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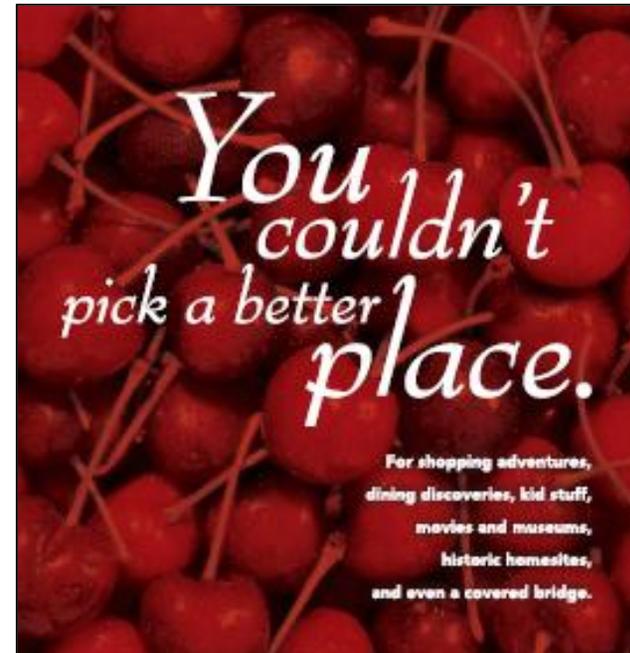
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INTRODUCTION

- Basis of Reexamination
- History of Master Plan in Cherry Hill
- Community Vision Statement
- Goals & Objectives
 - Population & Housing
 - Natural Resources & Conservation
 - Transportation
 - Community Facilities & Utilities
 - Economic Development
 - Historic Preservation
 - Land Use

POPULATION & HOUSING

- Population
- General Population Characteristics
- Housing Characteristics
- Trends & Issues

NATURAL RESOURCES & CONSERVATION

- Regional Setting
- Climate
- Physiographic Regions
- Geology
- Topography
- Soils
- Water & Watershed
- Floodplains
- Wetlands
- Plant & Wildlife
- Open Space & Conservation
- Trends & Issues

TRANSPORTATION

- General Characteristics
- Roadway Improvements
- Traffic Calming
- Access Management
- Transit
 - Rail
 - NJ Transit AC Rail Line
 - PATCO
 - Bus
 - NJ Transit bus service
 - Other bus service
 - Bicycle & Pedestrian
 - Benefits
 - Cooper River Park
 - River to Bay Greenway
 - Cherry Hill bikeway system
 - Air & Water Facilities
 - Airports
 - Seaports
 - Capital Improvements
 - Trends & Issues

LAND USE

- Methodology
- Existing Land Use
 - Existing Zones
 - Re-Exam
- Statute
- Conclusion

Sources

INTRODUCTION

The Master Plan is a document created to guide Cherry Hill Township in establishing land uses in the long-term future. It is based on analysis of physical features, socio-economic data, and emerging trends within the Township. It establishes goals and policies for future development, while setting forth recommendations to guide planning decisions that will achieve a desired relationship among future land uses. These recommendations will result in future land use patterns, which promote the best possible living and working conditions for present and future residents.

The purpose of this Reexamination report is to address issues and concerns that have changed or were not addressed in the 2004 Master Plan. This became apparent when the Department of Community Development began to draft a comprehensive new Land Development Control Ordinance. The current Land Development regulations were adopted in 1976 after a comprehensive revision. The Subdivision Ordinance was adopted in 1968 have each been revised several times to reflect changes in the Land Use Laws and to provide for more appropriate development regulation. As the Land Development Ordinance is a direct planning tool to accomplish the goals and objectives established in the Master Plan, it is imperative to comprehensively address the planning trends and issues of the Township.

Basis of Reexamination

The Municipal Land Use Law (Chapter 291, Laws of New Jersey, 1975, as amended, hereinafter known as "MLUL") establishes the legal framework for municipal planning, land development and zoning functions throughout the State and provides that local zoning regulations be consistent with an adopted land use element. This statute recognizes the importance of planning as an on going, continuing function of local government by mandating the periodic reexamination of municipal master plans and development regulations.

40:55D-89. Periodic Reexamination.

The governing body shall, at least every six years, provide for a general reexamination of its master plan and development regulations by the planning board, which shall prepare and adopt by resolution a report on the findings of such reexamination, a copy of which report and resolution shall be sent to the county planning board. A notice that the report and resolution have been prepared shall be sent to the municipal clerk of each adjoining municipality, who may, on behalf of the governing body of the municipality, request a copy of the report and resolution. A reexamination shall be completed at least once every six years from the previous reexamination. The reexamination report shall state:

- a. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report.
- b. The extent to which such problems and objectives have been reduced or have increased subsequent to such date.
- c. The extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition, and recycling of designated recyclable materials, and changes in State, county and municipal policies & objectives.
- d. The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.
- e. The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law," P.L.1992, c. 79 (C.40A:12A-1 et al.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

INTRODUCTION

History of Master Plan in Cherry Hill

1966: The first of Master Plan for Cherry Hill Township was written

1973: This first Master Plan revised

1984: A second Master Plan was adopted, which addressed the growth of large-scale housing development in further areas of the Township.

1987: Preparation of a Housing Element in accordance with the Fair Housing Act of 1985.

1990: A reexamination report was adopted, which addressed short-term development concerns. This report recommended that a new master plan be prepared to address increased pressure of development on residential neighborhoods via numerous attempts to infill bypassed parcels with intense land uses

1993: Housing Element was part of Judgment of Repose signed by Camden County Superior Court Judge Theodore Z. Davis, J.S.C. in 2001.

1996: An additional reexamination report was adopted.

2003: In order to address immediate concerns, a brief reexamination report was adopted to remain in compliance while a new master plan was being written.

2003: A third Master Plan was adopted

2006: Amendment to the Master Plan



Rated one of the **'Best Places to Live'** in the country

Money Magazine and CNNMoney.com

Cherry Hill Township is a thriving, diverse community that provides a safe and healthy place to live for all residents by valuing the natural environment, as well as a sustainable, broad-based economy that serves the needs of the community. The future development of Cherry Hill will utilize smart growth principles such as neighborhood livability; better access to destinations and less traffic congestion; thriving town centers; lower municipal costs and taxes by maximizing existing infrastructure; and preserving open space.

GOALS & OBJECTIVES

POPULATION & HOUSING

Goal: Provide safe and sanitary variety of housing types and residential development to accommodate the different needs and desires of the population.

Objective 1: Preserve and enhance the existing housing stock.

- Encourage the rehabilitation of substandard units, utilizing the strict enforcement of Code Standards.
- Encourage infill development of housing, abiding an established design criterion that promotes an energy efficient design.

Objective 2: Continue to provide a regional fair share of affordable housing for low- and moderate-income families, in concert with the COAH court approval.

- Administer and improve upon the Township's various housing programs, including the Section 8, R-5, Moderate Priced Housing (MPH), Affordable Rental Housing at Tavistock (ARHAT), and rehabilitation programs.
- Ensure the even distribution of new affordable housing units.
- Focus new opportunities on age-restricted housing for senior citizens.
- Further develop housing ownership by providing coordination between programs.

NATURAL RESOURCES & CONSERVATION

Goal: The preservation of natural land, water, and air resources is required to maintain the unique characteristics of the community.

Objective 1: New development should adhere and contribute to the conservation of natural resources within the Township.

- Revise the Development Control Ordinance to provide more meaningful open space, conservation easements, and recreational opportunities.
- Direct development to grayfields and brownfields, as redevelopment
- Utilize existing government-supported citizen water quality monitoring and volunteering to provide protection for vernal pools, soil erosion, and habitat protection.

Objective 2: Retain quality preservation areas and public land parcels to create a comprehensive open space network.

- Prioritize remaining undeveloped parcels for preservation based upon unique natural features, scenic views, etc.
- Investigate the adoption of a Natural Resources Overlay Zone, consistent with New Jersey State Law, which incorporates wetlands areas, steep slopes, flood plains, etc.
- Explore the municipal purchase of remaining undeveloped parcels, including adjacent stream corridor parcels, low-lying properties, and other environmentally sensitive areas. Specifically along the proposed spines of the regionally significant River to Bay Greenway.

Objective 3: Recognize the importance and effectiveness of addressing environmental preservation from a regional standpoint.

- Where appropriate, work with other municipalities and regional organizations to create a region-wide approach to watershed planning and storm water management.

INTRODUCTION

- Provide land use strategies and transportation options that consider the preservation of air quality in the region.
- Establish guidelines to encourage the application of 'green building' practices.

TRANSPORTATION

Goal: Facilitate the safe and efficient movement of people, goods, and services throughout the Township and region with minimal conflict.

Objective 1: Maintain and improve the existing roadway network to ease traffic congestion for all road users.

- Continue to work closely with NJDOT, DVRPC, and Camden County to continually implement projects on the Transportation Improvement Program.
- Prevent the use of neighborhood streets as 'cut-throughs' by analyzing traffic impacts of proposed developments and work with developer to address such impacts, as well as the application of traffic calming measures where appropriate.
- Promote the implementation and use of Intelligent Transportation Systems (ITS) technology to maximize the use of the existing road.

Objective 2: Encourage the use of "alternative" forms of transportation to improve the air quality and health of residents.

- Provide pedestrian and bicycle infrastructure in all new developments to contribute to the pedestrian network throughout the Township.
- Coordinate with NJ Transit and PATCO for specific improvements that increase mass transit ridership, particularly providing for transit-dependent populations.
- Encourage the development of shared parking facilities and access in appropriate areas.
- Make improvements to increase pedestrian and bicycle safety along all roadways in the Township.

Objective 3: Promote transportation management strategies to balance land use and capacity of existing roadways, encouraging intra-Township travel.

- Continue to encourage inter-pedestrian access between subdivision neighborhoods

- Implement traffic calming measures in new or redeveloped areas. This includes contrasting materials for pedestrian infrastructure, provisions of mass transit, and heavy vegetation and bicycle lanes to "calm" traffic.
- Analyze adjacent land uses, considering historic and scenic resources, when implementing improvements along transportation corridors.

COMMUNITY FACILITIES & UTILITIES

Goal: Provide excellent community facilities and utilities to meet the need of all Township residents and businesses, as well as enhance the overall community.

Objective 1: Maintain and improve existing facilities and utilities to meet the growth and change of the community.

- Replace facilities and/or utilities that are obsolete or unable to meet the needs of the Township.
- Employ regional strategies to facilitate redevelopment, particularly with large-scale public infrastructure, such as water quality and waste management issues.
- Incorporate wellhead protection provisions into the development control ordinance.

Objective 2: Support growth and redevelopment with adequate infrastructure, without creating adverse impact upon the natural environment.

- Require new development to enhance public areas with quality design and architecture, as well as recreational amenities.
- Require new development to provide utility improvements in order to meet the increased capacity, specifically using energy efficient material and locating all utilities underground.

Objective 3: Aggressively promote the improvement of existing recreational facilities, as well as further development and expansion of new parks.

- Obtain easements through private land to augment public access to open spaces.
- Maintain the cross utilization of existing recreation facilities between the Township, School Board and all other recreation affiliates in the Township.

INTRODUCTION

- Increase the value of open space and/or recreational land requirement for all new development.
- Create linkages between existing parks and open spaces to form a cohesive network of green space.

Objective 4: Excel to provide the most comprehensive and utilized solid waste recycling program in the State.

- Focus resources to standardize a mandatory commercial and institutional Township recycling program, which could save expenses and generate income from reducing the waste stream.
- Work with local schools to educate students at a young age the importance of recycling.
- Mandate the use of recycled products for all Township entities, as well as in new private development, establishing a demand for recycled products.

ECONOMIC DEVELOPMENT

Goal: Expand and diversify the economic growth of the Township within the region that is consistent with the natural capacity of the land and infrastructure.

Objective 1: Retain and promote existing businesses.

- Limit new retail industries within the Township to encourage redevelopment and full occupancy in existing commercial locations.
- Investigate and establish “Redevelopment Areas”, where appropriate.
- Continue coordination between Cherry Hill Business Partnership (CHBP) and local business associations to promote development.

Objective 2: Continue to nurture Cherry Hill as a strong, growing business center in the region.

- Enhance quality of life issues (such as transportation, environment, schools, etc.) to attract and maintain new industry.
- Consider implementing a streamline permit process to pool resources and assist developers and residents through the permit and zoning process.
- Coordinate with CHBP, regional educational institutions, and utility companies to offer current and competitive advanced technical infrastructure.

HISTORIC PRESERVATION

Goal: Preserve & enhance the cultural, historical, and archeological resources that reflect the significant elements of the Township.

Objective 1: Preserve historic resources identified in the Cherry Hill Township Historic Resource Survey.

- Investigate the application of a Traditional Neighborhood Development zone that encourages the preservation and enhancement of historic districts (i.e. Erlton, Batesville, etc.).
- Consider the adaptive reuse of existing historic structures by deed restrictions and similar measures to retain unique features while allowing private investment.
- Consider the historic characteristic of such structures when reviewing adjacent development.
- Use local resources to assist property owners of historic homes and property.

Objective 2: Promote the understanding and appreciation of the historic value of the Township.

- Evaluate the preservation of structures and landmarks that depict the recent past of Cherry Hill, during the rapid suburbanization of the 20th century.
- Work with local and regional historic groups to assist in the process of registering municipal places on the State and National Register of Historic Places.
- Apply municipal resources to develop and enhance interest and recognition of historic places within the Township, including a local designation program with markers.

LAND USE

Goal: Preserve and protect distinct neighborhoods of Cherry Hill as attractive places to live and work, ensuring that future growth complements and enhances the character of the existing neighborhoods and overall community.

Objective 1: Coordinate land use to balance economic growth with community and conservation needs.

- Revise the Land Development Control Ordinance to reflect values of the objective.

INTRODUCTION

- Revise the Ordinance to reflect existing uses, ensuring more of a consistency between land uses and zoning districts.
- Revise the Ordinance to direct growth to designated growth areas and established nodes of commerce.

Objective 2: Preserve and protect the character of established neighborhoods

- Establish a design criterion that minimizes the negative impact of new land uses and/or development.
- Ensure new development maintains a higher standard of aesthetic quality, open space maintenance, and community amenities.
- Investigate establishing a Traditional Neighborhood Development zone to preserve older established neighborhoods, such as the Erlton and Batesville neighborhoods.
- Utilize current technologies to provide energy efficient land use development.

Objective 3: Encourage the connection of living and working in land use development within the Township.

- Encourage redevelopment of brownfields or grayfields, rather than greenfields, whenever possible.
- Analyze the creation of a mixed-use zoning classification to apply to older, eclectic areas of development (i.e. Greentree Triangle, Barlow, etc.)
- Implement new urbanist principles to ensure “walkability” in each new development within the Township, creating a comprehensive network for pedestrians and cyclists.



POPULATION

The Township of Cherry Hill is located in Southern New Jersey, is an inner-ring suburban community of the Philadelphia metropolitan area. It is the second largest populated municipality in South Jersey, covering over 24 square miles and home to approximately 72,000 residents, 25,000 homes, and an estimated 4,000 number of businesses.

Agrarian in origin, initial development in the Township occurred as secondary growth outside of the immediate boroughs that formed around what is now the PATCO high-speed line. The Township experienced a sustained development boom in the 1950's through the 1980's, which generally provided single-family dwellings with generous setbacks and vehicular focus. Due to the geographical expansiveness of the Township, the evolution of development can be traced from west to east from Philadelphia. Cherry Hill is located in Planning Area 1, designated as an Urban Center, in accordance with the State Development and Redevelopment Plan (SDRP).

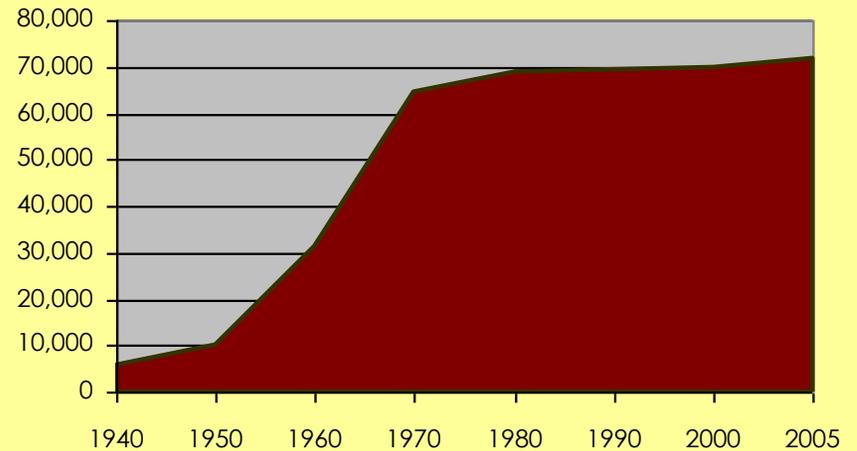
Cherry Hill Township is located in western Camden County, just outside the County Seat of the City of Camden. The highways extend outside of Camden in a radial pattern, which New Jersey Route 70 (among other major arterials in the Township) has facilitated rapid growth.

Population

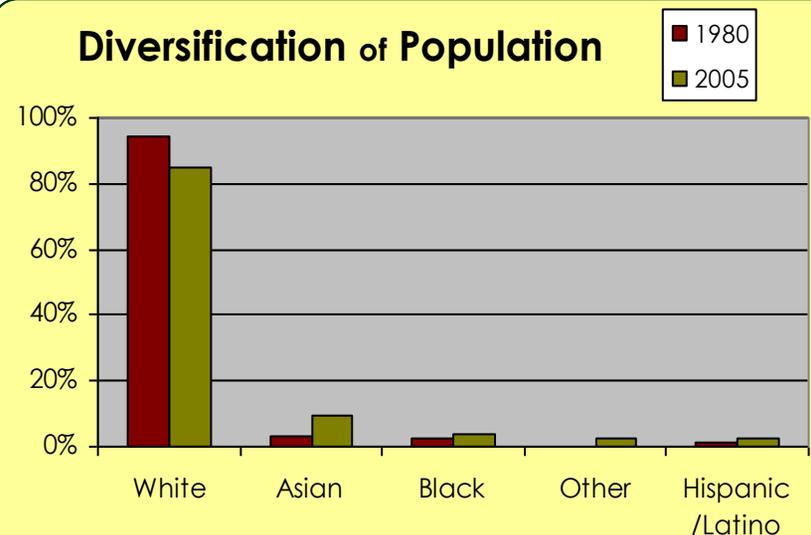
Suburbs around the nation grew exponentially in the Post-War II era due to the construction of expressways, mortgage availability, and urban decline. Cherry Hill, similar to other inner-ring suburbs, experienced rapid population increase. The population grew 80% between 1940 and 1970, and experienced most growth when it doubled between 1960 and 1970¹ by approximately 30,000² residents. The population has increased slightly since, with a projected population of 72,000 residents in 2005.

1940	1950	1960	1970	1980	1990	2000	2005
5,811	10,358	31,522	64,395	68,785	69,348	69,965	71,821

Population Growth



Diversification of Population



POPULATION

General Demographic Characteristics: 2005		
TOTAL POPULATION	73,543	100%
SEX AND AGE		
Children (under age 18)	19,362	26.3%
Adults (age 18 to 54)	34,303	46.7%
Older Adults (age 55 & over)	19,878	27.0%
Median age (years)	age 41	
RACE¹		
White	62,268	84.7%
Asian	6,747	9.2%
Black	2,843	3.9%
Other	1,699	2.3%
HISPANIC OR LATINO of any race²	1,778	2.5%
HOUSEHOLD POPULATION		
Family households (families)	19,890	27.0%
With own children under 18 years	9,042	12.3%
Married-couple families	17,031	23.2%
With own children under 18 years	8,022	10.9%
Nonfamily households	6,909	9.4%
Households with one or more people under 18 years	9,659	13.1%
Households with one or more people 65 years and over	7,677	10.4%
Average household size	2.74 persons	
Average family size	3.28 persons	

Source: U.S. Census Bureau, 2005 American Community Survey; Projection
Error=± 5

¹Race alone or in combination with one or more other races

²from 2000 Census data set

General Population Characteristics

Cherry Hill traditionally grew as a bedroom community as shown in the general population characteristics. Over a quarter of the Township consists of children under the age of 18; while over another fourth of the Township consist of older adults age 55 and over. This is consistent with a median age of 41. A majority, almost 45 percent³, of the student population is elementary school age. Considering that 62 percent of residents are married, a dominance of young families can be presumed. Over half of the households in Cherry Hill are families, with an average household size of 2.74 persons.

Residents of the Township are generally well-educated, as reflected in graduation rates. Almost the entire population has a minimum of a high school diploma (95.6%⁴), with over half of residents obtaining a college degree⁵. This is significantly higher than in 1980⁶, where education levels were 83 percent and 35 percent, respectively. This may be due to domestic migration, as mobility due to globalization and a fluctuating economy have led to subsequent population shifts that are seen on a national level. Over half of the existing community members were born in another state⁷.

The racial and ethnic composition of the Township has diversified in recent years, while remaining generally white. The number of Asian residents has increased the most from just over 3 percent in 1980⁸ to over 9 percent today, Black and Latino populations have also increased from 2.3 and 1.3⁹ percent respectively. The diversification of Cherry Hill is also reflected in the foreign-born population of 13.5 percent¹⁰ and 17.6 percent¹¹ speaking a language other than English at home.

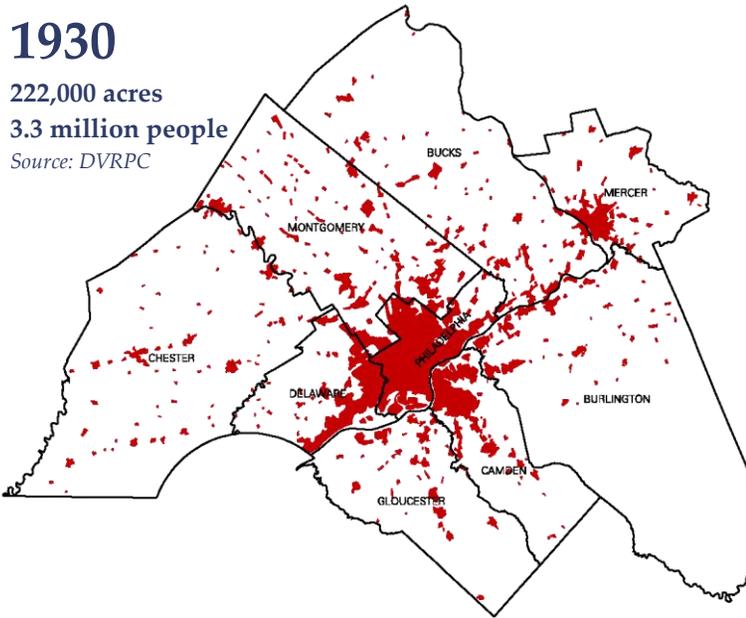
POPULATION

1930

222,000 acres

3.3 million people

Source: DVRPC

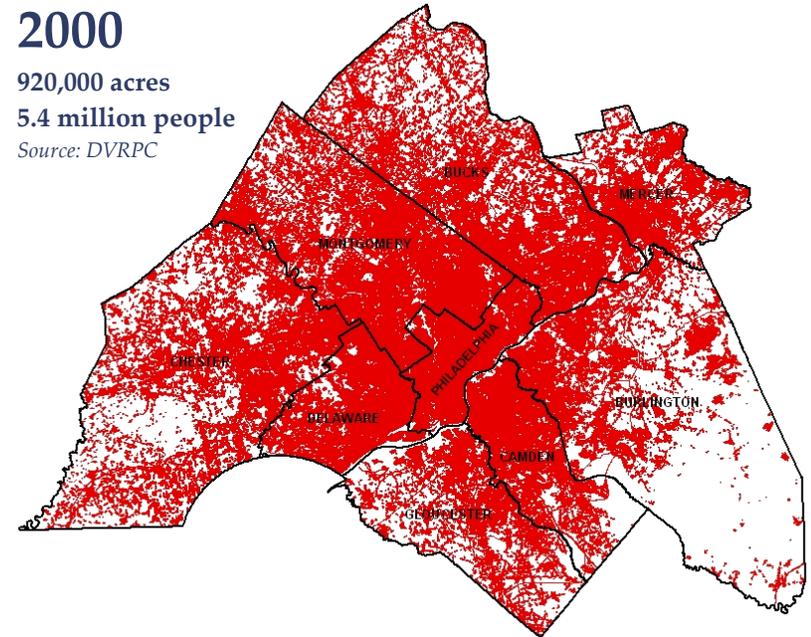


2000

920,000 acres

5.4 million people

Source: DVRPC

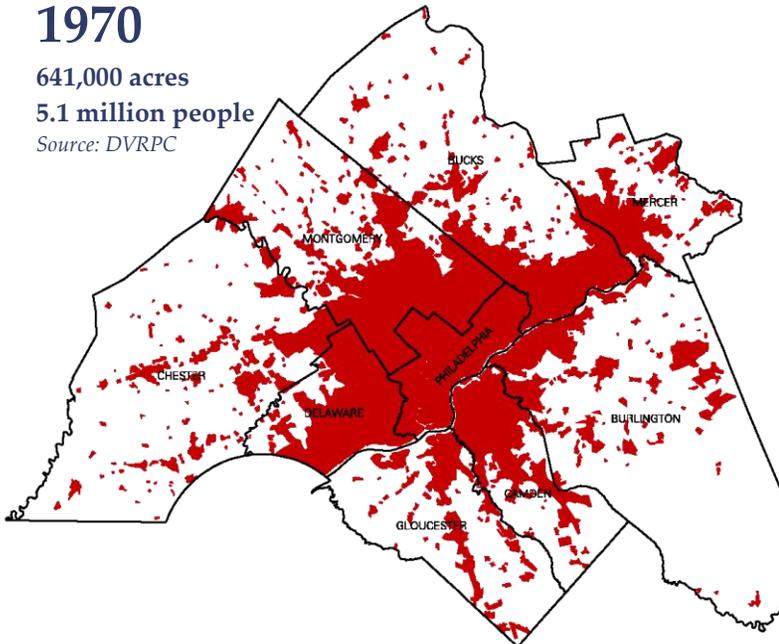


1970

641,000 acres

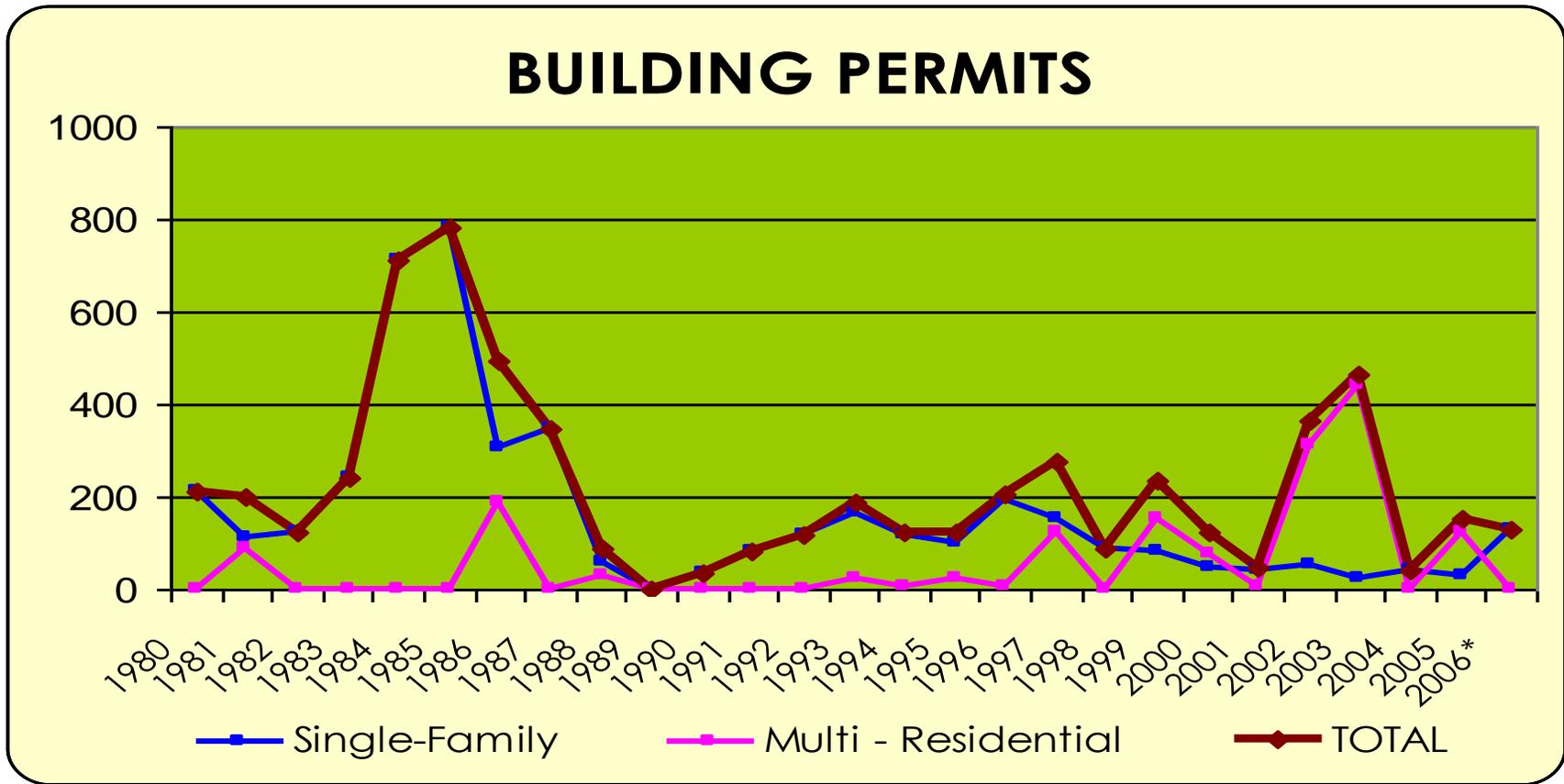
5.1 million people

Source: DVRPC



Housing Characteristics

2000 Census data reflects 27,074 housing units in the Township, with a three percent vacancy rate. Approximately 83 percent of units are owned, while 17 percent of units are rentals¹². Since the beginning of 2006 through August, building permits¹³ for 127 units were constructed. In reviewing data since 1980, the peak of single-family construction (shown in blue on the below chart) was highest in the early 1980's when several larger subdivisions were constructed on the eastern portion of the Township. However, the construction of multiple-unit structures has increased since 2003 (shown in the below chart).



TRENDS & ISSUES

- The population of Cherry Hill will probably remain steady, possible slight increase(s) with greater diversification.
- Board of Education projections to the year 2010 show, similar to the overall population, slight increase in middle and high school grades with gradual decrease in the overall elementary school populations.
- Housing turnover of active adult “empty nesters” moving into multi-residential housing with less overall property care. Younger families are moving into these single-family homes.
- Almost 45% of the population is between the ages of 35 to 54, with a median age of 41. Planning for their senior years now means examining rising demand in housing, community facilities and services, etc.

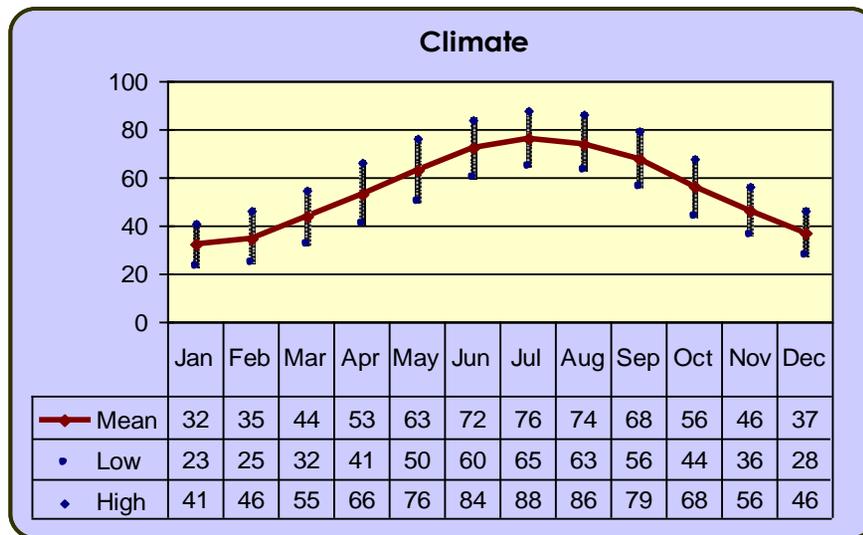
NATURAL RESOURCES

Regional Setting

Cherry Hill Township is located in Southwestern area of New Jersey, just east of the Delaware River and the City of Philadelphia. The northeastern border of the Township is shaped by the South Branch of the Pennsauken Creek and subsequent Burlington County Line, while the southwestern border mainly follows the Cooper River.

Climate

The close proximity of Cherry Hill to Delaware Bay adds a maritime influence to the climate of this region. The area tends to have higher nighttime minimum temperatures than in the neighboring Pine Barrens and less precipitation than other areas of the state due to the lack of orographic features, off the Great Lakes-St. Lawrence storm track, and inland from heavier coastal storms.



Prevailing winds are from the southwest, except in winter when west to northwest winds dominate. High humidity and moderate temperatures prevail when winds flow from the south or east. Autumn frosts usually occur about four weeks later here than in the North and the last spring frosts are about four weeks earlier, giving this region the longest growing season in New Jersey. The

moderating effect of the water also allows for a longer growing season.

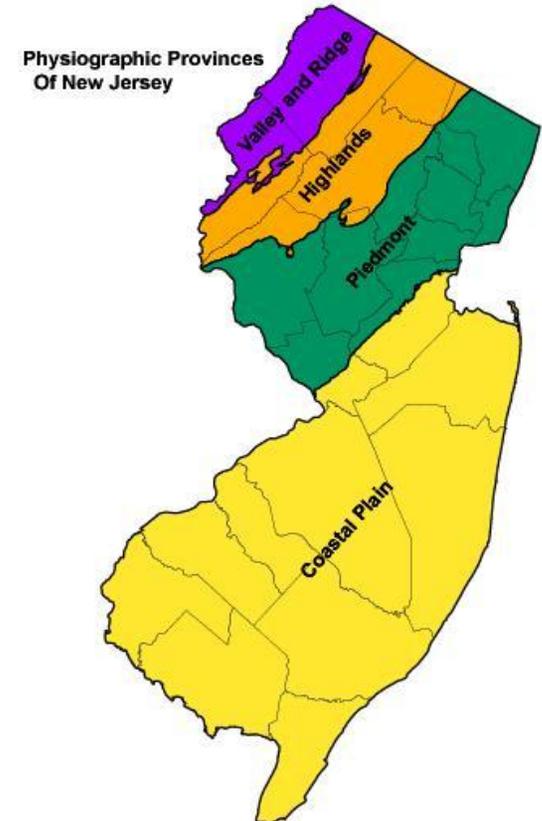
- Average January Temp (Low/High): 23/41
- Average July Temp (Low/High): 65/88
- Wettest Month (Inches): July @ 5.18"

Physiographic Regions

Cherry Hill is located in the Coastal Plain physiographic region, meaning the Coastal Plain area has similar physical landscapes derived from the same geological history. This region generally covers the southern 3/5 of New Jersey. This inner Coastal Plain, west of the shore plain, is characterized by gently rolling hills of little topographic variation of low elevation. The topography of the Coastal Plain generally is flat to very gently undulating.

Geology

The geology of land is defined by the physiographic region and dictates the suitability of a land use. The Township lies on the Inner Coastal Plain, which generally consists of loose sedimentary rocks. The sediments consist of layers of sand, silt and clay deposited alternately in sediment outcrop in irregular bands that trend northeast-southwest, essentially eroded from the Appalachian and Catskill Mountains. This deposition was interrupted by layers



County boundaries for reference only.

NATURAL RESOURCES

laid down by the ocean, as the ocean shoreline advanced as close as the Haddonfield area and receded over time. Essentially, the rock formations are of a younger age the closer to the shore; In Cherry Hill, the western area rock formations are older than the eastern.

The Tertiary rocks generally consist of sand, silt, and clay. These rocks date back from 65 to 1.6 million years ago in the Cenozoic Era. Most of the Township falls within this rock formation(s). The Cretaceous rocks also consist of sand, silt, and clay; however these rocks date further back from 146 to 136 million years ago in the Mesozoic Era. This formation is predominant on the southern portion of the Township, near Voorhees.

These Coastal Plain sediments have been mined in the past for bog iron, glass sand, foundry sand, ceramic and brick clay, the mineral glauconite (used in fertilizer), and titanium (from the mineral ilmenite in sand deposits). Today, these sediments are mined for glass, sand, and gravel construction material. The sand formations are productive aquifers and important ground water reservoirs. There is no Natural Hazards Area in the Township.

Topography

Cherry Hill is relatively flat, with a median grade of 60' feet above sea level. The highest point in the Township is 170 feet above sea level, located near the intersection of Cropwell and Kresson Roads, just off Harrowgate Drive. The lowest points of the Township are, as expected, along the Cooper River and South Pennsauken Creek. Steep slopes are located in various areas around the Township, generally near stream areas.

Soils

The soils in the Township are generally clay-like and/or sandy in nature; they tend to become sandier towards the Pine Barren area, further south and west in the Township. There are approximately 43 types of soils in the Township, with the most common being Freehold-Downer-Urban Land Complex, which are common in suburban areas with residential land uses.

A soil association is a landscape that has a distinctive proportional pattern of soils, consisting of one or more major soil types and at least one minor type¹⁴. Five soil associations dominate in Cherry Hill:

- Howell-Urban Land Association: Mainly present along the western side of the Township, near Merchantville and Pennsauken, closest to the Delaware River. The brown silty and clayey soils are common in gently sloping areas. It has a slow permeability rate and consequential high water table. It is acidic in nature, which may produce algae growth when adjacent to streams.
- Freehold-Homdel-Collington: Common along the Cooper River and in the Kingston Estates and Barclay Farms area. It is from greensand and varies from gently to strongly sloping in nature. These soils are fertile and slow to moderately permeable. The Freehold-Collington soils are well drained, while Holmdel soils are well to poorly-drained with a seasonal high water table.
- Marlton-Kresson Association: A narrow, wavy band of soils that are olive clay-like with varying slopes. Traditionally harboring fertilizing material, they are fertile despite their high content of clay. The Marlton soils drain better than the Kresson soils.
- Westphalia-Nixonton-Barclay Association: More present along the eastern edge of the Township Generally consist of fine sandy soils with varying slopes; they are present in a wide band parallel to the Delaware River. The topsoil is subject to quick permeability, slowing at subsurface levels making it subject to erosion.
- Muck-Alluvial Association: Subject to flooding due to their consistent location adjacent to the Cooper River and its tributaries. Often unbuildable due to a high water table and flood hazards. They are common in parks and open space.

Water & Watershed

Cherry Hill is located within the Delaware River Basin, which is 13,000 square miles in size and covers parts of four states – New York, New Jersey, Pennsylvania, and Delaware. Although the watershed covers one percent of the U.S., it supplies water to 10 percent of the nation's population. In addition to the large cities of Philadelphia and New York City, Cherry Hill also obtains its water from the

NATURAL RESOURCES

headwaters of the Delaware River. Further subdivided into areas for NJDEP planning purposes, Cherry Hill is located within the Lower Delaware Water Management Area (#18). For additional stream and stormwater management information and guidelines, refer to the *Municipal Stormwater Management & Stormwater Pollution Prevention Plan (ERI; June 6, 2006)*.

The Cooper River runs along the southern portion of Cherry Hill, creating a majority of the Township boundary. Named after William Cooper, who acquired what is now the City of Camden, the river is 16 miles in length that empties into the Delaware River. The North Branch of the Cooper River flows northwest through Cherry Hill. Other large tributaries include Woodcrest Creek and Tindale Run, as well as Evans Pond and Wallworth Lake. The South Branch of the Pennsauken Creek, named after an Indian village, forms the northern boundary of the Township.

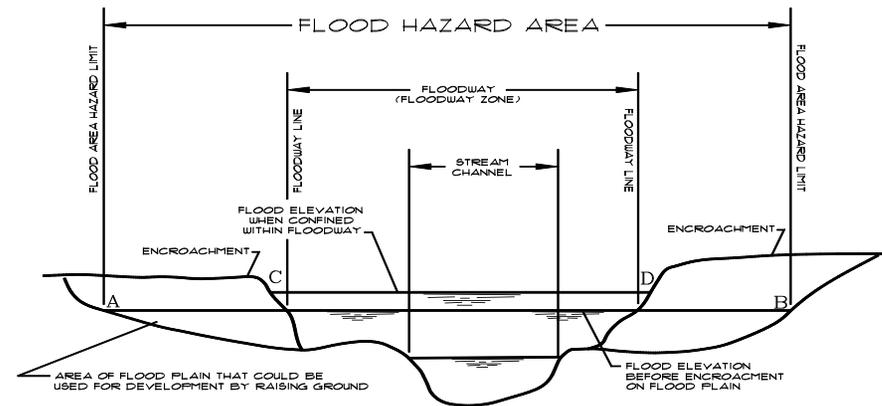
These two streams are the basis of the two watersheds in Cherry Hill. A watershed is the area of land that drains into a body of water such as a river, lake, stream or bay separated from other systems by high points in the area such as hills or slopes. The Cooper River watershed is 40 square miles in size and drains from 72 percent of the Township. The South Branch of the Pennsauken Creek is 33 square miles and covers 28 percent. There are six sub-watersheds within the Township; the Cooper River North Branch (below Springdale Road) is centrally located almost completely within Cherry Hill.

WATERSHED	SUBWATERSHED
Cooper River	Cooper River (Wallworth Gage to Evesham Road)
	Cooper River (Below Route 130)
	Cooper River (Rt 130 to Wallworth Gage)
	Cooper River North Branch (below Springdale Road)
	Cooper River North Branch (above Springdale Road)
Pennsauken Creek	Pennsauken Creek South Branch (Below Route 41)
	Pennsauken Creek South Branch (Above Route 41)

Aquifers are a crucial component to the drinking water system, and susceptible to environmental changes. Aquifers are recharged directly by precipitation in outcrop areas, by vertical leakage through confining beds, and by seepage from surface-water bodies. More than 75 percent of the freshwater supply in the New Jersey Coastal Plain is from ground water. There are several aquifer recharge areas and confining units in Cherry Hill, which include Kirkwood-Cohansey aquifer system, the Wenonah-Mount Laurel aquifer, the Englishtown aquifer, Merchantville-Woodbury confining unit, Marshalltown-Wenonah confining unit, and Composite confining unit. In the unconfined Kirkwood-Cohansey aquifer system water is brackish or salty in some coastal areas. In confined aquifers, salinity generally increases with depth. All but the Kirkwood-Cohansey are confined except where they crop out or are overlain by permeable surficial deposits.

Floodplains

The flood plain is the area adjacent to a stream, lake, or pond that is covered by floodwater when it rains. In general, the regulated flood plain is the area that would be covered by water during the "100 year storm", which is a storm that has one in 100 chance of occurring in any one year period.



LINE A-B IS THE FLOOD ELEVATION BEFORE ENCROACHMENT
LINE C-D IS THE FLOOD ELEVATION AFTER ENCROACHMENT

FLOOD PLAIN DIAGRAM

NATURAL RESOURCES

Restricting or strictly regulating development in the flood plain is crucial in order to protect potential hazards to the proposed structure, as well as hinder neighboring properties. Structures in the flood plain will cause water to rise, as well as create more impervious cover; both restricting the flow of water.

Flood plains are generally located along the waterways within the Township, including the Cooper River Park, North Branch of the Cooper River Park, Pennsauken Creek South Branch, Tindale Run, etc. Approximately 18 percent (858 acres) of the land within the Township are considered in the flood plain. Current Flood Insurance Rate Maps (FIRM) that are produced by the Federal Emergency Management Agency (FEMA) determine the flood plain boundaries. These maps are from 1992, which are in the process of being updated, which will require updating of the flood plain protection ordinance

Wetlands

Freshwater wetlands are lands that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances does support, a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation pursuant to *N.J.A.C. 7:7A-1.4*.

Wetlands are a critical natural resource that directly affects the overall community. They improve water quality through nutrient cycling and sediment trapping, protects from flooding by attenuation of peak flows in streams and rivers, recharge groundwater supplies, protect shorelines from excessive erosion, provide aesthetic and recreational opportunities, as well as a habitat for a great diversity of plants and animals (including several rare species). Approximately 22 percent (1,462 acres) of the land within the Township are considered in freshwater wetlands¹⁵.

Plant & Wildlife

Cherry Hill lies mainly in the Southern Piedmont Plains area, which extends just north of Trenton and follows the Delaware River south to the southwest border of Salem County. This zone contains the

Delaware River and estuary, which is composed of the freshwater tidal river from Trenton to Camden and the brackish upper estuary from Camden to the Cohansey River. The estuary system is composed of brackish and freshwater tidal marshes, tidal flats, and slow moving streams, as well as grassland habitats that include fens, wet meadows, impounded agricultural lands, and upland agricultural lands. Species such as bald eagle and bog turtles are found in this zone. There are no Natural Heritage Priority Sites in the Township.

Open Space & Conservation

Greenways (also referred to as "green infrastructure") are natural corridors of open space that connect parks, institutional lands, and nature preserves with cultural, historic and transportation resources. Cherry Hill provides a key link in the River to Bay Greenway, a multi-use recreation route that spans 70 miles through southern New Jersey (Camden, Burlington, and Ocean counties) to link the Delaware River to Barnegat Bay. This project was initiated by The Trust for Public Land in August of 2001. This greenway is created by incorporating existing open spaces and capturing proposed green spaces, including neighborhood recreation areas, waterfront parks, historic sites, habitat conservation areas, bicycle-pedestrian corridors, Wharton State Forest, and the Forsythe National Wildlife Refuge. Two "spines" are proposed to run through the Township, Spine A and B. Spine A generally follows the North Branch of the Cooper River, while Spine B encompasses the Cooper River through the Woodcrest section of the Township.

It is estimated that approximately 87 percent of the land in the Township is developed, leaving roughly only 13 percent of undeveloped land remaining. As a result of the 2002 Open Space Plan element, the Open Space Advisory Committee was formed to identify an Open Space Acquisition List, which categorized the undeveloped parcels. This List identified the top 13 open space parcels with a points ranking system in relation to the priority in which they need to be acquired. The point system included the factors of threat of development, total size of the parcel, location to residential development, and natural ecological features.

NATURAL RESOURCES

PROPOSED PARCELS FOR ACQUISITION					
Rank	Block	Lot	Acres	Description	Open Space
1	510.01	3 & 4	262	Springdale Farm	Privately-owned
	510.02	3			
	523.12	12			
2	433.01	8	40	Browning Lane	Township obtained
3	463.06	21	6	Frontage Road	Township obtained
	463.09	1			
	467.1	1			
4	285.25	8	21	CH Towers rear	Privately-owned
5	224.01	1	28	5th Ave. Barlow	annexed to Pennsauken
	224.03	1			
6	263.01	1.02	12	Burnetti Tract	Township obtained
7	451.01	1 to 3	1	Ormond Avenue	Privately-owned
	451.01	4 & 8			Township obtained
8	404.02	15	7	Willow Way Court	Township obtained
9	306.01	7,12,23	2	Lake Drive East	Privately-owned
10	282.01	33	5	adjt to Yale School	Township obtained
11	98.01	10	6	Birch Street	Privately-owned

In 2003, the Cherry Hill residents passed a referendum to establish the Open Space Fund, which established that four cents of every hundred dollars of property tax. Acquisition of open space requires coordinating with local, county, and state entities such as the New Jersey Green Acres program, Camden County Open Space Recreation, Farmland & Historic Preservation Trust Fund, and The Trust for Public Lands. Since the Open Space List was established in 2002, five of the top seven sites have been acquired and preserved.



ADVISORY COMMITTEE PROPOSED PARCELS FOR ACQUISITION					
Rank	Block	Lot	Acres	Description	Open Space
1	513.5	1 & 2	38.8	Bridge Hollow	Township obtained
2	404.01	1 to 6	7.9	Ludlum	Township obtained
3	526.07	1 & 5	6.2	Hillman	Township obtained
4	463.09	1	17.6	Frontage Road trees	Township obtained
5	111.01	20	4.7	Main & Merchant	privately owned
6	528.01	3	1.3	1798 Berlin Road	Township obtained
7	404.34	4	.5	107 Willow Way	Township obtained
8	409.01	23	.6	Mansfield Boulevard	privately owned
9	343.03	4 & 5	1.2	Warren Avenue	privately owned
10	404.43	14	2.2	Munn Avenue	privately owned
11	470.01	24	2.2	Greentree Road	privately owned
12	429.03	2 & 3	.7	Old Ice House Lane	privately owned
13	470.1	3	11.2	Lakeview	privately owned

NATURAL RESOURCES

TRENDS & ISSUES

- A. The expansion of open space system and obtainment of the remaining parcels identified on the Open Space Acquisition List. This is particularly important to 'fill-in' parcels within the proposed River to Bay Greenway Spine A & B, which is regionally significant and deemed high-priority according to the Camden County Open Space Plan¹⁶.
- B. The new stormwater management regulations of the New Jersey Department of Environmental Protection required the adoption of a municipal Stormwater Management Plan¹⁷ and subsequent regulations to reduce the rate and improve the quality of stormwater runoff from future developed properties and increase the amount of groundwater recharge. The Township should continue to enforce the municipal Stormwater Management Plan and subsequent regulations and apply to site design to protect the Pennsauken Creek and Cooper River from soil erosion as well as minimize stormwater runoff and protect life and property from potential flooding, and maintain the quality of receiving streams. The newly-adopted stream-buffer ordinance, existing floodplain overlay zone, wetlands, and other sensitive areas should be combined into a comprehensive Conservation Overlay Zone.
- C. The practice of sustainable site planning and "green building" provides several environmental, economic, and social benefits, optimal energy efficiency site planning. "Green" or "sustainable building" is the practice of creating healthier and more resource-efficient models of construction, renovation, operation, maintenance, and demolition. Examination of establishing a set of guidelines to encourage the development of "green" buildings in the Township.
- D. Encourage site maintenance and development that utilizes pavers, recycling greywater, the application of native landscaping that absorbs water, mitigates runoff, and requires low maintenance.

After you have exhausted what there is in business, politics, conviviality, and so on - have found that none of these finally

satisfy or permanently wear - what remains? NATURE REMAINS.

Walt Whitman

TRANSPORTATION

The transportation (or circulation) system of Cherry Hill consists of several different modes spread over the approximately 24 square miles of area in the Township. The Township has an extensive network of roadways, NJ Transit bus service on all of the major roadways, a NJ Transit rail station, a PATCO speed-line station, an emerging bikeway system, and nearby water and airport service.

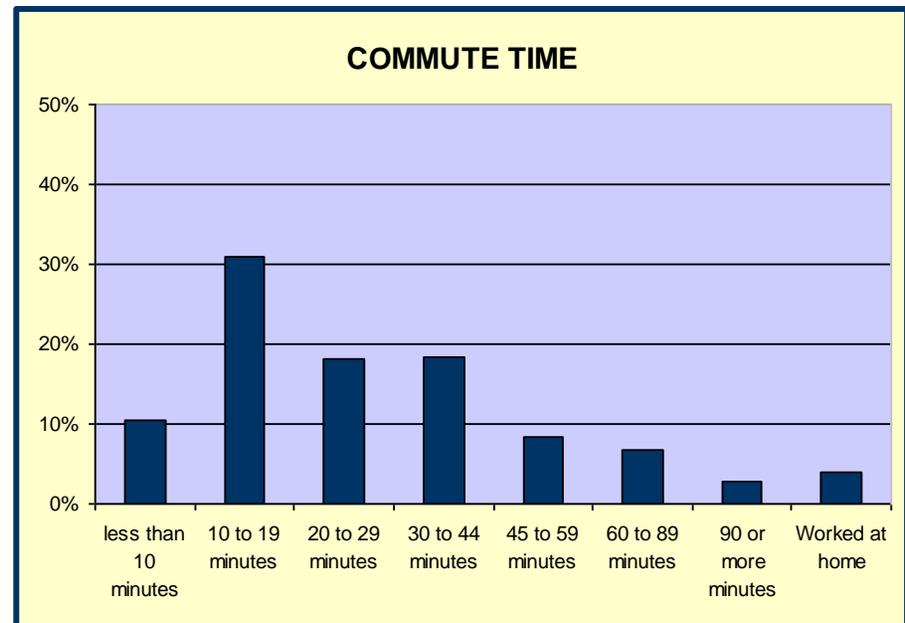
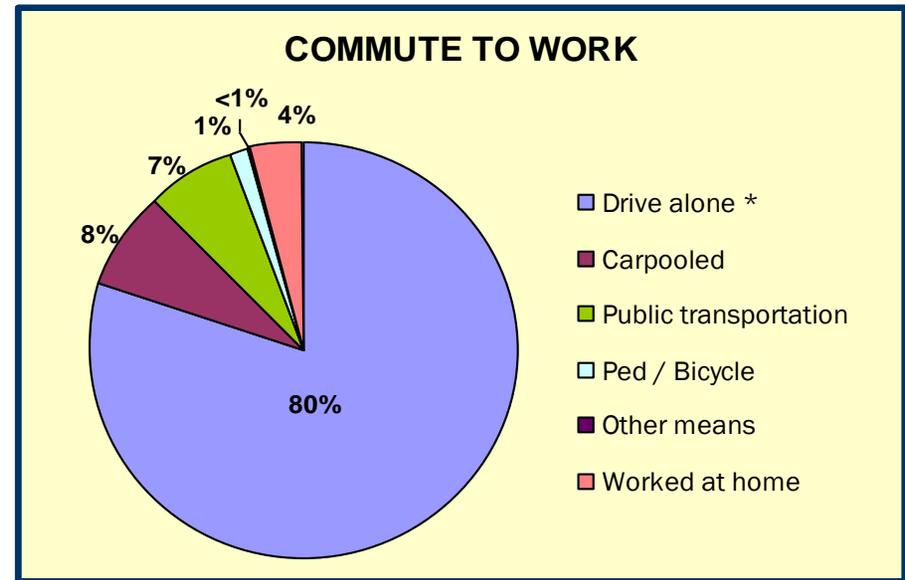
The Township was largely agrarian and composed of dirt roads that crossed the Township at all angles, directly connecting rural boroughs across Southern New Jersey. As railroads became prominent, these roads became well-worn from linking rail depots, such as Atlantic City, Trenton, Philadelphia, and along the Delaware River. With the post-WWII housing boom and availability of national highway funding, the number and width of Cherry Hill's roadways expanded. The opening of the PATCO high-speed line in 1969, particularly the Woodcrest stop in 1980, helped expedite commuters into Center City Philadelphia.

GENERAL CHARACTERISTICS

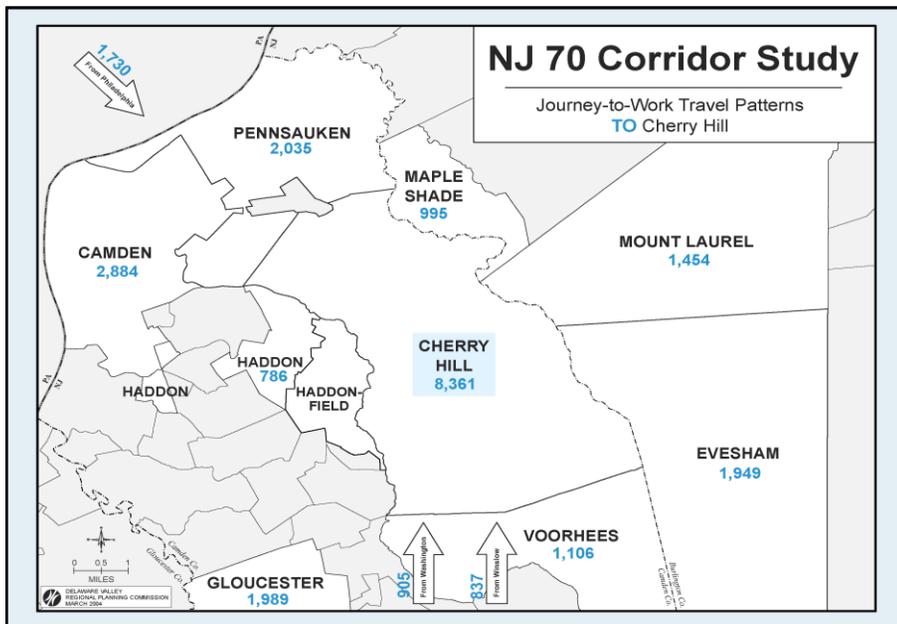
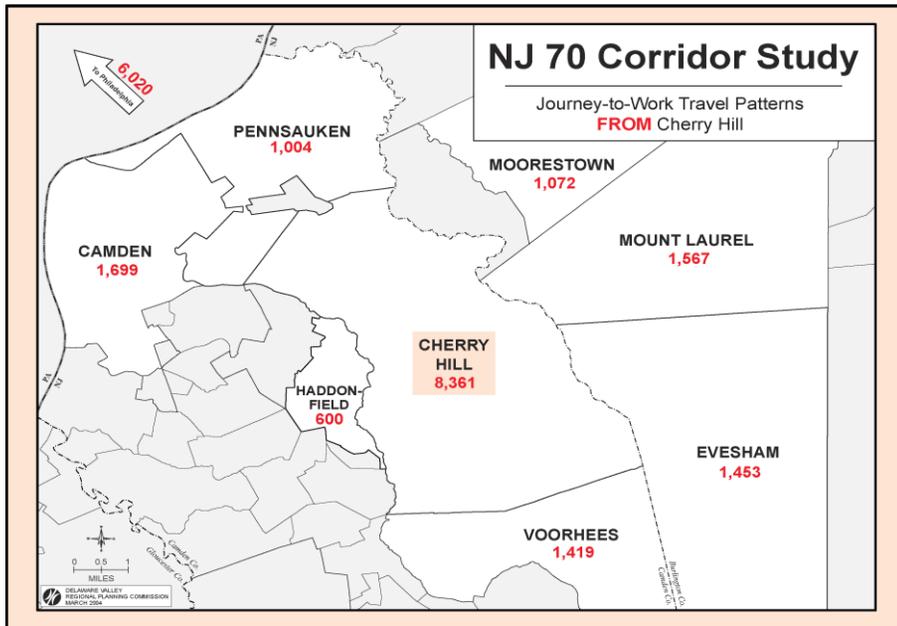
The land use pattern was developed in consideration of the automobile, and the car still provides the main mode of transportation today. When analyzing commute to work patterns¹⁸, it is clear the single-occupancy vehicle dominates. Eighty percent of commuters drive alone to work, while eight and seven percent carpool or take public transportation, respectively.

Travel patterns on the municipal level¹⁹ show a majority of residents in Cherry Hill also work in the Township, about 8,300. Approximately 6,000 Cherry Hill residents commute into Philadelphia for work, while roughly 6,000 employees commute into Cherry Hill from the City of Camden to work.

The mobility of the Cherry Hill resident's commute is broken down by length of time²⁰. Over 70 percent of workers²¹ had a commute time of less than 35 minutes. A bulk of the commuters, roughly 44 percent, took between 10 and 24 minutes to get to work. Further looking at travel patterns²², a majority of commuter movement is within Camden County. Of all Camden County residents, 53% work within the County,



TRANSPORTATION



Roughly 14% of Camden County residents work in Philadelphia, while an additional 14% work in Burlington County. Workers that do not reside in Camden County generally come from the adjoining suburban counties of Gloucester and Burlington.

ROADWAY NETWORK

Cherry Hill Township has approximately 226 miles of municipal roadways that are maintained by the Engineering and Public Works Departments. This does not account for the larger state, county, interstate, and turnpike corridors. These roadways are categorized by a standard called functional classification.

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of traffic service that they are intended to provide. There are three highway functional classifications: arterial, collector, and local roads²³. All streets and highways are grouped into one of these classes, depending on the character of the traffic (i.e., local or long distance) and the degree of land access that they allow.

There is a basic relationship between functionally classified highway systems in serving traffic mobility and land access. Arterials provide a high level of mobility and a greater degree of access control, while local facilities provide a high level of access to adjacent properties but a low level of mobility. Collector roadways provide a balance between mobility and land access.

FUNCTIONAL CLASSIFICATION SYSTEMS	
Functional System	Services Provided
Arterial	Provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.
Collector	Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.
Local	Consists of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement.

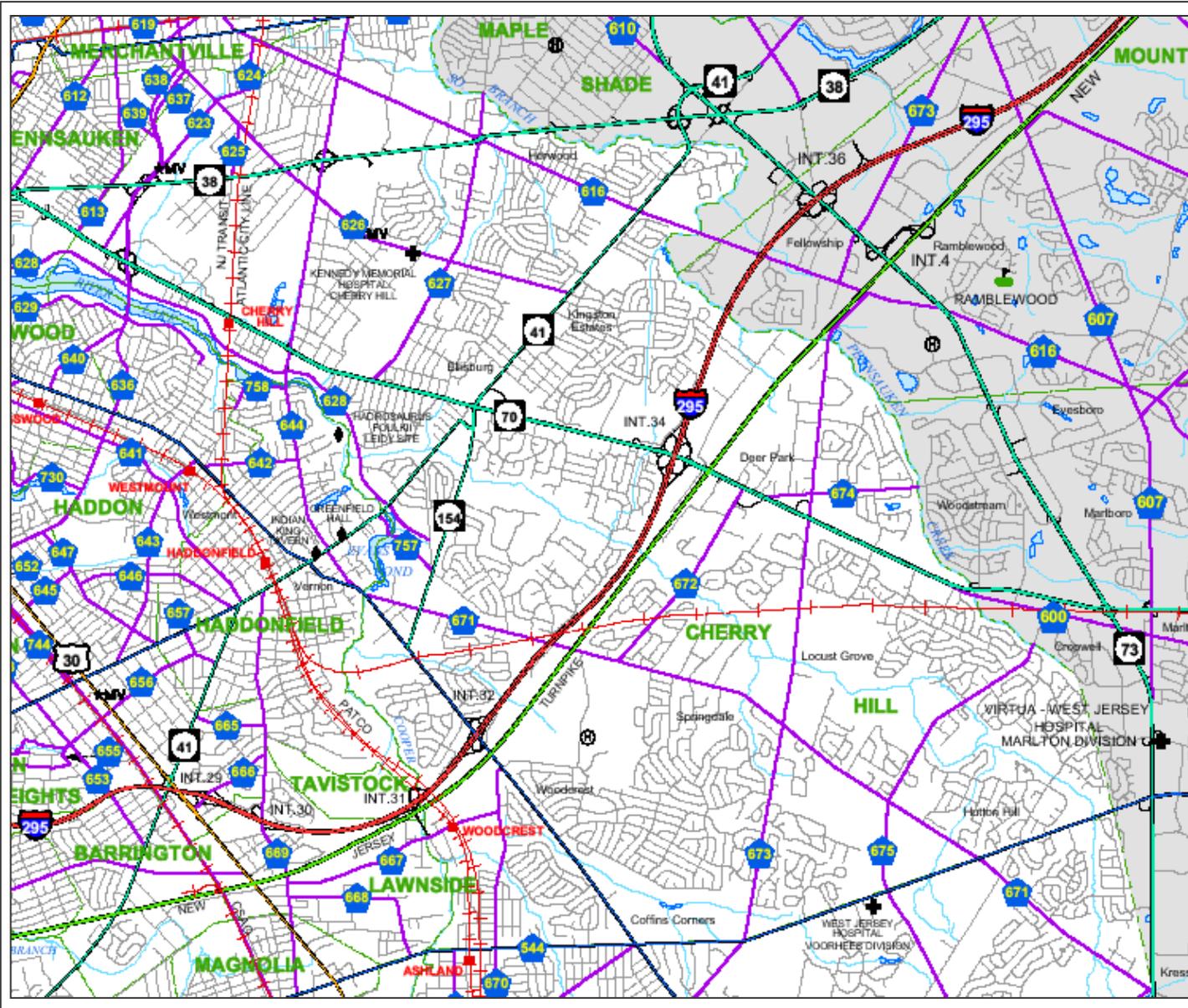
TRANSPORTATION

CHERRY HILL ROADWAY SUMMARY						
FUNCTION	NAME	AADT	LANES	TRAFFIC SIGNALS	LENGTH (miles)	SPEED LIMIT
Interstate	Interstate 295	115,000		none		
Freeway/ Expressway	NJ Turnpike			none		
Principal Arterial	Route 70		4 to 8	12	6.71	50
	Route 38	54,543	2 to 3	5	3.05	45
	Brace Road (C.R. 154)	23,431	2	5	1.72	40
	Cuthbert Boulevard, south of Route 38 (C.R. 623)	25,920	4			35
	Evesham Road (C.R. 544)		4		4.85	40
	Haddonfield (C.R. 644)	17,710	4	9	2.16	45?
	Haddonfield-Berlin Road (C.R. 561)	41,289	4	5	1.63	40?
Minor Arterial	Brick Road		2	1	0.9	25
	Burnt Mill Road (C.R. 670)	12,323	2 to 4	3	1.16	25
	Chapel Avenue (C.R. 626)		2	4	0.56	25
	Cherry Hill Mall Drive		4			
	Church Road (C.R. 616)		2	4	3	25
	Cooper Landing (C.R. 627)		2	2	1.87	35
	Cropwell Road (C.R. 675)		2	1	2.14	30 to 40
	Cuthbert Boulevard, north of Route 38		2 to 4			
	Kings Hwy (Route 41/C.R. 573)		2	2	0.95	25
	Kresson Road (C.R. 671)		2	7	3.16	35 to 40
	Maple Avenue (C.R. 537)		2	1	0.74	
	Markress Road		2	2	1.48	25 to 35
	Marlowe Road	1,680	2	0	0.72	25
	Park Drive, west of Cuthbert Boulevard		2			
	Springdale Road (C.R. 673)	22,794	4	8	4.18	40
Woodcrest Road (C.R. 667)	13,858	2	2	0.55	40	

TRANSPORTATION

CHERRY HILL ROADWAY SUMMARY (con't)						
FUNCTION	NAME	AADT	LANES	TRAFFIC SIGNALS	LENGTH (miles)	SPEED LIMIT
Collector	Birchwood Park Drive North		2	0	0.75	25
	Birchwood Park Drive South		2	1	0.4	25
	Borton's Mill Road	2,360	2	1	0.39	25
	Browning Lane	7,820	2	2	1.35	25
	Caldwell Road		2	0	0.72	NP
	Chapel Avenue, east of Kings Highway		2	5	1.83	25
	Chelten Parkway	1,871	2	1	0.52	25
	Cherry Hill Boulevard	597	2	0	0.94	25
	Cherry Tree Lane		2	1	0.81	25
	Cooper Landing, north of Church Road circle		2	0	0.23	25
	Covered Bridge Road		2	1	2.16	25
	Greentree Road (C.R. 674)		2	3	1.07	NP
	Hampton Road	3,884	2	0	1.33	25 to 40
	Heartwood Drive		2	1	1.38	25
	Maine Avenue		2	0	0.75	25
	McGill Avenue		2	1	0.74	25
	Monroe Avenue		2	0	0.64	25
	Morris Drive		2	2	1.48	25
	Munn Lane		2	0	1.44	25
	Old Orchard Road		2	1	1.38	25
Park Boulevard	3,626	2	4	2.05	35	
Partridge Lane	1,527	2	0	1.01	25	
Rabbit Run Road		2	0	0.35	25	
Walt Whitman Boulevard		2	1	0.82	25	
Local	all other municipally-owned roads					25

SOURCE: NJDOT functional classification map



CAMDEN COUNTY



STATE OF NEW JERSEY
Governor Jon S. Corzine

MAPPING BY THE
NEW JERSEY DEPARTMENT OF TRANSPORTATION
Commissioner Kris Kollar, Esq.

DIVISION OF INFORMATION TECHNOLOGY
BUREAU OF INFORMATION MANAGEMENT AND TECHNOLOGY PLANNING
GEOGRAPHIC INFORMATION SYSTEMS
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



LEGEND

ROAD DESIGNATION	NAVIGATION AND DRAINAGE
Toll Routes	Ferry Routes
Interstate Routes	Streams
US Routes	Lakes
State Routes	Swamp
Co 600 Routes	CENTRAL CULTURAL FEATURES
Planned Local Routes	Points Of Interest
Airport	College Or University
Helipad	Correctional Institution
Seaplane	Hospital
	State Police
	Motor Vehicle Inspection Station
	Lighthouse
RAILROADS	Race Track
Rail Lines	Rest Area
Rail Station	Service Area
Abandoned Rail Line	Post
	Covered Bridge
BOUNDARIES	Arena Stadium
State	Golf Course
County	State Building
Municipal	County Courthouse
Military	Tourist Info Center
	City/PA
	Cemeteries
	National, State, County or Municipal Park and Other Reservations National or State Forest or National Monument
	National, State Wildlife Management Area or Refuge

gis LAYERS AND OPERATIONS: GRID SYSTEM: 5-DIGIT DISPLAY BY 100 FEET AND 10 SECOND INTERVALS: 41 20 20" - 100 20"

SOURCE: GIS OPERATIONS: WISDOMWARE, FOLDED COUNTY AND FILECAMERAW

TRANSPORTATION

Roadway Improvements

Route 70

- A balance should be maintained of facilitating traffic efficiently on Route 70, while enhancing adjacent land uses in the communities along this corridor.
- Examine the applicability of a Boulevard retrofit with flexible design standards. As Route 70 was originally built in the 1930's, it serves as a main street for neighborhood centers, as well as a major thoroughfare for regional travelers.
- Any consideration to widening Route 70 should be conducted with extensive public outreach of adjacent residents, roadway users, and other stakeholders.
- All modes of movement should be considered, the re-striping of crosswalks into laddered design will provide safer conditions for pedestrians. Utilizing thermoplastic material, as opposed to paint is cost-efficient as it is longer lasting material not as subject to erosion.
- The median along Route 70 should be beautified with low-maintenance landscaping that does not hinder traffic safety (i.e. wildflowers, etc.). Consider the request of the Township to allow street trees in the median to create a traffic calming effect and 'soften' the aesthetics of the most utilized roadway in Cherry Hill Township.
- Utilize the Context Sensitive Design²⁴ approach, applying the following fundamentals:
 - Early and aggressive public outreach
 - Comprehensive approach to adjacent land use and residential cut-throughs
 - Addressing all road users (drivers, pedestrians, transit passengers, etc.)
 - Integrating design as an important standard of the project.
- Improvements to Route 70 as part of the Garden State Park redevelopment creates a compression of lanes under the existing train overpass. NJDOT and NJ Transit should review expanding the existing train overpass to mitigate this condition.

- Maximize use of existing asphalt, by utilizing shoulders, minimizing lane width, etc
- Median cuts along portions of Route 70 have historically disrupted the flow of traffic in both directions, creating hazardous conditions and unsafe traffic movements. There are currently sixteen (16) median cuts along Route 70 in Cherry Hill. Each median cut should be reviewed for replacement with a left hand turning and stacking lane utilizing a sound and carefully selected criteria of analysis.
- Coordinate the traffic signals utilizing ITS technology to promote free-flow travel conditions along this roadway.
- The traffic light at West Gate Road along Route 70 needs better visibility from all directions. The traffic light should be repositioned to alleviate this condition.
- The geometry of the Cooper Landing Road and Route 70 intersection is a safety concern. Geometric improvements to the physical design of the intersection should be considered.

Route 38

- NJDOT and NJ Transit should review expanding the existing train overpass located between Longwood and Chapel to mitigate congestion.
- All modes of movement should be considered, the re-striping of crosswalks into laddered design will provide safer conditions for pedestrians. Utilizing thermoplastic material, as opposed to paint is cost-efficient as it is longer lasting material not as subject to erosion.
- Coordinate the traffic signals utilizing ITS technology to promote free-flow travel conditions along this roadway.
- Utilize the Route 38 Corridor Study conducted by DVRPC in 2001 to guide various improvements proposed by the Township.

Other Roadways

- The intersection of Brace & Kresson Roads continues to experience congestion. The New Jersey State Department of Transportation added a protected left turn phase to southbound Brace Road. However, high traffic volumes continue.

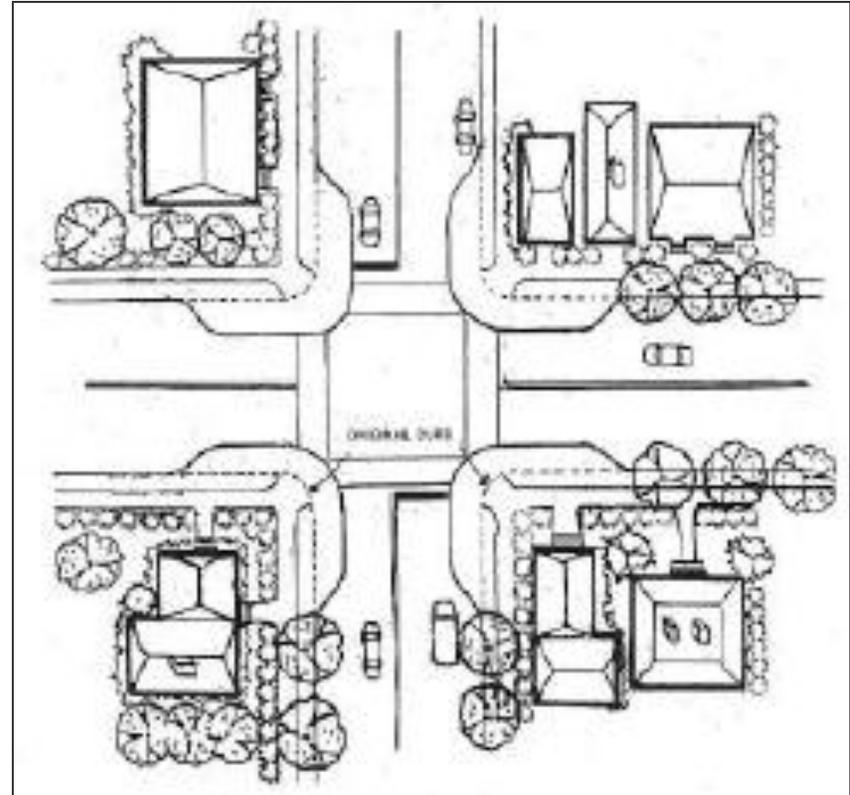
TRANSPORTATION

- Additional intersections within the Township that will require review include the Church Road Circle, Haddonfield Road & Maple Avenue intersections.
- The intersection of Church Road at Kings Highway should be reviewed to determine if left hand turn movements can be improved and/or the left turn signal lengthened.
- The intersection of Burnt Mill Road and Evesham Road continues to be a heavily congested area.
- The intersection of Old Marlton Pike and Route 70 should be analyzed to increase capacity and reduce turning movement conflicts.
- The access to and from Cherry Hill East and West High Schools should be studied.

Traffic Calming

The Institute of Transportation Engineers (ITE), Traffic Calming is defined as, "the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users." Traffic calming applications are generally utilized on collector streets, which travel through residential neighborhoods. The general objectives of traffic calming are²⁵:

- To encourage citizen involvement in the traffic calming process by incorporating the preferences and requirements of the citizens,
- To reduce vehicular speeds,
- To promote safe and pleasant conditions for motorists, bicyclists, pedestrians, and residents,
- To improve the environment and livability of neighborhood streets
- To improve real and perceived safety for non-motorized users,
- To discourage use of residential streets by non-citizens cut through vehicular traffic.



Traffic calming installation often occurs as the final step of a three-step process referred to as the "three E's" (education, enforcement, and engineering). However, this three-step process only addresses problems with speeding, not with cut-through volumes. If the first two steps are not effective in lowering speeds on neighborhood streets, the need for traffic calming measures becomes more apparent.

Education: Communities with educational programs seek to remind speeding drivers of the negative effects of their actions, often by stressing that the community's children are the most at risk. Educational campaigns may use brochures or neighborhood

TRANSPORTATION

newsletters to spread this message. Newsletters may also contain information on speeding fines (particularly in school zones), pedestrian and bicycle safety tips, and information on average speeds in the neighborhood.

Enforcement: Enforcement involves a more intensive police presence and a greater allocation of time to enforcing the speed limit in a particular neighborhood. Unfortunately, it is often not practicable to maintain a police presence at the level needed to permanently lower speeds. However, consistent visible enforcement does lead to respect of the speed limit by motorists.

Engineering: Engineering includes, but is not limited to, traffic calming measures. It can also include the use of signs and pavement markings to obtain the desired effect.

Previous plans and public meetings identified many residential streets being identified as, "cut-throughs," linking larger arterials. Traffic diverting through these neighborhoods travels at high speeds, create unsafe conditions for pedestrians and reduce the quality of life for residents on these streets.

Traffic calming works, as proven by analysis and study. Narrower roads with fewer traffic lanes are associated with significantly lower crash risk to pedestrians than wider roads. Converting four-lane urban arterials to two lanes plus a center turn lane tends to reduce collisions about 1/3, improves pedestrian travel and causes only minor reductions in traffic volumes. Annual crash rates per lane-mile tend to increase with lane width, and are highest on wider, lower volume, straight streets that have the highest speeds. 24-foot streets appear to have the lowest accident rates²⁶. This suggests that narrower street designs and traffic calming can increase road safety.

Traffic calming measures vary from traffic circles to striping. Cost and neighborhood appropriateness are determining factors in the implementation of these measures. Several roads were identified during the public outreach of the previous master plan and through traffic data and public feedback (as shown on map).

A pilot program of traffic calming plan and the implementation of measures have been applied to South Birchwood Park Drive in the

Lakeview neighborhood and Covered Bridge Road in the Barclay neighborhood. Six speed tables were purchased and placed along these two roadways for a trial period. Qualitative data will be collected from neighborhood residents and vehicular users, while quantitative data will be collected from CHPD Traffic Division to compare with earlier results. If the data and resident satisfaction prove effective, this pilot program could be expanded to other roadways in the Township.

Access Management

The goal of access management is to encourage the safe and efficient flow of traffic. This goal is achieved through the regulation of driveways, medians, median openings and traffic signals. Good access management results in fewer accidents, increased capacity and reduced travel time on our roads. Access management allows our roads to handle more cars without decreasing the level of service or building new roads.

Access management not only improves safety and traffic flows, it can decrease the costs associated with access accidents. Each year, 11 million vehicles are involved in access accidents; 2.8 million people are injured; 900,000 passengers are injured, 300,000 of which are children under 15 years. The cost (losses) of access related accidents is estimated at \$90 Billion.

How does access management accomplish these goals? The regulation of traffic movements limits the number of places where cars with different directions cross. Each intersection of different driving movements is called a conflict point. Conflict points frequently occur at intersections, driveways on busy roads, or places where drivers make left hand turns across traffic. The more conflict points present on a road, the greater the number of accidents on the road. Access management reduces the number of conflict points and separates the remaining points so drivers have to deal with only one conflict at a time. This allows drivers more space to anticipate and react to conflicts.

Conflict points are controlled through permits for access to a main road, by road improvements for better design, and cooperation between local governments to plan for the safe development of

TRANSPORTATION

their roads. New Jersey Department of Transportation (NJDOT) adopted the State Highway Access Management Code in April of 1992. This code applies the principles of access management to all state roads. It also allows county and municipal governments to work with the NJDOT to develop local access management plans. When the municipal, county and state institutions work together to develop access management plans or policy, the results are more likely to be coherent and effective. Access management must fit into the overall picture of planning, zoning and land use in order to achieve its goals. When the different levels of government agree on common goals and work together to develop plans, the overall planning process is more integrated. As more communities adopt access plans, the effects of good access management are seen across the state. Any zoning ordinances affecting property along state highways must conform to the New Jersey Highway Access Management Code.

TRANSIT

81 percent of the public polled agree that increased public investment in public transportation would strengthen the economy, create jobs, and reduce traffic congestion and air pollution²⁷. Transit provides convenient service to commuters and is a necessity for the transit-dependent. As Cherry Hill is within a metropolitan region of one of the largest cities in the United States, as well as a regional employment center, the transit opportunities are abundant. Cherry Hill Township is served by one rail station, one high-speed transit station (as well as several nearby stations that are not located within the Township), ten bus routes, and nearby park-n-rides and shuttle service.

Recent Federal legislation (Intermodal Surface Transportation Efficiency Act of 1991-ISTEA) created Transportation Management Areas in urban areas with over 200,000 in population. A Transportation Management Association (TMA) is established in these areas to mitigate congestion. In 1989, the Cross County Connection transportation management association was established to address transportation congestion issues. The Township of Cherry Hill falls into the Cross County Connection TMA jurisdiction. Their mission

statement is, "to improve the quality of life in southern New Jersey through transportation solutions."

Rail

NJ Transit Atlantic City Rail Line²⁸

NJ Transit is the main provider of transit systems for the State of New Jersey. Their mission statement is, "to provide safe, reliable, convenient and cost-effective transit service with a skilled team of employees, dedicated to our customers' needs and committed to excellence." They are the service provider for the Atlantic City Rail Line, which runs between Philadelphia's 30th Street Station (connecting to SEPTA and the NJ Transit Northeast Corridor service) and Atlantic City (Conference Center). The Rail Line utilizes a freight line and began service in the 1990's after a passenger threshold was identified. The line has 14 runs per day and averages 168 boardings per day (half toward Atlantic City and half toward Philadelphia). There is a covered shelter train platform with benches, two bicycle racks, and two ticket machines that serves both inbound and outbound trains. Two NJ Transit bus routes serve the station; 406 service between Philadelphia and Medford Lakes stops at the intersection of nearby Cornell Avenue and Route 70 and the 451, which provides direct service to the station between Camden and the Cherry Hill Mall.

The west side of the station is the rear of the Garden State Pavilions shopping center and 350 commuter parking spaces (free) for the train station. The east side of the station is the former Garden State Racetrack. It is currently being redeveloped as a mixed-use transit-oriented development (T.O.D.). Office buildings with parking garages will be adjacent to the train station, with direct access to the residential and retail uses of the immediate community. An elevated walkway over the train tracks and an at-grade crossing are proposed.

PATCO High-Speed Line²⁹

The operation of PATCO high-speed line began in 1969 by the Delaware River Port Authority (DRPA). The PATCO Speedline operates train service between nine stops in southern New Jersey, terminating in Lindenwold, and four in Center City Philadelphia.

TRANSPORTATION

There are four stops within a mile of the Township boundary: Collingswood, Westmont, Haddonfield, and Ashland. Between the Haddonfield and Ashland stop is the Woodcrest station, which is the only PATCO location within Cherry Hill Township.

After opening in 1980, the elevated Woodcrest station serves 251 trains on weekdays and 193 trains on weekends. Ridership has held steady over past years at average 2,723 boardings on weekdays, 572 boardings on Saturdays, and 337 boardings on Monday. The platform provides a covered seating area and bike racks, with a ticket office open on weekday mornings below. This PATCO station does not connect directly to any bus service, though the nearby 451 route operates along the nearby Haddonfield-Berlin Road.

This PATCO station primarily serves as a park-n-ride lot for commuters, holding the largest parking lot along the PATCO system. It is strategically located, providing excellent access to I-295. The western side of the station is a large parking lot for passengers, which has 1,243 fee spaces and 1,430 free spaces, with 38 reserved with ADA accommodations. The eastern side of the station is the Woodcrest Corporate Center redevelopment site. Once utilized for a steel industrial site, it has been rehabilitated into executive offices, primarily occupied by the Towers Perrin headquarters. The site provides 1,875 parking spaces, with closer spaces reserved for compact cars. The New Jersey Department of Transportation is in the planning stages of constructing a pedestrian tunnel to directly link Corporate Center employees to the train station.

Bus

NJ Transit bus service

New Jersey Transit is the fourth largest bus transit provider in the Country. Out of 172 NJ Transit operated bus routes, ten operate in Cherry Hill. NJ Transit provides widespread bus service in southern New Jersey. Unlike New Jersey's northern counterpart, bus provides more routes than rail. Therefore, the bus system must cover more area geographically. These bus routes generally run along the larger arterials of the Township (Route 70, Route 38, Church Road, Chapel Avenue, Haddonfield-Berlin Road, Kings Highway, etc.). Connections are made at the NJ Transit Atlantic City Cherry Hill stop, the

Haddonfield and Westmont PATCO stations, as well as the Cherry Hill Mall bus hub. The 405 and 406 (*) provide limited peak hour service directly between Philadelphia with the central Kingston Neighborhood and Cherry Hill Industrial Park, respectively.

BUS ROUTES IN CHERRY HILL		
RT #	ROUTE NAME	VIA
317	Philadelphia-Fort Dix-Asbury Park	Camden, Cherry Hill , Moorestown, Mt. Laurel, Mt. Holly, Pemberton, Browns Mills, McGuire AFB, Wrightstown, Cassville, Lakewood, Brick, Pt. Pleasant Beach & Belmar
404	Cherry Hill Mall-Pennsauken-Phila	Merchantville and Camden
405*	Cherry Hill Mall-Kingston Ests - Philadelphia	Camden and Pennsauken
406*	Berlin-Marlton-Philadelphia	Medford, Pine Hill, Voorhees, Marlton Crossing, Virtua Hospital, Cherry Hill, Cherry Hill Industrial Park , Pennsauken, and Camden
407	Moorestown Mall-Philadelphia	East Gate Corporate Center, East Gate Square, Moorestown, Maple Shade, Merchantville, Pennsauken, and Camden
413	Philadelphia-Mt.Holly-Burlington	Camden, Pennsauken, Cherry Hill , Maple Shade, Moorestown, Moorestown Mall, East Gate Corporate Center, Hainesport, Lumberton Plaza, Burlington Memorial Hospital, Burlington County Human Services Building, Westampton, Burlington Center Mall, and Burlington

TRANSPORTATION

450	Cherry Hill- Audubon-Camden	Cherry Hill Mall, Garden State Pavilion, NJT Atlantic City Rail Line, Cherry Hill Executive Campus, Haddon Twp, Westmont PATCO, Audubon, Black Horse Center, Audubon Park, and Fairview
451	Echelon Mall- Camden	Cooper Hospital, Our Lady Of Lourdes Hospital, Collingswood, Westmont, Westmont PATCO, Haddonfield PATCO, Cherry Hill, Woodcrest, Village of Saint Mary's, Voorhees, Main Street, and Virtua Hospital
455	Cherry Hill Mall- Paulsboro	Cherry Hill Mall, JFK Hospital, Kingston Estates in Cherry Hill, Haddonfield PATCO, Haddon Heights, Barrington, Runnemede, Deptford Mall, Woodbury, National Park, Thorofare, Paulsboro
457	Moorestown Mall- Haddonfield- Camden	East Gate Square, East Gate Corporate Center and Industrial Center, Mt. Laurel, Maple Shade, Haddonfield PATCO, Haddon Heights, Audubon, Mt. Ephraim, Gloucester City, and Cherry Hill

A portion of the bus routes in Cherry Hill were analyzed as part of a DVRPC Route 70 Study (2004). These six routes carry approximately 7,700 passengers per day, a portion of which are in Cherry Hill. Together, these routes average 47 trips. Roughly 40% of these trips are at peak times, being morning and evening rush hour.

There are 27 bus terminals in the State, the closest for Cherry Hill being the Walter Rand Transportation Center in downtown Camden. They operate long distance routes, such as to New York City, Shore points, etc., out of this bus hub. The closest NJ Transit bus park-n-ride area is the Willingboro Park & Ride at the Willingboro Town Center.

RT #	DAILY BOARDS	TOTAL TRIPS	AVG. BOARDS/TRIP	PEAK TRIPS* AM/PM	PEAK AS % OF TOTAL TRIPS
405	1,199	45	27	8/9	38%
406	2,083	75	28	20/15	47%
413	1,633	48	34	9/10	40%
450	1,254	41	31	8/7	37%
455	831	35	24	6/7	37%
457	746	38	20	10/8	47%
	7,746	47	27		

Source: New Jersey Transit, Median Ridership Report, November 2003

* Peak periods are between 6 am and 9 am and between 4 pm and 7 pm

Other Bus Service

Greyhound Bus Lines operates a bus terminal out of a facility at 538 Fellowship Road in Mount Laurel. There are 600 parking spaces with indicating signage. The South Jersey Transportation Authority (SJTA) operates shuttle bus and van service to worksites in Burlington, Camden, and Gloucester Counties. They operate seven days a week, providing transit to employment centers for most shifts. SJTA provides connections with the Rand Transportation Center, PATCO stations, Atlantic City Rail Line Stations, River LINE stations, while providing direct service between employment sites and near residences during late night hours.

BICYCLE & PEDESTRIAN

There are two types of bicyclists: recreation and utilitarian, as well as various types of bikeways including bicycle routes, bicycle lanes, and bicycle paths. Compatible roadways include shared lanes, paved shoulders, shared lanes with parking. The implementation of bicycle and pedestrian infrastructure in the Township encourages and facilitates these forms of activities.

Benefits

Recently, the accommodation for this mode of transportation has become more commonplace, due to a variety of benefits provided. This is for many reasons, as outlined:

TRANSPORTATION

- **Physical Activity:** Planning and enhancing bicycling and walking as a mode of transportation (whether utilitarian or recreational) is important; making it a feasible, or even the preferred choice, is essential. Recently, prominent researchers have linked the importance of public health to the built environment. Most notably, the Center for Disease Control, the United States Surgeon General, and even the New Jersey-based Robert Wood Johnson Foundation (RWJF), has recognized this crucial connection. Suburban land use patterns, which largely have not provided for the easy movement of walking and biking, have been shown to perpetuate obesity. Obesity rates are rising in both children and adults across the country, leading the medical community to declare an “obesity epidemic”³⁰, causing widespread health problems, an increase in early deaths, and a financial strain on the health care system. This has led to a national campaign that encourages physical activity in youth and integrates it into the school curriculum. It has been proven³¹ that these health trends are more commonplace in suburban and other communities where bicycle and walking accommodations have not been provided. People with more access to sidewalks are more likely to walk, bicyclists (and potential cyclists) with more access to safer bicycling corridors will bike more. This is largely related to land use, i.e. mixed-use, connective street networks, etc.
- **Less Congestion/Better Air Quality:** Air pollution comes from many types of engines, industries, and commercial operations. When a pollution source is able to move (i.e. truck, bulldozers, autos, etc.) are known as “mobile sources.” These emit pollutants such as carbon monoxide, nitrogen oxides, hydrocarbons, and other particulate matter, which in turn create asthma problems³², depreciate health, and hinder visibility with smog. These are exacerbated in stop and go traffic (a.k.a. “rush hour”) and short trips (by turning the engine on and off emits more matter). The ability to bicycle or walk for short-distance trips or even the commute to work, improves the air quality. This does make a difference, and has been proven during the 1996 Olympic Games in Atlanta, Georgia. That summer, the downtown area was closed off to private autos, public transit increased, and telecommuting encouraged; the result was lighter traffic and a 28 percent reduction in ozone levels.
- **Economic Benefit:** Southern New Jersey has a large bicyclist population, offering many notable rides and variety of groups and organizations. Bicycle and walking environments can spur the travel and tourism industry, particularly involving local venues such as the Cooper River Park, the Pinelands, and other area destinations. Furthermore, cycling commuters eliminate gas and/or parking costs.
- **Sense of Community:** A built environment that is conducive to walking and bicycling creates an outdoor neighborhood atmosphere of people on the street, shown to reduce traffic, prevent crime, and improve the overall quality of life. In sum, it creates a public sense of place where residents interact and know their neighbors and overall community.

Cooper River Park

Cooper River Park (347 acres) is a Camden County Park that runs through Pennsauken, Cherry Hill, Collingswood and Haddon Township. It is bounded by North and South Park Drives, Route 130 and Grove Street. It provides one of the best rowing venues in the nation, as well as 3.8 mile bike path in Cherry Hill. Challenge Grove (17.7 acres) is located in Cherry Hill and runs from the corner of Caldwell and Brace Roads, along Borton's Mill Road. Access is provided through Evans Mill Road, which provides paved 4-5 miles of bikeway through the Township.

River to Bay Greenway

The creation and promotion of a comprehensive bikeway system within Cherry Hill and connecting to the regional system is important. The Township currently has a regionally identified greenway, which can also be utilized as a main off-road trail. The River to Bay Greenway (Spines A & B) overall connects the Delaware River to the Barnegat Bay, going through Cherry Hill. Utilizing this Greenway, as well as the excellent Cooper River Park system, a Township system can tie into the regional system.

TRANSPORTATION

Cherry Hill bikeway system

The Cherry Hill bikeway system should interconnect bicycle generators and destinations, such as major transit stops, large parks, historical sites, walkable areas (such as downtown Erlton, Batesville neighborhood, and the Garden State Park Town Center), and other points of interests. This system should designate clearly marked ways, identified with signage, road striping, and maps.

AIR & WATER FACILITIES

Airports

Philadelphia International Airport (PHL) began aviation operation in 1925. It serves as a principal gateway for one of the largest metropolitan areas in the U.S.-Philadelphia, which includes Cherry Hill Township. PHL is classified as a public, major airport, which maintains two primary 5,000 x 150 foot runways. Most of the activity at PHL is passenger flights, roughly 95 percent, as seen in the FY 2003-2004, when over 26 million passengers traveled through the airport. Five percent of the air traffic is general aviation, and less than one percent is military use. Last year over 450,000 flights passed through Philadelphia International Airport.

The Atlantic City International Airport is owned and operated by the South Jersey Transportation Authority (SJTA). PHL is classified as a public, major airport. Last year, a reported 121,288 flights traveled through Atlantic City Airport. The Airport has two operating runways open to private, commercial, and military aircraft. The main instrument runway is 10,000 feet long and 180 feet wide. In recent years, Atlantic City Airport has drawn some commercial passengers from the Philadelphia Airport threshold.

The Camden County Airport is a privately-owned airport open to the public that is located in Berlin, New Jersey. It has two runways that are roughly 45 feet x 3,100 feet, which are not operated by a control tower. Roughly 8,700 small crafts flew through the Airport last year, with roughly 50 aviation crafts based out of the field.

Seaports

In 1834, the Port of Camden began operation. Today, the South Jersey Port Corporation (SJPC) operates two terminals out of the Camden Waterfront, which is the closest seaport to Cherry Hill Township, along the Delaware River: The Beckett Street Terminal (just south of the Ben Franklin Bridge) and the Broadway Terminal (just north of the Walt Whitman Bridge). In 2004, the SJPC reported over 3.4 million tons of cargos, which includes produce which mainly passes through the Broadway Terminal.

CAPITAL IMPROVEMENTS

Projects that improve large-scale infrastructure or area are designated to be "capital improvements". Funding for these undertakings generally originates at the federal level, and is then distributed to the State Department of Transportation (NJDOT) and the designated regional planning organization, the Delaware Valley Regional Planning Commission. Improvements are also determined and funded at the municipal level on an annual basis, called the Capital Improvements Program.

TRENDS & ISSUES

- Most residents in Cherry Hill drive to work alone, which contributes to peak hour congestion on major arterials. Transit options throughout the Township should be evaluated for improvement and higher Ridership. Particularly, the NJTransit Atlantic City Cherry Hill railroad station is underutilized and lacks visibility from Route 70, as well as a need for the NJTransit bus system needs to be standardized.
- Neighborhood streets that are used as a "cut-through" between principal arterials have been identified as one of the main complaints of residents. Traffic calming measures should be applied as a solution to create safer conditions on residential streets.
- A coordinated bicycle/pedestrian system is needed in the Township. Walking and bicycling as a mode of traveling and recreation should be improved to provide necessary infrastructure and acceptance.

LAND USE

The land use element is the most important element of a master plan reexamination because it establishes the basic physical form of the community, as well as direction for land use ordinances. The purpose of this section is to determine the general arrangement and development intensity of future land uses in the community. Other elements of this plan (circulation, population, etc.) affect the land use chapter, as the land use chapter shapes the other elements.

Methodology

Review and random analysis of the 2004 existing land use map verified that the map was substantially unchanged and accurate at this time (see map). A windshield survey to determine land uses was done as a supplementary to an overall analysis of tax records with geographic information systems (G.I.S.).

Existing Land Use

There are 26,317 parcels of land on roughly 13,000 acres in the Township, which excludes roadways, highways, and the like. The most parcels in any zone are the Residential (R2) zone, which has 9,310 parcels accounting for almost one-third of the parcels in Cherry Hill. The largest amount of land is in the Institutional (IN) zone at 21.4%, which is likely considering the number of parcels in this zone that are schools, churches, parks, etc. that require large amounts of land. Other zones of comparable area include the Residential (R2) zone at 20.9% and (R1) zone at 15.4% of the acres of land in the Township.

When looking closer, single-family dwellings is the majority of land use in Township. Approximately 76.8% of the parcels in the Township consist of this type of structure, which is permitted in the RA, RAPC, R1, R2, and R3 zones. Furthermore, over 93% of the 26,317 parcels are zoned for residential use, from large acre lots found in the RA zone to high-rise structures in the R20 zone that cover 53.4% of the 13,046.84 acres of land.

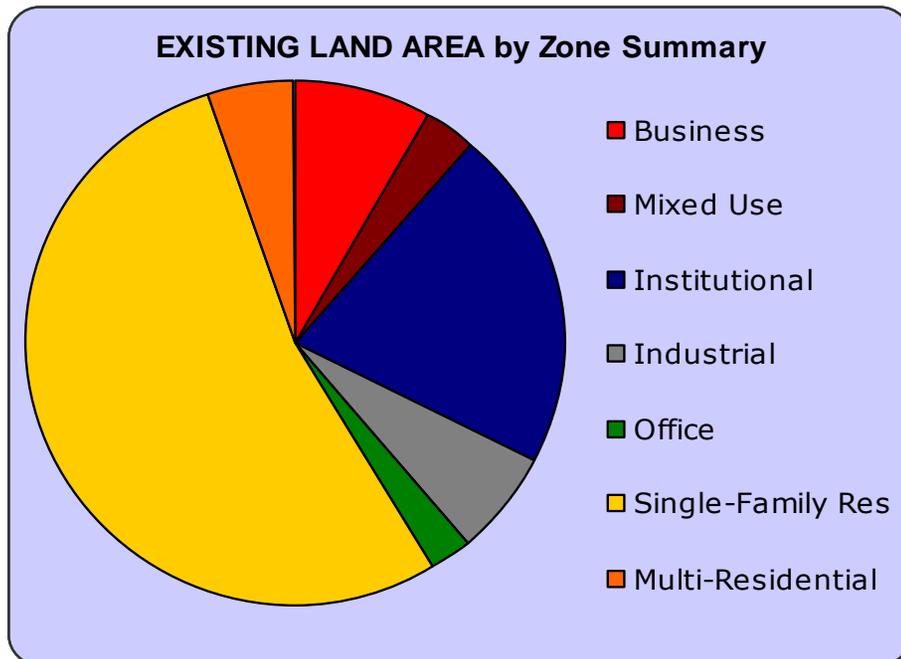
As there are 13,047 acres of land in the Township (excluding roadways) and a population of 71,821³³, that would equate to 5.5 persons per acre. Considering there are 24,497 housing units, an average of 1.88 units per acres.

EXISTING ZONES					
ZONE	PARCELS		AREA		
	#	%	Sq Ft	Acres	%
B1	82	0.3%	1,862,690.67	42.76	0.3%
B2	499	1.9%	25,917,072.76	594.97	4.6%
B3	45	0.2%	16,107,934.67	369.79	2.8%
B4	81	0.3%	17,381,479.60	399.02	3.1%
IN	293	1.1%	121,470,921.19	2,788.59	21.4%
IR	373	1.4%	34,871,796.65	800.55	6.1%
IRB	5	0.0%	2,728,005.28	62.63	0.5%
O1	307	1.2%	12,360,367.04	283.75	2.2%
O2	32	0.1%	1,885,315.44	43.28	0.3%
O3	44	0.2%	955,545.21	21.94	0.2%
RA	386	1.5%	22,572,633.51	518.20	4.0%
R1	4,621	17.6%	87,787,912.75	2,015.33	15.4%
RAPC	3,265	12.4%	43,210,541.15	991.98	7.6%
R2	9,310	35.4%	118,767,708.24	2,726.53	20.9%
R3	2,641	10.0%	31,002,018.27	711.71	5.5%
R7	189	0.7%	1,197,170.41	27.48	0.2%
R10	3,200	12.2%	22,808,300.72	523.61	4.0%
R20	885	3.4%	5,432,790.89	124.72	1.0%
split	59	0.2%	-	-	-
TOTAL	26,317	100.0%	568,320,204.45	13,046.84	100.0%

A great city is that which has
the greatest men
and women.
WALT WHITMAN

LAND USE

EXISTING LAND AREA BY ZONE SUMMARY					
LAND	PARCELS		AREA		
	#	%	Sq Ft	Acres	%
Business	631	2.4%	46,615,703.38	1,007.52	8.2%
Mixed Use	81	0.3%	17,381,479.60	399.02	3.1%
Institutional	293	1.1%	121,470,921.19	2,788.59	21.4%
Industrial	373	1.4%	34,871,796.65	800.55	6.1%
Office	383	1.5%	15,201,227.69	348.97	2.7%
Single-Family Res	20,223	76.8%	303,340,813.92	6,963.74	53.4%
Multi-Residential	4,274	16.2%	29,438,262.02	675.81	5.2%
split	59	0.2%	-	-	-
TOTAL	26,317	100.0%	568,320,204.45	13,046.84	100.0%



Existing Zones

RESIDENTIAL-AGRICULTURAL (RA): This is the largest lot single-family residential zone in Cherry Hill. Minimum lot area is one acre. Additional permitted uses include accessory uses, public utility installations, sample houses for sale, churches and similar places of worship under certain conditions, and schools and institutions of higher education including parks.

RESIDENTIAL-AGRICULTURAL PLANNED COMMUNITY (RAPC): This zone is aimed at fostering orderly planned development. The planned community must contain at least 100 dwelling units and at least 100 contiguous acres, with a maximum gross density of 2 dwelling units per acre. Lot sizes and setbacks vary between R1 and R2 requirements. A shopping area may be included in the development. Additionally, a school and recreational site must be included in the planned community.

RESIDENTIAL (R1): This is a single-family residential zone with minimum lot area requirements of 13,000 sq. ft. for inside lots and 15,000 sq. ft. for corner lots. Permitted uses are the same as in the R-A zone.

RESIDENTIAL (R2): This is a single-family residential zone with minimum lot area requirements of 9,200 sq. ft. for inside lots and 10,350 sq. ft. for corner lots. Permitted uses are the same as in the R-A zone.

RESIDENTIAL (R3): This is a single-family residential zone with minimum lot area requirements of 7,800 sq. ft. for inside lots and 9,750 sq. ft. for corner lots. Permitted uses are the same as in the R-A zone.

MULTI-RESIDENTIAL (R7): Townhouses and garden apartments at low densities are permitted. Projects must be developed on tracts of at least 10 acres, and the maximum average gross residential density is 7 units per usable acre.

MULTI-RESIDENTIAL (R10): Townhouses and garden apartments at medium densities are permitted. Projects must be developed on tracts of at least 10 acres, and the maximum gross residential density is 10 units per usable acre.

HIGH-RISE RESIDENTIAL (R20): High-density residential and accessory uses are permitted. Structures must have a maximum density of 20

LAND USE

dwelling units per usable acre, a minimum height of 6 stories and maximum height of 16 stories.

INSTITUTIONAL (IN): A variety of institutional uses are permitted including: Hospitals and other health facilities; churches or similar religious institutions; educational uses; cemeteries; governmental and community uses; outdoor recreational uses; passive or active open space; and elderly and handicap housing.

LIMITED OFFICE (O1): A strictly defined list of professional and business office uses are permitted.

GENERAL OFFICE (O2): Professional and business office uses are permitted, as well as private non-profit educational institutions, hospitals, funeral homes, philanthropic uses, laboratories, and the compounding of pharmaceuticals.

RESTRICTED OFFICE (O3): This zone is intended to permit the development of low intensity professional office uses in previously residential structures due to changes in surrounding land use. Permitted uses include residential uses, and professional office uses such as physician, lawyer, architect, and the like.

NEIGHBORHOOD BUSINESS (B1): This is a business district adjacent to residential districts in which such uses are permitted as are normally required for the daily business needs of the locality only. These include: retail activity of low intensity; service activity of certain types; offices and banks; and accessory uses.

HIGHWAY BUSINESS (B2): This is a business district servicing principally the needs of highway users. These include: commercial activities; offices and banks; radio and television service; commercial greenhouses and nurseries; accessory uses; gasoline filling stations; public and commercial garages; radio towers and antennas; shopping centers and strip stores; and restaurants meeting certain standards.

SHOPPING CENTER BUSINESS (B3): Permitted uses include: shopping centers; any use permitted in B-1 zone; office buildings for executive or administrative purposes; accessory uses; gasoline filling stations; public and commercial garages; and radio towers and antennas.

REGIONAL BUSINESS (B4): The purpose of this zone is to provide an area for business uses that serve the Southern New Jersey region. The requirements of this zone are highly dependent on size of property and combinations of use.

INDUSTRIAL RESTRICTED (IR): This zone permits select non-noxious industries, such as certain defined manufacturing, processing or industrial uses; certain defined business uses; customary and conventional agricultural uses; and radio towers and antennas.

INDUSTRIAL RESTRICTED BUSINESS (IRB): This zone was established to encourage the redevelopment of vacant or under utilized industrial properties in a shopping center use. The I-R Zone standards are retained for uses permitted in the I-R Zone, as well as permitting shopping centers as regulated with the B3 Zone, with additional supplemental standards to protect any abutting residential land uses.

RESTRICTED BUSINESS OVERLAY (IR-RB): This over-layer zone (a zone without buffers) was created for the purpose of providing an area for sexually-oriented businesses consistent with state and federal law.

FLOOD PLAIN OVERLAY (FP): The purpose of this Ordinance to promote the public health, safety, and general welfare and to minimize public and private losses due to flood conditions in specific areas

AGRICULTURAL/HORTICULTURAL COMMERCIAL OVERLAY (A/HC): The intent of this zone is to encourage the preservation of active farming in the community. One way to accomplish this purpose is to make agricultural uses a permitted use as of right within the zone. Another way to accomplish this purpose is to permit a limited, reasonable amount of commercial activity related to the agricultural activities on a portion of the land within the zone, for uses such as a farm market, horticultural center or an expansion of existing farm markets or horticultural centers.

Re-Exam statute

I. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report. The main goals and objectives listed in the 2003 Master Plan are as follows:

LAND USE

Goals

- Maintain a balance of land uses within the Township that encourage living, working, and recreation within the community.
 - Preserve and expand open space systems.
 - Preserve and protect the character of established residential neighborhoods.
 - Preserve and protect the natural heritage, both environmental and cultural.
 - Balance new development and ratables with the needs of the community.
 - Encourage economic and employment growth.
 - Rezone land to promote the goals outlined in this document.
 - Encourage the use of current technologies for businesses and for energy conservation.
 - Maintain, enhance and further develop a strong "sense of place" distinctive to the Cherry Hill community.
 - Protect and preserve established senior citizen developments and continue to encourage senior citizen housing developments.
 - Revise the land use ordinances to insure compatibility with new growth demands for housing, commercial and industrial uses within the community.
 - Continue the dialogue among the citizens and businesses regarding the needs and concerns of neighborhoods and the business community.
- d. Encourage a living/working area within the community. A gathering place identified by the phrase "Meet me at the horses!"
- Develop a comprehensive bicycle and integrated jogging trail and sidewalk system throughout the community.
 - Establish a renewed consistency between land use and zoning districts.
 - Encourage redevelopment of existing land uses along Haddonfield Road between Route 70 and Chapel Avenue.
 - For all commercial and industrial properties, establish design criteria that minimize the impact of parking, traffic, noise, illumination, signage, and smoke odors, etc.
 - Continue to improve buffers for new development or redevelopment adjacent to established residential areas.
 - Rezone areas of the community where appropriate, to reflect current uses.
 - Analyze improvements in commercial areas such as Haddonfield Road, Route 38, Springdale Road and Route 70 for renewed viability.
 - Encourage redevelopment wherever needed.

Objectives

- Oversee the redevelopment of Garden State Park to insure that it creates a lasting positive contribution to the Township.
 - a. Encourage the design of open and public spaces that are meaningful to the future residents of the development and to the community. Encourage the development of various housing types.
 - b. Encourage a plan that is pedestrian oriented.
 - c. Encourage a plan that provides a link to the train station.
- II. The extent to which such problems and objectives have been reduced or have increased subsequent to such date.** Since the adoption of the 2003 Master Plan, the following issues have changed:
- In keeping with preserving and expanding the open space system in the Township, an Open Space Acquisition List was established in the 2003 Master Plan to categorize the undeveloped parcels by a points ranking system in relation to the priority in which they need to be acquired. Since this Open Space List was established, five of the top seven sites have been acquired and preserved including the first priority parcel - "Bridge Hollow".
 - In order to preserve and protect the character of established residential neighborhoods, traffic calming measures have been examined. The *South Birchwood Park Drive Traffic Calming Plan*

LAND USE

was drafted, as well as the implementation of speed humps along two identified corridors as a pilot system and the expansion of the SLOW 25mph pavement markings.

- In efforts to preserve sensitive areas and practice best management strategies in regard to stormwater, particularly as the Federal Emergency Management Agency (FEMA) was involved to resolve flooding issues in 2004; a stream buffer and stormwater management ordinance was adopted by Council. These tools require a minimum 50' buffer from streams to protect against soil erosion.
- Economic and employment growth has been facilitated by the development and construction of Garden State Park, Woodcrest Corporate Center, Mercedes site, and similar smaller sites. Furthermore, the creation of the Cherry Hill Business Partnership has established a dialogue with business owners.
- In accordance with the goal of re-zoning land to promote the Master Plan goals, a new zoning map adopted in 2004 making specific revisions as recommended in the Land Use element of the Master Plan.
- Maintain, enhance and further develop a strong "sense of place" distinctive to the Cherry Hill community: *Erlton Streetscape Plan*

Objectives

- The redevelopment of existing land uses along Haddonfield Road between Route 70 and Chapel Avenue has occurred due to the secondary effects of the Garden State Park advancement, such as the Fromm Electric Co., 926 Haddonfield Road. Furthermore, mobility and design guidelines are being examined as a function of a TCDI grant, in efforts of an overall corridor redevelopment.
- Encourage redevelopment wherever needed. Four additional redevelopment zones were adopted in accordance with the "Local Redevelopment and Housing Law," P.L. 1 992,c.79 (C.40A: 1 2A-1 et seq.) in 2005 by Township Council, as well as consideration of additional areas for redevelopment.

III. The extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis for the master

plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition, and recycling of designated recyclable materials, and changes in State, county and municipal policies and objectives.

Population

- E. Almost 45% of the population is between the ages of 35 to 54, with a median age of 41 in the Township. This means a large future population of senior citizens. Planning for their senior years now means examining rising demand in housing, community facilities and services, etc.

Housing

- F. Housing turnover of active adult "empty nesters" moving into multi-residential housing with less overall property care. Younger families are moving into these single-family homes. There is an increasing need for affordable and housing for 'active adults' and senior citizens, as the baby boom generation is reaching retirement.
- G. There is an increasing demand of workforce housing to provide for low and moderate households in the Township.

Economic Redevelopment

- H. The Township should investigate the expanded use of the "Local Redevelopment and Housing Law," P.L. 1 992,c.79 (C.40A: 1 2A-1 et seq.) to more fully utilize properties and maximize private development opportunities.
- I. Cherry Hill has been deemed a Metropolitan Planning Area (PA1) under the State Development and Redevelopment Plan and Policy Map. The Map features Planning Areas, Centers and Environs, which are intended to help implement the goals and policies of the State Plan, and guide future growth and development in New Jersey.

Natural Resources & Conservation

- J. The protection of sensitive lands from development has been an overall concern of residents.

LAND USE

- K. The lack of public awareness, understanding, and ability to enforce the tree ordinance has become increasingly important.
 - L. The new stormwater management regulations of the New Jersey Department of Environmental Protection required the adoption of a municipal Stormwater Management Plan³⁴ and subsequent regulations to reduce the rate and improve the quality of stormwater runoff from future developed properties and increase the amount of groundwater recharge.
 - M. The practice of sustainable site planning and “green building” provides several environmental, economic, and social benefits, optimal energy efficiency site planning. “Green” or “sustainable building” is the practice of creating healthier and more resource-efficient models of construction, renovation, operation, maintenance, and demolition.
- Transportation
- N. Most residents in Cherry Hill drive to work alone, which contributes to peak hour congestion on major arterials
 - O. Neighborhood streets that are used as a “cut-through” between principal arterials have been identified as one of the main complaints of residents.
 - P. The unique density, older mixed uses, and walkability of various areas in the Township provide an opportunity for true neighborhoods of mixed uses that allow comfortable walkability.
 - Q. Journey to work data shows that Cherry Hill is not just a residential community, but an employment hub as well. As most of the Cherry Hill residents work within the Township, rail transit is generally not utilized for intra-Township commute, but for executive employment in Center City Philadelphia. Though bus transit can serve commuters within the Township, it is generally only used by the transit-dependent (the service worker).
 - R. There is a significant amount of white collar employees that commute into Center City Philadelphia, while there is a noticeable flow of service workers that commute in from the City of Camden to work in the Township.
 - S. The NJ Transit Atlantic City rail station is the first stop outside of 30th Street Station in Philadelphia. However, due to shared use of the tracks with SEPTA, Amtrak, and freight, trains can operate slowly through Philadelphia. As headways are limited during peak commute hours, the train is underutilized for commuters to Center City and provides more of a destination train to Atlantic City.
 - T. Due to recent health concerns, interest in recreational opportunities, and rising energy costs; interest in pedestrian infrastructure, mass transit, and redevelopment close to Center City Philadelphia has increased.
- Land Use
- U. The comprehensive revision to the development control ordinance should be presented for review upon adoption of the Reexamination Plan. This Land Development Control Ordinance should reflect the mission statement of this Plan; and be utilized as a tool to implement the goals and objectives of the Reexamination Plan.
 - V. The development along major commercial corridors of monotonous ‘strip malls’ facilitate high traffic volumes, disconnectivity from adjacent residents, and excessive signage.
 - W. Several older dense neighborhood centers have small lots categorized with disjointed zone boundaries that are difficult to interpret. These parcels in older areas have non-conforming yard and lot requirements.
 - X. The Zoning Board of Adjustment has heard several use (d) variances to address unanticipated uses, such as pet day care, massage, as well as recreational uses in the Industrial Restricted (IR) zone. Furthermore, businesses and other types of commercial uses are changing and are not always clear to categorize.
 - Y. Homeowners in residential areas do not want commercial encroachment into the residential areas. Converted residences on major arteries have gradually changed use to commercial or office uses.

LAND USE

- Z. Due to the emerging work-at-home trend involving information management, internet capability, and similar features, home-based businesses are becoming more common.
- AA. There are several existing zones that have a small percentage of parcels and/or amount of land affected, which should be analyzed for the zones feasibility and effectiveness.
- BB. With the utilization of the Regional Business (B4) zone for the development of the Garden State Park retail and residential community, the application of the ordinance has been confusing resulting in the planning staff and Planning Board has had difficulty in interpreting its provisions.
- CC. There are older neighborhoods that do not conform to the zone they are located in; therefore requiring residents to seek bulk (c) variances from the Zoning Board, which can be costly and timely.
- DD. Teardowns of existing buildings and homes for new construction, which does not always harmonize with the built environment (in scale, density and style) has been conveyed as a source of public concern.
- EE. The current sign ordinance needs to be strengthened and clarified. The regulations affecting multiple tenant signs, signs advertising more than the business itself (e.g., cellular telephones), temporary signs, neon LED signs and flashing signs should be re-examined and addressed.
- FF. Numerous property maintenance and zoning complaints of extraneous light from neighboring properties have been received by Department of Community Development staff.
- GG. Public understanding and access of the current ordinance is difficult, as well as a cumbersome permit process that could be more efficient.

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

Population

- A. Planning for the senior years of the largest population cohort now means examining rising demand in housing, community facilities and services, etc.

Economic Redevelopment

- B. Future areas that meet the criteria of the "Local Redevelopment and Housing Law," P.L. 1992,c.79 (C.40A: 1-2A-1 et seq.) are being examined for possible designation.
- C. In anticipation of a new round of cross acceptance for the State Development and Redevelopment Plan, a new reexamination plan should be submitted to the Plan Endorsement process, which seeks to ensure that planning throughout a municipality is consistent with the goals and policies of the State Plan.

Natural Resources & Conservation

- D. The expansion of open space system and obtainment of the remaining parcels identified on the Open Space Acquisition List. This is particularly important to 'fill-in' parcels within the proposed River to Bay Greenway Spine A & B, which is regionally significant and deemed high-priority according to the Camden County Open Space Plan³⁵.
- E. The Township tree ordinance should be revised to clarify compliance and enforcement of violations, while creating a well-defined landscaping ordinance that quantifies quality plantings.
- F. The Township should continue to enforce the municipal Stormwater Management Plan and subsequent regulations and apply to site design to protect the Pennsauken Creek and Cooper River from soil erosion as well as minimize stormwater runoff and protect life and property from potential flooding, and maintain the quality of receiving streams. The newly-adopted stream-buffer ordinance, existing floodplain overlay zone, wetlands, and other sensitive areas should be combined into a comprehensive Conservation Overlay Zone.

Transportation

- G. Data shows group commuting by carpooling is a feasible option for Cherry Hill commuters in order to relieve congestion.

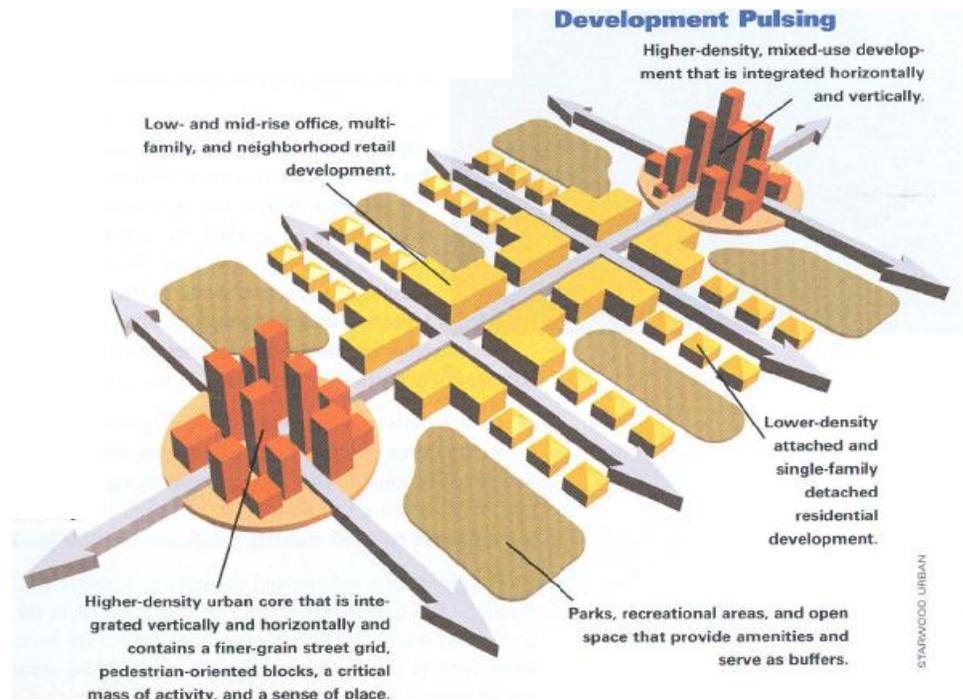
LAND USE

- H. Encourage the use of shared driveways, parking, and cross easements to provide access management along major arterials.
- I. Expand the applications of traffic calming and Safe Routes to School programs to neighborhoods that provide ideal conditions to create safer conditions.
- J. Consider replacing the requirement of a minimum number of parking spaces with a maximum number of parking spaces in appropriate areas or zones, such as areas of shared parking, adjacent to transit stations, and pedestrian intensive areas ,
- K. The Township should work with the NJ transit bus system throughout the Township:
 - Enhance passenger facilities at CH Mall Bus Hub as over four routes stop at this point.
 - The feasibility of incorporating the Woodcrest PATCO station into the 451 bus route to better serve the Ashland neighborhood.
 - The bus service along Route 70 should be standardized, providing park & rides, signs, shelters, maps, etc. to provide a preferred option of commuting. The need is highlighted in the New Jersey Guide to Transit in South Jersey, which states, "In suburban and rural areas, all bus stops may not be marked. But you can still board a bus anywhere along the route where it is safe for the bus to stop. To board the bus, just signal the driver clearly with your hand as the bus approaches." As well as, "How To Ride A Bus: In urban areas, bus stops are usually marked by bus stop signs. You may hail a bus at these locations along the designated route. To hail a bus, simply signal to the driver as the bus approaches".
 - The possibility of an express bus service along Route 70 and/or Route 38 should be investigated.
- L. The Township should establish a working relationship with NJ Transit to decrease headways and increase peak hour trains on the Atlantic City Rail Line, as well as increase access to the Cherry Hill train station with optimal adjacent land use development.

- M. Pedestrian and bicycle infrastructure (i.e. sidewalks, trail easements, etc.) should be implemented to expand existing bikeway connections.
- N. Invest in signage and pavement markings throughout the Township to comprehensively build a uniform bikeway system. River to Bay Greenway.

Land Use

- O. The current Zoning Ordinance has several amendments and is comprehensively outdated. It should be reviewed and consolidated into one comprehensive volume, reflecting the changes presented in this Reexamination Plan.
- P. Zoning along major commercial corridors that have created 'strip malls' should be revised to steer density towards key intersections or centers.



LAND USE

- Q. A mixed-use zone (Traditional Neighborhood Development (TND), historic overlay zone, etc.) should be considered to traditionally dense neighborhood centers such as Erlton, Batesville, Greentree Triangle, Hinchman, Ashland, as well as newer developments such as Short Hills town center, Garden State Park town center, and any other applicable areas. The application of form-based coding will reduce non-conforming yard and lot requirements.
- R. Several uses should be addressed specifically as permitted, prohibited, or conditional uses in appropriate zones. The Zoning Ordinance definitions and permitted and prohibited uses should be updated to take into consideration the diversity of new types of commerce. Specifically, assisted-living, pet daycare, acupuncture, massage therapy, psychics, and other unanticipated uses need to be addressed. The use of auto repair, auto body work, recreational uses, and other unanticipated uses should be permitted in the Industrial Restricted (IR) zone.
- S. Converted residences on major arteries have gradually changed use to commercial or office uses. Residual residential Zoning requirements, including setbacks and buffers, should be revised to not hinder use, while protecting adjacent residents. Specifically, the Restricted Office (O3) zone should be revised to allow conforming development while providing a feasible buffer to adjacent residential (i.e. a lot with 100' lot depth is required to have a 60' buffer and a 35' front setback). Furthermore, the parking setback from a residential should be revised to 25' from 15' to agree with the residential setback requirement of 25'.
- T. The home-occupation ordinance should not hinder the emerging work-at-home trend, while protecting surrounding residents from intrusive uses (such as auto repair, landscaping services, and other uses that have significant traffic and negative impacts to residential neighborhoods).
- U. The Regional Business zone should be simplified for clarity.
- V. Explore the creation or replacement of an office zone for Class A office and/or corporate parks (i.e. Woodland Falls, Cherry Hill Commerce Center, Mews, etc.)
- W. Investigation of creative new zones that is tailored to the unique needs of individual neighborhoods, including the Residential Agricultural Planned Community (RAPC) communities, Wilderness Acres, Hunt Tract, and Erlton South.
- X. Universal Design consideration should be applied to private residences, specifically with the exclusion of handicapped lifts and ramps from setback requirements in Residential zones.
- Y. The implementation of a design review criteria that provide guidelines for architecture, style, and aesthetics should be reviewed.
- Z. In order to comply with recent stormwater, water quality, and watershed management regulations, the requirement of a maximum amount of impervious cover should be evaluated. The table below provides anticipated ranges for the requirement:

PROPOSED ZONE DISTRICT RANGES			
ZONE	OPEN SPACE	BLDG COVERAGE	LOT COVERAGE
	% Range	% Range	% Range
B1	25% to 30%	25% to 30%	70% to 75%
B2	25% to 30%	25% to 30%	70% to 75%
B3	25% to 30%	25% to 30%	70% to 75%
B4	25% to 30%	25% to 30%	70% to 75%
IN	25% to 30%	25% to 30%	70% to 75%
IR	25% to 30%	25% to 30%	70% to 75%
IRB	25% to 30%	25% to 30%	70% to 75%
O1	25% to 30%	25% to 30%	70% to 75%
O2	25% to 30%	25% to 30%	70% to 75%
O3	25% to 30%	25% to 30%	70% to 75%
RA	10% to 15%	10% to 15%	20% to 30%
R1	10% to 15%	15% to 20%	20% to 30%
RAPC	10% to 15%	15% to 20%	20% to 35%
R2	10% to 15%	25% to 35%	25% to 40%
R3	10% to 15%	25% to 35%	50% to 65%
R7	30% to 60%	40% to 45%	45% to 60%
R10	30% to 60%	40% to 45%	50% to 65%
R20	25% to 45%	30% to 35%	55% to 70%

LAND USE

- AA. The regulations affecting multiple tenant signs, signs advertising more than the business itself (e.g., cellular telephones), temporary signs, neon LED signs and flashing signs should be addressed in a new sign ordinance.
- BB. The lighting ordinance should be strengthened to mitigate excess light adjacent to residential neighborhoods, major roadways, and other areas that could be negatively impacted. Downward lit fixtures, shields, and other measures should be standardized in the development control ordinance.
- CC. The permit process should be streamlined to provide easier access by residents, developers, and other patrons. This involves coordination among Code Enforcement, Engineering, and Community Development.
- DD. The new development control ordinance should be posted on the Township website, as well as access to determine zoning of specific lot, to improve public availability and understanding.

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

In 1992, a new statute was enacted that revised and consolidated New Jersey's local redevelopment and housing laws into the Local Redevelopment and Housing Law (LRHL) P.L. 1992, c.79 (N.J.S.A. 40A:12A-1 et seq.). The LRHL provides municipalities with the authority to designate, "areas in need of redevelopment", formulate and adopt redevelopment plans for these areas, and undertake redevelopment projects. The LRHL defines the roles and responsibilities of the governing body, planning board, and redevelopment entity in the redevelopment process. It establishes the procedural steps and criteria by which an area is designated in need of redevelopment or in need of rehabilitation, and it outlines the authority and powers provided to municipalities that have designated

an area in need of redevelopment or rehabilitation and have adopted a redevelopment plan.

Cherry Hill Township has designated seven areas as "Areas in Need of Redevelopment", pursuant to the Local Redevelopment and Housing Law (LRHL). In June of 2003, Town Council adopted a redevelopment area for the former Langston Steel site, now the Woodcrest Corporate Center. At this time, redevelopment areas were also adopted for the former Rickshaw Inn, now the Mercedes dealership site, which is formally known as the Golden Circle redevelopment Area. In 1998, a redevelopment area for Cherry Hill Towers was adopted.

In December of 2004, Determination of Needs and a Redevelopment Plans for four Redevelopment Areas was recommended by the Planning Board to Council. On April 25, 2005, Cherry Hill Township Council passed an ordinance adopting four Redevelopment Areas (*Ordinance 2005-7, 2005-8, 2005-9, 2005-10*): Longwood & Route 38 known as the 'Route 38' site (Block 595.02, Lots 1 & 3), the Woodcrest Shopping Center known as the 'I-295 Interchange' (Block 433.01, Lot 2), the Western Gateway - Phase I area (Blocks 65.01; 595.03, Lots 1-6; 1), and the Western Gateway – Phase II area (Block 71.01, Lot 2 & 3).



Conclusion

A revised zoning map that addresses previous mapping errors and land use changes has been drafted. Below is a list of specific modifications to the zoning map:

LAND USE

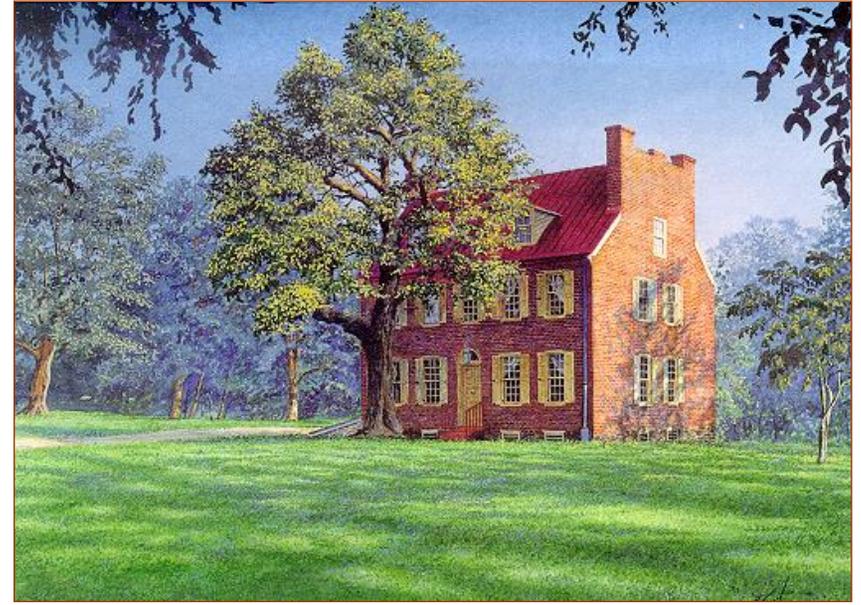
ZONING MAP CHANGES 2007						
#	Block	Lot	Address	From	To	Notes
1	27.01	8	Habitat Apartments	R7	R10	
2	103.01	7	601 Route 38	B4	B2	
3	223.01	2 & 2.01	309 & 345 Church Road	IN	R3	use 'd' variance removed church
4	233.02	1 & 3	200 Wilbur	R3	IN	CHPD evidence building
5	263.01	1.02	Lenape Road	R10	IN	Open space
6	282.01	33	adjacent to Yale School	R3	IN	Open space
7	285.25	2 & 3	1800-1820 Chapel Avenue	B3	O2	mapping error
8	319.02	1	Route 38	Omitted	IN	Parcel omitted from prior maps
9	319.03	4	2498 Route 38	Omitted	O2	Parcel omitted from prior maps
10	335.01	4	Briar Lane	R2	IN	Open space
11	336.05	2 & 2.01	7 & 9 Crooked Lane	O1	R2	New home just before 2004 ZM adopted
12	339.11	14	Sussex House	R2	R20	Sussex House split zone, rear is R2
13	340.02	1	Route 70 West rear	B2	O1	Provide transition to Erlton North residences
14	342.15	40	1301 E. Route 70	R2	B2	currently operating as a professional office
15	348.01	19	Connecticut Avenue	R2	IN	recreational fields
16	356.01	1	250 W. Route 70	B2	B1	Provide transition to Erlton North residences
17	356.01	2	1 Maine Avenue	B2	O1	Provide transition to Erlton North residences
18	389.01	18	26 Montana Avenue	IN	R2	dwelling zoned Institutional
19	404.43	3	1240 Brace Road	O2	B2	previously re-zoned B2 was not carried over
20	433.01	8	457 Browning Lane	R1	IN	Browning Road Open Space
21	435.11	2	31 Covered Bridge Road	R2	O1	Mapping Error of old Dental Office
22	436.03	19	1240 Marlkrass Road	IR	R10	Mapping Error
23	438.01	4	Springdale Road	R1	IN	Township Basin
24	451.01	1-3	Ormond Avenue	B3	R2	Adjacent parcels purchased
25	456.01	2	112 Deland Avenue	IN	R2	Erroneously mapped as part of Kingston Swim Club
26	510.02	4.01-.03	1627-35 Springdale Road	R1	RA	Large lot single family dwelling lots
27	510.02	6	1611 Springdale Road	R1	RA	Large lot single family dwelling lots
28	513.5	1 & 2	Bridge Hollow	R1	IN	Open space
29	514.01	1	Marlowe Road	R1	IN	Open space
30	514.01	7	735 Marlowe Road	RAPC	IN	Open space
31	515.1	14	321 Longstone Drive	IN	R1	Private dwelling incorrectly zoned
32	515.22	2	894 Marlowe Road	R1	IN	Open space
33	515.23	1	Henfield Avenue	R1	IN	Open space
34	523.13	1-8	Justa Lane	R1	RA	Large lot single family dwelling lots
35	525.16	17	1092 Springdale Road	IN	R1	Erroneously mapped as part of Fire Station
36	562.01	10	18 Palmwood Avenue	IN	R3	Private dwelling zoned Institutional
37	562.01	9 & 11	140 & 146 Evesham Road	IN	B1	vacant, privately owned
38	576.01	7 & 8	107 Ward Ter/112 Ashland	R3	R2	Larger lot single-family dwelling lots
39	576.01	9	111 Evesham Avenue	O1	R2	
40	576.01	10	100 Evesham Avenue	O2	IN	PATCO parcel in Ashland
41	596.04	3	618 Hampton Road	B2	IR	Isolated commercial parcel

LAND USE

In order to implement the above revisions to the zoning map, a hearing before the Planning Board is required. At which time, the Planning Board will recommend the map to Township Council for approval.

The above comments should be integrated into a revised development control ordinance or further studied for future integration. These sub-studies will further analyze proposed significant revisions and their potential effects, which include:

- Batesville Neighborhood Study: Application of a mixed-use zone
- Greentree Triangle Study: Creating a Traditional Neighborhood
- River to Bay Greenway in Cherry Hill: Building Toward a Greenway.
- Additional corridors for study of traffic calming application
- Seek Plan Endorsement from the New Jersey Department of Community Affairs Smart Growth Office
- Any applicable development control ordinance amendments in the future (mixed use, tree ordinance, Office zone)
- Additional redevelopment zones, as necessary
- Future elements needing examination (historic preservation, economic development, recreation, utilities, etc.)
- Revised website that provides more information
- Improved permit process



¹ U.S. Census, 1960, 1970, 1980, 1990, 2000

² Source: U.S. Census Bureau, 2005 American Community Survey

³ Source: U.S. Census Bureau, 2005 American Community Survey, Selected Social Characteristics, Projection Error +/-2,277

⁴ Source: U.S. Census Bureau, 2005 American Community Survey, Selected Social Characteristics, Projection Error +/-1.6

⁵ Source: U.S. Census Bureau, 2005 American Community Survey, Selected Social Characteristics, Projection Error +/-4.3

⁶ 1980 Census, persons 25 years and older, with four or more years of college

⁷ Source: U.S. Census Bureau, 2005 American Community Survey, Selected Social Characteristics, Projection Error +/-3,159

⁸ 1980 Census

⁹ 1980 Census, known as "Spanish Origin"

¹⁰ Source: U.S. Census Bureau, 2005 American Community Survey, Selected Social Characteristics, Projection Error +/-2,062

¹¹ Source: U.S. Census Bureau, 2005 American Community Survey, Selected Social Characteristics, Projection Error +/-2,454; based on population over age of 5.

¹² 2000 Census

¹³ Source: U.S. Census Bureau

Prepared by: New Jersey Department of Labor, August 2006

¹⁴ Camden County Soil Survey Series, 1961, No. 42

¹⁵ NJDEP Wetlands of Camden County, New Jersey, 1986

¹⁶ Camden County Open Space and Farmland Preservation Plan. Elkis, Patricia PP, AICP; Delaware Valley Regional Planning Commission, May 2004.

¹⁷ Environmental Resolutions, Inc.; Cherry Hill Municipal Stormwater Management Plan & Stormwater Pollution Prevention Plan; June 6, 2005.

¹⁸ U.S. Census, 2000; Means of Transportation to Work

¹⁹ DVRPC, Route 70 Study, 2004

²⁰ U.S. Census, 2000; Travel Time to Work

²¹ For workers that did not live at home

²² U.S. Census, 2000; Journey to Work; CTPP

²³ Flexibility in Highway Design, Federal Highway Administration

²⁴ The New Jersey Department of Transportation hereby makes it policy that all future NJDOT projects will adhere to a philosophy of Context Sensitive Design (CSD). Broadly speaking, it is now NJDOT policy to conceive, scope, design and build projects that incorporate design standards, safe design standards, safety measures, environmental stewardship, aesthetics and community sensitive planning and design. In doing so, the NJDOT will consider the needs of all road users, including pedestrians, bicyclists, and neighbors such as residents, and businesses, as well as drivers. Transportation both shapes the growth of our communities and affects the quality of life statewide, so all future NJDOT projects will strive to improve the overall quality of life in our state; mobility and safety is just part of that picture. (November 2001)

²⁵ U.S. D.O.T. Federal Highway Administration

²⁶ Victoria Transport Policy Institute

²⁷ American Passenger Transport Association (APTA) survey, 2003

²⁸ "Linking Transit, Communities, and Development: Regional Inventory of transit-oriented development sites", Vol. 2, Station Area Profiles, DVRPC, Karin Morris, AICP, December 2003.

²⁹ "Linking Transit, Communities, and Development: Regional Inventory of transit-oriented development sites", Vol. 2, Station Area Profiles, DVRPC, Karin Morris, AICP, December 2003.

³⁰ Studies show that over 65 percent of adults measure as being overweight or obese, and approximately 30 percent of these adults register as obese, or approximately 30 pounds overweight³⁰. Unfortunately, this troubling trend is most seen in children. The proportion of overweight children and obese adults has more than doubled in the last 20 years. In 2002, 31.5 percent of children (age 6 through 19) were overweight or at risk of overweight, while 16.5 were deemed obese. United States Department of Health and Human Services, Public Health Service, Office of the Surgeon General.(2001).The Surgeon General's call to action to prevent and decrease overweight and obesity, 2001.Rockville, MD.: Author.

³¹ A national study of 448 metropolitan counties found that people living in sprawling, low-density counties walk less, weigh more and are more likely to be obese or have hypertension than people living in more compact counties. Ewing,R., Schmid,T., Killingsworth,R., et al.(2003). Relationship between urban sprawl and physical activity, obesity, and morbidity. American Journal of Health Promotion,

³² During the 1996 Summer Olympics in Atlanta, when fewer people in the region used cars and more used transit, emergency room visits by children for asthma dropped by as much as 45%.

³³ Source: U.S. Census Bureau, 2005 American Community Survey; Projection Error= +/- 5

³⁴ U.S. Census, Population Projection 2005

³⁵ Camden County Open Space and Farmland Preservation Plan. Elkis, Patricia PP, AICP; Delaware Valley Regional Planning Commission, May 2004.