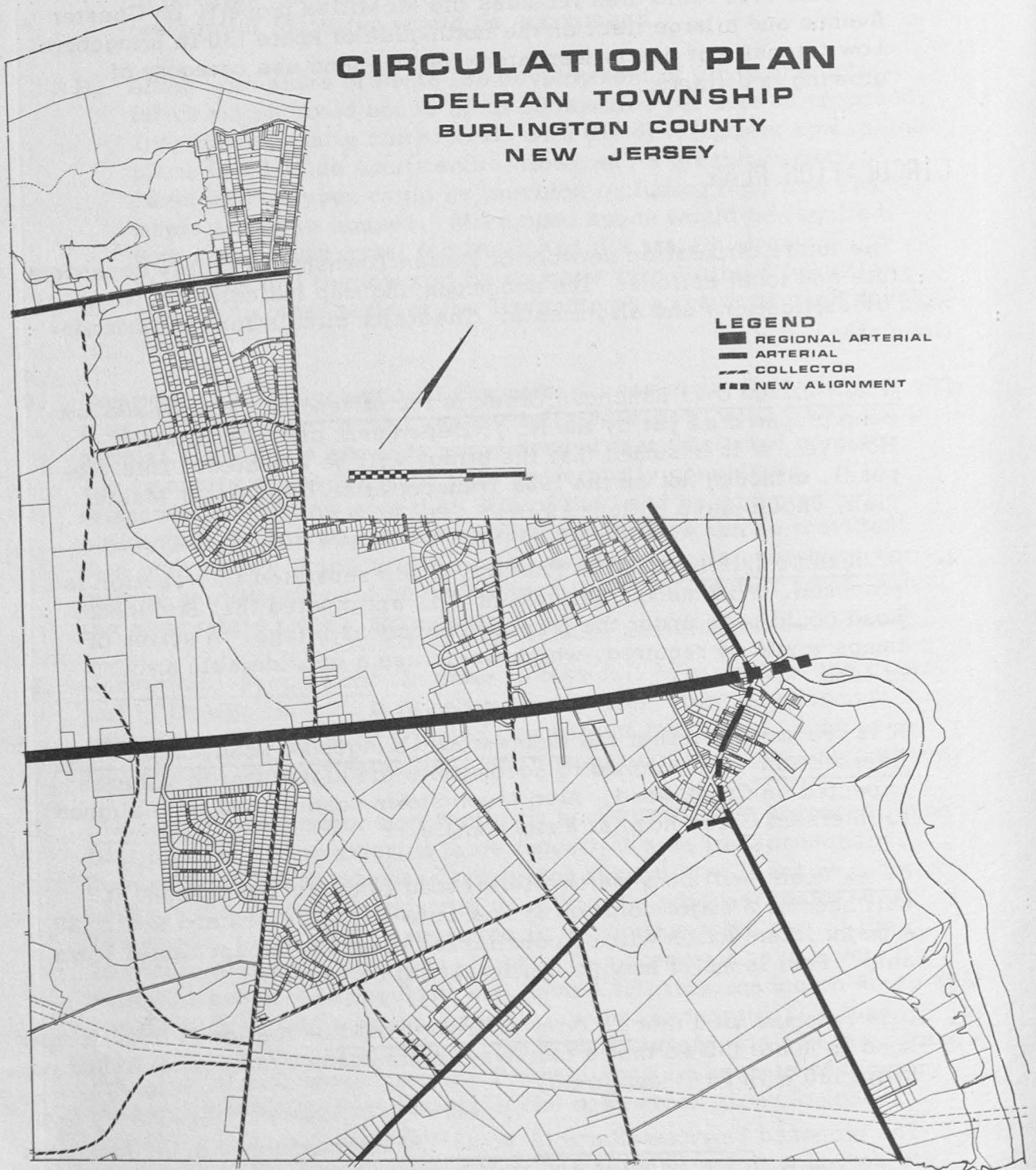
DELRAN TOWNSHIP

BURLINGTON COUNTY

NEW JERSEY

LEGEND

-  REGIONAL ARTERIAL
-  ARTERIAL
-  COLLECTOR
-  NEW ALIGNMENT



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7. It is recommended that Conrow Road be realigned slightly to intersect Hainesmill Road at a right angle.
8. Two roads in the tentatively approved Tenby Chase development will serve as collectors roads. Parking limitations in order to accomodate increased traffic volumes will be necessary if the final rights-of-way are less than 66 Feet.
9. It is recommended that a new road be located south of Swedes Run from Route 130 to St. Mihiel Road. This road will be essential to provide access to the proposed industrial district.
10. It is recommended that a new four-way intersection be established on Route 130. Tenby Chase Drive Intersection. Immediate traffic volumes can be handled by traffic signals and jug handles. In 10 to 15 years a grade separated interchange will be required.
11. Route 130. Projections by the Delaware Valley Regional Planning Commission indicate that by 1985 Route 130 will require 8-lanes to accomodate anticipated volumes in the Delran area.
12. The construction of a new street to provide for access between Conrow Road and Moorestown Road is proposed.

FACILITIES PLAN

The numerous background studies have demonstrated that a variety of community facilities will be required by the Township during the planning period of 15 to 20 years. The various facilities examined are summarized below and the proposed general location of each is indicated on the Facilities Plan Map. A definitive location can only be determined when the specific project is in the design stages.

A. Schools.

The existing school facilities of Cambridge, Aronson, Bell, and Chester Avenue, should be considered for future use. However, the Bell School has several old classrooms which should be phased out shortly. A total of five new school sites are recommended. These were based upon the school enrollment projections presented earlier.

1. Construction of an elementary school on Conrow Road in 1970.
2. Construction of a Junior High School in the Tenby Chase Tract - 1972.
3. Construction of an elementary school in the Tenby Chase Tract in 1973.
4. Construction of a High School by 1975 off of Hartford Road.
5. Construction of an elementary school sometime after 1975 on Moorestown Road.

B. Numerous park locations are recommended on the Plan Map. It is proposed that some be acquired through purchase by the municipality for various recreational activities. Other areas will be obtained by the municipality through Planned Unit Regulations such as the Tenby Chase and Swedes Run proposals or be regulated through such means as a flood plain ordinance or through the official map which can preserve drainage rights-of-way.

It is recommended that the Township acquire the following parcels as indicated on the map for active recreation purposes.

1. The tract on Fairview Avenue
2. The tract on Laurel Run bordered by Loudon Street and Moorestown Road.
3. The tract on Swedes Run adjacent to the Millside Heights subdivision.
4. A site on both sides of River Road on the Delaware River.
5. Two tracts on Swedes Run in the Cambridge Section.

The following areas should be reserved by the Township through its development regulations:

- a) The lands along the Rancocas Creek and Laurel Run which are subject to periodic flooding. A flood plain ordinance could implement this recommendation.
- b) The required dedication of park lands for Planned Communities. Several sites in the Tenby Chase and Swedes Run projects are so designated.
- c) The areas along Swedes Run north of Route 130 can be limited from development through the Official Map Act.

FACILITIES PLAN

DELRAN TOWNSHIP

BURLINGTON COUNTY

NEW JERSEY

LEGEND

- OPEN SPACE
- EXISTING
- PROPOSED ACQUISITION
- PROPOSED REGULATION
- SCHOOLS
- EXISTING
- PROPOSED
- M MUNICIPAL BUILDING
- F FIRE STATION
- FP POLICE & FIRE COMPLEX (PROP.)
- L LIBRARY (PROP.)
- S TREATMENT PLANT



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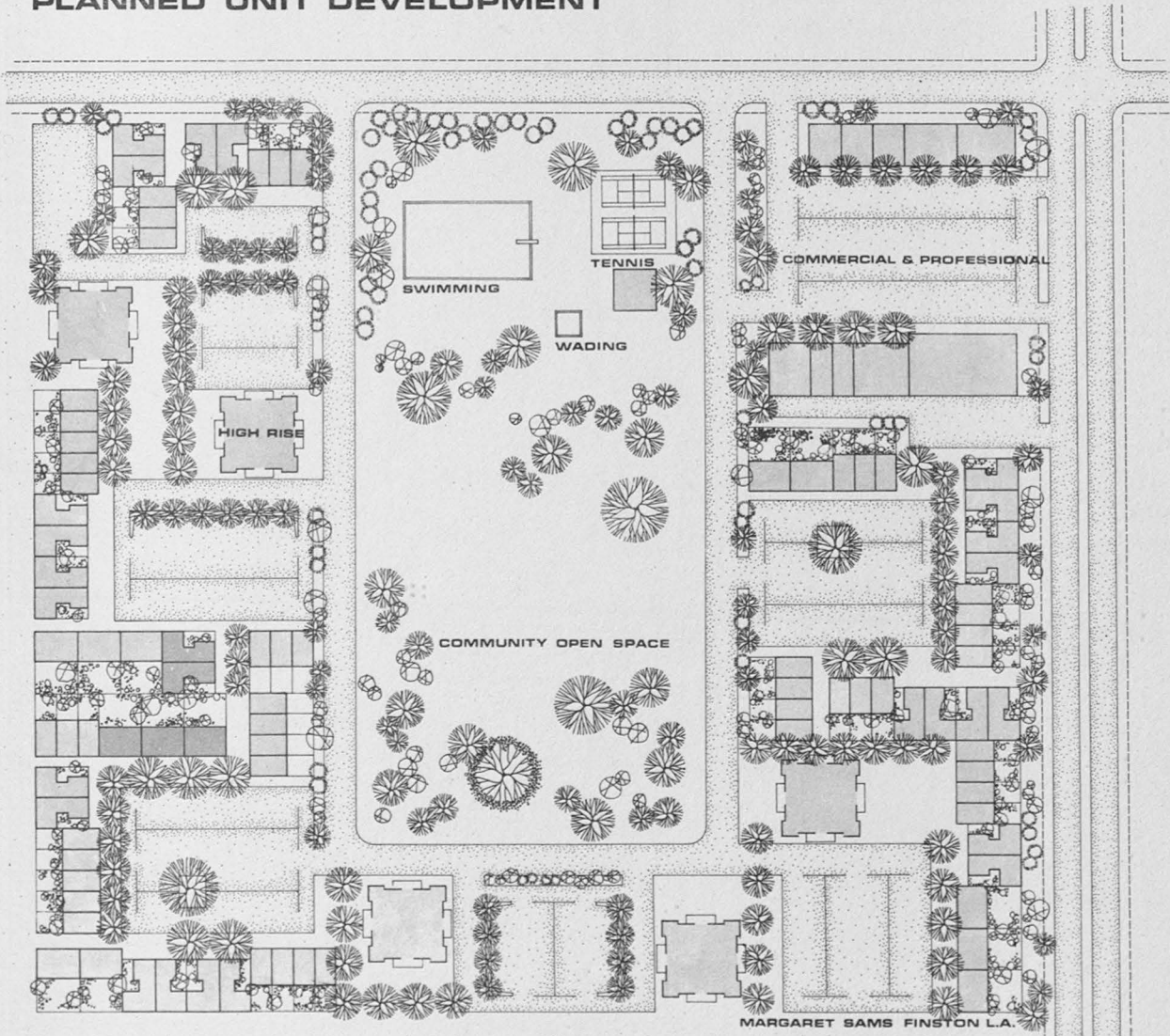
C. Municipal Buildings.

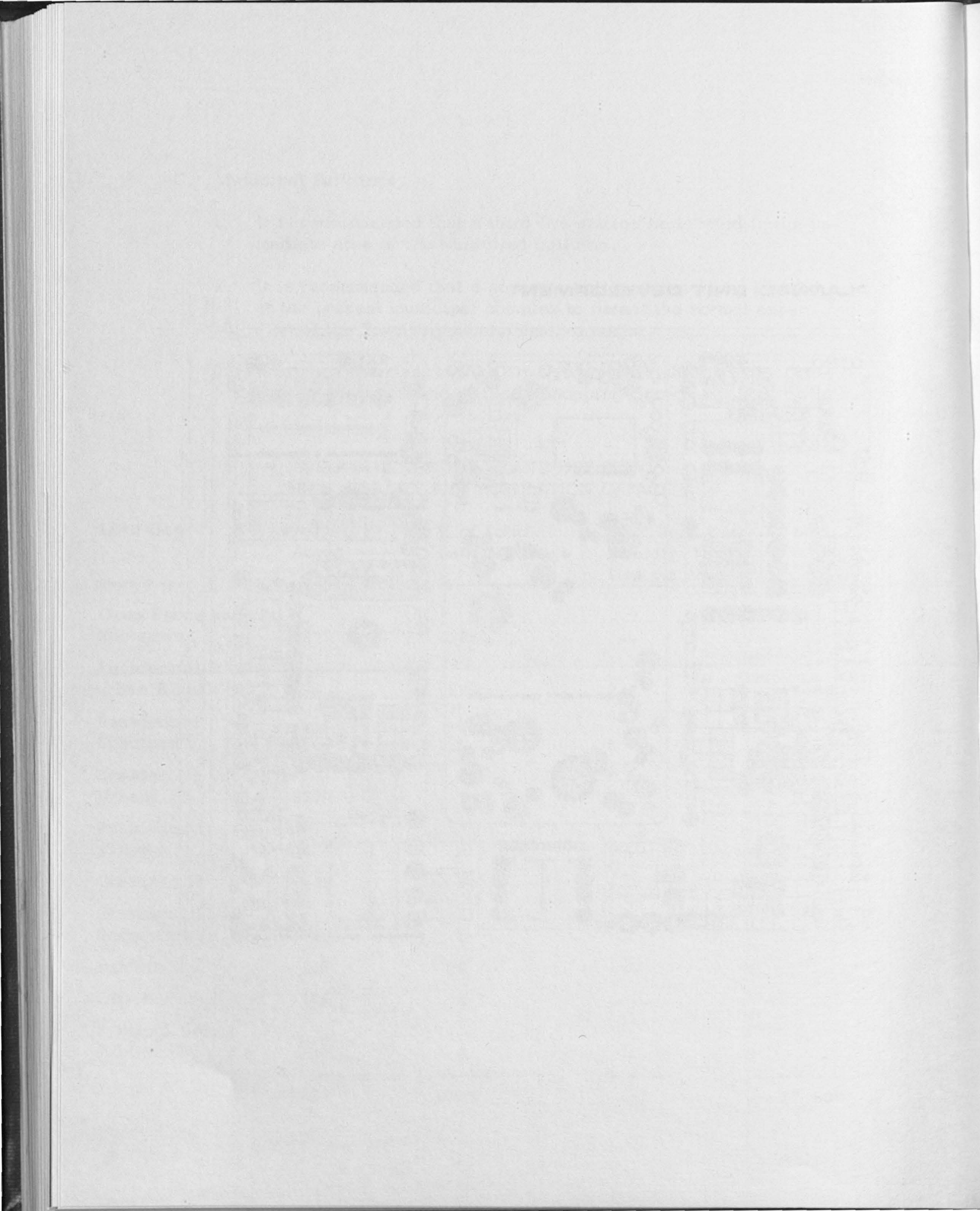
1. It is recommended that a third fire station be located in the immediate area of the municipal building.
2. It is recommended that a separate police structure be located at the present municipal complex to permit the normal expansion of the Township administrative space.
3. It is recommended that the Township establish a branch of the County Library in the Millside Shopping Center.

TABLE 42
DELRAN TOWNSHIP - LAND USE PLAN
AREA, DENSITY AND POPULATION CAPACITY

Land Use	Area in Acres	% of Total Land Area	Max. Permitted Density. Fami- lies per Acre	Max. Population Capacity
Open Space and Recreation	345	8%	--	--
Residential Sub- urban (Low)	1056	27%	2.5	7,300
Residential Suburban	479	12	5	6,700
Residential (Moderate Urban)	277	7	10	6,600
Residential (Urban)	428	11	20	17,000
Commercial	288	7	--	--
Commercial Recreation	67	1	--	--
Industrial	818	20	--	--
Office	166	4	--	--
Public & Semi- Public	140	3	--	--
	<u>4064</u>	<u>100%</u>	<u> </u>	<u>37,600</u>

PLANNED UNIT DEVELOPMENT





IMPLEMENTATION MEASURES

MEMBERSHIP
IMPLEMENTS

ZONING

New Jersey municipalities are empowered to adopt an ordinance that will establish districts for the purpose of regulating the extent and use of land and buildings. The zoning enabling legislation gives the municipality the right to regulate and restrict the height, number of stories, and sizes of buildings, and other structures, the percentage of lot that may be occupied, the size of yards, courts, and other open spaces, the density of population, and the location and use and extent of use of buildings and structures and land for trade, industry, residence, or other purposes.

This broad power to zone is the chief means available to the municipality to effectuate the master plan.

Any proposed change in the zoning must be forwarded to the Planning Board for review. The Planning Board has 30 days to submit its report to the Township Committee. In the case of an unfavorable report by the Planning Board, a favorable vote of 2/3 of the Township Committee is necessary to approve the change. Therefore, the Planning Board does have a voice in the determination of future zoning policies.

The Master Plan recommendations call for the application of the Planned Unit Development legislation. The present zoning ordinance was reviewed in light of P.U.D. possibilities. The zoning districts and provisions (except for the industrial which will be examined in the following paragraphs) are adequate to achieve the objectives set forth in the Master Plan.

The plan proposed a major change in land allocated for industrial use. A large new district has been established (see proposed zoning map) on Creek Road. A new office zone has been proposed on Route 130.

The existing ordinance has no standards for office zones and the industrial standards should be updated to include performance standards.

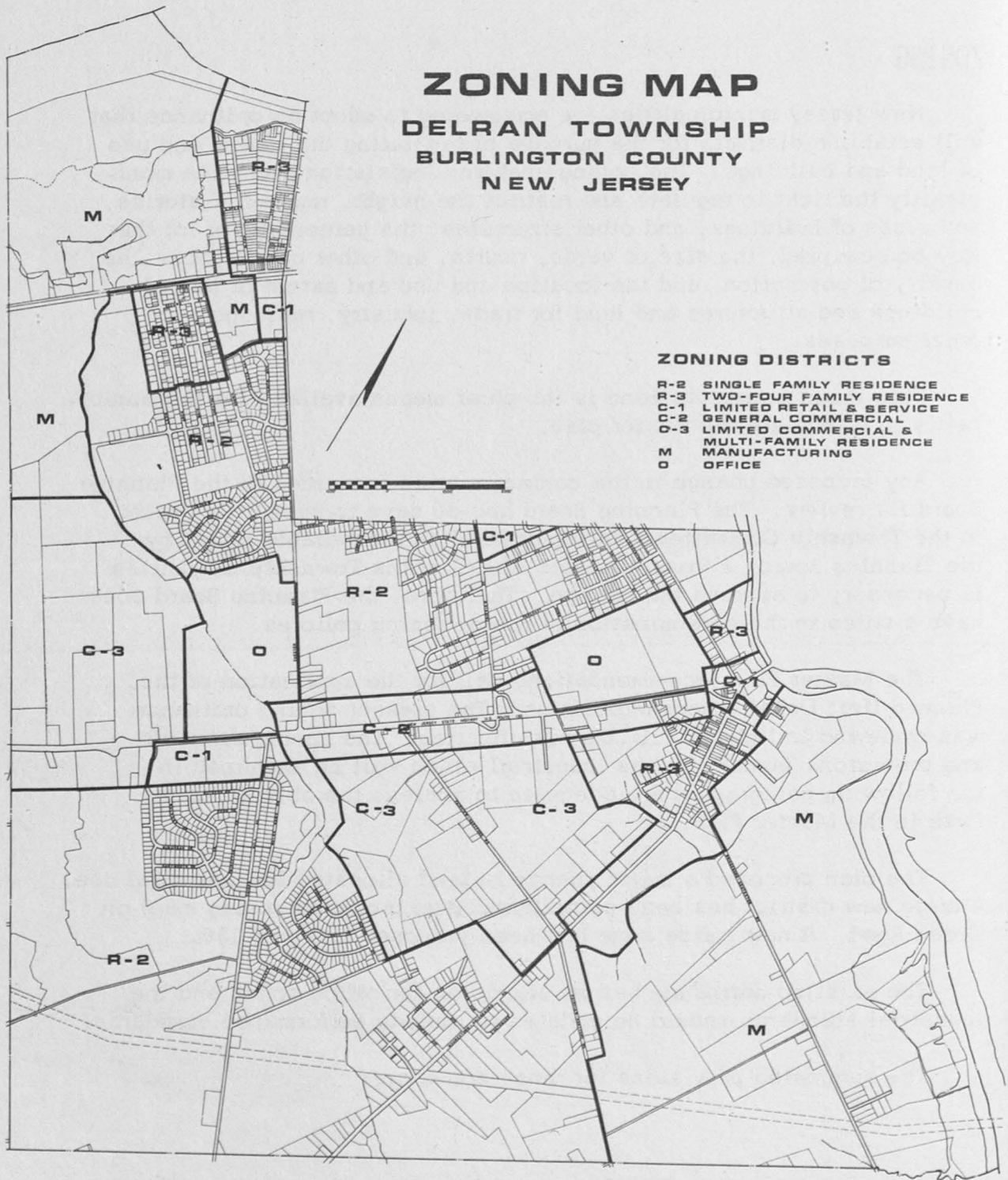
The suggested provisions for these zones are:

ZONING MAP

DELRAN TOWNSHIP

BURLINGTON COUNTY

NEW JERSEY



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INDUSTRIAL ZONE

A. USE REGULATIONS: Any industrial, manufacturing, laboratory, research, office, or other work establishment including bulk storage, warehousing, and distribution facilities that meet the following objectives as determined by a favorable site plan review by the Planning Board.

- 1) Industrial development which is free from danger of fire, explosions, toxic and noxious matter, radiation, and other hazards, and from offensive noise, vibration, smoke, dust, and other particulate matter, odorous matter, heat, humidity, glare, and other objectionable influence, by permitting such development in areas where this ordinance restricts the emission of such nuisances, without regard to the industrial products and processes involved.
- 2) Protecting adjacent residential and commercial areas, and to protect the labor force in other establishments engaged in less offensive types of manufacturing activities which involve danger of fire, explosions, toxic and noxious matter, radiation and other hazards or create offensive noise, vibration, smoke and other particulate matter, odorous matter, heat, humidity, glare, and other objectionable influences.
- 3) Protecting industrial and related development against congestion, as far as is possible and appropriate in each area, by limiting the bulk of building in relation to the land around them and to one another, and by providing space off public streets for parking and loading facilities associated with such activities.
- 4) Promoting the most desirable use of land and direction of building development in accord with a well-considered plan, to promote stability of industrial and related development, to strengthen the economic base of the Township, to protect its character and its peculiar suitability for the particular uses to conserve the value of land and buildings, and to protect the Township's tax.

B. ACCESSORY USES: Signs and parking as specified by this ordinance.

C. AREA AND BULK REQUIREMENTS:

Maximum lot coverage - 20%

Floor area ratio - .20

Minimum distance between buildings and property lines - 50 Feet
or the height of the taller building, whichever is greater.

- D. LANDSCAPING REQUIREMENTS: A buffer strip 10 feet in depth, appropriately landscaped to provide an effective screen at least four feet high, shall be established along any lot line which adjoins a residence district, except in those cases where an abrupt change in the level of the terrain effectively separates such district visually from the industrial district.

No building or parking area shall be located nearer than 50 feet to any lot line. Open spaces shall be appropriately landscaped.

- E. REQUIRED LOADING FACILITIES: Loading space shall be provided for each establishment either within the building or in the open, at least 10 feet by 25 feet in extent and with 14 feet overhead clearance.

OFFICE BUILDING ZONE

A. USE REGULATIONS

1. Buildings may be erected, used or occupied and a lot may be used or occupied for any of the following purposes providing a favorable review of the site plan by the Planning Board.
 - a. Permitted Uses.- Office building for business and professional use (including administrative, scientific research and development, training, statistical, financial, and similar purpose in connection with such use).
2. The following uses for the comfort and convenience and exclusive use of the employees and visitors in the office buildings.
 - a. Clinics, cafeterias, banks, post offices, retail trade, and service uses when conducted in the main building.
 - b. Recreation facilities provided that all such necessary buildings and uses are planned as an integral part of the complex and located on the same lot.

B. NECESSARY ACCESSORY USES.

C. AREA AND YARD REQUIREMENTS.

1. The minimum lot area shall be 40,000 square feet
2. The minimum lot width shall not be less than 150 feet

3. The minimum front yard shall be not less than 50 feet.
4. The minimum side yards and rear yards shall not be less than $1/2$ the height of the building as defined by the ordinance.

D. BULK REQUIREMENTS

1. Not more than 20% of the area of the plot shall be occupied by buildings.
2. The total floor area ratio shall not exceed .50.

E. PARKING REQUIREMENTS

There shall be one parking space for every 400 square feet of office space.

F. ADDITIONAL REGULATIONS

No uses other than ornamental landscaping, buffer strips, and access drives shall be permitted in required yards, except that a truck loading and unloading area may be maintained in a required rear yard.

Landscaped buffer strips shall be established within any office district along side or rear lot lines, which abut on a residential district.

Such buffer strips shall be at least 15 feet wide and solidly planted with shrubbery and/or trees which are capable of forming an opaque screen at least six feet high within three years. They shall be kept free of paper and rubbish and maintained to the satisfaction of the zoning officer at all times.

All parking areas and access drives shall be surfaced and drained in accordance with Township specifications.

A maximum of two drives shall be permitted to provide access to parking areas for each 150 feet of street frontage.

Such drives shall be at least twenty but not more than thirty feet in width and shall be suitably illuminated if operating hours extend past sunset.

No such drive shall be located closer than 100 feet to any public street intersection, nor shall any driveway be established within a required side yard which abuts on a residential district.

Parking lots shall be suitably landscaped both within the lot(s) and around the perimeter of the lot(s) in order to break up the "sea of asphalt" and enhance the appearance of the total site. Trees shall be provided within the parking lot as well as landscaped areas and dividers in order to accomplish this objective. At least one tree shall be provided within the parking lot for each twenty parking spaces as approved by the Shade Tree Commission.

OFFICIAL MAP

The N. J. Official Map and Building Permit Act (R.S.40:55-1.30) was reviewed with the Planning Board. The legislation permits the Delran Township Committee to establish an official map for the entire Township or part or parts of the Township. The official map can conclusively reserve the location and width of existing and proposed streets and drainage rights-of-way. In addition the official map can indicate existing and proposed park sites. The recreation facilities may be reserved for a period of one year after the approval of a final plat.

A basis for an official map is presented in this report. It is recommended that this Township authorize its engineer to begin the preparation of the official document. It is an essential tool in the enforcement of the master plan.

SUBDIVISION REGULATIONS

The subdivision ordinance was carefully studied. It was found to be very similar to the State Guide published in the 1950's. It is, however, recommended that Article VII Design Standards be supplemented. The following standards will give the municipality greater ability to oversee the installation of improvements, shade trees, street names, and site clearance at intersections.

OFFICIAL MAP

DELRAN TOWNSHIP
BURLINGTON COUNTY
NEW JERSEY

LEGEND

ROADS

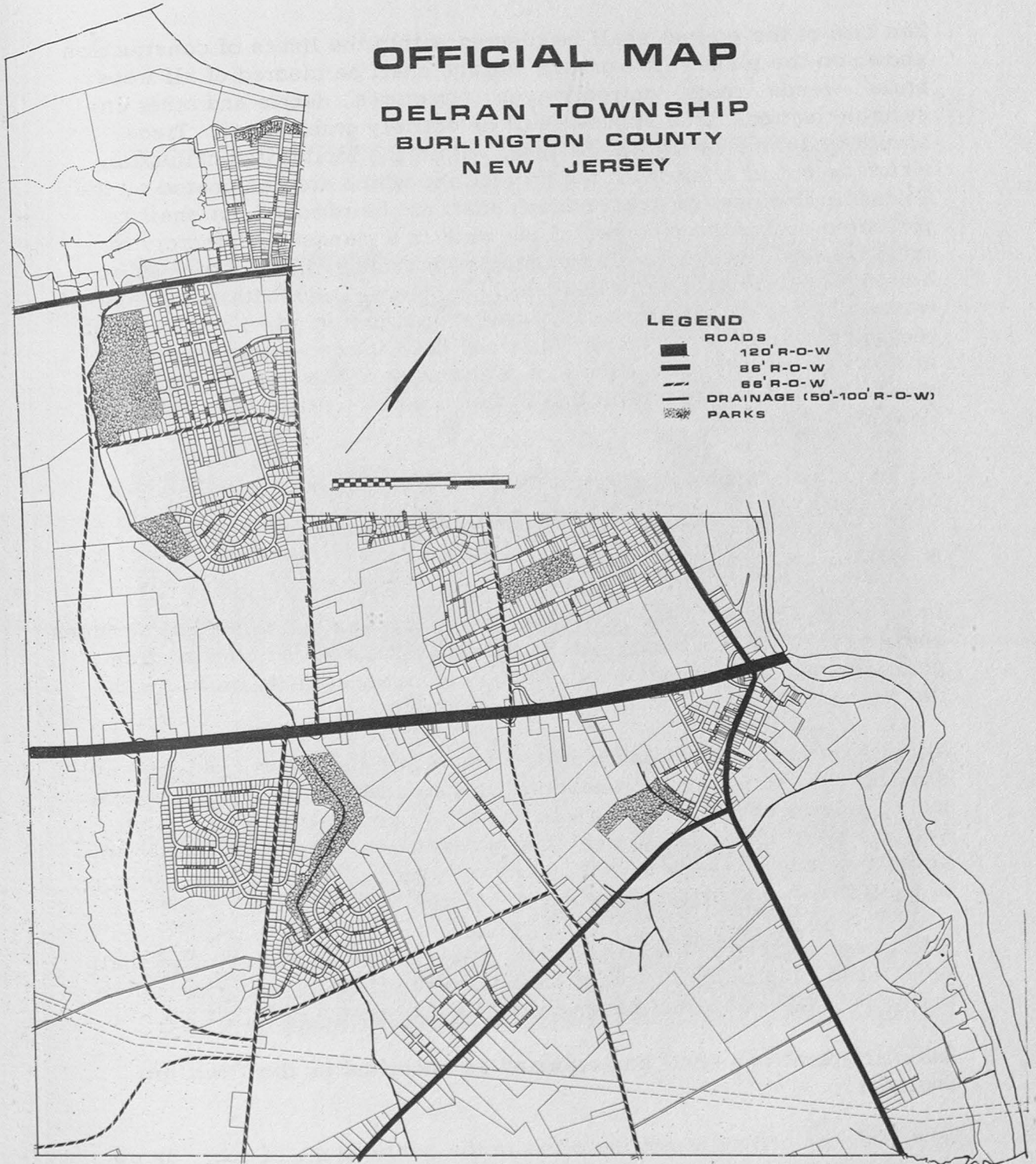
120' R-O-W

86' R-O-W

66' R-O-W

DRAINAGE (50'-100' R-O-W)

PARKS



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ASSOC.

A. CLEARING SITE

The site of the project shall be cleared within the limits of construction shown on the plans. The ground surface shall be cleared of all trees, brush, weeds, roots, matted leaves, structures, debris and other unsuitable matter. Tree stumps shall be entirely grubbed out. Trees, shrubs and other landscape features within the limits of construction which do not interfere with the project and which are designated by the Township Engineer for preservation shall not be removed but shall be protected during the progress of the work in a manner satisfactory to the Township Engineer. All overhanging branches shall be trimmed to a height designated by the Township Engineer. Trees within the right-of-way which are to remain shall be marked and protected with 4 foot high red painted snow fence around the tree, held in place with rigid posts at a radius of 10 feet for each foot of diameter of the tree. No excavation will be permitted within this radius without written approval of the Township Engineer.

All materials accumulated by clearing and grubbing shall be disposed of off the limits of construction.

B. INSTALLATION OF UTILITIES

In all subdivisions, all utility distribution lines or mains and all services shall be installed underground in accordance with sound construction practices and the specifications of the appropriate utility on file with the New Jersey State Public Utility Commission.

All underground utility construction work within the street right-of-way shall be laid sufficiently in advance of the construction of curbs, pavement, sidewalks and other surface installations to allow for complete settlement of the trenches and other excavations. In no case shall any construction work be permitted on any excavation, which in the opinion of the Township Engineer, has not completely settled.

All utility services, including water, gas, telephone and electric shall be stubbed in at each lot to a point behind the right-of-way line before the curbs, sidewalks and pavement are constructed.

Backfill operations shall be performed as specified by the Township Engineer.

Wherever the utility is not installed in the public right-of-way, an appropriate utility easement not less than twenty (20) feet in width shall be provided.

GOOD SUBDIVISION PRACTICES ARE VITAL



SS
ASSOC

Should, in the opinion of the Township Engineer, the excavated material prove unsatisfactory for backfill, it shall be replaced with material such as bank run sand and gravel, approved by the Township Engineer.

Lots in subdivisions which abut existing streets where overhead electric or telephone distribution lines have heretofore been installed, may be supplied with electric and telephone service from such overhead lines, but the service connections from said existing overhead lines shall be installed underground. All extension of existing facilities shall be installed underground.

All underground utility installations shall be subject to inspection and approval by the Township Engineer, who shall be notified of such underground installation at least 48 hours prior to any excavation therefor. No underground installation shall be covered until inspected and approved by the Township Engineer and those agencies having jurisdiction over the particular installation.

C. INSPECTION

All work shall be inspected throughout the course of construction by the Township Engineer or his representative. If deemed advisable by the Township Engineer, a full-time inspector may be assigned to the project. In no case shall any work proceed without the knowledge and consent of the Township Engineer.

The developer or property owner shall pay the cost of supervision and inspection by the Township Engineer or his representative at prevailing rates per diem as are on file with the Township Clerk.

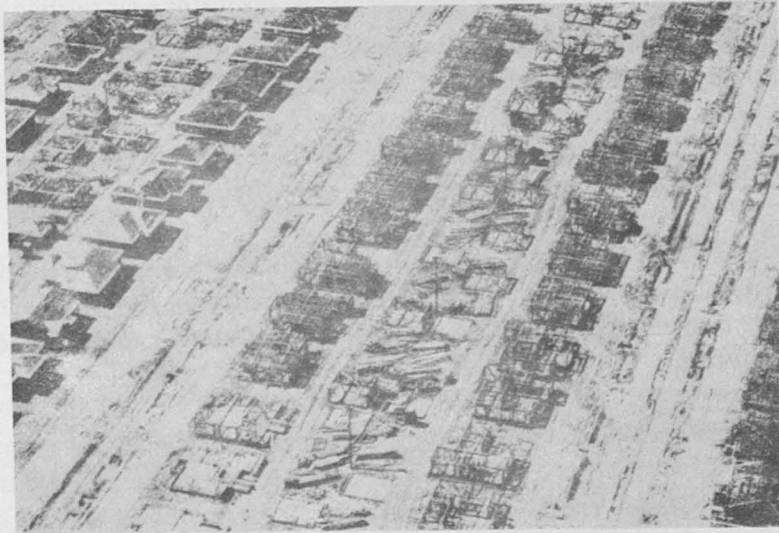
D. STOP NOTICE

If, in the opinion of the Township Engineer, the work is not being performed in a satisfactory manner or not in accordance with the provisions of this ordinance, he shall issue a stop notice to the developer or the person actually in charge of the work at the location thereof. Upon the issuance of the stop notice the progress of the work shall cease until the defects are corrected to the satisfaction of the Township Engineer.

E. STREET NAME SIGNS

Street name signs shall be placed at all street intersections within or abutting the subdivision. Such signs shall be of a type approved by the Township and shall be placed in accordance with the standards of the Township and its Engineer.

LET US AVOID TICKY-TACKY



F. SHADE TREES

Shade trees shall be planted on both sides of the street and shall be placed where directed by the Township Shade Tree Committee. The planting distance between trees shall be 50 to 70 feet for large trees, 40 to 50 feet for medium sized trees and 30 to 40 feet for small trees. The size category of each species shall be that set forth in "Trees for New Jersey Streets, First Revision-1965", published by the New Jersey Federation of Shade Tree Commissions, New Brunswick, New Jersey.

Trees shall have a minimum caliper of two inches measured a minimum of 4 feet above the ground line.

All trees to be planted shall be of first class nursery grown stock, free from disease and grown in an established nursery. Trees shall be selected at the nursery by the said Shade Tree Committee or its representative.

Trees shall be handled from nursery to planting site as Specified in Section IV A of the above referred to publication of the New Jersey Federation of Shade Tree Commissions, except that all trees shall be balled-and-burlapped from shipment. The trunks and branches shall be sprayed (wiltproofed) with latex emulsion to reduce drying. The roots shall be dipped in a loam slurry.

Holes shall be an extra foot in diameter greater than the root ball.

The hole shall be refilled under and around the tree with a specially compounded soil mixture consisting of 3 parts loamy soil, 2 parts coarse sand and one part humus (not coarse granular peat).

Trees shall be amply watered for the first season after transplanting.

One pound of rock phosphate and two (2) pounds of dolomitic ground limestone shall be thoroughly mixed with the soil in the bottom of the hole. In addition, one pound of steamed bonemeal shall be thoroughly mixed with the specially prepared backfill soil.

Trees shall be staked with two (2) white cedar, 8-9 feet long, 2-1/2 inch top stakes. Trees shall be fastened to the stakes with two (2) inch canvas tape nailed to the top of the stakes with 1-1/2 inch galvanized large head plasterboard nails.

All tree trunks shall be protected with tree wrapping paper.

The species of trees to be planted shall be selected by the Township Shade Tree Committee from the recommended shade trees set forth in the above referred to publication of the New Jersey Federation of Shade Tree Commissions.

The trees shall be surface mulched with wood chips or other material approved by said Shade Tree Committee.

All trees shall be planted within the normal planting seasons, that is from April 1st to May 1st, and from October 15th to November 15th.

All trees shall be delivered directly from the nursery to the place of planting, and shall be planted within five (5) days from time of digging at the nursery.

Any tree which shows evidence of dying anytime within the three (2) year maintenance guarantee period must be replaced by the owner of the subdivision at his expense.

G. GRADES AT STREET INTERSECTIONS

At street intersections, the side streets, as so designated by the Planning Board or the Township Engineer, shall (on either ascending or descending grades) have a grade of not more than two (2) percent for a distance of not less than forty (40) feet from the near curb line on the intersecting street.

H. CORNER CLEARANCE AT INTERSECTIONS

On street corners, no embankments, fences, walls, hedges or other objects or plantings more than two and one-half (2-1/2) feet in height above the street pavement shall be permitted to be erected, placed or maintained within the triangular area formed by the intersecting street right-of-way lines and a straight line joining said street right-of-way lines at points which are thirty (30) feet distant from the point of intersection, measured along said street right-of-way lines.

All corners on new streets shall be cleared of obstructions in the manner and to the limits described above.

CAPITAL IMPROVEMENTS PROGRAM

Capital improvements Programming is the process of budgeting for large-scale public facilities which are expected to have a relatively long life. It is important, therefore, that the Delran Planning Board members, municipal government officials, and interested citizens understand how a capital improvements program operates.

The capital improvement of a municipality, county or school district usually involves an investment in land, buildings or other structures, or roads which "produce" public services or benefits. Such benefits include protection against fire or theft (police or fire station), education of youth (school buildings), public health and sanitation (sewage disposal plant), water purification (water filtration plant), or recreational opportunities (parks and playgrounds).

Capital expenditures are non-recurring in nature. Where financially feasible, a community should consider limiting capital improvements to be financed by borrowing to those with a useful life of 15 years or more, rather than the five year statutory minimum. This is, of course, a policy matter to be decided locally.

Programming is simply deciding what a community needs most, i.e. setting up priorities and then devising a schedule to pay for such things within the financial capability of the community.

Adoption of capital programming procedures gives a number of important benefits.

- A. A good capital program is one of the chief means of implementing the master plan.
- B. The comprehensive nature of the capital program analysis should pinpoint and resolve possible conflicts in policy, and eliminate or greatly reduce overlapping and duplication of improvements programs of separate agencies.
- C. A good capital improvements program provides the local governing body with objective guidelines on which to evaluate capital programs recommended by various interests.
- D. The greatest possible unit of service can be achieved for each dollar spent. This should produce considerable savings with increased efficiency.

- E. The community will have a clearer idea of where it is going and what the cost will be. Facing such facts is sound practice and sound public relations.

The selection and staging of projects for a capital improvements program requires a team effort by various officials and groups. The operating departments, the planning board, the administrator, the municipal engineer, the finance officer, and, in the final analysis, the governing body, school board and the general public are all involved.

Project requests are usually made by the operating departments, although they may originate with other groups. The ultimate decision on what projects are selected and how they will be financed is, of course, made by the local legislative body, or in the case of school bonds, by the voters.

The task of combining and shifting the various project requests into a tentative program of public improvements rests initially with the Planning Board. This Board is the agency best suited for the delegation of the detailed duties involved in public works planning. The program is essentially one of implementing the comprehensive plan. Just as the plan will not get far unless related to a program, a capital program without a plan loses much of its effectiveness and compromises the basic objectives of the programming process.

In the process there must be continuous consultation with the administrator and department heads to ascertain project needs, with the municipal engineer on costs and engineering problems, and with the finance officer on financial feasibility and financing methods. The package showing the improvements, their staging, and the methods of financing is then recommended to the governing body for final action.

Summary of Procedures

1. A comprehensive plan for the long term physical development of the community should be made.
2. In connection with planning and programming, each municipal department or committee should fill out and send to the Planning Board project request forms for each proposed project.

3. The school board should cooperate with the Planning Board.
4. Representatives of each municipal agency and department should have an opportunity to discuss with the Planning Board individual project recommendations.
5. After a tentative program has been drawn up, the Planning Board may wish to hold hearings on requested projects. Public understanding and general approval of the capital improvements program is essential.
6. The Planning Board will analyze proposed projects in the light of the general plan, the ideas expressed at hearings, the available revenues, and a system of priorities.
7. Five or six months before the adoption of the operating budget, the planning board should complete a tentative capital program for projects to be staged over the next five or six years. Then the program is recommended to the governing body.
8. The tentative program should be reviewed by the governing body in consultation with the Planning Board, departments of government and the finance officer. More public hearings may be advisable before final adoption.

The capital program should be brought up to date each year. This would include a review of the projects to determine if priorities are still valid, and the addition of new projects. Otherwise, the same procedures are generally followed.

TABLE 43
LONG RANGE CAPITAL IMPROVEMENTS PROGRAM
DELRAN TOWNSHIP

Project	Priority	Responsible Agency	Possible Source of Financial Assistance
<u>Schools:</u>			
Elementary Schools:	A	Board of Education	State
Junior High School	A	"	State
High School	B	"	State
Elementary School	A	"	State
Elementary School	B	"	State
<u>Park Acquisition:</u>			
Fairview	A	Municipality or Conservation Commission	Federal and State
River Road	B	"	"
Louden St.	A	"	"
Millside Heights	A	"	"
Swedes Run	B	"	"
<u>Public Facilities:</u>			
Police Headquarters	B	Municipality	
Library	B	"	Federal
Fire Station	B	"	
Treatment Plant	C	"	Federal
<u>Roads:</u>			
Extension of Street to Conrow Rd.	B	Municipality	State

PRIORITIES:

A - 1970-1974

B - 1975-1978

C - After 1980

TABLE 44
FIVE YEAR CAPITAL BUDGET
1970 - 1975
DELRAN TOWNSHIP

<u>Project</u>	<u>Total Cost</u>		<u>1970</u>	<u>1971</u>	<u>1972</u>	<u>1973</u>	<u>1974</u>
Elementary School	\$ 1,500,000	Debt Service (25 year issue)	X	XX \$135,000	\$132,000	\$129,000	\$126,000
Junior High School	\$ 2,000,000	Debt Service (25 Year Issue)			X	180,000	176,000
Elementary School	\$ 1,700,000	Debt Service (25 Year Issue)				X	155,000
Fairview Park	\$ 85,000	Debt Service (2 Year Issue)	X	50,000	42,000		
Louden St. Park	\$ 50,000	Annual Appro- priation 50% Federal Assistance		X25,000			
Millsides Heights Park (Swedes Run)	\$ 50,000	Annual Appro- priation 50% Federal Assistance			X25,000		
			0	\$ 210,000	\$199,000	\$309,000	\$457,000

X - Year project completed or acquired.

XX - Interest Rates Estimated at 5%. Debt Service includes both principle and Interest.

APPENDIX A

Housing Codes

A municipality may adopt a housing code - there is a State Model Code for one and two family structures promulgated by the State in 1962. BOCA Code was also prepared in 1964.

A typical housing code would set forth regulations for

1. Water supply
2. Plumbing facilities
3. Garbage and rubbish storage
4. Lighting
5. Ventilation
6. Heating equipment
7. Egress
8. Maintenance
9. Use and occupancy of space

If an owner fails to comply with a municipal order to repair or alter or improve a situation in violation of the Housing Code, the municipality may fix the deficiency at the cost of the owner or prohibit occupancy of the structure.

The State of New Jersey has promulgated a housing code for multi-family structures. The State would make all necessary inspections and enforce violations. The municipality must authorize the State to make inspection in its jurisdiction. There is no cost to the municipality.

Code Enforcement

This program provides technical assistance and grants for planning, reviewing, and administering concentrated code enforcement programs in selected local areas. These programs are both remedial and preventive, such as restoring properties and their environments to decent and standard conditions and arresting future deterioration.

Grants can be made up to 2/3 of program cost for localities with 50,000 or more population, and up to 3/4 for those with populations under 50,000. Eligible project expenses include planning and administration and such environmental improvements as streets, sidewalks, curbs, gutters, lighting work, landscaping, plants, signs, and fire and police communication systems.

Additional financial assistance is provided via absorption of relocation costs for displacees; availability of FHA mortgage insurance to residential property owners for rehabilitation work; and direct low-

interest loans and grants to property owners in the selected code enforcement area for rehabilitation purposes.

Cities, municipalities, and counties with statutory authority to enforce housing, building, and related codes are eligible and must:

1. Have an approved workable program for community improvement
2. Have a comprehensive system of codes
3. Be carrying out an effective program of code enforcement
4. Agree to maintain normal levels of expenditures for code enforcement outside the project areas
5. Have a satisfactory capital and public improvement program
6. Give relocation assistance to those displaced by the project
7. Select, for concentrated code enforcement, project areas where there is reasonable expectation that the program can be completed in three years and where 20 percent of the buildings have code violations.

Demolition of Unsound Structures

This program provides technical assistance and grants to cities, other municipalities, and counties to finance up to two-thirds of the cost of demolishing structures which state or local law determines to be structurally unsound. The structures may be located either within or outside of urban renewal areas. The locality must assure that displaced persons are relocated into decent, safe, and sanitary dwellings within their means.

Cities, municipalities, and counties having authority under state and local law to demolish structures are eligible. Conditions for urban renewal area selection and approval must exist for properties within urban renewal areas. For properties outside of urban renewal areas, the locality must have an approved workable program for community improvement. The proposed demolition must be on a planned neighborhood basis and must further the locality's urban renewal objectives; a local program for enforcing housing and related codes must be present; the structures must constitute a public nuisance and serious hazard to public health or welfare; and the local governing body must have determined that other available legal procedures to secure action by the property owner have been exhausted and the government action demolition is required.

Open Space Acquisition

Under the Open Space Land Program, matching federal funds may be obtained for the acquisition of undeveloped land or developed land. "Open Space use" is defined as land which has value for park and recreational purposes, conservation, scenic, or historic purposes. For land acquired with open space grant assistance, a federal grant may also be available for development or making appropriate improvements.

Types of improvements which could be eligible for federal assistance under this program include: Roadways and vehicular bridges necessary for circulation within the area. Paths, paving, walkways, foot-bridges, bridle paths, and bicycle trails. Retaining walls, bulkheads, curbing, fencing, signs, and fixtures necessary for safety measures. Basic utilities needed to serve the area, including sanitary sewers, storm sewers and drainage systems, water lines and water facilities, and electric facilities and lighting fixtures. Grading and landscaping. Fountains and reflecting pools. Basic recreational facilities and equipment having long-term usefulness, including swings and jungle gyms; tennis, handball, and basketball courts; baseball, soccer, and football fields; and equipment for use by particular age groups, such as the elderly. Small buildings and structures such as rain shelters, lavatories, and equipment sheds. Fireplaces for picnic areas, trash receptacles, benches, tables, and other facilities and equipment having long-term usefulness.

Eligible costs which may be included in computing a 50% grant for the acquisition of undeveloped land include the cost of acquiring title or lesser interests, such as development rights and scenic easements, that serve the purpose of preserving the open space character of the land.

Up to 50% of land development or improvement costs may also be financed with an open space grant. The non-federal share may be provided in cash or in materials and services which easily can be appraised or valued for audit purposes.

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