

# HADDONFIELD BOROUGH

## MASTER PLAN



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**ACKNOWLEDGEMENTS**



**Haddonfield Borough Commissioners**

Hon. Colleen Bianco Bezich, Mayor and Commissioner of Public Affairs and Public Safety  
Frank Troy, Commissioner of Public Works, Parks and Public Buildings

**Haddonfield Borough Staff**

Sharon McCullough, Borough Administrator  
Deanna Bennet, Borough Clerk  
Salvatore J. Siciliano, Esq., Borough Solicitor  
Suzanne Krohn, Borough Zoning Officer

**Planning Board Members**

Shawn McCaney, Chair  
Edward Naumes, Vice Chair, Environmental Commission Representative  
Doug McCollister, Site Plan Committee Chair  
Susan Baltake, Mayor's Designee  
Danielle Capozzi  
Stuart Harting  
Rusty Miller  
Matthew Pirolli  
Adam Barsky, Alt. I  
Ernest DelDuke, Alt. II

**Planning Board Professionals**

Emily Givens, Esq., Board Solicitor  
C. Jeremy Noll, PE, CME, CFWM, Board Engineer  
Bonnie Richards, Board Secretary

**Master Plan Subcommittee Members**

Susan Baltake  
Danielle Capozzi  
Kas Ghodoussipour  
Doug McCollister  
Edward Naumes  
Lou Randazzo  
Steve Sweet

Matt Wanamaker, AICP, PP

Stan Slachetka, FAICP, PP

Geoffrey Gray-Cornelius, AICP, PP

NJ Planner License #: 033L100650500

NJ Planner License #: 033L100350800

NJ Planner License #: 033L100649000





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## Acronym Glossary

AADT - Annual Average Daily Traffic

ACS - American Community Survey

ADUs - Accessory Dwelling Unit

BCGP - Bicycle Coalition of Greater Philadelphia

BID – Business Improvement District

CIP - Capital Improvement Plan

CCMUA - Camden County Municipal Utilities Authority

CCRHVA - Climate Change-Related Hazard Vulnerability Assessment

DPW - Department of Public Works

DVRPC - Delaware Valley Regional Planning Commission

EOP - Emergency Operations Plan

EVSE - Electric Vehicle Supply/Service Equipment

FAR - Floor Area Ratio

FEMA - Federal Emergency Management Agency

HEC - Haddonfield Environmental Commission

HMP - Hazard Mitigation Plan

HWTA - Haddonfield Water Trail Association

HVAC - Heating, Ventilation, and Air Ventilation

LEHD - Longitudinal Employer-Household Dynamics

LRHL - Local Redevelopment and Housing Law

LTS - Level of Traffic Stress

LULC – Land Use/Land Cover

MACH - Megalopolitan Coastal Transportation Hub

MLUL - Municipal Land Use Law

MOD-IV - New Jersey Property Tax System Modernization of the 4-Line System

MSWMP - Municipal Stormwater Management Plan

NJ4HMP - Mitigation Plan for Four New Jersey Counties

NJAC – New Jersey Administrative Code

NJDCA - New Jersey Department of Community Affairs

NJDEP - New Jersey Department of Environmental Protection OSRP - Open Space and Recreation Plan

NJSA – New Jersey Statutes Annotated

PATCO - Port Authority Transit Corporation

PSE&G - Public Service Electric & Gas

ROSI - Recreation and Open Space Inventory

SDRP - State Development and Redevelopment Plan

SOPAPS – Statement of Objectives, Principles, Assumptions, Policies, and Standards



# I. INTRODUCTION & BACKGROUND

## 1. INTRODUCTION

### A. Why is the Borough updating the Master Plan now?

A Master Plan is an official document adopted by a municipality that describes the current conditions and establishes a vision for the community's future. The Master Plan is designed to guide all land use decisions within the municipality, including managing development and protecting open space.

In New Jersey, municipal Master Plans are required to have a Statement of Objectives, Principles, Assumptions, Policies, and Standards (SOPAPS) and a Land Use Element. Additionally, if a community intends to utilize the power to zone, which is the standard method to control land use in New Jersey, a Housing Element is also required. A Master Plan may also include additional elements, when appropriate, including Circulation, Community Facilities, and Historic Preservation Plan Elements. To ensure that it remains an accurate reflection of the municipality, New Jersey municipalities are required to conduct a reexamination of their Master Plan at least every ten (10) years.

Haddonfield Borough's most recent master plan was completed in 1984, with the most recent Master Plan Reexamination occurring in 2009. The intent of the updated master planning process is to meet all of the statutory requirements of reexamining the current master plan and previous reexamination reports, while also providing the Borough with a new vision that better reflects the state of the Borough in 2025 and the changes that have occurred in the past 40 years.

### B. Overview/Introduction of Four Focus Areas

As a result of the extensive public engagement process and analyses of existing conditions, the four (4) focus areas were identified to guide the development of the updated Master Plan: Housing Diversity, Resiliency, Circulation, and Downtown Economic Vitality.

#### 1. Housing Diversity

The Borough is predominantly a residential community comprised of single-family detached dwellings. Haddonfield's residential neighborhoods are highly sought-after and Borough residents highly value living in this community. However, there is generally a lack of diversity in the types of housing options available, resulting in shortages in the supply of the types of housing that current and future residents desire. While the Borough does not wish to fundamentally alter the predominantly single-family residential character of the Borough, there is demand to provide a wider range of housing choices.

By allowing certain "missing middle" housing typologies that exist on the spectrum between single-family detached dwellings and high-rise apartment buildings, the Borough can accommodate older residents seeking to "age in place", younger residents looking for entry-level housing, and generally offer more flexibility to residents seeking an alternative to a single-family detached dwelling. "Missing middle" housing typologies that are currently found within the Borough's predominantly single-family neighborhoods, particularly side-by-side duplexes or twin homes, suggest that selected missing middle housing typologies can blend in with the Borough's existing character.



Figure 1: Existing Side-by-Side Duplex that mimics the style of a single-family detached dwelling.



Figure 2: Existing Side-by-Side Duplex that mimics the style of a single-family detached dwelling.



## 2. Resiliency

Climate change is resulting in a range of increased threats to the health, safety, and general welfare, with impacts that are determined both by global and regional trends as well as specific land use decisions of individual municipalities. Haddonfield experiences this global phenomenon in unique ways and is particularly impacted by the increased frequency and severity of major weather events, flooding, and increasing temperature, which is exacerbated by the high intensity of development in the Borough. The Resiliency focus area meets the requirements of a Climate Change-Related Hazard Vulnerability Assessment (CCRHVA) in identifying and seeking to mitigate the impacts that residents are already feeling, and which are anticipated to increase in the coming decades.

## 3. Circulation

The borough's road network is primarily comprised of local streets serving residential neighborhoods and collector or minor arterial roads along the commercial corridors. Roads in the Borough almost exclusively consist of one travel lane in either direction with sidewalks present on both sides. Roads are also generally low-speed and low-volume, especially in comparison to the principal arterials, interstates, and New Jersey Turnpike which are found in neighboring municipalities. Haddonfield has traditionally been seen as a comfortable place to walk and bicycle, though there is a perception that traffic has been increasing, which threatens the safety and accessibility of the Borough. The Circulation Focus Area additionally considers the PATCO station, which is a major node of the Borough. However, PATCO ridership remains less than half of its pre-pandemic levels and the PATCO station remains largely unintegrated with the surrounding parts of the Borough.

## 4. Downtown Economic Vitality

The Borough has a vibrant and idyllic downtown, mainly centered on Kings Highway and Haddon Avenue. These commercial corridors are nonetheless impacted by trends ranging from the rise of online commerce and the increase in virtual or hybrid work. As noted in the Circulation Focus Area, the connection between downtown and the PATCO station is disrupted by the large surface parking lot and the lack of wayfinding. To support the continued and enhanced success of the downtown, the Borough can take proactive steps both in encouraging a flexible and appropriate mixture of uses and support efforts in the public realm that further support the downtown as an economic, civic, and cultural hub.



Figure 3: Rain garden in buffer between sidewalk and roadway designed to capture stormwater runoff.



Figure 4: Mid-block crosswalk on Haddon Avenue, one of the Borough's busiest roads.



Figure 5: Kings Highway in Downtown Haddonfield closed to vehicles during the Health & Wellness Festival.



## C. Planning History in the Borough

### 1. Master Plan Documents

#### Haddonfield Master Plan (1984)

The most up to date elements and reexaminations of the Haddonfield Master Plan were reviewed to ensure that the plan is appropriately updated. The 1984 Master Plan had the following goals: maintain the visual attractiveness of the community and preserve the historic character of the area, maintain the predominantly single-family residential character of the Borough, continue to expand housing opportunities to meet needs of existing and future residents, establish an appropriate balance of land uses, provide for safe and convenient movement of automobiles and people throughout the Borough, maintain and adjust community facilities and services to meet the changing needs of Borough residents. The Plan included a land use plan, housing plan, circulation plan, business area plan, utility service plan, and energy conservation and stormwater management plan.

A summary of each component of the master plan are summarized below, in addition to how the plan relates to other planning documents and studies.

#### Reexamination Reports

##### 2009 Reexamination of 2003 Master Plan

In the most recent Master Plan Reexamination of the 2009 Master Plan Reexamination Report, one new element was recommended to be added, the “Green Buildings and Environmental Sustainability” element as described by N.J.S.A. 40:55D-28(b)(16). It also identified a more detailed circulation element. The recommendations for each element are summarized below.

##### **Transportation and Circulation**

Recommendations for transportation and circulation included that the Board and Borough Commissioners should continue to review ways to enhance walkability, such as through eliminating sidewalk gaps and encouraging more bicycle usage through bike paths and parking and adding a pocket park on Tanner Street to encourage pedestrian accessibility between PATCO and downtown. Traffic calming measures were recommended on roads in addition to Maple and Lincoln Avenues. An educational initiative for children to improve their understanding of walking and biking safety was recommended. Reviewing issues related to congestion and traffic related problems near schools was included as well.

##### **Environment and Renewable Energy**

Recommendations for Environment and Renewable Energy included full support of the Greenways Project and Hadrosaurus Interpretative Trail and that funding should be pursued for implementation. It was recommended that the Planning Board further study the recommendation of the Haddonfield Shade Tree Commission that the Community Forestry Management Plan guide their management of Haddonfield’s trees. The final recommendation was to determine if further protection of trees via the land use code is necessary.

##### **Zoning Regulation**

Regarding zoning regulation, tear downs were cited as an issue, particularly related to impervious cover. Further study was recommended to determine if existing ordinances include adequate standards for alternative energy sources. Further clarification in the code was recommended in relation to impervious surfaces and what should be included in that definition.



Figure 6: Haddonfield Borough Hall.



### **Historic Preservation**

The reexamination included a recommendation to consider expansion of the Historic District with involvement of relevant property owners. Workshops and public meetings for education during this process was recommended. A detailed review of the Historic Preservation ordinance was recommended with the following considerations: whether there should be a two-tiered set of standards, whether the standards need to be revised, if the moratorium on demolishing structures be extended, and if adequate notice is given to property owners within the Historic District.

### **2003 Reexamination of 1991 Master Plan Reexamination Report**

The following goals of the 1991 Master Plan Reexamination Report were adequately addressed at the time of this reexamination: the adoption of an omnibus land use ordinance, the development of senior housing, the acquisition of open space, the revision of zoning to more accurately reflect existing development, the adoption of a revised housing element, encouragement of safe pedestrian, bicycle and vehicular traffic, establishment of a balance of uses in the business district, and the expansion and preservation of housing opportunities within the business district.

Recommendations to be continued which were included in this reexamination are: the maintenance of the visual attractiveness of the Borough, the preservation of historic character, encouragement of single-family residential uses, a study of expanding the Historic District, development of a trail along the Cooper River. New objectives included: a study of the appropriateness of permitting twin homes as a conditional use and adoption of daylight plane restrictions for new homes, revision of existing and adoption of new business regulations to improve efficiency in the process, a study of the business district, completion of the Conditional Use amendments, participation in the Haddon Avenue/PATCO Corridor Study, a study of the advantages and disadvantages of obtaining Transit-Village Designation, adoption of Stormwater Management ordinance, and adoption of a new master plan prior to the next reexamination.

### **Downtown Area Element (2007)**

In 2007, the Downtown Area Element of the Master Plan was updated. This element reflects the importance of the downtown area to community life and articulates the specific goals related to land use and urban design and how to plan for the future in these areas. It lays out what Haddonfield wants the future of its downtown to be and what changes should be made over the coming years. Implementation tools and initiatives are laid out as a guide for how to make the established changes.

Some of the goals of the element are to maintain the liveliness and activity of the downtown, conserve and enhance features of King's Highway through emphasizing ground level retail and a mix of uses on upper floors, provide for improvements to circulation and parking to enhance walkability and bike-ability, increase green spaces that are connected to downtown, and to encourage the development of housing. The Downtown Area Element includes strategies for urban design, historic preservation, circulation and parking, affordable housing, and open space. This master plan update considered and worked from these strategies when establishing the recommendations of this plan.

### **Housing Element and Fair Share Plan (2019)**

There are three components to a municipality's affordable housing obligation: the Rehabilitation share, or Present Need, the Prior Round obligation, and the Third Round obligation. It is stated in the plan that: "To address its Unmet Need, the Borough has identified 12 sites, including the area around its PATCO station and nearby it, where it will adopt overlay zoning to create a realistic opportunity for the construction of affordable housing. The Borough will also adopt an updated Affordable Housing Ordinance, including a provision that, for any new residential construction of five or more units anywhere in the Borough, will require 20% of those units be set aside as affordable." (p. 1).

### **Open Space and Recreation Plan (2018)**

The Borough of Haddonfield Open Space and Recreation Plan (OSRP) was adopted in 2008 and updated in 2018. Relevant Master Plan element recommendations include serving the future needs of residents, identifying opportunities for expansion to parks and open space, developing conservation easements to increase access, consider costs and benefits of a trail system to provide safe pedestrian linkages between recreation areas, and making connections to linear trail systems. The 2008



OSRP was developed in 2008 as part of a planning process to identify specific parcels that, if they were ever to be placed for sale, would address the recommendations in the 2005 Master Plan Element. It also was drafted in recognition of the increased development pressures that Haddonfield has experienced during the past few years, and the possibility of significant new infill housing. The OSRP contains an updated needs assessment based on current development trends as well as projections.

### **Green Buildings and Environmental Sustainability Element (2015)**

In August of 2008, the Municipal Land Use Law (MLUL) was amended to include the Green Buildings and Environmental Sustainability Element in the list of permitted Master Plan Elements. The overarching intent of the Element is to ensure that planning and development, both public and private, in Haddonfield Borough is done such that future generations enjoy the same or better opportunities in terms of housing options, access to open space and the local ecology, vibrant community life, and environmental health (p. 15). Some of the goals of the plan include addressing the Borough's contribution toward and mitigation of the impacts of climate change, enhancing the Borough's natural resources, continuing to protect environmentally sensitive areas, encouraging the reuse of previously developed sites and structures, and encouraging walkability and a vibrant and varied mix of uses in Haddonfield. The master plan update will support and enhance the objectives and strategies of the Sustainability Plan Element.

### **Historic Preservation Element (1997)**

The Historic Preservation Element of the Master Plan was last updated in 1997 and outlines goals and objectives for how to protect and enhance its historic resources. Some goals from this element include continuing to identify historic resources, continuing to review policy options for the protection of said resources, establishing economic incentives for the preservation of historic buildings and neighborhoods, heightening public awareness of historic preservation in the community, adopting strategies to conserve historic neighborhoods which reflect their development, roles, and traditions while balancing with modern needs and economic health, and showing sensitivity to the diversity of residents while preserving the historic character of Haddonfield.

## **2. Other Plan Documents**

### **Zoning and Lot Compatibility Report (2018)**

The Haddonfield Land Use Committee and Planning Board identified 19 land use issues in Haddonfield that warranted further investigation, one of which was the development of new homes in the Borough. This report was completed by Remington and Vernick, to explore issues of concern related to this, including new homes' height, floor area, dimensions, yard setbacks, and architectural features. The plan outlined properties of concern that should be considered in making amendments to the zoning code, while ensuring uniformity is maintained within the code. It also recommended various definitions to be added to the code to strengthen and clarify regulations.

### **Downtown Plan – Affordable Housing Strategy**

The Downtown Plan states that elements of this strategy may conflict with the Housing Element of the Master Plan, but should be superseded by the Housing Element. Principles for affordable housing included in this plan include: to develop affordable housing in small increments throughout the downtown so that it integrates into the physical environment, develop affordable housing over time so that its potential impact on schools can be more easily dealt with, and develop affordable housing within the urban design context so that it fits in visually in the downtown area.

The principles of the plan are to maintain the downtown as the center of the community, keep a mix of uses in the downtown connected by green areas and walkable streets, maintain a "town" scale, support the diverse character of downtown blocks through development regulations, prioritize pedestrian life over vehicular traffic, evaluate opportunities to expand housing in the downtown area, and conserve the character of the neighborhoods around the downtown.

### **Residential Land Use Element (2000)**

The Residential Land Use Element was last updated in 2000. It discusses residential zoning and design issues and contains recommendations aimed to address said issues. These suggestions are typically revisions to the land development ordinance.



The intent of the element is to analyze existing development and lot patterns in residential zoning districts and make suggestions as to how to preserve neighborhood and historic character through ordinance amendments and other strategies. The element supports some of the land use goals of the 1991 Land Use Element including to maintain the visual aesthetic and historic character of the community and downtown area, expand housing opportunities to reflect current and future needs, provide for the safe movement of people and vehicles, and enhance community facilities and services to meet the evolving needs of residents.

### **Municipal Stormwater Management Plan (2005)**

The Municipal Stormwater Management Plan (MSWMP) was completed in 2005. It summarizes the Borough's strategy for addressing stormwater-related impacts such as flooding. It is required by N.J.A.C. 7:14A-25 (Municipal Stormwater Regulations). The plan discusses groundwater recharge, water quality, and stormwater levels while establishing performance standards for stormwater projects in the Borough. The intent of these standards is to minimize any negative impacts that may result from stormwater runoff.

The goals of the plan include reduce flood damage, minimize stormwater runoff from new development, reduce soil erosion resulting from development, maintain groundwater discharge, prevent an increase in nonpoint pollution, maintain the integrity of streams for drainage and other ecological functions, minimize pollutants in stormwater runoff, and ensure the proper design and operation of stormwater basins. This master plan update supports and expands upon the goals of the MSWMP and will emphasize their importance wherever possible.

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## 2. BACKGROUND & ANALYSIS OF EXISTING CONDITIONS

### A. Existing Conditions

#### 1. *Regional Context*

Haddonfield Borough is 2.84 square miles in size and located in Camden County, New Jersey, roughly ten (10) miles east of Center City Philadelphia, Pennsylvania. Haddonfield is bordered by Cherry Hill Township to the east and north, as well as Haddon Township, Audubon Borough, and Haddon Heights Borough to the west, and Barrington Borough and Tavistock Borough to the south. Haddonfield is located within the Delaware Valley Regional Planning Commission (DVRPC) jurisdiction, the Metropolitan Planning Organization (MPO) that oversees nine (9) counties of the Greater Philadelphia region spread between Pennsylvania and New Jersey.



*Figure 7: Kings Highway is one of the highest volume roads in the Borough and serves as a primary commercial corridor.*

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Map 1: Delaware Valley Regional Planning Commission Counties.



## 2. *History*

The Borough has a rich history that is still reflected in the character of its downtown and surrounding areas today. It is one of the oldest communities in what was once known as West Jersey. It is located at a critical area or crossroads, to the southeast of where Cooper River crosses the King's Highway, between the Salem and Burlington settlements.<sup>1</sup>

Originally occupied by the Lenape Native American tribe, the Borough was first inhabited by European settlers in 1662 with the eponymous John Haddon purchasing land in 1668, with his daughter, Elizabeth, arriving in 1701. The Quaker Haddon family built the New Haddonfield Plantation in 1713, the year which is now celebrated as the Borough's founding.<sup>2</sup>

In 1721, Elizabeth's father gave her a deed for an acre of land for a Quaker meetinghouse to be constructed. These Quaker origins are still evident in Haddonfield today.

Through this Quaker influence Haddonfield tried to limit involvement in the American Revolution, its location was such an important crossroads that it could not avoid being impacted. Both British and American soldiers traveled through or stopped in town during various campaigns. The Indian King Tavern played an important role as a meeting place at this time and became the first historic site purchased by the state of New Jersey in 1904.

Haddonfield developed as a commercial center and its development accelerated after the Camden and Atlantic Railroad began offering service between Philadelphia and Atlantic City in the 1850s. Haddonfield's current layout largely reflects the initial development patterns of the early settlement, with large farms slowly subdivided into residential parcels branching out from the Borough's commercial corridors.

The most complete dinosaur that had been unearthed at the time was found in Haddonfield in 1858. Named Hadrosaurus Foulkii after the town, and also known as "Haddy", it became the State dinosaur of New Jersey in 1991.<sup>3</sup>

Haddonfield was formally incorporated as a Borough in 1875. To protect it from development pressure resulting as the highway era brought about major changes in land use, the Borough emphasized the preservation of the historic character of the Borough, leading to the adoption of the Historic District Ordinance in 1971. These efforts have resulted in many of the Victorian homes still in existence today.

Historic preservation goals were included in the 1984 Master Plan and an Historic Preservation Element was adopted in 1997.

### **Historic District**

Following its establishment in 1971, the Borough's Historic District was listed on the New Jersey Register of Historic Places in 1980 and the National Register of Historic Places in 1982.<sup>4</sup> The Historic District includes 488 houses, buildings, and sites in the town's historic core, comprising a contiguous area generally running along Kings Highway from Chews Landing Road in the west to the border with Cherry Hill Township in the east.<sup>5</sup>

Property owners within the Historic District are required by ordinance to receive a Certificate of Appropriateness from the Planning Board before making exterior changes to buildings, structures, or sites. The Historic Preservation Commission conducts an advisory design review as part of this process.

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<sup>1</sup> [History of the Town of Haddonfield | Historical Society of Haddonfield \(haddonfieldhistory.org\)](http://HistoryoftheTownofHaddonfield.com)

<sup>2</sup> [About Our Town \(haddonfieldnj.org\)](http://AboutOurTown.haddonfieldnj.org)

<sup>3</sup> [Welcome to Borough of Haddonfield, NJ \(haddonfieldnj.org\)](http://WelcomeToBoroughofHaddonfield.NJ.haddonfieldnj.org)

<sup>4</sup> [Historic District Information \(haddonfieldnj.org\)](http://HistoricDistrictInformation.haddonfieldnj.org)

<sup>5</sup> [Historic.pdf \(revize.com\)](http://Historic.pdf(revize.com))



## Historic Preservation Commission

The Historic Preservation Commission follows in the footsteps of the Borough’s Historical Society, founded in 1914 in celebration of the Borough’s 200<sup>th</sup> anniversary, and the Haddonfield Preservation Society, created in 1967 with the intention of establishing the Historic Preservation Ordinance, which was subsequently adopted in 1971. <sup>6</sup>

The Historic Preservation Commission’s responsibilities, as permitted under New Jersey MLUL, are to advise the Planning Board and Zoning Board on development applications, advise the Planning Board on the inclusion of historic sites, promote historic preservation through advisory, educational, and informational functions and provide, upon request, technical assistance to property owners on how to preserve, restore and rehabilitate structures. <sup>7</sup>

## B. Demographic Profile

### 1. Population

According to the U.S. Census Bureau’s American Community Survey (ACS) 5-year data, Haddonfield’s population was 12,456 in 2022. The Borough’s population density is over 4,000 residents per square mile, which is over three times the population density of New Jersey, the densest state in the country. The Borough’s high population density reflects the highly developed residential nature of the Borough’s land use, even though the housing stock is predominantly single-family detached housing.



Figure 8: Indian King Tavern Historic Site, originally constructed in 1730, is New Jersey’s first state-owned historic site.

Table 1: State, County, and Borough Population Characteristics <sup>8</sup>

	New Jersey	Camden County	Haddonfield Borough
<b>Total population</b>	9,249,063	522,581	12,456
<b>Population density (per square mile)</b>	1,257	2,361	4,057
<b>Median age (years)</b>	40.0	38.7	39.4
<b>Under 18 years</b>	21.8%	22.7%	33.0%
<b>65 years and over</b>	16.6%	16.0%	14.1%

While the Borough’s median age is between the state and county, the share of the Borough’s residents under 18 years of age is much higher than both Camden County and the state. This aligns with the view of the Borough as a bedroom community where families can raise children due to the high quality of life, small town feel, and school system. By contrast, the percentage of the Borough’s population 65 years and over is slightly less than the state and county.

Despite its relatively small geographic area, the Borough experienced relatively rapid population growth during the post-World War II decades, increasing from a population of 9,742 in 1940 to 13,201 in 1960, which represents the Borough’s peak population. After remaining relatively unchanged in 1970, the population decreased by roughly six percent in both decades between 1970 and 1990. The population has been mostly stable since 1990, when the population was 11,628 residents. The subsequent two decennial Censuses saw changes of less than one percent per decade.

<sup>6</sup> [History \(indiankingfriends.org\)](http://indiankingfriends.org)

<sup>7</sup> [Historic Preservation Commission \(haddonfieldnj.org\)](http://haddonfieldnj.org)

<sup>8</sup> U.S. Census Bureau 2022 5-year ACS DPO5 Demographics and Housing Estimates



Table 2: Borough Population Change <sup>9</sup>

Year	Population	% Increase
2020	12,550	8.3%
2010	11,593	-0.6%
2000	11,659	0.3%
1990	11,628	-5.7%
1980	12,337	-6.0%
1970	13,118	-0.6%
1960	13,201	25.8%
1950	10,495	7.7%
1940	9,742	-

The most recent decennial Census, in 2020, saw the largest percentage change in population that Haddonfield has experienced since the population peaking in 1960. According to the 2020 U.S. Census, there were 12,550 residents living in Haddonfield, an increase of 8.3 percent from the previous decade. This data was collected during the COVID-19 pandemic and related stay-at-home orders that were in place throughout much of the United States, including New Jersey, which may have impacted its reliability. However, given that the reported population is very similar to the 12,456 estimated in the 2022 American Community, it appears that the Borough did experience an increase in residents between 2010 and 2020.

### Population Projections

The DVRPC published population and employment projections through 2050 at the municipal and county level. Using 2015 as the base year, the DVRPC projected that the Borough’s population would remain stable, increasing only 0.4% between 2015 and 2050. By contrast, Camden County was anticipated to grow by 2.3 percent between 2015 and 2050.

Note that the actual population of the Borough increased by roughly a thousand residents between 2015 and 2020 according to U.S. Census data. DVRPC projections nonetheless reflect the fact that there is limited space to develop, though the Borough population may continue to grow by increasing density in already developed locations.

Table 3: DVRPC Population Projections <sup>10</sup>

Year	Haddonfield Borough	Camden County
2015	11,356	507,692
2020	11,317	507,378
2025	11,317	512,630
2030	11,317	512,790
2035	11,350	515,571
2040	11,395	518,525
2045	11,395	519,127
2050	11,401	519,476
# Change 2015 - 2050	45	11,784
% Change 2015 - 2050	0.4%	2.3%

<sup>9</sup> U.S. Census Bureau New Jersey Population by Municipality 1940-2000

<sup>10</sup> DVRPC Municipal and County-Level Population and Employment Forecasts, 2015-2050



## 2. Race and Ethnicity

Haddonfield’s population is notably less diverse than either the county or the state. Camden County and the State of New Jersey each have a non-white population over forty percent, while less than ten percent of the Borough is non-white. Only one percent of the Borough identifies as Black or African American compared with over thirteen percent in the State and almost twenty percent of Camden County. Likewise, just over one percent of the Borough identifies as Asian, compared with nearly ten percent in the State and almost six percent in the County. Only 0.3% of the Borough identifies as some other race, which is also significantly lower than the State (8.3%) and County (9.4%). However, the percentage of Borough residents who identify as two or more races (7.3%) is closer to the State (8.6%) and slightly greater than the County (6.9%).

Table 4: Race <sup>11</sup>

Race	New Jersey	Camden County	Haddonfield Borough
White	59.8%	58.2%	90.2%
Black or African American	13.1%	19.3%	1.0%
American Indian and Alaska Native	0.3%	0.2%	0.0%
Asian	9.9%	5.9%	1.3%
Native Hawaiian and Other Pacific Islander	0.0%	0.0%	0.0%
Some Other Race	8.3%	9.4%	0.3%
Two or More Races	8.6%	6.9%	7.3%

The percentage of the Borough that identifies as Hispanic or Latino (5.4%) is notably less than both the State (21.2%) and the County (18.2%).

## 3. Income

The median household income in Haddonfield of \$178,362 is significantly higher than the State (\$97,126) and more than double the County (\$82,005). This aligns with the perception of Haddonfield as an upscale residential community that is notably wealthier than many of the surrounding communities. Haddonfield similarly has a poverty rate and unemployment rate that are significantly lower than the State and County.

Table 5: Income, Poverty Level, and Unemployment Rate <sup>12</sup>

	New Jersey	Camden County	Haddonfield Borough
Median Household Income	\$97,126	\$82,005	\$178,362
Below Poverty Level	9.7%	12.4%	2.1%
Unemployment Rate	6.2%	7.2%	3.4%

## 4. Educational Attainment

Borough residents also have a remarkable level of educational attainment, with near universal high school graduation (98.4%) which is nearly ten (10) percent higher than both the State (90.6%) and County (89.3%). More than four (4) out of five (5) Borough residents (81.0%) have additionally attained a bachelor’s degree or higher, which is roughly twice as high as both the County (34.3%) and State (42.3%). In even greater contrast if the amount of Borough residents with a graduate or professional degree (43.9%), which is roughly three (3) times higher than the County (13.5%) and State (16.8%)

<sup>11</sup> U.S. Census Bureau 2022 5-year ACS DP05 Demographics and Housing Estimates

<sup>12</sup> U.S. Census Bureau 2022 5-year ACS S1903 Median Income in the Past 12 Months (in 2022 Inflation-Adjusted Dollars), S1701 Poverty Status in the Past 12 Months, and DP03 Selected Economic Characteristics



Table 6: Educational Attainment <sup>13</sup>

Educational Attainment (Population 25 Years and Over)	New Jersey	Camden County	Haddonfield Borough
High school graduate or higher	90.6%	89.3%	98.4%
Bachelor's degree or higher	42.3%	34.3%	81.0%
Graduate or professional degree	16.8%	13.5%	43.9%

### C. Transportation Network

Haddonfield Station is located on the PATCO line, which provides connections between Philadelphia and Lindenwold, New Jersey. The New Jersey Transit Atlantic City Line merges with the PATCO tracks just north of Haddonfield, though the NJ Transit line does not stop at Haddonfield Station.

Haddonfield is located in close proximity to a number of major roadways, which are predominantly located near, but not within, the Borough. This has allowed the Borough to benefit from connectivity without experiencing the negative impacts associated with high volume roadways. The New Jersey Turnpike and Interstate 295 pass through an otherwise inaccessible portion of the southernmost tip of the Borough. New Jersey State Routes 38 and 70 are high-speed, high-volume east-west roads that cut through Cherry Hill to the north of the Borough.

The only State Route within the Borough (NJ 41) runs southwest from NJ 70 along Kings Highway though the downtown core before turning onto Chews Landing Road. Kings Highway becomes County Road 657 to the southwest of Chews Landing Road. Kings Highway serves as the Borough's "Main Street" and has a wide variety of retail, restaurants, and office uses. The intersection of Kings Highway with North Haddon Avenue (County Road 561) is the Borough's busiest. North Haddon Avenue connects Haddonfield as far east as the City of Camden and serves as the primary commercial corridor in Haddon Township and Collingswood Borough.



Figure 9: Riders can reach Philadelphia from the Haddonfield PATCO Station in under 20 minutes.

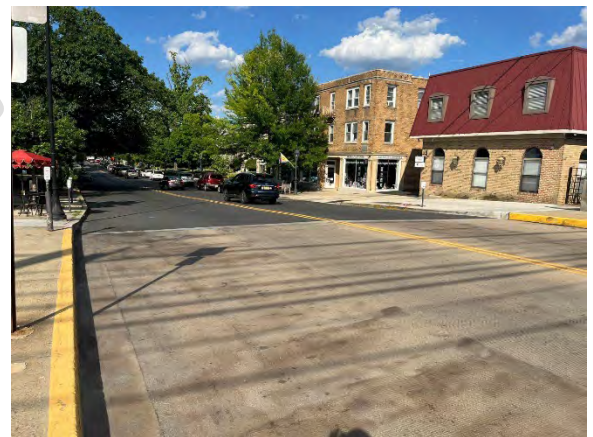
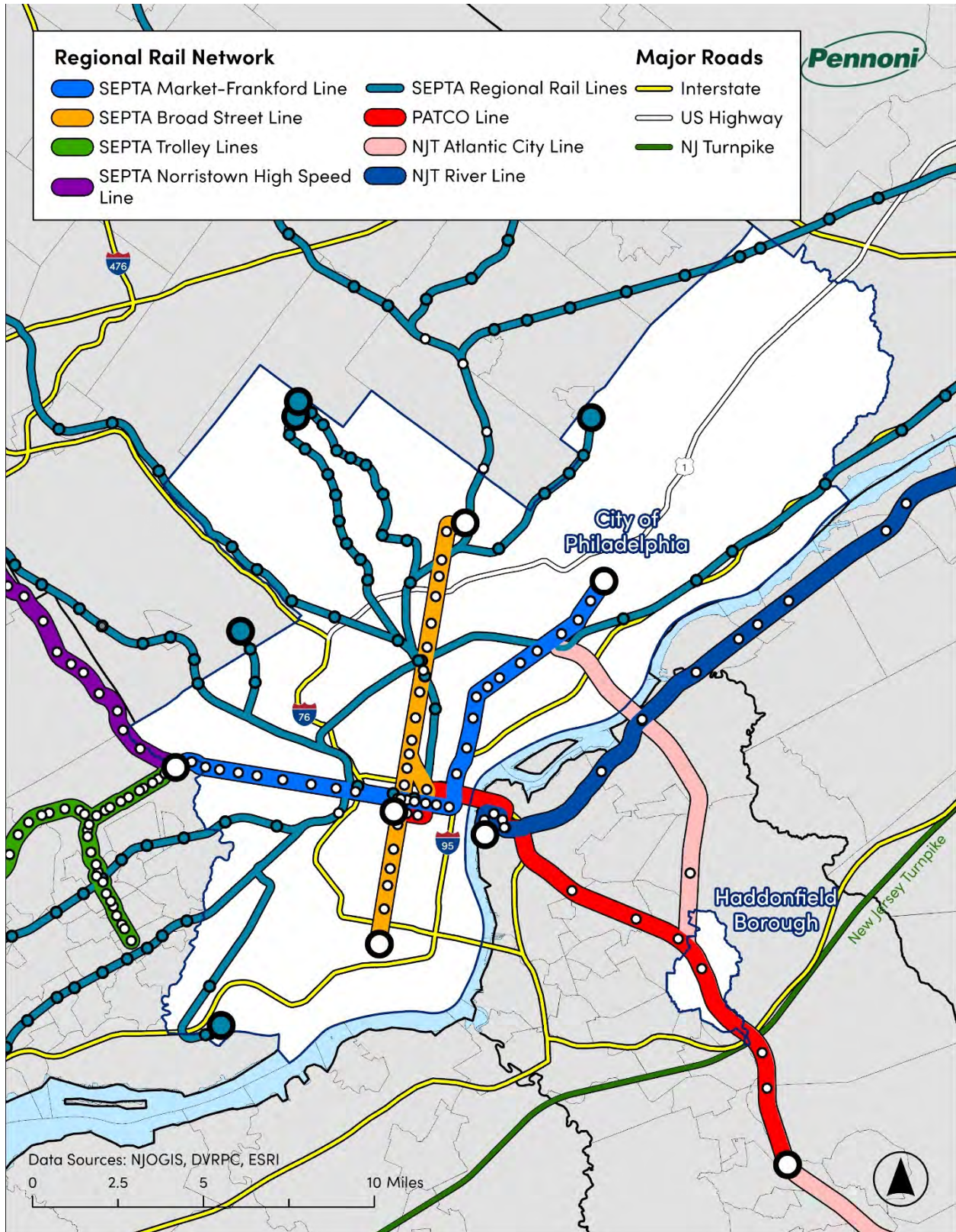
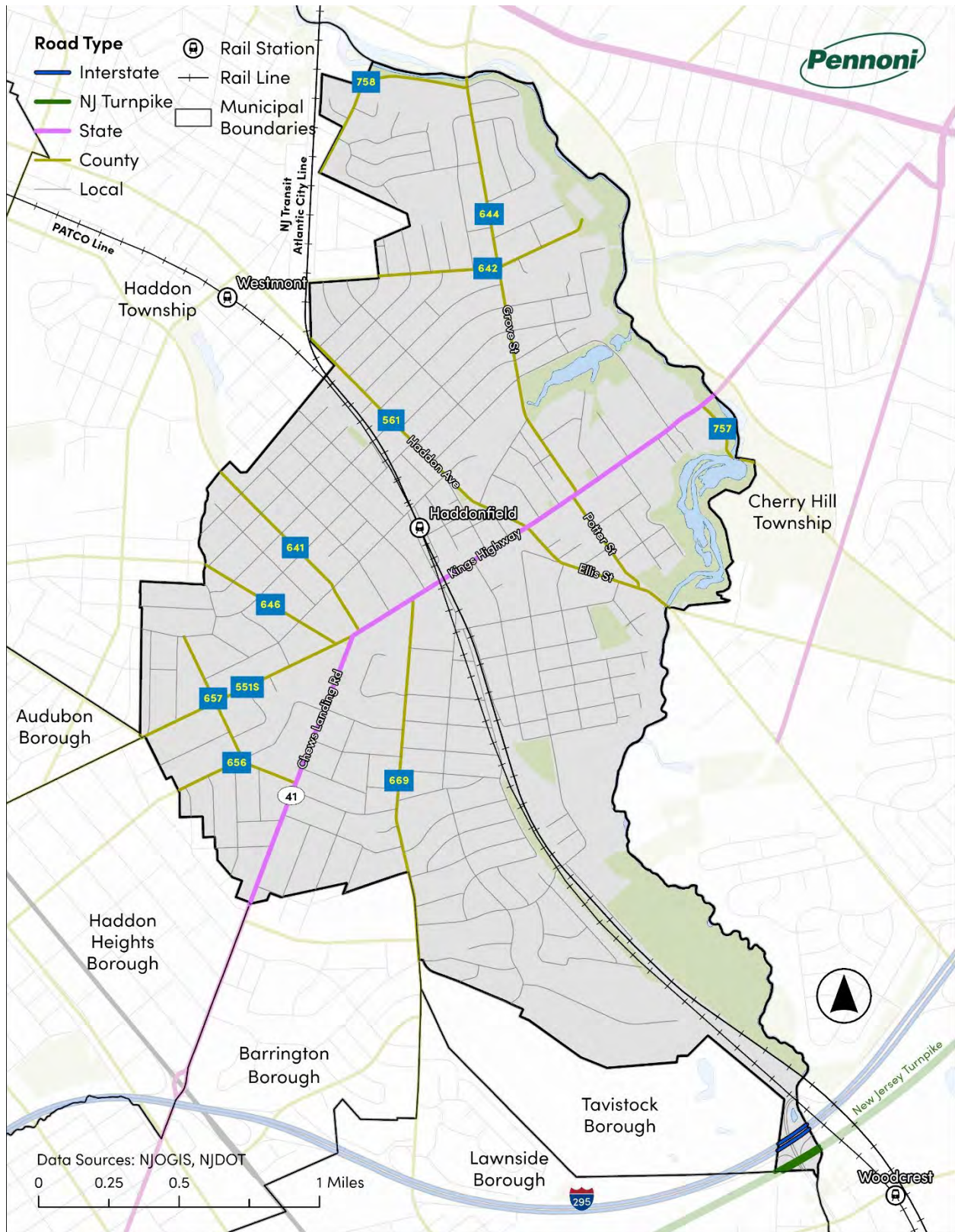


Figure 10: Kings Highway is a State Route (NJ 41) to the east of Chews Landing Road.

<sup>13</sup> U.S. Census Bureau 2022 5-year ACS S1501 Educational Attainment



Map 2: Regional Transportation Network





## 1. *Traffic Volume*

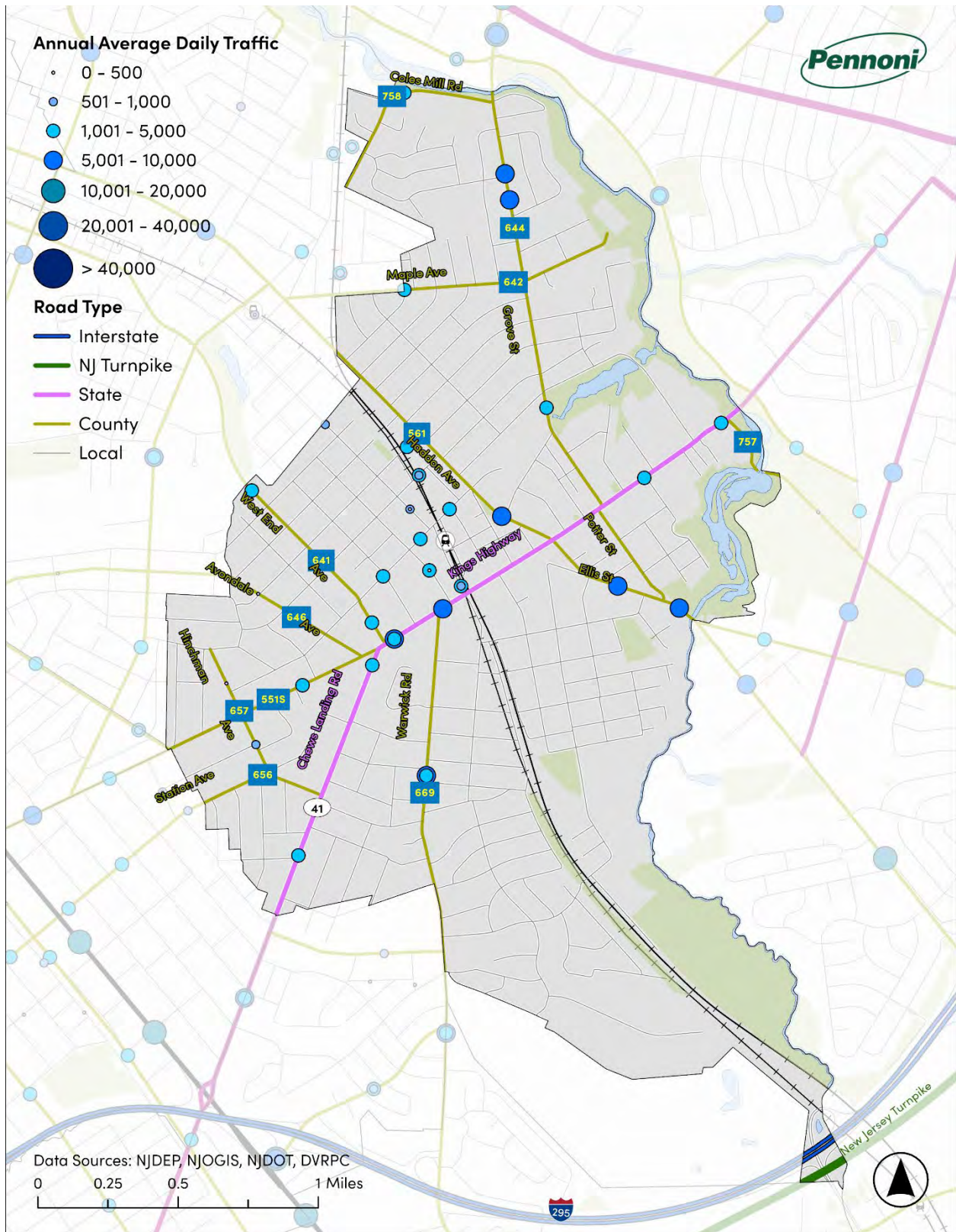
Borough roads are almost exclusively designed for a single travel lane in both directions with posted speed limits no greater than 25 miles per hour. State and County roads generally have greater traffic volumes than local roads, which were designed to serve local neighborhoods.

DVRPC provides traffic counts for selected roads within the MPO's jurisdiction, including 66 count locations within the Borough since 2019, as shown on **Map 4**. Roads with the highest recorded traffic volume were Kings Highway and Grove Street, which were the only Borough roads where the number of annual average daily traffic (AADT) exceeded 8,000 daily vehicles in at least one direction. Ellis Street, Haddon Avenue, and Warwick Road were the only other roads within the Borough that exceeded 5,000 daily vehicles. By contrast, State Route 70 (Marlton Pike) in neighboring Cherry Hill sees roughly 25,000 daily vehicles while Interstate-295, which passes through the southern tip of the Borough, has been recorded with roughly 75,000 daily vehicles.

Haddonfield residents and stakeholders expressed concern during the public participation process that there has been an increase in the number of vehicles traveling on Borough roads, with a particular concern regarding the number of vehicles using local roads as shortcuts through residential neighborhoods. There is not sufficient evidence to confirm that there has been an increase, particularly given that there has been a limited number of DVRPC traffic counts within residential neighborhoods. Further study is necessary to determine the extent of the issue and specific locations of concern.



Figure 11: Intersection of Haddon Avenue and Kings Highway, two of the highest volume roadways within the Borough



Map 4: Traffic Volume



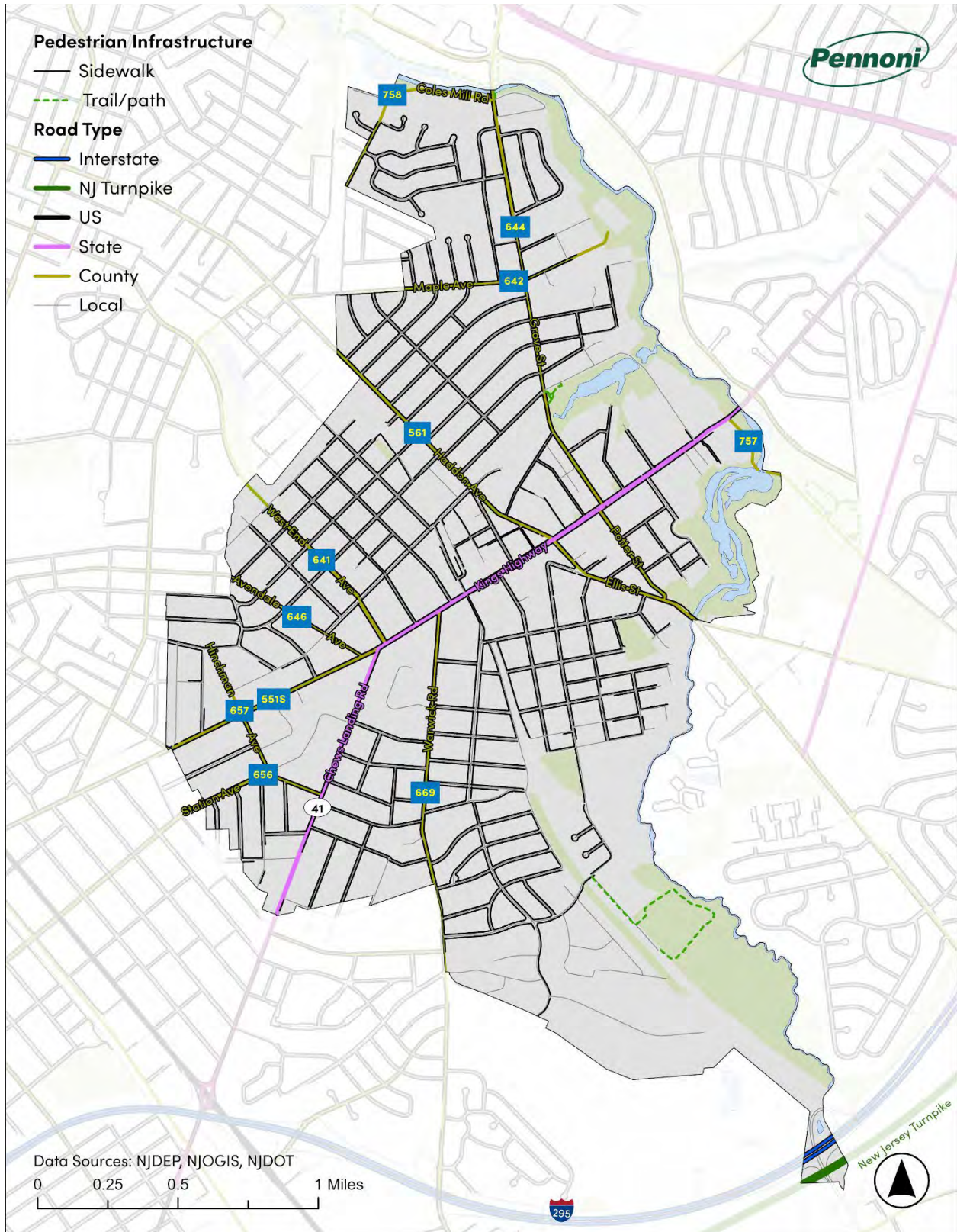
## 2. Sidewalk coverage

As shown on **Map 5**, the Borough has a high level of sidewalk coverage, with sidewalks extending along both sides of the vast majority of the Borough's streets. This includes both the walkable downtown area along Kings Highway and residential neighborhoods.

There are a few isolated locations where sidewalk connectivity is disrupted, which can hinder pedestrian access and potentially create safety hazards if pedestrians are forced to walk in the street.



Figure 12: Roads within the Borough have nearly complete sidewalk coverage using a variety of materials. Some sidewalks are uneven due to deterioration or tree roots.





### 3. *Bicycle Level of Traffic Stress*

Bicycle Level of Traffic Stress (LTS) provides a simple scoring system to quantify how comfortable it is for bicyclists to ride on roads. DVRPC assigned LTS scores to roads within its jurisdiction using number of lanes, effective vehicle speed, and the presence and type of bicycle facility of the road segment as inputs. This provided a LTS score ranging from 1 (lowest traffic stress) to 4 (high traffic stress).

Traffic stress levels are designed to correspond to the type of bicyclist who will feel comfortable riding on that type of road. Level one (1) roads are comfortable for most people, even those who do not generally have interest in bicycling. Level two (2) roads are appropriate for the “interested but concerned” type of rider, who make up the majority of all rider types.<sup>14</sup> Level three (3) roads are only appropriate for experienced “enthused and confident” riders while Level four (4) roads are uncomfortable, if not terrifying, for all but “strong and fearless” riders.

Table 7: Bicycle Level of Traffic Stress Scores

Level of Traffic Stress	Characteristic	Appropriate Rider Type
1	Lowest traffic stress	Almost everyone
2	Little traffic stress	Interested but concerned
3	Moderate traffic stress	Enthused and confident
4	High traffic stress	Strong and fearless

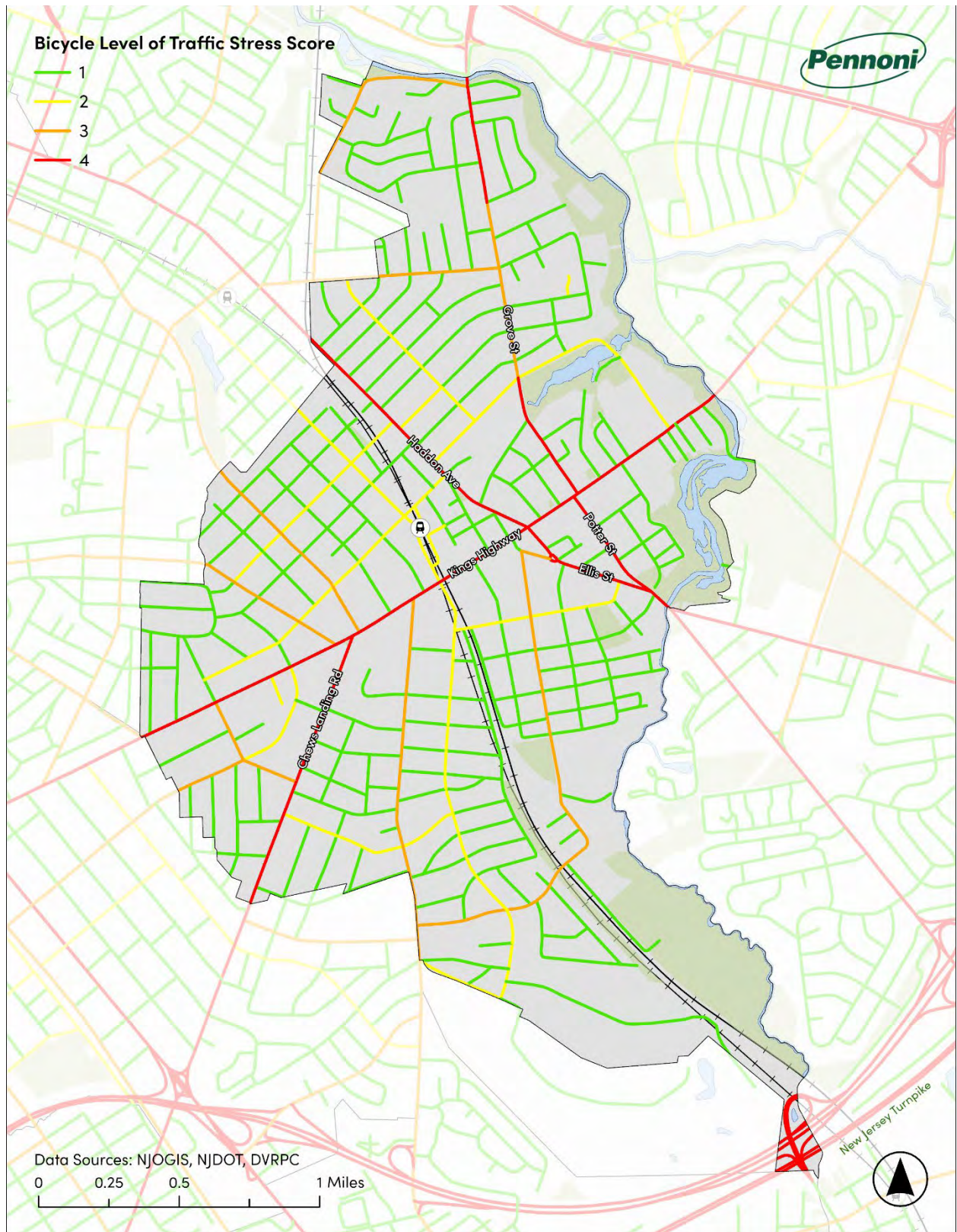
Note that a bicycle LTS score is assigned for each road segment, the stretch of road between two intersecting roads or the road endpoint (also referred to as a block). A given road may therefore have multiple LTS scores on different road segments which represents the unique conditions along that road segment.

As shown in **Map 6** most of the State and County roads in the Borough have a LTS score of three (3) or four (4), while local roads generally have a LTS score of one (1) or two (2). This suggests that bicycling within neighborhoods is relatively comfortable for most riders, but bicycling between neighborhoods or to the downtown can be a stressful experience for many riders.



Figure 13: Grove Street is one of the few roads within the Borough with dedicated bicycle infrastructure.

<sup>14</sup> [Understanding the “Four Types of Cyclists” | by Alta | Alta \(altaplanning.com\)](https://altaplanning.com/understanding-the-four-types-of-cyclists/)



Map 6: Bicycle Level of Traffic Stress Scores



### D. Commuting and Employment

The mean travel time to work for Borough workers 16 years and over is 30.0 minutes, which is comparable to the State (31.1 minutes) and County (28.0 minutes). Approximately two-thirds of Borough workers (65.5%) commute to work in a vehicle, either alone or in a carpool. This is slightly less than the State (73.0%) and County (79.2%).

Table 8: Means of Transportation to Work<sup>15</sup>

Means of Transportation to Work	New Jersey	Camden County	Haddonfield Borough
Car, truck, or van (Drove alone)	65.4%	70.3%	62.3%
Car, truck, or van (Carpooled)	7.6%	8.9%	3.3%
Public transportation (excluding taxicab)	9.0%	5.4%	8.7%
Walked	2.6%	1.7%	0.9%
Bicycle	0.3%	0.2%	0.5%
Taxicab, motorcycle, or other means	2.0%	1.7%	0.1%
Worked from home	13.1%	11.8%	24.2%
Mean travel time to work (minutes)	31.1	28.0	30.0

Commuting via public transportation (excluding taxicab) accounts for 8.7% of Borough workers, which is comparable to the State (9.0%) but greater than the County (5.4%). As noted in the Regional Context section, the PATCO rail line passes through the Borough, which likely accounts for the relatively high level of public transportation use compared to the County. As shown in **Table 9** below, public transportation has decreased by two percentage points in the Borough, County, and State between 2018 and 2022, reflecting the lasting impact on public transportation use brought on by the Covid-19 pandemic.

Table 9: Change in Percentage of Residents that take Public Transportation to Work<sup>16</sup>

Year	Public Transportation (Excluding Taxicab)		
	New Jersey	Camden County	Haddonfield Borough
2018	11.5%	7.3%	10.7%
2019	11.7%	7.2%	11.0%
2020	10.8%	6.6%	10.7%
2021	9.8%	5.8%	8.7%
2022	9.0%	5.4%	8.7%

Data provided by PATCO shows that monthly ridership, which fell drastically at the start of Covid-19 restrictions in March 2020, remains at roughly half of pre-pandemic numbers, according to the most recently available data. Note that this data reflects all PATCO ridership, not just for commuting to work. Ridership in 2022 and 2023 suggests that ridership is increasing, but it is unclear if pre-pandemic levels will ever be reached.

While the PATCO station is most immediately an asset to the Borough, it is additionally used by commuters in surrounding communities who drive to the Borough and then take the train. With less people taking the train, there has been a corresponding decrease in the number of vehicles parked in PATCO’s roughly 1,000 space parking lot.

<sup>15</sup> U.S. Census Bureau 2022 5-year ACS S0801 Commuting Characteristics by Sex

<sup>16</sup> U.S. Census Bureau 2018, 2019, 2020, 2021, and 2022 5-year ACS S0801 Commuting Characteristics by Sex



Table 10: PATCO Monthly Ridership at Haddonfield Station <sup>17</sup>

Passenger Entries at Haddonfield PATCO Station					
Month	2019	2020	2021	2022	2023
January	44,321	46,343	9,816	14,784	23,679
February	41,792	43,494	9,351	17,736	21,715
March	46,357	23,011	12,820	22,553	25,078
April	46,273	3,388	13,111	20,858	22,235
May	47,806	4,172	14,278	21,132	25,295
June	44,795	8,144	17,287	23,122	24,885
July	46,495	10,820	18,839	20,922	22,691
August	44,974	11,375	18,872	22,506	23,838
September	46,187	12,320	20,078	22,053	22,592
October	49,537	12,470	21,801	23,134	26,241
November	44,434	10,296	21,327	22,708	25,093
December	46,158	9,902	21,445	22,807	25,630
<b>Annual Total</b>	<b>549,129</b>	<b>195,735</b>	<b>199,025</b>	<b>254,315</b>	<b>288,972</b>

The Covid-19 pandemic disrupted the traditional expectation for most employees to work in person. Even after pandemic-related restrictions were relaxed, there has been a significant increase in the number of people working remotely full-time or a hybrid of in-person and remote work. The Borough, County, and State all saw significant increases in the percentage of workers over 16 years old who work remotely. The percentage of Borough workers working remotely was higher than the State or County prior to the pandemic. This relatively high base then expanded to nearly a quarter of the Borough (24.2%) working remotely as of 2022. This equates to an increase of approximately 1,090 people working from home in the Borough between 2018 and 2022.

Table 11: Change in Percentage of Residents that Work from Home <sup>18</sup>

Work from Home			
Year	New Jersey	Camden County	Haddonfield Borough
2018	4.4%	3.5%	6.1%
2019	4.5%	3.7%	6.8%
2020	7.3%	6.4%	12.5%
2021	10.6%	9.6%	19.3%
2022	13.1%	11.8%	24.2%

<sup>17</sup> PATCO ridership data 2019-2023

<sup>18</sup> U.S. Census Bureau 2018, 2019, 2020, 2021, and 2022 5-year ACS S0801 Commuting Characteristics by Sex



## 1. Employment Projections

In contrast to population projections, DVRPC forecasted that employment will increase by nearly a fifth (19%) by 2050, which is a greater increase than the 12% projected for the County as a whole. However, this projection assumed that the number of jobs in the Borough would increase to 7,935 in 2020 and then remain relatively constant around 7,880 for the following three decades.

Table 12: DVRPC Employment Projections<sup>19</sup>

Year	Haddonfield Borough	Camden County
2015	6,618	235,055
2020	7,935	231,475
2025	7,880	251,236
2030	7,861	254,730
2035	7,866	256,495
2040	7,873	258,893
2045	7,881	261,276
2050	7,886	263,284
<b># Change 2015-2050</b>	1,268	28,229
<b>% Change 2015-2050</b>	19%	12%

## 2. Commuting Patterns

There are 4,291 people employed within Haddonfield. Only 380 people with jobs within Haddonfield also live in the Borough, comprising 8.9% of the workforce. The remaining 91.1% of workers live elsewhere but commute to the Borough. Similarly, there are 5,610 employed people who live within the Borough, of which 93.2% are employed outside of the Borough. Taken together, there are 1,319 fewer jobs within Haddonfield than there are residents who are employed.

Table 13: Inflow/Outflow of Jobs<sup>20</sup>

Inflow/Outflow	Count	Share
<b>Employed in Haddonfield</b>	<b>4,291</b>	-
Employed and Living in Haddonfield	380	8.9%
Employed in Haddonfield but Living Outside	3,911	91.1%
<b>Living in Haddonfield</b>	<b>5,610</b>	-
Living and Employed in Haddonfield	380	6.8%
Living in Haddonfield but Employed Outside	5,230	93.2%
<b>Net Job Outflow</b>	<b>1,319</b>	-

Of the 4,291 Haddonfield workers, the Borough is the municipality where the highest share of residents live (8.9% of all Haddonfield jobs). This is followed by Cherry Hill Township (8.1%) and Philadelphia (6.1%). **Table 14** below identifies each of the municipalities where at least one (1) percent of Haddonfield's workers live.

<sup>19</sup> DVRPC Municipal and County-Level Population and Employment Forecasts, 2015-2050

<sup>20</sup> U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD) On The Map Inflow/Outflow Analysis 2021



By contrast, nearly a quarter of the Borough’s working residents (23.6% of working residents) are employed in Philadelphia, followed by the Borough (6.8%), and Cherry Hill Township (6.7%). **Table 15** identifies each of the municipalities where at least one (1) percent of Haddonfield’s employed residents work.

Table 14: Municipalities Where Haddonfield Workers Live <sup>21</sup>

Municipalities Where Workers Live	Count	Share
Haddonfield Borough	380	8.9%
Cherry Hill Township	347	8.1%
Philadelphia City	263	6.1%
Haddon Township	160	3.7%
Gloucester Township	148	3.4%
Evesham Township	143	3.3%
Washington Township	119	2.8%
Voorhees Township	110	2.6%
Audubon Borough	86	2.0%
Collingswood Borough	85	2.0%
Mount Laurel Township	73	1.7%
Moorestown Township	70	1.6%
Haddon Heights Borough	65	1.5%
Deptford Township	60	1.4%
West Deptford Township	59	1.4%
Medford Township	50	1.2%
Maple Shade Township	49	1.1%
Pennsauken Township	49	1.1%
Camden City	42	1.0%
Cinnaminson Township	42	1.0%
Other Locations	1,891	55.9%
<b>Total All Jobs</b>	<b>4,291</b>	<b>100.0%</b>

<sup>21</sup> ibid



Table 15: Municipalities Where Haddonfield Working Residents Work<sup>22</sup>

Municipalities Where Working Residents are Employed	Count	Share
Philadelphia City	1,323	23.6%
Haddonfield Borough	380	6.8%
Cherry Hill Township	376	6.7%
Camden City	260	4.6%
Mount Laurel Township	257	4.6%
Voorhees Township	161	2.9%
Evesham Township	157	2.8%
Moorestown Township	103	1.8%
Washington Township	84	1.5%
Pennsauken Township	75	1.3%
Collingswood Borough	66	1.2%
Gloucester Township	66	1.2%
Trenton City	66	1.2%
Other Locations	2,236	39.9%
<b>Total All Jobs</b>	<b>5,610</b>	<b>100.0%</b>

DRAFT

<sup>22</sup> ibid



# II. REEXAMINATION REPORT

## 1. REEXAMINATION REPORT

### A. Introduction

#### 1. *Master Plan Update Requirement*

As a municipality within the State of New Jersey, Haddonfield Borough is required to maintain an up-to-date Master Plan and associated development regulations. Haddonfield Borough's most recent Master Plan was adopted on March 11, 1984. Reexaminations of the 1984 Master Plan were adopted in 1991, 2003, and, most recently, 2009.

The Borough has undertaken a comprehensive review of its Master Plan, culminating in the adoption of a new Master Plan in 2025. As part of this comprehensive review and in accordance with the New Jersey MLUL (N.J.S.A. 49:55D-89) the Borough has prepared this Master Plan Reexamination Report, which is included and referenced as part of the new Master Plan.

#### 2. *Overview*

This reexamination conforms to the requirements of the New Jersey MLUL which stipulates that each municipality in the State of New Jersey shall reexamine its Master Plan and development regulations at least every ten (10) years. Specifically, N.J.S.A. 40:55D-89 states:

*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 Office of Planning Advocacy and the County Planning Board. A notice that the report and resolution have been prepared shall be sent to any military facility commander who has registered with the municipality pursuant to section 1 of PL 2005, c.41 (C.40:55D-12.4) and to the municipal clerk of each adjoining municipality, who may request a copy of the report and resolution on behalf of the military facility or municipality.*

This report addresses the requirements of a reexamination by including sections addressing the following paragraphs in N.J.S.A. 40:55D-89:

- a. The major problems and objectives relating to land development in the Borough at the time of the adoption of the last Master Plan or 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 of the Master Plan and development regulations, as last revised, with particular regard to the density and distribution of land uses, housing conditions, circulation, conservation of natural resources, energy conservation, the collection, disposition and recycling of designated recyclable materials and changes in State, County and municipal policy, goals, and objectives.
- d. The specific changes recommended for the Master Plan and development regulations, if any, including underlying objectives, policies, and standards, and whether a new plan or regulation 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 seq.) into the Land Use Plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the Borough.
- f. The recommendations of the Planning Board concerning locations appropriate for the development of public electric vehicle infrastructure, including but not limited to, commercial districts and, areas proximate to public transportation and transit facilities and transportation corridors, and public rest stops; and recommended changes, if any, in the local development regulations necessary or appropriate for the development of public electric vehicle infrastructure.



## B. Major Problems and Objectives Relating to Land Development in The Borough

Pursuant to the MLUL at N.J.S.A :40:55D-89a, the reexamination report shall state:

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

The 2009 Master Plan Reexamination Report assessed the continued applicability of objectives and recommendations listed in the 2003 Master Plan Reexamination. The original objectives from the 2003 Master Plan Reexamination and the corresponding 2009 recommendations are listed below.

1. **2003 Master Plan Reexamination Objective:** Maintenance of the visual attractiveness of Haddonfield.

**2009 Master Plan Reexamination Recommendation:** In 2007, the Planning Board reviewed and adopted an amendment to the Haddonfield Master Plan, known as the Downtown Area Element, also known as the Downtown Vision Plan. The Planning board concluded that the Amendment represented an appropriate guide to future development of the downtown area in a manner which protects public health and safety and promotes the general welfare. The Form- based zoning recommended by the Downtown Area Master Plan was intended to preserve the visual appeal of a historic retail area generally regarded as one of the most attractive in South Jersey. An ordinance implementing the Downtown Vision Plan was adopted May 19, 2008.

Additionally, the Borough amended its tree ordinance June 27, 2008 in order to better ensure appropriate maintenance and placement of those trees most critical to the town's visual attractiveness.

2. **2003 Master Plan Reexamination Objective:** The preservation of Haddonfield's historic character.

**2009 Master Plan Reexamination Recommendation:** A program was begun in 2006 to send a letter to all residents within Haddonfield's Historic District from the Chairman of the Historic Preservation Commission to remind these residents that it is incumbent upon them to maintain the standards established for the district in order to preserve its distinct character. These letters are now sent annually.

3. **2003 Master Plan Reexamination Objective:** The encouragement of single- family residential uses.

**2009 Master Plan Reexamination Recommendation:** The Planning Board maintains that Haddonfield's ordinances and its actions fully support the continued dominance of single-family residences in the Borough.

4. **2003 Master Plan Reexamination Objective:** A study of the desirability and practicality of expanding the existing Historic District.

**2009 Master Plan Reexamination Recommendation:** This is a topic which has been raised repeatedly over the years, however no formal action has been undertaken to date.

5. **2003 Master Plan Reexamination Objective:** The development of a pedestrian and bicycle trail along the Cooper River from Crows Woods to Evans Pond is subject to a study of the potential environmental impact thereof.

**2009 Master Plan Reexamination Recommendation:** A Parks, Recreation, and Open Space element was added to the Master Plan in 2005. It encompassed both the Borough and the School District owned land and facilities, as well as county parks along the Cooper River. Subsequently, the 2008 Open Space and Recreation Plan (OSRP) was developed to identify specific parcels that, were they ever to be placed for sale, would address the recommendations of the 2005 Master Plan element. The OSRP provides for linkages and pedestrian access and seeks to promote conservation of open space and historic sites. It proposed the creation of a "Haddonfield Greenway" to link open spaces with historic sites, including the dinosaur discovery site, historic homes, and playing fields.



6. **2003 Master Plan Reexamination Objective:** The maintenance and improvement, as required, of public facilities including, but not necessarily limited to, Borough Hall and the Public Library

**2009 Master Plan Reexamination Recommendation:** With the adoption of a referendum on November 4, 2008, requiring the borough to secure public approval before incurring expenses in support of the Public Library, any actions deemed appropriate must be first approved by the residents of the Borough. The Planning Board has no doubt that the Public Library's future is one which will receive much attention over the next few years as concepts are formulated to address its many issues and challenges.

Borough Hall has received considerable maintenance attention in the last two years and its interior has been improved remarkably. Certain areas of the roof have also been addressed.

Several other projects have been undertaken and completed: the improvement of the Mountwell Playground, the installation of lights at the Little League field and soccer fields, a storage/maintenance structure at the football field, and a new pavilion in Crows' Woods. Also, new handicapped accessible restrooms were constructed at the Centennial Tennis Courts. The Haddonfield tennis teams are consistently among the best in the State. An elevator addition and handicapped accessible restrooms were constructed at the Mabel Kay Senior Center on Walnut Street, making the entire facility accessible to and useable by all. Also, a new storage facility was added at the Centennial Field for the midget football program. Most importantly, there was a major undertaking to improve King's Court, resulting in an inviting and useful plaza suitable for events, gatherings and now serving as an important landmark for the Downtown District.

7. **2003 Master Plan Reexamination Objective:** A study of the appropriateness of permitting new twin homes as a conditional use.

**2009 Master Plan Reexamination Recommendation:** Twin homes are currently not permitted outside of the Downtown District. There are a few residential streets or areas where twin homes predominate. Pursuant to a zoning amendment in 2002, existing twin homes may be reconstructed without a variance if they are destroyed by fire or other accident. The 1984 Master Plan and all ensuing planning documents and relevant new elements have emphasized the importance of maintaining Haddonfield's single-family residential character, and the Board continues to support this goal. Nonetheless, allowing twin homes (which tend to be more affordable than single family dwellings) as either a permitted use or as a conditional use may be desirable in those neighborhoods that already contain twin homes.

8. **2003 Master Plan Reexamination Objective:** A study of the appropriateness of adopting daylight plane restrictions for new homes.

**2009 Master Plan Reexamination Recommendation:** The Planning Board has recognized that there have been times when our current property line restrictions and setbacks have not always adequately addressed a potential situation wherein a new home has interfered with an existing home's access to light. This is not typically the case, however, and most new construction, when following our ordinances, do not pose a problem.

9. **2003 Master Plan Reexamination Objective:** Revision of the existing and adoption of new business regulations designed to improve the efficiency, speed, and flexibility of the current approval process for signage, merchandise displays, and sidewalk restaurants and to improve overall user-accessibility.

**2009 Master Plan Reexamination Recommendation:** Much progress has been made on these suggestions since the last Reexamination Report. Previously, the Planning Board needed to approve all submissions for signage, merchandise displays, and restaurants' outdoor seating. Signage is now reviewed by the Historic Preservation Commission; if approved, the applicant's submission is satisfied. This has eliminated at least two weeks' time in the process. Additionally, merchandise displays, and restaurants' outdoor seating now is reviewed by the Community Development Office, with subsequent review and approval from the Commissioners. Again, this change in the



process has yielded considerable time savings for the applicants. These reviews take place annually, and so the approval process must repeat, ensuring that applicants/businesses do not abuse their approvals.

10. **2003 Master Plan Reexamination Objective:** A study of the business district of the same scope as was conducted in the residential areas of Haddonfield.

**2009 Master Plan Reexamination Recommendation:** The Downtown Area Element, also known as the Downtown Vision Plan, was incorporated into Haddonfield's Master Plan, representing an appropriate guide to future development of the downtown area in a manner which: a) maintains and enhances the liveliness, activity, and success of the area; b) conserves and enhances the features of the downtown's core; c) identifies other parts of the Downtown area where infill residential and office development may be appropriate; d) establishes development regulations and design guidelines; e) recognizes that the patterns of architecture, building form, and street design vary throughout the Downtown area, requiring different guidance from one area to another; f) provides for circulation improvements and parking policies that support enhanced walkability, making bicycling more practicable; and making parking more "user friendly". Additionally, ordinances to implement the Downtown element were adopted, allowing the Borough to better manage the area and continue to maximize its potential for the town.

11. **2003 Master Plan Reexamination Objective:** Completion of the Long-Range Planning Committee's review of the Conditional Use Amendments recommended in Ms. Elizabeth McKenzie's Report.

**2009 Master Plan Reexamination Recommendation:** The McKenzie Report has not received any further review.

12. **2003 Master Plan Reexamination Objective:** Further participation in the completion of the Haddon Avenue/PATCO Hi-Speedline Corridor Study.

**2009 Master Plan Reexamination Recommendation:** Haddonfield participated in reviewing PATCO's plans and provided input as required and appropriate. Haddonfield's Downtown Element and new zoning ordinances articulate guidelines for the PATCO parking lots, should they ever be subject to development.

13. **2003 Master Plan Reexamination Objective:** A study of the advantages and disadvantages of obtaining Transit-Village Designation.

**2009 Master Plan Reexamination Recommendation:** Given changes in the economic climate, nationally, state-wide and in Haddonfield and its neighbors, it has not been appropriate to conduct a study as recommended. As discussed, the considerable work that has been done regarding our Downtown District has directed the Planning Board's interests to be more concentrated on the north side of the PATCO Hi-Speedline and a transit-village designation has not presented itself as an important objective.

Nonetheless, a transit village designation should be considered if an opportunity presents itself and if such designation offers significant planning or financial benefits to the Borough and its residents.

14. **2003 Master Plan Reexamination Objective:** Adoption of a Property Maintenance Ordinance.

**2009 Master Plan Reexamination Recommendation:** A Property Maintenance Ordinance passed and signed into law effective September 25, 2007 by the Commissioners. The ordinance specifies that, upon complaint from a resident, the Borough will attempt to contact the property's owner and provide the owner with timeframes during which the owner is expected to repair or maintain the property to meet the established criteria. Penalties may be imposed if the property owner does not comply.

15. **2003 Master Plan Reexamination Objective:** Adoption of a Drainage/Stormwater Management Ordinance.

**2009 Master Plan Reexamination Recommendation:** In 2005, a municipal stormwater management plan was passed and signed into law effective October 11, 2005 by the Commissioners.



16. **2003 Master Plan Reexamination Objective:** Prior to the adoption of the next Master Plan Reexamination Report, the Borough should consider adoption of a new Master Plan in light of the fact that the existing Master Plan is nearly twenty (20) years old.

**2009 Master Plan Reexamination Recommendation:** While the Planning Board recognizes the age of the Master Plan, it maintains that there is no pressing need for a new Master Plan. Changes in the Borough have been minimal, and Haddonfield's character and complexion remain fairly stable. The 1984 Master Plan, as supplemented by numerous additional elements and other planning documents, remains a valid and useful document in managing Haddonfield's future. However, preparation of a new Master Plan would be desirable if it could be accomplished with minimal expense to the Borough.

The 2009 Master Plan Reexamination additionally provided the following new recommendations that were divided between five general categories: Transportation and Circulation; Environment and Renewable Energy; Zoning Regulation; Historic Preservation; and Stormwater Management:

### 1. Transportation and Circulation

- a. Haddonfield is an eminently walkable community. The Board and Borough Commissioners should continue to review ways to enhance this desirable characteristic, such as by eliminating sidewalk gaps, especially on school routes, by encouraging more use of bicycles through designated bike routes and paths, and through the provision of bike racks in the downtown area.
- b. It has also been suggested that the Borough consider creating a pocket park on Tanner Street, to encourage pedestrian access between the High Speed Line and the Downtown District.
- c. There may be a need for traffic calming measures to control motor vehicle speed on roads in addition to Maple Avenue and Lincoln Avenue. The Borough should consider implementation of the recommendations in the 2004 NJDOT Traffic Calming Study. Further study is required on creating additional barrier free intersections.
- d. Additionally, an educational initiative is recommended, particularly aimed at school age children, to improve their understanding of pedestrian and vehicle right-of-way rules and safety precautions, including the use of helmets while bicycling.
- e. Finally, the ongoing problem of traffic congestion near the Borough's schools remains a concern. Those high congestion times (the beginning and ending of the school day, and at lunchtime) need the attention of the Borough and its applicable committees (e.g., TAPS), in concert with the School Board, in order to identify solutions to the inherent problems and dangers presented at our schools.

### 2. Environment and Renewable Energy

- a. In addition to recommending preparation of a green buildings and environmental sustainability element, the Board fully supports the implementation of the Greenways Project and Hadrosaurus Interpretative Trail described in detail in the OSRP element as adopted in 2005 and amended in 2008. Funding should continue to be sought to bring these projects to fruition.
- b. The Planning Board needs to further study the recommendation of the Haddonfield Shade Tree Commission that the Community Forestry Management Plan guide the Commission's management of the Borough's tree resources.
- c. Finally, the Planning Board should seek input from the Environmental Commission on whether the 2008 amendment to the Land Use Code to protect trees ought to be further strengthened in light of the New Jersey Supreme Court's decision in the Jackson Township case.

### 3. Zoning Regulation

- a. Too much building coverage and impervious coverage remain a problem in the Borough's residential areas. Most of the building lots are small and in too many instances the area of the lot occupied by buildings and impervious surfaces reduces light, air, and green space. Of particular concern are the homes that are built which replace homes



which have been torn down, especially with respect to their structural representation in the existing streetscape.

- b. In addition, further study is needed to determine whether existing ordinances provide adequate modern standards for alternative energy structures and uses, such as solar panels and windmills.
- c. Finally, an unresolved problem that continues to draw the attention of both the Planning Board and the Zoning Board concerns impervious cover requirements. For example, to what extent should these requirements apply to swimming pools and permeable pavers? Do they unnecessarily restrict the construction of detached garages, which are a desirable feature in many of our older residential neighborhoods? A joint committee of the Zoning Board and the Planning Board is currently wrestling with these problems, and it is anticipated that the committee may recommend changes in the Borough's land use code.

#### 4. Historic Preservation

- a. The Board should consider targeted expansion of the Historic District, preceded by ample notice to all property owners within the proposed expanded district. No change should be recommended without first carefully considering the opinions of impacted property owners. Public sessions and workshops sponsored by the Historic Preservation Commission would be most helpful in educating owners of property slated for inclusion in an expanded Historic District.
- b. The existing Historic Preservation ordinance and its implementation and administration should undergo a detailed review, preferably by a joint committee of the Planning Board and the Historic Preservation Commission with the assistance of a professional with expertise in historic preservation. The ordinance was adopted in 1971 and last amended in 1987, more than 20 years' ago.
- c. Among the issues that should be considered are the following: (1) should the ordinance have a two-tiered set of standards, one for the existing district and a second, less stringent set for other areas in the Borough?; (2) should existing historic preservation standards be revised?; (3) should the moratorium on demolishing structures within the district be extended from six months to one year?; (4) do property owners within the Historic District receive adequate notice that they cannot begin construction, renovation or repair projects without first submitting their plans to the Historic Preservation Commission?
- d. Finally, it would be desirable to identify the boundaries of the existing Historic District, such as through special or augmented street signs or in some other readily visible manner. We believe the Historic District represents an asset to the Borough and should be treated as such.

#### 5. Stormwater Management

- a. Section 93 of the MLUL requires review of the existing Stormwater Management Plan at the time of the Reexamination Report. The Borough Engineer should advise the Board as to whether the 2005 Stormwater element and existing Borough ordinances contain mitigation standards that comply with current DEP regulations.

The 2009 Plan additionally recommended that one (1) new Master Plan Element be prepared:

The Board recommends only one new element to the master plan: the "Green Buildings and Environmental Sustainability" element described by N.J.S.A.40:55D-28(b)(16). In addition, in consultation with the Borough Engineer, further consideration should be given as to whether the Circulation Plan element should be updated. The 1984 Master Plan includes a Circulation Element (Section V-D), but it is very brief and requires more detailed review and perhaps revision.



### C. Extent that Problems & Objectives have Changed and Recommended Modifications

In evaluating the major problems and objectives relating to land development in the borough listed in Section 2.0, the MLUL at N.J.S.A :40:55D-89b, specifies that the reexamination report shall state:

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

Further, pursuant to N.J.S.A :40:55D-89d, the reexamination report shall also state:

*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.*

Each of the major problems and objectives that were identified in the previous section were evaluated to determine the extent to which such problems and objectives have been reduced, increased, or remained the same subsequent to the adoption of the previous Master Plan Reexamination in 2009, pursuant to N.J.A.C:40:55D-89.b. Objectives whose relevance were reduced to the point of being no longer applicable are recommended to be removed from the current list of Borough objectives.

Objectives and recommendations from the 2003 Reexamination which were assessed for relevance at the time of the preparation of the 2009 Reexamination are listed by their 2003 description for brevity. Each objective and recommendation is evaluated as having no change, increased, or decreased below. A detailed description regarding the change, or lack thereof, since 2009 and the recommended modification for this Reexamination is included in the matrix shown in **Appendix 1**.

1. Maintenance of the visual attractiveness of Haddonfield
  - ✓ **No change.** The implementation of the downtown vision plan has been largely successful but continues to be a priority. The 2008 plan has positively impacted the downtown helping to balance the preservation of the downtown while being flexible enough to allow it to grow in response to new trends.
  - ✓ **Recommendation:** One of the things that makes Haddonfield special is its commitment to the downtown. Accordingly, the continued economic vitality of the Borough’s downtown is one the most important goals of the community and is specifically addressed as a key focus area and goal in the Master Plan. Specific objectives, strategies, and actions to achieve this goal are identified in the new Master Plan.
 

The Borough should review the variances that have been granted in the downtown to determine if the intent of the ordinance is being implemented and evaluate whether changes are necessary.

The Borough should also consider adopting a new Economic Plan Element of the Master Plan that addresses the continued economic vitality of the downtown.
2. The preservation of Haddonfield’s historic character
  - ✓ **No change.** The Borough continues to implement its policies and strategies to protect the Borough’s Historic District and preserve historic properties and resources in Haddonfield. Residents have complied with these policies and regulations.
  - ✓ **Recommendation:** The preservation of the Borough’s historic character remains a continuing goal and objective. Accordingly, no changes in the Borough’s existing policies in this area are recommended.
3. The encouragement of single-family residential uses
  - ✓ **Increased.** Over the last few years there has been an increasing awareness of the need to create greater diversity in the Borough’s housing stock to accommodate both older and younger residents who wish to remain in town and provide more housing choices within the Borough for a variety of households. While single-family homes are the primary residential land use in the Borough it is not unusual for other types of housing to exist in various locations throughout the borough.



- ✓ **Recommendation:** While the primary residential land use in Haddonfield is and will continue to be single-family residential, the borough's Master Plan and land use policies should be designed to promote an increased diversity of housing types. Housing diversity is identified as a key focus area and goal in the new Master Plan. Consistent with the zoning analysis and recommendations provided in the Master Plan, the borough's zoning code should be revised to provide for appropriate locations where such housing can be provided and design standards regulating the development of such uses. Specific recommendations are included in the Land Use Plan Element and SOPAPS of the new Master Plan.
- 4. A study of the desirability and practicality of expanding the existing Historic District
  - ✓ **No Change.** In response to an increasing number of demolitions of some significant older homes in the borough, the Planning Board appointed a committee to study historic preservation issues, particularly whether more structures should be added to the list of landmark properties outside the historic district. The borough historians, Doug Rauschenberger and Kathy Tassini, released a report in 2019, identifying 10 additional properties for possible designation as historic landmarks. It also was suggested that the historic district be expanded to extend along Washington Avenue from Cottage Avenue to Jefferson Avenue, which was also recommended in the 1997 historic preservation element of the master plan. Due to the intervening COVID-19 pandemic no action was taken by the board on this report.
  - ✓ **Recommendation:** Historic Preservation is paramount to the identity and success of Haddonfield and continues to be a top priority in the comprehensive planning strategy for the borough. The Borough should continue to work with the HPC to identify significant historic sites in the borough that may warrant designation. In addition, it is recommended that the Borough consider updating its existing Historic Plan Element at which time the expansion of the historic district can be further evaluated.
- 5. The development of a pedestrian and bicycle trail along the Cooper River from Crows Woods to Evans Ponds subject to a study of the potential environmental impact thereof
  - ✓ **No change.** The OSRP Element was updated in 2018. Building off of the Greenway recommended in the 2008 plan, the 2018 plan identifies proposed trail segments of a Leni Lenape trail within the Cooper River Corridor. Trail segments include the Haddy Hike, the Lenape Hike, and the Collins Hike.

Since early 2022, the Haddonfield Environmental Commission (HEC) has been working with a new NGO, the Haddonfield Water Trail Association (HWTA), to develop land trails with water access for kayaks and canoes along three miles of the Cooper River. However, the development of the trail is on pause for now.
  - ✓ **Recommendation:** The Borough should evaluate potential pedestrian and bicycle trail opportunities within Haddonfield. This can be part of an update to the current OSRP Element of the Master Plan.
- 6. The maintenance and improvement, as required, of public facilities including, but not necessarily limited to, Borough Hall and the Public Library
  - ✓ **No change.** Excellent progress has been made in this area.
    - Library renovations were approved by the Commissioners in April 2015, and completed July 2016, an elevator was added serving all three floors, ADA improvements, new roof, interior aesthetic changes. However, the library continues to deal with flooding issues.
    - The Borough Hall continues to be maintained and improved.
    - A land swap of a portion of the Bancroft property and Radnor Field was completed.
    - Plans for the improvement of the Radnor athletic complex are currently being finalized.
  - ✓ **Recommendation:** There should be an ongoing review of the condition of the community facilities in the borough, including parks and recreation centers. The maintenance and renovation of the borough's community facilities, parks and playgrounds should take place and be prioritized as necessary. The Borough should consider the adoption of a new OSRP Element and Community Facilities Plan Element of the Master Plan.



7. A study of the appropriateness of permitting new twin homes as a conditional use
  - ✓ **Increased.** As part of the overall public engagement process in the development of a new master plan for the borough, there has been an expressed interest in “missing middle” housing types, including twin or duplex homes, to increase housing diversity within the Borough.
  - ✓ **Recommendation:** Housing diversity is identified as a key focus area and goal in the new Master Plan. Twin homes and duplexes (among other multi-family housing developments and accessory dwelling units (ADUs)) currently exist at various locations in the borough and will continue to have a role in increasing housing diversity in Haddonfield. Consistent with the zoning analysis and recommendations provided in the Master Plan, the borough’s zoning code should be revised to provide for appropriate locations where twin homes can be provided and design standards regulating the development of such uses. Specific recommendations are included in the Land Use Plan Element and SOPAPS of the new Master Plan.
8. A study of the appropriateness of adopting daylight plane restrictions for new homes
  - ✓ **No change.** The Borough’s Zoning Ordinance was amended in 2019 to include updated setback standards and requirements, including front yard setback averaging to reflect the existing neighborhood character. The committee that worked on the 2019 amendments reviewed the possibility of using a daylight plane approach and Floor Area Ratios (FAR) in residential zones but decided not to recommend it at that time.
  - ✓ **Recommendation:** No additional amendments to residential setbacks as related to single-family residential dwellings are recommended. However, the setback standards for duplexes and other “missing middle” housing types as recommended in the Master Plan should be designed to provide for adequate light, air, and open space commensurate with the characteristics of the surrounding residential neighborhood. Specific recommendations are included in the Land Use Plan Element and SOPAPS of the new Master Plan.
9. Revision of the existing, and adoption of new, business regulations designed to improve the efficiency, speed, and flexibility of the current approval process for signage, merchandise displays, and sidewalk restaurants and to improve overall user-accessibility
  - ✓ **Reduced.** The Borough’s sign regulations seem to be working well.
  - ✓ **Recommendation:** No amendments to the borough’s sign regulations are proposed. However, an evaluation of the extent and type of “temporary” signage that is currently being used may be warranted.
10. A study of the business district of the same scope as was conducted in the residential areas of Haddonfield
  - ✓ **No change.** The Borough’s Downtown Vision Plan continues to be implemented.
  - ✓ **Recommendation:** No changes to the borough’s Downtown Vision Plan are proposed.  
The continued economic vitality of the Borough’s downtown is one the most important goals of the community and is specifically addressed as a key focus area and goal in the Master Plan. Specific objectives, strategies, and actions to achieve this goal are identified in the new Master Plan.  
  
There should be an examination of pedestrian and bicycle circulation within the downtown, with a review of actions that could foster greater connectivity to the PATCO station, including clearer wayfinding signage. This can be addressed as part of a new Circulation Plan Element in the Master Plan.
11. Completion of the Long-Range Planning Committee’s review of the Conditional Use Amendments recommended in Ms. Elizabeth McKenzie’s Report
  - ✓ **Reduced.** This is no longer relevant.
  - ✓ **Recommendation:** Remove from recommendations.
12. Further participation in the completion of the Haddon Avenue/PATCO Hi-Speedline Corridor Study
  - ✓ **Reduced.** The referenced study was completed.
  - ✓ **Recommendation:** The Borough should continue to communicate and coordinate with PATCO regarding the future use of the station and parking lot. The PATCO station and parking lot are also included in one of the borough’s affordable housing overlay districts which will govern the possible future redevelopment of



this tract. The relationship of the PATCO station to the downtown is also an important consideration in the continued economic vitality of the downtown and is addressed as part of this key focus area of the Master Plan. Specific recommendations are included in the Land Use Plan Element and SOPAPS of the new Master Plan.

13. A study of the advantages and disadvantages of obtaining Transit-Village Designation
  - ✓ **No change.** The Borough has not pursued a Transit Village designation but may pursue it in the future.
  - ✓ **Recommendation:** The Borough should revisit this issue and determine if pursuing a transit village designation would be beneficial and if grant money is available for pedestrian and bicycle improvements that would foster better connectivity to the train station.
14. Adoption of a Property Maintenance Ordinance
  - ✓ **Reduced.** The Borough's property maintenance ordinance has been effective in keeping properties within the Borough from falling into disrepair.
  - ✓ **Recommendation:** No change to the Borough's existing property maintenance ordinance is recommended.
15. Adoption of a Drainage/Stormwater Management Ordinance
  - ✓ **Reduced.** The Borough has updated its stormwater management plan and flood damage control ordinance on an ongoing basis consistent with state regulations. However, flooding continues to be a major issue within the Borough.
  - ✓ **Recommendation:** The Borough should continue to update and implement its stormwater management plan and related ordinances and implement strategies to reduce flooding and minimize damage to properties resulting from more intense and frequent storm events.

Resiliency is a key focus area in the Borough's new Master Plan. Specific recommendations are provided in the Master and the CCRHVA in the Land Use Plan Element of the Master Plan regarding the impact of flooding and the actions needed to make the borough more resilient.
16. Prior to the adoption of the next Master Plan Reexamination Report, the Borough should consider adoption of a new Master Plan in light of the fact that the existing Master Plan is nearly twenty (20) years old.
  - ✓ **No change.** A full update of the Master Plan is ongoing.
  - ✓ **Recommendation:** This is addressed with the current review and update of the borough's Master Plan.

**2009 Master Plan Reexamination Recommendation:** While the Planning Board recognizes the age of the Master Plan, it maintains that there is no pressing need for a new Master Plan. Changes in the Borough have been minimal, and Haddonfield's character and complexion remain fairly stable. The 1984 Master Plan, as supplemented by numerous additional elements and other planning documents, remains a valid and useful document in managing Haddonfield's future. However, preparation of a new Master Plan would be desirable if it could be accomplished with minimal expense to the Borough.

- ✓ **Reduced.** A Green Buildings and Environmental Sustainability Element was adopted by the borough Planning Board in 2016.
- ✓ **Recommendation:** The Borough should review the actions recommended in the 2016 Green Buildings and Environmental Sustainability Element and ensure that they are coordinated and consistent with the action plan recommended in the new CCRHVA, which is a statutorily required component of the Land Use Plan Element of the Master Plan.

## 1. Transportation and Circulation

- a. Haddonfield is an eminently walkable community. The Board and Borough Commissioners should continue to review ways to enhance this desirable characteristic, such as by eliminating sidewalk gaps, especially on school routes and by encouraging more use of bicycles through designated bike routes and paths and through the provision of bike racks in the downtown area.



- ✓ **No change.** Some crosswalks have been improved but other areas were identified during the public engagement process as needing improvement.
  - ✓ **Recommendation:** Haddonfield continues to be a walkable and bicycle-friendly town. Accordingly, the Borough is committed to improving pedestrian and bicycle safety as one the most important goals of the community. Circulation is identified as a key focus area in the Master Plan with pedestrian and bicycle linkages as an identified goal. Specific objectives, strategies, and actions to achieve this goal are identified in the SOPAPS of the new Master Plan. The Borough should consider adopting a Circulation Plan Element of the Master Plan that addresses pedestrian and bicycle circulation.
- b. It has also been suggested that the Borough consider creating a pocket park on Tanner Street, to encourage pedestrian access between the High Speed Line and the Downtown District.
- ✓ **No change.**
  - ✓ **Recommendation:** The recommended pocket park is no longer being proposed. However, the Borough should continue to explore new locations for improving connections between High-Speed line and downtown and increasing outdoor public space in the downtown.
- c. There may be a need for traffic calming measures to control motor vehicle speed on roads in addition to Maple Avenue and Lincoln Avenue. The Borough should consider implementation of the recommendations in the 2004 NJDOT Traffic Calming Study. Further study is required on creating additional barrier free intersections.
- ✓ **No change.**
  - ✓ **Recommendation:** Circulation is identified as a key focus area in the Master Plan Specific objectives, strategies, and actions to achieve this goal are identified in the new Master Plan. The Borough should consider adopting a Circulation Plan Element of the Master Plan that addresses traffic calming strategies as part of a comprehensive circulation plan for the Borough.
- d. Additionally, an educational initiative is recommended, particularly aimed at school age children, to improve their understanding of pedestrian and vehicle right-of-way rules and safety precautions, including the use of helmets while bicycling.
- ✓ **No change.**
  - ✓ **Recommendation:** Circulation is identified as a key focus area in the Master Plan Specific objectives, strategies, and actions to achieve this goal are identified in the new Master Plan. The Borough should work with the Bicycle Coalition of Greater Philadelphia (BCGP) to implement cycling education program.
- e. Finally, the ongoing problem of traffic congestion near the Borough's schools remains a concern. Those high congestion times (the beginning and ending of the school day, and at lunchtime) need the attention of the Borough and its applicable committees (e.g., TAPS), in concert with the School Board, in order to identify solutions to the inherent problems and dangers presented at our schools.
- ✓ **No change.**
  - ✓ **Recommendation:** Circulation is identified as a key focus area in the Master Plan Specific objectives, strategies, and actions to achieve this goal are identified in the new Master Plan. The Borough should consider adopting a Circulation Plan Element of the Master Plan.

## 2. Environment and Renewable Energy

- a. In addition to recommending preparation of a green buildings and environmental sustainability element, the Board fully supports the implementation of the Greenways Project and Hadrosaurus Interpretative Trail described in detail in the OSRP element as adopted in 2005 and amended in 2008. Funding should continue to be sought to bring these projects to fruition.
- ✓ **No change.** A Green Buildings and Environmental Sustainability Element was adopted by the Borough Planning Board in 2016. In addition, the Borough adopted a new OSRP Element in 2018.



- ✓ **Recommendation:** The Borough will continue to explore potential pedestrian and bicycle trail opportunities within Haddonfield and implement the recommendations in its Green Buildings and Environmental Sustainability Element.
  - b. The Planning Board needs to further study the recommendation of the Haddonfield Shade Tree Commission that the Community Forestry Management Plan guide the Commission's management of the Borough's tree resources.
    - ✓ **Increased.** The Borough has continued to lose tree coverage, as older trees located both in the public right-of-way and on private properties are damaged or felled during storms and are removed by property owners. Climate change has made it more challenging for existing trees to survive.
    - ✓ **Recommendation:** Resiliency is a key focus area in the borough's new Master Plan. Specific recommendations, including the maintenance and potential improvement to the Borough's tree canopy, are provided in the CCRHVA in the Land Use Plan Element of the Master Plan.
  - c. Finally, the Planning Board should seek input from the Environmental Commission on whether the 2008 amendment to the Land Use Code to protect trees ought to be further strengthened in light of the New Jersey Supreme Court's decision in the Jackson Township case.
    - ✓ **Increased.**
    - ✓ **Recommendation:** Resiliency is a key focus area in the Borough's new Master Plan. Specific recommendations, including the maintenance and potential improvement to the Borough's tree canopy, are provided in the CCRHVA in the Land Use Plan Element of the Master Plan.
- 3. Zoning Regulation**
- a. Too much building coverage and impervious coverage remain a problem in the Borough's residential areas. Most of the building lots are small and in too many instances the area of the lot occupied by buildings and impervious surfaces reduces light, air and green space. Of particular concern are the homes that are built which replace homes which have been torn down, especially with respect to their structural representation in the existing streetscape.
    - ✓ **No change.** Impervious coverage and its impact on stormwater management has been an ongoing concern and issue with the Borough and has been a primary concern of the Board in reviewing applications for development. When a zoning variance is requested, building and especially impervious coverage has been a reason for a large majority of the denials.
    - ✓ **Recommendation:** An updated analysis of building and impervious coverage and their relationship to housing and climate change-related issues and strategies are discussed in detail in the new Master Plan. Specific recommendations are included in the Land Use Plan Element and SOPAPS of the new Master Plan. This issue also is addressed in the CCRHVA.
  - b. In addition, further study is needed to determine whether existing ordinances provide adequate modern standards for alternative energy structures and uses, such as solar panels and windmills.
    - ✓ **No change.**
    - ✓ **Recommendation:** Recommendations concerning alternative energy structures and uses, including EV charging stations are addressed in the Land Use Plan Element and SOPAPS of the new Master Plan, including the CCRHVA that is a component of the new Land Use Plan Element of the Master Plan.
  - c. Finally, an unresolved problem that continues to draw the attention of both the Planning Board and the Zoning Board concerns impervious cover requirements. For example, to what extent should these requirements apply to swimming pools and permeable pavers? Do they unnecessarily restrict the construction of detached garages, which are a desirable feature in many of our older residential neighborhoods? A joint committee of the Zoning Board and the Planning Board is currently wrestling with these problems, and it is anticipated that the committee may recommend changes in the Borough's land use code.
    - ✓ **No change.**



- ✓ **Recommendation:** An updated analysis of building and impervious coverage and their relationship to housing and climate change-related issues and strategies are discussed in detail in the new Master Plan. Specific recommendations are included in the Land Use Plan Element and SOPAPS of the new Master Plan.

#### 4. Historic Preservation

- a. The Board should consider targeted expansion of the Historic District, preceded by ample notice to all property owners within the proposed expanded district. No change should be recommended without first carefully considering the opinions of impacted property owners. Public sessions and workshops sponsored by the Historic Preservation Commission would be most helpful in educating owners of property slated for inclusion in an expanded Historic District.
  - ✓ **Reduced.**
  - ✓ **Recommendation:** The Borough should continue to work with the HPC to identify significant historic sites in the borough that may warrant designation. In addition, it is recommended that the Borough consider updating its existing Historic Plan Element at which time the expansion of the historic district can be further evaluated.
- b. The existing Historic Preservation ordinance and its implementation and administration should undergo a detailed review, preferably by a joint committee of the Planning Board and the Historic Preservation Commission with the assistance of a professional with expertise in historic preservation. The ordinance was adopted in 1971 and last amended in 1987, more than 20 years' ago.
  - ✓ **Reduced.**
  - ✓ **Recommendation:** The Borough's historic preservation regulations continue to be successfully implemented and no review is necessary at this time.
- c. Among the issues that should be considered are the following: (1) should the ordinance have a two-tiered set of standards, one for the existing district and a second, less stringent set for other areas in the Borough?; (2) should existing historic preservation standards be revised?; (3) should the moratorium on demolishing structures within the district be extended from six months to one year?; (4) do property owners within the Historic District receive adequate notice that they cannot begin construction, renovation or repair projects without first submitting their plans to the Historic Preservation Commission?
  - ✓ **No change.**
  - ✓ **Recommendation:** Further research and coordination with the Historic Preservation Committee will be required to address these issues. This can also be addressed as part of an update of the current historic plan element of the Master Plan.
- d. Finally, it would be desirable to identify the boundaries of the existing Historic District, such as through special or augmented street signs or in some other readily visible manner. We believe the Historic District represents an asset to the Borough and should be treated as such.
  - ✓ **No change.**
  - ✓ **Recommendation:** The recommendation to create special or augmented street signs for the historic district should be implemented. The Borough should investigate funding opportunities for this signage.

#### 5. Stormwater Management

- a. Section 93 of the MLUL requires review of the existing Stormwater Management Plan at the time of the Reexamination Report. The Borough Engineer should advise the Board as to whether the 2005 Stormwater element and existing Borough ordinances contain mitigation standards that comply with current DEP regulations.
  - ✓ **No change.**
  - ✓ **Recommendation:** The Borough should continue to reexamine and update its stormwater management plan in accordance with the requirements of the MLUL and related stormwater management and flood damage control ordinances in accordance with current state regulatory requirements.



## D. Extent of Changes in the Assumptions, Policies & Objectives Forming the Basis of the Master Plan or Development Regulations

The MLUL at N.J.S.A. 40:55D-89c provides that the reexamination report shall state:

*The extent to which there have been significant changes in the assumptions, policies and objectives forming the basis of the Master Plan and development regulations, as last revised, with particular regard to the density and distribution of 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 policy and objectives.*

Since the last Reexamination Report in 2009, the following are the major trends and changes impacting assumptions, policies, and objectives that form the basis of the Master Plan and development regulations.

### 1. Local Trends

#### Population and Housing

As discussed in the Demographics section of the Master Plan, the population of Haddonfield has remained relatively stable in the past few decades.

According to the 2020 US Decennial Census, the population of Haddonfield is 12,550 people. This is an 8.3 percent increase from the 2010 US Decennial Census, which recorded 11,593 persons in Haddonfield. From 1990 to 2010, the Decennial Census recorded around 11,600 residents. While the jump in residents from 2010 to 2020 is relatively high, especially in light of the population stability between 1990 to 2010, the population jump in the 2020 Decennial Census may be a direct result of temporary population changes caused by the onset COVID-19 pandemic. For example, during this time many colleges and universities were closed to resident students, so those college and university students who may usually be living on campus were likely to still be at their childhood home. As many of these changes reversed, such as on-campus residences re-opening, it is likely that the population of the Borough will fall closer to levels seen in recent previous Decennial Censuses.

One important clue that indicates that this population jump was a direct result of the COVID-19 pandemic is the Borough's population count according to the 2019 ACS 5-Year Estimates. The 2019 ACS 5-Year estimated Haddonfield's population at 11,345 persons, a number much closer to Decennial Census results from 1990-2010.

Haddonfield had 4,469 total housing units in 2022 according to the 2022 ACS 5-year estimates. Many of these units (87.5 percent) are single-family homes. The total housing unit count from 2022 is a decrease from the results of the 2012 ACS 5-Year estimates, which recorded 4,572 total housing units.

This stagnation in population and housing unit growth is likely due to Haddonfield having reached build-out capacity on developable land with its current zoning and regulatory framework. However, there are redevelopment opportunities within the Borough. For instance, the former Bancroft NeuroHealth campus on Kings Highway has development potential and there are indications that it will be redeveloped into housing. Additionally, there are affordable housing overlays within the Borough, and the Borough should encourage developers to take advantage of this overlay when possible.

### 2. Regional and National Changes

#### Land Use Demand

The density and distribution of land uses within the Borough has remained primarily the same since the last Master Plan Reexamination in 2009. However, demand is increasing for mixed-use, walkable, amenity rich spaces where people can live, work, and play. These were spaces that thrived during the COVID-19 pandemic and have continued to thrive today. Haddonfield's urban fabric provides an opportunity to recognize and take advantage of this shift in lifestyle preference. The downtown area is very walkable, and includes a diverse array of offices, shops, and nearby residences.



Commercial activity has been changing rapidly. Technology has fundamentally changed the way we buy, sell, create, and interact in the commercial sector that has had, and will continue to have, significant impacts on the built environment. The digital age has impacted almost every area of commerce. In 2021, online shopping accounted for 13.2 percent of all retail sales,<sup>23</sup> up from just under 6 percent in 2012, leading to changes to the physical presence of retailers and increases in employment opportunities with delivery-based retailers and delivery companies.

Opportunities to telework are leading to changes in the amount of office space companies have and how that office space is utilized. After a steep decline in manufacturing jobs in the U.S. from 2000 to 2010, technological innovation has led to more efficient, safe, and highly specialized manufacturing, which has led to an increase in highly skilled manufacturing jobs and an increase in small-scale manufacturing facilities.<sup>24</sup>

Technology is also changing the way people interact with commercial businesses in the built environment that lead to physical on-site changes, such as click and collect parking spaces reserved in retail shopping centers, mobile pick-up windows, and multi-lane drive-throughs, same day delivery services that reduce parking demand, and small coworking office spaces taking the place of large office buildings.

Our commercial landscape has also been, and will continue to be, changed and impacted by the different ways that the Millennial Generation (born between 1981-1996) and Generation Z (born from 1997 onward) seek to interact with the world than previous generations, such as the Baby Boomers and Gen-Xers. According to the U.S. Bureau of Labor Statistics, Millennials currently make up the largest percentage of the labor force and will retain that position, with Generation Z following closely behind, until 2029.<sup>25</sup> How these generations spend their money, particularly Millennials, is changing the sectors where the most money is spent, how that money is spent, and how business is conducted. The purchase of expensive goods is no longer seen as an indicator of success. Millennials are more likely to spend their money on technology and experiences, and with companies that support their values, than expensive cars and big houses.<sup>26</sup> They are also more likely to seek employment with companies that allow for better work-life balance which includes space for remote work and more flexible schedules.

A successful land use strategy must consider the needs of current residents, while anticipating and adapting to the needs of future residents. That strategy should then inform a regulatory framework that is flexible and adaptive and leaves room for changing trends and uses that may not have appeared compatible in the past, but now integrate without conflict. While Haddonfield, at first glance, appears to be built out, with much of its current open space permanently protected, the future is never a certainty. The Borough will need to be prepared to reimagine current land uses and landscapes and consider how market trends and demographic shifts may impact the community.

## **E. Regulatory Changes in State, County, and Municipal Policies and Objectives**

### **1. State**

#### **Climate Change Hazard Vulnerability Assessment**

On February 4, 2021, New Jersey enacted Senate Bill (S-2607) amending the required components for municipal master plans in New Jersey to incorporate climate change risks and adaptation strategies. Specifically, the Land Use Element of any

<sup>23</sup> [https://www.census.gov/retail/mrts/www/data/pdf/ec\\_current.pdf](https://www.census.gov/retail/mrts/www/data/pdf/ec_current.pdf)

<sup>24</sup> U.S. Bureau of Labor Statistics, accessed from BLS Data Viewer on April 18, 2022, BLS Data Viewer.

<sup>25</sup> U.S. Bureau of Labor Statistics, Millennials in the labor force, projected 2019-29, Elka Torpey, accessed April 18, 2022, Millennials in the labor force, projected 2019-29 : Career Outlook: U.S. Bureau of Labor Statistics (bls.gov)

<sup>26</sup> How Millennials Spend Their Money, Andrea Woroch, July 2020, US News and World Reports, accessed April 18, 2022, How Millennials Spend Their Money (msn.com)



Master Plan adopted after the bill's passage must include a climate change and extreme weather vulnerability assessment as well as natural hazard mitigation strategies.<sup>27, 28</sup>

The requirements for such an assessment are set forth in the Bill and include:

1. Identification of climate change-related natural hazards that are anticipated to impact the Borough.
2. A build-out analysis projecting future development in the Borough with a focus on areas that exhibit a high level of vulnerability and risk.
3. An assessment of threats and vulnerabilities resulting from climate change-related hazards.
4. Identification of critical facilities necessary for evacuation purposes and for sustaining quality of life during a natural disaster.
5. An evaluation of the impact of climate change related hazards on the other elements of the master plan.
6. Strategies and design standards that will reduce or avoid the risks associated with the identified climate change related hazards.
7. A policy statement on the relationship of the vulnerability assessment with any existing or proposed natural hazard mitigation plan, floodplain management plan, comprehensive emergency management plan, emergency response plan, post-disaster recovery plan, or capital improvement plan.

These new statutory provisions require a step-by-step analysis to identify and evaluate the impact of climate change-related natural hazards on the Borough and establish the necessary foundation to develop and implement a land use planning strategy that minimizes the costs and risks associated with climate change-related hazards and the associated impacts on the community and its residents.

### **Electric Vehicle Charging Infrastructure**

In 2019, the New Jersey State Legislature adopted Senate Bill 606 (P.L. 2019, Chapter 267), which made amendments to the New Jersey MLUL (N.J.S.A. 40:55d-1 et. seq.) and the Local Redevelopment and Housing Law (N.J.S.A. 40A:12a-1 et. seq.; LRHL), intended to encourage municipalities to consider Electric Vehicle Charging Infrastructure as part of the Master Plan, periodic Reexamination of the Master Plan, and redevelopment plans.<sup>29</sup>

In the Land Use Plan and Circulation Plan Elements it is required to show the existing and proposed location of public electric vehicle charging infrastructure. The Green Buildings and Environmentally Sustainability Plan Element is required to consider, encourage, and promote the development of public electric charging infrastructure appropriate for their development, including but not limited to, commercial districts, areas proximate to public transportation, transit facilities, transportation corridors, and public rest stops.

Redevelopment plans must now address the development of public electric vehicle charging infrastructure in appropriate locations and proposed locations for public electric vehicle charging infrastructure within the project area in a manner that appropriately connects with an essential public charging network.<sup>30</sup>

<sup>27</sup> Slachetka, S. and Drill, J., 2022. Climate Change-Related Hazard Vulnerability Assessment. <[https://www.tandmassociates.com/wp-content/uploads/2021/09/NJ-Planner\\_July-August-2021.pdf](https://www.tandmassociates.com/wp-content/uploads/2021/09/NJ-Planner_July-August-2021.pdf)>

<sup>28</sup> Chapter Law P.L. 2021, c.6.

<sup>29</sup> <https://www.adaptationclearinghouse.org/resources/new-jersey-senate-bill-sb-2607-requiring-land-use-plan-element-of-municipal-master-plan-to-include-climate-change-related-hazard-vulnerability-assessment.html>

<sup>30</sup> Senate, No. 2607; P.L. 2021, CHAPTER <[https://pub.njleg.gov/bills/2020/AL21/6\\_.PDF](https://pub.njleg.gov/bills/2020/AL21/6_.PDF)>



## Changes to the Local Redevelopment and Housing Law

In 2013, the LRHL (N.J.S.A. 40A:12A-1 et seq.) was amended to provide for both a non-condemnation and condemnation redevelopment area designation, as well as to redefine the criteria and procedures for designating an area in need of redevelopment and rehabilitation, including an update to notice requirements during the redevelopment area designation process.

Additionally, the LRHL was amended in 2019 to include additional criterion for designation as an area in need of redevelopment under the terms of N.J.S.A. 40A:12A-5(b). The additional provision enables designation as an area in need of redevelopment when the discontinuation or abandonment of buildings used for retail, shopping malls and office parks, or buildings with significant vacancies has persisted for at least two consecutive years. N.J.S.A. 40A:12A-5(b) now reads as follows:

*“The discontinuance of the use of a building or buildings previously used for commercial, retail, shopping malls or plazas, office parks, manufacturing, or industrial purposes; the abandonment of such building or buildings; significant vacancies of such building or buildings for at least two consecutive years; or the same being allowed to fall into so great a state of disrepair as to be untenable.”*

In addition to the amendments to the LRHL that have been described above, it is noted that in 2015 the New Jersey Supreme Court ruled in *62-64 Main Street LLC, et al. v. Mayor and Council of the City of Hackensack*, 221 N.J. 129 (2015) found that a property does not need to negatively affect the surrounding properties in order to be considered “blighted” and, thus, eligible for redevelopment. The New Jersey Supreme Court in its decision in *Kevin Malanga v. Township of West Orange* (A-45-21) (086087) also clarified that the required findings concerning criterion “d” in Section 5 of the LRHL must include proof of a current problem, such as “dilapidation,” “obsolescence,” or “overcrowding” and a showing that these conditions result in an actual detriment or harm to the health, safety, and welfare of the community.

## Cannabis Legislation

In 2021, legislation was signed into law legalizing and regulating cannabis use and possession for adults 21 years and older. Municipalities had until August 21, 2021 to take actions to: either prohibit or limit the number of cannabis establishments, distributors, or delivery services; and, in the event that the municipality opts to not prohibit such uses, regulate the location, manner and times of operation and establish civil penalties for violation of ordinances. Haddonfield opted out under the cannabis legislation. No cannabis sales of any kind are allowed in the Borough.

## Affordable Housing Legislation

New Jersey enacted a new law in 2024 that represents the most significant change in the state’s affordable housing process in almost 40 years. The new law abolishes the former Council on Affordable Housing and replaces it with a new administrative process designed to streamline the affordable planning process and give municipalities more flexibility and control over their plans for affordable housing.

The new law sets forth the procedures and deadlines for the determination of municipal affordable housing obligations and the adoption of new municipal housing elements and fair share plans to meet these obligations. The New Jersey Department of Community Affairs (NJDCA) will calculate state, regional, and municipal affordable housing obligations using the same framework and methodology that has been used by the courts for the last eight years. Towns can either choose to accept the DCA number or calculate their own, based on the standards and methodology proscribed in the new legislation.

The law also:

- Establishes a new Affordable Housing Dispute Resolution Program (Program) to facilitate the resolution of disputes over municipal housing plans and determine compliance with the law. The Program will review a municipality’s housing element and fair share and will issue a “compliance certificate” if it determines that they are compliant with the law.
- Provides bonus credits for certain types of housing, including housing near transit and the redevelopment of retail, office, or commercial uses into housing, among others.



- Gives municipalities that adhere to the procedures and deadlines in the legislation immunity from exclusionary zoning lawsuits.
- Allows for challenges to a municipality’s housing element and fair share plan, but a municipality that takes actions to comply with the terms of its compliance certification shall retain a “presumption of validity” in any such challenge.
- Requires that the housing element include an analysis of consistency with the State Development and Redevelopment Plan

There are other specific details and provisions in the new law that should be considered when crafting a new housing element and fair share plan. All municipalities in New Jersey are subject to the new law. The Borough has a court-approved housing plan that will continue in effect until July 2025 but should be aware of the deadlines that have been established and begin planning to address the requirements of the new law.

## 2. *County* **County-wide Master Plans**

Since 2009, Camden County has published multiple master plan elements. These include the Camden County Land Use Element of 2014, the Bicycling and Multi-Use Trails Plan of 2015, the Highway Plan of 2015, the Highway Master Plan Update of 2017, and the Sustainability Plan of 2018. While these plans each cover a myriad of different topics, they all share similar overarching goals and values which should align with Haddonfield’s overarching goals and values. These include, but are not limited to, increased accessibility for all residents, but especially the most vulnerable residents; environmental stewardship and sustainability; increased safety; and the promotion of economic and social prosperity.

## 3. *Municipal* **Borough Ordinances**

There have been several relevant ordinances adopted by the Borough since 2009. Ordinance 2023-01 was adopted in February 2023 and permitted certain outdoor dining adjacent to existing restaurants and businesses selling prepared food in order to encourage the viability of restaurants and food-service establishments and to enhance the vitality of the Borough. The ordinance also permits an Outdoor Dining Facility adjacent to a brewery, distillery and winery salesroom, provided the Division of Alcoholic Beverage Control has also granted approval for outdoor seating and dining for the same.

In March 2021, the Borough passed Ordinance 2021-02 regarding stormwater management. This ordinance established minimum stormwater requirements and controls for all development, with the exception of additions and renovations to single-family homes that do not increase existing impervious coverage by more than 20 percent, which conform to the Land Development Ordinance of the Borough.

In November 2021, the Borough adopted Ordinance 2021-11, which amended the Borough Code to create a new chapter entitled “Electric Vehicles Supply/Service Equipment & Make-Ready Parking Spaces.” The purpose of this ordinance is to promote and encourage the use of electric vehicles by requiring the safe and efficient installation of Electric Vehicle Supply/Service Equipment (EVSE) and Make-Ready parking spaces through municipal parking regulations and other standards.

In 2019, the Borough adopted various amendments to the residential zoning districts, including the analysis of front yard setbacks and encroachments. Ordinance 2019-05 amended Chapter 135 of the Borough Code entitled “Land Development for Various Sections Regarding the Mass and Scale of Homes.” This ordinance helped define the mass and scale of residential structures in the Borough. This ordinance also made changes to the zoning districts of various homes. The purpose of this ordinance is to improve the regulations that shape future home development activities to ensure that home development aligns with the values of the community.

## **Borough Planning Documents**

Since the 2009 Master Plan Reexamination, the Borough has adopted two (2) planning documents that serve as Master Plan Elements: the OSRP Element (2018) and the Amended Third Round Housing Element and Fair Share Plan (2019).



The OSRP Element updated the 2008 Open Space and Recreation Element which was preceded by the 2005 Parks, Recreation, and Open Space Element. The 2018 OSRP Element serves as a standalone discretionary element for the Master Plan.

The Amended Third Round Housing Element and Fair Share Plan was prepared to address the Court-approved Settlement Agreement between the Borough and the Fair Share Housing Center. The 2019 Amended Plan replaces the previous plan that was adopted by Borough Commissioners in 2008. The 2019 Amended Plan will be applicable through the end of the “Third Round” period on July 1, 2025.

## **F. Recommendations Concerning the Incorporation of Redevelopment Plans**

The MLUL at N.J.S.A. 40:55D-89e provides that the reexamination report shall state:

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

The Borough Commissioners designated Block 13, Lot 25 and Block 14, Lot 2, also known as the Bancroft Study Area, as an area in need of redevelopment on April 25, 2006. After the LRHL was amended to require that areas in need of redevelopment specify whether condemnation powers can be used to acquire properties within the redevelopment area, the Borough re-designated the area as a Condemnation Redevelopment Area on January 12, 2016. The Condemnation Redevelopment Area was subsequently added to the Borough’s zoning map.

The Bancroft Redevelopment Plan, prepared by Clark Caton Hintz, was adopted on April 6, 2016, and amended on January 16, 2018. The redevelopment plan calls for a mixture of public use/active recreation and the rehabilitation of Lullworth Hall on Block 13, Lot 25 and a mixture of residential and passive open space on Block 14, Lot 2. The use, bulk, design, and performance standards of the Bancroft Redevelopment Plan superseded and replaced the zoning provisions of the R-2 Residential Single-Family Detached zoning district for Block 13, Lot 25 and Block 14, Lot 2. Permitted residential uses include townhouses, duplex dwellings, and multi-family dwellings.

On May 26, 2023, the Borough released a request for qualifications and proposals from developers interested in purchasing and developing the portion of Block 14, Lot 2 identified in the Bancroft Redevelopment plan for residential use. At the time that this Master Plan Reexamination was prepared, a redeveloper had not yet been chosen.

The Condemnation Redevelopment Area is shown on the Borough’s zoning map on top of the R-2 Residential Single-Family Detached zoning district, suggesting that the R-2 zoning is still applicable to some degree in this area even though the Bancroft Redevelopment Area superseded and replaced the prior zoning. The Borough should update the zoning map to show the Bancroft Redevelopment Area as the only applicable zoning district for Block 13, Lot 25 and Block 14, Lot 2 by removing the underlying R-2 zone from these parcels. The updated map should specifically identify the area as the “Bancroft Redevelopment Area.” The Borough should also incorporate the zoning standards of the Bancroft Redevelopment Plan into the Borough’s zoning ordinance.

## **G. Recommendations Concerning the Appropriate Locations for Public Electric Vehicle Charging Infrastructure**

The MLUL at N.J.S.A. 40:55D-89f provides that the reexamination report shall state:

*The recommendations of the planning board concerning locations appropriate for the development of public electric vehicle infrastructure, including but not limited to, commercial districts and, areas proximate to public transportation and transit facilities and transportation corridors, and public rest stops; and recommended changes, if any, in the local development regulations necessary or appropriate for the development of public electric vehicle infrastructure.*



In 2019, the New Jersey State Legislature adopted Senate Bill 606 (P.L. 2019, Chapter 267), which made amendments to the MLUL (N.J.S.A. 40:55D-1 et. seq.) and the LRHL (N.J.S.A. 40A:12A-1 et. seq.), intended to encourage municipalities to consider Electric Vehicle Charging Infrastructure as part of the master plan, periodic reexamination of the master plan, and redevelopment plans. In addition, Senate Bill 3223 (P.L. 2021, Chapter 171) mandates Electric Vehicle spaces as permitted in all zones.

In November of 2021, the Borough adopted Ordinance 2021-11, which amended the Borough Code to create a new chapter entitled “Electric Vehicles Supply/Service Equipment & Make-Ready Parking Spaces.” The purpose of this ordinance is to promote and encourage the use of electric vehicles by requiring the safe and efficient installation of EVSE and Make-Ready parking spaces through municipal parking regulations and other standards.

Currently, there are no public electric vehicle charging points within the Borough of Haddonfield. There are electric vehicle charging points to the northeast of the Borough, in Haddon Township and Collingswood Borough. Recommendations concerning locations appropriate for the development of public electric vehicle infrastructure will be further discussed in the new Land Use Element, at which point this Reexamination document will be revised to reflect those updated recommendations.

DRAFT



# III. NEW MASTER PLAN

## 1. PUBLIC ENGAGEMENT

### A. Master Plan Subcommittee

Throughout the entire Master Plan development process, the Pennoni team regularly met with a selected group of individual Haddonfield residents who provided continual feedback and direction. This group was the Master Plan Subcommittee, which consisted of seven people. About half of the Master Plan Subcommittee members are members of the Haddonfield Planning Board, about half are members of the Haddonfield Zoning Board, and there is one representative from the Haddonfield Environmental Commission. The Master Plan Subcommittee assisted with the collection of background research, the development of the four focus areas and their general themes and goals, and regularly provided feedback and input on the development of public outreach materials, planning process logistics, and the development of the plan itself.

### B. Website

The first step in the public outreach involved creating a website that served as the information hub for the entirety of the Master Plan update process. Pennoni created informational pages on the website that provided an outline of the public outreach strategy and timeline and gave residents an opportunity to sign up for updates throughout the planning process. This also served the purpose of building a list of involved residents which Pennoni reached out to throughout the planning process.

Before public engagement events, residents could use the engagement website to find resources to prepare for the meeting, as well as to find notifications about upcoming meetings. After the conclusions of engagement events, the Pennoni team posted event materials, such as meeting recordings and PowerPoint slides, on the website providing participants with opportunities to comment and provide additional feedback.

Furthermore, participants could access the website to provide their feedback to embedded surveys. These surveys, which are expounded upon later in this section, also provided real-time results, which participants could view to see a transparent accounting of survey progress.



Figure 14: Banner from the Master Plan Website

The website served as an important hub of connection between the Haddonfield public, the Pennoni team, and the Borough throughout the entirety of the Master Plan process.

### C. Survey #1

The first survey in the public engagement process was used to understand what residents, workers, and others associated with Haddonfield liked about the Borough and what they hoped to change about the Borough. This survey was open from May 1, 2023, until December 1, 2023, and garnered over 800 individual respondents, the vast majority of who were located in Haddonfield when they took the survey.



Multiple avenues of public outreach were pursued to get the word out about the Master Plan and to encourage a large number of people to participate in the first survey. This included Pennoni staff members tabling at local events, like the Borough’s annual Health and Wellness Festival, designing and disseminating posters around the Borough, posting notices on official websites, and sending digital messages utilizing the Plan’s contacts database.

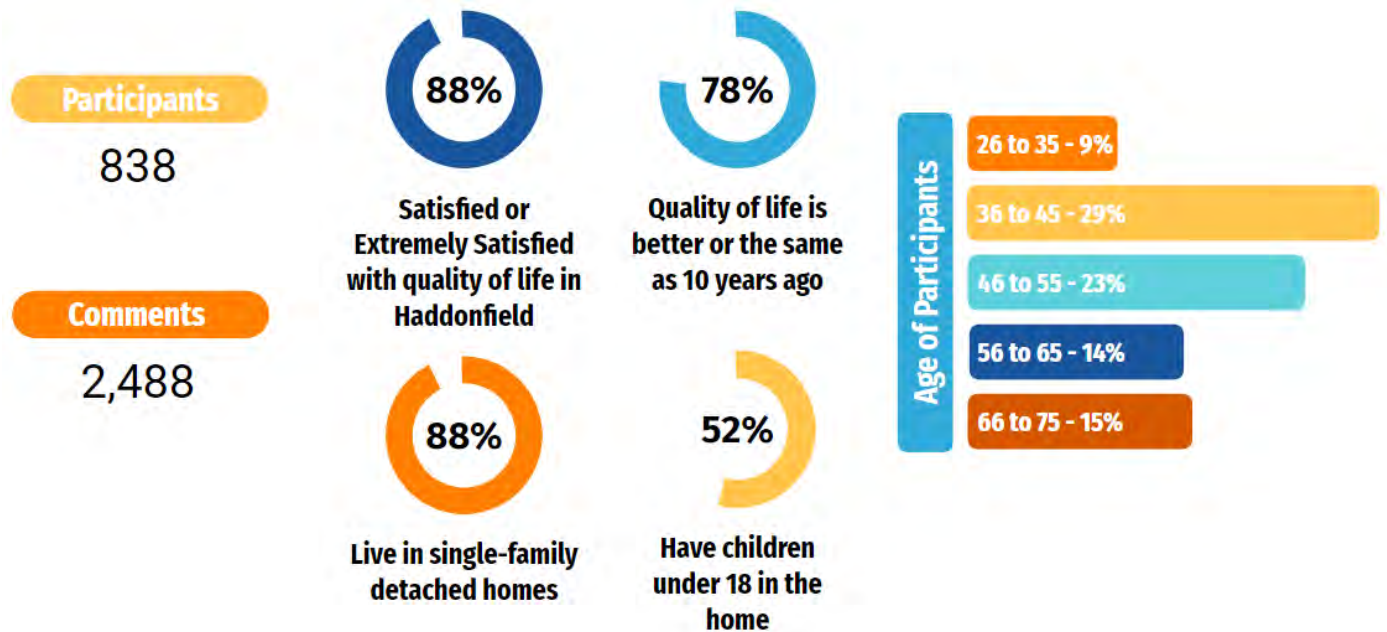


Figure 15: Selected Results from Survey #1.

The large number of participants allowed the Pennoni team to better understand Haddonfield, its challenges and successes. This aided the team in moving the Master Plan process forward to begin crafting general goals to be addressed in the Master Plan.

### D. Public Meeting #1

The first public meeting was held on June 7, 2023, at the Haddonfield Borough Hall. Similar to the outreach process for Survey #1, multiple avenues of public outreach were pursued to encourage people to attend the meeting. Over 40 people attended the approximately two-hour meeting, which consisted of a presentation followed by a question-and-answer and comment portion.

The presentation included an overview of what the Master Plan is; the importance and relevance of a master plan; how this Master Plan will be structured in terms of content and organization; initial findings from our background research, first survey, and subcommittee meetings; next steps in the Master Plan process and ways for people to get involved.

The question-and-answer and comment portion of the meeting yielded many insightful comments and questions which were recorded by the Pennoni team and then synthesized into later portions of the Master Plan process. Comments during this meeting addressed all four focus areas. There were positive comments from meeting participants regarding using the Master Plan process to develop missing middle housing options to accommodate the diverse swath of housing needs in Haddonfield. Meeting participants generally agreed with the findings of the team’s background research up to this point, and broadly indicated positivity toward the four focus areas and the direction of the Master Plan process thus far.



## E. Stakeholder Meetings

Following the first public meeting, the Pennoni team hosted meetings to consult with stakeholder groups. The purpose of these stakeholder meetings was to learn more about Haddonfield and its challenges and successes as well as to solicit feedback on the development of focus area goals and associated recommendations to accomplishing those goals.

Stakeholder groups invited to participate in these meetings included all members from the following groups or organizations: Historic Preservation Commission; Environmental Commission; Human Relations Commission; Library Board of Trustees; Partnership for Haddonfield (Haddonfield's Business Improvement District); Recreation Committee; Senior Citizen Advisor Commission/65 Club; Shade Tree Commission; Sustainable Haddonfield – Green Team; Board of Education; Department of Public Works; Haddonfield Fire Company; Haddonfield Police Department; and the Port Authority Transit Corporation (PATCO).

In Autumn 2023, the Pennoni team collaborated with the Borough to host seven individual stakeholder meetings. Four of these seven stakeholder meetings were centered around one of the four focus areas, and the other three stakeholder meetings specifically invited some of the larger stakeholder groups to give feedback on questions tailored more individually to them. Those more tailored stakeholder meetings included one meeting with Haddonfield Borough employees; one joint meeting with members of the Borough Planning Board and members of the Borough Zoning Board of Adjustment; and one meeting with members of the Haddonfield Board of Education. Additionally, in Spring 2024, the Pennoni team and the Borough hosted an eighth stakeholder meeting with members from PATCO.

These stakeholder meetings were very productive in that they allowed the team to solicit detailed information and answer questions from people who have direct experience on the topics that the Master Plan aims to address. The feedback collected during these stakeholder meetings directly influenced the recommendations that are in the Master Plan. Moreover, these stakeholder meetings helped foster important relationships between the Pennoni team and involved Haddonfield residents. Many of these relationships were continually utilized, even after these stakeholder group meetings, to provide the Pennoni team with information, suggestions, and feedback throughout the Master Plan development process.

## F. Questionnaires

There were some groups that were important to engage but were not able to participate in stakeholder meetings due to a variety of reasons, such as time and logistics difficulties. For these groups, questionnaires were drafted and disseminated for their completion. Each questionnaire was specifically tailored to the individual stakeholder group. The stakeholder groups that were provided a questionnaire included professionals who frequently appear in front of Haddonfield boards; realtors who work in the Borough; and students and young people of Haddonfield. The questionnaires were distributed through a variety of means, including contacts via Borough staff; existing contacts from Master Plan Subcommittee; and through the Haddonfield School District.

Participants who responded to the realtors' questionnaire gave feedback concerning the Housing Diversity focus area. Notably, participants indicated that there is strong demand for rental units within the Borough, but there are "almost no rental units available." According to questionnaire participants, many of the rental units that are available in the Borough are prohibitively expensive, most of these units being listed at a minimum of \$3,000 per month. Participants to this questionnaire suggested more multi-family dwellings, town homes, duplexes, and cheaper housing in general.

Participants who responded to the questionnaire for young people and students of Haddonfield were ages between 14 and 18 years old. All participants at the time of taking part in the survey were students of Haddonfield Memorial High School. When asked what they enjoy most about living in Haddonfield, many participants stated that they enjoy the close proximity of places that they need to access, the proximity to Philadelphia, and the tightknit nature of the community. However, when asked what they wish were different in the Borough, many young people decried the lack of diversity of its residents, stating that, "there are very few people who are not Caucasian, straight, and cis[gender]." Many participants to this survey also stated that they walk and bike around the Borough, but often feel unsafe doing so and they advocated for the implementation of



safer bicycle infrastructure, such as bike lanes, and the limitation of car usage. Participants also suggested that doing this would be a major action that Haddonfield as a community could pursue to better prepare for the effects of climate change.

Finally, there was limited participation for the questionnaire for professionals who frequently appear in front of the Borough boards, but the responses were still beneficial for the development of this Plan. Respondents included professionals belonging to industries ranging from site/civil engineering to law to architecture. The diversity of respondents' backgrounds provided a helpful array of responses to questions such as one asking what aspects of Haddonfield's zoning code that impact development in the Borough. Responses included total impervious coverage standards, length of time necessary for Zoning and Planning Board review, application fees, lack of acceptable drainage coverage materials, and inconsistencies with the downtown zone.

### G. Public Meeting #2

The second public meeting was held on March 26, 2024. In order to publicize this event, the Pennoni team reached out to stakeholders to ask them for their assistance in getting the word out, every person who participated in the planning process up to that point were contacted, and notices were published on the Borough website as well as the official Master Plan website.



Figure 16: Residents providing feedback on Missing Middle Housing at Public Meeting #2.

Turnout at the second public meeting was particularly strong, with over 50 participants throughout the course of the event. The event was held as an open-house style event, consisting of a brief introductory presentation followed by participants cycling through the room, learning about the project from informational boards. In addition to the informational boards, there were also boards soliciting participant feedback, asking people to weigh in on their preferred recommendations and



solutions to be included in the Master Plan document. Staff members accompanied the informational boards and the feedback boards, engaging residents in conversation about the Master Plan, asking questions, and noting feedback and suggestions from participants.

## H. Survey #2

In Spring 2024, the Pennoni team developed a final survey to solicit feedback on individual recommendations. The goal of this survey was to ask the Haddonfield public their thoughts on more specific solutions that will contribute to Haddonfield's future success. Similar to the outreach process for Survey #1, multiple avenues of public outreach were pursued to encourage the general public to participate in this survey. This included advertising the survey on the Borough website, sending out links to the contact database, asking community stakeholders to disseminate the survey among their community members, and more.

This survey was open from May 22, 2024, until June 6, 2024, and garnered over 850 individual respondents. According to location data tied to each survey response, the vast majority of participants were located in Haddonfield when they took the survey. Although the survey garnered many respondents, according to those respondents who reported their demographic data, respondents did not entirely reflect the population of Haddonfield. A higher proportion of survey respondents (among those who reported their demographic information) were female, older, higher educated, whiter, and married or in a domestic partnership than the Borough as a whole according to U.S. Census data. Due to this fact, results taken from this survey were supplemented with other community engagement results that conducted outreach to groups less represented in this survey, such as younger residents of the Borough, who were contacted via the questionnaire aimed at this demographic group.

Results from this survey included feedback on a variety of topics related to the four focus areas. While most of the feedback received in this survey was fairly expected by the planning team, there were some interesting results. For instance, survey respondents gave strong support (71 percent) to the implementation of a designated bicycle network in the Borough. A majority (57 percent) of respondents indicated that they would support adding bicycle lanes on Kings Highway. Also, a majority of respondents (56 percent) indicated that they want to see more cleanliness and maintenance in the downtown section of Haddonfield. The Pennoni team used results solicited from survey respondents to refine its final recommendations.



## 2. STATEMENT OF OBJECTIVES, PRINCIPLES, ASSUMPTIONS, POLICIES, & STANDARDS

### A. Affirmation of Objectives from the Reexamination Report

Ongoing goals and objectives that were presented in the 2003 and 2009 Reexamination Reports which were reaffirmed within the Reexamination Report as part of this Master Plan update and serve as foundational guides for the Borough include:

- Maintain the visual attractiveness of the Borough.
- Preserve the Borough’s historic character, both within the Historic District and Borough-wide.
- Expand active transportation opportunities.
- Maintain and improve public facilities.
- Support new housing types while recognizing that single-family dwellings are the most prevalent land use type.
- Support existing and future businesses.
- Enhance connections with public transportation.
- Encourage transit-oriented development in the downtown.
- Enhance stormwater management infrastructure.
- Increase sustainability.
- Increase the walkability and bikeability of the Borough.
- Enhance and expand public open spaces, both in urban and natural areas.
- Minimize the threats of vehicles, particularly to pedestrians and bicyclists.
- Protect existing shade trees and expand the Borough’s tree coverage.
- Minimize building and impervious coverage.

The aforementioned goals and objectives were synthesized from the evaluation of the extent that problems and objectives have changed since the previous reexamination report. A detailed breakdown of the previous goals and objectives and the analysis of whether they are still applicable and if their relevance has changed can be found in the **Reexamination Report** within this plan. Some of the aforementioned goals and objectives served as the basis for the four (4) focus areas of this report. The goals of these focus areas are listed below.

### B. Focus Area Goals

#### 1. *Housing Diversity*

- Support land use policies that increase housing diversity to allow seniors in the Borough to “age in place” rather than move elsewhere.
- Expand housing choice and affordability to reduce barriers to entry.
- Discourage the teardown of existing older homes.
- Encourage preservation of older homes.



#### 2. *Resiliency*

- Act preemptively to mitigate climate change-related impacts facing the Borough, particularly relating to flooding and increasing temperatures.
- Prevent development in areas that will be most impacted.
- Encourage resilient development through design standards and regulations.
- Minimize or decrease the exacerbation of climate change impacts.





### 3. *Circulation*

- Reduce vehicle hazards for pedestrians.
- Increase pedestrian and bicyclist connectivity and accessibility.
- Encourage increased usage of PATCO and connections to the station.



### 4. *Downtown Economic Vitality*

- Encourage a mixture of uses in the Downtown that are adaptable to change and enhances (and protects) what currently makes the Downtown great.
- Foster greater connection to PATCO station to increase regional visitors to downtown Haddonfield.
- Pursue policies and other opportunities that support local businesses.



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### 3. LAND USE PLAN ELEMENT

#### A. Land Use

The Borough’s land use is predominantly defined by detached single-family dwellings, with clusters of non-residential uses primarily located along the primary commercial corridors, including Kings Highway, Haddon Avenue, and Ellis Street. The Borough’s layout and land use pattern has largely remained unchanged since the nineteenth century, though the Borough did experience some expansion and infill development during the post-World War II era characterized by suburbanization, leading to an increase in the municipal population from 9,742 in 1940 to 13,201 in 1960. In particular, there were limited instances of land subdivision and right-of-way dedication in the areas loosely delineated as north of Maple Avenue and south of Upland Way.

The Borough has largely been built-out since the 1960’s, with undeveloped areas now limited to locations near waterbodies, wetlands, or other environmentally sensitive areas where development is restricted. The build-out analysis in the CCRHVA further discusses the lack of developable land and how any future development will largely be limited to redevelopment of existing buildings.

##### 1. Property Classification

The New Jersey Division of Taxation provides MOD-IV data tables that identify the property classification for individual tax parcels as used by local tax assessors. Property classifications within Haddonfield Borough include both taxable real property (Classes 1 through 4C) and exempt property (Classes 15A through 15F). **Table 16** shows the allocation of land and the number of parcels within the Borough according to each property classification.

Note that the total acreage in **Table 16** reflects the estimated total of Borough parcels. This is less than the total land within the Borough, which notably also includes rights-of-way that are generally not assigned a block and lot. Land comprising the PATCO and NJ Transit rail tracks in the Borough are considered parcels and designated as Other Exempt (Class 15F) or not given a designated property classification within the MOD-IV dataset.

Table 16: Property Classification<sup>31</sup>

Property Classification	Parcels		Acreage	
	#	%	#	%
Vacant (Class 1)	33	0.7%	15.5	1.0%
Residential (Class 2)	4,106	87.6%	1,001.6	66.1%
Commercial (Class 4A)	274	5.8%	81.8	5.4%
Apartments (Class 4C)	12	0.3%	3.4	0.2%
Public School (Class 15A)	13	0.3%	46.9	3.1%
Other School (Class 15B)	3	0.1%	19.1	1.3%
Public Property (Class 15C)	88	1.9%	155.4	10.3%
Church & Charitable (Class 15D)	30	0.6%	16.5	1.1%
Cemeteries & Graveyards (Class 15E)	3	0.1%	10.6	0.7%
Other Exempt (Class 15F)	45	1.0%	125	8.2%
Unknown	79	1.7%	40	2.6%
<b>Total</b>	<b>4,686</b>	<b>100.0%</b>	<b>1,515.8</b>	<b>100.0%</b>

Residential (Class 2) comprises the greatest property classification within the Borough, comprising 87.6% of total Borough parcels and 66.1% of land within the Borough. As shown on **Map 7**, residential parcels encompass largely contiguous areas in both the northern and southern parts of the Borough. This essentially covers the entire Borough with the exceptions of the

<sup>31</sup> New Jersey Division of Taxation MOD-IV Data



downtown in the Borough's geographic center and the parks and open space along the eastern boundary. The residential property classification applies only to parcels with residential dwellings for four families or less, though in Haddonfield this primarily refers to single-family dwellings. By comparison, Apartments (Class 4C), which are assigned a separate property classification code and are defined as dwellings of five families or more, comprise only 12 parcels or 0.3% of the Borough parcels (0.2% of Borough area).

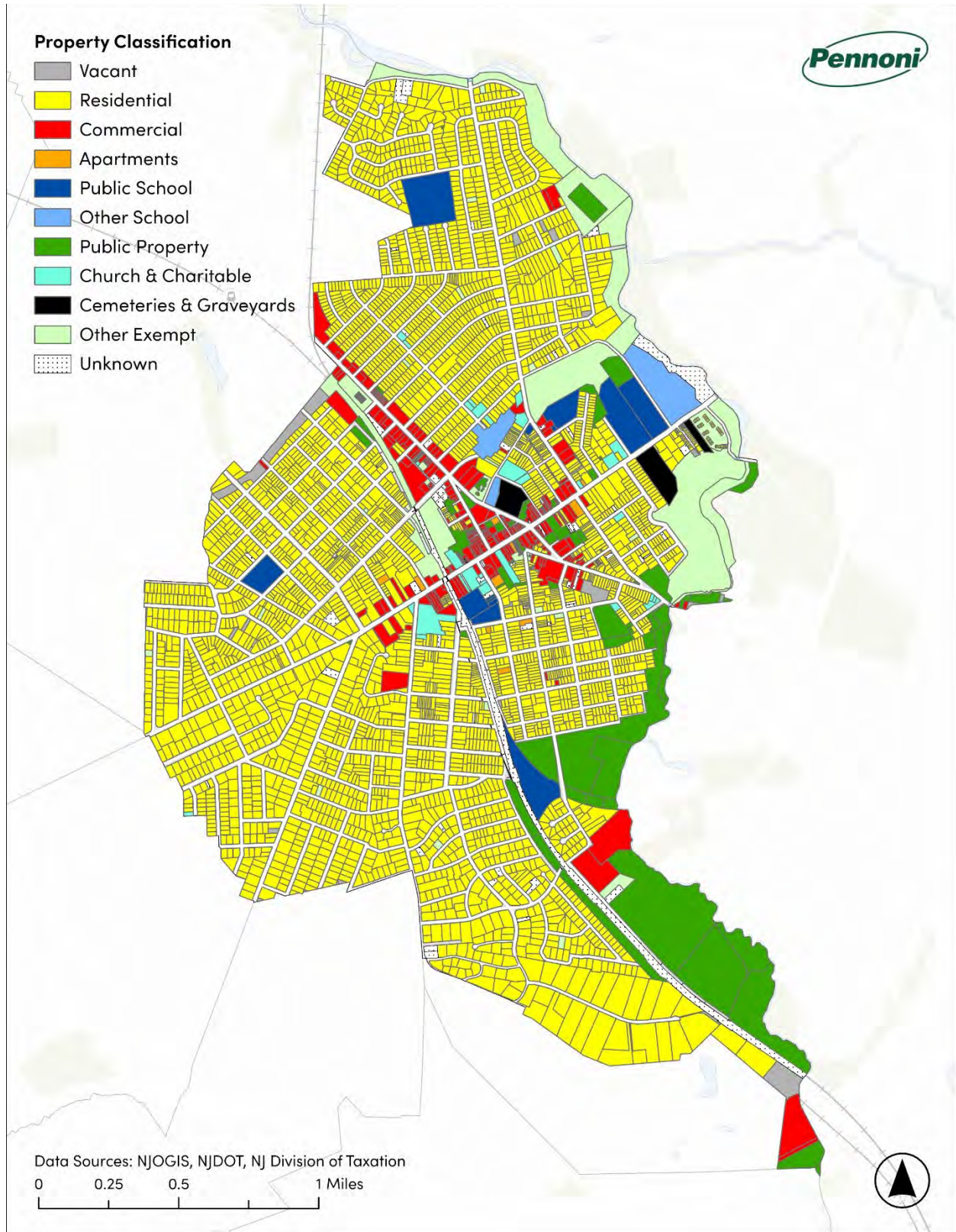
Public Property (Class 15C) comprises the next largest portion of the Borough's area at 10.3%, comprising both the parks and open space with the highest concentration along the southeastern boundary. Other Exempt (Class 15F), comprising an additional 8.2% of Borough acreage, predominantly includes County-owned open space and parks along much of the northeastern municipal border as well as parking lots near the PATCO rail station.

Commercial (Class 4A) comprises 5.4% of the Borough's area and is almost exclusively located within the Borough's Downtown, namely along Haddon Avenue and Kings Highway, as well as streets that branch off from these major roads such as Ellis Street, Tanner Street, and Grove Street.

Public School and Other School Property (Classes 15A and 15B, respectively) comprise a combined total of 4.4% of the Borough's area. This notably includes the roughly 17.5-acre Bancroft Redevelopment Area. Church and Charitable (Class 15D) comprise thirty (30) parcels and 1.1% of the Borough's area while Cemeteries and Graveyards (Class 15E) comprise three (3) parcels and 0.7% of the Borough's area.

Only thirty-six (36) parcels comprising 1.0% of the Borough's area were designated as vacant. In addition to developable parcels identified in the build-out analysis within the CCRHVA, this represents one of the few opportunities for shaping future growth within the Borough.

It is notable that there are no parcels classified as Industrial (Class 4B) within the Borough. Land use policies traditionally sought to separate the harmful effects associated with industrial factories and businesses from residential and commercial centers. Wealthier communities were more successful at creating distance from unwanted land uses. As Haddonfield developed as a relatively affluent bedroom community, industrial uses that were economically tied to the Borough became more likely to be found in other nearby communities. Ironically, there is now high demand for former industrial buildings to be redeveloped and adapted into office, commercial, residential, and/or light industrial uses.



Map 7: Property Classification



## 2. Land Use/Land Cover

According to 2015 Land Use/Land Cover data provided by the New Jersey Department of Environmental Protection (NJDEP), the most recent year where data was available, the vast majority of the Borough (86.6%) is considered urban land. This aligns with the conventional wisdom that the Borough is largely built-out. Forest (6.7%), wetlands (4.8%), water (1.7%), and agriculture (0.1%) comprise the remaining 13.4% of the Borough. Non-Urban areas are almost entirely located along the Cooper River and adjacent waterways running along the Borough’s eastern boundary.

Table 17: Land Use<sup>32</sup>

Land Use Type	2015		2007	
	Acres	% of Borough	Acres	% of Borough
<b>Agriculture</b>	1.96	0.1%	1.96	0.1%
<b>Forest</b>	122.0	6.7%	110.6	6.1%
<b>Urban</b>	1,575.6	86.6%	1,586.8	87.2%
<b>Water</b>	31.7	1.7%	36.1	2.0%
<b>Wetlands</b>	87.7	4.8%	83.6	4.6%
<b>Total</b>	1,818.9	100.0%	1,818.9	100.0%

Compared to 2007, the most recent year that Land Use/Land Cover data was provided prior to the 2011 Master Plan Reexamination, there has been only minor changes in the Borough’s Land Use. There were slight increases in forest and wetlands and slight decreases in water and urban land use types, though some of these changes could be partially attributed to data collection procedures.

## 3. Urban Land Use

Table 18 shows urban land uses further separated into sub-categories. Residential (single unit, medium density) comprises over half of the Borough’s Land Use (56.7%), confirming the predominance of detached single-family dwellings and suggesting a relatively uniform development pattern. Residential of all types (high density or multiple dwelling; single unit, medium density; and single unit, low density or rural) comprise a combined total of 69.7% of the Borough’s land area, which is comparable to the area classified as Residential (Class 2) and Apartments (Class 4A) according to MOD-IV tax data. Areas shown as residential (high density or multiple dwelling) represent most of the housing stock that is not detached single-family dwellings, including townhouses, side by side duplexes, and mid-rise apartment buildings, as well as detached single-family dwellings on smaller lots.

Commercial/services (8.7%), athletic fields and recreational land (4.3%), and major roadways and railroads (2.1%) are the only other urban land use types that comprise at least one percent of the Borough’s land area. The composition of urban land uses has also changed minimally between 2007 and 2015.

<sup>32</sup> NJDEP 2015 and 2007 Land Use/Land Cover Data

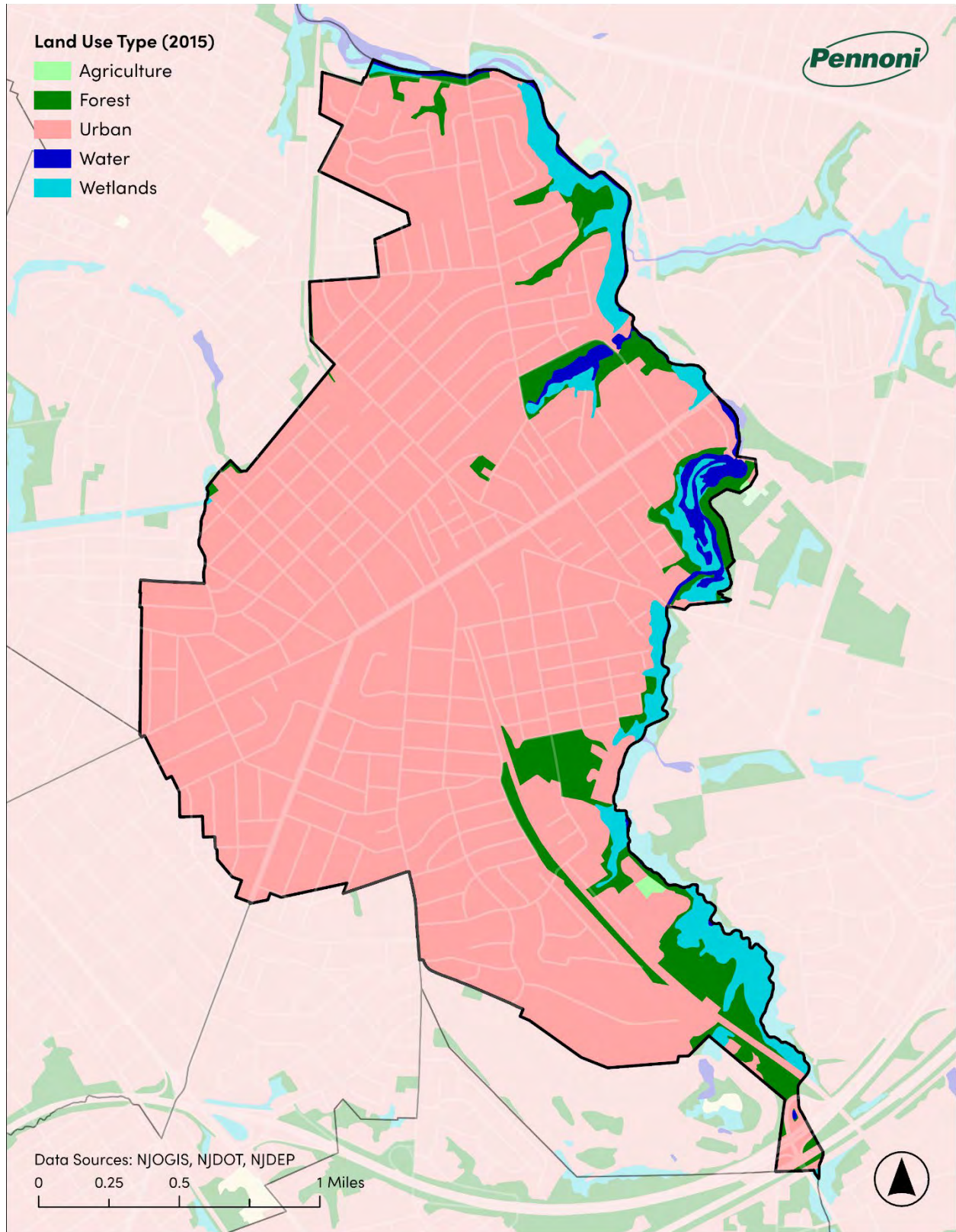


Table 18: Urban Land Use<sup>33</sup>

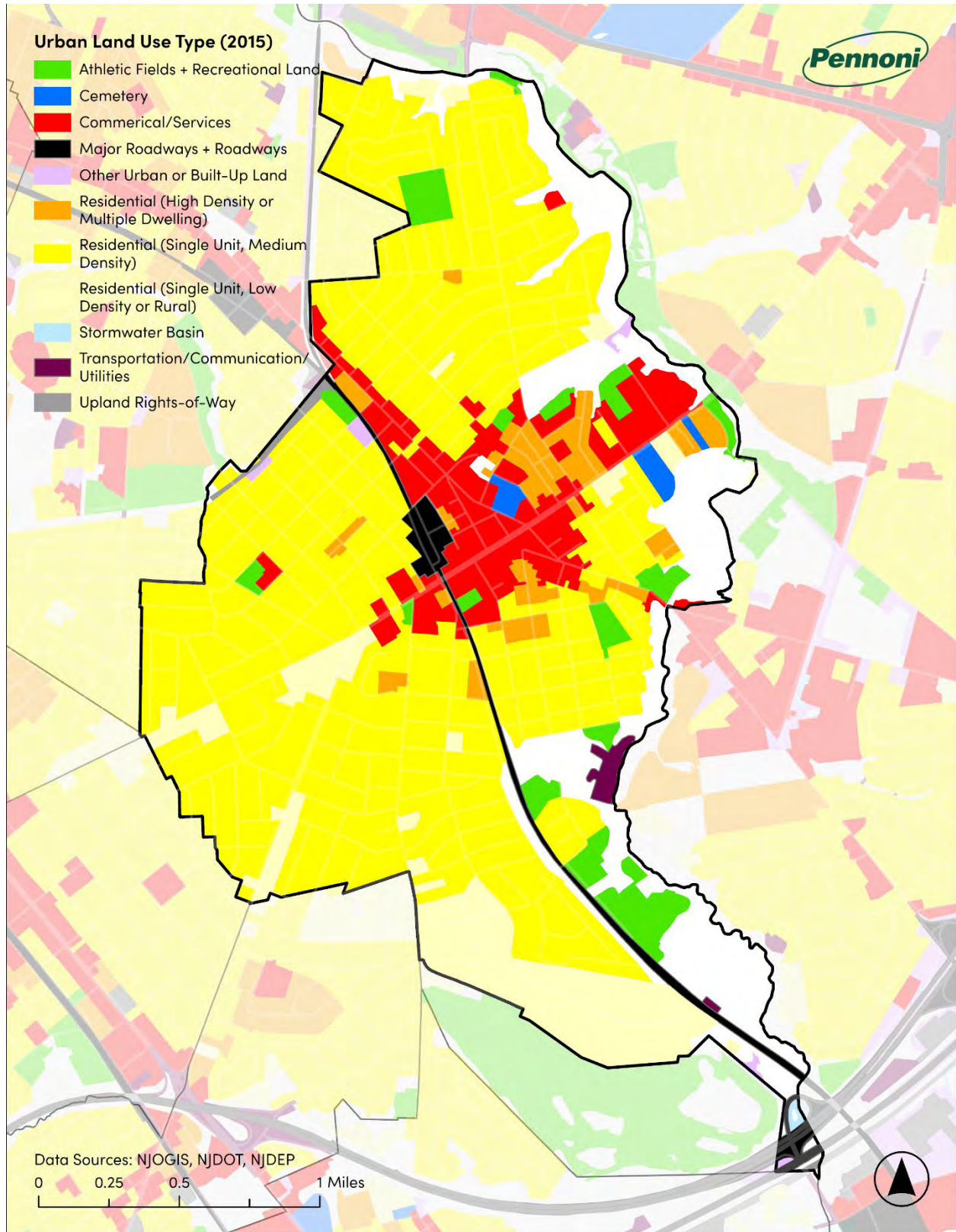
Urban Land Use Type	2015		2007	
	Acres	% of Borough	Acres	% of Borough
Athletic Fields + Recreational Land	77.8	4.3%	77.6	4.3%
Cemetery	11.7	0.6%	11.7	0.6%
Commercial/Services	158.4	8.7%	161.6	8.9%
Major Roadways + Railroads	38.5	2.1%	36.9	2.0%
Other Urban or Built-Up Land	5.8	0.3%	19.9	1.1%
Residential (High Density or Multiple Dwelling)	69.9	3.8%	66.7	3.7%
Residential (Single Unit, Medium Density)	1,030.6	56.7%	1,032.6	56.8%
Residential (Single Unit, Low Density or Rural)	167.9	9.2%	166.1	9.1%
Stormwater Basin	1.3	0.1%	0.0	0.0%
Transportation/Communication/Utilities	7.8	0.4%	7.8	0.4%
Upland Rights-of-Way (Developed + Undeveloped)	5.9	0.3%	5.9	0.3%
<b>Total</b>	<b>1,575.6</b>	<b>86.6%</b>	<b>1,586.8</b>	<b>87.2%</b>

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<sup>33</sup> Ibid



Map 8: Land Use



Map 9: Urban Land Use



## B. Zoning

The Borough's zoning map was prepared in 2004 by Remington and Vernick. Eleven (11) residential zoning districts are spread throughout the Borough, ranging from lowest density (R-1) to highest density (R-10). Single-family detached dwellings are the only residential housing type that are permitted within the R-1, R-2, R-3, R-4, R-5, R-5A, R-6, R-7, R-8, and R-9 Residential Districts. Minimum bulk requirements comprise the most significant difference between these zones. The R-10 Residential District permits townhouse developments.

Higher density residential zoning districts are generally located closer to the Downtown. The bulk standards regarding minimum lot area, width, and depth for many of the higher density residential districts are therefore reflections of the size of the lots that existed prior to zoning being used as a means to control land use. In some case, this has resulted in parcels that are nonconforming to minimum lot area, width, and depth requirements that were instituted when the zoning ordinance was adopted. Many of the lower density residential zoning districts cover areas of the Borough that were developed relatively recently, as well as the larger residential lots along Kings Highway and Chews Landing Road.

Non-residential zoning districts include five (5) Downtown districts: D-1 (Neighborhood Transition), D-2 (Community-Serving Blocks), D-3 (General Urban), D-4 (Kings Highway-Core), and D-4A (Non-Core). The Downtown zoning districts are governed by a form-based code that permits certain building types and prohibits others. As shown in **Table 19**, uses within the Downtown are permitted, conditionally permitted, or not permitted based on the building type.

Commercial, Office, and Public Use are additional non-residential zoning districts that are not exclusively located in the Borough's Downtown.

Eight (8) affordable housing overlay districts (Affordable Housing Overlay 1 through Affordable Housing Overlay 8) are located on top of non-residential zoning districts. The affordable housing overlay districts are intended to allow for high and medium density residential and mixed-building development, as otherwise allowed by the underlying base zoning district, to provide opportunities for affordable housing in accordance with the Housing Element and Fair Share Plan.

A Residential Overlay Office District additionally covers portions of R-2, R-3, and R-5 zoning districts located on Kings Highway and Haddon Avenue in close proximity to the Downtown. The intent of the Residential Overlay Office District is to maintain the residential character of certain areas adjacent to the central commercial area of the Borough of Haddonfield while allowing professional offices as a conditional use because of the proximity to the commercial area.

Two (2) parcels within the R-2 zone were designated as an Area in Need of Redevelopment with condemnation power. The Borough adopted a redevelopment plan for the Bancroft Redevelopment Area to permit townhouses, duplexes, and multi-family dwellings for age-targeted and low- and moderate-income households.



Table 19: Bulk standards for Residential Zoning Districts.

Zoning District	R-1	R-2	R-3	R-4	R-5	R-5A
<b>Permitted Residential Uses</b>	Single-family detached	Single-family detached	Single-family detached	Single-family detached	Single-family detached	Single-family detached
<b>Lot area</b>	80,000 ft <sup>2</sup>	20,000 ft <sup>2</sup>	12,500 ft <sup>2</sup>	9,600 ft <sup>2</sup>	7,500 ft <sup>2</sup>	7,500 ft <sup>2</sup>
<b>Lot width</b>	200 ft	125 ft	100 ft	80 ft	75 ft	75 ft
<b>Lot frontage</b>	200 ft	125 ft	100 ft	80 ft	75 ft	75 ft
<b>Lot depth</b>	400 ft	150 ft	125 ft	120 ft	100 ft	100 ft
<b>Front yard</b>	100 ft *	40 ft *	35 ft *	35 ft *	30 ft *	40 ft *
<b>Side yard (single)</b>	30 ft	18 ft	18 ft	15 ft	12 ft	12 ft
<b>Side yard (combined)</b>	75 ft	40 ft	40 ft	35 ft	30 ft	30 ft
<b>Rear yard</b>	100 ft	60 ft	45 ft	45 ft	40 ft	30 ft
<b>Building coverage</b>	10%	15%	18%	20%	20%	20%
<b>Impervious coverage</b>	15%	25%	28%	30%	32%	32%
<b>Height (stories)</b>	2.5	2.5	2.5	2.5	2.5	2.5
<b>Height (feet)</b>	35 ft	33.5 ft	33.5 ft	33.5 ft	33.5 ft	33.5 ft

Zoning District	R-6	R-7	R-8	R-9	R-10	R-11
<b>Permitted Residential Uses</b>	Single-family detached	Single-family detached	Single-family detached	Single-family detached	Townhouse development	High-density residential
<b>Lot area</b>	6,000 ft <sup>2</sup>	5,000 ft <sup>2</sup>	4,000 ft <sup>2</sup>	4,000 ft <sup>2</sup>	160,000 ft <sup>2</sup>	40,000 ft <sup>2</sup>
<b>Lot width</b>	60 ft	50 ft	40 ft	40 ft	200 ft	100 ft
<b>Lot frontage</b>	60 ft	50 ft	40 ft	40 ft	-	-
<b>Lot depth</b>	100 ft	100 ft	100 ft	100 ft	200 ft	150 ft
<b>Front yard</b>	30 ft *	20 ft *	20 ft *	5 ft *	25 ft	15 ft
<b>Side yard (single)</b>	10 ft	10 ft	-	4 ft	25 ft	15 ft
<b>Side yard (combined)</b>	25 ft	20 ft	20 ft	16 ft	50 ft	35 ft
<b>Rear yard</b>	40 ft	35 ft	25 ft	25 ft	25 ft	10 ft
<b>Building coverage</b>	22%	25%	30%	30%	30%	50%
<b>Impervious coverage</b>	35%	40%	50%	50%	50%	80%
<b>Height (stories)</b>	2.5	2.5	2.5	2.5	2.5	6
<b>Height (feet)</b>	33.5 ft	35 ft	32 ft	32 ft	35 ft	58 ft

\* Front yard setbacks are determined based on the average setback of neighboring homes. Values shown are in the event an average cannot be determined based on required steps outlined in Attachment 7 of Chapter 135 Land Development of the Borough code





Table 20: Permitted Uses by Building Type in Downtown Zoning Districts<sup>34</sup>

Building Types:		Permitted Uses															
		Business Office	Dwelling Units*	Home Occupations	Home Office	House of Worship	Municipal Use	Personal Service	Professional Office	Restaurant	Retail	Bank or Savings Institution	Parking (Primary Use)	Day care	Private School	Gasoline Station	Studio
Apartment building	AB	X	P	P	P	X	X	P	X	C	P	X	X	C	X	X	X
Civic building	CB	P	X	X	X	P	P	X	P	C	P	X	X	C	P	X	X
Cottage house	CH	X	P	P	C	X	X	X	X	C	X	X	X	C	X	X	X
Courtyard building	CO	X	P	P	P	X	X	X	P	C	X	C	X	C	C	X	X
Flex building	FB	P	P	P	C	X	X	C	C	C	P	C	X	C	C	X	P
Liner building	LB	P	P	P	P	X	X	P	P	C	P	C	X	C	C	X	P
Live-work	LW	P	P	P	P	X	X	C	P	C	P	X	X	C	X	X	P
Manor house	MH	X	P	P	C	X	X	X	C	C	X	X	X	C	C	X	X
Podium building	PB	P	P	P	P	X	X	P	P	C	P	C	X	C	C	X	P
Sidyard building	SB	P	P	P	C	X	X	X	C	C	X	X	X	C	X	X	P
Single-family detached house	SFD	X	P	P	C	X	X	X	X	C	X	X	X	C	X	X	X
Special corner	SC	P	P	P	P	X	X	X	P	C	P	C	X	C	C	X	P
Townhouse	TH	X	P	P	C	X	X	P	C	C	C	X	X	C	X	X	X
Twins	TW	X	P	P	C	X	X	X	X	C	X	X	X	C	X	X	X
Accessory building or structure	ACS	X	P	P	P	X	X	P	X	C	X	X	P	C	X	X	P

**NOTES:**

P = "Permitted" (use can be applied to this building type).

C = "Conditional" (may be permitted, with conditions).

X = "Not Permitted" (use is prohibited in this building type).

\* Dwelling units in mixed-use buildings may not be placed on the ground (first) floor, except in live-work buildings that do not front onto King's Highway.

<sup>34</sup> Chapter 135 Land Development of the Borough code, Attachment 5



## C. Climate Change-Related Hazard Vulnerability Assessment

### 1. *Climate Change-Related Natural Hazards that are Anticipated to Impact Haddonfield Borough*

While climate change is a global phenomenon, it is experienced at the local level. Increasing temperatures, rising sea levels, and changes in weather patterns impact every community in unique ways. The impacts of climate change-related natural hazards experienced in Haddonfield Borough reflect trends felt globally or regionally while the specific characteristics of the Borough also determine how these impacts are felt at the local level. In particular, land use decisions impact not only the degree that communities contribute to climate change but also how severe the effects of climate change in the form of natural hazards are felt.

The following are some of the anticipated impacts resulting from climate change and how they impact land use in the Borough.

#### **Flooding**

There are three types of flooding: coastal, fluvial (riverine), and pluvial (flash) flooding. While flooding is naturally occurring, each type of flooding is exacerbated by climate change.<sup>35</sup>

#### **Coastal Flooding and Sea Level Rise**

With the State bounded by the Atlantic Ocean, Delaware River, Delaware Bay, and Hudson River, coastal flooding is a major concern for many of New Jersey's municipalities. While coastal communities have always been vulnerable to coastal flooding, it has become more common and destructive due to sea level rise. Rising sea levels and increasing storm surge allows coastal waters to inflict damage that is more extensive and felt further inland.

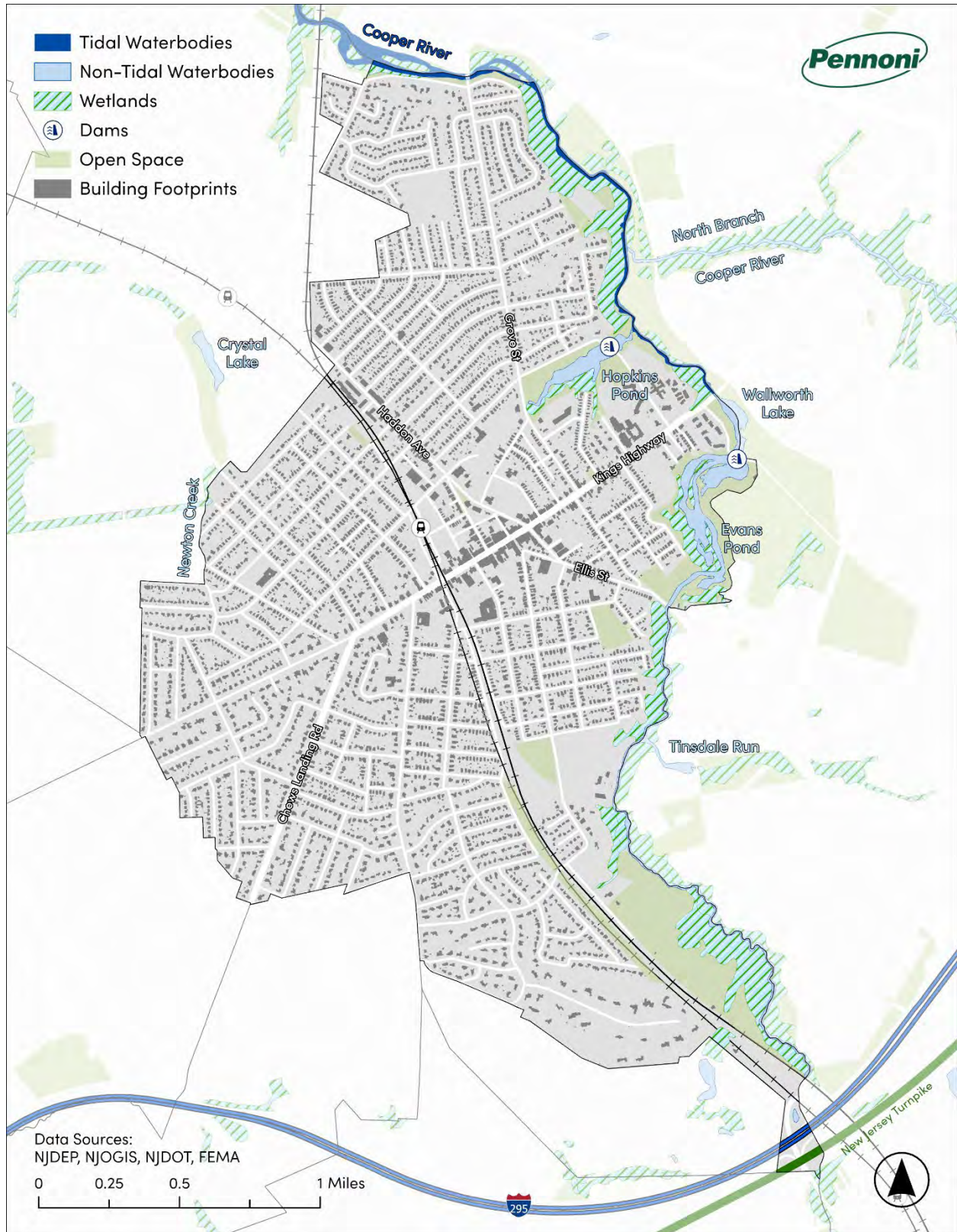
While Haddonfield is not a coastal community, the Cooper River that flows along the Borough's northern and western municipal boundary is considered a tidal tributary of the Delaware River as far southeast as Kings Highway, slightly downriver from the dam to the south of Wallworth Lake. This segment of the Cooper River is therefore forecasted to experience the impacts of sea level rise.

According to projections provided in Sea-Level Rise Guidance for New Jersey, the "likely range" of sea-level rise in the state by 2050 is between 0.9 feet to 2.1 feet.<sup>36</sup> By 2100, the "likely range" is anticipated to increase to 2.0 feet to 5.1 feet. As shown on NJ Floodmapper<sup>37</sup>, an interactive flood exposure mapping tool provided by the Rutgers University Climate Change Resource Center, these projected increases in sea level will have a smaller impact on the built environment in Haddonfield than nearby municipalities, largely due to the relatively steep slopes and protected land that separate the Cooper River from existing development. However, there are still some locations, most notably along Coles Mill Road, where the Cooper River could rise high enough that water will infringe upon property lines and buildings, namely residences.

<sup>35</sup> [Infrastructure Report | Climate Snapshots \(rutgers.edu\)](#)

<sup>36</sup> [\\*dep-guidance-on-sea-level-rise-2021.pdf \(nj.gov\)](#)

<sup>37</sup> [Home Page | NJFloodMapper](#)



Map 11: Waterbodies and Wetlands



## Fluvial Flooding

Fluvial, or riverine, flooding occurs when rain causes rivers and streams to exceed their typical channels. Communities depend on these types of waterbodies for irrigation, sewer service, drinking water, and, historically, travel. However, as increasingly extreme weather events cause larger amounts of precipitation to fall, particularly in a short period of time, the ability of rivers, streams, and wetlands to absorb stormwater can become overwhelmed. According to the 2020 New Jersey Scientific Report of Climate Change, precipitation increased by 10% between 1895 and 2011.<sup>38</sup> Additionally, between 1958 and 2010, the Northeast received more than a 70% increase in the amount of precipitation falling during “very heavy events,” or the heaviest 1% of all daily events.<sup>39</sup> Precipitation in Camden County is forecasted to increase a further 39% by 2100.<sup>40</sup>

Fluvial flooding sends water into areas not typically designed to handle its flow, which can cause major damage to infrastructure and the built environment. The Cooper River is the most prominent waterbody within the Borough, which flows to the northwest before meeting the Delaware River in the City of Camden. As shown on **Map 11**, the Cooper River enters Haddonfield from the southeast near where the New Jersey Turnpike and Interstate 295 pass through the Borough. After passing beneath the rail tracks through a pipeline near the southeastern boundary of the Borough, the Cooper River snakes through Crows Woods. Continuing north, Tindale Run intersects the Cooper River to the southwest of Reillywood Avenue. After passing under Ellis Road, the Cooper River expands into Evans Pond. Evans Pond is separated from Wallworth Lake by a dam that serves as a bridge between Haddonfield and Cherry Hill Township (signed as Evans Mill Road and Bortons Mill Road, respectively). As noted in the Coastal Flooding section above, the Cooper River becomes tidal to the northwest of Kings Highway.

Driscoll Pond and Hopkins Pond are the waterbodies that extends the furthest within the interior of the Borough. Hopkins Pond extends to the east of Grove Street with a dam separating Driscoll Pond at Hopkins Lane. Driscoll Pond then flows to the east into the Cooper River. A tributary to the Cooper River’s non-tidal segment extends to the west beneath Centre Street and the Borough’s Public Works Department, while a tributary to the tidal segment extends west between Maple Avenue and Somerset Drive, extending near the rears of properties along Grove Street. The North Branch of the Cooper River extends to the east from the Cooper River into Cherry Hill roughly across from Somerset Drive.

The Newton Creek, which flows into Crystal Lake in Haddon Township, serves as a part of the eastern boundary for the Borough.

Waterbodies account for less than 2% of the total land within the Borough (33.0 acres). Given that the Cooper River serves as the municipal boundary between Haddonfield and Cherry Hill, parts of the Cooper River that fall within Cherry Hill are not accounted for in the calculation of the total land area of the Borough but is part of the natural riverine system that could impact the Borough during a major storm event.

Wetlands, which serve as natural filtration systems and are critical for an area’s ecological health, extend from these waterbodies and comprise a further 4.6% of the Borough (83.4 acres). Wetlands generally fall within areas designated as open space, though some wetlands extend onto residential property lines.

Regulating development near waterbodies in New Jersey typically has used the 100-year floodplain (also known as a flood hazard area) as guidance. However, as fluvial (and coastal) flooding becomes more extreme, there is growing evidence to suggest that the real probability of a flood occurring in a given year in the 100-year floodplain is actually greater than 1%. This suggests that it will be increasingly prudent to base land use decisions on modelling that reflects more extreme flooding

<sup>38</sup> [NJDEP | 2020 Scientific Report on Climate Change](#)

<sup>39</sup> [NJDEP | 2020 Scientific Report on Climate Change](#)

<sup>40</sup> [nj-rainfall-studies-summary.pdf](#)



possibilities. The 500-year floodplain, the area determined to have a 0.2% chance of flooding in a given year according to current modeling, may be a more appropriate indicator to influence decisions regarding land development.<sup>41</sup>

Additionally, there are other non-regulatory sources of data and mapping, such as the 100-year floodplain plus three feet in added flooding generated by FEMA, which could be used by the Borough for future planning purposes. Such sources should be monitored and evaluated for their usefulness and possible application in the Borough's resiliency planning on an ongoing basis.

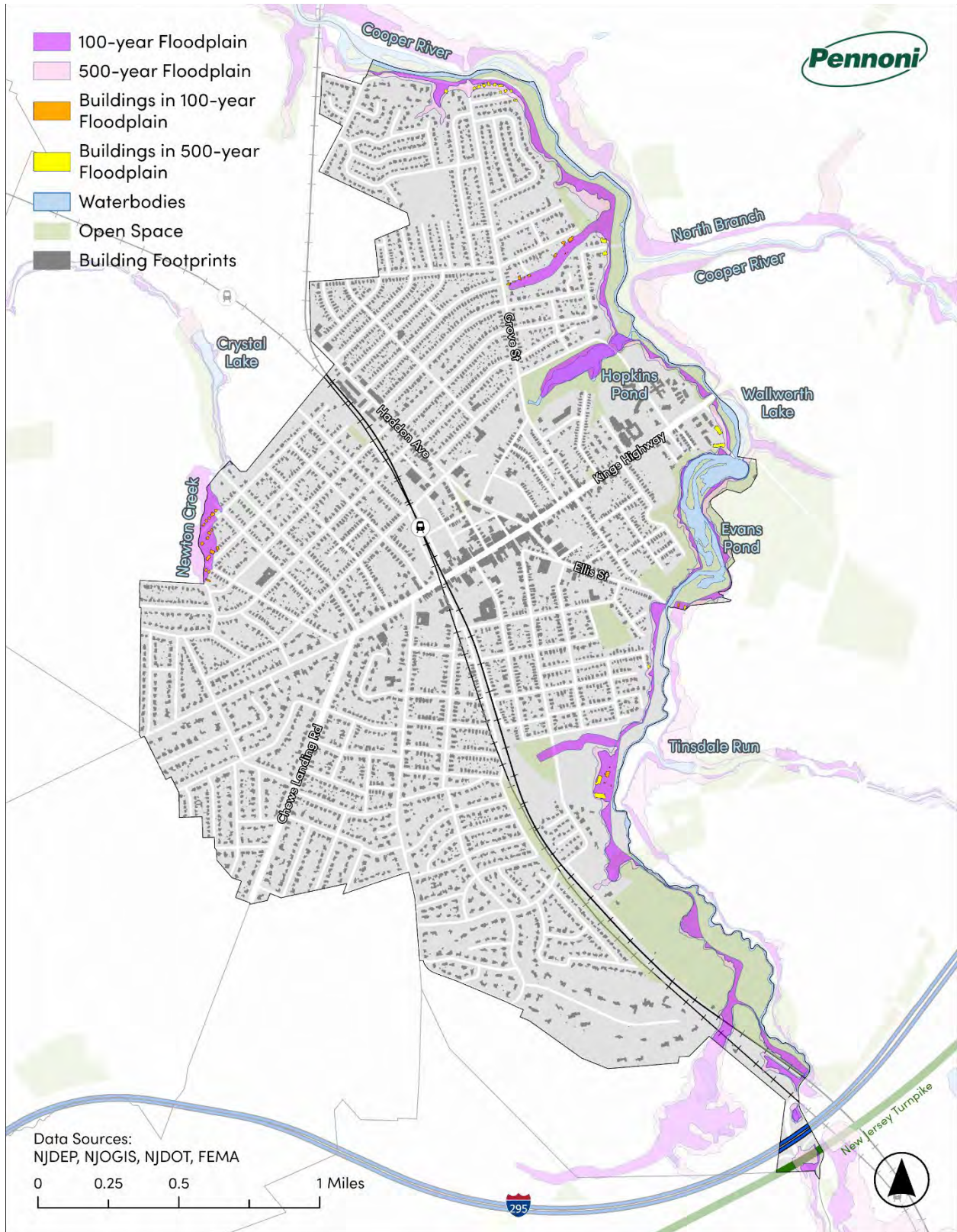
As shown in **Map 12**, flood hazard areas extend from each of the Borough's waterbodies and wetlands. Most of the Borough's developed areas fall outside of flood hazard areas. However, as shown in **Tables 21** and **22** there are 104 parcels and 35 buildings that partially or fully fall within the 100-year floodplain. The expanded 500-year floodplain partially or fully covers 147 parcels and 49 buildings. Existing buildings that are within floodplains are at risk of floodwaters entering the structure. Parcels within floodplains but without buildings or with buildings that are outside of the floodplain are limited in future development.

Residential properties comprise 80 of the 104 parcels within the 100-year floodplain and 118 of the 147 parcels in the 500-year floodplain. Similarly, 30 of the 35 existing buildings within the 100-year floodplain and 44 of the 49 existing buildings in the 500-year floodplain are classified as residential. This emphasizes the Borough's high allocation of land for residential uses and that the Borough is nearing the limits of developable area. In addition to having minimal space for new development, this suggests that the Borough should consider how existing neighborhoods and individual homes can become more resilient, especially in areas that are at the highest risk of being impacted by major flood events.

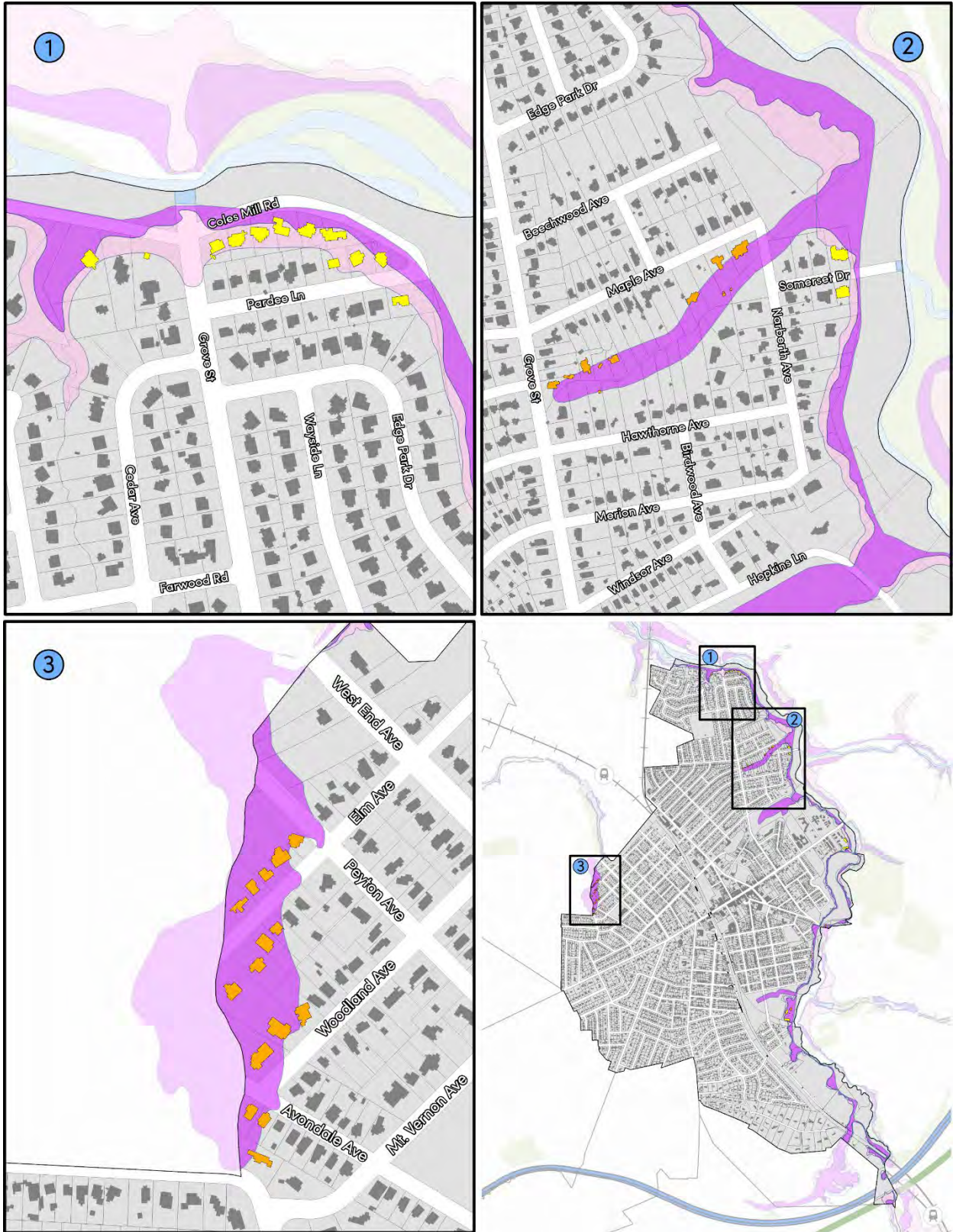
The increased risk of fluvial flooding is compounded by the anticipated impact on sea level rise on the tidal portion of the Cooper River discussed in the Coastal Flooding section above. As the Cooper River rises, the area at risk of flooding will increase beyond the 100-year or 500-year floodplains shown in current modeling. Twenty-six (26) of the buildings within a floodplain in the Borough are located adjacent to the tidal section of the Cooper River. These are shown in **Callout Images 1** and **2** on **Map 13**. This suggests that even more homes within these relatively densely developed residential neighborhoods may be susceptible to this climate change-related natural hazard.

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<sup>41</sup> Note that while flood insurance typically considers areas within the 500-year floodplain as being distinct from the 100-year floodplain, for the purposes of this analysis the 500-year floodplain encompasses the area denoted as the 100-year floodplain because an area that is impacted by a 100-year flood event will also be impacted by a 500-year flood event.



Map 12: 100-year and 500-year Floodplains



Map 13: Clusters of Buildings within 100-year and 500-year Floodplains



Table 21: Parcels within 100-year and 500-year Floodplains

Parcel Property Classification	# Parcels in 100-year Floodplain	# Parcels in 500-year Floodplain
Vacant	3	5
Public Property	9	10
Church & Charitable	2	2
Cemeteries & Graveyards	0	1
Other Exempt	4	4
Residential	80	118
Commercial	6	7
<b>Total Parcels</b>	<b>104</b>	<b>147</b>

Table 22: Buildings within 100-year and 500-year Floodplains

Building Property Classification	# Buildings in 100-year Floodplain	# Buildings in 500-year Floodplain
Public Property	3	3
Commercial	2	2
Residential	30	44
<b>Total Buildings</b>	<b>35</b>	<b>49</b>

### Flash Flooding

In contrast to coastal and fluvial flooding, flash, or pluvial, flooding is not necessarily associated with an existing waterbody. Instead, flash flooding occurs when a heavy rainfall overwhelms an area’s ability to manage stormwater.

Undeveloped areas naturally absorb stormwater. Water filters into the ground where it soaks into the roots of trees and plants or recharges underground aquifers. If the amount of water exceeds what can be absorbed into the ground, it will follow gravity along the topographic contours within a given watershed or sub-watershed, eventually leading to a major waterway.

Human development typically impedes the natural absorption of stormwater. Buildings, roads, and parking lots are impervious surfaces that interrupt the natural movement of stormwater. The runoff from these impervious surfaces is redirected to surrounding areas, which will be overwhelmed if the capacity of the soil to absorb water (permeability) is exceeded.

### Impervious Coverage

According to data provided by NJDEP, the Borough is covered by 1.11 square miles of impervious coverage, accounting for 38.9% of the Borough’s total area. As shown in **Map 14** and **Table 23**, development has covered more than one-third of the land area of the Borough, reducing the capacity of the Borough’s natural systems to effectively manage stormwater runoff. Buildings comprise 0.34 square miles, or roughly an eighth of the Borough. Roads take up an additional 0.34 square miles. Impervious surfaces classified as “other”, which are primarily comprised of parking lots, driveways, and sidewalks, as well as turf athletic fields and tennis courts, cover an additional area of 0.42 square miles (14.9% of total area).

Table 23: Types of Impervious Surfaces

Impervious Surface	Acres	Square Miles	% of Borough
Buildings	219.7	0.34	12.1%
Roads	217.3	0.34	11.9%
Other (Primarily Parking Lots, Driveways, or Sidewalks)	271.3	0.42	14.9%
<b>Total Impervious Surface</b>	<b>708.3</b>	<b>1.11</b>	<b>38.9%</b>



**Table 24** shows the building and impervious coverage permitted within each of the residential zoning districts. Maximum impervious coverage permitted within single-family residential districts range from 15% in the R-1 zone to 50% in the R-8 and R-9 zones. The R-10 zoning district, which permits Townhouses, also permits a maximum impervious coverage of 50%. Maximum building coverage similarly ranges from 10% in the R-1 zone to 30% in the R-8, R-9, and R-10 zones.

Table 24: Permitted Building and Impervious Coverage Amounts by Residential Zoning District.

Residential Zoning District	Building Coverage	Impervious Coverage
R-1	10%	15%
R-2	15%	25%
R-3	18%	28%
R-4	20%	30%
R-5	20%	32%
R-5A	20%	32%
R-6	22%	35%
R-7	25%	40%
R-8	30%	50%
R-9	30%	50%
R-10	30%	50%

As shown in **Table 25**, non-residential zoning districts, which are predominantly concentrated within the downtown area, allow a higher level of impervious and building coverage. The D-1, D-2, D-3, and D-4 districts Each non-residential zoning district permits at least half of the parcel area to be impervious coverage. Clustering higher densities can allow for areas on the periphery to remain as open space. While this is beneficial on the municipal scale, the high level of development can exacerbate flooding and heat island impacts.

Table 25: Permitted Building and Impervious Coverage Amounts by Non-Residential Zoning District.

Non-Residential Zoning District	Building Coverage	Impervious Coverage
O	30%	50%
D-1	50%	75%
D-2	50%	80%
D-3	50%	80%
D-4	65%	90%
D-4A	65%	90%
C	50%	80%

A comparison of the impervious coverage permitted within each zone with the actual impervious coverage as provided by the NJDEP shows that over half of the parcels within the Borough exceed the permitted amount. **Tables 26** and **27** breaks down the percent of parcels within zoning district that exceed the permitted impervious coverage for residential and non-residential zoning districts, respectively. This ranges from 31% within the R-1 zone to 95% within the R-10 district, with between one-third and two-thirds of parcels exceeding permitted impervious coverage in each of the other districts.



Table 26: Nonconformance of Impervious and Building Coverage by Residential Zoning District

Residential Zoning District	R-1	R-2	R-3	R-4	R-5	R-5A
<b>Total Parcels</b>	29	255	284	177	497	153
<b>Permitted Impervious Coverage</b>	15%	25%	28%	30%	32%	32%
<b># Parcels Exceeding Permitted Impervious Coverage</b>	9	168	166	83	230	57
<b>% Parcels Exceeding Permitted Impervious Coverage</b>	31%	66%	58%	47%	46%	37%
<b>Mean Impervious Coverage (zone wide)</b>	11%	30%	32%	31%	31%	30%
<b>Permitted Building Coverage</b>	10%	15%	18%	20%	20%	20%
<b># Parcels Exceeding Permitted Building Coverage</b>	2	144	125	61	188	63
<b>% Parcels Exceeding Permitted Building Coverage</b>	7%	56%	44%	34%	38%	41%
<b>Mean Building Coverage (zone wide)</b>	5%	15%	18%	18%	18%	19%

Residential Zoning District	R-6	R-7	R-8	R-9	R-10
<b>Total Parcels</b>	675	1421	309	275	42
<b>Permitted Impervious Coverage</b>	35%	40%	50%	50%	50%
<b># Parcels Exceeding Permitted Impervious Coverage</b>	290	734	119	142	40
<b>% Parcels Exceeding Permitted Impervious Coverage</b>	43%	52%	39%	52%	95%
<b>Mean Impervious Coverage (zone wide)</b>	33%	41%	46%	54%	93%
<b>Permitted Building Coverage</b>	22%	25%	30%	30%	30%
<b># Parcels Exceeding Permitted Building Coverage</b>	243	546	98	109	40
<b>% Parcels Exceeding Permitted Building Coverage</b>	36%	38%	32%	40%	95%
<b>Mean Building Coverage (zone wide)</b>	20%	23%	25%	30%	92%

Despite the higher impervious coverage levels permitted within the non-residential zoning districts, an even greater percentage of parcels exceed this amount. Over eighty percent (80%) of parcels within the D-2, D-3, and D-4A districts exceed the permitted impervious coverage, while ninety-five percent (95%) of parcels within the Office (O) and D-4 districts exceed the permitted impervious coverage.

Map 15 illustrates the amount that these parcels exceed the permitted amount of the zone within which the parcel falls.

Note that the Public Use (P) zoning district does not have maximum impervious or building coverage standards so parcels within this zone were not included in this analysis. Parcels that are split between multiple zoning districts were also excluded from this analysis.

Table 27: Nonconformance of Impervious and Building Coverage by Non-Residential Zoning District

Non-Residential Zoning District	O	D-1	D-2	D-3	D-4	D-4A	C
<b>Total Parcels</b>	20	17	185	122	62	51	12
<b>Permitted Impervious Coverage</b>	50%	75%	80%	80%	90%	90%	80%
<b># Parcels Exceeding Permitted Impervious Coverage</b>	19	11	153	103	59	43	4
<b>% Parcels Exceeding Permitted Impervious Coverage</b>	95%	65%	83%	84%	95%	84%	33%
<b>Mean Impervious Coverage (zone wide)</b>	88%	72%	90%	91%	97%	95%	65%
<b>Permitted Building Coverage</b>	30%	50%	50%	50%	65%	65%	50%
<b># Parcels Exceeding Permitted Building Coverage</b>	13	2	42	39	43	28	0
<b>% Parcels Exceeding Permitted Building Coverage</b>	65%	12%	23%	32%	69%	55%	0%
<b>Mean Building Coverage (zone wide)</b>	43%	22%	29%	34%	72%	67%	13%



The most common factors leading to parcels exceeding their permitted impervious coverage can be summarized by at least one of the following three reasons:

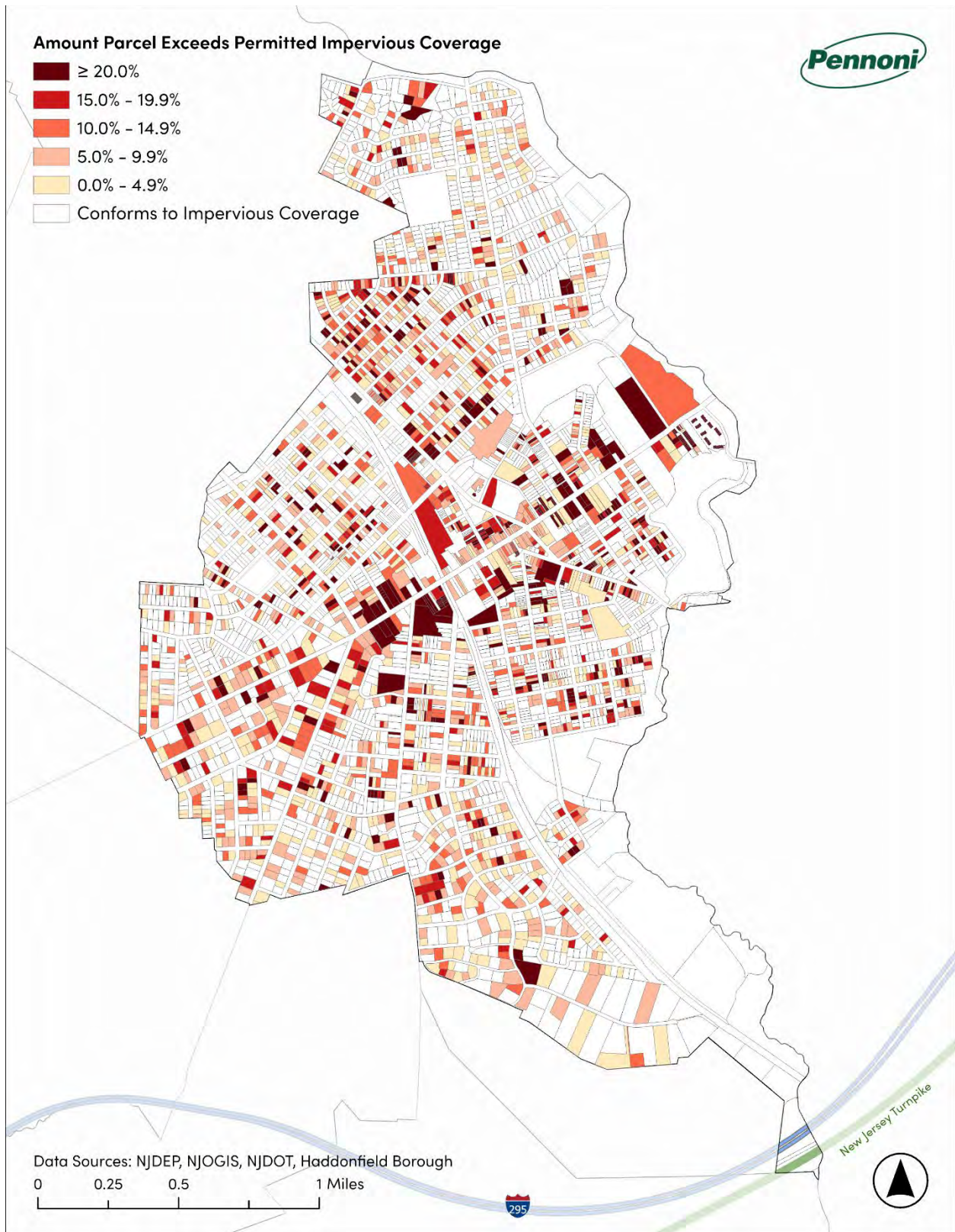
1. The parcel was improved with impervious surfaces prior to the adoption of the controlling zoning ordinance.
2. The parcel has received a bulk variance as part of a development application.
3. Impervious surfaces have been added to the site without receiving approval from the Borough.

Note that the impervious coverage layer provided by NJDEP was used to analyze impervious coverage at the Borough scale. **Map 15** is therefore not intended to identify specific properties that are noncompliant with Borough ordinances.

DRAFT



Map 14: Impervious Coverage



Map 15: Amount Parcels Exceed Permitted Impervious Coverage.



## Stormwater Management

Manmade stormwater management systems are designed to supplement, if not replace, natural stormwater management in areas where the natural environment has been disturbed by development. Most commonly this is by collecting stormwater through inlets or other openings in impervious surfaces and channeling it to an appropriate output location, typically a river or stream. However, while drainage pipes are designed to efficiently handle “normal” amounts of rainfall, they can become overwhelmed in extreme weather events. When pipe capacity is exceeded, or the system becomes clogged by debris and impervious surfaces prevent an alternative place for the stormwater to be absorbed, it will flow elsewhere, creating the temporary streams and ponding that can infringe on developed areas.

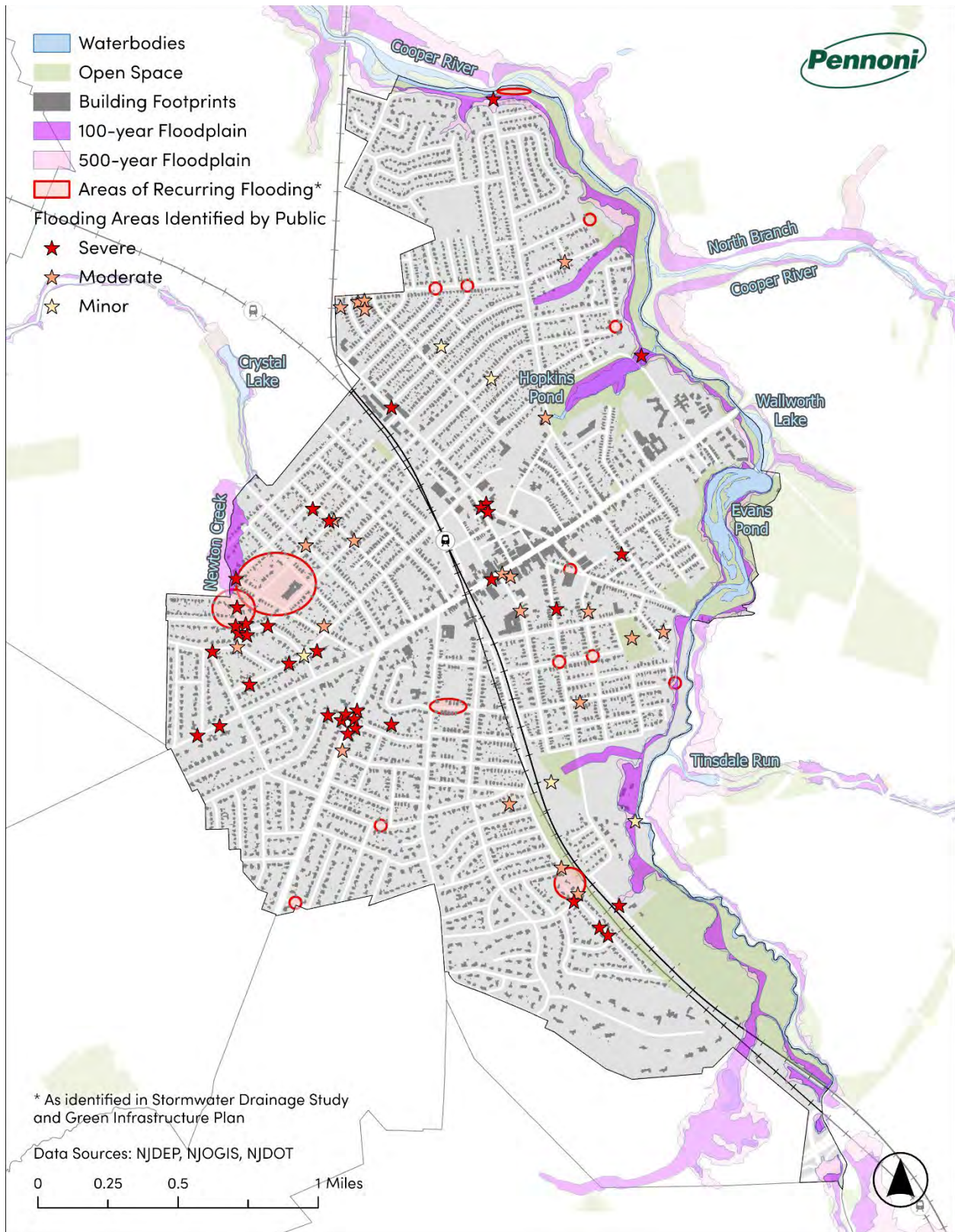
Haddonfield’s stormwater management system often gets overwhelmed during rain events, when the capacity of the Borough’s system is exceeded. As detailed in the Stormwater Drainage Study and Green Infrastructure Plan for Haddonfield Borough, published in July 2022, seventeen (17) areas that experience recurring flooding issues were identified using data from historical natural hazard events including storms. These areas of recurring flooding are identified on **Map 16**.

During the second Public Meeting as part of the process of preparing this plan, the public was asked to identify areas in the Borough where they have seen flooding. The locations identified by the public, which are also shown on **Map 16**, somewhat differ from areas identified in the Stormwater Drainage Study and Green Infrastructure Plan. Most significantly, the public identified the area roughly bounded by Chews Landing Road to the southeast, Avondale Ave to the northeast, and the municipal boundary with Haddon Township, Audubon Borough, and Haddon Heights Borough to the west as experiencing severe flooding.

With precipitation forecasted to increase overall and the severity of major storm events expected to increase, it is likely that the existing stormwater management system will be overwhelmed in more places.

The Borough has taken a number of measures to mitigate stormwater management issues. The Borough has installed raingardens along small sections of streets that were previously covered by asphalt or other impervious surfaces. Raingardens utilize vegetation that is efficient at filtering pollutants and absorbing water on the surface before seeping into soil and sand beneath. The Borough has additionally held workshops on rain barrels, native landscaping, and smart outdoor water use to encourage residents to take steps on their properties that mitigate stormwater runoff.

The Borough additionally benefits from a high level of tree coverage, though as the Borough’s Shade Tree Commission has identified, the Borough’s tree cover has been steadily decreasing as mature trees are felled during major storms or selectively removed, particularly on private property. Many of the trees that are at risk of being lost were planted in locations that are inappropriate due to their proximity to utilities and infrastructure or located within an area in the public right of way not large enough to support the root system. Increasing temperatures, precipitation, and other climate change-related impacts are also impacting the types of trees and vegetation that can survive in the Borough. Some native species are no longer as resilient as those traditionally found in different climates.



Map 16: Flooding Areas identified by Public and Stormwater Drainage Study and Green Infrastructure Plan



## Increasing Temperatures

There is scientific consensus that the increase in carbon dioxide and other greenhouse gases in the atmosphere has caused an increase in the Earth's temperature beyond the natural variability expected. According to the 2020 New Jersey Scientific Report on Climate Change, the Earth's surface temperature increased by an average of 1.5°F between 1901 and 2016.<sup>42</sup> There are significant regional variations in the degree that temperature change, as well as many other aspects of climate change, are felt. New Jersey experienced an average temperature increase of 3.5°F over the course of the twentieth century, significantly higher than the 2.0°F increase felt in the rest of the Northeast region and over twice the increase felt globally.

The 2020 New Jersey Scientific Report on Climate Change also notes that by 2100 temperatures in New Jersey are expected to increase between 3°F and 9°F in the lower emissions scenario and 6°F and 13°F in the higher emissions scenario compared to the average between 1901 and 1960.

Extreme heat, defined by the Center for Disease Control and Prevention as “summertime temperatures that are much hotter and/or humid than average,”<sup>43</sup> poses a serious threat to human safety, in particular to vulnerable populations. More people are killed by heat than all other weather-related hazards combined.<sup>44</sup> The 2020 New Jersey Scientific Report on Climate Change warns that summer heat-related deaths could increase by 55% by 2030.<sup>45</sup>

Similar to stormwater management, undeveloped and open spaces help to naturally absorb some of the effects of heat coming from the sun. Conversely, the steel, glass, asphalt, and concrete of developed areas magnifies the heat coming from the sun, creating a “heat island” effect that further increases the temperature in urban areas.

While not as densely developed as larger cities, Haddonfield still must contend with the increased heat that results from over a third of the Borough being comprised of impervious surfaces. The concentration of development into areas with relatively high densities, which is overall a beneficial strategy at reducing the causes and impacts of climate change, also results in most people congregating in areas that are more susceptible to the heat island effect.

Non-residential areas of the Borough, most notably the downtown commercial corridors, have the highest concentration of impervious surfaces. Many of the blocks between North Haddon Avenue and the PATCO rail tracks, running from the municipal boundary with Haddon Township to Kings Highway, are almost entirely covered by impervious surfaces. Large surface parking lots adjacent to the Haddonfield PATCO station generally lack tree cover. Large surface parking lots can reach 150°F during the summer,<sup>46</sup> magnifying the effects of the sun and increasing the threats to people using these areas, both within the parking lot and the adjacent buildings.

<sup>42</sup> [NJDEP | 2020 Scientific Report on Climate Change](#)

<sup>43</sup> [About Extreme Heat | Natural Disasters and Severe Weather | CDC](#)

<sup>44</sup> [Urban Heat Resilience \(planning-org-uploaded-media.s3.amazonaws.com\)](#)

<sup>45</sup> [NJDEP | 2020 Scientific Report on Climate Change](#)

<sup>46</sup> [Using Cool Pavements to Reduce Heat Islands | US EPA](#)

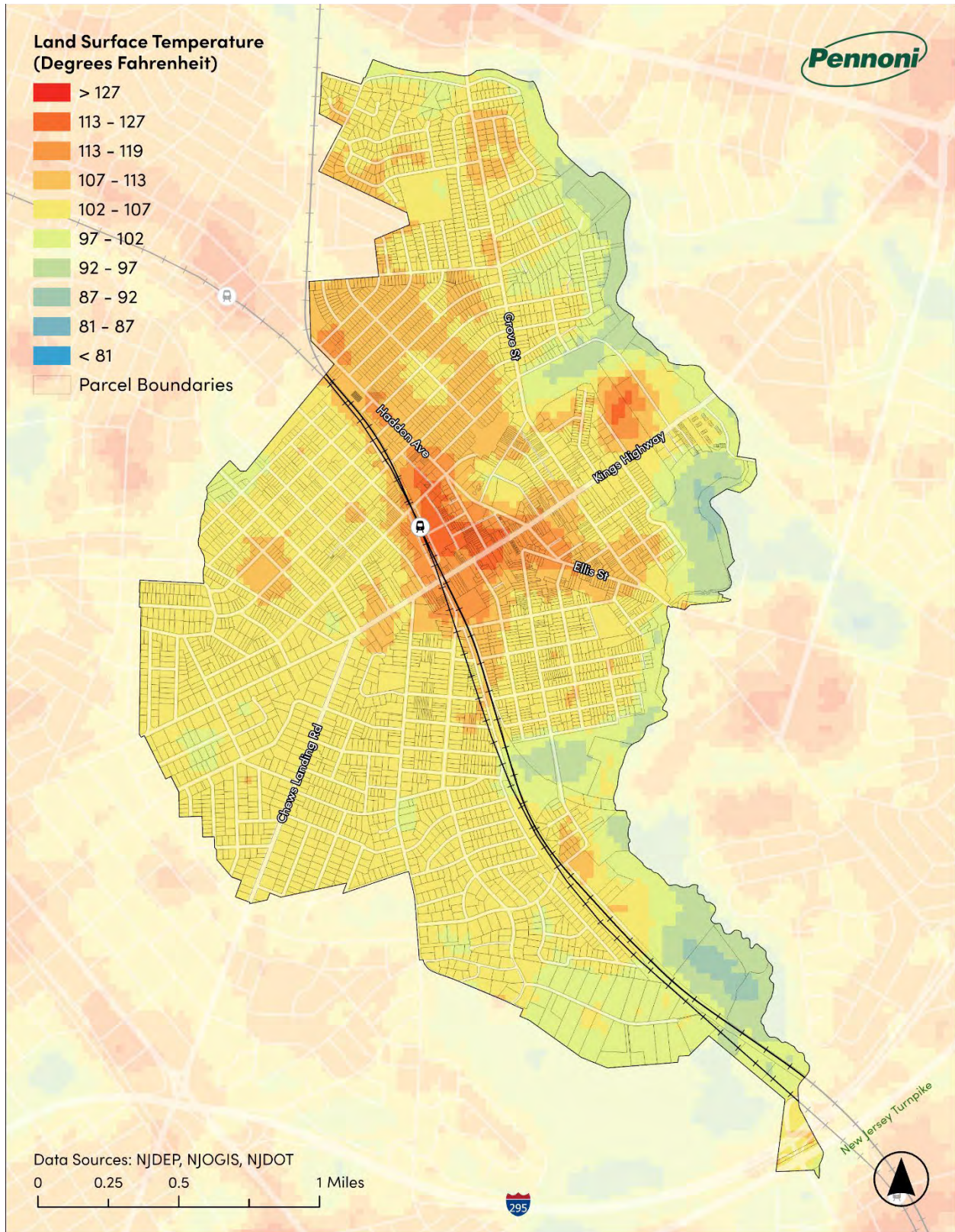




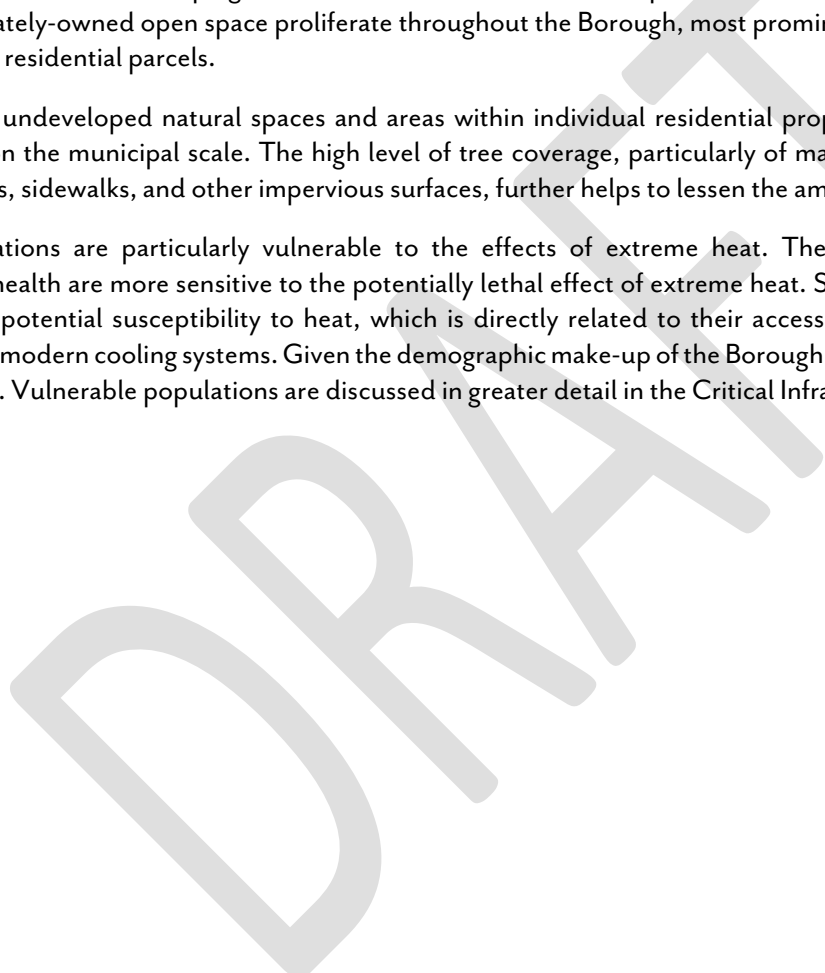
Table 28: Protected Open Space

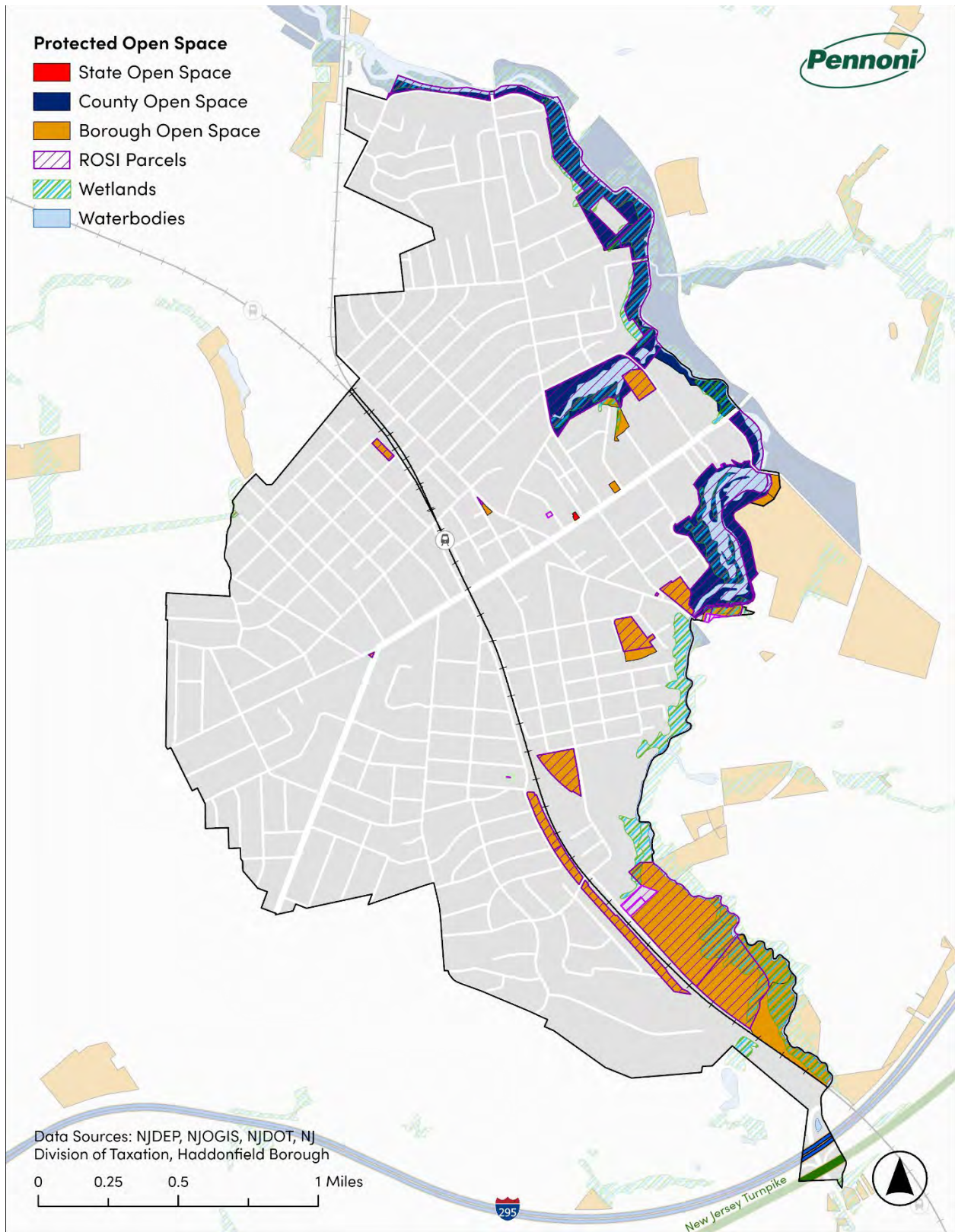
Protected Open Space		
Owner	Total Acres	% of Borough
<b>Municipal</b>	101.9	5.6%
<b>County</b>	103.1	5.7%
<b>State</b>	0.2	0.01%
<b>Total</b>	205.2	11.3%

Roughly a tenth of the Borough is protected open space, with approximately 100 acres of protected land owned by both the Borough and Camden County. One parcel owned by the State, the Indian King Tavern Historic Site, which is partially covered by a historic building, is also categorized as protected open space. Protected open space is almost exclusively located along the Borough’s waterbodies, helping to create a buffer between development and flooding risks discussed above. Small pockets of privately-owned open space proliferate throughout the Borough, most prominently in the undeveloped portions of single-family residential parcels.

Large tracts of undeveloped natural spaces and areas within individual residential properties help to minimize the “heat island” effect on the municipal scale. The high level of tree coverage, particularly of mature trees that provide shade over buildings, roads, sidewalks, and other impervious surfaces, further helps to lessen the amount of heat rising from ground.

Certain populations are particularly vulnerable to the effects of extreme heat. The elderly, young, and others with compromised health are more sensitive to the potentially lethal effect of extreme heat. Socioeconomic status and race may also affect the potential susceptibility to heat, which is directly related to their access to quality housing with adequate ventilation and modern cooling systems. Given the demographic make-up of the Borough, this is comparatively less prevalent in Haddonfield. Vulnerable populations are discussed in greater detail in the Critical Infrastructure and Facilities section.





Map 18: Protected Open Space



## Drought

The 2020 New Jersey Scientific Report on Climate Change notes that although overall precipitation and the number of very heavy events are increasing, the region is also experiencing longer periods without rainfall.<sup>47</sup> Drought, the “prolonged period of abnormally low precipitation with respect to local and regional averages, leading to a shortage of water”, is therefore also a relevant climate change-related hazard to the Borough.

Haddonfield Borough is located within the New Jersey American Water Company water source area. Long-term availability of water has not been specifically identified as a problem for the Borough. The Borough also does not contain any agricultural uses, which are heavily dependent on water. However, because water is such a critical resource, the Borough should consider water conservation options in response to the potential effects of drought conditions.

Drought also creates the conditions for wildfires, which can be caused when dry vegetation ignites, either from lightning, a downed power line, or human negligence. Wildfires that start in natural areas often pose a risk to the human settlements as the built environment encroaches further into previously undeveloped areas. Forested areas comprise over 100 acres of the Borough. Haddonfield’s densely developed nature with an older housing stock, which may not have modern fire protection technology within the structure, also increases the Borough’s vulnerability to fire.

## Hurricanes and other extreme weather events

Hurricanes are tropical weather systems with sustained winds of at least 74 mph that form in the Atlantic Ocean.<sup>48</sup> Hurricanes, as well as tropical storms (winds <74 mph) and tropical depressions (winds <39 mph), are created by warm, moist air that rises from tropical waters. As air temperatures rise, more moisture is held in the atmosphere which causes storms to become more intense.

An increase in the overall number of hurricanes forming in tropical Atlantic waters means hurricanes are an increasingly prevalent concern in New Jersey. Of the four hurricanes that have caused at least ten fatalities in New Jersey, three have occurred since 2011: Sandy (37 deaths in 2012), Ida (23 deaths in 2021), and Irene (10 deaths in 2011).

Hurricanes begin to weaken as soon as they make landfall because they no longer have access to the warm water that fuels them. However, hurricanes can still cause substantial damage as the storm slowly loses strength, including in inland communities like Haddonfield. The high winds that define a hurricane are one of the most destructive forces. Winds in excess of 100 mph can cause significant damage to property, either directly, by the sheer force of the winds, by falling branches or entire trees, or debris. Torrential rains are also typical during hurricanes as the moisture that has accumulated in the air is finally released. This can contribute to the fluvial and pluvial flooding events discussed above.

High winds and flooding caused by hurricanes, tropical storms, and tropical depressions, are a major threat to the Borough resident’s safety, as well as buildings and infrastructure. As discussed in the Critical Infrastructure and Facilities section, damage and injury caused by a major storm can be exacerbated when access to emergency services is compromised if the transportation network is temporarily or permanently impaired.

Hurricanes and severe thunderstorms create the atmospheric conditions that also could lead to tornadoes.<sup>49</sup> Tornadoes are funnel clouds that are much smaller than hurricanes but also inflict damage due to extremely high wind speeds. Although still relatively rare compared with the Midwest, tornadoes have inflicted damage in southern New Jersey.

## Air Quality

Many of the sources of greenhouse gases also contribute to air pollution. Air pollution leads to increases in respiratory and cardiovascular health issues, causing an increase in premature deaths. Climate change further compounds the problem by

<sup>47</sup> [NJDEP | 2020 Scientific Report on Climate Change](#)

<sup>48</sup> [What is a hurricane? \(noaa.gov\)](#)

<sup>49</sup> [Tornadoes | NJOEM](#)



altering the chemical and physical processes that filter, dissipate, or remove air pollution at ground level.<sup>50</sup> The entire state of New Jersey is in non-compliance with the threshold for ground-level ozone. Elevated ozone levels are influenced by high temperatures, sunshine, and stagnant air.

Particulate matter is another air pollutant of concern. The entire state was determined to be below federal air-quality standards, though there is still concern that localized concentrations could cause adverse health effects. Particulate matter could occur as a result of wildfires, dust stirred up during droughts, or the effect that increased heat has on particulate matter components.

Industrial land uses are typically considered to have some of the most deleterious impacts on human health, necessitating a separation between residential uses. As a primarily residential community with no industrial uses, the Borough is relatively insulated from the negative effects of industrial uses. However, while there is no land designated for industrial uses within the Borough, it can be found in surrounding communities, particularly along the Delaware River. Negative impacts on air quality may therefore cross municipal boundaries in ways that are generally beyond the control of the Borough.

The New Jersey Turnpike and Interstate 295 pass through a small portion of the southern section of the Borough. Vehicle exhaust is a major source of air pollution. With the exception of a few single-family homes at the end of Lane of Acres Road, all development within the Borough is over a half-mile from these major roads. While roads within the Borough are relatively low-volume, Haddonfield is a suburban community that is heavily reliant on personal vehicles.

Circulation can impact climate change impacts as vehicles waiting in traffic or at intersections continue to emit emissions. Reducing the number of vehicles through prudent land use decisions and increasing the efficiency of traffic flow can minimize the amount of emissions emitted within the Borough. The Borough's high level of tree cover helps to serve as a vegetative barrier to absorb some of the vehicle emissions. For similar reasons, New Jersey's Stop the Soot Anti-Idling Campaign and associated regulations limit the amount of time that a driver can idle to three minutes<sup>51</sup>, though this is infrequently enforced.

## **2. Critical Facilities and Infrastructure**

The MLUL requires that the Climate Change-Related Natural Hazards Assessment "identify critical facilities, utilities, roadways, and other infrastructure that is necessary for evacuation purposes and for sustaining quality of life during a natural disaster, to be maintained at all times in an operational state" (N.J.S.A. 40-55D-28b.(2)(h)(iii)). In Haddonfield Borough, these include a variety of municipal and other community facilities that are designated to provide support in an emergency.

### **Post-Emergency Necessities**

Municipal facilities and infrastructure are essential in supporting the wellbeing of Borough residents. During emergency events most commonly resulting from a natural hazard, this becomes critical to minimize the extent of short-term and long-term adverse effects to the community's residents and businesses, including physical harm, property damage, and other major disruptions. Local (though also federal, state, and county) government plays an essential role in directly providing, or facilitating, access to services and facilities necessary to sustain quality of life.

The most immediate concern in the event of an emergency is mitigating the immediate dangers that threaten physical wellbeing. While sheltering at home is often the safest and most practical option, evacuation may be necessary if the natural hazard makes the home unsafe. In the aftermath of an emergency event, services and facilities provided by the municipality continue to play an essential role ensuring that the community will be able to access everything necessary to sustain quality of life, including electricity and gas, water, sanitation, cooling and heating, communication, and security.

### **Electricity and Gas**

Homes depend on an uninterrupted supply of electricity to provide temperature control, lighting, refrigeration, and charging of communication devices. Stoves and ovens are powered either by electricity or gas. During natural hazards, above ground

<sup>50</sup> [NJDEP | 2020 Scientific Report on Climate Change](#)

<sup>51</sup> [NJDEP | Stop the Soot | Idling Facts, Statistics and Important Documents](#)



power lines are susceptible to damage and disruption due to high winds or falling trees or branches. Electricity and gas in Haddonfield are provided by New Jersey Public Service Electric & Gas (PSE&G).

### **Fuel and Electric Vehicle Charging Stations**

Given that personal vehicles are the primary means of transportation within the Borough, gas stations and electric vehicle charging stations are also a critical component of energy concern. A four-pump Sunoco station on Haddon Avenue near the border with Haddon Township is the only gas station within the Borough boundary. A Valero station is located just across the Haddon Township border on Haddon Avenue. An additional four (4) gas stations are located in Cherry Hill less than a mile east of the municipal border on Kresson Road and Haddonfield-Berlin Road.

Electric vehicle charging stations, by contrast, are connected to the local power grid. There currently are no commercial or public electric vehicle charging stations within the Borough, though it is increasingly common for Borough residents who own an electric vehicle to have personal charging infrastructure on their private property.

In response to the mandatory adoption of municipal electric vehicle ordinances in 2021, electric vehicle parking spaces are required to be provided as part of most non-residential development and residential development with five (5) or more units. Largely because of the built-out nature of Haddonfield, development within the Borough since the adoption of their electric vehicle ordinance has not met the threshold to require electric vehicle infrastructure. Development in surrounding communities, including Cherry Hill Township and Haddon Township, has necessitated the installation of electric vehicle make ready spaces.

### **Water**

As noted in the Drought section above, Haddonfield Borough is located within the New Jersey American Water Company water source area. While the long-term availability of water appears to be relatively secure, natural hazards can jeopardize the immediate access to, and quality of, water.

Prior to flowing into the sinks, showers, and toilets, water piping into homes is treated to remove dangerous bacteria and water-borne diseases. Natural disasters and other emergency events may disrupt water supply or require community water treatment facilities to provide additional treatment to disinfect compromised water.<sup>52</sup>

### **Sanitation**

Wastewater collection and treatment systems safely and efficiently remove human waste from the home and send it to treatment facilities. After a natural disaster, this process could also be affected, potentially leaving untreated waste in dangerous proximity to human habitation. A related concern occurs when untreated wastewater mixes with floodwaters, particularly when these waters pool into temporary ponds.

The Camden County Municipal Utilities Authority (CCMUA) provides wastewater service to Haddonfield Borough, as well as the rest of the county. Wastewater from Haddonfield travels to a wastewater treatment facility in Camden before being released into the Delaware River. The location of the CCMUA treatment facility outside of the Borough highlights the need for a regional perspective and intergovernmental coordination to deal with, or ideally prevent, service disruptions caused by natural disasters.

### **Cooling and Heating**

Regulating indoor temperatures is necessary to ensure safe living conditions. Without sufficient heating and cooling, people can be susceptible to heat related illness such as heat stroke in the summer and cold-related problems such as hypothermia in the winter. Newer homes tend to have centralized heating, ventilation, and air ventilation (HVAC) systems and are

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<sup>52</sup> [Community Drinking Water Systems | Water, Sanitation, & Hygiene-related Emergencies & and Outbreaks | Healthy Water | CDC](#)



generally more efficient at preventing the loss of heat or cold through insulation and building materials. Window air conditioning units are common in homes without a central air system.

Modern heating and cooling systems depend on gas or electricity. If supply of these energy sources is disrupted, internal air temperature can quickly become dangerously hot or cold, which is a particular concern for the elderly, young children, and other at-risk populations. Given that the type of storms that may take out the energy supply are more prominent in summer and winter, continual access to heating and cooling is vital for a community's health and safety.

### **Communication**

Communication capabilities are critical during an emergency for Borough residents to be able to contact emergency services and for the Borough or other entities to transmit vital health and safety information to residents. This type of communication predominantly occurs using cellphones and Wi-Fi-connected devices including computers and tablets.

Extreme weather events, particularly those that have high winds, may knock out cellphone towers. This can decrease the cellphone coverage available, potentially creating areas without any cell service at all. This problem can be exacerbated during and after emergency events when the system is inundated with a higher volume of calls as people attempt to call 911 or make contact with family and friends.

Although an increasing number of people are foregoing landlines in their homes, they are still the primary means of communication for certain segments of the population, primarily older age cohorts. Downed telephone wires can therefore also have a similar impact as damaged cellphone towers.

### **Critical Transportation Infrastructure**

The importance of the Borough's transportation network is often overlooked because its use is so ubiquitous in daily life. It is often only when there is a disruption to the transportation network that most people generally consider how critical it is to respond to natural disasters by providing evacuation routes, access to critical facilities, and routes for first responders.

#### **Roads within Floodplains**

As shown on **Map 19**, a number of roads within the Borough fall within 100-year and/or 500-year floodplains. Note that the location of floodplains shown here uses data provided by NJDEP. The exact extent of flooding in the event of a 100-year or 500-year flood event may differ from what is shown here based on a variety of factors, including changes in topography and amount of impervious surface due to recent development, that are not reflected in the data layer.

In the northernmost part of the Borough, 100-year floodplains extending from the tidal section of the Cooper River covers portions of Coles Mill Road on both sides of Grove Street, as well as the point where Grove Street becomes Pardee Lane. 500-year floodplains cover additional stretches of Coles Mill Road and Pardee Lane in this area. In addition to the impacts on the properties discussed in the preceding section, a 100-year or 500-year flood on Coles Mill Road and Pardee Lane would strand residents who live in this part of the Borough.

Most notably in the northernmost part of the Borough, a small portion of Grove Street connecting the Borough with Cherry Hill Township to the north falls within a 100-year floodplain with even more of Grove Street also within a 500-year floodplain. 100-year and 500-year floodplains additionally cover segments of Evans Mill Road and Ellis Street which connect the Borough with Cherry Hill Township. In the event of a 100-year or 500-year flood event, the Borough's connectivity to Cherry Hill and points to the immediate east could therefore be compromised, particularly given that Grove Street, Coles Mill Road, Ellis Street, and Evans Mill Road are County roads serving to connect local streets with arterials.

500-year floodplains extending from Newton creek extend onto Elm Avenue, Woodland Avenue, Peyton Avenue, and Avondale Avenue in the western portion of the Borough, as well as streets in adjacent Haddon Township. A 500-year flood event would compromise local connections to Haddon Township and would likely leave some residents in this area stranded, though access to County and State roads within the Borough from this location is not anticipated to be extensively impacted.



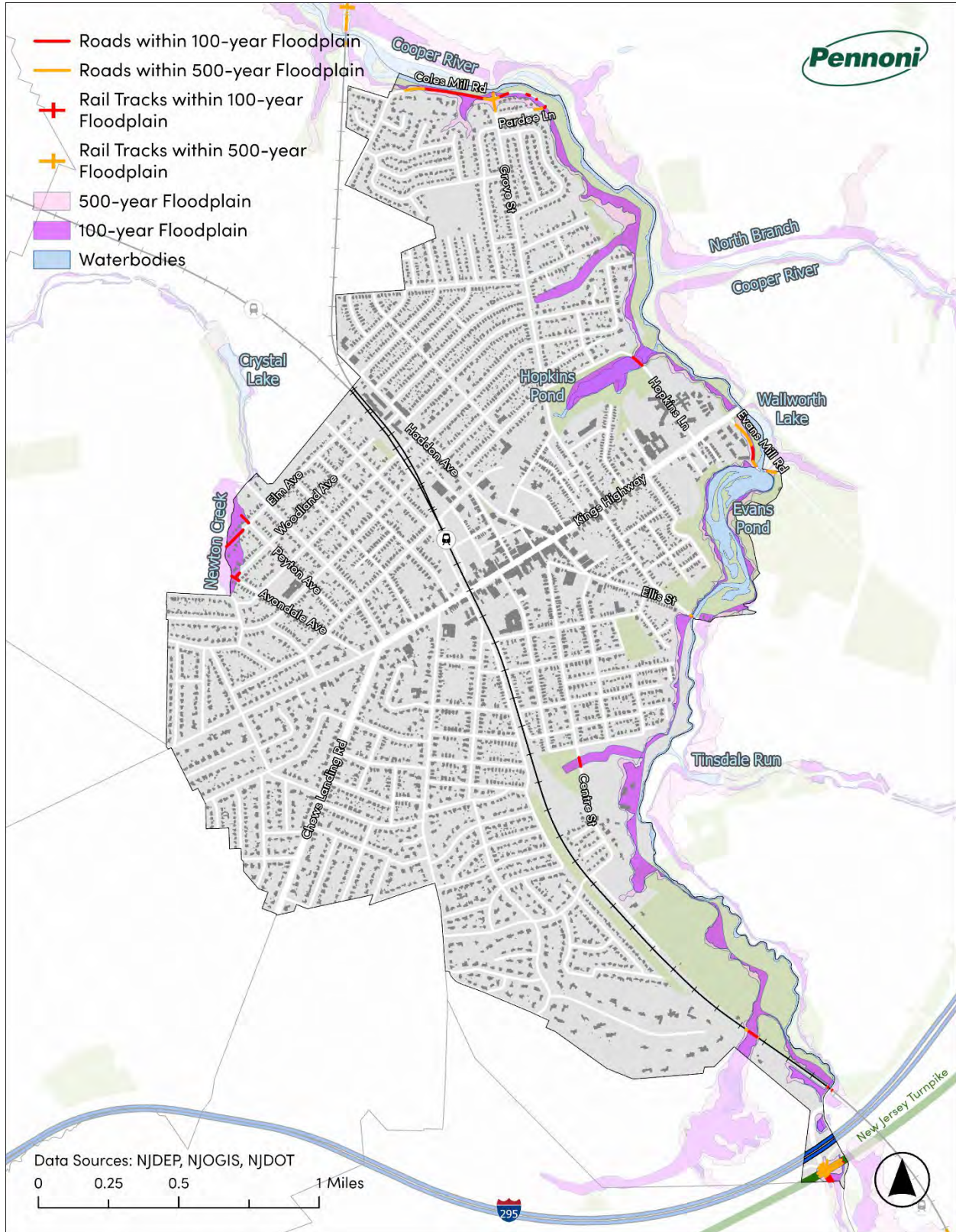
Hopkins Lane and Centre Street fall within a 500-year floodplain extending from Hopkins Pond and the area near Tinsdale Run, respectively. In the event of a 500-year flood event, this could further impact access within the Borough.

The New Jersey Turnpike and Interstate 295 are the highest volume road within the Borough, though these expressways do not directly connect to any other roads within the Borough. The New Jersey Turnpike and some of its access ramps are shown within both a 100-year and 500-year floodplain. The New Jersey Turnpike travel lanes are elevated above the access roads in this location so it does not appear that through travel would be impacted, though access via the access roads would likely be compromised in the event of a major flood event.

### **Rail within Floodplains**

The train tracks serving both the PATCO and NJ Transit Atlantic City lines pass through sections of both the 100-year and 500-year floodplains in the southern portion of the Borough. A 100-year or 500-year flood event would therefore create major disruptions to both passenger rail lines. Given the interconnected nature of the rail networks, a major flood event that impacts the larger region would likely cause additional disruptions on parts of the line(s) in other municipalities.

DRAFT



Map 19: Roads and rail tracks within 100-year and 500-year Floodplains



## Critical Municipal Facilities

During an emergency event where access to some or all the above listed necessities are compromised, municipal facilities can play a critical role in maintaining quality of life by providing a variety of support services and shelter within the Borough.

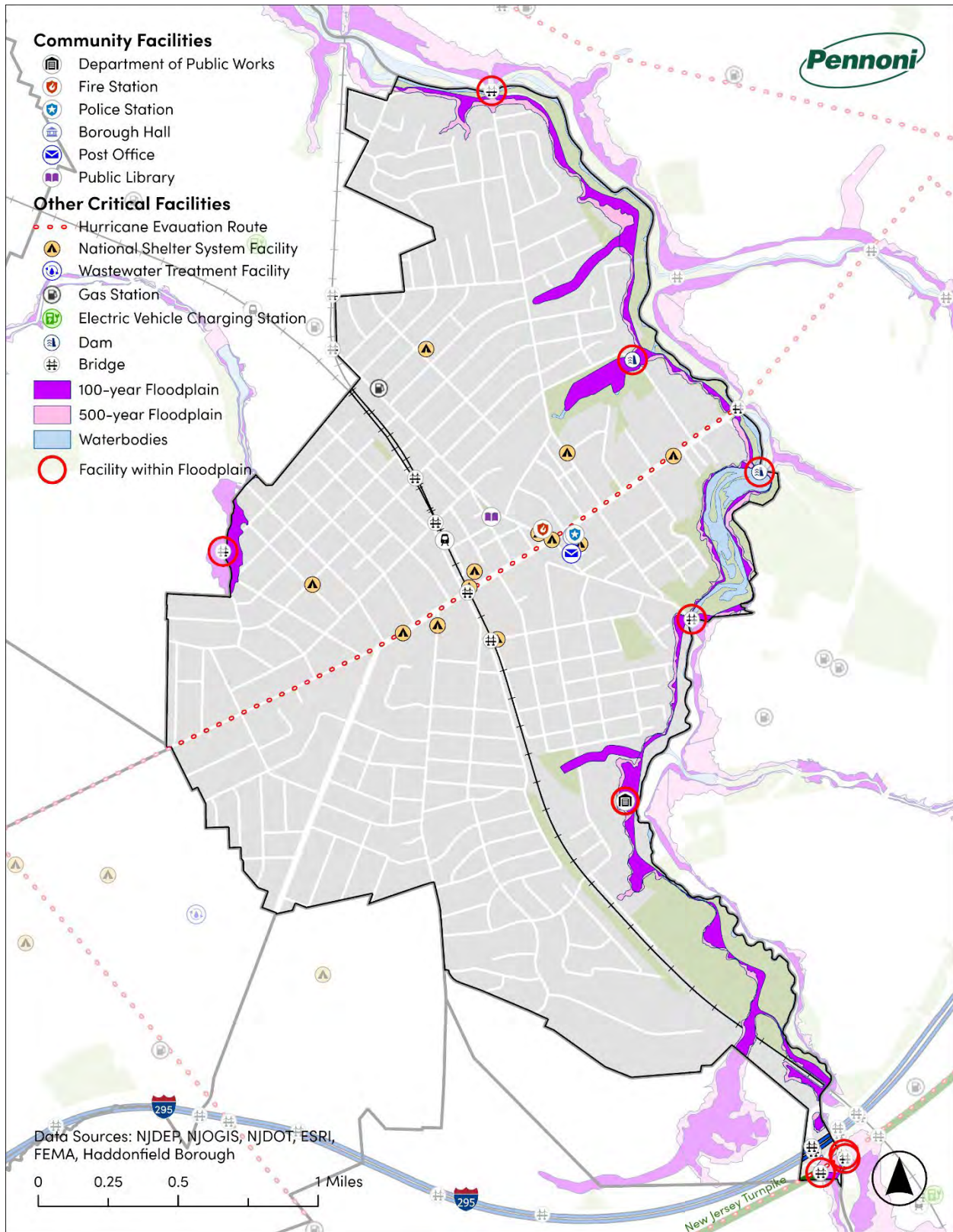
As shown on **Map 20**, several community facilities are located within the Borough, which both provide critical services during an emergency event and locations to go to if evacuation is necessary. These include services that are directly responsible for responding to major events, such as the fire, police, and public works departments, as well as other municipal buildings such as Borough Hall and the public library.

There are additionally a variety of other critical facilities within the Borough that are both crucial to supporting residents during, and in the aftermath of, a major event and which are susceptible to the impacts caused by that event. The Federal Emergency Management Agency (FEMA) identifies ten (10) National Shelter System Facilities within the Borough, which utilizes the premises of some of the other locations identified as community facilities. Kings Highway also serves as a Hurricane Evacuation Route connecting to spurs on U.S. Route 30 in Audubon and Haddon Heights Boroughs and State Route 70 in Cherry Hill. 100-year and 500-year floodplains are not shown to extend onto Kings Highway, though floodplains do extend along either side of Kings Highway as it crosses the Cooper River into Cherry Hill.

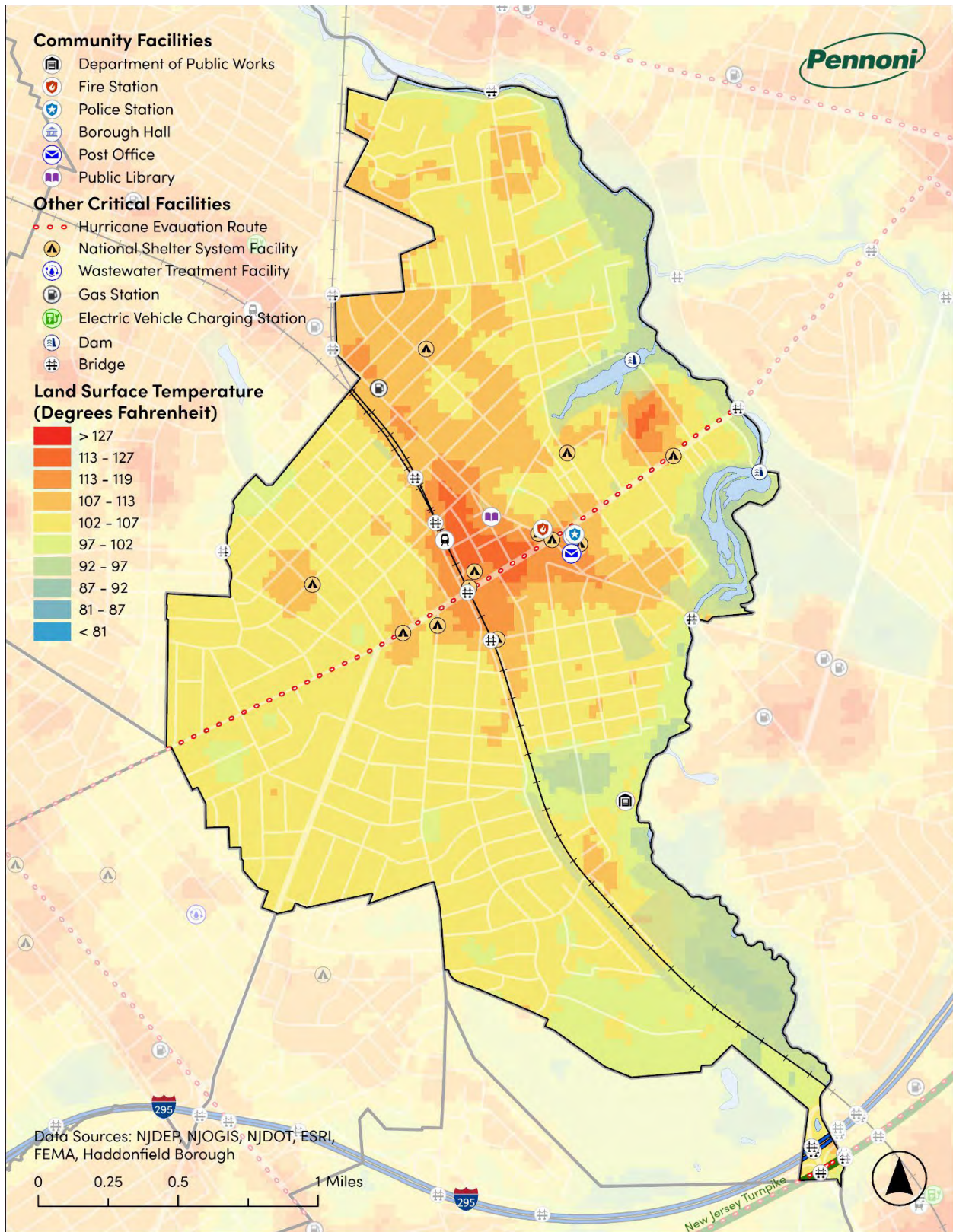
Most of the community and other critical facilities within the Borough are clustered near Kings Highway. While there are some Borough roads that are located within floodplains, which may impact travel within the Borough as discussed in the previous section, 100-year and 500-year flood events, as mapped according to data provided by NJDEP, will not significantly impact access to critical facilities from most parts of the Borough.

Dams at Evans Mill Road and Hopkins Lane and bridges on Grove Street, Ellis Street, and the New Jersey Turnpike fall within 100-year and 500-year floodplains. As noted in the **Critical Transportation Infrastructure** section, if these areas are inundated with flooding, access to adjacent municipalities, namely Cherry Hill Township, would be compromised. The Department of Public Works (DPW) is also located within a 100-year and 500-year floodplain. In the event of a major flood event, the access road to the DPW facility could be cut off and the parking area for DPW vehicles could be inundated. DPW plays a critical role in responding to natural disasters, including the removing of downed trees, so any impact to the access of DPW vehicles and facilities would negatively impact the Borough's ability to effectively respond.

Some critical facilities, such as hospitals or critical care centers, are not located within the Borough. Kennedy Memorial Hospital UMC Cherry Hill is the closest hospital to the Borough, which is accessible via Kings Highway.



Map 20: Community and Other Critical Facilities within Floodplains.



Map 21: Community and Other Critical Facilities and Land Surface Temperature.



**Map 21** overlays the location of community and critical facilities on top of the land surface temperature within the Borough. Community facilities are generally clustered within or near downtown Haddonfield, which, due to its high concentration of impervious buildings, roads, and parking lots, has the highest land surface temperature in Haddonfield. Particularly if an emergency event takes out the electricity and resulting temperature control of buildings, critical facilities within higher land surface temperatures may be compromised as locations that residents and emergency personnel can utilize.

### Population Distribution

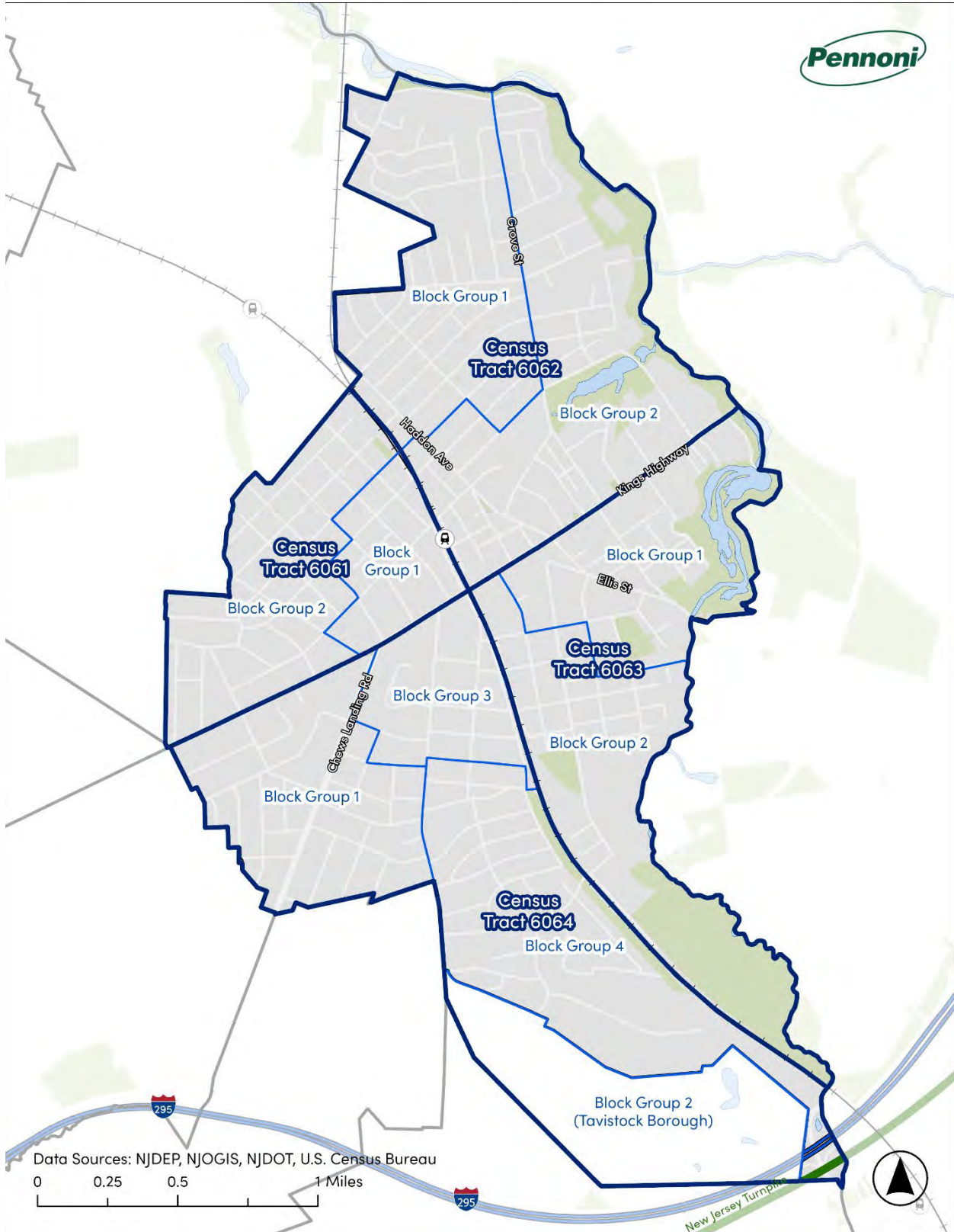
As shown in **Table 29**, each of the nine (9) census block groups with the Borough has a population density that is greater than the density for Camden County, which, in turn, is almost twice as dense as the State. This emphasizes that the population within the Borough is generally uniformly dispersed and that access to critical facilities is equally important to all parts of the Borough.

Table 29: Census Block Group Characteristics

Census Tract	Census Block Group	Households	Population	Residents per Square Mile	% Below Poverty Level
6061	1	296	1,694	13,959	3.4%
6061	2	524	785	2,680	0.8%
6062	1	933	2,641	6,913	1.2%
6062	2	545	1,573	3,025	3.5%
6063	1	591	1,420	4,897	3.7%
6063	2	360	1,087	2,964	1.1%
6064	1	320	1,140	3,788	4.4%
6064	3	297	992	6,461	0.0%
6064	4	366	1,124	2,717	0.0%
<b>Camden County</b>		187,158	522,581	2,361	12.5%
<b>New Jersey</b>		3,213,362	9,249,063	1,258	10.3%

County or state-controlled roads, which serve as the collector roads for the Borough, connect each of the Borough’s Census Block Groups. With the exception of the potential impacts of major flood events on certain roads and rail tracks discussed above, there are no major impediments to access between the different Census Block Groups within the Borough. Disruptions to access and connectivity caused by major flood events are anticipated to be localized to specific streets or neighborhoods. These notably include:

- Coles Mill Road on both side of Grove Street
- Elm Avenue, Woodland Avenue, Peyton Avenue, and Avondale Avenue near Newtown Creek
- Centre Street and East Upland Way between Mountwell Park to the north and the rail tracks underpass to the west, including Olney Circle and Ridgewood Circle
- Area generally to the northwest of Chews Landing Road, southwest of Avondale Road, and east of the municipal boundary with Haddon Township, Audubon Borough, and Haddon Heights Borough



Map 22: Haddonfield Borough's Census Tracts and Block Groups



## Vulnerable Populations and Access to Community Facilities

In addition to considering the geographic distribution of the Borough's population, generally, special attention should be given to Borough residents considered particularly vulnerable to the threats of natural hazards. These residents include both those most at-risk to adverse health effects directly caused by a major weather event and those whose access to essential community facilities is comparatively limited.

### Elderly and Children

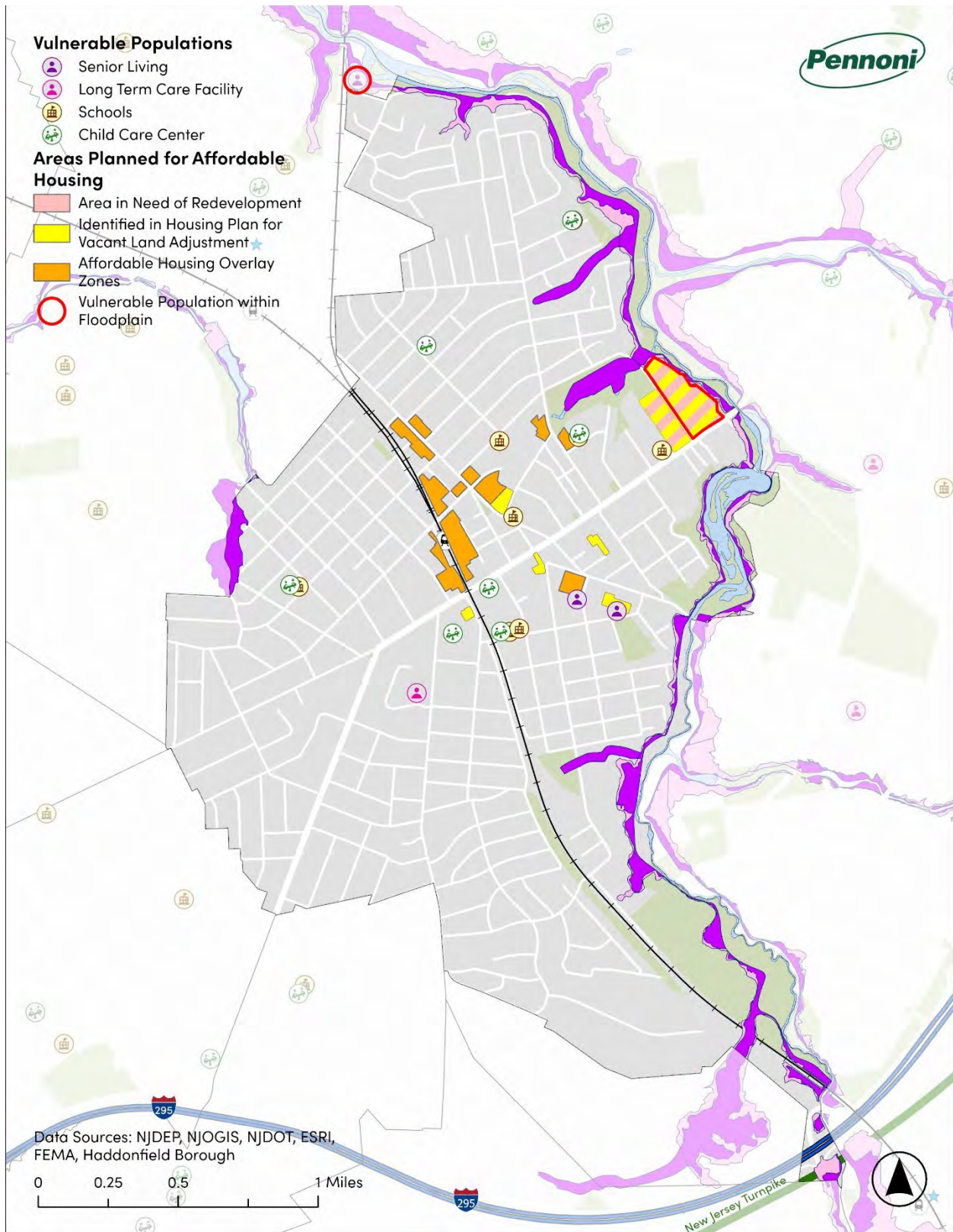
Elderly and young people are at elevated risk of threats to the main climate change-related hazards, namely flooding, extreme weather events, and increasing temperatures. Elderly residents are more likely to require assistance with mobility and are more susceptible to hazards compounding existing health issues. Children, particularly young children who may be oblivious to the threat, are also particularly vulnerable to the dangers related to flooding and extreme heat.

As shown on **Map 23**, seven (7) schools and seven (7) childcare centers are within the Borough. None of the Borough's schools or childcare centers are within floodplains. However, as shown in **Map 24**, many of the childcare centers and schools are located in areas within the Borough that have relatively high land surface temperatures. This is principally due to the amount of impervious surface associated with schools, including the school building(s) and parking areas. Childcare centers are also predominantly located near schools or the downtown where the highest concentration of impervious surfaces and, as a result, land surface temperatures, are found.

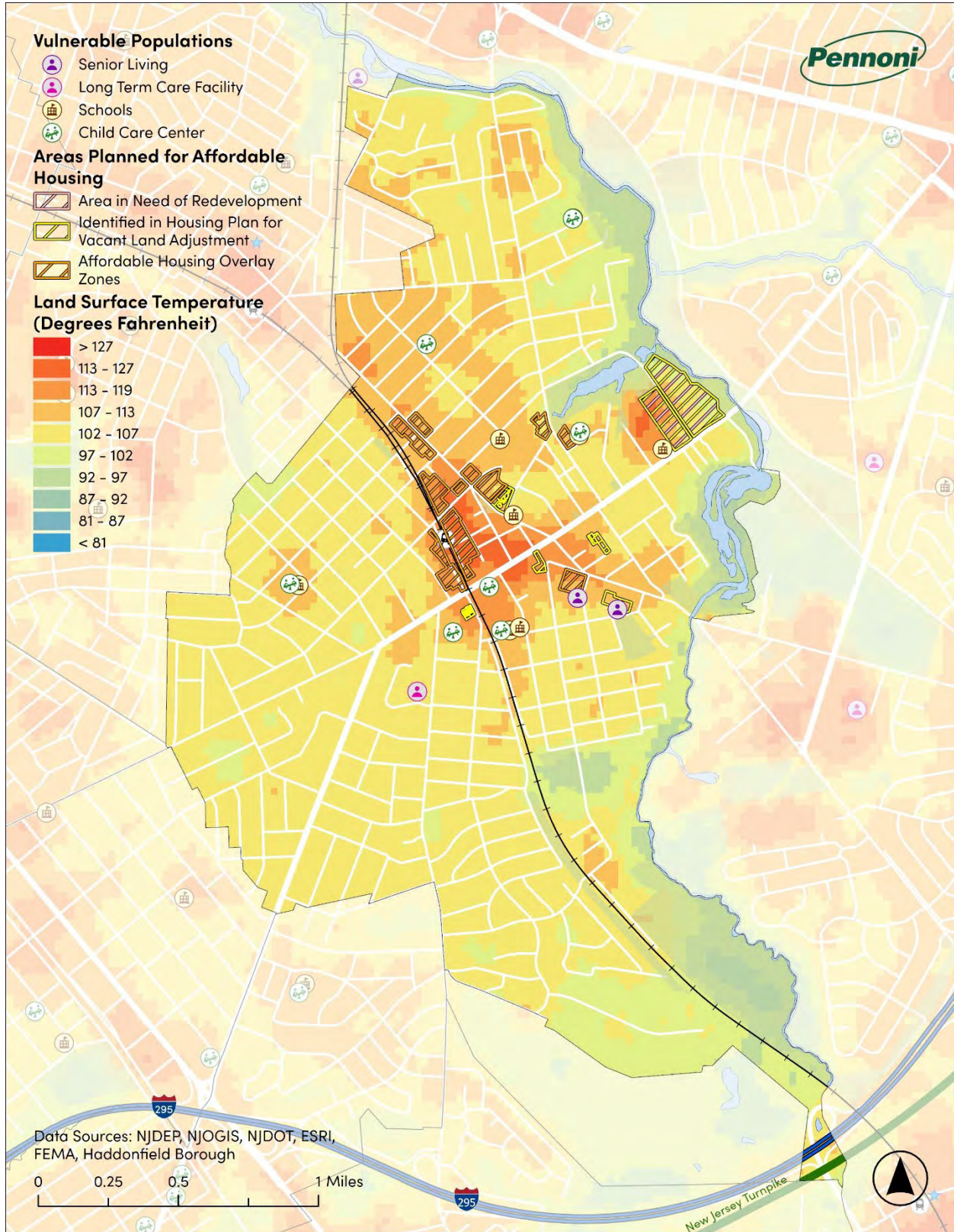
Additionally, as noted in **Table 1** in the **Background and Analysis of Existing Conditions** section, roughly a third (33.0%) of Haddonfield residents are under 18 years old, which is significantly higher than the County (22.7%) or State (21.8%). This highlights the Borough-wide need to specifically address climate-change related natural hazards that impact children.

**Maps 23** and **24** additionally shows the location of three (3) senior living facilities, including the Maple Kay Senior Center, and one (1) long term care facilities. One of the senior living facilities, Coles Landing, is located in Cherry Hill Township but is only accessible from Coles Mill Road in the Borough. The 100-year floodplain extends onto the Coles Landing property while the 500-year floodplains envelopes almost the entire building. Particularly given that Coles Mill Road, which is also within the floodplain, provides the only access to the property, this suggests that the site is particularly susceptible to flooding concerns.

Senior living and long-term care facilities are located in areas that are not as high as other parts of the Borough, nor the surrounding communities. While this suggests that they are not at as high of a risk as other locations, seniors are still particularly vulnerable to increasing heat that will be felt throughout the Borough.



Map 23: Vulnerable Populations within 100-year and 500-year Floodplains



Map 24: Vulnerable Populations and Land Surface Temperatures



## Overburdened Communities and Poverty Level

As part of the 2020 Environmental Justice Law, the New Jersey Legislature identified “Overburdened Communities” defined as any census block group that meets at least one of the following criteria:<sup>53</sup>

1. at least 35% of the households qualify as low-income households
2. at least 40% of the residents identify as minority or as members of a State recognized tribal community
3. at least 40% of the households have limited English proficiency

Overburdened Communities are more likely to live in locations that are impacted by climate-change related natural hazards, as well as other environmental threats. It is therefore essential to identify where Overburdened Communities are located and whether they are at increased risk.

None of the nine (9) Haddonfield Borough census block groups exceeded the threshold for any of the criteria to qualify as an Overburdened Criteria. As noted in **Table 5** in the **Background and Analysis of Existing Conditions** section, the Borough’s Median Household Income is significantly higher than the County and the State, while the poverty level and unemployment rate is significantly lower than the County and the State. **Table 29** further breaks down the poverty level at the census block group level, where all Borough census block groups are still less than half the poverty level of the State and nearly a third of the level of the County. This suggests that vulnerable populations within the Borough are not geographically concentrated at the census block group level.

## Affordable Housing

New Jersey municipalities are expected to provide a fair share of low- and moderate-income housing to ensure that there are opportunities for a variety of income levels. Municipalities should be particularly cognizant of the climate change-related threats to affordable housing sites. **Maps 23** and **24** show the location of areas within the Borough identified in the Housing Plan Element’s Vacant Land Adjustment, Affordable Housing Overlay Zones, and the Bancroft Redevelopment Area.

Almost all the areas planned for affordable housing are located outside of 100-year and 500-year floodplains, with the exception of a portion of the Bancroft Redevelopment Area (Block 14, Lot 2), which is covered by a small portion of both the 100-year and 500-year floodplains. This suggests the need for any future redevelopment of the Bancroft site to avoid placing new construction, particularly affordable housing, in the floodplain, as well as avoiding any disturbance that could increase the susceptibility of the site to flooding.

Areas identified in the Housing Plan Element’s Vacant Land Adjustment and Affordable Housing Overlay Zones are generally located close to the downtown and are therefore in areas with relatively high land surface temperatures. All affordable housing development should take measures to mitigate surface temperatures, including both interior temperature control and natural features such as landscaping and green roofs

## 3. Build-Out Analysis

The MLUL requires the CCRHVA include a “build out analysis of future residential, commercial, industrial, and other development in the municipality, and an assessment of the threats and vulnerabilities identified above related to that development” (N.J.S.A. 40-55D-28b.(2)(h)(ii)).

The build-out analysis follows an iterative process that first identifies areas within the Borough where development is not likely to occur either because the land is protected from development, or the land is already developed. The remaining land is considered potentially developable. Given that there is limited developable land in the Borough, this build-out also considers land classified “redevelopable,” including those developed properties subject to a redevelopment plan or zoning overlay. The final step is to determine which areas that are not yet built out are in locations that are particularly vulnerable to climate change-related hazards, particularly flooding.

<sup>53</sup> [NJDEP | Environmental Justice | What are Overburdened Communities \(OBC\)?](#)



Note that the buildout in this context is focused on identifying areas within the Borough where development can potentially occur but is at risk of climate-change related hazards. This differs from other applications of a buildout analyses, such as those used in determining a municipality’s realistic development potential to comply with affordable housing obligations.

### Areas Protected from Development

The first step in the build-out analysis is determining which areas of the Borough are unlikely to develop in the future. Areas within the Borough that are protected from development generally fall into three categories: publicly owned open space, nonprofit-owned open space, and parcels that are listed in the Borough’s Recreation and Open Space Inventory (ROSI).

This analysis utilized the statewide inventory of State, Local, and Nonprofit Open Space compiled by the NJDEP overlaid on MOD-IV parcel data provided by the New Jersey Division of Taxation as well as the ROSI maintained by the Green Acres Program and the Office of Transactions and Public Land Administration within the Department of Environmental Protection.

There are just under 205 acres of publicly owned open space totals within the Borough, roughly split between land owned by the Borough (101.9 acres) and Camden County (103.1 acres). This publicly owned open space is almost exclusively located in natural areas along the Cooper River, its tributaries, and other waterbodies within the Borough. The Indian King Tavern Historic Site comprises a single 0.2-acre parcel which is owned by the State and considered protected open space, though part of the parcel contains the historic tavern building.

It is notable that the Borough does not contain any privately-owned open space. While open space certainly exists on privately held parcels and zoning places limitations on how much development can occur, no privately-owned parcels are explicitly protected from development. Preserved farmland is another type of land protection common in other communities in the state that is not present in Haddonfield. Because the Borough is developed predominantly as a residential community, there are no parcels that are designated for agricultural use according to MOD-IV data.

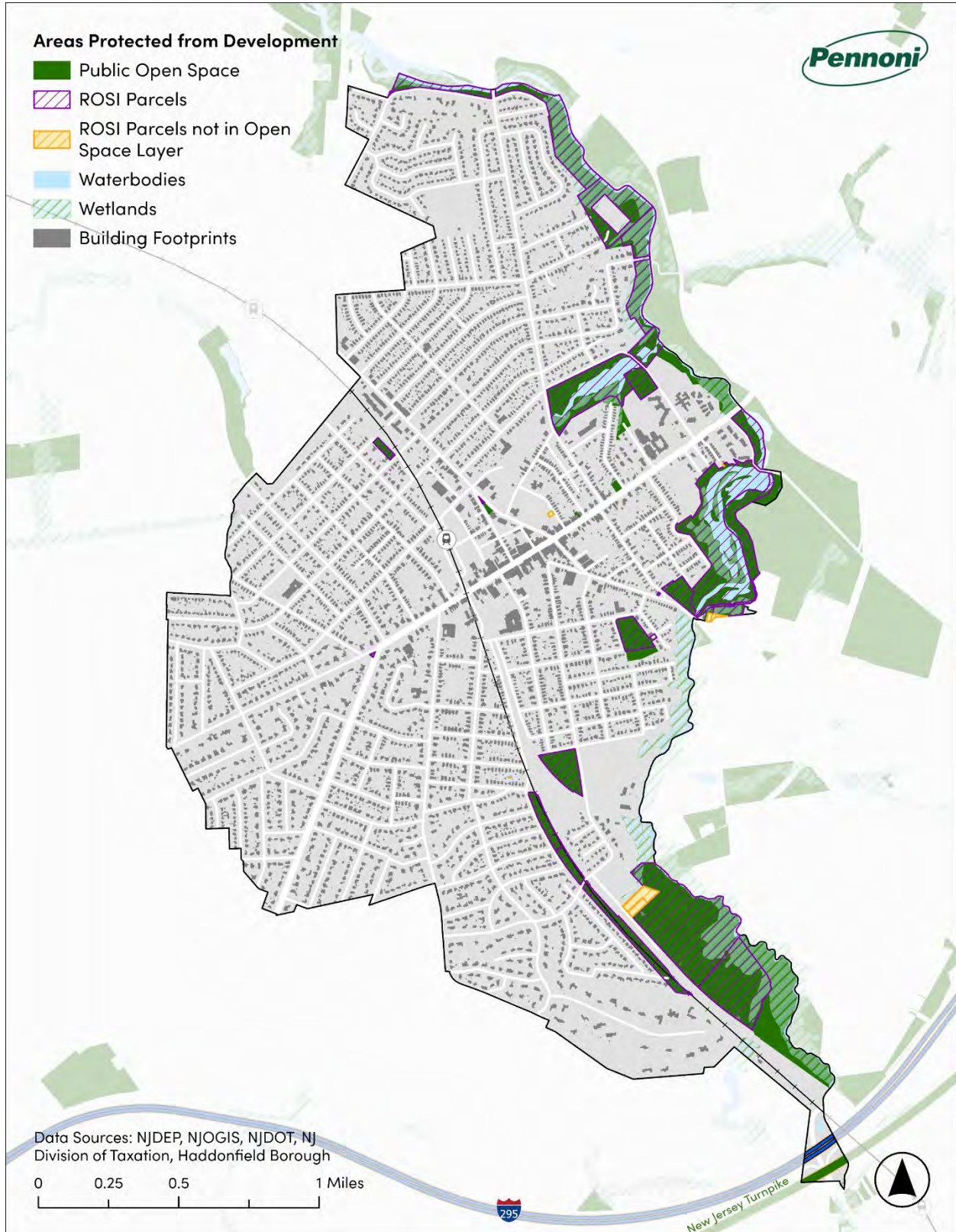
The ROSI identifies a further 31 parcels that were overlaid on top of the MOD-IV parcel data. Most of the parcels listed in the ROSI (24) were also designated as Protected Open Space. Fourteen (14) ROSI parcels were separately designated as Borough owned open space while ten (10) ROSI parcels were separately designated as County Open Space. Seven (7) parcels within the ROSI, totaling 2.8 acres, were not otherwise designated for protection as State, County, Municipal, or Non-Profit Open Space.

Table 30: Areas Protected from Development within the Borough

Areas Protected from Development	Total Acres	% of Borough
Public Open Space	205.2	11.3%
Private Open Space	0.0	0.0%
Preserved Farmland	0.0	0.0%
ROSI Parcels not in Open Space Layer	2.8	0.2%
<b>Total</b>	<b>208.0</b>	<b>11.4%</b>

When considering areas designated as open space or listed in the ROSI, over a tenth of the Borough (11.4% or 208.0 acres) is protected from future development. These areas are shown on **Map 25**.

It is notable that the Borough’s Open Space and Recreation Plan, which was created in 2008 and updated in 2018, further identifies ten parcels that are suggested for open space designation. Nine (9) of these parcels are not listed in the ROSI, comprising parcels classified as residential, other school, and other exempt property according to MOD-IV tax data. These nine parcels comprise a total of 38.9 acres or 2.1% of the Borough, which is not included in the 11.4% of the Borough considered protected from development.



Map 25: Areas Protected from Development in the Borough.



## Developed Areas

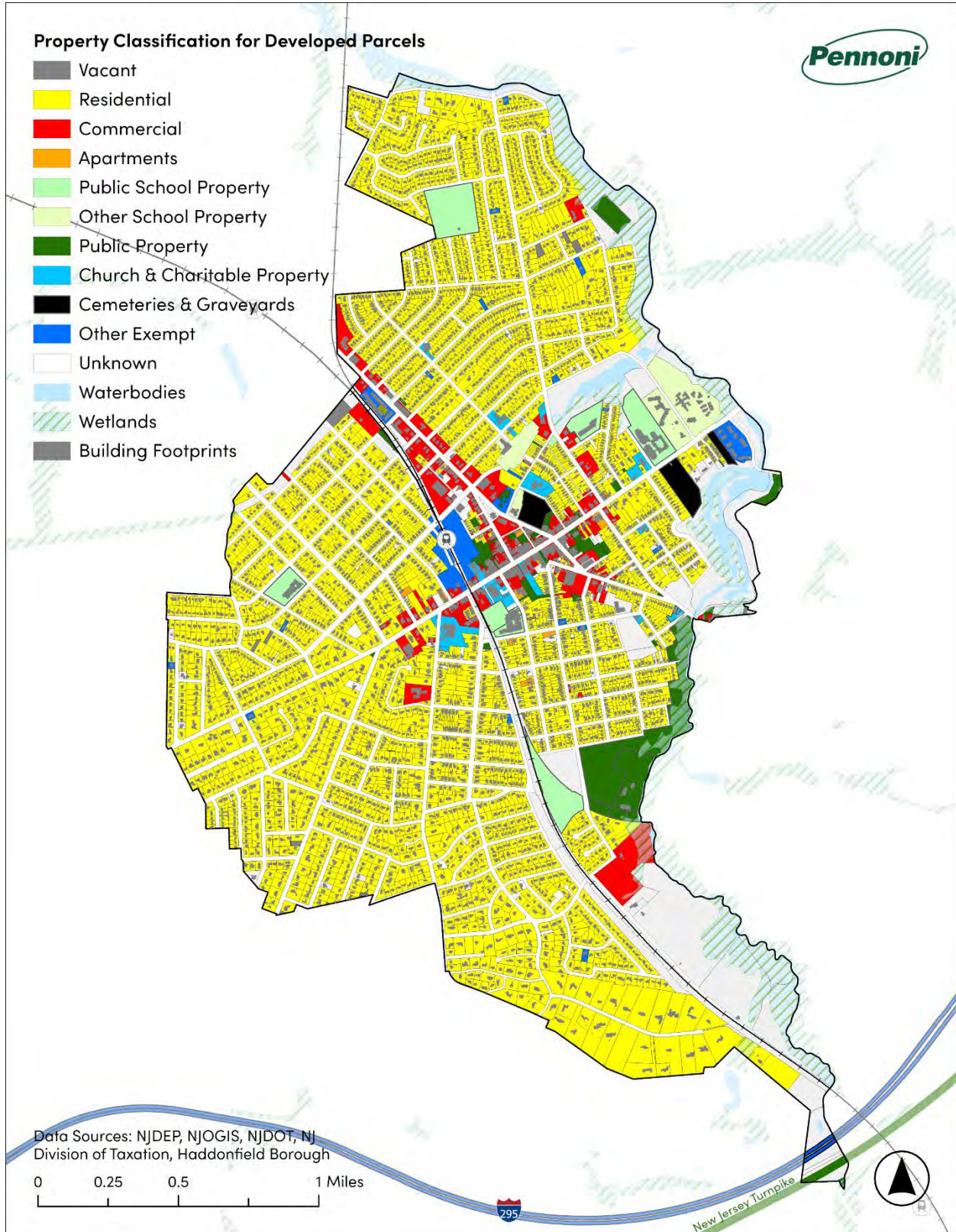
The most prominent portion of the Borough that is unlikely to experience much development are areas that are already almost fully developed. **Map 26** shows parcels that are classified according to MOD-IV property tax data as Residential (Class 2), Commercial (Class 4A), Apartment (Class 4C), Schools (Classes 15A and 15B), Public Property (Class 15C), Church & Charitable (Class 15D), Cemetery & Graveyard (Class 15E), and Other Exempt (Class 15F) and which are developed with a building, structure, or other improvement according to impervious coverage data provided by NJDEP. The total area within each property class that has been developed within the Borough is summarized in **Table 31**.

Note that the most recently available impervious coverage data was published in 2015. Changes in impervious coverage within the Borough, most notably due to new development or alterations to individual properties, may therefore not be reflected in the layer. After comparing aerial imagery, parcels that had obviously been developed since the impervious coverage layer was created were individually updated to be accurately reflected as developed or not. However, it is possible that some recent infill development on individual parcels is not shown here.

Table 31: Developed Areas within the Borough

Property Classification of Developed Areas	Total Acres	% of Borough
Vacant (Class 1)	0.0	0.0%
Residential (Class 2)	1,003.8	55.2%
Commercial (Class 4A)	75.5	4.2%
Apartment (Class 4C)	1.1	0.1%
Schools (Classes 15A and 15B)	66.0	3.6%
Public Property (Class 15C)	49.2	2.7%
Church & Charitable (Class 15D)	15.6	0.9%
Cemetery & Graveyards (Class 15E)	10.6	0.6%
Other Exempt (Class 15F)	10.3	0.6%
Unknown	11.2	0.6%
<b>Total</b>	<b>1,245.0</b>	<b>68.4%</b>

Residential parcels account for over 1,000 total acres, accounting for over half of the Borough's land. Parcels developed as Commercial, Apartment, Schools, Public Property, Church & Charitable, Cemetery & Graveyards, Other Exempt, or Unknown cover an additional 240 acres. In total, over two-thirds of the Borough (68.4% or 1,245 total acres) is considered developed.



Map 26: Property Classification for Developed Parcels.



## Total Non-Developable Areas

Table 32 shows the total area of the Borough that is preserved or otherwise protected from development, already developed, or covered by a right-of-way or other transportation or utility infrastructure.

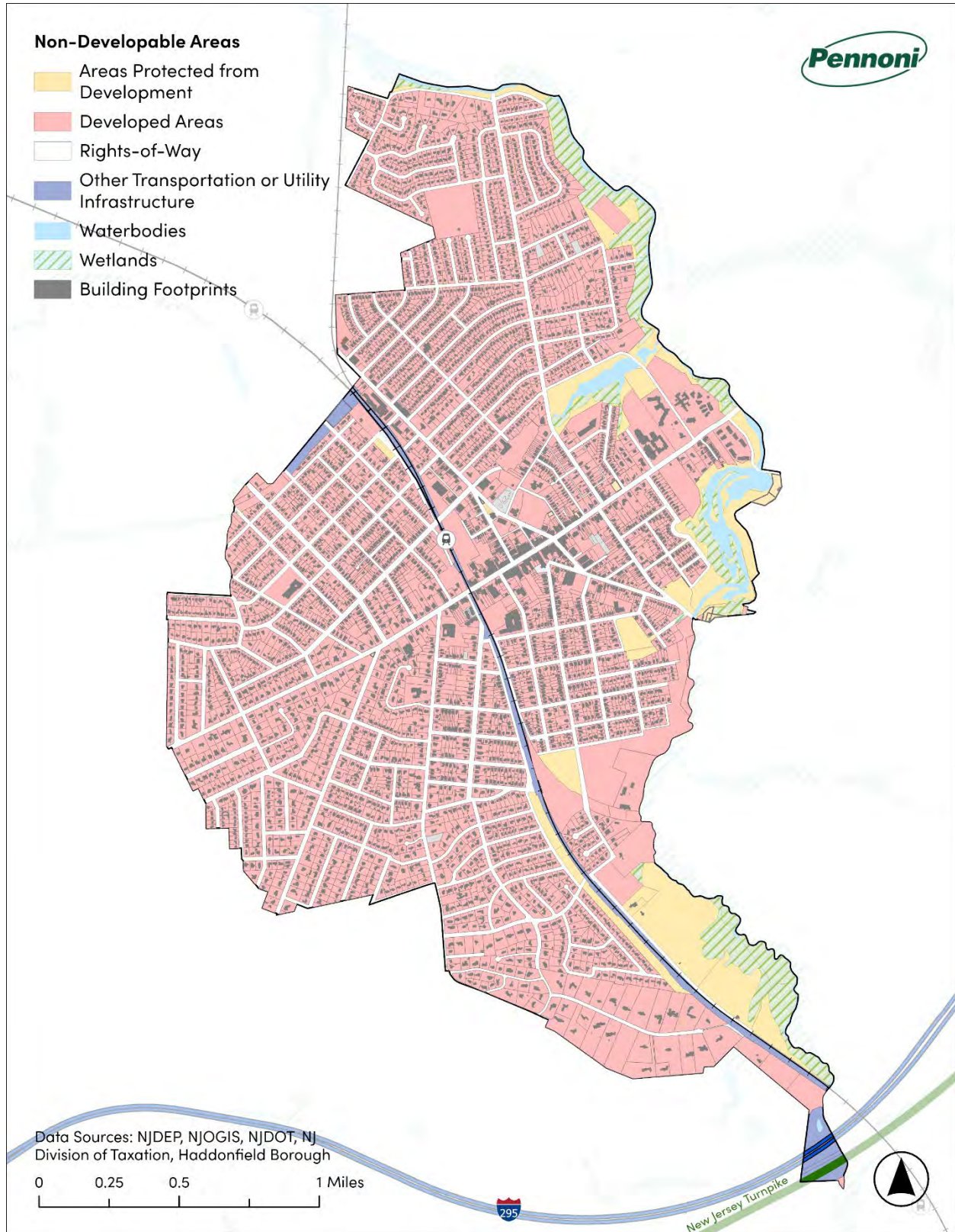
Rights-of-way are areas that are publicly controlled and typically designated for transportation or utility use. Rights-of-way within the Borough are predominantly utilized as roads and sidewalks. This analysis identified all areas within the municipal boundary that were not covered by a parcel to be within the right-of-way.

An additional 313 acres (17.2%) of the Borough is allocated for this use. Rights-of-way within the Borough include all of the State, County, and local roads. Additional transportation infrastructure within the Borough, most notably the PATCO and NJ Transit tracks and land beneath the New Jersey Turnpike, are parcels that are owned by transportation entities. These parcels, as well as PSE&G owned utility parcels, are similar to rights-of-way in their use and are unlikely to see extensive further development or a change of use. Other transportation or utility infrastructure comprises an additional 39.0 acres (2.1%) of the Borough.

Areas of the Borough considered either protected from development, already developed, or within a right-of-way covers a combined 99.24% of the Borough. This reinforces the perception that the Borough is almost entirely built out. Map 27 shows the location of the areas protected from development, developable land, rights-of-way, and other transportation or utility infrastructure within the Borough.

Table 32: Non-Developable Areas within the Borough.

Non-Developable Areas	Total Acres	% of Borough
Areas Protected from Development	208.0	11.4%
Developed Areas	1,245.0	68.4%
Rights-of-Way	313.0	17.2%
Other Transportation or Utility Infrastructure	39.0	2.1%
Total	1,805.0	99.24%



Map 27: Non-Developable Areas in the Borough.



## Undeveloped Areas not Protected from Development

A total of 13.9 acres (or 0.76%) of the Borough is not already developed or otherwise protected from development. These are predominantly areas classified as Vacant according to MOD-IV data, spread over 33 parcels totaling 12.7 acres. An additional four (4) parcels totaling 0.77 acres classified as Residential, one (1) 0.18-parcel classified as Commercial, and one (1) 0.15-acres parcel classified as Other Exempt are also lacking a building or structure.

In the process of determining the Borough's Vacant Land Adjustment, as most recently reflected in the 2019 Amended Third Round Housing Element and Fair Share Plan, fifteen (15) of the above-mentioned parcels that were identified as undeveloped and not protected from development were eliminated from inclusion in the list of locations that could accommodate affordable housing. This was due to additional constraints on the properties such as steep slopes or being owned by a utility or the adjoining property. Three (3) properties without other restrictions were additionally noted as having an area of less than a half-acre, which would not provide sufficient space for an inclusionary housing development that would yield at least one affordable housing unit assuming a presumptive set-aside of twenty percent.

Of the remaining 22 parcels not specifically identified in the Vacant Land Adjustment, thirteen (13) were undersized lots that could not realistically accommodate any development. Eight (8) of these undersized lots appeared to be split along the municipal boundary, with separate lots in two municipalities but effectively one lot in practice. Six (6) more parcels are unlikely to be developed for reasons ranging from being located within an existing private access drive, being landlocked, or owned by an adjoining neighbor or utility. This leaves three (3) parcels that appear to be potentially developable, though the size of the parcels appears to limit any potential development to a single residential unit, particularly given that the Borough's current zoning code in residential districts is largely limited to single-family detached housing. This is consistent with the analysis in the Borough's Vacant Land Adjustment which eliminates parcels that have insufficient size to result in the creation of affordable housing units as described above.

This ultimately leaves only six (6) parcels in the entire Borough, totaling 1.8 acres, identified as having the potential to accommodate development. This accounts for only 0.1% of the Borough and, as noted above, the size and zoning constraints of each of these parcels likely limits development to one single-family detached dwelling on each.

## Redevelopment Areas, Affordable Housing, and Zoning Overlay Districts

Particularly given that development in the Borough is limited to 1.8 acres spread over six (6) parcels, this analysis also identifies two additional types of areas within the Borough where redevelopment is anticipated: designated areas in need of redevelopment and sites identified for inclusionary development or overlay zoning districts in the Borough's Amended Third Round Housing Element and Fair Share Plan.

### Area in Need of Redevelopment

New Jersey's LRHL empowers municipalities and local governments with the ability to initiate a process that transforms underutilized or poorly designed properties into healthier, more vibrant, or economically productive land areas by designating them as an Area in Need of Redevelopment. Haddonfield Borough designated the 18.7-acre former Bancroft School site and subsequently created a Redevelopment Plan for the site. This is the only designated Area in Need of Redevelopment within the Borough.

### Areas Identified in the Borough's Housing Plan

As part of the New Jersey Fair Housing Act and Mount Laurel doctrine established by the Court, each municipality is required to provide their "fair share" of the regional need for low- and moderate-income housing. As part of this process, the Court approved the Borough's Vacant Land Adjustment that established the Borough's Realistic Development Potential, or current affordable housing obligation as being 83 affordable residential units. The Borough's Third Round Housing Element and Fair Share Plan identified locations of these sites. These locations, which are dispersed within the Borough, account for an additional 5.2 acres of land where development or redevelopment is expected. Note that the Bancroft site is also one of the locations identified in the Vacant Land Adjustment.



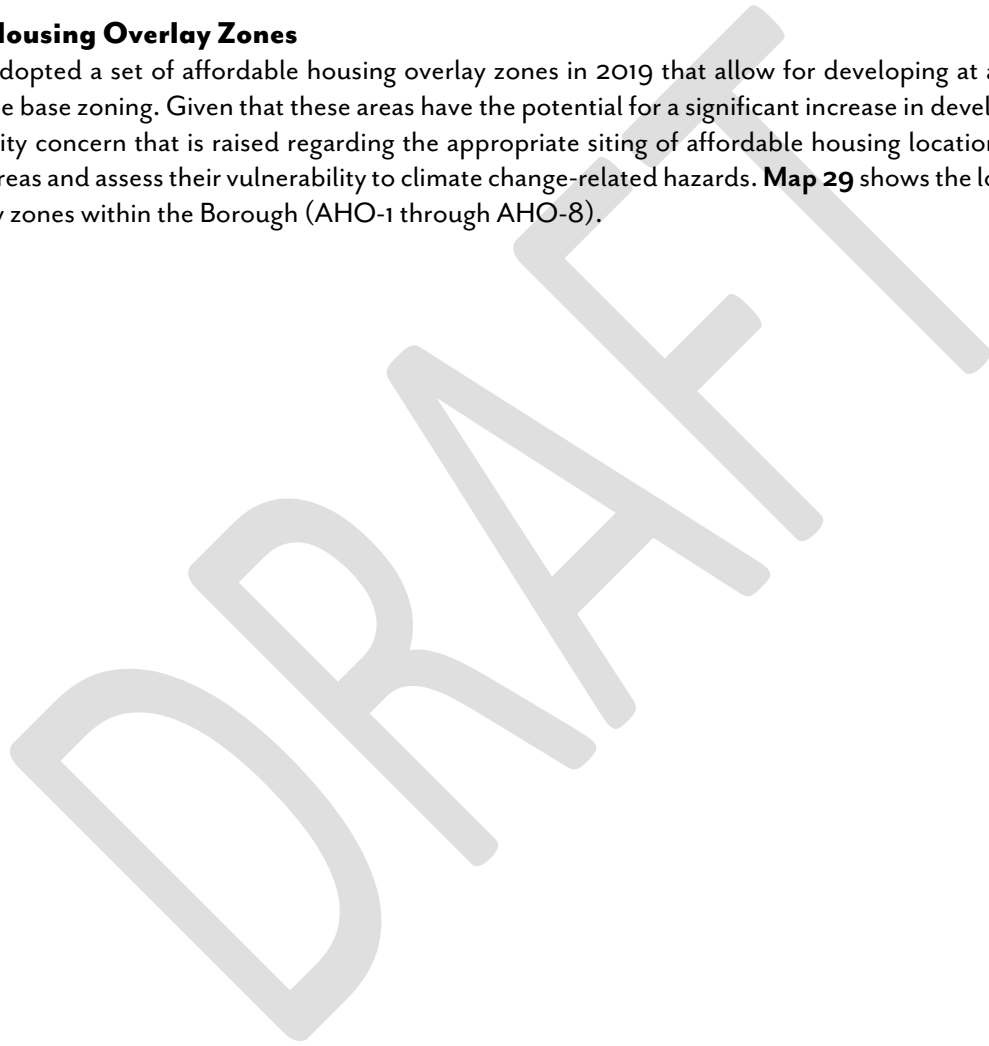
As shown on **Map 28** and **Table 33**, when considering undeveloped areas not protected from development, areas in need of redevelopment and areas identified in the Vacant Land Adjustment, 25.7 acres (or 1.4% of total area) of the Borough are considered developable.

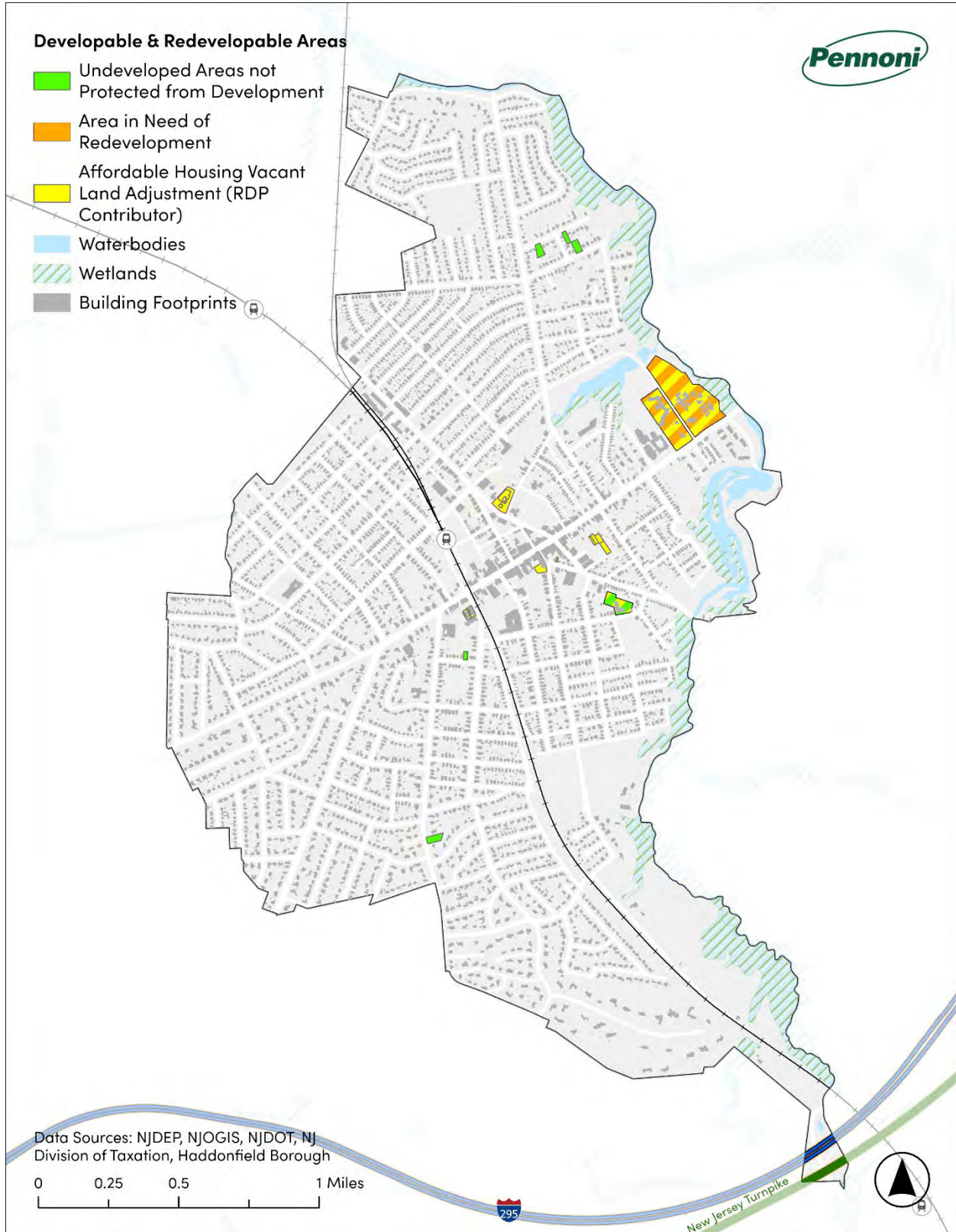
*Table 33: Total Borough area not likely to experience further development.*

Developable and Redevelopable Areas	Total Acres	% of Borough	# Parcels
<b>Undeveloped Areas not Protected from Development</b>	1.8	0.10%	6
<b>Areas Identified in Vacant Land Adjustment</b>	5.2	0.29%	22
<b>Area in Need of Redevelopment</b>	18.7	1.03%	2
<b>Total</b>	25.7	1.4%	30

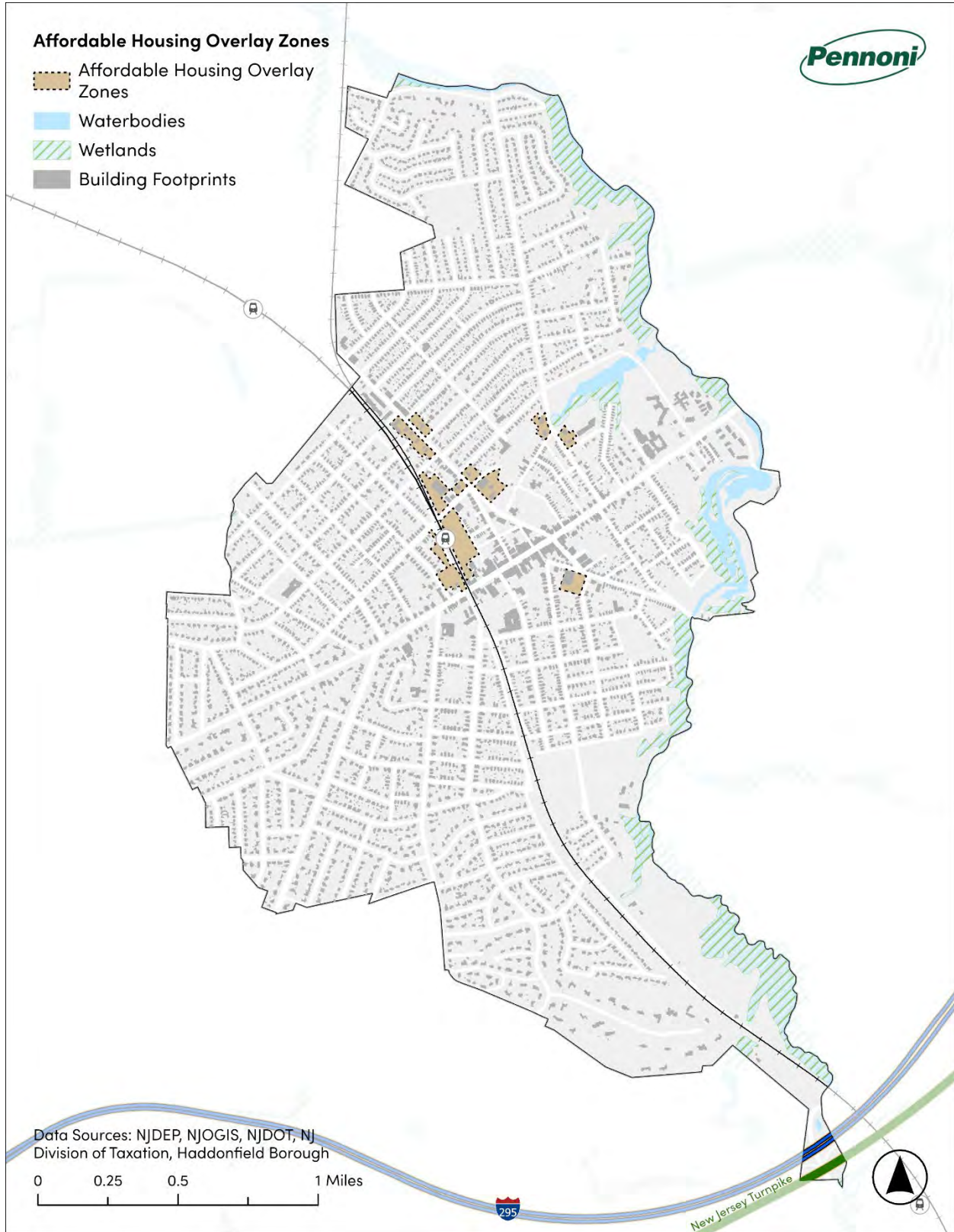
### **Affordable Housing Overlay Zones**

The Borough adopted a set of affordable housing overlay zones in 2019 that allow for developing at an increased density compared to the base zoning. Given that these areas have the potential for a significant increase in development intensity, as well as the equity concern that is raised regarding the appropriate siting of affordable housing locations, it is important to identify these areas and assess their vulnerability to climate change-related hazards. **Map 29** shows the location of affordable housing overlay zones within the Borough (AHO-1 through AHO-8).





Map 28: Developable and Redevelopable Areas in the Borough.



Map 29: Affordable Housing Overlay Zones.



### Developable Areas Vulnerable to Climate Change-Related Hazards

Determining which parts of the Borough’s developable and potentially redevelopable land are at elevated risk of climate change-related hazards is the final, and essential, component of this build-out analysis.

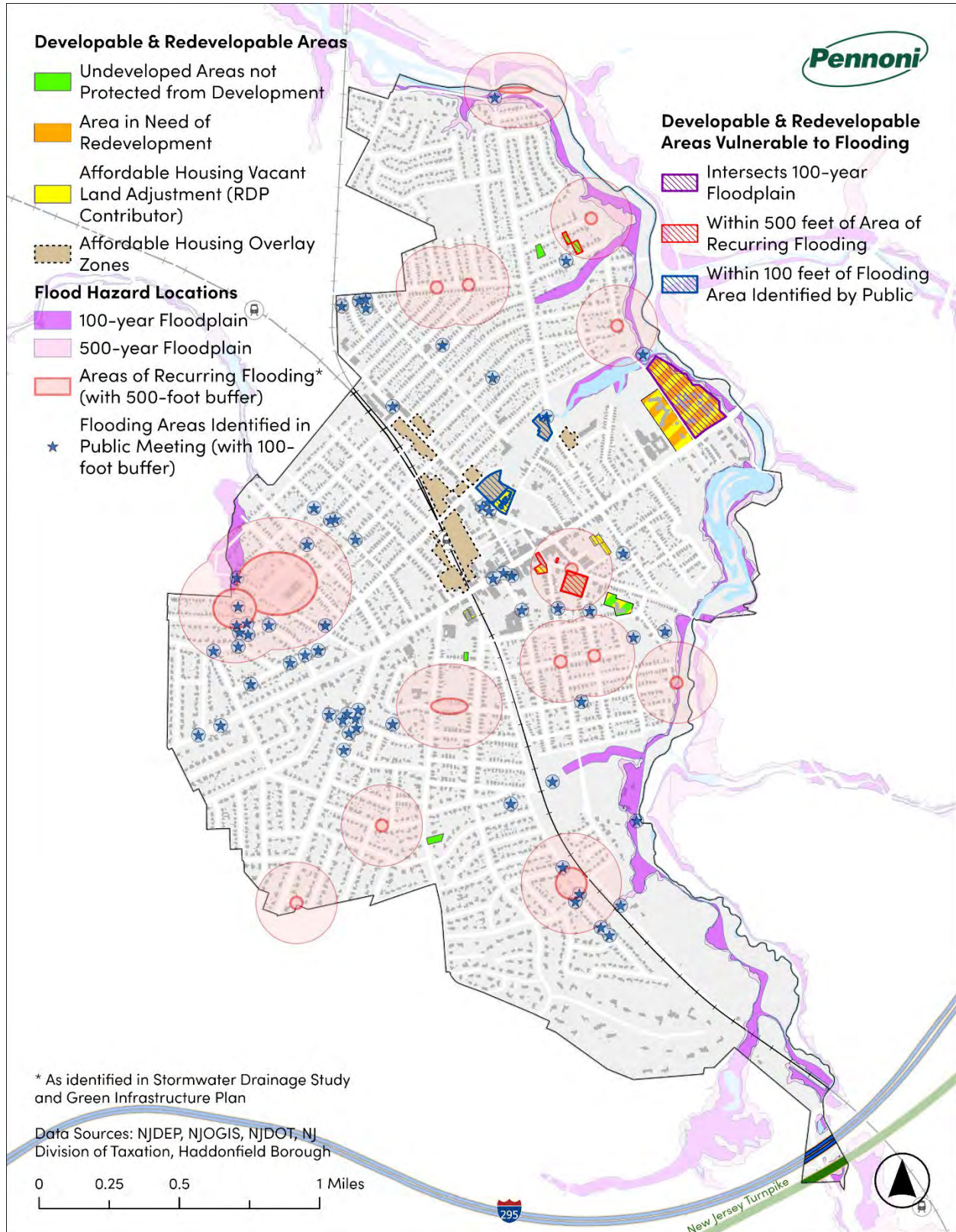
As shown in **Table 34** and illustrated in **Map 30**, of the 30 developable or redevelopable parcels that comprise a total of 25.7 acres within the Borough, only one parcel intersects the 100-year floodplain. This parcel is located within the Bancroft Redevelopment Area, with the incursion of the 100-year floodplain limited to a small section of the northern portion of the site that was not previously developed. This parcel is also the only developable or redevelopable parcel that intersects the 500-year floodplain, which extends slightly further onto the parcel from the same location as the 100-year floodplain. It is notable that almost all the parcels identified as developable or redevelopable (29 out of 30) do not intersect with a floodplain, neither the 100-year or 500-year.

This reflects how the Borough has benefited from appropriate land use planning decisions over the years. In particular, the Borough has not placed areas designated for affordable housing in locations that are at an increased risk of flooding. In planning redevelopment for the Bancroft Redevelopment Area, the Borough should be cognizant of the floodplains which are present on the site, particularly the 500-year floodplain, and avoid development on this part of the site.

The Stormwater Drainage Study and Green Infrastructure Plan identified areas of recurring flooding which were identified as polygons in the general location of the area of concern, with larger polygons representing greater areas of concern and/or a larger location of coverage. Proximity to an area of concern is therefore somewhat subjective. Nonetheless, it is instructive to consider proximity generally between flash flooding areas of concern and developable or redevelopable areas. By that standard, there are four (4) developable or redevelopable parcels that are within 500 feet of a flash flooding area of concern, though the closest was roughly 200 feet away from a developable area. An additional developable or redevelopable parcel is located within 100 feet of flooding areas identified at the second public meeting.

Table 34: Developable and Re-developable Areas Vulnerable to Climate Change-Related Hazards

Developable and Redevelopable Areas	Total # Parcels	# Parcels Intersect 100-year Floodplains	# Parcels Within 500 feet of Flash Flooding Area of Concern	# Parcels within 100 feet of Flooding Area Identified by Public
Undeveloped Areas not Protected from Development	6	0	3	0
Areas Identified in Vacant Land Adjustment	22	0	1	1
Area in Need of Redevelopment	2	1	0	0
<b>Total</b>	<b>30</b>	<b>1</b>	<b>4</b>	<b>1</b>



Map 30: Developable and Redevelopable Areas at increased risk of flooding in the Borough.



As is additionally shown on **Map 30**, one of the Affordable Housing Overlay zones (AHO-2 fronting the south side of Ellis Street) is immediately adjacent to a flash flooding area of concern while two (2) other Affordable Housing Overlay zones (AHO-7 on the northwest corner of the Grove Street and Lake Street intersection and AHO-8 fronting Haddon Avenue to the southeast of Euclid Avenue). As discussed in the **Vulnerable Populations and Access to Community Facilities** section, the affordable housing overlay zones are generally located in areas of the Borough with higher land surface temperatures. If these areas are developed, particularly at an increased density permitted with the affordable housing overlay, the Borough should ensure that appropriate measures are taken to mitigate the elevated risk of flooding and higher temperatures.

### **Build-Out Analysis Conclusion**

As identified in the Stormwater Drainage Study and Green Infrastructure Plan, the Borough is susceptible to flooding concerns due to its aging stormwater infrastructure that is being put under increased strain due to the more frequent and intense rain events. While the developable and redevelopable areas do not appear to be at an increased risk compared with the rest of the Borough, the entire municipality would benefit from pursuing the recommendations included in the Stormwater Drainage Study and Green Infrastructure Plan. As stormwater and flooding analytical tools become more detailed and available for analysis on a municipal scale, such as the analysis provided by the Megalopolitan Coastal Transportation Hub (MACH), the Borough should continue to pursue detailed evaluations of locations that are at elevated risk of flooding.

Based on the build-out analysis above, it is apparent that there are only a few developable or redevelopable parcels that are at elevated risk due to intersecting a floodplain or proximity to flash flooding areas of concern. Development of the Bancroft Redevelopment Area will necessarily be subject to NJDEP regulations that would limit or require the avoidance of these flood hazard areas. It is anticipated that the value of such improvements also will be limited.

While some developable or redevelopable parcels are within the general area where flash flooding is a concern, they are not at an increased risk compared to the rest of the Borough. Fundamentally, this confirms the soundness of the Borough's existing zone plan and its overall resilient characteristics.

Overall, this suggests that Borough's zone plan cannot be fundamentally altered to reduce anticipated risks. However, new development and redevelopment could be designed to be more resilient. In developing strategies to increase housing and housing diversity within the Borough, by seeking to increase availability of housing that falls within the so-called "missing middle", the Borough should recognize that this may result in higher density of use in a way that could exacerbate issues identified above. The Borough should seek creative solutions to increase housing availability and diversity in ways that do not increase the strain on the Borough's stormwater management capacity and, ideally, seek methods that are mutually beneficial to both Borough objectives.

Nonetheless, the Borough should recognize the increased risk of flooding when making land use development decisions. This extends beyond developable and redevelopable parcels identified in the build-out analyses to include improvements to the stormwater management system's capacity to handle more severe and frequent storm events and limiting, or even reducing, impervious coverage throughout the Borough, both in developed and undeveloped areas.

#### ***4. Impact on Other Elements of the Master Plan***

To ensure that Haddonfield's response to climate change-related hazards is comprehensive and coordinated with other community planning goals and objectives, the MLUL requires that the Borough analyze the potential impact of climate change-related natural hazards on "relevant components and elements of the master plan." Accordingly, this section of the CCRHVA analyzes its relationship to the other plan elements of the Master Plan.

Taking into consideration the specific climate change-related hazards affecting the Borough and the findings from the other sections of the CCRHVA, including the review of critical facilities and infrastructure, the following are the relevant master plan elements that the Borough Planning Board may wish to consider updating as part of a comprehensive climate change planning strategy, along with possible revisions or amendments to each of these plan elements.



It is also understood that any updates or amendments will be subject to the review of the specific plan element by the Planning Board, the nature and extent of the climate change-related hazards at the time the plan element is updated, relevant statutory requirements, and appropriate public review and input during the development and adoption of the plan element.

- **Housing and Fair Share Plan**
  - Any new housing element and fair share plan should focus on resilient and sustainable sites for affordable housing.
  - Ensure that any new affordable housing development is designed to be resilient and incorporate where possible green infrastructure, building, and site design.
- **Circulation**
  - Update the circulation plan element to include recommended strategies for green infrastructure systems for stormwater management.
  - Identify and address flooding issues that may impact circulation.
  - Identify evacuation routes in the circulation plan.
  - Continue to implement strategies to support pedestrian and bicycle usage and minimize the use of automobiles as much as possible.
  - Increase the number of publicly available EV charging stations in the Borough.
- **Utility Service**
  - Identify needed critical infrastructure during and after a natural disaster.
  - Evaluate potentially vulnerable components of the Borough's utilities, such as pump stations and other related utility service infrastructure in the Borough.
- **Community Facilities**
  - Identify designated shelters and facilities used to provide services and support the quality of life in the Borough after a natural disaster.
  - Continue to evaluate emergency power availability for all community facilities used to address or provide support during and after a natural disaster.
  - Incorporate the siting of future community facilities in a manner that implements the recommendations of the CCRHVA.
  - Use green building technology and site design in the construction of any new community facilities.
- **Open Space and Recreation**
  - Continue to protect and enhance existing public open space areas to mitigate the effects of flooding, increased temperatures, and other climate change-related impacts.
  - Monitor the potential impact of drought and fire risk on forested open space areas and implement appropriate monitoring and mitigation measures as necessary.
  - Incorporate green infrastructure, such as rain gardens, in new park designs and upgrades to existing parks.
  - Consider the inclusion of park and green areas in the design of any redevelopment and adaptive re-use of existing developments in the borough.
- **Conservation**
  - Incorporate natural environmental systems in any comprehensive strategy to address climate change-related hazards.
  - Avoid building in or near any 500-year flood hazard areas in anticipation of increased precipitation and flooding impacts.
  - Limit development in other environmentally sensitive areas that may be used to address climate change.



- **Economic (Including Downtown Area Element)**
  - Create a plan to support the economic viability of the Borough after a natural disaster.
  - Assess the potential impacts on the Borough tax base from a natural disaster.
  - Recognize the economic impact that specific types of natural disasters and climate change-related hazards may have on the local economy and develop strategies to address these impacts.
- **Historic Preservation**
  - Identify any climate change-related hazards, such as flooding, which may impact the historic sites and resources of the Borough and establish an action plan to enhance the resiliency of the Borough's historic resources.
- **Green Buildings and Environmental Sustainability**
  - Review the actions recommended in the 2015 Green Buildings and Environmental Sustainability Plan Element and amend where necessary to ensure coordination with the recommendations of the CCRHVA and SOPAPS.
- **Stormwater Management**
  - Continue to update the Borough's stormwater management plan pursuant to relevant laws and regulations.
  - Upgrade the stormwater management system as necessary to address identified flooding issues.
  - Incorporate green infrastructure, natural systems, and related best practices as appropriate in the Borough's stormwater management system.
- **Recycling**
  - Evaluate the impact of climate change-related hazards on the Borough's solid waste and recycling system and determine alternatives if impacted by flooding or storm events.

No specific time frame is recommended for the update of the foregoing plan elements. However, given the findings and recommendations presented in this CCRHVA, the Planning Board may wish to consider prioritizing the Circulation and Community Facilities Plan Elements. The timetable for updating any of the Master Plan elements will be in accordance with a schedule determined to be appropriate by the Planning Board and the Borough governing body.

It is noted that the Housing Plan Element will need to be updated when the Judgment of Compliance and Repose granted by the Court for the Borough's current Housing Element Plan Element and Fair Share Plan expires and the next round of municipal affordable housing obligations is promulgated by the New Jersey Department of Community Affairs. The timetable and procedures for updating the Borough's Housing Plan Element and Fair Share Plan will be in accordance with the requirements of the new affordable legislation enacted into law in 2024. Therefore, no amendments are being recommended to the Housing Plan Element pending the required update in 2025.

## **5. *Recommended Strategies and Design Standards***

This section of the CCRHVA describes the proposed land use strategies and policies to prevent or mitigate the impacts of climate change-related hazards in Haddonfield. The intent is to provide the Borough with a comprehensive and coordinated land use planning and regulatory strategy that minimizes the costs and risks associated with climate change.

As described in the earlier sections of the CCRHVA, Haddonfield is a fully developed community, with a limited ability to make significant changes in its existing development pattern. Accordingly, no significant changes to the Borough's land use plan or zone plan are recommended. However, there are additional opportunities to improve Haddonfield's overall level of resiliency and resistance to the impacts of climate change by updating the Borough's development regulations to ensure that new development or redevelopment is more resilient. The recommendations presented below, which by their inclusion in the CCRHVA, are incorporated into the Land Use Plan Element of the Master Plan and SOPAPS.



In addition, certain revisions to the other elements of the Master Plan are recommended to ensure that the Borough's response to climate change-related hazards is comprehensive and coordinated with the Borough's other planning goals and objectives. These are discussed in the section of the CCRHVA describing the impact on other elements of the Master Plan.

To continue promoting land use policies that are resilient to the impacts of climate change-related natural hazards, it is recommended that the Borough incorporate the following strategies and design standards:

1. **Adaptive Re-Use and Redevelopment.** Given the Borough's built out development pattern, the Borough's land use plan emphasizes the adaptive re-use and redevelopment of existing developments and affordable housing overlay districts rather than significant new areas of development. Mechanisms that have been adopted by the Borough or are being recommended in the Master Plan to permit such development include the following:
  - Conditional use standards for certain "missing middle housing" such as side by side duplexes (twins) and ADUs
  - Affordable housing overlay zones
  - Redevelopment areas (where the area qualifies as an area in need of redevelopment or rehabilitation)

Areas that may be appropriate for the foregoing development types and the specific recommendations by area or zone district are set forth in the Land Use Plan Element of Master Plan. Regardless of their location, such development or redevelopment, when it occurs, should be designed in a manner that promotes resiliency, including the recommended strategies and actions presented in this section and in the SOPAPS.

2. **Resilient Site Design.** The Borough should adopt development regulations that ensure that any new development and redevelopment incorporate sustainable and resilient site design. This can include:
  - Require the use of green infrastructure techniques and best practices, such as rain gardens and natural drainage features, to manage stormwater runoff and quality.
  - Review impervious coverage and parking standards and modify as necessary to reduce heat island impacts and stormwater runoff.
  - Require additional tree plantings and landscaping in parking lots to reduce heat island impacts and incorporate into an overall green infrastructure system.
3. **Impervious Coverage.** Discourage development that increases impervious coverage and disturbance within the Borough.
  - Retain, or when possible, decrease, the permitted impervious and building coverage with the Residential Zoning Districts (R-1 to R-10).
  - Consider incentivizing the preservation of existing homes by reducing the permitted impervious and building coverage for new construction while retaining current permitted amounts for existing structures.
  - Enforce existing impervious and building coverage standards and avoid, to the greatest extent possible, granting variances to increase the nonconformance to these standards. Require applicants seeking an increase in the impervious and/or building coverage to specifically provide testimony detailing how the increase is unavoidable and what steps are being taken to mitigate the impact.
  - Consider selectively decreasing the off-street parking requirements to minimize the amount of pavement dedicated to parking spaces and driveways.
4. **Parking Lot and Driveway Design.** Encourage design and materials to decrease the impact of traditionally impervious areas.
  - Encourage the design and redesign of large impervious areas, such as parking lots, to include landscaped islands with climate-appropriate trees and vegetation.
  - Encourage the use of porous and pervious pavers and other appropriate infrastructure such as "ribbon" paths for driveways.



- Encourage the location of solar canopies, or structures providing shade for vehicles and people underneath with electricity-generating solar arrays placed above, within large parking lots and other large areas of impervious surfaces where other means to reduce impervious coverage is not practicable.
5. **Tree Canopy.** Encourage the preservation of existing shade trees and the planting of climate-resilient trees in appropriate locations.
    - Adopt a tree replacement ordinance.
    - Support the Shade Tree Commission’s efforts to incentivize property owners to plant climate-appropriate tree species in appropriate locations on their property.
  6. **Flood Hazard Areas.** As described in the prior sections of the CCRHVA, the potential for flooding in the Borough will likely continue to increase due to increased precipitation and the frequency and intensity of storm events. This may require a reconsideration of the appropriateness of development in areas within the delineated 100- and 500-year flood hazard area. Accordingly, the Borough should:
    - Adopt a Flood Hazard Ordinance identifying parcels that are partially or entirely within a 100-year or 500-year Floodplain.
    - Restrict development within the 100-year and 500-year Floodplain to uses or structures that are built to withstand flooding impacts (i.e., by elevating the structure).
    - Encourage and incentivize green infrastructure to be utilized within portions of parcels that are within 100-year and 500-year floodplains.
  7. **Stormwater Management.** Continue taking proactive measures to improve the Borough’s stormwater management system and encourage development that incorporates green infrastructure and resilient design to reduce stormwater flows into the Borough’s stormwater management system.
    - Pursue mitigation options identified in the Stormwater Drainage Study and Green Infrastructure Plan.
    - Encourage the use of rain barrels and rain gardens on residential properties to slow stormwater runoff.
    - Expand rain gardens within public right-of-way, both within existing buffers between sidewalks and cartway and within new infrastructure such as “bump-outs” where the cartway decreases at a pedestrian crossing.
    - Encourage replacement of grass lawns (and impervious surfaces, when practicable) with climate-resilient native species within Borough-owned and private property.
    - Continue updating stormwater management plan and related ordinances in accordance with the requirements of the MLUL and related stormwater management and flood damage control ordinances in accordance with current state regulatory requirements.
  8. **Renewable Energy and EV Charging.** Encourage the use of renewable energy for residents and as part of the Borough-wide infrastructure, while monitoring and evaluating the impact of such actions.
    - Evaluate potential strains on the energy grid and other potential concerns resulting from an increase in electric vehicle charging at homes.
    - Further evaluate the Borough’s energy grid and its anticipated resiliency during major weather events.
  9. **Continue to Review and Monitor Best Practices.** Our understanding of the impacts of climate change continues to grow and evolve. In addition, there are ongoing efforts by communities throughout the country to develop and implement land use planning and development strategies that mitigate these impacts and increase community resiliency. Many of these “best practices” have been compiled and promulgated by federal and state agencies, as well as organizations and private entities that focus on climate change issues and promote sound planning and land use. Therefore, the Borough should continue to review all available sources of information on climate change and consider other strategies and approaches as may be appropriate and necessary to promote resilient development within the Borough.



## 6. *Consistency and Coordination with Other Plans*

The MLUL requires that the CCRHVA include a specific policy statement on the consistency, coordination, and integration of the CCRHVA with any existing or proposed natural hazard mitigation plan, floodplain management plan, comprehensive emergency management plan, emergency response plan, post-disaster recovery plan, or capital improvement plan. Haddonfield either has or is included in the following relevant plans and ordinances:

- Camden County Multi-Jurisdictional All-Hazards Mitigation Plan (County HMP) 2022, with specific reference to Appendix Section 9.19: Borough of Haddonfield.
- Haddonfield Municipal Stormwater Management Plan, 2005, and related ordinances including:
- Haddonfield Stormwater Management Ordinance (Ordinance 2021-02, §135-92)
- Haddonfield Flood Damage Prevention Ordinance (Chapter 121 of the Borough Code)
- Haddonfield Emergency Operations Plan (EOP).
- Haddonfield 2024 Capital Budget and Capital Improvement Plan (CIP)

### **Camden County Multi-Jurisdictional All-Hazards Mitigation Plan**

The most recent version of the County HMP was adopted by Camden County Board of County Commissioners and each participating municipality in the County in 2022 and expires in 2027. Haddonfield Borough is specifically referenced and the relevant hazards and mitigation strategies for the Borough are described in Section 9.19 of the County HMP. The County HMP is continually updated in accordance with state and federal standards and requirements governing the preparation and adoption of the HMP.

The current County HMP represents a regulatory update to the 2017 Mitigation Plan for Four New Jersey Counties (NJ4HMP) in which Camden County participated. In preparing the current County HMP, the identified hazards, the risk assessment, and mitigation goals and objectives were re-evaluated to identify changes and updates that may have occurred since approval and adoption of the 2017 NJ4HMP.

Specific changes in the HMP include the following:

- The goals and objectives were updated to align with County and local priorities and the 2019 State HMP.
- The capability assessment was moved to Section 5.
- A Strengths, Weaknesses, Obstacles, and Opportunities exercise was conducted for the high-ranked hazards to inform the updated mitigation strategy.
- A mitigation toolbox was compiled and distributed to assist with the mitigation strategy update.

In preparing the HMP, the County followed the four-phase planning process recommended by FEMA, which includes (1) organizing resources, (2) assessing risks, (3) developing a mitigation plan, and (4) implementing the plan and monitoring progress. The planning process also included a review and update of the prior mitigation goals and objectives and the development of appropriate mitigation actions to address identified hazards of concern impacting the county.

County and local hazard mitigation strategies are based on FEMA and State of New Jersey regulations and guidance regarding local mitigation plan development. In developing HMP mitigation goals, the County considered the mitigation goals presented in the 2019 State of New Jersey HMP, as well as other relevant county and local planning documents. Mitigation goals include the following:

1. Protect life.
2. Protect property, the economy, and the environment.
3. Increase preparedness and awareness.
4. Develop and maintain an understanding of risks from hazards.
5. Enhance mitigation capabilities to reduce hazard vulnerabilities.
6. Support continuity of operations pre-, during, and post-hazard events.
7. Address long-term vulnerabilities from high hazard dams.



Specific objectives designed to implement these goals are presented in the HMP.

As part of the ongoing update process, County staff from various departments, municipalities, and stakeholders in the community will work together to identify risks, quantify those risks, assess existing County and Municipal capabilities, and create a strategy and actions to reduce vulnerability.

The Borough of Haddonfield is specifically addressed in Section 9.19 of the County HMP. As noted in the introduction of the section:

This section presents the jurisdictional annex for the Borough of Haddonfield and includes resources and information to assist public and private sectors with reducing losses from future hazard events. This annex is not intended as guidance for actions to take during a disaster. Rather, this annex provides actions that can be implemented prior to a disaster to reduce or eliminate damage to property and people. The annex includes a general overview of the municipality and who in the Borough participated in the planning process, an assessment of the Borough of Haddonfield's risk and vulnerability, the different capabilities used in the Borough, and an action plan that will be implemented to achieve a more resilient community.

Details regarding the Borough's recommended hazard mitigation strategies and actions are provided in Section 9.19 of the County HMP.

### **Relationship to the CCRHVA**

The CCRHVA builds on the information and data provided in the County HMP and Section 9.19 as specifically related to Haddonfield Borough. The CCRHVA also is consistent with the mitigation strategy presented in plan.

### **Recommendation**

Continue to coordinate with the County on the implementation of the hazard mitigation action strategy and plan maintenance process described in the County HMP and participate in updates of the plan.

### **Haddonfield Municipal Stormwater Management Plan**

The Haddonfield Municipal Stormwater Management Plan (MSWMP) was prepared in March 2005 by Remington and Vernick Engineers and adopted by the Borough in October 2005. The MSWMP describes and documents the Borough's strategy to address stormwater related impacts in a manner consistent with relevant stormwater management regulations promulgated by the NJDEP as set forth in N.J.A.C. 7:8-1 et seq. The preparation and adoption of a MSWMP is required pursuant to N.J.A.C. 7:14a-25, the New Jersey Municipal Stormwater Regulations (N.J.A.C. 7:14a-25). Pursuant to the New Jersey MLUL at N.J.S.A. 40:55D-94, the Stormwater Management Plan is an "integral" part of the Master Plan, but it is not listed as a separate element of the Master Plan in N.J.S.A. 40:55D-28.

The MSWMP addresses the ongoing operation and maintenance of the Borough's stormwater management facilities and infrastructure and describes the strategy for evaluating variances or exemptions from the design and performance standards described in the Borough's Stormwater Management Ordinance. The mitigation section of the MSWMP identifies stormwater management measures to lessen the impact of existing development.

The MSWMP is implemented through the adoption of the requisite municipal ordinances codifying the requirements for stormwater management in the review of proposed site plans and subdivisions. The Borough's current Stormwater Management Ordinance (Ordinance 2021-02) was adopted in 2021 and is included in Chapter 135 (§135-92) of the Borough Code entitled Stormwater Management.

The Borough also has adopted a Flood Damage Protection Ordinance (Chapter 121 of the Borough Code). The ordinance provides for the delineation of flood hazard areas in the Borough in accordance with standards for their delineation established by the FEMA and sets forth the regulations, in conjunction with the Uniform Construction Code, which provide minimum requirements for development located in flood hazard areas, including the subdivision of land and other developments.



### Relationship to the CCRHVA

Given the fact that the most recent Borough MSWMP was prepared in 2005, there is no explicit reference to climate change or climate change-related hazards in the plan. Having said that, many of the recommended strategies to minimize the adverse impacts of excessive impervious coverage and corresponding stormwater runoff in the Borough, including the quantity of stormwater runoff, the impact to water quality of the Borough’s streams and water bodies, and groundwater recharge that are presented in the MSWMP are relevant to the strategies described in the CCRHVA for addressing the impacts of increased precipitation and flooding related to climate change.

### Recommendation

Update the current Haddonfield MSWMP to include an assessment of the impact of climate change on the stormwater management strategy in the Borough. The Borough’s Stormwater Management Ordinance was recently adopted and no changes to that ordinance are recommended. The Borough’s current Flood Damage Control Ordinance is under review and will be updated and replaced with a new Floodplain Management Regulations ordinance designed in accordance with the most recent model ordinance promulgated by the NJDEP and the recently enacted NJDEP Inland Flood Protection Rules.

### Haddonfield Emergency Operations Plan

The EOP for the Borough of Haddonfield, which covers both the Boroughs of Haddonfield and Tavistock, represents the Borough’s comprehensive emergency management plan and emergency response plan. The EOP is adopted by resolution from the Borough Council. The EOP is renewed and certified every four (4) years by the New Jersey State Police.

The EOP includes the following sections:

Basic Plan	Describes the general administrative processes, roles and responsibilities and operational structure for managing emergencies through the Borough Office of Emergency Management.
Attachments	The segments of the EOP that provide support for response operations as related to goals and responsibilities as stated in the EOP.
Annexes	The segments of the EOP that describe operations for functions that support emergency management and response by the relevant departments.

As described in the plan:

- A. The purpose of this EOP is to protect life and properties in emergencies by coordinating response activities of municipal and volunteer entities to ensure their optimum use. It provides for actions to be taken to mitigate, prevent, protect, respond to, and recover from, the effects of an emergency.
- B. This plan is an all-hazards approach to emergency management and covers human-caused or natural disasters, technological disasters, terrorism, and national security crises.

Natural disasters that could impact the Boroughs of Haddonfield and Tavistock, which are identified in the EOP include fire, thunderstorm, winter storm, flood, hurricane, tornado, and earthquake. The EOP and associated attachments and annexes describe Haddonfield’s capabilities to prepare for and respond to these hazards include personnel, resources, and programs associated with the Borough’s departments and response partners.

Identified emergency mission activities include:

- 1. Mitigation
- 2. Prevention
- 3. Protection
- 4. Response
- 5. Recovery

Of relevance to the CCRHVA, which focuses on land use planning strategies to minimize loss and enhance recovery, are mitigation and recovery. As defined in the EOP:



Mitigation activities are those that eliminate or reduce the probability of a disaster occurrence. Also included are those long-term activities that lessen the undesirable effects of unavoidable hazards. Some examples include the establishment of building codes, flood plain management, insurance, elevating buildings, and public education programs.

Recovery includes both short term and long-term activities. Short term operations seek to restore critical services to the community and provide for the basic needs of the public. Long term recovery focuses on restoring the community to its normal, or improved state of affairs. The recovery period is also an opportune time to institute mitigation measures, particularly those related to the recent emergency. Examples of recovery actions would be temporary housing and food, restoration of non-vital government services and reconstruction of damaged areas.

### **Relationship to the CCRHVA**

The EOP focuses on operational issues in the planning for and responding to the hazards identified in the plan, some of which are directly related to and may be exacerbated by climate change. The CCRHVA's focus is on land use planning strategies designed to make the Borough more resilient and mitigate the impact of climate change-related hazards. Implementing the recommended strategies in the CCRHVA will help to minimize loss, sustain the quality of life after natural disasters, and provide opportunities for more effective and efficient responses to climate change-related hazards. Accordingly, the CCRHVA is consistent with and supportive of the Borough's EOP, while providing additional information on climate change-related hazards that may be affecting the Borough in the future.

### **Recommendation**

Continue to coordinate with the Haddonfield Office of Emergency Management in the maintenance and regular updating of both the EOP and CCRHVA to address climate change-related hazards.

### **Haddonfield 2024 Capital Budget and Capital Improvement Plan**

The Haddonfield CIP is adopted by the Haddonfield Borough governing body as part of the municipal budget. The CIP identifies capital investments proposed for the current municipal fiscal year and a six-year capital program, including the anticipated project schedule and capital funding requirements from 2024 through 2030. The CIP starts on Sheet 40 of the municipal budget.

### **Relationship to the CCRHVA**

In analyzing the CIP and its relationship to the CCRHVA, specific focus is placed on any capital projects designed to address or improve resiliency to climate change-related hazards. Project titles included in the current CIP include:

- Road Program
- Public Works Equipment
- Police Equipment

There is no reference in the CIP to any specific capital project that is designed to directly address climate change-related hazards or community resiliency. However, road improvements may include improvements to storm drainage systems that could mitigate impacts from localized flooding. The CCRHVA does not recommend any new capital projects to be included in the CIP.

### **Recommendation**

The Borough should continue to evaluate the potential impacts of climate change on Haddonfield and consider including in the CIP any needed capital projects that improve the Borough's resiliency to climate change-related hazards in the future.

## **D. Airports and Airport Safety Zones**

Pursuant to N.J.A.C. 40:55D-28.(2)(c), Land Use Elements shall show the existing and proposed location of any airports and the boundaries of any airport safety zones delineated pursuant to the "Air Safety and Zoning Act of 1983," P.L.1983, c.260 (C.6:1-80 et al.).



There are no airports within Haddonfield Borough. The closest airports to the Borough are the Camden County Airport in Berlin, New Jersey, which is approximately seven (7) miles to the east; the South Jersey Regional Airport in Lumberton, New Jersey, which is approximately ten (10) miles to the south; and the Philadelphia International Airport, which is approximately ten (10) miles to the west. The airport safety zones for each of these airports does not extend into the Borough.

## **E. Military Facilities**

Pursuant to N.J.A.C. 40:55D-28.(2)(e), Land Use Elements shall show the existing and proposed location of military facilities and incorporate strategies to minimize undue encroachment upon, and conflicts with, military facilities, including but not limited to: limiting heights of buildings and structures nearby flight paths or sight lines of aircraft; buffering residential areas from noise associated with a military facility; and allowing for the potential expansion of military facilities.

Joint Base McGuire-Dix-Lakehurst is the closest military facility to the Borough, located roughly twenty (20) miles to the northeast. There are no known military facilities proposed for the Borough or the immediate surrounding areas. The Borough therefore does not have, nor is anticipated to have, conflicts with military facilities. Strategies to minimize undue encroachment are not applicable.

## **F. Statement of Strategy Concerning Standards of Population Density and Development Intensity**

As noted in the Background and Analysis of Existing Conditions section, the Borough's population has remained relatively stable for the past 60 years. After reaching a peak of 13,201 in 1960, the population slowly declined to 11,628 in 1990, where it remained almost unchanged for the next two decades before increasing to 12,550 in 2020, which is comparable to the population of 12,456 in 2022, the year with the most recently available data.

Particularly given the Borough's relatively confined geographic area that is largely built-out, Haddonfield's population density of 4,057 residents per square mile is significantly denser than the County (2,361 residents per square mile) and State (1,257 residents per square mile).

DVRPC population projections created in 2015 forecasted the Borough's population to remain essentially unchanged between 2020 and 2050. This largely reflects the lack of developable land within the Borough.

While the Borough is largely built-out, there are some limited opportunities for future growth that would slightly increase the Borough's population and corresponding population density, namely through development at the Bancroft Redevelopment Area and through increasing the range of housing types permitted in some residential areas of the Borough. As discussed in greater detail in the Housing Diversity Focus Area of this report, the proposed changes to permitted housing types would be incremental, with new housing needing to comply with the existing bulk standards of a given zoning district, if not exceed what is required for detached single-family dwellings. In expanding housing diversity, the Borough should be careful to avoid exacerbating other issues, including but not limited to the prevalence of impervious coverage, insufficient off-street parking, and overstrained public services.

## **G. Statement of Strategy Concerning Smart Growth and the Installation of Electric Vehicle Charging Stations**

### **1. Smart Growth**

The American Planning Association defines Smart Growth as "that which supports choice and opportunity by promoting efficient and sustainable land development, incorporates redevelopment patterns that optimize prior infrastructure investments, and consumes less land that is otherwise available for agriculture, open space, natural systems, and rural lifestyles."<sup>54</sup>

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<sup>54</sup> [APA Policy Guide on Smart Growth](#)



As discussed in further detail in the CCRHVA, the Borough is largely built-out. Undeveloped land is generally protected from future development due to proximity to waterbodies, floodplains, and/or wetlands. While the Borough was largely developed prior to the conceptualization of the term “Smart Growth”, the development patterns on the Borough represent many of the ideals that Smart Growth encourages, namely a relatively high density, walkable community.

Moving forward, the Borough will need to efficiently utilize its developed area, with a particular focus on infrastructure improvements such as stormwater management and selectively adapting its zoning code to allow a wider range of permitted uses, especially residential uses, without increasing density to the point that it strains Borough infrastructure.

The Bancroft Redevelopment Area represents by far the largest opportunity for integrating smart growth principals from the ground up. The Borough should continue to take an active role in utilizing this site for a mixture of uses, including relatively high density residential, preserving additional open space, and integrating with the existing Borough layout.

## **2. *Electric Vehicle Charging Stations***

The Borough adopted the EVSE and Make-Ready Parking Spaces ordinance (Ordinance No. 2021-11) in 2021, which was based off of the statewide model ordinance. This ordinance requires developments with five or more units of dwelling space to prepare at least 15% of required off-street parking spaces as make-ready spaces, or to install the following number of make ready spaces depending on the size of a proposed parking lot or garage:

- At least one (1) make-ready space if there will be 50 or fewer off-street parking spaces
- At least two (2) make-ready space if there will be 51-75 off-street parking spaces
- At least three (3) make-ready space if there will be 76-100 off-street parking spaces
- At least four (4) make-ready space if there will be 101-150 off-street parking spaces
- At least four percent (4%) make-ready space if there will be more than 150 off-street parking spaces

Largely due to the limited amount of developable area within the Borough, there have been very few development applications that meet the threshold to require electric vehicle parking spaces. However, as electric vehicles become more widely available, it appears that a growing number of Haddonfield residents have acquired electric vehicles that they park and charge at their homes, though the exact number of residents with electric vehicles is unknown.

As gas-powered vehicles are phased out as a result of federal and state regulations and incentives, the number of electric vehicles charging at Haddonfield residences will continue to increase. This will result in a corresponding increase in the strain on the Borough’s, as well as the region’s, electric grid.

The Borough will need to monitor the growing strain on the electric grid and, when possible, take proactive steps to mitigate the impacts.

## **3. *Existing and Proposed Public Electric Vehicle Charging Infrastructure***

Haddonfield Borough does not currently have any public electric vehicle charging infrastructure. According to the data provided by NJDEP, there is one (1) Public Level Two (2) Charging Location along Haddon Avenue in neighboring Haddon Township while Cherry Hill Township has ten (10) Public Level Two (2) Charging Locations and three (3) Public DC Fast Charging Locations.

As electric vehicles continue to comprise a greater share of vehicles being sold, the Borough’s fleet of vehicles will likely similarly transition to electric-powered. The Borough should take proactive steps to accommodate this anticipated shift to provide electric vehicle infrastructure within public parking lots both for Borough-owned vehicles and to be used by residents, workers, and visitors during the day, which will help to alleviate the evening demand on the power grid.



## **H. Statement of Strategy Concerning Storm Resiliency with Respect to Energy Supply, Flood-Prone Areas, Environmental Infrastructure, and Environmental Sustainability**

As discussed in the Critical Facilities and Infrastructure section of the CCRHVA, the Borough is within the electricity and gas services areas provided by PSE&G. This includes a discussion of the increasing number of major weather events, flooding, and increasing temperatures which can cause disruptions to and/or strain energy supply, as well as related strategies to mitigate these impacts.

The CCRHVA additionally identifies buildings, parcels, and infrastructure that fall within 100-year and 500-year flood hazard areas. The Strategies and Design Standards section of the CCRHVA provides recommendations to encourage resilient site design for new development and redevelopment and infrastructure improvements that can lessen the long-term and acute impact of climate change-related impacts.

The Borough has taken numerous measures to encourage sustainability, including adopting a Sustainability Element, which will remain in effect as a discretionary element of this Master Plan, as well as being awarded a Sustainable Jersey silver certified applicant that recognized the extensive list of actions that have been implemented by the Borough.

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## 4. OTHER MASTER PLAN REQUIREMENTS

### A. Consistency with Neighboring Plans

#### 1. *Introduction*

The New Jersey MLUL requires municipalities to examine the consistency of their Master Plan with those of adjacent communities, the county in which the municipality is located, and the State Development and Redevelopment Plan (SDRP). This is done as an element of the Master Plan and ensures the compatible development of lands that border one another but are located in separate communities and are under different jurisdictions.

The following is an analysis that compares Haddonfield Borough's Master Plan, land uses, and zoning to neighboring municipalities' master plans, as well as the additional aforementioned plans. In general, land uses and zoning plans are complimentary to those in the adjoining municipalities.

#### 2. *Analysis of Surrounding Communities*

Haddonfield Borough is centrally located within the northernmost portion of Camden County, approximately six (6) miles from the City of Camden and eleven (11) miles from the City of Philadelphia. The municipalities surrounding Haddonfield include Cherry Hill Township along the entirety of its eastern boundary, Haddon Township on its northwest side, followed by Audubon Borough, Haddon Heights Borough and Barrington Borough on its western side, and Tavistock Borough on its southern border.

#### **Cherry Hill Township**

Cherry Hill is the largest of Haddonfield's neighbors with major roads connecting each community, including Kings Highway South. The communities are separated by natural boundaries, including the Cooper River and just outside of Haddonfield is Route 70 West, which can be easily accessed by Kings Highway. The Natural boundary of the river generally divides these two communities. Beyond this boundary the zoning is largely institutional, with a small amount of residential to the south that comes into contact with the boundary of Haddonfield.

Cherry Hill Township's Master Plan does not include specific mention of goals related to Haddonfield, but overall goals have some consistent themes including diversifying economic growth and development, preserve existing character and historical features, and facilitating the safe and efficient movement of people throughout the Township and region with minimal conflict. Haddonfield's Master Plan is consistent with the goals of Cherry Hill's Master Plan.

#### **Haddon Township**

To the north of Haddonfield Borough along the Cooper River is Haddon Township. The two communities share the Haddon Avenue corridor, and both lie along the PATCO rail line. For these reasons, there is the most continuity between these two communities out of the surrounding municipalities. Land uses are generally consistent along the border. Zoning is generally R-1 and R-2 with some commercial along the Haddon Avenue corridor. This is consistent with the land use and zoning of Haddonfield on this boundary.

In Haddon Township's most recent Master Plan Reexamination, redevelopment of the Haddon Avenue Corridor as a Main Street District was included as a strategic recommendation. This includes streetscaping and revisions to the zoning code to facilitate said improvements. This is consistent with the vision of the Haddonfield Master Plan.

#### **Audubon Borough**

Audubon Borough is connected to Haddonfield via a small point of land at the intersection of Hopkins Road and Kings Highway. Contact between the two communities is only at this small point, but they share the Kings Highway connection, and this division occurs within a residential neighborhood, so any connected land uses are consistent.



## Haddon Heights Borough

On the western edge of the Borough, a small boundary is shared with Haddon Heights Borough. The boundary cuts through a residential neighborhood near Mansfield Avenue. Because of this, land uses and zoning along this boundary are consistent. Kings Highway West runs through both communities. Important considerations for the relationship between the two communities is any multimodal impacts to Kings Highway and other connecting roads, improvements to which are a focus of the Haddonfield Master Plan. The goals of Haddonfield's Master Plan are consistent with Haddon Heights.

## Barrington Borough

Barrington Borough is to the southwest of Haddonfield and occurs generally along Oak Avenue between Warwick Road and Chews Landing Road/Highland Avenue. Similar to other adjacent communities, this divide occurs within a residential neighborhood, so all connecting land uses are generally residential, and are therefore consistent.

## Tavistock Borough

Along Haddonfield's southernmost boundary, borders Tavistock Borough, which is encompassed almost entirely by a golf course, Tavistock Country Club, and a small scattering of residences along some of its edges, and I-295 to its south. Land uses between the two are generally consistent with being in a predominantly residential area.

## B. State Development and Redevelopment Plan

Within the New Jersey State Development and Redevelopment Plan, Haddonfield is a part of the Metropolitan Planning Area (Planning Area 1) and is an identified center. The intent of the State's Plan for the Planning Area 1 is to provide for future redevelopment, revitalize cities and towns, promote compact growth, stabilize older suburbs, redesign areas of sprawl, and protect the character of existing communities. Some relevant policy objectives to Haddonfield include (page 191):



**Land Use:** Promote redevelopment and development in Cores and neighborhoods of Centers and in Nodes that have been identified through cooperative regional planning efforts. Promote diversification of land uses, including housing where appropriate, in single use developments and enhance their linkages to the rest of the community. Ensure efficient and beneficial utilization of scarce land resources throughout the Planning Area to strengthen its existing diversified and compact nature.



**Housing:** Provide a full range of housing choices through redevelopment, new construction, rehabilitation, adaptive reuse of nonresidential buildings, and the introduction of new housing into appropriate nonresidential settings. Preserve the existing housing stock through maintenance, rehabilitation, and flexible regulation.



**Economic Development:** Promote economic development by encouraging strategic land assembly, site preparation and infill development, public/private partnerships and by infrastructure improvements that support an identified role for the community within the regional marketplace. Encourage job training and other incentives to retain and attract businesses. Encourage private sector investment through supportive government regulations, policies, and programs, including tax policies and expedited review of proposals that support appropriate redevelopment.



**Transportation:** Maintain and enhance a transportation system that capitalizes on high density settlement patterns by encouraging the use of public transit systems, walking and alternative modes of transportation to reduce automobile dependency, link Centers and Nodes, and create opportunities for transit-oriented redevelopment. Facilitate efficient goods movement through strategic investments and intermodal linkages. Preserve and stabilize general aviation airports and, where appropriate, encourage community economic development and promote complementary uses for airport property such as business centers.

The Haddonfield Master Plan is consistent with the goals and objectives of the State Development and Redevelopment Plan.



### **C. Camden County Master Plan**

The Camden County Master Plan has a strong emphasis on promoting economic development through strengthening downtowns and well-connected neighborhoods and promoting compact land use patterns in areas with existing infrastructure, and increased multimodal transportation options, all goals of the Haddonfield Master Plan effort.

Haddonfield Borough is designated as a part of the Priority Growth Investment Areas of the future land use vision of the plan. These areas are best suited for future investment in growth, development, and redevelopment (page 33). It is also designated as a Transit Center, which according to the plan, are areas generally within a ½ mile of a passenger rail, light rail, or BRT station where growth and investment can primarily be accommodated through redevelopment, infill development, or renovations (page 35). Haddonfield is considered to have a “Main Street” which the plan defines as “the walkable, mixed-use neighborhood commercial districts that are found throughout Camden County’s municipalities. Main Streets serve as important anchors and focal points of the community, providing a variety of civic, cultural, commercial, and housing opportunities.” (page 36).

The plan lays out specific goals for each designation. For Main Streets, the policy goal is to support the vitality of neighborhood main streets as anchors of the local community. For Transit Centers, the goal is to encourage active transit corridors by clustering growth, development, and a vibrant mix of uses within a walkable distance of transit stations. For Priority Growth Investment Areas, the policy goal is to promote population and employment growth, development, and redevelopment activities in suburban and urban communities that contain existing or planned infrastructure, existing population and employment clusters, and dense settlement patterns. All of these goals are consistent with the goals of the Haddonfield Master Plan.

### **D. Solid Waste Management Master Plan**

The Camden County District Solid Waste Management Plan was most recently amended on May 17, 2018. The New Jersey Solid Waste Management Act established a comprehensive system for the management of solid waste statewide. The Act designated all counties as Solid Waste Management Districts. Haddonfield is under the authority of Camden County as is laid out in the Camden County Solid Waste Management Plan.



## 5. RECOMMENDATIONS & NEXT STEPS

### A. Recommendations from Reexamination Report

The **Extent that Problems & Objectives have Changed and Recommended Modifications** section of the **Reexamination Report** provides an assessment on the continued relevance of objectives and recommendations from the 2003 and 2009 Reexamination Reports. Recommendations on how to apply the objectives and recommendations from these previous Reexamination Reports are found in the aforementioned section of this report.

### B. Focus Area Recommendations

#### 1. *Housing Diversity*

##### GOALS:

- Support land use policies that allow seniors in the Borough to “age in place” rather than move elsewhere.
- Expand housing choice and affordability to reduce barriers to entry.
- Discourage the teardown of existing older homes.
- Encourage preservation of older homes.



##### ACTION ITEMS:

1. Support the development of a range of missing middle housing typologies with amendments to permitted and conditional uses within the Borough Zoning Code.
  - a. Consider overlay zones that permit duplexes and twin homes with a particular focus on neighborhoods near the downtown and where these typologies already exist.
    - i. Add definitions:
      1. Twin homes, also known as “side-by-side two-family dwellings” consist of two (2) single-family semi-detached dwelling units that share one common wall on a single lot.
      2. Duplexes, also known as “stacked two-family dwellings”, consist of two (2) dwelling units each occupying one (1) story of the same building on a single lot.
    - ii. Provide specific enhanced bulk standards addressing minimum lot area and lot width exclusively for duplexes and twin homes. Duplexes and twin homes should meet all other bulk requirements of the zoning district. In particular, parcels that cannot accommodate the maximum impervious and building coverage are not appropriate to be developed as duplexes or twin homes.
  - b. Consider overlay zones that permit townhouses with a particular focus on neighborhoods near the downtown and where these typologies already exist.

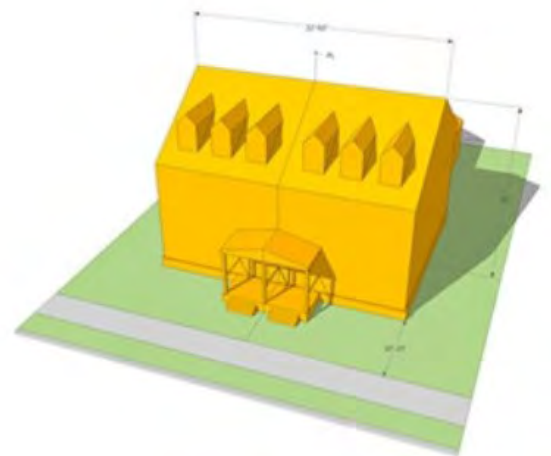


Figure 17: Side-by-Side Duplex

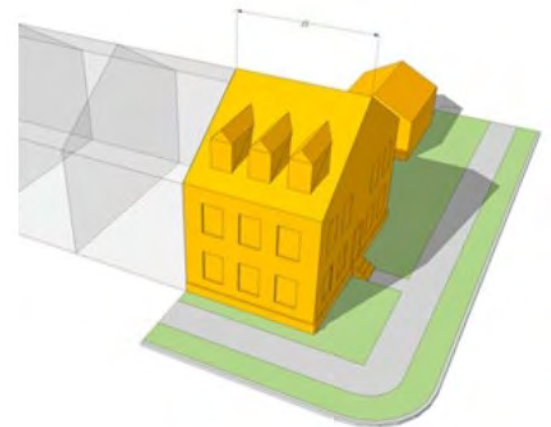


Figure 18: Townhouse



- i. Add definition:
  - 1. Townhouses are attached single-family residential dwellings that are constructed in a row of multiple units, with each unit typically having frontage along a right of way.
- ii. Provide specific enhanced bulk standards addressing side yard (single) and side yard (combined) setbacks. Townhouses must meet all other bulk requirements of the zoning district. In particular, parcels that cannot accommodate the maximum impervious and building coverage are not appropriate for Townhouses.
- c. Permit ADUs (detached and attached) as a conditional use in select residential neighborhoods with a particular focus on neighborhoods near the downtown and where these typologies already exist.
  - i. Add definitions:
    - 1. An accessory dwelling unit (ADU) is a secondary residence occupying the same parcel as a primary residence. ADUs shall have, at a minimum, a full bathroom, kitchen, and bedroom, though the kitchen and bedroom can be in a single studio-style room.
    - 2. Attached ADUs are located within the same structure as the primary residence. Detached ADUs are located in a structure that is not attached to the primary structure.
  - ii. Establish the following standards:
    - 1. Minimum and maximum square footage for the ADU.
    - 2. ADUs shall be accessible without having to enter the primary residence.
    - 3. The ADU and primary residence together shall meet all of the existing bulk requirements of the zoning district.
    - 4. ADUs must meet all minimum Borough and State requirements for habitation.
    - 5. A maximum of one (1) ADU shall be permitted per parcel.
  - iii. In calculating the required parking, the total combined number of bedrooms for the primary residence and ADU shall be considered.

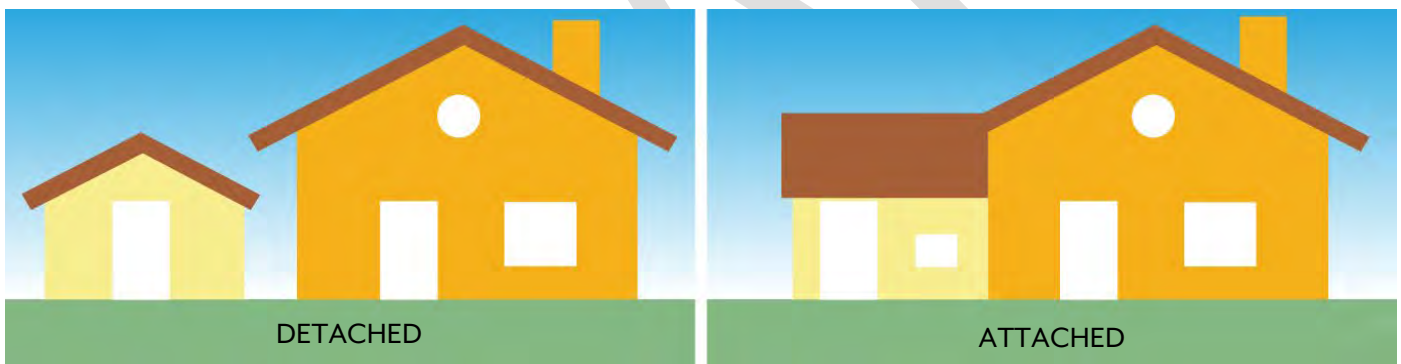


Figure 19: Examples of Accessory Dwelling Units. Additional options illustrated in AARP's "The ABCs of ADUs"<sup>55</sup>

- d. Encourage programs and policies that protect and enhance historic properties.
  - i. While the boundaries of the Historic District are not recommended to be expanded at this time, the Borough should consider evaluating the expansion of the Historic District as appropriate. A study should be conducted before any expansion of the Historic District boundaries is proposed.
  - ii. The Borough should continue evaluating historic sites and buildings outside of the Historic District that should be preserved.
- e. Continue to implement the Borough's Housing Element and Fair Share Plan.
- f. Support the development of a range of housing typologies in the Bancroft Redevelopment Area, as identified in the Bancroft Redevelopment Plan.

<sup>55</sup> [ABCs of ADUs-web-singles-082222.pdf \(aarp.org\)](https://www.aarp.org/real-estate/2019/07/23/abc-of-adus/)



## 2. *Resiliency*

### GOALS:

- Act preemptively to mitigate climate change-related impacts facing the Borough, particularly relating to flooding and increasing temperatures.
- Prevent development in areas that will be most impacted.
- Encourage resilient development through design standards and regulations.
- Minimize or decrease the exacerbation of climate change impacts.



### ACTION ITEMS:

1. Discourage development that increases impervious coverage and disturbance within the Borough.
  - a. Retain, or when possible, decrease, the permitted impervious and building coverage with the Residential Zoning Districts (R-1 to R-10).
  - b. Consider incentivizing the preservation of existing homes by reducing the permitted impervious and building coverage for new construction while retaining current permitted amounts for existing structures.
  - c. Enforce existing impervious and building coverage standards and avoid, to the greatest extent possible, granting variances to increase the nonconformance to these standards. Require applicants seeking an increase in the impervious and/or building coverage to specifically provide testimony detailing how the increase is unavoidable and what steps are being taken to mitigate the impact.
  - d. Consider selectively decreasing the off-street parking requirements to minimize the amount of pavement dedicated to parking spaces and driveways.
2. Encourage design and materials to decrease the impact of traditionally impervious areas.
  - a. Encourage the design of large impervious areas, such as parking lots, to include landscaped islands with climate-appropriate trees and vegetation.
  - b. Encourage the use of porous and pervious pavers and other appropriate infrastructure such as “ribbon” paths for driveways.
  - c. Encourage the location of solar canopies, or structures providing shade for vehicles and people underneath with electricity-generating solar arrays placed above, within large parking lots and other large areas of impervious surfaces where other means to reduce impervious coverage is not practicable.
3. Encourage the preservation of existing shade trees and the planting of climate-resilient trees in appropriate locations.
  - a. Look at potential programs to assist property owners on their property.
  - b. Support the Shade Tree Commission’s efforts to incentivize property owners to plant climate-appropriate tree species in appropriate locations on their property.
4. Discourage development within Flood Hazard Areas.
  - a. Adopt a Flood Hazard Ordinance identifying parcels that are partially or entirely within a 100-year or 500-year Floodplain.
  - b. Restrict development within the 100-year and 500-year Floodplain to uses or structures that are built to withstand flooding impacts (i.e., by elevating the structure).
  - c. Encourage and incentivize green infrastructure to be utilized within portions of parcels that are within 100-year and 500-year floodplains.
5. Continue taking proactive measures to improve the Borough’s stormwater management system.
  - a. Pursue mitigation options identified in the Stormwater Drainage Study and Green Infrastructure Plan.
  - b. Encourage the use of rain barrels and rain gardens on residential properties to slow stormwater runoff.
  - c. Expand rain gardens within public right-of-way, both within existing buffers between sidewalks and cartway and within new infrastructure such as “bump-outs” where the cartway decreases at a pedestrian crossing.
  - d. Encourage replacement of grass lawns with climate-resilient native species within Borough-owned and private property.
  - e. Continue updating stormwater management plan and related ordinances in accordance with the requirements of the MLUL and related stormwater management and flood damage control ordinances in



- accordance with current state regulatory requirements.
  - f. Explore available programs to encourage rain gardens and other natural stormwater management systems on private property.
  - g. Work with Camden County Department of Transportation and PATCO to allow for more greenways and green space.
6. Review the actions recommended in the 2016 Green Buildings and Environmental Sustainability Element and amend where necessary to ensure coordination with the recommendations of this report.
7. Encourage the use of renewable energy for residents and Borough-wide infrastructure, while evaluating the impact that actions, such as how electric vehicle charging at homes can strain the energy grid.
- a. Further evaluate the Borough's energy grid and its anticipated resiliency during major weather events.

### 3. Circulation

#### GOALS:

- Reduce vehicle hazards for pedestrians.
- Increase pedestrian and bicyclist connectivity and accessibility.
- Encourage increased usage of PATCO and connections to the station.



#### ACTION ITEMS:

1. Designate a bicycle network within the Borough connecting key destinations, including the Downtown, schools, and parks.
  - a. Utilize bicycle lanes, ideally with a physical separation such as a flexible bollard, especially on roads with a LTS score of 3 or 4.<sup>56</sup>
  - b. Work with NJDOT to evaluate if Kings Highway is appropriate for bicycle infrastructure, namely separated or buffered bicycle lanes, while retaining as much existing on-street parking as practicable.
  - c. Encourage safe and responsible bicycle usage, particularly in the Downtown, by providing adequate bicycle racks (and requiring their usage).
  - d. Enforce traffic safety measures prohibiting bicycles from riding recklessly, particularly along major roads such as Kings Highway and Haddon Avenue.
2. Enhance the Borough's pedestrian network where appropriate and consistent with the character of the neighborhood.
  - a. Fill in missing sidewalk gaps as identified by DVRPC<sup>57</sup>, with priority for roads with a higher functional classification.
  - b. Repair sidewalks in poor condition due to deterioration from age and the expansion of tree roots, ensuring that sidewalks meet Americans with Disabilities Act standards.
    - i. Trees that have become a hindrance to safe pedestrian access should be removed and replaced with climate-appropriate trees in appropriate locations. The buffer between the sidewalk and roadway may be insufficient in width for trees to thrive.
  - c. Continue to expand safe crossing opportunities, particularly along major roads.
    - i. Install crosswalks with context-appropriate infrastructure, including painted crosswalks, bump outs, and signage with pedestrian-activated beacons recommended at mid-block crossings. All pedestrian infrastructure shall meet NJDOT and FHWA standards.
3. Discourage predominantly residential local streets from being used by automobiles as alternatives to major roadways.
  - a. Utilize traffic calming measures on roads with increasing traffic volume, including, but not limited to speed tables, roadway neckdowns, stop signs controlling all traffic at intersecting streets, and activating intersections with landscaping and artwork.

<sup>56</sup> [Bicycle LTS Analysis Map \(dvrpc.org\)](https://dvrpc.org/Bicycle-LTS-Analysis-Map)

<sup>57</sup> [Sidewalk Gap Analysis Explorer \(dvrpc.org\)](https://dvrpc.org/Sidewalk-Gap-Analysis-Explorer)



- b. Retain the two-way network of local roads to avoid further exacerbating traffic issues that would likely arise from converting to two lanes travelling in a single direction.
- c. Continue monitoring traffic volume to determine if additional future measures are required.
4. Evaluate and advance potential pedestrian and bicycle trail opportunities within the Borough.
  - a. As articulated in both the 2005 and 2018 Open Space and Recreation Plan Elements of the Master Plan (OSRP), the Borough should continue to support local and regional trail efforts, with a particular focus on proposed trail segments located on Borough- and County-owned land in the Cooper River Corridor within the Borough.
5. Prepare a Circulation Plan Element that builds on the findings and recommendations of this report and meets the statutory requirements of a discretionary master plan element pursuant to N.J.A.C. 40:55D-28(4).
6. Continue evaluating whether it would be beneficial to pursue Transit Village designation.
7. Continue to monitor and, if necessary, evaluate further the need for measures responding to traffic congestion both at major destinations such as Borough schools during student drop-off/pick-up, and as the result of increasing vehicle idling for on-demand deliveries.



#### 4. *Downtown Economic Vitality*

##### GOALS:

- Encourage a mixture of uses in the Downtown that are adaptable to change and enhances (and protects) what currently makes the Downtown great.
- Foster greater connection to PATCO station to increase regional visitors to downtown Haddonfield.
- Pursue policies and other opportunities that support local businesses.

##### ACTION ITEMS:

1. Partner with PATCO to enhance connectivity between PATCO Haddonfield Station and Downtown, with a specific focus on increasing wayfinding between the PATCO station's eastern entrance and the Downtown and activating the existing sidewalk connecting the eastern entrance with Kings Highway. Specific measures could include:
  - a. Adding directional signage inside the station and outside the station facing the doors at the eastern exit.
  - b. Activating the approximately 500-foot walkway with landscaping, pedestrian amenities, and a "gateway" to Kings Highway.
  - c. Alternatively, establishing pedestrian connections, with associated wayfinding and route activation, between Lantern Lane and the eastern entrance to the train station.
2. Encourage PATCO ridership, both for commuting residents and potential visitors.
  - a. Pursue marketing opportunities to draw visitors to Haddonfield for events, particularly those within walking distance of the train station.
3. Work with PATCO for any future development of portions of the train station parking lot. These areas are located within Affordable Housing Overlay districts and could be developed to encourage transit-oriented development that transitions high-density near the train station with the predominantly commercial uses along Kings Highway.
4. Promote mixed-use opportunities that are already permitted within the Borough's form-based code in Downtown Districts (D-1, D-2, D-3, D-4 D-4A), while ensuring that the ground floor remains non-residential for building forms designed for mixed-use.
5. Evaluate the Downtown Districts' form-based code to determine if any existing dimensional requirements should be amended, with a particular focus on requirements that have proven so difficult for applicants to meet that variances are routinely required. Alternatively, consider amending the zoning ordinance so that certain deviations from the form-based code are considered design waivers instead of bulk variances.
6. Support the retention of existing local businesses and the unique, highly walkable character of Kings Highway.
7. Activate Kings Highway intersections with Haddon Avenue, Mechanic Street/Kings Court, Tanner Street, and Lantern Lane/Chestnut Avenue with artwork, potentially by local students or artists to calm traffic and emphasize the pedestrian nature of this area.
8. Consider evaluating the extent and type of "temporary" signage currently being used.



9. Continue to implement the recommendations outlined in the Downtown Vision Plan that are not otherwise specifically reconsidered in this plan's recommendations.
10. Continue supporting the enhancement of public spaces in the downtown with pedestrian amenities, art installations such as those organized by the Haddonfield Outdoor Sculpture Trust, and designating pocket parks in strategic locations.
11. Pursue opportunities to increase public and community space in the Downtown, including both indoor (i.e., community center) and outdoor public space.
12. Implement the 2009 Reexamination Report recommendation to create special or augmented street signs for the Historic District.

## **C. Other Recommendations**

### **1. Zoning**

- Amend the zoning map and zoning ordinance so they are aligned, namely:
  - Renaming the R-9 Residential Single-Family Detached/semi-detached zoning district which does not permit semi-detached dwellings
  - Removing the R-11 Residential District from the zoning ordinance, as this does not exist on the zoning map
  - Determine the appropriateness of rezoning parcels that are currently split between multiple zones.

### **2. Accessibility**

- Ensure that existing and future playgrounds meet Americans with Disabilities Act standards.

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**Borough of Haddonfield - Master Plan Reexamination**  
**Review of Goals and Objectives from Prior Master Plan & Reexamination Report**

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		<i>Reduced</i>	<i>Increased</i>	<i>No Change</i>		
(1) Maintenance of the visual attractiveness of Haddonfield	<p>In 2007, the Planning Board reviewed and adopted an amendment to the Haddonfield Master Plan, known as the Downtown Area Element, also known as the Downtown Vision Plan. The Planning board concluded that the Amendment represented an appropriate guide to future development of the downtown area in a manner which protects public health and safety and promotes the general welfare. The Form- based zoning recommended by the Downtown Area Master Plan was intended to preserve the visual appeal of an historic retail area generally regarded as one of the most attractive in South Jersey. An ordinance implementing the Downtown Vision Plan was adopted May 19, 2008.</p> <p>Additionally, the Borough amended its tree ordinance June 27, 2008 in order to better ensure appropriate maintenance and placement of those trees most critical to the town's visual attractiveness.</p>			X	<p>The implementation of the downtown vision plan has been largely successful but continues to be a priority. The 2008 plan has positively impacted the downtown helping to balance the preservation of the downtown while being flexible enough to allow it to grow in response to new trends.</p>	<p>One of the things that makes Haddonfield special is its commitment to the downtown. Accordingly, the continued economic vitality of the Borough's downtown is one the most important goals of the community and is specifically addressed as a key focus area and goal in the Master Plan. Specific objectives, strategies, and actions to achieve this goal are identified in the new Master Plan.</p> <p>The Borough should review the variances that have been granted in the downtown to determine if the intent of the ordinance is being implemented and evaluate whether changes are necessary.</p> <p>The Borough should also consider adopting a new economic plan element of the master plan that addresses the continued economic vitality of the downtown.</p>

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(2) The preservation of Haddonfield's historic character	A program was begun in 2006 to send a letter to all residents within Haddonfield's Historic District from the Chairman of the Historic Preservation Commission to remind these residents that it is incumbent upon them to maintain the standards established for the district in order to preserve its distinct character. These letters are now sent annually.			X	The Borough continues to implement its policies and strategies to protect the Borough's Historic District and preserve historic properties and resources in Haddonfield. Residents have complied with these policies and regulations.	The preservation of the Borough's historic character remains a continuing goal and objective. Accordingly, no changes in the Borough's existing policies in this area are recommended.
(3) The encouragement of single- family residential uses	The Planning Board maintains that Haddonfield's ordinances and its actions fully support the continued dominance of single-family residences in the Borough.		X		Over the last few years there has been an increasing awareness of the need to create greater diversity in the Borough's housing stock to accommodate both older and younger residents who wish to remain in town and provide more housing choices within the Borough for a variety of households. While single-family homes are the primary residential land use in the Borough it is not unusual for other types of housing to exist in various locations throughout the borough.	While the primary residential land use in Haddonfield is and will continue to be single-family residential, the borough's Master Plan and land use policies should be designed to promote an increased diversity of housing types. Housing diversity is identified as a key focus area and goal in the new Master Plan. Consistent with the zoning analysis and recommendations provided in the Master Plan, the borough's zoning code should be revised to provide for appropriate locations where such housing can be provided and design standards regulating the development of such uses. Specific recommendations are included in the Land Use Plan Element and SOPAPS of the new Master Plan

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(4) A study of the desirability and practicality of expanding the existing Historic District	This is a topic which has been raised repeatedly over the years however no formal action has been undertaken to date.			X	In response to an increasing number of demolitions of some significant older homes in the borough, the Planning Board appointed a committee to study historic preservation issues, particularly whether more structures should be added to the list of landmark properties outside the historic district. The borough historians, Doug Rauschenberger and Kathy Tassini, released a report in 2019, identifying 10 additional properties for possible designation as historic landmarks. It also was suggested that the historic district be expanded to extend along Washington Avenue from Cottage Avenue to Jefferson Avenue, which was also recommended in the 1997 historic preservation element of the master plan. Due to the intervening COVID-19 pandemic no action was taken by the board on this report.	Historic Preservation is paramount to the identity and success of Haddonfield and continues to be a top priority in the comprehensive planning strategy for the borough. The Borough should continue to work with the HPC to identify significant historic sites in the borough that may warrant designation. In addition, it is recommended that the Borough consider updating its existing Historic Plan Element at which time the expansion of the historic district can be further evaluated.
(5) The development of a pedestrian and bicycle trail along the Cooper River from Crows Woods to Evans Ponds subject to a study of the potential environmental impact thereof	A Parks, Recreation and Open Space element was added to the Master Plan in 2005. It encompassed both the Borough and the School District owned land and facilities, as well as county parks along the Cooper River. Subsequently, the 2008 Open Space and Recreation Plan (OSRP) was developed to identify specific parcels that, were they ever to be placed for sale, would address the recommendations of the 2005 Master Plan element. The OSRP provides for linkages and pedestrian access and seeks to promote conservation of open space and historic sites. It proposed the creation of a "Haddonfield Greenway" to link open spaces with historic sites, including the dinosaur discovery site, historic homes and playing fields.			X	The Open Space and Recreation Plan Element was updated in 2018. Building on the Greenway recommended in the 2008 plan, the 2018 plan identifies proposed trail segments of a Leni Lenape trail within the Cooper River Corridor. Trail segments include the Haddy Hike, the Lenape Hike, and the Collins Hike.  Since early 2022, the Haddonfield Environmental Commission (HEC) has been working with a new NGO, the Haddonfield Water Trail Association (HWTA), to develop land trails with water access for kayaks and canoes along three miles of the Cooper River.	The Borough should evaluate potential pedestrian and bicycle trail opportunities within Haddonfield.

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<p>6) The maintenance and improvement, as required, of public facilities including, but not necessarily limited to, Borough Hall and the Public Library</p>	<p>With the adoption of a referendum on November 4, 2008, requiring the borough to secure public approval before incurring expenses in support of the Public Library, any actions deemed appropriate must be first approved by the residents of the Borough. The Planning Board has no doubt that the Public Library's future is one which will receive much attention over the next few years as concepts are formulated to address its many issues and challenges.</p>			<p>X</p>	<p>Excellent progress has been made in this area.</p> <ul style="list-style-type: none"> <li>• Library renovations were approved by the Commissioners in April 2015, and completed July 2016, an elevator was added serving all three floors, ADA improvements, new roof, interior aesthetic changes.</li> <li>• The Borough Hall continues to be maintained and improved.</li> <li>• A land swap of a portion of the Bancroft property and Radnor Field was completed.</li> <li>• Plans for the improvement of the Radnor athletic complex are currently being finalized.</li> </ul>	<p>There should be an ongoing review of the condition of the community facilities in the borough, including parks and recreation centers. The maintenance and renovation of the borough's community facilities, parks and playgrounds should take place and be prioritized as necessary.</p>
	<p>Borough Hall has received considerable maintenance attention in the last two years and its interior has been improved remarkably. Certain areas of the roof have also been addressed.</p>					
	<p>Several other projects have been undertaken and completed: the improvement of the Mountwell Playground, the installation of lights at the Little League field and soccer fields, a storage/maintenance structure at the football field, and a new pavilion in Crows' Woods. Also new handicapped accessible restrooms were constructed at the Centennial Tennis Courts. The Haddonfield tennis teams are consistently among the best in the State. An elevator addition and handicapped accessible restrooms were constructed at the Mabel Kay Senior Center on Walnut Street, making the entire facility accessible to and useable by all. Also, a new storage facility was added at the Centennial Field for the midget football program. Most importantly, there was a major undertaking to improve King's Court, resulting in an inviting and useful plaza suitable for events, gatherings and now serving as an important landmark for the Downtown District.</p>					

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(7) A study of the appropriateness of permitting new twin homes as a conditional use	Twin homes are currently not permitted outside of the Downtown District. There are a few residential streets or areas where twin homes predominate. Pursuant to a zoning amendment in 2002, existing twin homes may be reconstructed without a variance if they are destroyed by fire or other accident. The 1984 Master Plan and all ensuing planning documents and relevant new elements have emphasized the importance of maintaining Haddonfield's single-family residential character, and the Board continues to support this goal. Nonetheless, allowing twin homes (which tend to be more affordable than single family dwellings) as either a permitted use or as a conditional use may be desirable in those neighborhoods that already contain twin homes.		X		As part of the overall public engagement process in the development of a new master plan for the borough, there has been an expressed interest in “missing middle” housing types, including twin or duplex homes, to increase housing diversity within the Borough.	Housing diversity is identified as a key focus area and goal in the new Master Plan. Twin homes and duplexes (among other multifamily housing developments and accessory dwelling units (ADUs)) currently exist at various locations in the borough and will continue to have a role in increasing housing diversity in Haddonfield. Consistent with the zoning analysis and recommendations provided in the Master Plan, the borough’s zoning code should be revised to provide for appropriate locations where twin homes and duplexes can be provided and design standards regulating the development of such uses. Specific recommendations are included in the Land Use Plan Element and SOPAPS of the new Master Plan.
(8) A study of the appropriateness of adopting daylight plane restrictions for new homes	The Planning Board has recognized that there have been times when our current property line restrictions and setbacks have not always adequately addressed a potential situation wherein a new home has interfered with an existing home's access to light. This is not typically the case, however, and most new construction, when following our ordinances, do not pose a problem.	X			The Borough’s Zoning Ordinance was amended in 2019 to include updated setback standards and requirements, including front yard setback averaging to reflect the existing neighborhood character. The committee that worked on the 2019 amendments reviewed the possibility of using a daylight plane approach and Floor Area Ratios (FAR) in residential zones but decided not to recommend it at that time.	No additional amendments to residential setbacks as related to single-family residential dwellings are recommended. However, the setback standards for duplexes and other “missing middle” housing types as recommended in the Master Plan should be designed to provide for adequate light, air, and open space commensurate with the characteristics of the surrounding residential neighborhood. Specific recommendations are included in the Land Use Plan Element and SOPAPS of the new Master Plan.

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(9) Revision of the existing, and adoption of new, business regulations designed to improve the efficiency, speed, and flexibility of the current approval process for signage, merchandise displays, and sidewalk restaurants and to improve overall user-accessibility	Much progress has been made on these suggestions since the last Reexamination Report. Previously, the Planning Board needed to approve all submissions for signage, merchandise displays and restaurants' outdoor seating. Signage is now reviewed by the Historic Preservation Commission; if approved, the applicant's submission is satisfied. This has eliminated at least two weeks' time in the process. Additionally, merchandise displays, and restaurants' outdoor seating now is reviewed by the Community Development Office, with subsequent review and approval from the Commissioners. Again, this change in the process has yielded considerable time savings for the applicants. These reviews take place annually, and so the approval process must repeat, ensuring that applicants/businesses do not abuse their approvals.	X			The borough's sign regulations seem to be working well.	No amendments to the borough's sign regulations are proposed. However, an evaluation of the extent and type of "temporary" signage that is currently being used may be warranted.
(10) A study of the business district of the same scope as was conducted in the residential areas of Haddonfield	The Downtown Area Element, also known as the Downtown Vision Plan, was incorporated into Haddonfield's Master Plan, representing an appropriate guide to future development of the downtown area in a manner which: a) maintains and enhances the liveliness, activity and success of the area; b) conserves and enhances the features of the downtown's core; c) identifies other parts of the Downtown area where infill residential and office development may be appropriate; d) establishes development regulations and design guidelines; e) recognizes that the patterns of architecture, building form and street design vary throughout the Downtown area, requiring different guidance from one area to another; f) provides for circulation improvements and parking policies that support enhanced walkability, making bicycling more practicable; and making parking more "user friendly". Additionally, ordinances to implement the Downtown element were adopted, allowing the Borough to better manage the area and continue to maximize its potential for the town.			X	The borough's Downtown Vision Plan continues to be implemented.	No changes to the borough's Downtown Vision Plan are proposed.  The continued economic vitality of the Borough's downtown is one the most important goals of the community and is specifically addressed as a key focus area and goal in the Master Plan. Specific objectives, strategies, and actions to achieve this goal are identified in the new Master Plan.  There should be an examination of pedestrian and bicycle circulation within the downtown, with a review of actions that could foster greater connectivity to the PATCO station, including clearer wayfinding signage. This can be addressed as part of a new Circulation Plan Element in the Master Plan.

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(11) Completion of the Long-Range Planning Committee's review of the Conditional Use Amendments recommended in Ms. Elizabeth McKenzie's Report	The McKenzie Report has not received any further review.	X				This is no longer relevant.
(12) Further participation in the completion of the Haddon Avenue/PATCO Hi-Speedline Corridor Study	Haddonfield participated in reviewing PATCO's plans and provided input as required and appropriate. Haddonfield's Downtown Element and new zoning ordinances articulate guidelines for the PATCO parking lots, should they ever be subject to development.	X			The referenced study was completed.	The borough should continue to communicate and coordinate with PATCO regarding the future use of the station and parking lot. The PATCO station and parking lot are also included in one of the borough's affordable housing overlay districts which will govern the possible future redevelopment of this tract. The relationship of the PATCO station to the downtown is also an important consideration in the continued economic vitality of the downtown and is addressed as part of this key focus area of the Master Plan. Specific recommendations are included in the Land Use Plan Element and SOPAPS of the new Master Plan.
(13) A study of the advantages and disadvantages of obtaining Transit-Village Designation	Given changes in the economic climate, nationally, state-wide and in Haddonfield and its neighbors, it has not been appropriate to conduct a study as recommended. As discussed, the considerable work that has been done regarding our Downtown District has directed the Planning Board's interests to be more concentrated on the north side of the PATCO Hi-Speedline and a transit-village designation has not presented itself as an important objective. Nonetheless, a transit village designation should be considered if an opportunity presents itself and if such designation offers significant planning or financial benefits to the Borough and its residents.			X	The borough has not pursued a transit village designation.	The borough should revisit this issue and determine if pursuing a transit village designation would be beneficial and if grant money is available for pedestrian and bicycle improvements that would foster better connectivity to the train station.

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(14) Adoption of a Property Maintenance Ordinance	A Property Maintenance Ordinance passed and signed into law effective September 25, 2007 by the Commissioners. The ordinance specifies that, upon complaint from a resident, the Borough will attempt to contact the property's owner and provide the owner with timeframes during which the owner is expected to repair or maintain the property to meet the established criteria. Penalties may be imposed if the property owner does not comply.	X			The borough's property maintenance ordinance has been effective in keeping properties within the borough from falling into disrepair.	No change to the borough's existing property maintenance ordinance is recommended.
(15) Adoption of a Drainage/Stormwater Management Ordinance	In 2005, a municipal stormwater management plan was passed and signed into law effective October 11, 2005 by the Commissioners.			X	The borough has updated its stormwater management plan and flood damage control ordinance on an ongoing basis consistent with state regulations. However, flooding continues to be a major issue within the borough.	The borough should continue to update and implement its stormwater management plan and related ordinances and implement strategies to reduce flooding and minimize damage to properties resulting from more intense and frequent storm events.  Resiliency is a key focus area in the borough's new Master Plan. Specific recommendations are provided in the Master and the Climate Change-Related Hazard Vulnerability Assessment in the Land Use Plan Element of the Master Plan regarding the impact of flooding and the actions needed to make the borough more resilient.
(16) Prior to the adoption of the next Master Plan Reexamination Report, the Borough should consider adoption of a new Master Plan in light of the fact that the existing Master Plan is nearly twenty (20) years old	While the Planning Board recognizes the age of the Master Plan, it maintains that there is no pressing need for a new Master Plan. Changes in the Borough have been minimal, and Haddonfield's character and complexion remain fairly stable. The 1984 Master Plan, as supplemented by numerous additional elements and other planning documents, remains a valid and useful document in managing Haddonfield's future. However, preparation of a new Master Plan would be desirable if it could be accomplished with minimal expense to the Borough.	X			A full update of the Master Plan is ongoing.	This is addressed with the current review and update of the borough's Master Plan.

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The Board recommends only one new element to the master plan: the "Green Buildings and Environmental Sustainability" element described by N.J.S.A.40:55D-28(b)(16). In addition, in consultation with the Borough Engineer, further consideration should be given as to whether the Circulation Plan element should be updated. The 1984 Master Plan includes a Circulation Element (Section V-D) but it is very brief and requires more detailed review and perhaps revision.	X			A Green Buildings and Environmental Sustainability Element was adopted by the borough Planning Board in 2016.	The borough should review the actions recommended in the 2016 Green Buildings and Environmental Sustainability Element and ensure that they are coordinated and consistent with the action plan recommended in the new Climate Change-Related Hazard Vulnerability Assessment, which is a statutorily required component of the Land Use Plan Element of the Master Plan.
<i>There are a number of land-use related issues that warrant further study during the next six years. These issues fall within five general categories: (1) Transportation &amp; Circulation; (2) Environment and Renewable Energy; (3) Zoning Regulation; (4) Historic Preservation; and (5) Stormwater Management. A brief analysis of problems and goals follows.</i>					
<b>Transportation and Circulation</b>					
Haddonfield is an eminently walkable community. The Board and Borough Commissioners should continue to review ways to enhance this desirable characteristic, such as by eliminating sidewalk gaps, especially on school routes and by encouraging more use of bicycles through designated bike routes and paths and through the provision of bike racks in the downtown area.			X	Some crosswalks have been improved but other areas were identified during the public engagement process as needing improvement.	Haddonfield continues to be a walkable and bicycle-friendly town. Accordingly, the borough is committed to improving pedestrian and bicycle safety as one the most important goals of the community. Circulation is identified as a key focus area in the Master Plan with pedestrian and bicycle linkages as an identified goal. Specific objectives, strategies, and actions to achieve this goal are identified in the SOPAPS of the new Master Plan.  The Borough should consider adopting a Circulation Plan Element of the master plan that addresses pedestrian and bicycle circulation.

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	<i>Reduced</i>	<i>Increased</i>	<i>No Change</i>		
It has also been suggested that the Borough consider creating a pocket park on Tanner Street, to encourage pedestrian access between the High Speed Line and the Downtown District.			X		The recommended pocket park is no longer being proposed. However, the Borough should continue to explore new locations for improving connections between High-Speed line and downtown and increasing outdoor public space in the downtown.
There may be a need for traffic calming measures to control motor vehicle speed on roads in addition to Maple Avenue and Lincoln Avenue. The Borough should consider implementation of the recommendations in the 2004 NJDOT Traffic Calming Study. Further study is required on creating additional barrier free intersections.			X		<p>Circulation is identified as a key focus area in the Master Plan Specific objectives, strategies, and actions to achieve this goal are identified in the new Master Plan.</p> <p>The Borough should consider adopting a circulation plan element of the master plan that addresses traffic calming strategies as part of a comprehensive circulation plan for the borough.</p>

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**Review of Goals and Objectives from Prior Master Plan & Reexamination Report**

<i>Other 2009 Master Plan Reexamination Report Recommendations</i>					
<i>2009 Master Plan Reexamination Report Recommendation</i>	<i>The extent to which such problems and objectives have been reduced or have increased</i>			<i>The extent to which there have been significant changes in assumptions, policies, and objectives forming the basis for the master plan or development regulations as last revised</i>	<i>Planning Board Recommendation. What comments or modifications to include as part of 2023 Reexamination Report?</i>
	<i>Reduced</i>	<i>Increased</i>	<i>No Change</i>		
Additionally, an educational initiative is recommended, particularly aimed at school age children, to improve their understanding of pedestrian and vehicle right-of-way rules and safety precautions, including the use of helmets while bicycling.			X		<p>Circulation is identified as a key focus area in the Master Plan Specific objectives, strategies, and actions to achieve this goal are identified in the new Master Plan.</p> <p>The borough should work with the Bicycle Coalition of Greater Philadelphia (BCGP) to implement cycling education program.</p>
Finally, the ongoing problem of traffic congestion near the Borough's schools remains a concern. Those high congestion times (the beginning and ending of the school day, and at lunchtime) need the attention of the Borough and its applicable committees (e.g., TAPS), in concert with the School Board, in order to identify solutions to the inherent problems and dangers presented at our schools.			X		<p>Circulation is identified as a key focus area in the Master Plan Specific objectives, strategies, and actions to achieve this goal are identified in the new Master Plan.</p> <p>The Borough should consider adopting a circulation plan element of the Master Plan.</p>
<b>Environment and Renewable Energy</b>					
In addition to recommending preparation of a green buildings and environmental sustainability element, the Board fully supports the implementation of the Greenways Project and Hadrosaurus Interpretative Trail described in detail in the Open Space and Recreation plan element as adopted in 2005 and amended in 2008. Funding should continue to be sought to bring these projects to fruition.	X			A Green Buildings and Environmental Sustainability Element was adopted by the borough Planning Board in 2016. In addition, the borough adopted a new Open Space and Recreation Plan Element in 2018.	The Borough will continue to explore potential pedestrian and bicycle trail opportunities within Haddonfield and implement the recommendations in its Green Buildings and Environmental Sustainability Element.

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	<i>Reduced</i>	<i>Increased</i>	<i>No Change</i>		
The Planning Board needs to further study the recommendation of the Haddonfield Shade Tree Commission that the Community Forestry Management Plan guide the Commission's management of the Borough's tree resources.		X			Resiliency is a key focus area in the borough's new Master Plan. Specific recommendations, including the maintenance and potential improvement to the borough's tree canopy, are provided in the Climate Change-Related Hazard Vulnerability Assessment in the Land Use Plan Element of the Master Plan.
Finally, the Planning Board should seek input from the Environmental Commission on whether the 2008 amendment to the Land Use Code to protect trees ought to be further strengthened in light of the New Jersey Supreme Court's decision in the Jackson Township case.		X			Resiliency is a key focus area in the borough's new Master Plan. Specific recommendations, including the maintenance and potential improvement to the borough's tree canopy, are provided in the Climate Change-Related Hazard Vulnerability Assessment in the Land Use Plan Element of the Master Plan
<b>Zoning Regulation</b>					
Too much building coverage and impervious coverage remain a problem in the Borough's residential areas. Most of the building lots are small and in too many instances the area of the lot occupied by buildings and impervious surfaces reduces light, air and green space. Of particular concern are the homes that are built which replace homes which have been torn down, especially with respect to their structural representation in the existing streetscape.			X	Impervious coverage and its impact on stormwater management has been an ongoing concern and issue with the borough and has been a primary concern of the board in reviewing applications for development. When a zoning variance is requested, building and especially impervious coverage has been a reason for a large majority of the denials.	An updated analysis of building and impervious coverage and their relationship to housing and climate change-related issues and strategies are discussed in detail in the new Master Plan. Specific recommendations are included in the Land Use Plan Element and SOPAPS of the new Master Plan. This issue also is addressed in the Climate Change-Related Hazard Vulnerability Assessment.
In addition, further study is needed to determine whether existing ordinances provide adequate modern standards for alternative energy structures and uses, such as solar panels and windmills.					Recommendations concerning alternative energy structures and uses, including EV charging stations are addressed in the Land

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	<i>Reduced</i>	<i>Increased</i>	<i>No Change</i>		
					Use Plan Element and SOPAPS of the new Master Plan, including the Climate Change-Related Hazard Vulnerability Assessment that is a component of the new Land Use Plan Element of the Master Plan.
Finally, an unresolved problem that continues to draw the attention of both the Planning Board and the Zoning Board concerns impervious cover requirements. For example, to what extent should these requirements apply to swimming pools and permeable pavers? Do they unnecessarily restrict the construction of detached garages, which are a desirable feature in many of our older residential neighborhoods? A joint committee of the Zoning Board and the Planning Board is currently wrestling with these problems, and it is anticipated that the committee may recommend changes in the Borough's land use code.			X		An updated analysis of building and impervious coverage and their relationship to housing and climate change-related issues and strategies are discussed in detail in the new Master Plan. Specific recommendations are included in the Land Use Plan Element and SOPAPS of the new Master Plan.
<b>Historic Preservation</b>					
The Board should consider targeted expansion of the Historic District, preceded by ample notice to all property owners within the proposed expanded district. No change should be recommended without first carefully considering the opinions of impacted property owners. Public sessions and workshops sponsored by the Historic Preservation Commission would be most helpful in educating owners of property slated for inclusion in an expanded Historic District.	X				The Borough should continue to work with the HPC to identify significant historic sites in the borough that may warrant designation. In addition, it is recommended that the Borough consider updating its existing Historic Plan Element at which time the expansion of the historic district can be further evaluated.

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	<i>Reduced</i>	<i>Increased</i>	<i>No Change</i>		
The existing Historic Preservation ordinance and its implementation and administration should undergo a detailed review, preferably by a joint committee of the Planning Board and the Historic Preservation Commission with the assistance of a professional with expertise in historic preservation. The ordinance was adopted in 1971 and last amended in 1987, more than 20 years' ago.	X				The borough's historic preservation regulations continue to be successfully implemented and no review is necessary at this time.
Among the issues that should be considered are the following: (1) should the ordinance have a two-tiered set of standards, one for the existing district and a second, less stringent set for other areas in the Borough?; (2) should existing historic preservation standards be revised?; (3) should the moratorium on demolishing structures within the district be extended from six months to one year?; (4) do property owners within the Historic District receive adequate notice that they cannot begin construction, renovation or repair projects without first submitting their plans to the Historic Preservation Commission?			X		Further research and coordination with the Historic Preservation Committee will be required to address these issues. This can also be addressed as part of an update of the current historic plan element of the Master Plan.
Finally, it would be desirable to identify the boundaries of the existing Historic District, such as through special or augmented street signs or in some other readily visible manner. We believe the Historic District represents an asset to the Borough and should be treated as such.			X		The recommendation to create special or augmented street signs for the historic district should be implemented. The borough should investigate funding opportunities for this signage.
<b>Stormwater Management</b>					
Section 93 of the MLUL requires review of the existing Stormwater Management Plan at the time of the Reexamination Report. The Borough Engineer should advise the Board as to whether the 2005 Stormwater element and existing Borough ordinances contain mitigation standards that comply with current DEP regulations.			X		The borough should continue to reexamine and update its stormwater management plan in accordance with the requirements of the MLUL and related stormwater management and flood damage control ordinances in accordance with current state regulatory requirements.