

Borough of Runnemede  
Camden County, New Jersey



## 2017 Master Plan Reexamination

Adopted by the Borough of Runnemede Planning Board  
after a public hearing on March 14, 2018.

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The original of this document was signed and  
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## TABLE OF CONTENTS

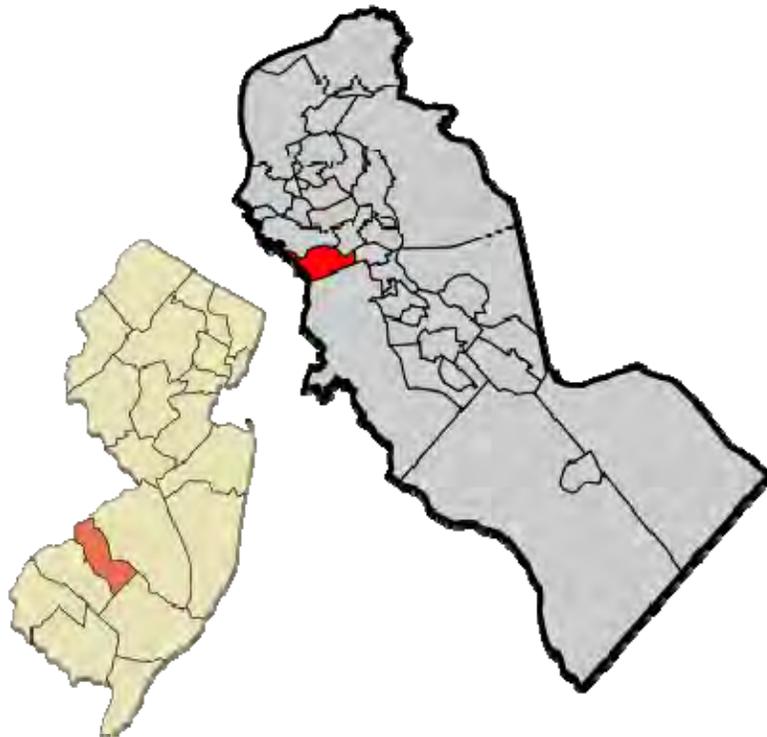
I. Introduction and Planning Background .....	5
II. Runnemede Overview .....	8
A. Runnemede Demographics	9
B. Runnemede History	9
C. Current Land Use	10
III. Reexamination of the Master Plan.....	10
A. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report.	10
B. The extent to which such problems and objectives have been reduced or have increased subsequent to such date.	15
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, 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.	19
1. Runnemede Borough Policies, Goals, Objectives, Concerns .....	19
2. Renewable Energy .....	23
3. State Policy .....	24
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.	27
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 recommend changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.	38
IV. Conclusion.....	39

## **APPENDICES**

- Appendix A Draft Design Guidelines for Commercial use
- Appendix B Draft Sign Regulations
- Appendix C Draft Limited Highway Access District
- Appendix D Resolution 17-125 Complete Streets
- Appendix E Draft ordinance to amend zoning map

## **MAPS**

- MAP 1** Aerial Photo of Runnemedede
- MAP 2** Existing Zoning
- MAP 3** 2001 State Plan Policy Map of Runnemedede
- MAP 4** Proposed Zoning Map



**Borough of Runnemede, Camden County**

## **I. Introduction and Planning Background**

### **Master Plan Reexamination**

This Master Plan Reexamination is being prepared in accordance with N.J.S.A. 40:55D-89 (Municipal Land Use Law). The Borough Council must provide for the reexamination of the Borough's Master Plan and development regulations by the Planning Board at least once every ten years, but may do so any time that the Borough sees fit. The Borough's current Master Plan was adopted by the Planning Board on February 12, 1992. Reexaminations of the Master Plan were adopted on September 13, 2000, August 13, 2003 and December 8, 2010. Amendments to the Master Plan were adopted on August 12, 1998 and June 14, 2006.

A Master Plan is intended to guide the use of lands within the Borough in a manner that protects public health and safety, promotes the general welfare, and advances the Borough's goals and objectives. While a Master Plan is required as a prerequisite to the adoption of zoning ordinances, it is also an opportunity for the Borough to proactively plan for and shape its future. Land use policy is integral to many local issues and decisions, and the Master Plan provides the backbone for land use strategies and policies. The Master Plan serves to bring together otherwise divergent plans and programs and to communicate the Borough's goals and objectives to the public, landowners, and other levels of government. The facts, analysis, rationale, priorities, and recommendations in the Master Plan may provide support for the Borough's policy decisions and can unify interests and

ideas that often seem to compete with one another. The Master Plan should be used as a structured, but flexible tool built around the Borough's planning philosophy, and utilized to support and promote the Borough's goals and objectives related to the physical, economic and social development of the Borough.

The purpose of a Master Plan Reexamination is to assess how the assumptions, policies and objectives that form the basis for the Master Plan and development regulations have changed since the last Plan or Reexamination and to determine whether any specific changes to the Master Plan or development regulations are recommended, including underlying objectives, policies and standards. This Master Plan Reexamination is being undertaken as a general reexamination of the Master Plan, to consider changing conditions and specific concerns that have arisen, and to address them in the context of a comprehensive land use strategy.

The Master Plan is a policy guide that should be as specific as possible with regard to the Borough's overall goals and the steps needed to implement the Borough's overall vision, while also maintaining an awareness that the social, economic and policy environments are dynamic and may change over the six year planning horizon. The Master Plan lays the foundation to support land use decisions and upon which the recommendations and plans can be incrementally implemented to realize the Borough's goals and objectives. An up-to-date Master Plan presents a clear explanation of the Borough's land use intentions and planning proposals. The plan can communicate the reasoning for the Borough's expectations and requirements, thereby adding efficiency to the planning and permitting processes.

Runnemede Borough is working to balance its interests in protecting and enhancing existing residential neighborhoods, facilitating opportunities for revitalization and redevelopment, allowing for locally appropriate infill development, encouraging meaningful economic development, retaining existing retail and service uses, prioritizing and facilitating preservation of environmentally valuable and recreationally desirable open spaces, and promoting sustainability and good design. Attaining this balance is a challenge in the best of times and is made more difficult by the stagnating national economy. Despite the many difficulties brought by the current economic recession, the upside for municipalities is that the slow-down in development activity presents the opportunity to look at the big picture, assess the current conditions and plan proactively for the future.

For reference, the following is a listing of the relevant statutory requirements:

**40:55D-89 Periodic examination.**

The governing body shall, at least every ten 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 ten 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 and objectives.
- d. The specific changes recommended for the Master Plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.
- e. The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law, "P.L.1992, c.79 (C.40A:12A-1 et al.) into the land use plan element of the municipal Master Plan , and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

**40:55D-89.1. Reexamination report; absence of adoption.**

The absence of the adoption by the planning board of a reexamination report pursuant to section 76 of P.L. 1975, c. 291 (C. 40:55D-89) shall constitute a rebuttable presumption that the municipal development regulations are no longer reasonable.

**Runnemede Planning History**

The Planning Board and the Borough Council have undertaken several planning efforts over the years. Runnemede's Master Plan was updated in 1984 and then in 1992 a new Master Plan was adopted. The Master Plan Reexaminations and Amendments adopted since 1992 have focused on specific responses to specific issues or concerns that had arisen in the Borough, such as affordable housing compliance and age-restricted housing. The 2010 Reexamination Report took a broad look at the current conditions and land use issues and made recommendations that set a firm foundation for land use planning and suggest changes to the land development code to effectively implement the goals and objectives. This Master Plan Reexamination Report takes another look at issues that have continued to arise over the past six years and evaluates the current conditions and the changes that have occurred since the last reexamination.

The following planning reports and documents have been prepared by the Borough over the last several decades and adopted by Runnemede Borough Planning Board:

- **1984** Borough of Runnemede Master Plan

- **1992** (February 12, 1992) Borough of Runnemede Master Plan, prepared by E. Eugene Oross Associates.
- **1998** (July 1998) Master Plan Amendment (addressing Housing and Fair Share elements), prepared by Clancy & Associates.
- **2000** (September 13, 2000) Borough of Runnemede Master Plan Reexamination, prepared by Clancy & Associates.
- **2003** (August 13, 2003) Borough of Runnemede Master Plan Reexamination
- **2006** (June 14, 2006) Master Plan Amendment (addressing Housing and Fair Share elements)
- **2010** (December 8, 2010) Master Plan Reexamination and Recommendations

## **II. Borough of Runnemede Overview**

The Borough of Runnemede is a 2.1 square mile (1,344 acres) municipality in northwestern Camden County, southeast of Philadelphia. The Borough shares a boundary with Bellmawr Borough to the northwest, Barrington Borough to the northeast, Magnolia Borough to the east, Gloucester Township to the south, and Deptford Township in Gloucester County to the west. The development patterns of Runnemede and the surrounding municipalities can be characterized as suburban, with development consisting of medium density residential neighborhoods, with industrial and larger commercial uses near the limited access highways, and concentrations of mixed uses and commercial development along major roadways. Residential development in Runnemede is typical of “first generation” suburban areas, consisting primarily of single family homes on small to medium size lots (generally ranging from 5,000 to 10,000 square feet), with some multi-family residential areas scattered throughout the Borough.<sup>1</sup>

Exit 3 on the New Jersey Turnpike is located at Runnemede’s northern border with Bellmawr Borough, and the Black Horse Pike (State Highway Route 168) traverses the center of the Borough, running in a north – south direction. The Black Horse Pike serves as the major commercial corridor in the Borough, with lesser concentrations of commercial properties on Evesham Road and Clements Bridge Road. The Borough’s convenient access to several major roadways has spurred industrial and commercial development in the Runnemede Commerce Center adjacent to the NJ Turnpike.

The topography in Runnemede is more varied than what is typical of southern New Jersey. The highest point ranges from approximately 140 feet on Irish Hill to near sea level along Timber Creek. The entire western border of the Borough is along Timber Creek and its tributaries. Two municipal parks are located adjacent to the Timber Creek: Runnemede Lake Park and Beaver Branch Park. A trail system includes trails through Beaver Branch Park and along Bowers Avenue and Railroad Avenue along an abandoned railroad line. The Borough’s recreation and library complex is located between the Black Horse Pike and the railroad, on both sides of Elm

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<sup>1</sup> “First Generation” suburbs are those that developed along train lines or major transportation routes in close proximity to cities in the pre- and post WWII era.

Avenue. There are four public schools and one regional catholic school in the Borough including two elementary schools (Bingham and Downing), one middle school (Volz), Triton Regional High school, and St Teresa Regional (Pre-k through 8).

### **A. Runnemede Demographics and Employment**

Runnemede Borough is located approximately 8.5 miles southeast of Philadelphia and, like several of the other surrounding communities, saw rapid growth beginning after the first World War through the 1950s and then experienced some difficult changes as the suburban population became more decentralized beginning in the 1970s and accelerating in the 1980s and 1990s. At the time of the 2010 Census, the Borough’s population was 8,468 people within 3,370 occupied housing units (out of a total 3,548 housing units). According to the U.S. Census Bureau ACS Demographic and Housing Estimates, the 2015 population estimate is 8,414 people, a decrease of 54 people or 1% since 2000. According to the US Census Bureau, the Borough’s population peaked in 1970, and has slowly declined since then with the largest decrease of 9.7% between 1970 and 1980. Some of the population decline is likely attributable to changing American household characteristics, which include families having fewer children and adult children moving into their own apartments or homes, rather than out migration.

The Delaware Valley Regional Planning Commission’s (DVRPC) population forecasts estimate that the Borough’s population will decline by another 185 people to 8,229 by 2035.

<b>Borough of Runnemede Population 1930-2015</b>										
<b>Year</b>	1930	1940	1950	1960	1970	1980	1990	2000	2010	2015
<b>Population</b>	2,436	2,835	4,217	8,396	10,475	9,461	9,042	8,533	8,468	8, 414*

\*US Census Population Estimates

At the time of the 2010 Census, the average household in Runnemede consisted of 2.5 people. Of the 3,370 occupied housing units, 70.9% were owner occupied and 29.1% were renter occupied. There are 81 properties classified as vacant (undeveloped).<sup>2</sup>

### **B. Runnemede History**

Land in Runnemede was initially settled in the late 1600s and early 1700s, and became part of Centre Township in 1855. Centre Township included Brooklawn, Bellmawr, Mount Ephraim, Haddon Heights, part of Haddonfield, Tavistock, Lawnside, Barrington, half of Magnolia, and Runnemede.<sup>3</sup> Runnemede remained a predominantly farming community until the early decades of the 20<sup>th</sup> century, when housing developments and then businesses began to develop. Present day Runnemede Borough was incorporated in 1926 from portions of the now defunct Centre Township. The development of Runnemede was centered along the Black Horse Pike and Clements Bridge Road, and progressed outward. The Borough experienced rapid population growth during the 1940s and 1950s consistent with the suburban population boom following the end of World War II. The acquisition of land in Runnemede for the New Jersey Turnpike and rapid construction of the highway resulted in the opening of the Turnpike in 1951. By the end of the 1950s Triton Regional High School had opened, the Mister Softee Company was fully operational and the Borough’s last farm had been sold for development.

<sup>2</sup> Records search through the New Jersey Association of County Tax Boards at [www.njactb.org](http://www.njactb.org)

<sup>3</sup> The History of Runnemede New Jersey, 1626 to 1976 by William W Leap (1981), page 119.

### **C. Current Land Use**

The Borough of Runnemede is almost completely “built out”, which means that nearly all of the unconstrained privately owned land is already developed, though there are limited opportunities for in-fill development scattered throughout the community. **MAP 1**<sup>4</sup> is an aerial photograph of the Borough and shows the location of Runnemede in relation to the surrounding municipalities. The entire Borough lies in the Metropolitan Planning Area, PA-1, as designated by the New Jersey State Development and Redevelopment Plan Policy Map. **MAP 3** shows the State Planning Area designation in Runnemede and surrounding municipalities. The communities in the Metropolitan Area have strong ties to metropolitan centers, in this case the Philadelphia/Camden/Trenton Metropolitan Region. The municipalities in Planning Area 1 (PA-1) are characterized by mature settlement patterns; infrastructure systems that are approaching their reasonable life expectancy; an aging housing stock; recognition that redevelopment will be the predominant form of growth in the future; and a growing interest in regionalization of services and systems.

## **III. Reexamination of the Master Plan**

The Borough is undertaking this Master Plan Reexamination in accordance with N.J.S.A. 40:55D-89 to review the Borough’s planning policies, to ensure that the Borough’s planning documents reinforce one another, to set the stage for consistency between the Master Plan and the zoning ordinances and to provide the underlying basis for future Borough planning efforts. The Master Plan Reexamination outlines the considerations required by Municipal Land Use Law (Section 40:55D-89) and provides the responses as appropriate. The first three sections (A, B, and C) require a look back at the Borough’s earlier Master Plans, and include observations and an assessment of current conditions, as well as consideration of changes since the last Master Plan was prepared. The last two sections (D and E) include recommendations for actions to guide land use and related policies into the future.

### **A. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report. (N.J.S.A. 40:55D-89a)**

The 1992 Master Plan set forth a list of goals and objectives, which appear to be reflective of the “problems and objectives relating to land development” at the time of the 1992 Master Plan. The goals and objectives were not reviewed in detail in the Master Plan Reexaminations or Amendments adopted between 1992 and the present, as those Reexaminations and Amendments have addressed specific zoning concerns and have noted generally that the proposed amendments were consistent with the goals and objectives of the 1992 Master Plan.

The specific purpose of the 1998 Master Plan Amendment was to adopt a Housing Element and Fair Share Plan which considered the options for complying with the Council on Affordable Housing’s (COAH) rules. The Borough also adopted a Housing Element and Fair Share Plan on June 14, 2006 to address the Round III COAH rules which were in effect at that time, but the rules were subsequently invalidated in January 2007. New COAH new rules were adopted in 2008, but the “growth share” methodology was again invalidated on October 8, 2010. On March 10, 2015, the Supreme Court ruled that the New Jersey Council

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<sup>4</sup> All MAPS referenced are included at the end of the Master Plan document and incorporated herein.

on Affordable Housing (COAH) had failed to act, and as a result, the Courts will be assuming jurisdiction over the Fair Housing Act. The Borough has not yet petitioned the Court for Round III certification, as the future of the COAH regulations were uncertain at the time of the last reexamination.

This Master Plan Reexamination process presents an opportunity to review the principles, goals, and objectives that laid the foundations for the 1992 Master Plan, and to consider whether the goals and objectives have been achieved, whether they are still relevant and appropriate, or whether changing circumstances dictate that they be revised. The 1992 Master Plan indicated that the goals and objectives were “intended to achieve a well balanced land use pattern, adequate circulation, community facilities and recreation areas, as well as provide for opportunities for economic development”. The specific goals and objectives are listed below. Recommendations and any proposed amendments will follow in Section D.

### **1992 Goals and Objectives**

The goals and objectives taken from the 1992 Master Plan are listed below.

1. **Land Use Goal:** To promote balance among a variety of land uses that will support and improve the development character of the Borough. Guide new development and redevelopment to ensure efficient and beneficial utilization of scarce land while capitalizing on the inherent public facility and service efficiencies of the concentrated development patterns.

#### **Objectives:**

- a. Identify incompatible land uses and amend zoning controls to inhibit further conflicts
  - b. Re-affirm past master plan proposals encouraging office development at a reasonable scale along the Borough’s main arterial roads
  - c. Through creating appropriate design standards with the Borough’s site plan ordinance, ensure that new development proposals are compatible with the existing character of the community (e.g. landscaping, site improvements, buffers, etc)
  - d. Encourage sensitive infilling of the remaining vacant lands in the Borough
2. **Housing Goal:** To provide a wide variety of housing types to meet the current and future population at all socio-economic levels.

#### **Objectives:**

- a. Obtain substantive certification of the Borough’s Housing Element and Fair Share Plan from the Council on Affordable Housing
  - b. Encourage the rehabilitation of substandard housing through the Camden County rehabilitation program in order to preserve the existing housing stock.
  - c. Establish an area for a new affordable senior citizen housing development
3. **Circulation Goal:** To utilize the existing system of roads to serve as one of the basis of land use proposals. Capitalize on the high density development patterns that encourage the use of public transit systems and alternative modes of transportation to improve travel among major population centers, employment centers and transportation terminals.

Objectives:

- a. Orient more intensive land use types along major traffic corridors
  - b. Support road improvements of the County and State road networks
  - c. Vigorously enforce off-street parking regulations for new development proposals
  - d. Encourage the development of new public parking facilities adjacent to commercial areas to alleviate congestion
4. Community Facilities Goal: Encourage the expansion and improvement of community facilities to serve the needs of existing and projected populations of the Borough.

Objectives:

- a. Coordinate plans for expanded school and library facilities with the Land Use Plan
  - b. Insure continued adequate fire protection through existing facilities and modernize equipment as necessary.
  - c. Provide recreation facilities for long term population growth
5. Utilities Goal: Expand the Borough's infrastructure system to serve present and future residential and non-residential uses.

Objectives:

- a. Coordinate proposed expansion of water distribution and sewer system with the proposed land use plan.
6. Conservation Goal: To promote preservation of environmentally sensitive land and overall energy conservation in the Borough.

Objectives:

- a. Coordinate land use planning with other state agencies to ensure that environmentally sensitive land such as wetlands and floodplains will be protected from development.
  - b. Promote the expansion of passive open space areas and feasible areas that exhibit environmentally sensitive characteristics as a method of conservation.
  - c. Encourage energy conservation to the greatest extent possible through subdivision and site plan regulations and other governmental actions.
7. Recreation Goal: To provide for both active and passive recreation facilities to serve existing and projected populations of the Borough.

Objectives:

- a. Encourage the expansion of recreational areas where feasible
  - b. To promote additional recreational facilities in the Borough as land becomes available in other areas of the Borough.
8. Economic Development Goal: To enhance and expand the Borough's economic base by promoting the growth of business, industry and employment opportunities

Objectives:

- a. Promote economic development by encouraging redevelopment efforts such as infill and land assembly, public/private partnerships and infrastructure improvements
9. Increased Tax Ratables Goal: Promote additional commercial growth in the zoned commercial areas that still have ample vacant land.

Objective:

- a. Provide for stimulated growth and redevelopment opportunities for the existing central business area along the Black Horse Pike
10. Historic Preservation Goal: Protect and preserve significant historic sites within the Borough.

Objective:

- a. Locate all registered historic sites within the Borough and promote land use patterns that would not have adverse impacts on such sites
  - b. Provide a mechanism for designating of potential historic sites in State and Federal Registers
11. Recycling Goal: Continue compliance with the New Jersey Mandatory Source Separation Recycling Act.

Objective:

- a. Continue full compliance with the Camden County Recycling Program and promote the maximum practical recovering and recycling of materials from municipal solid waste through practices designed to implement state and County programs, both municipal and residential.
12. Intergovernmental Coordination Goal: Provide for the regionalization of as many public services as feasible and economical to coordinate the efforts of state, county and municipal governments to ensure sound redevelopment by encouraging private sector investment and providing supportive government regulations, innovative tax policies and other governmental policies and programs.

**Goals and Objectives added in 2010 Reexamination**

Land Use Goal 2: Promote opportunities for redevelopment and adaptive reuse of existing buildings that incorporate a complementary balance of uses to enhance the vitality of the Borough. Aim to assume the characteristics of the region's most livable and vibrant communities with a mix of vibrant residential neighborhoods, diverse architecture, bustling business and entertainment districts, recreational opportunities, and beautiful open spaces -where community is a way of life.

Economic Development Goal 2: Consider the economics of redevelopment and adaptive reuse as part of an overall planning strategy to ensure that desired redevelopment in various areas of the Borough is realistically achievable and will be financially feasible.

Economic Development Goal 3: Coordinate with regional entities to ensure that the Borough remains a competitive location to do business in the new green economy.

Housing Goal: under the current Housing Goal (To provide a wide variety of housing types to meet the needs of current and future population at all socio economic levels) add the following objective:

Objective: Continue to monitor the evolution of affordable housing laws and rules, and once the rules have stabilized, consider the best means to comply. (As of October 2010 the affordable housing rules and laws are in a state of flux)

Conservation Goal: under the current Conservation Goal (To promote preservation of environmentally sensitive land and overall energy conservation in the Borough) add the following objective:

Objective: Promote the conservation of remaining contiguous wooded areas and seek funding for preservation efforts from local, county, and state sources.

Natural Resources Goal: Protect natural resources and ensure efficient growth patterns that support both smart growth infill development as well as environmental quality.

Objective: Encourage the use of conservation design techniques on the Borough's remaining undeveloped residential lands to ensure a balance between residential development and environmentally beneficial open space.

Objective: Support tree protection and management on public properties, within the right-of-ways, and on private property, in recognition of the many benefits of trees including increased property values, protection of water quality, reduction in storm water runoff, carbon sequestration, and reduction of the urban heat island effect.

Sustainability Goal: Encourage and promote the efficient use of natural resources, consider the impact of buildings on the local regional and global environment, and allow ecosystems to function naturally.

Objective: Conserve and reuse water and treat storm water on-site.

Objective: Optimize climactic conditions through site orientation and design.

Objective: Encourage rooftop solar energy facilities as accessory to principal uses, particularly on large flat rooftops.

**B. The extent to which such problems and objectives have been reduced or have increased subsequent to such date.  
(N.J.S.A. 40:55D-89b)**

Many of the goals and objectives set forth by the Planning Board in the 1992 Master Plan and subsequent 2010 Reexamination Report remain salient today. However, over the course of twenty-five years some problems have been reduced, other challenges have remained, and evolving conditions have brought different problems and potential solutions to the forefront. Steps toward meeting many of the land use objectives identified in the 1992 Master Plan were made by amending the zoning code and by proactively pursuing grants for transportation and community improvements. In some cases the objectives have been met, while other situations have been more difficult. Below is a review of the Goals and Objectives of the Master Plan and a brief explanation of changes or issues that have occurred since 1992 and 2010.

1. 1992 Land Use Goal: To promote balance among a variety of land uses that will support and improve the development character of the Borough. Guide new development and redevelopment to ensure efficient and beneficial utilization of scarce land while capitalizing on the inherent public facility and service efficiencies of the concentrated development patterns.

*Response: The challenges related to maintaining a balance among a variety of land uses are ongoing. While the zoning controls serve to prevent land use conflicts to some extent, the lack of design standards in the current ordinances create uncertainty and a lack of continuity and consistency among developments. As a result commercial development in the Borough does not have a unified design theme, which would contribute to the creation of a 'sense of place'. The need for balanced regulations related to sensitive infill remains a significant concern.*

2. Housing Goal: To provide a wide variety of housing types to meet the current and future population at all socio-economic levels.

*Response: The Borough did obtain substantive certification of the Round I Housing Element and Fair Share Plan from the Council on Affordable Housing (COAH) on October 8, 1992, and submitted a Round II petition in 1998. The Borough has not participated in the current Third Round COAH cycle. The Round III COAH rules were again substantially invalidated on October 8, 2010, and the Governor has pledged to work with the State legislature to substantially alter the affordable housing laws.*

*The Borough has continued to encourage the rehabilitation of substandard housing through the Camden County rehabilitation program in order to preserve the existing housing stock, but the housing stock continues to age and continued rehabilitation and renovation will be needed.*

*An area was established for a senior citizen housing development off of Clements Bridge Road, where the Runsen House consisting of more than 100 income-restricted apartments for seniors was developed in 1993.*

*Later in 2001 the R-3 zone was amended to permit age-restricted housing such as assisted living and continuing care units. As a result of the 2010 Master Plan Recommendations, the zoning for senior housing in the R-3 district now provides specific bulk, area and design standards for the use.*

3. **Circulation Goal:** To utilize the existing system of roads to serve as one of the basis of land use proposals. Capitalize on the high density development patterns that encourage the use of public transit systems and alternative modes of transportation to improve travel among major population centers, employment centers and transportation terminals.

*Response: More intensive land use types have generally been located along the major traffic corridors, and the Borough has supported road improvements on the County and State roadways. Additional road and sidewalk improvements are needed and as the infrastructure ages, additional repair and replacements are needed.*

*The provision of new public parking facilities adjacent to existing commercial areas has been proposed when opportunities have arisen, but generally remains unsatisfied. Recently, there has been municipal parking expansion on the Black Horse Pike, adjacent to Borough Hall. Opportunities to increase parking potential will continue to be proposed.*

*The Borough has recently adopted Resolution 17-125 establishing “complete streets” policy for the Borough. This is included in Appendix E. This should be added into the circulation goal and as an objective.*

4. **Community Facilities Goal:** Encourage the expansion and improvement of community facilities to serve the needs of existing and projected populations of the Borough.

*Response: This goal remains, as existing facilities in good condition will over time be in need of maintenance and upgrades. While significant increases in population are not anticipated; new developments or redevelopments will necessitate consideration for the provision of community facilities to serve the development.*

5. **Utilities Goal:** Expand the Borough’s infrastructure system to serve present and future residential and non-residential uses.

*Response: This goal remains, but is focused more on maintaining and upgrading than expanding, as the Borough is almost entirely “built out”. The Borough’s wastewater was initially sent to a Borough treatment plant, but is now collected by the County system and sent to the CCMUA treatment facility in Camden. The sewer infrastructure is aging. Terracotta pipes installed more than 50 years ago are beginning to show signs of failure in some locations, though this has not presented insurmountable problems as of 2010.*

*Water service is provided by New Jersey American Water, which has recently purchased a property on Evesham Road (block 92 lot 4) for a water pumping station.*

*PSE&G Co. maintains an electrical substation off of Evesham Road in Runnemede, and has recently proposed to upgrade the switching station with new equipment to increase capacity.*

6. Conservation Goal: To promote preservation of environmentally sensitive land and overall energy conservation in the Borough.

*Response: State environmental protection regulations have provided assurance that freshwater wetlands and transition buffer areas will be protected with any development proposal. The promotion of energy conservation is now a more prominent concern and continues to be a relevant goal.*

*The expansion of passive open space areas is difficult in a densely developed community, but remaining undeveloped lands should be considered for preservation. Also, creative development and redevelopment techniques may create opportunities for pocket parks or passive open space areas integrated within developments.*

7. Recreation Goal: To provide for both active and passive recreation facilities to serve existing and projected populations of the Borough.

*Response: Since 1992 the Borough has constructed a new playground at 6<sup>th</sup> Avenue and Central Avenue, on land owned by the VFW. The Runnemede Public Library was built with CDBG funds in 2004. Improvements to fields and service buildings have been completed at the RYAA over the past several years. In addition, improvements to Beaver Branch Park tennis courts and basketball courts have been completed as well as installation of new multi-purpose fields. Remaining undeveloped lands may be considered for future open space acquisition in order to expand the Borough's limited green infrastructure.*

8. Economic Development Goal: To enhance and expand the Borough's economic base by promoting the growth of business, industry and employment opportunities

*Response: This is an ongoing challenge, particularly for first generation suburbs, where land development patterns have established a relatively dense development pattern, and land assembly or lot consolidation is often needed to create "new" opportunities. There have been some significant developments since 1992 including the completion of Ninth Avenue and additional flex office/light industrial business in the Runnemede Business Park, the Super Wawa and new CVS. Some long standing businesses have left the Borough as well, so the economic development goals remain salient.*

*In 2017, Borough Council authorized the Planning Board to undertake a Preliminary investigation to see if certain properties qualify as an area in need of redevelopment. The properties identified within the study area include the area generally along the east and west side of the Black Horse Pike between the New Jersey Turnpike and Clements Bridge Road. This Redevelopment Investigation is currently being performed.*

*Once completed, any designated redevelopment areas within the study area will assist with the Borough's ongoing economic development goals.*

9. Increased Tax Ratables Goal: Promote additional commercial growth in the zoned commercial areas that still have ample vacant land.

*Response: This goal remains, some vacant properties represent prime opportunities for development; and with well designed sites and buildings, they may anchor the business district and set the tone for future development and redevelopment.*

*Currently, the Planning Board is undertaking a redevelopment investigation of the entirety of Blocks 40-52, 32-39, 21-23, 25, 27-29.*

10. Historic Preservation Goal: Protect and preserve significant historic sites within the Borough.

*Response: This goal remains generally, but the Borough has not provided a mechanism for designating of potential historic sites on the State and Federal Registers as had been recommended in the 1992 Master Plan. The New Jersey and National Registers of Historic Places do not list any sites in Runnemede.<sup>5</sup> With the exception of the bridge over Timber Creek, historically significant sites are not known to the Planning Board.*

11. Recycling Goal: Continue compliance with the New Jersey Mandatory Source Separation Recycling Act.

*Response: The Borough continues to promote recycling in compliance with State and County requirements and has implemented a single stream recycling program, simplifying the recycling procedures.*

12. Intergovernmental Coordination Goal: Provide for the regionalization of as many public services as feasible and economical to coordinate the efforts of state, county and municipal governments to ensure sound redevelopment by encouraging private sector investment and providing supportive government regulations, innovative tax policies and other governmental policies and programs.

*Response: The Borough has partnered with nearby and neighboring municipalities to share services and realize efficiencies in service delivery.*

- *Runnemede, Barrington, Mount Ephraim truck wash*
- *Beaver Brook Alliance for Fire and EMT services includes Runnemede, Barrington, Bellmawr.*
- *Dispatch service (tower on Hill Ave)*

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<sup>5</sup> NJ DEP - Historic Preservation Office website

- *Other cooperative initiatives for insurance (JIFF) and other services.*

**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, 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.  
(N.J.S.A. 40:55D-89c)**

### **1. Runnemede Borough Policies, Goals, Objectives, Concerns**

While the Borough has not seen a fundamental shift in the assumptions, goals and objectives that formed the basis for the 2010 Master Plan Reexamination; there have been some circumstantial changes in and around the Borough, some changes to statewide policies and regulations that impact the Borough, and some new perspectives on how to respond to economic and social changes. Many small to medium sized developed suburbs, such as Runnemede, face common problems that can be solved more efficiently and effectively with coordination and cooperation. Such cooperation can also provide a shared voice to advocate for the concerns of similarly situated municipalities.

While many of the Borough's goals and objectives have remained steady over the last eighteen years since the 1992 master plan was adopted, the means to achieve them have evolved over time. Experience has informed the Borough's planning strategy. As the Borough has gained some experience with revitalization planning and in dealing with the challenges of redevelopment and service delivery faced by mature suburban communities, the opportunities for alternative means of reaching goals and objectives have been considered.

The most notable change from the 1992 Master Plan to the present is the increased interest in and concern about revitalizing and reinventing developed commercial and mixed use areas. The 1992 Master Plan encouraged redevelopment efforts including infill and land assembly for redevelopment, but specific strategies were not fleshed out.

The Borough Council has authorized the Planning Board to undertake a Preliminary investigation to see if certain properties qualify as an area in need of redevelopment. The properties identified within the study area include the area generally along the east and west side of the Black Horse Pike between the New Jersey Turnpike and Clements Bridge Road. This area includes the entirety of Blocks 40-52, 32-39, 21-23, 25, 27-29.

The recent recession has resulted in high unemployment, decreased consumer spending, diminished demand for existing housing stock and commercial space, a dearth of credit for development, and has halted many development projects. These

impacts have been felt across the State and the nation and have affected all sectors of the economy and people of all income levels. The economy will take some time to rebound. Redevelopment planning will assist to invigorate the local economy.

While economic recovery from the recession is underway, the economic changes that have taken place may have longer lasting impacts on society's preferences, priorities, and housing choices, directing more interest toward redevelopment and "smart growth" in the long run. Many experts agree that the general societal trend will not likely revert fully to its pre-recession affinity for conspicuous consumption. Preferences for large houses on large lots with large gas guzzling SUVs in the driveway in far-flung suburbs may be replaced (at least for some) by preferences for smaller lots in compact neighborhoods with an established sense of community and sense of place, with smaller homes that are more energy efficient and closer to places of work. If the projections are correct, this change in consumer preference will be to the benefit of Runnemede.

In order to seize on opportunities to fuel the foundations of a vibrant community over the long term, Runnemede will need to: encourage the maintenance and modernization of the existing housing stock so that it remains relevant and desirable in the real estate market, encourage the emergence of a unified design scheme in the commercial areas, enhance pedestrian amenities, and reinforce a sense of place that separates sought-after communities from those that are more nondescript. At the same time, the Borough is mindful of the financial constraints faced by homeowners and business owners, and wishes to retain its residents and businesses without placing undue financial strains upon them. The Master Plan Reexamination seeks to set the stage for the necessary balance.

**Specific Land Use and Development issues that have arisen since the last Master Plan Reexamination in 2010 are outlined below. The observations and issues lead to recommendations for policy changes and/or implementation of regulatory changes in Section D.**

- a. **Need for Commercial Character.** There is concern about the design and architectural character of non-residential development and redevelopment, particularly along the Black Horse Pike. Without clear design guidelines, development and redevelopment can appear uncoordinated and haphazard and therefore does not contribute toward the creation of a unified a sense of place or destination.
- b. **Commercial District Challenges.** The Black Horse Pike corridor has two different but intermingled characters. One is that of an interstate highway interchange area. The other is of a "main street" business district. At present the entire Black Horse Pike Corridor frontage is within the Commercial zoning district. The area closer to the Turnpike interchange there are some larger commercial properties (though still relatively small) and the uses are oriented to motorists. In the area in between Seventh Street to the north and First Street to the south; the lots are smaller and the depth of the commercial district is only 100 feet. The shallow lot depths can be an obstacle to commercial redevelopment, particularly because of parking concerns.

- c. **Commercial Vacancy.** There are a number of commercial vacancies along the Black Horse Pike and Clements Bridge Road. In the summer of 2017 there were approximately twenty-six (26) vacant buildings or store fronts along with two vacant properties along the Black Horse Pike and Clements Bridge Road. The vacancies coupled with other perceived problems including lack of convenient parking, lack of coordinated design and “sense of place” contribute to an on-going struggle to sustain a viable business district in the Borough’s commercial core.
- d. **Black Horse Pike Business District Parking.** There is a perceived lack of parking for businesses on the Black Horse Pike. Many downtown business districts are plagued with similar parking problems to those faced in Runnemede, however Runnemede’s problem was compounded when work on the Black Horse Pike, a state highway, eliminated parking in front of many businesses. A balance needs to be struck between providing ample convenient parking so businesses may survive and thrive, and also maintaining the sense of place that differentiates a “Main Street” district from a strip mall shopping center. Typically on-street parking is a key element of a downtown district, but in Runnemede much of the on-street parking has been eliminated by NJDOT. The agglomeration of businesses and services, not separated by large parking fields, is what attracts people to a downtown and allows a variety of businesses to complement one another, but the area must be easily accessible by customers. Consider potential locations for public or shared parking lots and the potential to initiate a way-finding signage program so people can easily navigate to parking areas and to specific destinations.
- e. **C Commercial Impervious Coverage.** The maximum impervious area permitted in accordance with section 395-9I is 50%. Many existing lots are developed with more than 50% impervious. Development or redevelopment proposals will need to accommodate both buildings and parking areas. Further, sufficient development opportunity needs to exist in order for a redevelopment project to be financially feasible – a redevelopment project needs to result in a return on investment, in order to incentivize the investment. Setting a standard that can rarely be met does not send a positive message to potential investors.
- f. **Commercial Infill development.** Infill development typically refers to development on a limited supply of scattered vacant sites in an otherwise built up area. In Runnemede there are two distinct types of infill opportunities. The first are commercial lots such as the properties on Ninth Avenue within the Special Economic Development zoning district. These properties are within the light industrial area and include lots 43.03 (15.2 acres), lot 43.05 (5.4 acres), and lot 43.06 (3.6 acres) on Block 135. All three properties are under common ownership, and only one has a “for sale” or “for lease” sign posted at this time. These properties are of sufficient size that the infill development may occur consistent with the existing SED zoning.

The second type of infill consists of scattered small commercial properties. For these properties, such as the vacant commercial property on Clements Bridge Road just west of the Presidential Court Apartments (block 146 lot 8), and the vacant property on the east side of the Black Horse Pike at Eighth Avenue (block 35 lots 7, 7.01 and 7.02), the challenges include identifying viable uses, creating a site plan that can accommodate the use, and designing the site to meet modern standards. For these properties, infill consistent with the scale of surrounding development and the assemblage of adjacent lots should be encouraged to create a valuable development project.

The Borough may work with property owners and potential developers to facilitate infill development that will provide for attractive buildings and desired uses, and enhance the ratable base.

- g. **Redevelopment opportunities.** There are several specific properties that have fallen into disuse and that present opportunities for redevelopment or adaptive reuse. Some of the vacancies are at key intersections or gateway areas, such as the former LaFlam Chrysler site at the intersection of Black Horse Pike and Evesham Road. The continuation of the vacancies may have a draining effect on the vibrancy of the business district, but the vacancies also present an opportunity. The available land and buildings have the potential to make efficient and effective use of space in already developed areas. A few of the redevelopable properties are relatively large relative to the Black Horse Pike business district area and are at key locations. The redevelopment of these properties could set a standard for redevelopment, serve as an example for good design, and potentially catalyze additional redevelopment.

Borough Council has authorized the Planning Board to undertake a Preliminary investigation to see if certain properties qualify as an area in need of redevelopment. The properties identified within the study area include the entirety of Blocks 40-52, 32-39, 21-23, 25, 27-29.

- h. **Sidewalks.** In order to the community to be pedestrian friendly, to promote walkability, and encourage connectivity between the residential areas and the commercial areas, sidewalks need to be consistently available. Sidewalks are conspicuously absent in some areas frequented by pedestrians (this is of particular concern along Clements Bridge Road). In other areas, the sidewalk is present, but the overall pedestrian environment needs improvement. The zoning code does not provide specific requirements for sidewalks and crosswalks.
- i. **Irish Hill Road.** Irish Hill road contains an eclectic mix of residential homes, light industrial and office uses. There has been some reflection on the future of the area and whether the Borough and the land owners may be able to capitalize on the unique location and views. Currently the properties at the corner of Irish Hill Road and Clements Bridge Road are within the C Commercial zoning district and the next three properties on each side of the road (southern portion of the road) are within the R-1 zoning district. The

properties at the top, or northern portion of the road, are within the SED zoning district, but they are in a sense isolated from the rest of the SED zone because the steep slope prevents Irish Hill from connecting with Ninth Avenue.

- j. **Zoning Regulation of “New” Uses.** There are some modern uses that were likely not intentionally left off of the lists of permitted uses within the zoning code, but that may not have been contemplated at the time the zoning requirements were crafted. These uses include gyms and health clubs, internet cafes, solar energy facilities, telecommunications towers, electric car charging stations. The Borough Council may wish to amend the zoning code to account for these uses.
- k. **Greening of the Community.** As society has become more seriously concerned about the environmental and economic effects of excessive dependence on fossil fuels and of wasteful consumption of energy and resources, there is increased interest in the means to establish a more sustainable economy and lifestyle. The Master Plan may recommend general or specific strategies.
- l. **Regional Planning Efforts.** The coalition of Black Horse Pike communities (Audubon Park, Audubon Borough, Bellmawr Borough, Brooklawn Borough, Haddon Heights Borough, Mount Ephraim Borough, Runnemede Borough and Haddon Township), together with the Camden County Improvement Authority and consultants have recognized the common interests of the participating municipalities and have undertaken planning initiatives to organize and prioritize planning efforts and create a strategy for implementation. Runnemede may make the most of the progress and planning that have been accomplished by the Black Horse Pike municipalities to support and advance Runnemede’s planning efforts. Several regional planning initiatives, culminating with the Black Horse Pike Regional Comprehensive Economic Development Strategy, have proposed creative ideas and potential solutions to some of the region’s perennial problems, but many of these proposals must be implemented on a local level. Where the Borough agrees with and supports the principles and recommendations in the Black Horse Pike Plan, the Master Plan should support the strategies and add local detail where needed.

## 2. Renewable Energy

The State Legislature has enacted several pieces of new legislation over the last year that affect renewable energy facilities (solar, wind and biomass). The various laws converge to generally encourage the production of alternative and renewable energy, yet without local efforts to link the state laws to local ordinances, there is some confusion about what is and is not permitted, and a lack of clarity about municipal land use intentions.

Below is a summary of the laws enacted by the New Jersey State Legislature.

- **P.L. 2009 C 213** (January 16, 2010) relates to the installation of solar, wind and biomass energy generation facilities on preserved farms and commercial (unpreserved) farms and also modifies the Right to Farm Act and farmland assessment as they relate to renewable energy facilities.
- **P.L. 2009 C 146** amends Municipal Land Use Law N.J.S.A. 40:55D-4 and 7 to include definitions for “Inherently Beneficial Use” and “Wind, solar or photovoltaic energy facility or structure”.
  - **Inherently Beneficial Use** - “a use which is universally considered of value to the community because it fundamentally serves the public good and promotes the general welfare. Such a use includes, but is not limited to, a hospital, school, child care center, group home, or a wind, solar or photovoltaic energy facility or structure.”
  - **Wind, Solar or photovoltaic energy facility or structure** – “a facility or structure for the purpose of supplying electrical energy produced from wind, solar, or photovoltaic technologies, whether such facility or structure is a principal use, a part of the principal use, or an accessory use or structure.”
- **P.L. 2009 C 35** (March 31, 2009) adds a section to Municipal Land Use Law N.J.S.A. 40:55D-66.11 which provides that a renewable energy facility is a permitted use within every industrial zone as long as the parcel consists of at least 20 contiguous acres owned by the same entity.
- **P.L. 2009 C 244** (January 16, 2010) creates new sections within Municipal Land Use Law N.J.S.A. 40:55D-66.12 to 40:55D-66.15, to provide guidance for wind energy systems, and provides that ordinances adopted by municipalities to regulate the installation and operation of small wind energy systems shall not unreasonably limit such installations or unreasonably hinder the performance of such installations. The law defines the unreasonable hindrances and requires that within 10 months of enactment of adoption of the law (January 2010), the Director of the Division of Codes and Standards in the DCA , in consultation with the DEP will issue a technical bulletin including a model municipal ordinance for the construction of small wind energy systems.
- **N.J.S.A. 52:27D-141.1 (March 31, 2009)** provides that developers of 25 or more single family residential dwelling units shall offer the installation of solar energy systems as an option to homeowners.
- **P.L. 2010 C 4** (April 22, 2010) provides that solar panels are not to be included as impervious surface for impervious cover calculations or for storm water management planning, only the foundation may be considered impervious.

### 3. Other State Policy

- a. **State Plan.** The New Jersey State Development and Redevelopment Plan was adopted in March of 2001. The Draft of the updated State Plan was released in 2009, but has not yet been adopted so the 2001 Plan remains the plan in effect at

this time. The State Plan designates Runnemede as part of the Metropolitan Planning Area (PA-1). PA-1 is a smart growth area, which is a generally developed area where investment in infrastructure and redevelopment are encouraged.

Within Planning Area 1, the State Plan's intention is to:

- provide for much of the state's future redevelopment;
- revitalize cities and towns;
- promote growth in compact forms;
- stabilize older suburbs;
- re-design areas of sprawl; and
- protect the character of existing stable communities.

These goals are to be met by strategies to upgrade or replace aging infrastructure; retain and expand employment opportunities; upgrade and expand housing to attract a balanced residential population; restore or stabilize a threatened environmental base through brownfields redevelopment and greenway enhancement; and managing traffic effectively.

As part of the Metropolitan Planning Area, redevelopment and revitalization in Runnemede is encouraged and supported by the State Plan.

- b. **The New Jersey Residential Site Improvement Standards** (N.J.A.C. 5:21) supersede municipal zoning regulations when there are conflicts.
- c. **The New Jersey Council on Affordable Housing's** (COAH) Third Round regulations were initially adopted in 2004, and substantially invalidated in an Appellate Division decision in January of 2007. COAH then released new Third Round regulations that became effective on June 2, 2008, and amendments were immediately proposed and became effective on October, 2008. The rules were again challenged on many fronts and after two years, on October 8, 2010 the Appellate Division invalidated the "growth share" methodology for establishing affordable housing obligations. Some aspects of affordable housing rules and regulations remain in effect. On March 10, 2015, the Supreme Court ruled that the New Jersey Council on Affordable Housing (COAH) has failed to act, and as a result, the Courts assumed jurisdiction over the Fair Housing Act. At the time of the 2010 Master Plan Reexamination Report, the Borough decided to continue to monitor these developments, and when the situation stabilizes, determine whether an updated Housing Element and Fair Share compliance plan should be prepared and submitted. The July 2015 report from the Fair Share Housing Center provides obligations utilizing the methodology from David Kinsey. These reflect a prospective need obligation of zero (0) units for the Borough of Runnemede. At this time, where many municipalities are choosing to settle with the Fair Share Housing Center, and where actual obligation has not been determined by the Courts, given the low number of the Borough, it is recommended that the Borough continue to monitor these developments while also continuing to provide affordable housing opportunities for all its residents.
- d. **New Municipal Storm Water Regulations** were adopted (N.J.A.C. 7:8) in 2004 requiring that all municipalities adopt a Stormwater Plan. The Borough has filed its stormwater permit and is in compliance with the regulations.

- e. New **Water Quality Management rules** (N.J.A.C. 7:15) were adopted by the NJ DEP and became effective on July 7, 2008. These Rules assigned primary wastewater management planning responsibility to the 21 counties. The Borough is in compliance.
  
- f. The 1987 **New Jersey Statewide Mandatory Source Separation and Recycling Act** (N.J.S.A. 13:1E-99.11 et seq.) calls for source separation and recycling of solid waste throughout the state. The original goal was for a minimum of 15% of the total solid waste stream to be recycled. This goal was then increased to 25%, then 40% and finally 60%. The New Jersey Office of Recycling oversees the State Recycling Fund, which is administered via a tonnage grant program. Each county was required to enact district recycling plans to specify the recyclable materials, create a plan to collect and market the materials, and appoint a recycling coordinator to administer the district. Each municipality was required to designate a recycling coordinator, adopt ordinances to include recycling provisions and enforcement procedures for residents and businesses, and to collect the recyclables either by contract or municipal services. The Master Plan for each municipality must also include requirements for recycling, requiring that provisions for recycling be incorporated into new residential, commercial and industrial development (N.J.S.A. 13:1E-99.16). The New Jersey Municipal Land Use Law (MLUL) was amended in response to the New Jersey Source Separation and Recycling Act adopted in 1987. One of the purposes of Municipal Land Use Law (N.J.S.A. 40:55D-2) specifically addresses recycling. The Borough is in compliance with applicable recycling reporting and requirements.

**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.  
(N.J.S.A. 40:55D-89d)**

A new comprehensive Master Plan is not needed at this time, as the planning foundations set forth in the 1992 Master Plan documents and the 2010 Master Plan Reexamination remain relevant today. This section outlines the recommended changes and additions to the Master Plan. Together the Borough's 1992 Master Plan along with the 2010 and 2017 Reexamination and Recommendations Reports will form the whole of the Borough's Master Plan.

The aligning of the Borough's Master Plan and zoning code, so that they reinforce one another will diminish uncertainty about the Borough's expectations, provide guidance for the Land Use Board and Borough officials, and will communicate the Borough's intentions to landowners and potential developers. Codes that are too complex or too vague (leaving them open to interpretation) are often deterrents for redevelopers, who need to be able to assess, in definite terms, what is required for a redevelopment or adaptive reuse project, and how much it will cost.

The specific Master Plan Amendments and Recommendations are listed below and will serve to ensure that the Borough's planning policies and regulations support the goals and objectives as the Borough strives to implement effective regulations and efficient processes.

**1. Goals and Objectives.**

Several nearby inner-ring suburbs have taken a proactive approach toward planning and redevelopment over the last decade and have realized some success in attracting investment, redevelopment, and new residents. While there is some evidence that interest in and demand for a small town lifestyle, within an urban/suburban metropolitan complex, is on the rise, many factors must converge to realize such success. Deliberate steps must be taken to cultivate the sense of place that attracts people and businesses and to plan for and open the door for investment, while also demanding high quality design and construction to enhance community character. Investments beget other investments, and when guided by strong planning can add up to enhance the cultural, historical, and artistic qualities of a municipality.

The Borough of Runnemede is situated close to major transportation routes, major job centers, and has a variety of residential housing types. The Borough, along with many of its neighboring municipalities, has been working to retain and attract business and redevelopment and to sustain its thriving neighborhoods. The sense of helplessness about the decline of downtown business districts in the 1980s has given way to a glimmer of optimism about the potential to capitalize on unique assets and defining character of older suburban communities.

**In order to provide support for the Borough's land use and planning policies, the following goals and objectives are added to the Master Plan** (all of the 1992 Master Plan Goals and 2010 Reexamination Recommendations are listed in Section A on pages 12-14):

1. Under the current Land Use Goal 1 (To promote balance among a variety of land uses that will support and improve the development character of the Borough. Guide new development and redevelopment to ensure efficient and beneficial utilization of scarce land while capitalizing on the inherent public facility and service efficiencies of the concentrated development patterns) add the following additional objective:

Objective (e): Amend the sign code to provide clear and consistent guidelines for signage throughout the Borough.

2. Under the current Circulation Goal 3 (To utilize the existing system of roads to serve as one of the basis of land use proposals. Capitalize on the high density development patterns that encourage the use of public transit systems and alternative modes of transportation to improve travel among major population centers, employment centers and transportation terminals.) add the following sentence "Incorporate 'complete streets' policy." And add the following objective:

Objective (e): Utilize "complete streets" policies to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options.

2. **Update the 2010 Zoning Recommendations.** Several recommendations for Zoning District amendments were made as part of the 1992 Master Plan adopted by the Planning Board, but not all of the revisions were adopted by ordinance by Borough Council. The recommendations that were not implemented were discussed in the 2010 Reexamination Report and those that were not completed are listed below along with the Planning Board's recommendations, to update the 1992 Master Plan and provide clarity as to the Borough's current intentions.

- The 1992 plan had recommended the adoption of design standards within the site plan ordinance to govern the scale and characteristics of improvements required for new development.

*This recommendation remains and is detailed further below.*

3. **General Office Design and Parking.** The policies for the GO General Office zoning district remain for the GO areas along arterial roads that abut both commercial and residential districts. The GO zone is a transition district, where conversion of former dwellings, as well as new construction of offices, is encouraged.

It is recommended that design standards be adopted for the GO district to encourage office buildings to maintain a residential scale and character, and to encourage shared parking with adjacent properties, with cross access behind the buildings where possible. Parking standards governing the number of required parking spaces would still apply where shared parking is proposed, but the interconnections could ease traffic circulation on the main roadways, and with planning board approval could permit sharing for complementary uses. For example, where 2 adjacent properties have been or will be converted from residential use to office use and a cross access agreement is proposed, the parking areas would be connected, and one drive way could be “one way in” and the other could be “one way out”. In considering shared parking and/or cross access agreements, the Planning Board will balance the intensity of the proposed uses to ensure that there is ample parking and that the cross access is beneficial.

4. **Continue to define the “Downtown” area and the “Highway Commercial” area along Black Horse Pike through the redevelopment process.** There is currently a determination of need study being undertaken on the Black Horse Pike Corridor. This study, if determining the area is in need of redevelopment, should then lead to a Redevelopment plan to help facilitate the following recommendations, which were part of the prior Master Plan Reexamination.

The Black Horse Pike corridor in Runnemede is part downtown commercial (toward the south), and part highway interchange commercial (toward the north). Delineating the two areas will allow for certain standards governing the areas to be differentiated. While the delineation may seem artificial in some respects, there are distinctive characteristics that can be fostered in each of the areas. For example the scale and height of buildings as well as freestanding signage may be larger and taller in the highway interchange area, whereas the buildings, the streetscape, and signage are at a smaller scale in the “downtown” area. It is recommended that “Highway Commercial” overlay standards be applied to the area along the Black Horse Pike north of Smith Lane. The area stretches approximately a quarter of the mile south of the NJ Turnpike interchange. The Highway Commercial overlay area is intended to serve as a frame of reference for signs and site design. The permitted uses in the commercial zoning district will still apply.

Within the Highway Commercial Overlay area lot consolidation is encouraged. The sign standards for commercial uses in the Highway Commercial Overlay should differ somewhat from the sign standards in the Commercial zone overall. Details are provided in the recommendations relating to signage below, and would generally permit taller and larger freestanding signs in recognition of the larger lot areas and orientation toward through-traffic.

5. **C Commercial Design Standards.** The 1992 Master Plan describes the Commercial zoning district as following a “Main Street” configuration, with clustered small shops, restaurants and offices along the main roads in the Borough, such as the Black Horse Pike and Clements Bridge Road. The Plan had noted that the commercial district was almost fully developed, with new

uses generally involving re-use or redevelopment of properties. The policies for the commercial areas included “sound site planning practices” and “upgrading of existing properties” including buffering, frontage improvements and landscaping to ensure that new construction fits into the established development characteristics of the commercial districts.

While the 1992 assumptions remain to some extent, there have also been some changes. The assemblage of lots on a few tracts at the northern end of the Borough, closer to the Turnpike access, have resulted in larger, more automobile oriented developments such as the Super Wawa and the CVS. Further, the incremental changes made to the business district closer to Clements Bridge Road, without clear design guidance has eroded some of the essential characteristics of the Borough’s business district.

It is recommended that design standards be adopted, to provide guidance for redevelopment, adaptive use of existing buildings, and renovation within the commercial areas of the Borough. Design standards will allow the Borough to establish up front what type and form of development is desired, rather than waiting to react to development proposals. The design standards would apply to commercial properties or specific zoning districts, as determined by Borough Council. The design standards will then be available to guide property owners wishing to renovate their properties, and would be used in the review of site plan applications. A draft of the design guidelines is included as Appendix A

- 6. Shared “Public” Parking.** Options for municipal parking lots to serve the “downtown” businesses should be vigorously pursued. The costs of purchasing land and constructing a parking lot are daunting for a small municipality, especially given current fiscal conditions. Yet, the addition and promotion of additional “public parking” areas may provide an incentive for new businesses to locate in the downtown business district area or may make it possible for existing struggling businesses to survive.

The Planning Board has come up with a few possible alternatives for consideration, all of which would require a more thorough analysis prior to taking action.

- Lots along Second Avenue on the west side of the Black Horse Pike behind the Polish Deli and barbershop. The lots currently contain a gravel parking area for roughly 20 cars, and are privately owned and currently reserved for the uses on lots 1, 2, 3 and 4 fronting on the Black Horse Pike. The Borough may be able to work with the owner to improve the lot and provide some public parking spaces.
- Verizon property on Block 43, lots 9 and 10.01 on the west side of the Black Horse Pike between Third and Fourth Avenues. The parking spaces behind the building may be underutilized.

- Unused portion of the gas station on the east side of the Black Horse Pike at Second Avenue.
- Properties on both sides of Fourth Avenue on the west side of the Black Horse Pike, if ever redeveloped could also provide some opportunities for shared parking.
- The properties at the southeast intersection of 6<sup>th</sup> Avenue and the Black Horse Pike (block 47 lots 1 and 2) contain two separate buildings and uses, but are both for sale at this time. If consolidated and redeveloped these properties would present an opportunity for commercial development and shared parking.

Recently the Borough created parking along Black Horse Pike, adjacent to the municipal building. Opportunities for shared parking and interconnectivity should continue to be considered with every redevelopment or adaptive reuse. Though each property owner has individual interests, the Borough views each property in the context of the whole, and should try to facilitate win-win parking solutions wherever possible.

7. **Shared and Additional Private Parking.** It is generally agreed that one of the biggest problems plaguing the Black Horse Pike business district in Runnemede is a lack of convenient parking. The lack of parking, which was exacerbated when NJDOT made roadway improvements in 2004-2005, is an obstacle to property owners endeavoring to lease or sell their buildings and for existing businesses trying to compete with other convenient shopping areas.

It is recommended that the zoning ordinance include language to promote the elimination of excessive curb cuts and encourage shared parking arrangements with cross access easements to allow parking areas at the rear of adjacent properties to be interconnected. This may allow ingress on one side street, and egress on another.

It is also recommended that the Borough Council consider amending the R-1 zoning district to conditionally permit parking lots accessory to an adjacent commercial use. This would allow the lots in the first block off the Black Horse Pike, next to commercially zoned properties to be converted to a parking area to serve the adjacent commercial use on the Pike. The conditions would require that a site plan for the conversion be reviewed and approved by the planning board, would require that the parking area be designed consistent with the ordinance requirements of section 395-13, and would require a landscaped buffer area between the parking lot and the next residential lot. Though this may not be a practical option for all property owners because it would require a significant investment (buying a house to demolish it and create a landscaped parking area), it would provide an alternative for a property owner looking to improve the viability of an otherwise valuable Black Horse Pike property that lacks parking.

8. **C Commercial Impervious Area.** The maximum impervious area permitted in the Commercial zoning district in accordance with section 395-9I is 50%. Many existing lots are developed with more than 50% impervious area. Development or redevelopment proposals will need to accommodate both buildings and parking areas and sufficient development opportunity needs to exist in order for a redevelopment project to be financially feasible. A redevelopment project needs to offer ample development opportunity to incentivize the project, while also maintaining environmental integrity. Setting a standard that can rarely be met creates inefficiencies in the review and approval process and does not send a positive message to potential investors. It is recommended that the impervious coverage limit in the C-1 zone be increased to 70%, conditioned upon the applicant providing some onsite storm water mitigation measures even if stormwater management is not required by state stormwater regulations, such as rain gardens, bio swales, roof drains connected to drywells, rain barrels for irrigation, or infiltration trenches. Existing sites within the Commercial district where excessive pavement dominates the landscape should also be encouraged to retrofit parking areas and along the right of way to create a more inviting curb appeal and to mitigate storm water flow. The example below is from Covington, Kansas.



*Before*



*After*

9. **Senior Housing.** The Planning Board also recommends that “assisted living” and “continuing care facilities” be added as a conditionally permitted use in the SED zoning district. Amendment to the existing standards for these uses are recommended as well. Definitions of these two uses should be added to the ordinance.

The following recommendations to amend the current standards for continuing care retirement units (Section 395-24.C.(1)) are as follows:

- Maximum Impervious Coverage: 60%
- Building Coverage: 35%

- Parking Setbacks:
  - From Building (excluding loading areas): 12 feet
  - From Public Street: 50 feet
  - From internal street or collector driveway: 10 feet
- Minimum Distance between buildings: 20 feet
- Accessory Building Minimum Yard Depths and Height Limitations
  - Front Yard: 75 feet, except guardhouses may be 25 feet
  - Side and Rear Yards: 25 foot or buffer requirement
  - Maximum Accessory Building Height: 12 feet
- Additional Requirements: Individual dwelling units shall meet or exceed minimum design requirements specified by the New Jersey Housing Mortgage Finance Agency or the New Jersey Department of Health and Senior Services, as applicable.

**10. Sidewalks and Crosswalks.** Sidewalks and pedestrian crossings are an essential element of a successful “downtown” business area, as well as for connecting residential areas. The importance of sidewalks can not be overstated.

**a. Black Horse Pike Business District.** While sidewalks in residential areas with low pedestrian traffic volumes may be three to four feet wide, sidewalks in commercial areas should be a minimum of six feet wide (when not precluded by right-of-way limitations, such is the case along some portions of the Black Horse Pike). Variations in sidewalk paving, along with landscaping along the sidewalk enhance the pedestrian experience and subtly encourage people to linger and walk between businesses. The fact that the Black Horse Pike is both a State Highway and a “main street” at the same time creates challenges. The lack of parking on the northbound side of the Black Horse Pike, along with existing building setbacks within three or four feet of the curb on some blocks, has relegated the pedestrian realm to a narrow area. When opportunities for redevelopment arise, the Borough should have a specific standard in place for the verge between the roadway and the building frontage, including sidewalks, textured crosswalks when appropriate, and landscape standards. Sidewalks and pedestrian plazas should also be considered to connect adjacent properties.

**b. East Clements Bridge Road.** Sidewalks are missing along portions of Clements Bridge Road east of the Black Horse Pike, making for an uneasy pedestrian experience. The area from Ninth Avenue to the north to Second Avenue to the south is particularly dicey, as the sidewalk is often absent or in disrepair. For example at the Heritage store on the south side of East Clements Bridge Road, the asphalt parking area comes all the way to the roadway, with no physical or visual separation to provide a safe walkway for pedestrians. It is recommended that the Borough work with the County to

provide for the construction or reconstruction of sidewalks in this area, and where possible add a landscaped (grass or other low maintenance green ground cover or rain garden area) strip between the road and the sidewalk.

**11. Open Space Preservation.**

The Planning Board recommends that the potential for preserving remaining tracts of undeveloped land be pursued. The approximately 21 acre tract on the north side of Evesham Road, east of Hartford Drive (Block 149.01, Lot 1) is zoned for residential use, and is presently undeveloped and wooded. The site is adjacent to the PSE& substation lot, and if preserved would provide needed open space on the eastern side of the Borough. The Borough's significant natural recreation and open space areas are on the west side of the Black Horse Pike, and this parcel would be a valuable addition to the Borough's open space inventory, on the eastern side of the Black Horse Pike. It is recommended that the Borough confer with Camden County, the State Green Acres program, as well as the property owner, to assess the potential for preservation of this property.

**12. Green Buildings.**

Looking toward the future, it is recommended that private property owners, developers and builders, as well as public institutions incorporate green building technologies and techniques into development and redevelopment projects in Runnemede. Developers may refer to the Leadership in Energy and Environmental Design (LEED) system developed by the United States Green Building Council for guidance in choosing sustainable design elements and building materials. The Planning Board does not recommend that specific compliance with LEED or other green rating systems be required at this time, as there are more ways than one to meet "green" objectives, the technologies are still evolving, and green building requirements may make construction more expensive in the short term. Given current economic conditions the Borough does not propose to make the requirements mandatory. However, it is the Borough's intent to encourage energy efficiency and green building technologies, and to provide reasonable flexibility to enable redevelopment and construction that makes efficient use of energy, water, space, and solar gain and that improve both indoor and outdoor air quality.

**13. Renewable Energy and Sustainability.**

Sustainable land use planning incorporates all the plan elements and topics that have traditionally been included in Master Plans, but takes a more balanced approach that recognizes the interconnectivity of community, land use, the environment, transportation, and the economy. Sustainability requires that human activities be adapted to the constraints and opportunities of the natural systems that are needed to support life.

Interest in reducing greenhouse gases and increasing energy independence has been on the rise. Currently the Borough's land use regulations do not provide guidance for the installation of small wind turbines, geothermal systems, or solar energy systems, though some private owners have taken the initiative to install rooftop systems. Though the prospects for wind energy in a fully developed municipality may seem remote, it is recommended that the Borough

adopt standards for renewable energy technologies such as solar /photovoltaic energy systems in order to reduce uncertainty about requirements and the local approval process. Additionally the installation of geothermal systems is encouraged for municipal properties, as an energy efficient means to provide clean and cost effective heating and cooling.

The provision of renewable energy promotes the public health, safety and general welfare by contributing to a reduction in air pollution, creating green jobs, reducing energy costs over time, and improving the environment. The local provision of energy also supports security and safety. The adoption of standards for renewable energy systems will ensure that solar electric systems are permitted in the Borough with appropriate regulations and design standards to ensure safe installation and to protect adjacent land owners.

It is anticipated that renewable energy facilities in the Borough will mainly be accessory to residential or commercial uses, where energy produced is primarily for use on site, with excess power going back to the electric grid. Solar production on large commercial rooftops, such as the Acme and buildings in the Special Economic Development District is specifically encouraged. It is also recommended that the Borough consider whether standards should be developed for solar and wind energy commercial operations where the solar and/or wind facilities are a principal use that produce electricity for commercial sale. A recent State law has amended the Municipal Planning Law to define wind, solar or photovoltaic energy facilities or structures as inherently beneficial uses. By adopting regulations the Borough may direct the renewable energy facilities to locations the Borough deems most appropriate.

#### **14. Signs**

In the 2010 Master Plan Reexamination, Signage was identified as an important mechanism for businesses and other organizations to identify their location and communicate with the public, and signage also plays a significant role in the first impressions that a person gets of a community. It was recommended that the Borough's sign code (section 395-18) be reviewed and revised with consideration for design standards to regulate size (area), placement, and height, and to encourage effective and aesthetically pleasing signage. Sign styles and methods of illumination that reflect the desired architectural character should be encouraged and the amount of copy may be restricted to one main message. The intent is to provide the foundations for a unified design scheme and to minimize visual clutter along the roadways, while also allowing for individual style. In 2014, a new sign ordinance was adopted that took into consideration some of the recommended draft sign regulations that were in the 2010 Reexamination Report. The sign guidelines should be reviewed by the Planning Board and added to as needed. Specifically, the Borough should review and amend the temporary sign regulations in accordance with "Best Practices in Regulating Temporary Signs", by Wendy E. Moeller, AICP and published by the Sign

Research Foundation and add them to the Ordinance. See Appendix B for recommendations regulating permanent signage.

**15. Affordable Housing.**

Runnemede Borough received substantive certification from the Council on Affordable Housing (COAH) for its Round I Housing Element and Fair Share Plan on October 8, 1992. The Borough petitioned for Second Round certification on October 25, 2000, but substantive certification was not received prior to the adoption by COAH of the Third Round rules. The Planning Board updated the Housing Element and Fair Share Plan and adopted the plan on June 14, 2006. This plan has not yet been reviewed by the Council in Affordable Housing.

The affordable housing laws of the State are currently in a state of flux. On October 8, 2010 the Appellate Division again invalidated substantial portions of the COAH rules, and instructed COAH to formulate another set of Third Round rules using a methodology similar to that which was used in the Prior Rounds since those rules were upheld by the courts for the most part. There is a great deal of uncertainty about the future of the affordable housing laws. In addition to the recent invalidation of COAH's "growth share" methodology for determining municipal fair share obligations, there is pending legislation that would change the administrative structure set up to oversee compliance with the *Mount Laurel* doctrine, and the Governor's Housing Taskforce recently released a report with recommendations for how to make the provision of affordable housing more efficient and effective. The future of affordable housing law is undecided at this time.

In view of this uncertainty, and in view of the Borough's continuing desire to maintain opportunities for a variety and choice in housing, the Borough will monitor the evolution of the housing laws and regulations, and when the laws stabilize, determine the best means to comply. The Borough is developed with a variety of housing types and is already home to residents with a range of incomes. The Borough should continue to support the maintenance of affordable units and the creation of opportunities for affordable housing where they are consistent with the overall land use plan; to ensure that the intent of providing a variety and choice of housing for households with a range of income levels is met.

**16. Limited Access Highway Proximity District.**

Runnemede Borough has a Limited Access Highway Proximity zoning district that allows for billboards along highways that run through the Borough. The Turnpike Commission does not currently permit billboards along stretch of Turnpike that runs through the Borough. The Borough should evaluate the necessity of the Limited Access Highway District and consider removing this overlay in its entirety.

Block 155.05 Lot 1 is a parcel located in the northwestern-most corner of the Borough, in a corner bisected by the New Jersey Turnpike and Route 42, while Timber Creek borders it to the west. Due to the remoteness of this parcel, it is unlikely to be utilized as the R-3 zoning District permits. It is recommended that a new zone be created (not an overlay) that mimics the Limited Access Highway Proximity zoning overlay, specifically for this unique parcel of land. A draft amendment is included in Appendix 3.

**17. Changes to the zoning map based on land use.**

There are several parcels in the Borough that are developed and yet the zoning does not match the land use. It is recommended that the following parcels be rezoned. Blocks 149 Lots 4.01 through 4.25 are located along Kimberly Drive. This is an existing townhouse development, yet it is zone R-2. It is recommended these be re-zoned to be R-3, matching the land use.

Blocks 155.03, Lot 2, Block 170, Lot 1, Block 7, Lots 3, 3.01 and 3.02 are zoned R-3, yet are surrounded by R-1 zoning. It is recommended that these parcels be rezoned to match surrounding zoning. In the case of Block 7 Lots 3-3.02, this is a single family detached dwelling located on a single lot. The lot is .34 acres in size.

Block 52, Lots 1 through 4 are owned by the Borough and have been developed into a public parking lot. These should be rezoned from C to P.

**18. Changes within all zones (especially R-2 and R-1) regulating detached garages and other accessory buildings.**

The Borough should evaluate the regulations regarding height and size for detached garages and accessory buildings. Consideration should be given to raising the permitted height on detached garages. Example revisions to R-2 and R-1 accessory building regulations below.

Replace Section 395-6.H. Private Detached garages and other accessory buildings. As follows:

Private detached garages and other accessory buildings. No private detached garage or other accessory building exceeding 100 square feet in area shall be placed closer to a side or rear property line than five feet and should not be placed closer to the street line than 10 feet. Garages and other accessory buildings shall not exceed 15 feet in height. A garage or other accessory building shall be limited to not larger than 16 feet by 24 feet in size. In no instance shall there be an enclosed second story or living quarters. Nothing herein shall prohibit the construction of a garage as part of or attached to the dwelling, in which event the side yard, rear yard, height and area requirements for the dwelling shall apply. Architectural compatibility with the principal structure to which it relates is maintained as to form, materials, and design.

Replace Section 395-7.H. Private Detached garages and other accessory buildings. As follows:

Private detached garages and other accessory buildings. A private detached garage or other accessory building may be erected in any rear yard. No private detached garage or other accessory building exceeding 200 square feet in area shall be placed closer to a side or rear property line than five feet. In an event of a corner lot, no part of any private detached garage or accessory building shall be closer to the side street property line than 45 feet. Garages and other accessory buildings shall not exceed 15 feet in height. In no instance shall there be an enclosed second story or living quarters. Nothing herein shall prohibit the construction of a garage as part of or attached to the dwelling, in which event the side yard, rear yard, height and area requirements for the dwelling shall apply. Architectural compatibility with the principal structure to which it relates is maintained as to form, materials, and design.

- 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 recommend changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.  
(N.J.S.A. 40:55D-89e)**

The Borough has not as of the adoption of this Master Plan Reexamination designated any Redevelopment Areas, and at this time there are no specific areas recommended for "Redevelopment Area" designation. However, the Borough is currently undertaking a preliminary investigation to determine whether all lots within Blocks 40-52; 32-39; 21-23; 25; and 27-29 is a redevelopment area. It is the Borough's intent to maintain the option to utilize all available planning tools to work toward realization of the Borough's vision for a healthy, vibrant, and attractive business environment, to improve the quality of life for current and future residents, and to maintain and enhance opportunities for smart growth and economic development. As the Borough continues to monitor and assess conditions in the nonresidential areas in the context of the overall land use picture, specific properties or areas may emerge as candidates for redevelopment. Where redevelopment or rehabilitation area designation has the potential to advance the Borough's goals and objectives, to incentivize redevelopment of properties vital to anchoring the local economy, to create community value, and to have positive ripple effects throughout the Borough, then those areas may be recommended for study in accordance with Local Redevelopment and Housing Law.

Another potential area that the Planning Board would recommend for specific consideration at this time are the properties on Irish Hill north (uphill) of High Street. These properties contain a mix of uses, difficult access, and some obsolete buildings and site designs. Some of the buildings/structures on the west side of the road appear

to have been constructed as temporary buildings that have outlived their useful life. A portion of Irish Hill is also referred to as Henrietta Lane on the Borough tax map. The current uses include two telecommunications towers, an electrical contractor, an excavating contractor, offices and warehousing. The roadway north of High Street is in poor condition. A redevelopment study and plan could begin to support transformation of the area. The views of the Philadelphia skyline from Irish Hill on a clear day are exceptional, and may be an ideal location for a restaurant, recreation, or other creative use.

The Planning Board's recommendation relative to Irish Hill is intended to plant a seed for thought, so Borough Council may consider determine whether to initiate a study by resolution identifying the specific properties to be included in the study area. The next step would be to conduct a preliminary investigation (study) in accordance with Local Housing and Redevelopment Law. Once the study is drafted, a public hearing would be held by the Planning Board, and following the hearing the Board would make a recommendation to Council as to whether the area does or does not meet the redevelopment criteria. If designated as an "Area in Need of Redevelopment" by Borough Council (via Resolution), a Redevelopment Plan for the designated area would ultimately be prepared and adopted by Borough Council by ordinance, with input from the Planning Board.

#### **IV. Conclusion**

The recommendations in sections D and E above will assist the Borough in advancing its goals, which include supporting existing businesses, attracting new employers, encouraging in-fill development and redevelopment, incorporating inviting and vibrant public spaces, and improving architectural character and design. Despite the challenges faced by Runnemede as a "first generation suburb", the Borough has much strength, and is well positioned to capitalize on its assets to enhance the sense of community, convenience, and character that make the Borough desirable to many residents.

## Appendix A

## Draft Design Standards for Commercial

- A. Purpose. The purpose of the design standards is to encourage high quality design with unifying design characteristics that over time will lead to implementation of the Borough's vision for an attractive, cohesive, and vibrant business district. The design standards provide guidance for an overall coordinated design scheme with consideration for rooflines, façade material, colors, landscaping, parking lot location, walkways, lighting, and signage.
- B. Architectural Treatment. Architectural design features should be employed to create visual interest at the street level, and to integrate the building with the surrounding area. Buildings should be reflective of a neighborhood scale, to reduce the impact of large buildings, and evoke a sense of place. Site plan applications should be accompanied by architectural plans consisting of floor plans and elevations of areas visible to the general public. Each new building, redevelopment, or renovation has the potential to set a standard for high quality design.
1. The following architectural treatments are encouraged:
    - a. Brickwork should be incorporated where practicable as a unifying material across individual buildings.
    - b. Each building or use with a door to the outside must have a prominent entryway flanked by large first floor windows, and a walkway leading from the entryway to the public realm.
    - c. Entryways for commercial buildings should provide shelter for pedestrians, such as awnings or porticos.
    - d. Building facades should be broken up at 25 to 50 foot intervals with façade variations or projections and recesses at least two feet in depth.
    - e. Upper and lower cornice lines should be articulated
    - f. All sides of a building visible to the public should be designed with the same treatment as the front façade.
    - g. Variations in rooflines (parapets) shall be used to completely screen HVAC and roof mounted equipment, to provide interest and reduce the scale of large buildings.
    - h. The exterior cladding of masonry nonresidential structures shall be finished in brick or unpainted ornamental or textured concrete masonry units.
    - i. Roof materials may consist of architectural shingles, slate, or standing seam metal.
    - j. Outdoor seating for restaurants should be delineated with decorative fencing, walls, or bollards, and landscaping
  2. The following architectural treatments are discouraged:
    - a. vinyl, aluminum, or T111 on commercial building fronts.
    - b. Smooth face concrete masonry units (CMU), whether painted or not, are discouraged
    - c. Illuminated, neon, or neon-like façade treatments.
    - d. Air conditioning units are discouraged along any street front.
- C. Public Street Edge. Buildings and sites should be designed to ensure differentiation between public and private space.

1. Well-defined means of entry and exit with prominent doorways and windows will support a pedestrian friendly and visually appealing district.
2. Landscaping, planters or architectural features are encouraged to define the street edge.
3. On street parking should be incorporated into the streetscape where possible.
4. Entryways. Multiple uses may be permitted in one building, but each retail or personal service use must have a separate and prominent entrance from the outside available for public use.

D. Additional design Guidelines for Retail and Commercial Store fronts:

1. Retail store fronts should have large display windows and prominent entryways. The bottom edge of street-facing windows on the ground floor should not be more than 3.5 feet above the sidewalk.
2. Entryways for commercial buildings should provide shelter for pedestrians with awnings, porticos, or arcades.
3. Pedestrian amenities such as benches, landscape walls, traditional lighting should be incorporated into the site design where possible.
4. Façade projections should be incorporated to create a pedestrian scale and character.
5. A minimum of 50% of the ground floor façade area between two and eight feet in height should be transparent.
6. Corner buildings must hold the spatial definition of the intersection with special architectural treatment and landscaping responding to both street frontages.
7. Loading is not permitted in the front yard area. Where space permits, loading spaces should be at the rear of the site.
8. Parking lots should be shielded with landscaping and surrounded by decorative fencing where appropriate.

E. Outdoor Storage and Sales. All sales, repairs, storage of materials and maintenance must be performed inside a building unless an outdoor area for sales or storage has been specifically identified and approved by the planning board with appropriate screening. In no case shall outdoor storage be permitted in any front yard area.

F. Sidewalks. Sidewalks Should be installed along all public streets and along all major private drives. Sidewalks along public streets shall be a minimum of six (6) feet wide and a minimum of four (4) feet wide along private drives. Sidewalks in front of commercial uses shall be a minimum of six (6) feet wide. At intersections and at logical crossing points within parking lots, pavers or textured pavement treatments shall be applied for pedestrian cross walks and for traffic calming purposes. "Bump outs" are also encouraged at pedestrian crossing areas.

G. Front yard Setback and Parking. At least 50% of the building frontage on each site must fall within the minimum and maximum front yard setback range, and may not be separated from the right-of-way by parking areas. Parking may be located on the sides and at the rear of buildings, and may be located in front of a maximum of 50% of the building frontage.

H. Trash Enclosures. Each use must provide a location for the storage of trash and recyclable materials. If the materials can not be stored inside the building, then an enclosure should be provided, and it may not be situated in the front yard area. The enclosure should be constructed of an opaque fence or masonry structure designed to complement the building. A pedestrian access is recommended so the large gates are not continually left open.

- I. Lighting. Parking lot lighting should be designed to incorporate the Borough's preferred style of lamppost, and building mounted lighting at entryways should also reflect this style.
- J. Driveways should be designed to interconnect with, or provide the potential to connect with, adjacent properties in order to promote connectivity, limit the number of curb cuts along State and County roads, encourage people to combine vehicle trips, provide a safe and efficient internal circulation plan, and relieve congestion on the roadways.
- K. Bicycle racks should be incorporated into site plans in a safe and convenient location.
- L. Measures to enhance sustainability should be considered in planning each site; such as using water and energy efficiently, using sustainable design elements and building materials, installing solar panels to generate power, collecting rainwater for irrigation, reducing waste, generally minimizing impacts to the environment, and ensuring a healthy indoor environment.

## Appendix B

## **DRAFT SIGN REGULATIONS**

**SECTION I.** AMEND SECTION 395-4 Definitions to add the following in the appropriate alphabetical location:

SIGN, NONCONFORMING – A sign lawfully erected and maintained prior to the adoption of the current ordinance that does not conform with the requirements of the current ordinance.

**SECTION II.** REVISE SECTION 395-18 “Signs” in its entirety to read as follows:

### **§ 395-18. Signs.**

- A. Applicability. The provisions of this chapter shall apply to the construction, erection, alteration, use, type, number, location, size, design, and maintenance of all signs. This article is intended to regulate and control signs and their placement and construction throughout the Borough of Runnemede. Each site plan or subdivision application shall include, where necessary, a sign plan showing the specific design, location, size, height, construction and illumination of proposed signs in accordance with the regulations within this chapter. All signs regulated in this chapter require a permit from the Construction Code Official, regardless of whether or not the sign is proposed in conjunction with a site plan or subdivision application.
- B. Purpose and Intent. The purpose of the sign regulations is to provide a legal framework for a comprehensive and balanced system of signage that will preserve the right of free speech and expression, provide an easy and pleasant communication between people and the built environment, protect and enhance the scenic qualities of the Borough, and avoid visual clutter that is potentially harmful to the character of the community, the aesthetics of the Borough, and potentially unsafe for motorists and pedestrians. The sign regulations are intended to minimize the potential for safety hazards, create a more productive, enterprising and professional business atmosphere, and to enhance the architectural and planned character of each zoning district.
- C. Definitions. The definitions in section 395-4 apply.
- D. General Regulations and Requirements
  - (1) Any sign hereafter erected in Runnemede Borough which is exposed to public view shall conform with the provisions of this article and any other ordinance or regulation of Runnemede Borough, Camden County, or the state or federal government relating to the erection, alteration or maintenance of signs. In the event of conflicting regulations, the most restrictive regulation shall prevail. Signs shall be considered accessory uses in all zoning districts when placed in conformance with the provisions of this article.
  - (2) No sign other than exempt signs shall be erected without first obtaining a permit from the Code Official. Permit applications for signs larger than 2 square feet in area shall be accompanied by a plan, drawn to scale, showing details of the sign,

its size, and location on the building or lot. A color photograph of each existing sign on the property shall be submitted with the permit application. Fees for sign permits shall be paid in accordance with a fee schedule adopted by the Borough Council.

- (3) The sign regulations set forth in this chapter shall not apply to parking lot markets, directional signs and entrance and exist signs, provided that such sign does not exceed two square feet in area and does not contain an advertising message, and further provided that the number and location of said signs area approved by the Joint Planning and Zoning Board pursuant to the Board's procedures.
- (4) All signs, flags, and banners as provided for in these regulations shall be kept in proper state of repair, in accordance with the Uniform Construction Code and other pertinent regulations. Signs that fall into a state of disrepair so as to become unsightly or to pose a threat to public safety will receive a warning via Certified Mail from the Code Official, and if after 30 days it is not removed it may be removed by the Borough at the owner's expense.
- (5) Nonconforming signs which are structurally altered, relocated or replaced shall comply with the provisions of this chapter. A change in copy is not an alteration or replacement in accordance with this section. Nonconforming signs must be maintained in good condition. If the use of a nonconforming sign ceases for a period of more than 180 days or if the premises upon which the nonconforming sign is located is abandoned, the nonconforming sign must be removed or replaced with a conforming sign.
- (6) No sign other than official traffic or other similar official signs shall be erected within or project over the right-of-way of any public street or sidewalk except as provided herein.
- (7) Signs shall not be located at the intersection of any streets within the triangular area formed by the right-of-way lines, and a line connecting them at points 25 feet from their intersection. No sign may impede the safe vision of motorists and pedestrians or otherwise endanger their safety.
- (8) Exempt Signs. The following signs are exempt from the need to secure permits.
  - (a) Signs required by law/ government signs
  - (b) Any sign or graphic integrated into or on a coin operated machine, vending machine, gas pump or telephone booth
  - (c) Any sign carried by a person
  - (d) Decorations for any officially recognized holiday, provided they do not create a fire or traffic hazard and provided that the decorations are removed within 30 days after the holiday.
  - (e) Political signs associated with an election or referendum provided that such signs are on private property, are erected no more than 30 days prior to the election, and are removed within 7 days after the day of voting.
  - (f) Temporary yard or garage sale signs, provided that such signs are erected on private property, are no more than 4 square feet in area, are erected no more than seven days before the sale and are removed within 24 hours after the sale (and in accordance with chapter \_\_\_).

- (g) Temporary real estate signs on the lot on which the real estate for rent or for sale is located shall be limited to one per lot frontage. The signs may not be more than 6 square feet and four feet high for residential property and 12 square feet and 6 feet high for commercial property. Such signs must be removed within 14 days of the sale or rental of the property. Open house signs are also permitted, but only on the day of the open house and not within the public right-of-way.
  - (h) Temporary Grand Opening signs are permitted for an occupant of a shopping center or other commercial building. The sign may not exceed 20 square feet and may not be displayed for more than two weeks in a calendar year. The sign must comply with all requirements to protect the public health and safety.
  - (i) Temporary (30 days or less) banners advertising special events sponsored by or held by the Borough, county, school district, fire department, or the like.
  - (i) Temporary signs may be erected for residential developments or commercial sites that are under construction. The temporary sign must meet the setback and size requirements for the zone and may not be installed until construction has commenced. The sign must be removed within one year or upon installation of the permanent signs.
  - (i) American, State, County and Borough flags.
  - (j) No Trespassing Signs
  - (k) Directional signs less than 2 square feet in area that do not contain any advertising.
- (8) Illuminated signs in residential zoning districts and in all districts when the lot is immediately adjacent to (including directly across a street) a residential district must be turned off between the hours of 10 pm and 6 am. This does not apply to residential name plates.
  - (9) All ground (monument) and freestanding signs must be a minimum of 50 feet from the nearest other freestanding sign.
  - (10) Architectural details may extend up to 12 inches on the sides and top of the sign. For monument or ground signs, the architectural base may be up to 30 inches above grade. More expansive walls or architectural elements require site plan approval.
  - (11) Façade/Wall signs shall be attached to the face of the building in a plane parallel to such face and projecting not more than eight (8) inches there from and shall not extend higher than the top of the parapet. Wall signs shall not cover wholly or partially any wall opening including doors, fire escapes or windows, nor shall they extend beyond the ends of the wall.
  - (12) As described in section E below, shopping centers or developments with more than one use on a site are permitted one ground or freestanding sign per street frontage for the entire site, which may include tenant panels. Individual tenants or occupants may have wall or façade signs or other attached signs as described in section E below, but may not have individual ground or freestanding signs.
  - (13) Ground or freestanding signs must have the address of the site identified prominently on the sign.
  - (14) The size of any sign shall be computed by multiplying its greatest height by its greatest length, exclusive of supporting structures.
  - (15) Signs advertising an establishment or use no longer in existence, or a product no longer available shall be removed within 14 days.

(16) Each sign may have a principal message identifying the name of the business and the service offered. Additional advertising of products and services are not permitted on the sign.

E. Schedule of sign use and bulk regulations. Signs shall be permitted in each zoning district with the issuance of a zoning permit according to the following use regulations and other applicable requirements of this section.

(1) Permitted signs in residential districts.

<b>Use or Function</b>	<b>Type of Sign Permitted</b>	<b>Total number of Signs permitted</b>	<b>Maximum Size</b>	<b>Maximum Height</b>	<b>Minimum Setback*</b>
Nameplate for residence	Ground, hanging, wall	1 per lot	1 ½ square feet	3 ft for ground sign	10 feet
Home occupation	Ground, hanging, wall	1	3 square feet	3 feet for ground sign	10 feet
No Solicitation	Wall	1 within 2 feet of front door	1 square foot	n/a	n/a
Permanent Subdivision Identification	Ground	1 per entrance	20 square feet	6 feet	10 feet
Public, Church, School, Institutional uses	Ground or Facade	1 per street frontage	12 square feet	8 feet for ground/monument sign	10 feet for ground/monument sign

\* Minimum setback applies to all property lines

(2) Permitted signs in nonresidential districts.

<b>Zone</b>	<b>Use</b>	<b>Type of sign</b>	<b>Total number of Signs permitted</b>	<b>Maximum Size</b>	<b>Maximum Height</b>	<b>Minimum setback from property line</b>
All non-residential zones	Any permitted use	Façade or Wall	1 per street frontage on principal structure	20% of façade area or 80 square feet, whichever is less	n/a, but may not extend above roof	Same as building
GO General Office	Permitted office uses	Ground or monument	1 per street frontage	12 square feet	6 feet	10 feet
C and SED Commercial	Any permitted use	Freestanding, Ground, or Monument	1 per street frontage	24 square feet	12 feet freestanding 8 feet ground	10 feet
Highway Commercial Overlay	Any permitted use	Freestanding (or pole), Ground, or monument	1 per street frontage	60 square feet	20 feet for freestanding 8 feet for Ground	10 feet
All non-residential zones	Any permitted use	Window Signs	n/a	No more than 25% of the window area	n/a	Same as building
Any non-residential zone	Gasoline filling stations only	Canopy Signs	1 per street frontage	21 square feet	Minimum clearance for vehicles, 10 feet	Same as building

\*For the purposes of the sign regulations “any non-residential” means all non-residential zones including those residential zoning district in which non-residential uses are permitted as a conditional use.

F. Design Regulations

- (1) A total increase in size and height of up to 10% may be allowed for monument or ground signs that are designed with carved or sandblasted copy and borders.
- (2) Freestanding and ground signs shall have a landscaped area around the base. The landscaped area shall be a minimum of 1.5 times the area of the sign. For example, a 24 square foot sign must have a minimum 36 square foot landscaped area at the base. The landscaping should include evergreen shrubs, ground cover and seasonal flowers.
- (3) There should be a consistent sign design theme throughout a particular development. The design theme includes style of lettering, illumination, color, height, construction material, size, and type of pole or structure. Color of letters and background should be carefully considered in relation to the color and material of the buildings and where the signs are proposed to be located. Signs should be a subordinate feature of the plan relative to the principal structure. The design of a sign must be integrated into the design of the building to which it

relates. Adjacent property owners should also seek harmony in design with the neighboring properties.

- (4) Signs must be located on a lot so that they are not within the public-right-of-way and do not interfere with sight distances at street intersections or ingress and egress points to a lot.
- (5) Illumination. Signs may be internally illuminated or from an outside source directed at the sign from above and shielded so as not to create glare or unnecessary light pollution.

G. Prohibited Signs. Any other provisions of this section notwithstanding, the following signs shall be prohibited in all zoning districts unless otherwise specified:

- (1) Signs which contain or are an imitation of an official traffic signal or hide from view any traffic street signal or sign or that have any characteristics that are likely to confuse or dangerously distract the attention of the operator of a motor vehicle operator.
- (2) Signs which are designed to move, either by mechanical or other means.
- (3) Signs which contain or consist of banners, posters, pennant ribbons, streamers, strings of light bulbs, spinners, or other similarly moving devices (this does not include permitted flags or holiday lights).
- (4) Signs which flash or scroll, except for time and temperature indicator.
- (5) Electronic message boards are only permitted for public institutions such as schools, municipal buildings, fire halls, etc and may not change message more often than every 30 seconds. Such signs may only have one color, may not be more than 24 square feet in area, may not contain more than 3 lines of text and must be approved by the Joint Planning and Zoning Board.
- (6) Signs which emit odors or smoke or produce noise or sounds capable of being heard even though the sounds produced are not understandable.
- (7) Silhouetted or three-dimensional signs; e.g., signs lacking a background and having letters, figures, or devices silhouetted against the sky or other open space not a part of the sign, and/or signs in which objects or representational devices are present in the round or other than in a vertical plane.
- (8) Any freestanding sign or any sign projecting from a building, within a triangular area bounded by the intersection of two right-of-way lines and a line connecting points 25 feet from such intersection along the right-of-way lines.
- (9) Signs located or placed on any tree, telephone or utility pole, light standard or upon rocks or other natural features.
- (10) Tubes of lighting or strings of lights may not outline the rooflines, doors, windows or wall edges for advertising purposes. This provision does not apply from Thanksgiving Day through January 25<sup>th</sup> (during the Christmas season).
- (11) Portable Signs, such as those on wheels.
- (12) Signs projecting above the roof or the main cornice line of the building to which it is affixed.

#### **SECTION IV. REPEALER**

Ordinances or provisions thereof inconsistent with the provisions of this Ordinance shall be and are hereby repealed to the extent of such inconsistency.

**SECTION V. INVALIDITY**

If any section, paragraph, subdivision, clause or provision of this Ordinance shall be adjudged invalid, such adjudication shall only apply to the section, paragraph, subdivision, clause or provision and the remainder of this Ordinance shall be deemed valid and effective.

**SECTION VI. EFFECTIVE DATE**

This Ordinance shall take effect upon adoption and publication according to law and the filing of same with the Camden County Planning Board in accordance with N.J.S.A. 40:55D-16.

## Appendix C

**DRAFT**

**AN ORDINANCE AMENDING AND SUPPLEMENTING THE ZONING ORDINANCE OF THE CODE OF THE BOROUGH OF RUNNEMEDE TO REVISE THE ZONING MAP AND LIMITED ACCESS HIGHWAY PROXIMITY ZONING DISTRICT STANDARDS TO ADD BLOCK 155.05\_LOT 1**

**WHEREAS**, the Borough of Runnemede strives to adopt and implement land use regulations that advance the goals and objectives of the Borough as set forth in the Master Plan, and that enable fair and consistent application of the zoning regulations; and

**WHEREAS**, the Mayor and Borough Council of the Borough of Runnemede, County of Camden, and State of New Jersey (the "Borough"), have reviewed the Runnemede Master Plan Reexamination and Recommendations adopted by the Planning Board of the Borough of Runnemede on \_\_\_\_\_, 201\_; and

**WHEREAS**, the Mayor and Borough Council now desire to revise the Limited Access Highway Proximity District to ensure that the zoning code and map permits the landlocked Block \_ Lot \_ parcel to be utilized in accordance with the district; and

**WHEREAS**, the Mayor and Borough Council are empowered by law to alter the zoning regulations through the adoption of ordinances; and

**WHEREAS**, this Ordinance was referred to the Planning Board of the Borough of Runnemede for review and recommendation pursuant to the New Jersey Municipal Land Use Law; and

**WHEREAS**, the Planning Board of the Borough of Runnemede reviewed the Ordinance at their meeting on \_\_\_\_201\_ and has recommended the adoption of this Ordinance and has determined that it is consistent with the Borough Master Plan.

**NOW, THEREFORE**, be it ordained by the Mayor and Council of the Borough of Runnemede that the Runnemede Zoning Code be supplemented and amended as follows:

**SECTION 1.** Amend section **395-12 Limited Access Highway Proximity District Regulations.**

**Revise section 395-12B. to read as follows.**

B. Limited Access Highway Proximity District. There is hereby created a Limited Access Highway Proximity District which shall be comprised of lands within the Borough of Runnemede which border upon New Jersey Route 42, I-295 and the New Jersey Turnpike and extend a distance of 100 feet from the respective rights-of-way of said highways **and includes the entirety of Block 155.05 Lot 1.**

**SECTION 2.** Amend 2014 Zoning Map to include Block 155.01 Lot 1 in its entirety within the Limited Access Highway Proximity District.

### **SECTION 3. REPEALER**

Ordinances or provisions thereof inconsistent with the provisions of this Ordinance shall be and are hereby repealed to the extent of such inconsistency.

### **SECTION 3. INVALIDITY**

If any section, paragraph, subdivision, clause or provision of this Ordinance shall be adjudged invalid, such adjudication shall only apply to the section, paragraph, subdivision, clause or provision and the remainder of this Ordinance shall be deemed valid and effective.

### **SECTION 4. EFFECTIVE DATE**

This Ordinance shall take effect upon adoption and publication according to law and the filing of same with the Camden County Planning Board in accordance with N.J.S.A. 40:55D-16.

## Appendix D

## RESOLUTION #17-125

### RESOLUTION ESTABLISHING A "COMPLETE STREETS" POLICY FOR THE BOROUGH OF RUNNEMEDE

**WHEREAS**, "complete streets" are streets designed for all users, including pedestrians, bicyclists, transit riders, motorists and people of all ages and abilities; and

**WHEREAS**, a "complete street" is defined as a means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options; and

**WHEREAS**, the benefits of complete streets include improving safety for pedestrians, bicyclists, transit riders, drivers, children, older citizens, non-drivers and the mobility challenged; providing connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities; promoting healthy lifestyles; creating more livable communities and economic development opportunities; reducing traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions; and, saving money by incorporating sidewalks, on-street bike facilities, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later; and

**WHEREAS**, the Borough of Runnemede recognizes that all streets are different and is committed to creating context-sensitive street corridors that balance user needs and accommodate all road users of all ages and abilities for all trips.

**NOW, THEREFORE, BE IT RESOLVED** that the Borough Council of the Borough of Runnemede hereby adopts a "Complete Streets" Policy that acknowledges and implements the concept that streets should be designed, built and retrofitted for all users: motor vehicles, pedestrians, bicyclists, transit users and people with disabilities. The Borough recognizes that this policy must be flexible and that all streets are different and user needs must be balanced and fit into the local context. This policy shall be implemented as follows:

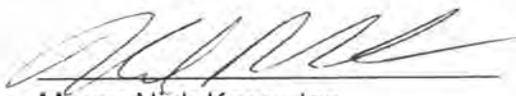
1. All Borough streets should be designed and constructed to include accommodations for pedestrians, bicyclists, public transit and motorists. Complete streets shall accommodate users of all ages and abilities.
2. The Borough of Runnemede will work with Camden County, the New Jersey Department of Transportation and other related agencies to ensure complete streets principles are incorporated in a context-sensitive manner.
3. While complete streets principles are context-sensitive, complete streets features should be considered from the earliest stages of project delivery and throughout project life cycle, including project development and scoping, roadway design standards, capital programming procedures, and operation and maintenance practices.
4. The Borough of Runnemede should approach every transportation project (including new and retrofitted projects) as an opportunity to improve public streets and the transportation network for all users.
5. The Borough of Runnemede Planning Board should incorporate this complete streets policy into its reviews of major site plans and redevelopment projects.
6. The Borough of Runnemede should consider incorporating the goals and objectives

of the Complete Streets Policy into the next re-examination, update, revision, amendment or adoption of the Borough of Runnemede Master Plan.

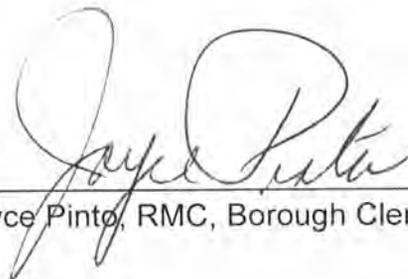
7. Exceptions may be made to this policy under any one of the following conditions:
- a. Bicycle and pedestrian facilities are not required where they are prohibited by law.
  - b. When the cost of incorporating a new bicycle, pedestrian, and/or public transit facilities is excessive, defined as greater than 20% of the overall project cost, the need for and/or probable use of the facility shall be considered in making the determination as to whether or not an exception should be approved at this time or held for future consideration.
  - c. Other conditions, as circumstances dictate.

**BE IT FURTHER RESOLVED** that this resolution shall remain on file in the Borough Clerk's office.

Date: 9/5/17

  
\_\_\_\_\_  
Mayor Nick Kappatos

ATTEST:

  
\_\_\_\_\_  
Joyce Pinto, RMC, Borough Clerk

## Appendix E

**BOUROUGH OF RUNNEMEDE**

**ORDINANCE NO. \_\_\_\_**

**ORDINANCE OF THE BOROUGH OF RUNNEMEDE  
AMENDING CHAPTER \_\_, THE UNIFIED DEVELOPMENT CODE OF THE  
BOROUGH OF RUNNEMEDE  
TO IMPLEMENT THE ZONING CHANGE RECOMMENDATIONS OF THE 2017  
MASTER PLAN REEXAMINATION**

**WHEREAS**, the Borough of Runnemede strives to adopt and implement land use regulations that advance the goals and objectives of the Township as set forth in the Master Plan in a clear and consistent fashion; and

**WHEREAS**, the Runnemede Borough Planning Board has adopted by Planning Board Resolution No. \_\_\_\_\_ after a public hearing on \_\_\_\_\_, a Reexamination of the Master Plan in accordance with N.J.S.A. 40:55D-89; and

**WHEREAS**, the Master Plan Reexamination included \_\_\_\_ specific recommendations for zoning changes.

**NOW, THEREFORE, BE IT ORDAINED AND ESTABLISHED** by the Borough Council of the Runnemede Borough, County of Camden, State of New Jersey as follows:

**SECTION I. Amend the Runnemede Borough Zoning Map to change the zoning of the lots listed below and as shown on the Runnemede Borough Zoning Map prepared by Bach Associates, PC and dated \_\_\_\_\_.**

<b>BLOCK</b>	<b>LOT</b>	<b>ACREAGE (+/-)</b>	<b>OLD ZONE</b>	<b>NEW ZONE</b>	<b>CURRENT USE</b>
155.05	1		R-3	LAH	Vacant
149	4.01-4.25	Varies	R-2	R-3	Residential
155.03	2	2.85	R-3	R-1	Residential
170	1	2.33	R-3	R-1	Vacant
7	3, 3.01, 3.02	.344	R-3	R-1	Residential
52	1-4	Varies	C	P	Parking Lot

**SECTION II. REPEALER**

Ordinances or provisions thereof inconsistent with the provisions of this Ordinance shall be and are hereby repealed to the extent of such inconsistency.

**SECTION III. INVALIDITY**

If any section, paragraph, subdivision, clause or provision of this Ordinance shall be adjudged invalid, such adjudication shall only apply to the section, paragraph, subdivision, clause or provision and the remainder of this Ordinance shall be deemed valid and effective.

**SECTION IV. EFFECTIVE DATE**

This Ordinance shall take effect upon adoption and publication according to law and the filing of same with the Camden County Planning Board in accordance with N.J.S.A. 40:55D-16

VOTE						

ROLL CALL VOTE						
COMMITTEE MEMBER	INTRODUCED	SECONDED	AYE	NAYE	ABSTAIN	ABSENT

Adopted on second and final reading on

\_\_\_\_\_  
Mayor

Attest: \_\_\_\_\_  
Clerk



**Legend**

 Municipal Boundary

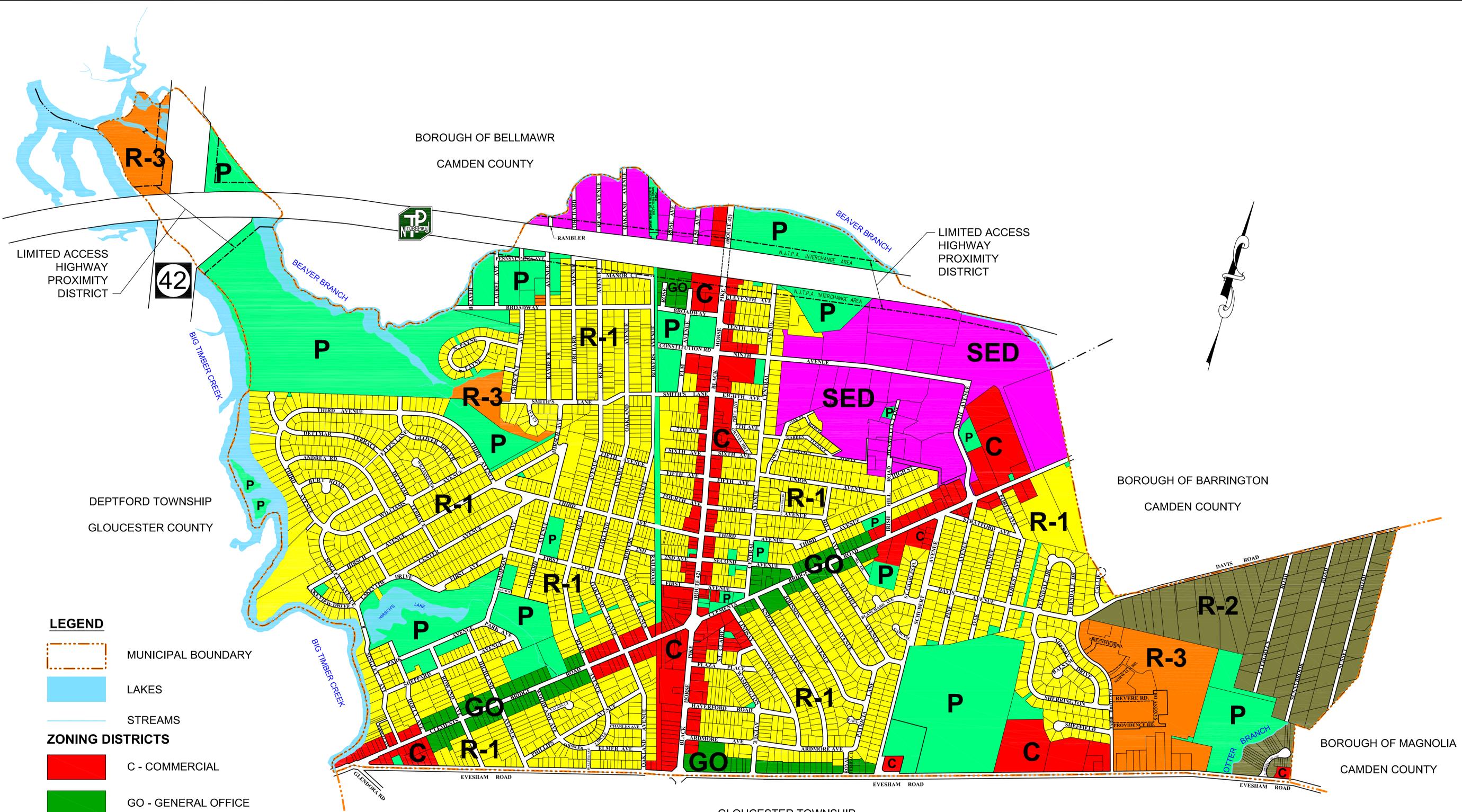
**BACH Associates, PC**  
 ENGINEERS • ARCHITECTS • PLANNERS  
 304 White Horse Pike  
 Haddon Heights, New Jersey 08035  
 Tel: 856-546-8611  
 Fax: 856-546-8612  
 www.BachDesignGroup.com

Borough of Runnemede  
 Camden County, NJ  
\*This map was developed using NGIN/ NDEP Geographic Information System digital Data, but this is a secondary product which has not been verified by the NGIN/ NDEP and is not state authorized.

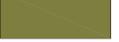
Aerial Map	
Sources:	
Parcel Data: Camden County Planning Department	
NJ 2007 Digital Orthimagery	
Scale: 1"= 1000'	
Date: October 20, 2010	Proj: RB2010
Prepared By: Leah Furey PP AICP #5851 Ryan Conklin PP AICP #6054	

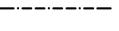
**BOROUGH OF RUNNEMEDE**  
**2015 Aerial Map**

  
 1,000 500 0 1,000  
 Feet



**LEGEND**

-  MUNICIPAL BOUNDARY
  -  LAKES
  -  STREAMS
- ZONING DISTRICTS**
-  C - COMMERCIAL
  -  GO - GENERAL OFFICE
  -  R-1 - RESIDENTIAL
  -  R-2 - RESIDENTIAL
  -  R-3 - RESIDENTIAL
  -  SED - SPECIAL ECONOMIC DEVELOPMENT
  -  P - PUBLIC / QUASI-PUBLIC LANDS

-  LIMITED ACCESS HIGHWAY PROXIMITY DISTRICT BOUNDARY



**ZONING MAP**

SCALE: 1" = 400'  
 400 0 400 800  
 scale feet

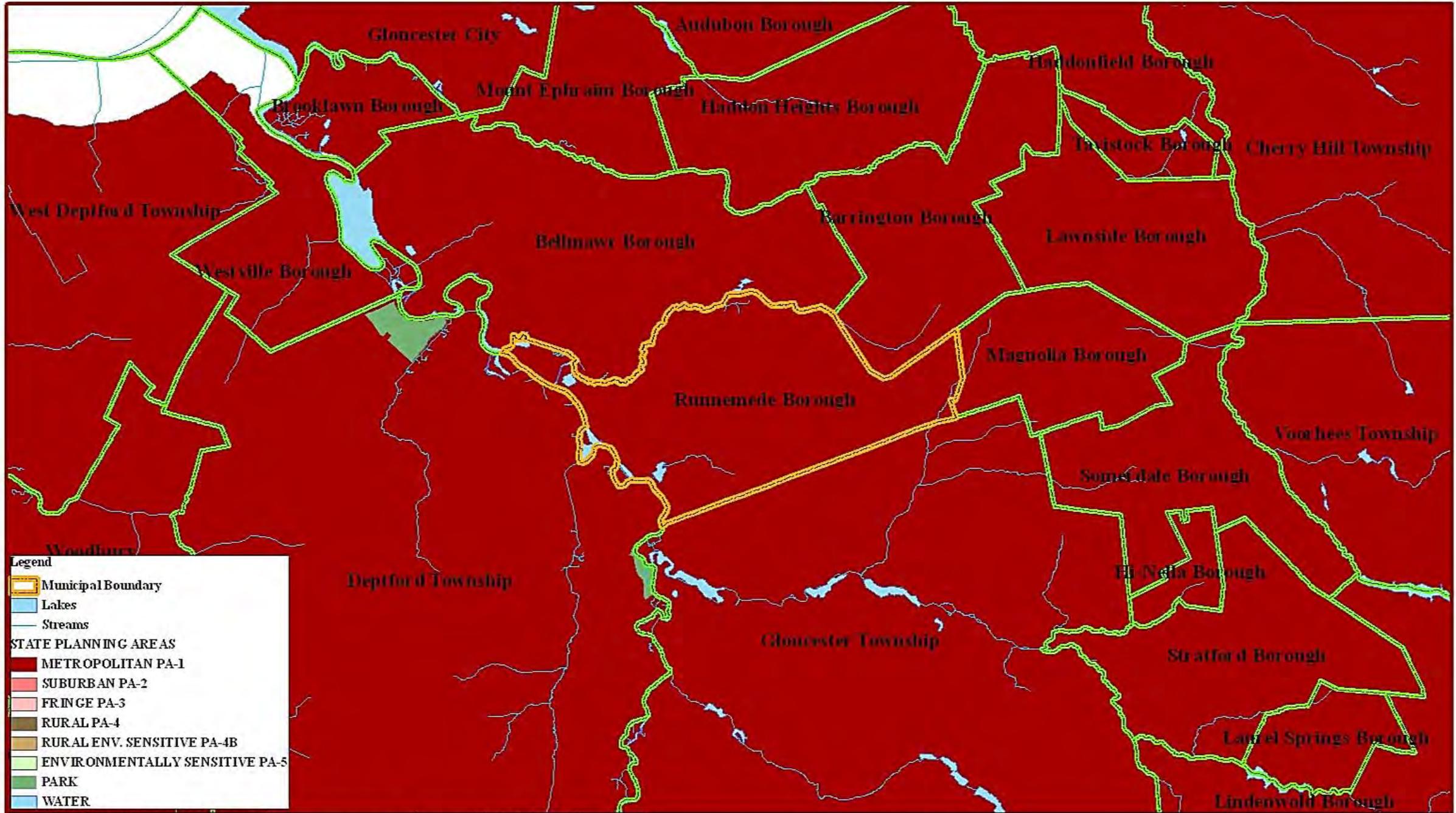
ORDINANCE NUMBER	DATE OF ADOPTION	DESCRIPTION
14-24	12/30/2014	PER TAX MAP UPDATE

**ZONING MAP**  
 BOROUGH OF RUNNEMEDE  
 CAMDEN COUNTY  
 NEW JERSEY

SCALE: 1" = 400'  
 JANUARY 10, 2012  
 prepared by

 **BACH Associates, PC**  
 ENGINEERS • ARCHITECTS • PLANNERS

304 White Horse Pike  
 Haddon Heights, New Jersey 08035  
 Tel: 856-546-8611  
 Fax: 856-546-8612  
 www.BachDesignGroup.com



**Legend**

- Municipal Boundary
- Lakes
- Streams

**STATE PLANNING AREAS**

- METROPOLITAN PA-1
- SUBURBAN PA-2
- FRINGE PA-3
- RURAL PA-4
- RURAL ENV. SENSITIVE PA-4B
- ENVIRONMENTALLY SENSITIVE PA-5
- PARK
- WATER

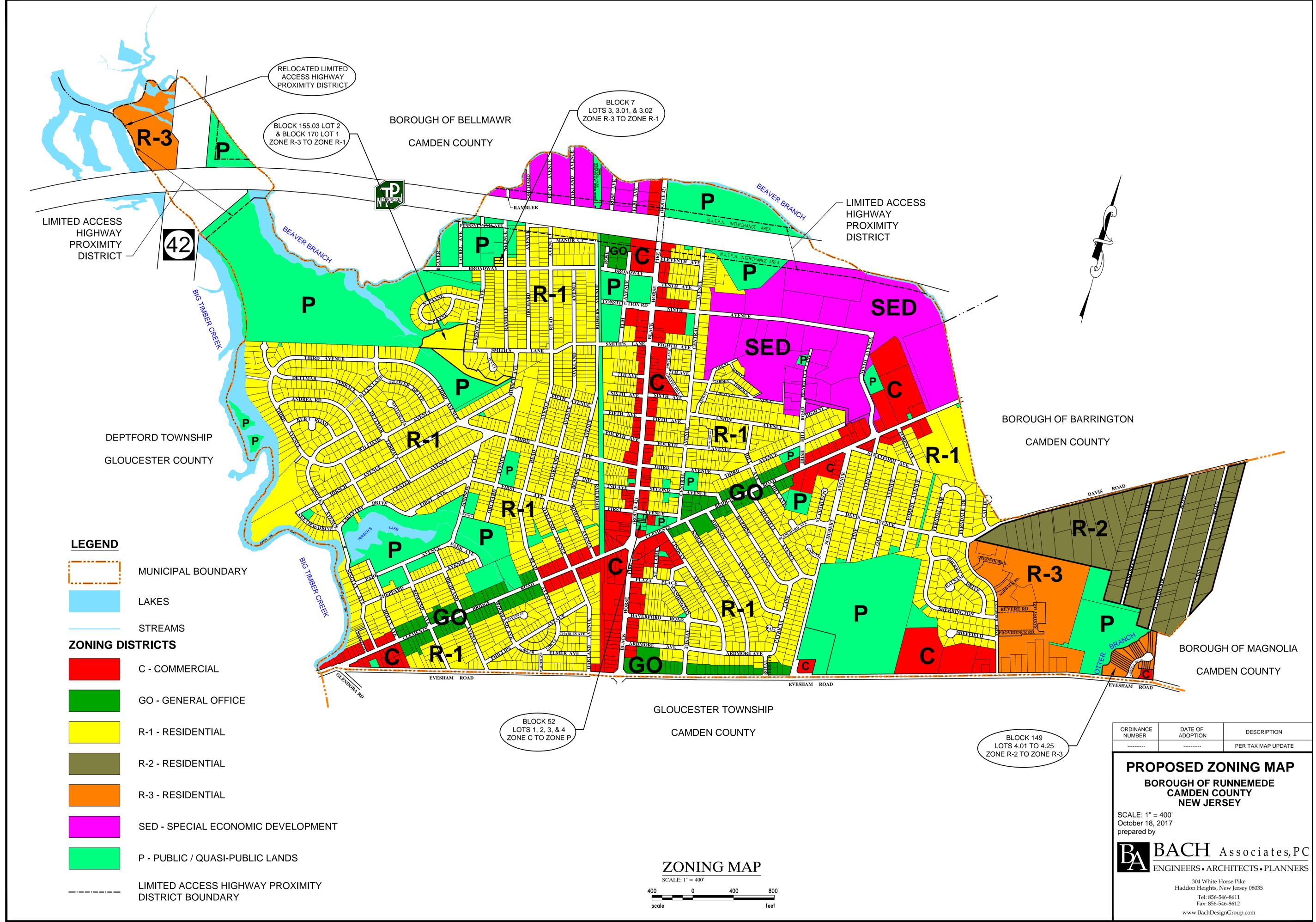
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 Haddon Heights, New Jersey 08035 | Fax: 856-544-8412  
 www.BachDesignGroup.com

Borough of Runnemede  
 Camden County, NJ

2001 State Planning Areas Map	
Sources:	
Parcel Data: Camden County Planning Department	
Scale: 1"=3000'	
Date: October 20, 2010	Draw: BACH/PC
Prepared By: Leah Furey/PAAT/PAS/SL/Exam/Calvin/PP/PL/PS/014	

**BOROUGH OF RUNNEMEDE**  
 2001 State Plan Policy Map

3,000 1,500 0 3,000 Feet



RELOCATED LIMITED ACCESS HIGHWAY PROXIMITY DISTRICT

BLOCK 155.03 LOT 2 & BLOCK 170 LOT 1 ZONE R-3 TO ZONE R-1

BLOCK 7 LOTS 3, 3.01, & 3.02 ZONE R-3 TO ZONE R-1

LIMITED ACCESS HIGHWAY PROXIMITY DISTRICT

BLOCK 52 LOTS 1, 2, 3, & 4 ZONE C TO ZONE P

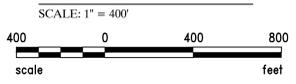
BLOCK 149 LOTS 4.01 TO 4.25 ZONE R-2 TO ZONE R-3

**LEGEND**

- MUNICIPAL BOUNDARY
  - LAKES
  - STREAMS
- ZONING DISTRICTS**
- C - COMMERCIAL
  - GO - GENERAL OFFICE
  - R-1 - RESIDENTIAL
  - R-2 - RESIDENTIAL
  - R-3 - RESIDENTIAL
  - SED - SPECIAL ECONOMIC DEVELOPMENT
  - P - PUBLIC / QUASI-PUBLIC LANDS

- LIMITED ACCESS HIGHWAY PROXIMITY DISTRICT BOUNDARY

**ZONING MAP**



ORDINANCE NUMBER	DATE OF ADOPTION	DESCRIPTION
.....	.....	PER TAX MAP UPDATE

**PROPOSED ZONING MAP**  
**BOROUGH OF RUNNEMEDE**  
**CAMDEN COUNTY**  
**NEW JERSEY**

SCALE: 1" = 400'  
 October 18, 2017  
 prepared by

**BA** BACH Associates, PC  
 ENGINEERS • ARCHITECTS • PLANNERS

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 Fax: 856-546-8612  
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