

Western/Southern Cumberland Region Strategic Plan

Western/Southern Cumberland Region Municipal Profiles



January 2003

MUNICIPAL PROFILE OVERVIEW	1
CITY OF BRIDGETON	2
<i>Regional Issues</i>	4
<i>Local Issues</i>	4
COMMERCIAL TOWNSHIP	5
<i>Regional Issues</i>	6
<i>Local Issues</i>	6
DEERFIELD TOWNSHIP	7
<i>Regional Issues</i>	8
<i>Local Issues</i>	8
DOWNE TOWNSHIP.....	9
<i>Regional Issues</i>	11
<i>Local Issues</i>	11
FAIRFIELD TOWNSHIP	12
<i>Regional Issues</i>	13
<i>Local Issues</i>	13
GREENWICH TOWNSHIP	14
<i>Regional Issues</i>	15
<i>Local Issues</i>	15
HOPEWELL TOWNSHIP	16
<i>Regional Issues</i>	17
<i>Local Issues</i>	17
LAWRENCE TOWNSHIP	18
<i>Regional Issues</i>	19
<i>Local Issues</i>	19
MAURICE RIVER TOWNSHIP	20
<i>Regional Issues</i>	21
<i>Local Issues</i>	21
SHILOH BOROUGH.....	22
<i>Regional Issues</i>	23
<i>Local Issues</i>	23
STOW CREEK TOWNSHIP.....	24
<i>Regional Issues</i>	25
<i>Local Issues</i>	25
UPPER DEERFIELD.....	26
<i>Regional Issues</i>	27
<i>Local Issues</i>	27

MUNICIPAL PROFILES

Municipal Profile Overview

This section summarizes the planning conditions in the twelve Western/Southern Cumberland Region (WSCR) municipalities providing highlights of municipal planning objectives, key planning issues and concerns. This information was gathered through review of the municipal master plans and related planning studies, and from the municipal interviews and surveys conducted in the Spring of 2002 as part of the WSCRSP process.

Key development issues related to both local development concerns and to broader regional issues affecting the WSCR are highlighted. This section includes those issues identified by each municipality and is not to be considered as comprehensive. It is the beginning of the process to identify issues to be addressed through this study. Many similar themes were raised by the municipalities. For example, farmland preservation was a reoccurring theme with prioritization of farmland and maintaining farmers equity identified. Regional transportation issues focused on the need for improved access to Route 55 to support economic development efforts at various levels. Shared services were another reoccurring theme. This is being implemented in varying degrees between some municipalities. Regional or subregional shared services needs to be further evaluated.

Some issues are intermunicipal or subregional; for example, the need for dredging of the Maurice River affects Maurice and Commercial Townships and Millville City. To enable a Greater Bridgeton Regional Center would involve coordinated planning by all four affected municipalities – Bridgeton City, Fairfield, Hopewell and Upper Deerfield Townships.

Finally, local issues are identified. Again, similar local themes have been highlighted. For example, the need to identify different zoning strategies to reduce loss of farmland may result in model ordinance recommendations. The need to preserve historic structures are identified by most municipalities as important support for ecotourism efforts.

City of Bridgeton

Bridgeton is the County seat and serves as the center for WSCR. Bridgeton's assets include the Cohansey River, a downtown area that encompasses New Jersey's largest historic district, and an award winning waterfront park area. The City identified major liabilities as the high numbers of buildings in disrepair and high unemployment. Redevelopment, including the provision of mixed uses downtown, is a major priority. Between 1990 and 2000, the City's population had grown by 20% to 22,771 residents, but this reflects development of the South Woods State Prison, which currently houses over 3,700 prisoners and is a major City employer with 1,070 employees. The poverty rate is high at 27%, low median income (\$26,923) reflects the social and economic problems plaguing Bridgeton, and a high unemployment rate (10.1% in 2001).

Typical of a dense urban city, over 36% of the land is in residential use [see Table 1, Bridgeton Land Use (1986-1995)]. Limited new housing construction coupled with housing demolitions has been the pattern in the City; for example, in the last five years, 53 housing demolitions occurred. Commercial and industrial uses total almost 16% of the land area. Bridgeton has lands that are available for development and redevelopment; the City has taken an important first step in preparing a comprehensive inventory of brownfield sites. Bridgeton also maintains a recent inventory of City owned lands. Public sewer is available and has

adequate capacity to serve future development. During the past five years (1996-2000) almost 200,000 s.f. of non-residential development with 25% office and 65% industrial uses was constructed in Bridgeton.

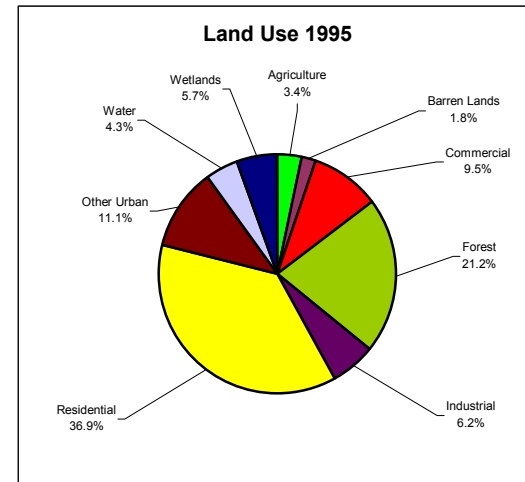
The City has a number of options to encourage development. The City is a New Jersey Urban Enterprise Zone (UEZ) community, which permits a 3% tax on goods and services, and the tax revenues may be used to support a wide range of development assistance options including low interest loans. The UEZ was initiated in 1985 and has been extended for another sixteen years. Past and on-going projects include:

- Prison land purchase and repayment
- Fire truck purchase
- Streetscape improvements
- Loans (especially to sites in industrial park)
- Main Street Program – support and façade grants (continuing program)

The City is also a Special Development Area in the Cumberland Empowerment Zone (CEZ); Specific census tracts in Bridgeton are targeted for improvements. The CEZ provides direct loan funding and tax incentives to employers to support economic development and community revitalization. The City was recently awarded Federal Hope 6 funding for \$11 million to support community revitalization efforts. Hope 6 program is seen as key to providing assistance in

**Table 1
Bridgeton**

Land Use	1986	1995	1995 Percent of Total Acres	Number Change 1986- 1995	Percent Change 1986-1995
Agriculture	240	141	3.4%	-99	-41.2%
Barren Lands	149	73	1.8%	-76	-51.0%
Commercial	359	392	9.5%	34	9.4%
Forest	946	877	21.2%	-69	-7.2%
Industrial	275	258	6.2%	-17	0.0%
Residential	1,582	1,531	36.9%	-51	-3.2%
Other Urban	218	461	11.1%	243	111.3%
Water	145	177	4.3%	32	21.8%
Wetlands	231	234	5.7%	3	1.4%
Total Acres	4,145	4,145	100%	NA	NA



housing rehabilitation and new construction.

Bridgeton is a participant in the New Jersey Main Street Program to revitalize the downtown area. According to the City, this program has been somewhat effective in keeping businesses in the downtown. The NJ Neighborhood Preservation Program and other state funding and grant programs are being used by the City for housing rehabilitation and park improvements.

Bridgeton feels that the lack of land is not an issue since there are significant areas available for redevelopment. This includes the Florida Avenue Industrial Park, 30 acres in area, which received about \$250K from the UEZ and a \$1M EDA grant. The Rutgers Food Technology Incubator (FIRE) is a \$6M facility planned to locate in the new industrial park. The FIRE's goal is promoting 20 to 30 businesses per year over a three-year period. It is focused on agri-industry and is considered a major center; however, the funding is currently on hold through the State. In addition, there are still lots available in the Bridgeton Industrial Park near the South Woods State Prison. Redevelopment properties include the prime Owens Illinois site that encompasses 40-50 acres with about 1M square feet of warehouse space. The plant was closed in the 1980's losing 3,000 jobs. The Hope 6 project includes the Owens Illinois site.

Bridgeton still has lands in agriculture use; but agriculture lands have declined by almost 100 acres during the ten-year period between 1986 and 1995. As an urban community with 141 acres in farmland assessment, farmland preservation is certainly not a significant issue compared to the rural municipalities in the WSCR. Bridgeton agrees that the Plan needs to consider farmland and equity issues and stressed the importance of developing programs and incentives to preserve the cities and urban areas and not to develop farmland.

One major problem for Bridgeton is the lack of convenient and direct access to Route 55. This is considered an economic disadvantage especially to attract businesses that rely on convenient freight facilities and employee access. The expansion of CR 552 from Route 55 to Burlington Road through Deerfield with a connection to the hospital should be evaluated. Expanding public transit especially for the elderly, poor and handicapped is identified as being needed especially to improve access to employment opportunities. Other local road improvements are identified in the Bridgeton Regional Center Planning

and Implementation Agenda (PIA).

Bridgeton believes housing issues should be addressed regionally as part of the WSCRSP. This includes the migrant worker population; Bridgeton is planning to reduce the number of rental units in the City, which will affect migrant worker housing. Bridgeton is also a potential receiving community for Council of Affordable Housing (COAH) Regional Contribution Agreements (RCA). This is an option that WSCR municipalities may use to meet their affordable housing obligation.

The development of the Cohansey River as a waterfront park and a greenway extension to Upper Deerfield was identified in the City's PIA. This should be explored in the WSCRSP and coordinated with other Cohansey River municipalities such as Fairfield and Hopewell Townships.

The Bridgeton Regional Center was approved in December 2001. The State Planning Commission Resolution approving the Center recommended that the WSCR process maximize growth in the Bridgeton Regional Center by means of redevelopment and/or the "inclusion of those appropriate areas in the Townships of Fairfield, Hopewell and Upper Deerfield as recommended in the Western/Southern Cumberland County Regional Plan". The process of expanding the regional center needs to be pursued cooperatively engaging the four municipalities.

The Bridgeton Planning and Implementation Agenda (PIA) cited the need to support preservation efforts through an update of the historic structures survey and funding of property rehabilitation. The historic district is an important economic anchor for the City to draw tourists. The streetscape and waterfront improvements have established an attractive image that can be improved through the support of the Main Street Program, Chamber of Commerce activities, and community development focused on rehabilitation and enhancement efforts. Bridgeton considers ecotourism a viable economic tool that should be developed in conjunction with the County marketing program.

Shared public services is another area to be explored through the WSCRSP. Bridgeton is currently engaged in sharing limited public works services with Fairfield and is interested in expanding this activity. Other options may involve regional program as may be appropriate.

Bridgeton also indicated that the status of the regional high school systems should be looked at as part of the WSCRSP. The costs of the Bridgeton regional high schools and the effect on diversity due to the two regional high schools merits discussion.

Regional Issues

- Evaluate options to improve access to Route 55 and the hospital
- Assess public transit system expansion to improve job access
- Coordinate expansion of Bridgeton Regional Center with Fairfield, Upper Deerfield, Hopewell Townships
- Pursue shared community services on a regional basis
- Cooperatively address affordable housing needs
- Continue and expand regional tourism marketing program
- Evaluate regional school system options
- Evaluate regional Cohansey Greenway system

Local Issues

- Continue redevelopment and revitalization efforts
- Develop the Cohansey Riverfront as a waterfront park
- Enable historic preservation efforts through updated historic survey and funding

Commercial Township

Commercial Township is a rural agricultural community with limited developable lands and no public infrastructure. Historically, growth in the township has been very slow. The 2000 population of 5,259 persons represents a growth of 233 from 1990. Next to Bridgeton, Commercial has the second highest percentage (15.8%) of residents living below the poverty line and low median household income of (\$39,960), which presents a major social issue for the Township.

Historically, development has been concentrated along the Maurice River, including the centers of Port Norris, Mauricetown, Laurel Lake and Heislerville. Commercial Township received centers designation from the NJ Planning Commission in May 2002, which will assist in directing funds and improvements for township revitalization efforts. Growth in the Township has been limited due to the lack of infrastructure and the high percentage of lands owned by the state and other conservation groups, including a recent acquisition of 4,500 acres by PSEG through the Delaware estuary enhancement project. Industries have been tied to natural resources - clam, oyster processing,

**Table 2
Commercial**

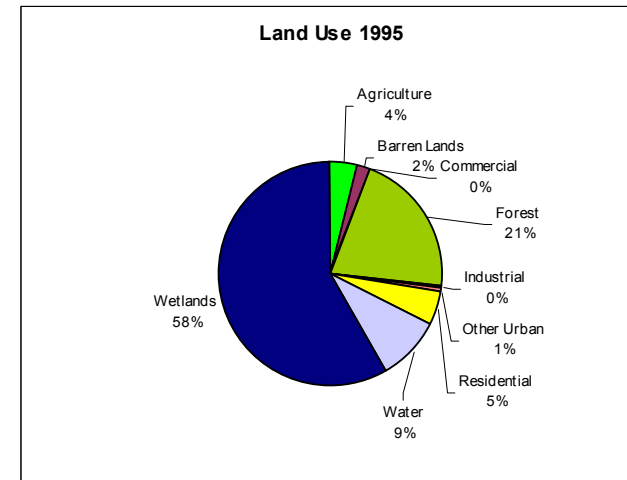
Land Use	1986	1995	1995 Percent of Total Acres	Number Change 1986-1995	Percent Change 1986-1995
Agriculture	2,160	846	4%	-1,315	-61%
Barren Lands	399	399	2%	0	0%
Commercial	97	64	0%	-33	-34%
Forest	4,579	4,584	21%	6	0%
Industrial	6	37	0%	30	497%
Other Urban	63	160	1%	97	153%
Residential	974	1,031	5%	57	6%
Water	1,554	1,965	9%	411	26%
Wetlands	12,016	12,763	58%	747	6%
Total Acres	21,849	21,849	100%	NA	NA

sand and gravel mining and agriculture. The demise of the oyster industry is a major economic issue. As of 2000, there were about 700

jobs in the Township. During the five years between 1996 and 2000, about 39,000 sq. ft non-residential uses were developed, including three-fifths office and two-fifths industrial uses. The lack of public transportation and the small labor pool have been identified as obstacles to economic development [Table 2, Commercial Land Use (1986-1995)].

The Township would like to encourage tourism and marine related businesses. The state oyster research lab at Shellpile is part of the effort to rejuvenate the oyster industry in the bay. The A.J. Meerwald Schooner Project is an important ecotourism and education facility that has the ability to provide an impetus for other related tourism efforts. A regional nature center in Mauricetown has been discussed. This should be further explored in cooperation with all river communities -- Maurice River, Commercial, and the City of Millville.

As a Cumberland Empowerment Zone (CEZ) Developable Site, the Port Norris waterfront can receive 10% of the CEZ funding in addition to other CEA zone incentives such as tax incentives. Providing wastewater treatment facilities for Port Norris is important, both to serve the food processing industries and to spur economic development. A strategic revitalization master plan for Port Norris is needed to identify and prioritize funding and development efforts. Funding has been



garnered for streetscape improvements. Planning of the riverfront area has been initiated recently through the efforts of the A.J. Meerwald

Schooner project. Recent Cumberland Enterprise Zone efforts included funding of a Wastewater Feasibility Study, Meerwald Schooner restoration projects, bike trails, and an interpretative center plan.

Maintaining an open channel in the Maurice River has been identified as a critical issue that affects marinas and river activities; channel improvement and on-going funding for maintenance should be addressed as regional problems.

Mining is an important industry in Commercial Township. The Township has adopted a progressive mining ordinance. The future of mine areas has been identified as an important issue and should be addressed in the WSCRSP, since the mined areas extend over municipal borders. Reclamation efforts should be comprehensively planned to ensure future appropriate uses such as recreation, waterfront activities and housing are planned and funded. This effort will require partnering with the State, County, other municipalities, and private owners.

Commercial has planned and developed an extensive bike path system, which needs additional funding to be expanded. This effort supports ecotourism efforts and links to county and regional bike system including the NJ Coastal Heritage Trail.

Water and/or sewer infrastructure in appropriate areas is needed to solve existing problems and to encourage development in appropriate areas. Small residential lots in Laurel Lake have experienced failing septic systems. Port Norris requires public sewer to serve the riverfront industries and to accommodate future centers based development. A Sector Permit from NJDEP has been held up due to wastewater issues; this permit can streamline development process and should be facilitated through the WSCRSP.

Regional Issues

- Initiate cooperative regional mining reclamation planning with State, county, local and private industries
- Expand public transportation system for job access
- Expand marketing for tourism efforts to support business growth
- Address Maurice River improvements - dredging and river maintenance

Local Issues

- Obtain NJDEP Sector Permit approval
- Address wastewater treatment facilities for Port Norris
- Address infrastructure (water and/or sewer) for Laurel Lake
- Secure funding for expanded bike path network
- Initiate Port Norris strategic revitalization plan process

Deerfield Township

Deerfield Township enjoys important advantages for economic development due to its location. It is one of only two municipalities in the WSCR that are outside both CAFRA and the Pinelands. Growth in the Township is expected to continue as development pressures move outwards from the urbanized centers. It is well situated vis-à-vis the transportation network, with access to Route 55 through Route 56 and C.R. 552. Deerfield is also located between the major urban centers of Millville/ Vineland and Bridgeton and is part of the growing development corridor between these centers. This is especially illustrated by the number of community facilities sited within Deerfield including Cumberland Vocational Technical School and the Fire Academy. Deerfield is the third highest growth area in the WSCR below Bridgeton and Upper Deerfield. During the five years between 1996 and 2000, almost 143,000 sq. ft non-residential development occurred with 75% storage and 23% industrial uses.

The profitability of farming and the increased value of farmland for development is an issue in Deerfield as in other WSCR municipalities. Even though farming still comprises a major land use, lack of interest in the farmland preservation program and farmers' complaints about strict

maintaining farming as a viable industry. In 2001, there were 4,911 acres under farmland assessment in Deerfield Township, with 18% of these as woodlands. About 44% of the Township is in farmed lands with 31% forested. A recently adopted ordinance provides an overlay agricultural zone to support agri-industrial development.

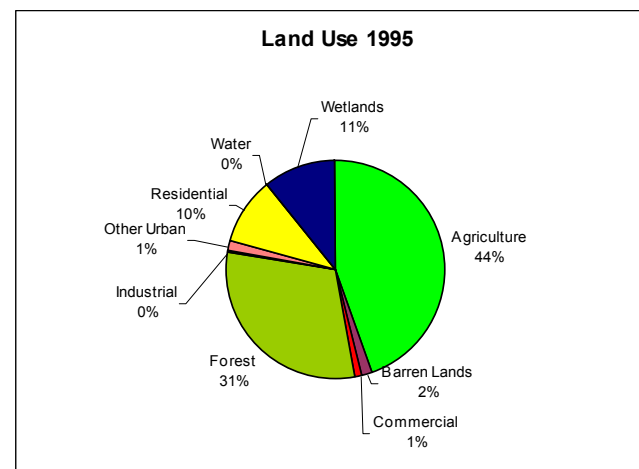
Sprawl is a possibility for the Township as large lot residential development increases. Between 1996 and 2000, there was a loss of 700 acres in forestlands, as indicated on Table 3. This was coupled with a 20% increase in residential acreage, or 185 additional acres. The Township has adopted a Master Plan in 2002 which focuses growth in the two centers of Rosenhayn and Carmel. The Township is seeking centers designation from the State Planning Commission.

Deerfield does not have public water or sewer infrastructure. Currently within the Cumberland County rural planning area, Deerfield is seeking to be incorporated into the Cumberland County Utility Authority sewer service area. The Township would like public sewer and water to be installed in Rosenhayn and three critical areas to serve existing and future industrial users, including the agri-industry. The center of Carmel needs public water only.

**Table 3
Deerfield**

Land Use	1986	1995	1995 Percent of Total Acres	Number Change 1986-1995	Percent Change 1986-1995
Agriculture	4,708	4,827	44%	119	3%
Barren Lands	25	174	2%	149	594%
Commercial	72	85	1%	13	18%
Forest	4,036	3,326	31%	-710	-18%
Industrial	36	44	0%	8	21%
Other Urban	25	127	1%	102	414%
Residential	919	1,105	10%	185	20%
Water	7	7	0%	0	0%
Wetlands	1,029	1,163	11%	134	13%
Total Acres	10,858	10,858	100%	NA	NA

regulations are signs that area farmers may be less interested in



Water supply is identified as a major problem, but not just in Deerfield. Future water supply studies will be addressing this issue; these studies should be coordinated with the WSCR planning efforts. The Master Plan notes the need for preservation of the stream corridors through conservation easements.

Traffic issues raised in the Master Plan include the need to address traffic safety in Rosenhayn and Carmel on the major roads. In addition, truck traffic impacts should be addressed to minimize impacts to residential areas, especially in the planned centers. Deerfield is the home to several major trucking companies. Future designation of truck routes should be considered to support industries and to protect residential areas. The need for bicycle and pedestrian improvements in centers and between residential areas is identified in the Master Plan. The limited public transportation is considered a liability. On a regional level, improvements to the major arterials, Route 56 and C.R. 522, will improve traffic access to the region supporting economic development efforts. The Winchester & Western Railroad is considered an important support of industrial development; active rail operations should be maintained, along with the opportunity to use right of way for utilities.

Deerfield identified other issues that should be considered in the regional plan. These include the need to work cooperatively with adjacent municipalities to meet affordable housing needs including senior housing; to increase traffic capacity; and to improve appearance through better design controls on commercial development. Deerfield has also identified the need to pursue preservation of historic properties through historic property survey and a future historic preservation plan. Historic preservation can support tourism marketing efforts locally and in the region.

Regional Issues

- Address roadway improvements to Route 56 and C.R. 522 to support economic development efforts
- Provide improved public transportation
- Preserve railroad facilities operations to support freight movement for economic development
- Coordinate with on-going watershed management efforts to address water supply and water quality issues
- Pursue shared community services on a regional basis
- Cooperatively address affordable housing needs

Local Issues

- Amend CCUA and County wastewater management plan to include Deerfield
- Provide public water to Carmel
- Pursue centers designation process for Rosenhayn and Carmel villages
- Protect stream corridors through conservation easements
- Funding for sidewalks and bike paths for selected areas
- Target priority agriculture areas for acquisition/preservation
- Enable historic preservation planning efforts
- Address traffic issues - truck routing and traffic safety
- Evaluate design controls to support traffic capacity and appearance

Downe Township

Downe Township is the most rural community in Cumberland County with a population density of 32 persons per square mile. The Township has a 2000 population of about 1,600 persons, and about 1100 housing units, of which half are seasonal. A high percentage of the residents are senior citizens. There has been very limited residential growth in the township, with 14 new residential units over the last five years (1996-2000).

Historically development has been concentrated in older fishing villages and hamlets along the Delaware Bay. Fortescue is the largest village, and there are two historic villages along C.R. 553 (Newport and Dividing Creek). The hamlets of Gandy's Beach and Money Island have limited residential uses. Scattered patterns of mixed residential and commercial and industrial uses typically occur on the road frontages.

The land use patterns reflect the high percentage of Township lands that are constrained for development. Over two-thirds of the lands in the township are wetlands. Most but not all of these areas are in state or conservation ownership, which encompass over one-half of the Township lands. A small percentage of the Township lands are in agricultural use. Limited areas are in industrial or commercial uses (not including mined lands). Residential acres have increased modestly from 1986 to 1995; much of this development within the last ten years has been on large lots. The majority of developed land is found in the

Table 4
Downe Township

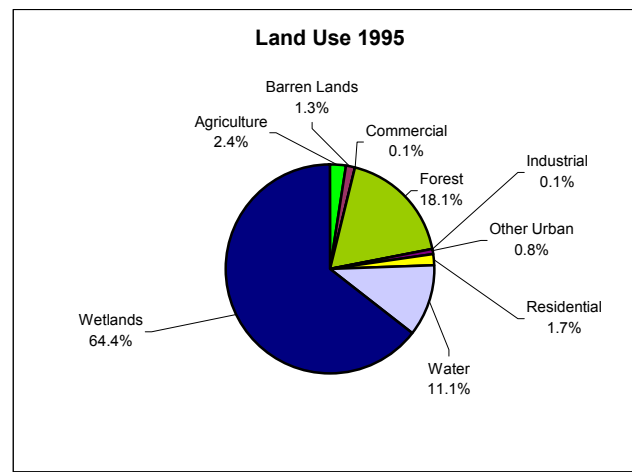
Land Use	1986	1995	1995 Percent of Total Acres	Number Change 1986-1995	Percent Change 1986-1995
Agriculture	2,003	842	2.5%	-1,161	-58%
Barren Lands	746	454	1.3%	-292	-39%
Commercial	24	22	0.1%	-2	-9%
Forest	6,741	6,235	18.2%	-507	-8%
Industrial	0	18	0.1%	18	0%
Other Urban	34	266	0.8%	232	675%
Residential	476	515	1.5%	38	8%
Water	3,564	3,816	11.1%	252	7%
Wetlands	20,711	22,144	64.5%	1,433	7%
Total Acres	34,299	34,311	100.0%	NA	NA

Villages of Fortescue, Newport and Dividing Creek [Table 4, Downe Land Use (1986-1995)].

The modest growth reflects the limited lands available for development, and lack of sewer and water infrastructure. Most jobs, except mining, are located in the three villages. The Master Plan identified about 60 businesses in the township. Most are service and tourist/ recreation jobs oriented around the bayshore marina. A majority of the Township soils cannot support on-lot septic and there is no public sewer. Fortescue may need public sewer to be established as a viable Village Center. The only public water system is in Fortescue. This system was taken over by Bayview Water Company; it is being upgraded to address capacity and water pressure issues. Future development in Fortescue will need to examine long-term water supply needs and program funding and expansion opportunities.

Limited future growth is currently forecast in Downe Township; however, with improved infrastructure and a defined strategic redevelopment plan for Fortescue and the other villages, there is an opportunity for redevelopment and eco-tourism. In Fortescue, the State marina is an important element. Other on-going tourism efforts, such as the NJ Coastal Heritage Trail and bikeway route plans, will assist in providing growth opportunities with proper marketing and coordination.

Compared to other Cumberland towns, agricultural operations are limited. As of 2001, there were 1206 acres in farmland assessment with



about 300 acres in woodland assessment. According to the Master Plan, there are relatively few full time farming operations in the Township. The Township feels that farmland preservation efforts should be a lower priority than other issues. The Master Plan recommends certain strategies to support farming efforts including implementing a right-to-farm act, as well as changes in the zoning ordinance that facilitate marketing farm products, such as making it easier to construct farm stands. Most of Downe is zoned R-1 (Rural Residence) or C-1 (Conservation), which allows for agricultural uses. Cluster developments are a conditional use only in the R-1 district. Through the WSCR, zoning in the rural areas can be reviewed to identify opportunities to protect remaining land better.

Downe Township adopted a Housing Plan in 2000. The Master Plan recommended filing of the Housing Plan with the Council of Affordable Housing; however, it has not occurred as of September 2002.

Four sand mining companies comprise the largest heavy industry in the township. Mining activities are centered on and north of Route 553. Mining companies own over 14% of the land area in the Township, with planned expansion into the Bevan Fish & Wildlife Management Area. The Master Plan indicated that these mined areas have the potential for significant reclamation and redevelopment in the future. The plan stresses that through coordinated effort, community and state goals for recreation, tourism, and habitat diversification can be joined. Mining operations traverse municipal boundaries; regional cooperation to address impacts is needed.

The Master Plan also encourages light industry along the Winchester & Western Railroad. This would need to be a low intensity water user since no public sewage is available nor is expansion recommended for this area.

An important issue for the Township is the great extent of Township lands permanently dedicated to open space and the inequities of tax revenues for these areas. Extensive areas are owned by State of New Jersey, including over 13,500 acres in three wildlife management areas: Fortescue, Bevan and Egg Island. The Natural Lands Trust owns about 5,069 acres in the Glades Preserve and the Nature Conservancy owns 266 acres as part of the Gandy's Beach Preserve. Downe does not see the need for additional land acquisitions, except for special species habitat preservation or to improve access to recreation sites to support

eco-tourism efforts. The limited tax revenue, given the large extent of public lands and the high numbers of visitors currently using these lands, points out the need to provide a larger revenue stream to support public infrastructure. These efforts need to be coordinated with the State and non-profits as land acquisition and development occurs.

Currently economic development is focused on the fishing industry, recreation, tourism and sand mining. A majority of the jobs is located in the three villages. The Master Plan projects about 80,000 visitors annually to Fortescue, which is conservatively projected to generate \$2 million per year.

Future economic development efforts should continue to focus on eco-tourism, including the development of local tourism services. Fortescue redevelopment is stressed in the Master Plan, including beach, bulkhead and dune restoration working through the Army Corps of Engineers. An interesting recommendation of the Master Plan focuses on the concept of "Environmental Enterprise Zones". This can have regional implications and merits further discussion as part of the WSCR process.

The Master Plan recommends establishing standards for stream corridor preservation to protect the major stream corridors in the Township that are not in public ownership. The need for buffers to protect other water sources and maintain water quality is also identified.

The Township Master Plan identifies historic resources as a key element of the community. There are currently no regulatory mechanisms to protect these resources. The Master Plan encourages preservation efforts through voluntary programs and incentives. These efforts can support eco-tourism efforts.

The Master Plan recommends replanting trees along streetscapes and retaining existing trees on scenic roads to maintain the vistas. This can be explored further in the WSCR plan since maintaining rural character is a goal for most municipalities. Preparing a County or regional scenic road plan is an important first step. Local roads can be identified; those not under protected ownership can be identified and guidelines established to protect character and viewsheds. A scenic road plan can further support tourism-marketing efforts.

Regional Issues

- Assess opportunities to address tax revenue inequities due to extent of public lands
- Evaluate Environmental Enterprise Zones concept
- Continue and expand regional tourism marketing program
- Evaluate shared services including Route 553 subregional corridor
- Coordinate public land acquisition with local/county plans and facilities needs
- Coordinate Newport area development with that in Lawrence
- Coordinate sand mining operations and reclamation plans on intermunicipal or regional basis
- Develop scenic road plan and guidelines

Local Issues

- Complete centers designation process for centers of Fortescue, Dividing Creek and Newport
- Prepare centers evaluation for Gandy's beach and Money Island
- Pursue funding for dredging of channel, bulkhead, beach and related recreational improvements at Fortescue
- Provide public sewer improvements at Fortescue to support future development
- Coordinate with State on improvements to support eco-tourism activities (public restrooms, boardwalk)
- Identify bicycle and trail improvements to support ecotourism efforts
- Evaluate ordinances to better maintain farming and reduce sprawl
- Develop local tourism marketing efforts
- Establish historic preservation program
- Prepare sand mining ordinance
- Adopt stream bank protection regulations

Fairfield Township

Fairfield is a rural agricultural community with development concentrated in two areas: Fairton, off C.R. 553, which is home to over one-third of the Township population, and Gouldtown off Route 49. Scattered residential development occurs on major roads. Large sections of the township are constrained for development, being under public ownership and/or wetlands in the southern half of the Township along the Delaware Bay. Over 10,800 acres or 39% of Township lands are in wetlands.

Economic development is an important objective of the Township, but the lack of water and sewer infrastructure is a major obstacle. Over the five-year period between 1996 and 2000, only limited development occurred, consisting of 53 new houses and only 17,000 sq. ft. of non-residential development, of which 90% was storage uses. The Township does not have public water or sewer, except those lines serving the Tip's Trailer Park off Route 49 near Bridgeton and a dedicated sewer line serving the Federal prison. The Federal Correctional Institution is a major employer providing 363 jobs.

In 2001, there were 7,629 acres under farmland assessment in Fairfield Township, with almost 50% as woodlands. Fairfield has shown a considerable loss in agriculture lands (600 acres or 12%) and forest lands (527 acres or 6%) in the ten years between 1986 and 1995 (Table

**Table 5
Fairfield**

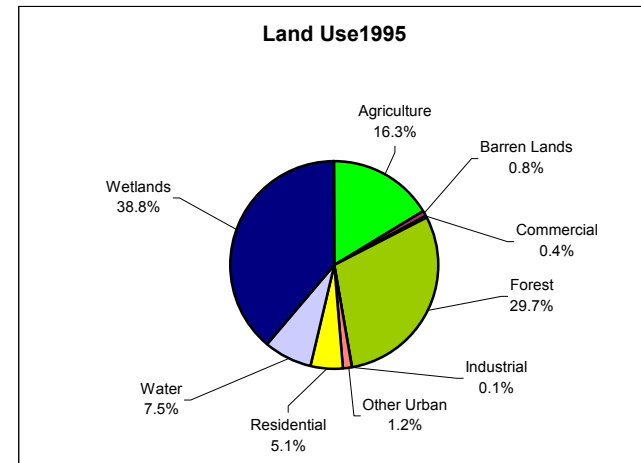
Land Use	1986	1995	1995 Percent of Total Acres	Number Change 1986-1995	Percent Change 1986-1995
Agriculture	5,159	4,558	16%	-601	-12%
Barren Lands	229	216	1%	-13	-6%
Commercial	71	116	0%	45	64%
Forest	8,814	8,287	30%	-527	-6%
Industrial	13	23	0%	10	77%
Other Urban	172	338	1%	166	96%
Residential	1,260	1,426	5%	166	13%
Water	1,989	2,101	8%	113	6%
Wetlands	10,185	10,824	39%	639	6%
Total Acres	27,892	27,889	100%	NA	NA

Source: NJDEP Aerials, 1986, 1995

4, Fairfield Land Use, 1986-1995). Clearing for nursery operations has occurred, which provide alternative productive agriculture uses, 1,275 acres were in nursery stock in 2001. However, the issue of restricting unnecessary tree clearing has been a concern for the Township. Agriculture is considered very important to Fairfield's economy. Agricultural retention would receive a boost from a local emphasis on farming preservation, the establishment of reasonable land values, and educational assistance in Best Management Practices (Table 5, Fairfield Land Use, 1986-1995).

Township population grew by 584 persons over the past 10 years, but this gain can be attributed to the prison inmate population, which increased by 1,231 persons between 1990 and 2000. The Township has a high percentage of unemployed persons, at 12.3% of the labor force. In addition, there is a high percentage (11.2%) of Fairfield's population living below the poverty line. The median household income is low, at 65% of the State average.

The Township 2002 Master Plan Reexamination Report addresses growth issues in the Township, particularly the two centers of Fairton and Gouldtown. These centers provide room for future growth around the existing development areas.



At a minimum, public sewer and water will be needed to support the planned non-residential development within these centers. These centers are located within the Cumberland County Utility Authority sewer service area. There has been a history of septic system failures in the Township and an on-going program of funding for replacements. Extension of public sewers to serve the public school, could also serve the Gouldtown area. It should be noted that the proposed zoning within the two centers provides that a majority of the residential development is on larger sized lots that would not require public sewer infrastructure. Should the density be increased, public sewer would be required. An earlier Centers Report included most of these center areas as part of a greater Bridgeton Regional Center. As part of the WSCRSP process, the final determination of the structure of these centers will need to be resolved with the affected municipalities and the State.

The hamlet of Sea Breeze is identified in State Plan Map as a center. Sea Breeze is in need of improvements including bulkheading and access to service the cluster of homes along the Delaware Bay. Sea Breeze is in CAFRA but is not identified as a CAFRA center. As part of the WSCRSP, the designation of Sea Breeze as a center should be considered.

The proposed zoning of agriculture lands in the 2002 Master Plan Reexamination Report focuses on restricting development along road frontages only. Mining occurs in the northern section of Township above Reeves Road. Fairfield is currently incorporating revised mining ordinances to better regulate mining activities and to reclaim open pit mining areas; funding should be pursued for brownfield cleanup. Mining regulation was identified as a regional problem. To support economic development, expanded loans, grants and economic incentives need to be explored.

The Township has a convenience center for trash and recyclables. The costs of alternative waste disposal are an infrastructure and quality of life issue raised by the Township. Future growth may force alternative solutions. Fairfield is working on a shared services feasibility study with Bridgeton for public works services. Additional shared services opportunities should be explored including regional police force, housing, animal control and other services.

The Township has a number of historic structures; there are currently no

mechanisms in place to protect these historic amenities and use them to support eco-tourism efforts.

The Township would like to address the heavy tax burden caused by public and non-taxable entities in the WSCRSP. For example, alternative cost sharing mechanisms to expand payment in lieu of taxes should be explored to minimize tax burden on homeowners.

Salt-water intrusion into the drinking water was indicated as a problem along the Cohansey River and Delaware Bay coast. This is a watershed management issue, which could affect future growth.

Sidewalks and bike trails were seen as important to support development. Providing better access to public lands such as the Sea Breeze WMA and Clarks' Pond WMA will also support eco-tourism activities. Additionally, use of the Winchester & Western railroad for tourism related excursions was identified as an opportunity to support eco-tourism efforts.

Regional Issues

- Assess options to address tax revenue inequities due to extent of public lands
- Assess opportunities for regional shared services including police, animal control, housing and solid waste disposal
- Complete centers designation process for Fairton and Gouldtown centers or as extension of the Bridgeton Regional Center
- Facilitate improved access to public lands
- Evaluate use of railroad for tourist excursion line
- Prioritize farmland for preservation; assess options to maintain farmland equity

Local Issues

- Evaluation of Sea Breeze as hamlet center
- Provide improved access to public lands
- Provide sewer extension to Fairton and Gouldtown centers
- Begin historic preservation efforts
- Identify redevelopment opportunities for economic development including brownfield sites
- Develop bike trail and sidewalk plan and identify funding opportunities

Greenwich Township

Greenwich is a rural agriculture community with growth centered in the Greenwich Village and Othello and Springtown hamlets. As is true of the other bayshore communities, a significant portion of the Township is in public ownership or in tidal wetlands, and thereby constrained from development. The municipality is located entirely within CAFRA. An important goal of the Township's Master Plan is to "preserve the existing historical character of Greenwich Village, Head of Greenwich, Springtown and the surrounding countryside."

The three centers are historic settlements that comprise a major amenity for the Township. Greenwich Village and Othello are listed on the National Register of Historic Places, and Springtown would be suitable for registration. These historic places form an important part of the bayshore history, with Springtown being an important stop on the Underground Railroad. These three areas offer a foundation to establish tourism related businesses together with spin-off visitors to the PSE&G's Bayside Tract, a 4,500 acre estuary enhancement area.

Greenwich's population has been stable in recent censuses, with only 847 residents in 2000. Limited growth is forecast for the Township; the CUPR projects an increase of 173 persons, or 20% over the next twenty years. The median income of Greenwich in 2000 was above the County average; poverty and resident unemployment is not an issue in

**Table 6
Greenwich**

Land Use	1986	1995	1995 Percent of Total Acres	Number Change 1986-1995	Percent Change 1986-1995
Agriculture	4,286	4,059	34.0%	-227	-5.3%
Barren Lands	22	14	0.1%	-7	-34.1%
Commercial	12	11	0.1%	0	-0.4%
Forest	1,451	1,320	11.1%	-131	-9.0%
Industrial	0	0	0.0%	0	N/A
Other Urban	17	47	0.4%	29	168.3%
Residential	331	390	3.3%	59	17.7%
Water	704	920	7.7%	216	30.7%
Wetlands	5,122	5,181	43.4%	59	1.1%
Total Acres	11,944	11,942	100%	NA	NA

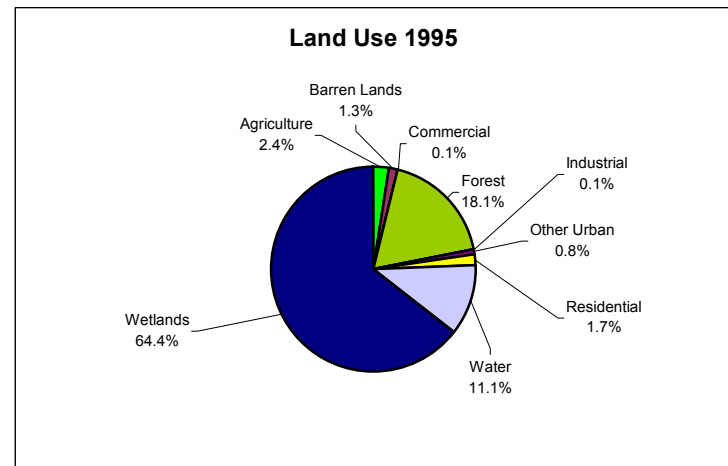
Source: NJDEP Aerials 1986, 1995

Greenwich. The estimated employment in the Township in 2000 was 78 jobs. Between 1998 and 2000, there was no nonresidential development in the Township.

Greenwich has identified a limited economic development program as desirable, focused on marine and bay related services and home based businesses. Large-scale development is not desired by the Township. The Township has neither public water or sewer, nor are they proposed.

The most significant land use change between 1986 and 1995 is the loss of both farmland (-227 acres or 5%) and forest lands (-131 acres or 9%). Over 43% of Greenwich lands are in wetlands. Public lands, and lands owned by not-for-profit agencies, encompass a significant portion of the Township (Table 6, Land Use, 1986-1995).

The 1995 Master Plan encourages the long-term continuation of farming as the primary land use and economic activity. Farmland has been preserved in the areas around the three centers establishing environs to separate Greenwich Village, Othello and Springtown from one another. The Agriculture zoning in the Township requires a minimum six-acre lot. In 2001, there were 7,088 acres under farmland assessment in Greenwich, with 38% as woodlands. The Township has raised the issue of leasing state owned farmlands to farmers instead of allowing it to lie fallow; this issue affects a number of the WSCR municipalities and should be addressed regionally.



Maintaining the existing road network is considered a burden due to the extensive state lands with remote roads and the need to provide security to the isolated lands. The revenues provided by the state and the not-for-profits are not sufficient to cover costs; alternative methods need to be explored.

Greenwich currently shares certain services with Hopewell Township including their convenience center, administrative court services, and sub-code and other personnel. Greenwich indicated it is willing to work on intermunicipal coordination.

Township officials identified the need to restore the breached dike in the Cohansey River, which is another issue to be addressed regionally. Keeping the river channel open for recreational boating and commercial fishing is an important objective.

Regional Issues

- Explore alternative tax revenue streams for state lands
- Explore ways of cost sharing road maintenance, security and other related services
- Explore other options for intermunicipal coordination
- Coordinate tourism opportunities to support local events
- Restore breached dike in Cohansey River

Local Issues

- Expand historic preservation efforts
- Develop marketing campaign to support eco-tourism
- Consider best practices for agriculture zoning
- Complete centers designation process for Greenwich, Othello and Springtown centers

Hopewell Township

Hopewell is a rural agricultural community of 30 square miles. Development is primarily focused in the area extending west from the City of Bridgeton. Commercial uses extend along Route 49. Residential uses are concentrated adjacent to Bridgeton in the Mary Elmer Drive/ West Park Drive area, and are also found in scattered locations along the roads. Historic settlement patterns also include a village at Roadstown.

Hopewell has seen moderate residential growth; the 2000 population of 4,434 represents an increase of 219 residents from 1990. Poverty rates are well below the statewide average; the same is true for the unemployment rate at 5.2% (2001). An annual average of 52 housing units were constructed between 1996 and 2000.

About half the Township is located within CAFRA, with C.R. 626 marking the northern boundary of the district. The Cohansey River corridor is an important feature of the natural landscape. About 12% of the lands are in wetlands. In the ten years between 1986 and 1995, there was a large increase in developed lands as residential uses expanded by 315 acres. Conversely, agriculture lands and forest lands decreased by 320 acres and 212 acres, respectively (Table 7, Hopewell Land Use, 1986-1995).

**Table 7
Hopewell**

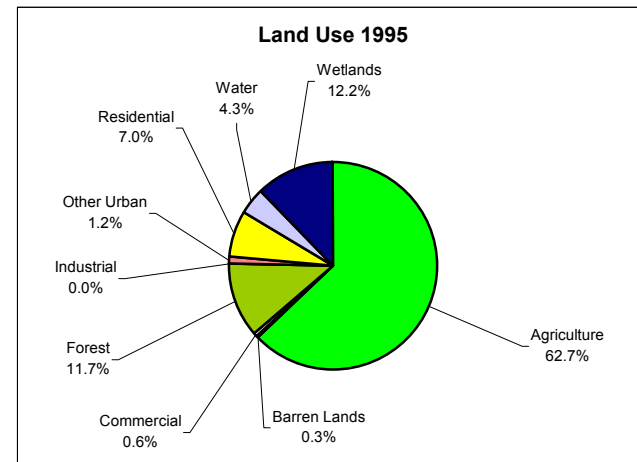
Land Use	1986	1995	1995 Percent of Total Acres	Number Change 1986-1995	Percent Change 1986-1995
Agriculture	12,728	12,408	62.7%	-320	-2.5%
Barren Lands	52	54	0.3%	2	4.0%
Commercial	156	111	0.6%	-45	-28.7%
Forest	2,534	2,322	11.7%	-212	-8.4%
Industrial	0	7	0.0%	7	N/A
Other Urban	72	230	1.2%	157	218.3%
Residential	1,075	1,390	7.0%	315	29.3%
Water	612	847	4.3%	235	38.4%
Wetlands	2,549	2,409	12.2%	-140	-5.5%
Total Acres	19,777	19,777	100%	NA	NA

Source: NJDEP Aerials 1986, 1995

Preserving farmland and agriculture operations is a high priority for the Township. A significant portion (62%) of the Township is being farmed and well over 2/3 of the township is zoned for Agriculture. In 2001, there were 14,438 acres under farmland assessment, with 19% in woodlands. A number of Hopewell farms are in the County farmland preservation program. The Township needs to continue cooperation with the County in the effort to prioritize farmland acquisition. The Township seeks to maintain farmland equity and value while directing residential growth to areas outside prime farmland.

Zoning regulations restrict new residential development in agriculture areas to existing road frontage; however, the Township is interested in exploring other innovative options. The viability of an Agriculture Enterprise District approach had been initially explored by the County in the early 1990's and should be revisited. It would also be desirable for farming to branch into new specialties, such as hydroponics. Increased marketing of farm produce to better support the agricultural industry, and expedited permitting to facilitate farming operations, have also been cited as priorities.

Public sewer provided through the Cumberland County Utilities Authority serves the Route 49 corridor to Shiloh Borough, and the C.R. 626 area serving County Human Service facilities. A Phase IV sewer extension is planned. Public water is also available for a limited section of Hopewell;



expanded water service is desired to serve the concentrated residential area, especially near Mary Elmer Drive. As a focus of development in an expanded Bridgeton Regional Center off Route 49, expanded sewer and water service would be important. The Township would like to direct new housing to the area between Shiloh Pike, Roadstown Road and Bowentown Road.

Economic development is a major goal for the Township. It sees the limited infrastructure, need for job training, and poor access to the South Jersey region as being an obstacle to this growth. Higher paying jobs for professionals are needed. The Township also supports an expanded market program to support economic development efforts. Non-residential development, between 1996 and 2000 consisted of 38,000 square feet of non-residential development, with 60% office use and the remainder storage uses. The Township is currently planning a business park along Route 49, with the ability to be expanded in the future.

The NJ State Plan identifies two centers in Hopewell. The Roadstown Village Center is an intermunicipal center with Stow Creek Township. A Roadstown Center Designation Report was filed in 2000 and has been under review by the State. This center has historic properties which should be protected through appropriate preservation mechanisms. Completion of the Roadstown Village Center designation will be finalized with assistance of the WSCRSP.

The proposed Bridgeton Regional Center was also submitted to the State in 2000. This includes the development area along Route 49 expanding out from Bridgeton City. Through the WSCRSP process, further evaluation of the proposed center and completion of the designation process for the Bridgeton Regional Center can be performed. As a regional center, this will involve intermunicipal cooperation and planning to address both local and regional growth issues. This can include infrastructure expansion, shared services, community facilities, transportation, and other areas that will be identified.

The Township currently has an intermunicipal shared services agreement with Greenwich for building subcode, tax assessor, tax collector, convenience center and municipal court operations. Additional shared services should be investigated through the WSCRSP.

Transportation conditions mentioned in the municipal survey include the need for a north/south road connection to improve access to the region. On a local level, intersection improvements to better facilitate truck movements are needed. The Township would also like bike and pedestrian trails, including linkages to the NJ Coastal Heritage Trail which traverses the Township along Route 607.

Other issues raised by the Township include the need for a cooperative effort with Upper Deerfield and Alloway Township in Salem County to expand the Boswick Lake recreation areas.

Regional Issues

- Continue Bridgeton Regional Center evaluation
- Coordinate designation of Roadstown Village center with Stow Creek Township
- Evaluate transportation improvements for better access to South Jersey region
- Evaluate Agriculture Enterprise Zones concept
- Prioritize farmland for preservation
- Evaluate improved farmland valuation methods.
- Expand marketing for tourism efforts to support business growth
- Assess expansion of shared services
- Coordinate planning for Boswick Lake recreation area improvements

Local Issues

- Identify bicycle and trail improvements to support ecotourism efforts
- Evaluate ordinances to better facilitate farming and reduce sprawl
- Continue public sanitary sewer system improvements to support centers based development

Lawrence Township

Lawrence is a rural farming community, 37.5 square miles in area, with vast open spaces for outdoor recreation. Development is clustered along C.R. 553 in the Village of Cedarville where about 1/3 of the residents live. Centre Grove is a smaller hamlet on Cedarville Road (C.R. 610). About half the Township, or the areas from C.R. 553 southwest toward the Delaware Bay, is within CAFRA. Most of these lands are wetlands and constrained for development; portions are within the Nantuxent WMA and Cedarville Ponds WMA, with other tracts owned by the Nature Conservancy. Baypoint provides opportunities for bird watching along the Delaware Bay. Lands most suitable for development are located along C.R. 553 and north. The Lawrence planning goals identified in the municipal survey are to preserve farmland and natural resources, retain a small town atmosphere, and provide local jobs and senior housing.

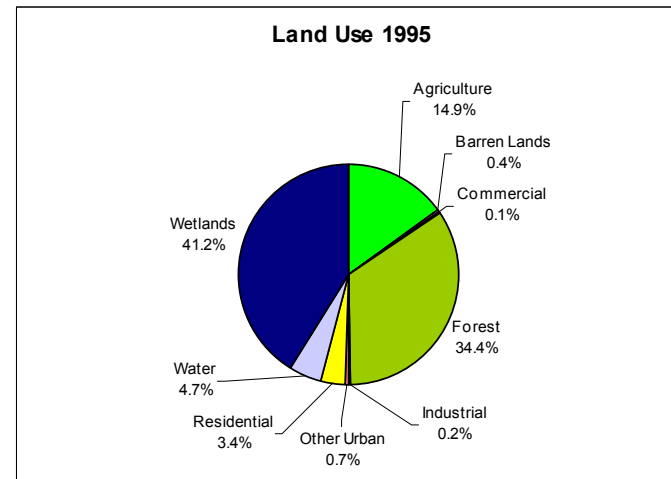
Growth in the Township has been fairly stable, with the population growing by about 300 in each of the last two decades, to 2,721 in 2000. Between 1996 and 2000, an annual average of 11 new homes were constructed. The unemployment rate of 9.3% in 2001 was more than double the statewide average. The percentage of persons living in poverty was consistent with the state average, but well below County and study area averages.

**Table 8
Lawrence**

Land Use	1986	1995	1995 Percent of Total Acres	Number Change 1986-1995	Percent Change 1986-1995
Agriculture	5,306	3,658	14.9%	-1,648	-31%
Barren Lands	126	94	0.4%	-33	-26%
Commercial	64	31	0.1%	-33	-52%
Forest	8,589	8,430	34.4%	-159	-2%
Industrial	3	38	0.2%	35	1276%
Other Urban	49	172	0.7%	123	249%
Residential	605	831	3.4%	225	37%
Water	997	1,161	4.7%	165	17%
Wetlands	8,771	10,094	41.2%	1,323	15%
Total Acres	24,510	24,509	100%	NA	NA

There is no public water or sanitary sewer within the Township, which is located within the Rural Wastewater Management District. Most of the Township is shown as an existing septic discharge area, with the exception of Centerville and Cedar Grove which are shown as areas for expansion of ground water discharge at less than 20,000 GPD. A smart growth approach to development supports concentration of development in the Centerville area to protect natural areas and agriculture lands. The Township has adopted a one-acre minimum lot area in the R-1 zone to reduce the potential for septic malfunctions. Public sewer and water would help attract development to the commercial and industrial zones along Route 553, but this infrastructure is currently not being addressed. The Cedarville Village Center Petition (March 2000) includes the provision for a small package wastewater treatment system to be studied within a five-year time frame.

In 1995, over one-third of the Township was forested, and 15% was in agricultural use. Between 1986 and 1995, 225 acres of residential land was developed. Land identified as wetlands and water areas increased by over 1,500 acres from 1986 to 1995, which may be tied to different methods of land cover analysis in the two years. There was a concurrent loss in land in agriculture use (Table 8). Farmland preservation is a priority for the Township. In 2001, there were 7,267 acres under farmland assessment, with over 25% as woodlands. Alternative approaches to meet farmland preservation goals are being identified through the Master Plan and zoning process now underway.



Lawrence has a right-to-farm ordinance.

Economic development is ranked as a moderate goal for Lawrence. Types of development desired include tourism related business, small-scale cottage industries, home based business, marinas and bay related services. The ideal industries would be agri-industry and low-intensity light industrial uses due to the lack of water and sewer. There has been negligible nonresidential development in the Township, and a major employer, Red Pack, closed down operations last year. The 2002 Master Plan Reexamination report said this plant would likely need renovations to open as an agricultural business. The Township has adopted a tax abatement ordinance to promote redevelopment activity. The Bay Point Marina was also identified by the Township as an important commercial development project; access road improvements are needed by the State to support this endeavor. The Township has suggested creating a pilot project to assist small businesses, especially in the C.R. 553 corridor. Funding to better market economic development opportunities is a need.

The lack of public transportation was cited as a major disadvantage for the Township residents. The need for paved roads with shoulders and additional roads to provide access for emergency vehicles was noted. The lack of improved roads leading to the Delaware Bay was seen as discouraging eco-tourism. Coordination with the State and conservation groups to provide improved access to the WMAs and other sites should be pursued. The Township officials stress that it is important to maintain the Winchester & Western rail line for economic development. Officials expressed interest in using the rail line for an excursion railroad to attract tourists.

Candidates for shared services include EMS, animal control animal shelter, public works and senior housing; these should be encouraged in the WSCRSP.

The Township is currently working on a new Master Plan and Zoning Ordinance. A Cedarville Village Center petition was filed with the State in 2000 as part of the State Plan cross acceptance process. The new Lawrence Master Plan will address centers issues throughout the entire community. It is expected that the Cedarville Village Center petition will proceed separately from the WSCRSP process; however, the results will be incorporated into the WSCRSP. The Township has indicated a desire to expand the proposed Cedarville Village center boundary to

include the industrial uses along the railroad outside of the CAFRA boundary. This was not included in the current Centers Report, but should be considered as part of the WSCRSP. The State Plan identifies an existing hamlet at Centre Grove. However, it is noted that the 2000 Watson & Henry cover letter with the Cedarville Center Petition states that Centre Grove does not meet the state plan definition of a hamlet center and would require extensive rezoning to fit this definition. This needs to be reviewed in the WSCRSP.

The Township has a number of historic properties. Although not specifically identified in the municipal survey, it is recommended that measures be taken to protect these properties to support centers development and eco-tourism efforts. In addition, the 2002 Master Plan Reexamination Report identified the need to designate the flood plain area as a critical environmental site in the zoning ordinance to offer protection from development.

Regional Issues

- Continue and expand regional tourism marketing program
- Investigate shared services program for WSCR
- Develop small business assistance pilot project for C.R. 553 corridor
- Develop expanded public transit plan for region
- Coordinate with Winchester & Western to maintain viable rail freight operations

Local Issues

- Evaluate Centre Grove Hamlet center feasibility
- Incorporate Cedarville Village Center plan into WSCRSP
- Assess expansion of Cedarville Village Center community development boundaries
- Develop water and sewer infrastructure plan for Cedarville Village center
- Facilitate access improvements for Bay Point Marina and other WMA and conservation areas in coordination with State
- Coordinate with State on facilities improvements to support eco-tourism activities
- Develop ordinances to preserve farmland
- Develop local tourism marketing efforts
- Establish historic preservation program
- Adopt stream bank and flood plain protection regulations

Maurice River Township

Maurice River, the largest WSCR municipality with over 93 square miles, is characterized by rural undeveloped lands in tidal wetlands and pineland forest areas. Almost all the Township lands are within either Pinelands Management Area or CAFRA, both of which limit and regulate development. The only large land tract outside of CAFRA is owned by the Nature Conservancy. Other large sections of the Township in conservation ownership include the Belleplaine State Forest, Corson WMA, Heislerville WMA, Peaslee WMA, the recently acquired 4,500-acre PSE&G Estuary Enhancement Site.

Development has historically been concentrated in village settlements along the major roads and the Maurice River. These include the villages of Port Elizabeth, Dorchester, Leesburg, Heislerville, Delmont, Bricksboro, and the Mauricetown Station hamlet. The State Planning Commission has designated the village centers within CAFRA, including Port Elizabeth, Dorchester/ Leesburg, and Heislerville. The Pinelands villages are still under review.

The Township has experienced very slow growth. As of 2000, there were 6,928 residents of which about half were in the two state prisons: Southern State Correctional Institution and Bayside State Prison in

**Table 9
Maurice River**

Land Use	1986	1995	1995 Percent of Total Acres	Number Change 1986-1995	Percent Change 1986-1995
Agriculture	2,817	2,143	3.5%	-673	-23.9%
Barren Lands	1,139	1,029	1.7%	-111	-9.7%
Commercial	186	162	0.3%	-24	-13.0%
Forest	32,557	32,099	53.0%	-458	-1.4%
Industrial	12	8	0.0%	-5	-36.6%
Other Urban	206	206	0.3%	0	0.0%
Residential	1,121	1,240	2.0%	119	10.6%
Water	2,210	2,501	4.1%	292	13.2%
Wetlands	20,759	21,176	35.0%	417	2.0%
Total Acres	61,007	60,564	100%	NA	NA

Source: NJDEP Aerials, 1986, 1995

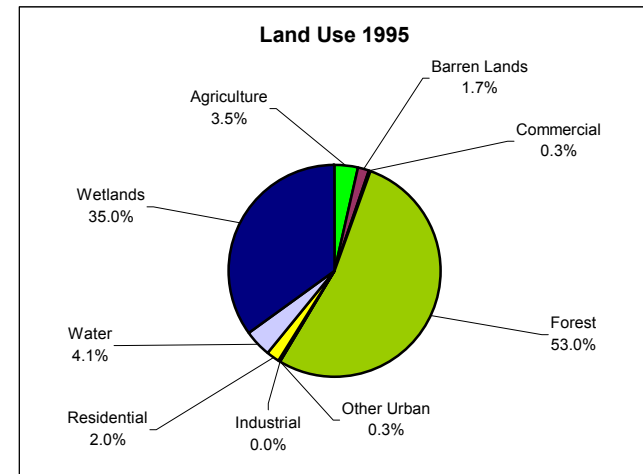
Leesburg. These prisons are the major township employers, with

approximately 1,350 employees and 3,400 prisoners at these facilities. Only limited public transportation is available to this employment center off Route 47. Due to lack of public water or public sewer, the limited development is expected; however, uplands areas in the Pinelands and CAFRA areas will still permit significant residential development. Within the Pinelands, a transfer of development rights is possible. Other approaches to further concentrate development in the centers can be explored through the WSCRSP.

Over half of the Township is forestlands, and over one-third is wetlands. Between 1986 and 1995, there was a loss of over 1,100 acres in agriculture and forest lands. Additionally, almost 119 acres were converted to residential use; however, new housing construction has been very limited with an average of three homes in the period between (1996-2000).

A relatively small amount of land is devoted to agriculture, at 3.5%, not including forest lands. Farmland preservation is not considered a major issue in the Township. In 2001, there were 11,933 acres under farmland assessment, with over 82% as woodlands (Table 9, Maurice Township Land Use, 1986-1995).

Completion of Route 55 is desired, although the Township is concerned about the secondary impact of the road improvements on the



Township's economy. The Township stresses the need to actively

participate in the Route 55 planning efforts. A marketing program and signage to direct visitors are options to ameliorate the impact. With improved access, development pressures may actually increase in the future, with spillover from the Vineland and Millville areas.

The impact of truck traffic on Port Elizabeth, especially sand freight, is an issue requiring further study. Expanding transit opportunities to offer better access to the surrounding region has also been identified as a need. The railroad is of critical importance, and its viability must be maintained. Abandoned rail lines should be explored for either rails-to-trails opportunities or possible Route 55 extension.

The Maurice River is a primary focus for recreation and marine businesses, and maintenance of a navigable river channel up to the Commercial shipyard in Dorchester is critical. Erosion of the river channel below Matt's Landing and Shell Pile is an issue that has not been satisfactorily addressed by the State. Improvements that will support the recreational boating up to the City of Millville need to be planned and funded as part of a regional effort. The effect of the PSE&G enhancement site on access to the bay front communities of Moores Beach and Thompson's Beach should be addressed.

Providing access to public lands and appropriate facilities is important to support eco-tourism efforts regionally. Coordinated planning for the reclamation of the sand mined areas is important to ensure future uses are compatible with the natural areas and can provide needed communities facilities.

Future economic development is expected in small businesses directed at local and marine based services. Home based businesses are permitted in the village areas. Limited development is expected without public sewer and water, neither of which is proposed. Almost 39,000 sq. ft of predominately office development occurred during the five years between 1996 and 2000. Future brownfield sites may be available for redevelopment opportunities, such as the Garrison and Cheering properties. In addition, there are a number of properties in foreclosure and a tax abatement program has been set up by the Township.

Concerns over the extent of lands under public ownership and the inequities of state PILOT revenues are a reoccurring theme in Maurice River as in many of the WSCR municipalities. Shared service efforts through County coordination are also needed.

Regional Issues

- Assess opportunities to address tax revenue inequities due to extent of public lands
- Address Maurice River improvements - dredging and river maintenance
- Evaluate shared services on regional and subregional basis
- Complete Route 55 extension to Cape May
- Expand public transportation system for job access
- Coordination with State to fund on-going maintenance program for facilities
- Coordinate public access to lands owned by Conservation groups
- Cooperate on plan for Regional Nature Center
- Initiate cooperative regional mining reclamation planning with State, county, local and private industries
- Expand marketing for tourism efforts to support business growth

Local

- Finalize Pinelands Centers through Pinelands Commission review process
- Evaluate expansion of Centers to include Route 347 area
- Address sand mining truck impacts through Port Elizabeth

Shiloh Borough

Shiloh Borough, only 1.2 square miles in area, is a rural center characterized by more concentrated residential and commercial development along Route 49 and near the center of the Borough, with farmlands surrounding the core. The vision of the Borough is to maintain the rural areas and preserve farming activity.

The 2000 Borough population of 534 residents showed an increase of 126 persons since 1990, but was still below the 1980 population of 604. From 1996 to 2000, there was an annual average of only three housing units constructed. As of 2000, individuals in poverty (5.8%) were less than the state average (8.5%). The 2001 unemployment rate of 5.7% was above the State average of 4.2%. There is limited employment in the Borough, with an estimate of 87 jobs (2000). Non-residential development activity was negligible over the five year period from 1996 to 2000.

Agriculture uses predominate in the Borough, accounting for over 80% of lands. In 2001, there were 574 acres under farmland assessment in Shiloh. According to the Borough Master Plan, the agricultural industry is changing to enhance hydroponics and aquaculture operations, and land use regulations should be revised to provide for innovative agri-business. The current agriculture/ rural residential zoning requires a minimum of five acres, and the Borough has noted that other zoning

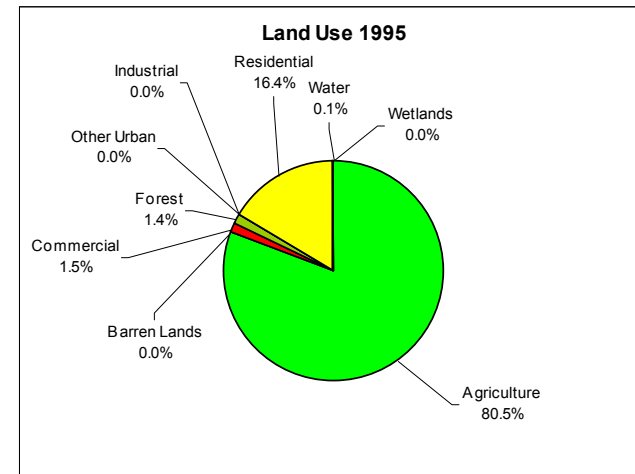
options should be considered to prevent development of prime agriculture lands. Such strategies are especially important if public sewer and water become available. The Borough should coordinate with the County farmland preservation program to prioritize farmland preservation. Very limited acreage has been preserved in the Borough (Table 10, Shiloh Land Use, 1986-1995).

A primary Borough goal is the installation of public sanitary sewers, as septic system failures due to the small lot sizes are a major issue. The County has permitted cesspools on the small lots, but a public system is required to solve long-term problems. The Borough paid Hopewell \$11K to lower a new sewer line along Route 49 to allow Shiloh a gravity flow connection to the main line. The sewer line has been designed in phases, with installation planned for the next four to five years, but grant funds are needed for the estimated \$3M cost. Public water is not being pursued at this time. Public sewer service is expected to increase development pressures on the Borough. The sewer service area will need to be defined to ensure that growth is located in the appropriate areas to preserve agriculture lands.

The Shiloh Elementary School is considered a valued community resource with a low student to teacher ratio. However, mandated programs have increased costs and future building construction will likely be required. This will be a burden on the limited tax base of the community.

**Table 10
Shiloh**

Land Use	1986	1995	1995 Percent of Total Acres	Number Change 1986-1995	Percent Change 1986-1995
Agriculture	620	603	80.5%	-16	-2.6%
Barren Lands	0	0	0.0%	0	0.0%
Commercial	8	11	1.5%	4	45.5%
Forest	8	11	1.4%	3	35.4%
Industrial	0	0	0.0%	0	0.0%
Other Urban	0	0	0.0%	0	0.0%
Residential	116	123	16.4%	6	5.4%
Water	0	1	0.1%	1	0.0%
Wetlands	0	0	0.0%	0	0.0%
Total Acres	752	749	100%	NA	NA



Shiloh Borough was identified as a Village Center in the State Plan. As part of the WSCRSP, the center will be reviewed and boundaries established to protect the agricultural environs and to permit appropriate development in the village center and core area. The draft centers boundaries should at a minimum be revised to include the M-2 industrial area. With public sewer, non-residential development can be focused in the core area to provide business services; innovative agri-industry should also be recommended in appropriate areas.

Needed transportation improvements include the Route 49 intersection at the center of Shiloh. The NJDOT has presented three alternatives to remediate the problems, but none have been implemented. The need for improvements should be incorporated into the regional plan. Although this area has few fatalities, its location at the center of the Borough and the development of a village center necessitates further review and action, especially to make this area more pedestrian friendly. The Borough has submitted local aid applications to the NJDOT for improvements and two current applications include sidewalks on Route 49 to replace and install new links and local sidewalk connections to schools. As part of the centers plan, other pedestrian improvements should be identified. Traffic speeding has been identified in the Master Plan (1995) as a problem. Traffic calming measures can be assessed to address this condition.

Shiloh has a number of historic properties. As indicated in the Master Plan, a voluntary approach to preservation has been adopted. The Borough may wish to reexamine other alternatives to offer better protection for the historic assets of the community.

Regional Issues

- Evaluate shared services options
- Prioritize farmland acquisition efforts

Local Issues

- Facilitate installation of public sewers
- Pursue centers designation for Shiloh Borough
- Evaluate innovative zoning to preserve farmland
- Investigate school facilities need options
- Obtain funding to install Route 49/East Street intersection improvements
- Develop pedestrian improvement plan

- Address traffic speeding

Stow Creek Township

Stow Creek is a rural agricultural municipality with a population density of 78 persons per square mile. As of the 2000 Census, 1,429 persons lived in Stow Creek, with flat growth over the past ten years. The median household income is second highest in the County below Hopewell Township. The poverty ranking is below the state average; 2000 unemployment is at 4.1%, which is consistent with the statewide average of 4.2%.

About one-third of the Township is within CAFRA in the tidal marshlands along Stow Creek. Stow Creek provides navigable waters to just north of Stow Creek Landing. The development patterns of the Township are typical of rural Cumberland with agriculture and forestlands and tidal meadows. Scattered residences are found along the road frontages and are more concentrated around Lake Arrowhead. Commercial development, mostly local service businesses and two large agriculture equipment suppliers, is located primarily along Route 49 north of Shiloh Borough. As of 2000, there were an estimated 155 jobs, with the CUPR projecting a modest increase over the next twenty years.

Fifty-seven percent (57%) of the lands in Stow Creek are farmed; there was negligible change in farmlands from 1986 to 1995. Almost 170 additional acres are in residential uses with a loss of 234 acres in forestlands. In 2001, there were 9,336 acres under farmland

**Table 11
Stow Creek**

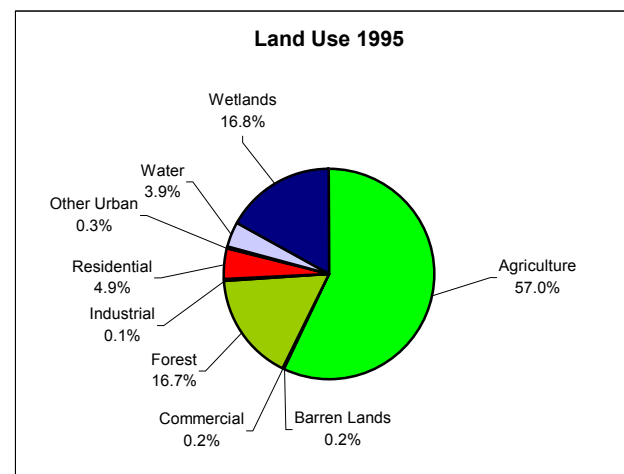
Land Use	1986	1995	1995 Percent of Total Acres	Number Change 1986-1995	Percent Change 1986-1995
Agriculture	6,924	6,849	56.9%	-75	-1.1%
Barren Lands	30	21	0.2%	-9	-31.0%
Commercial	57	25	0.2%	-32	-55.8%
Forest	2,237	2,003	16.7%	-234	-10.5%
Industrial	0	8	0.1%	8	N/A
Residential	421	590	4.9%	169	40.1%
Other Urban	6	32	0.3%	26	406.4%
Water	453	474	3.9%	21	4.6%
Wetlands	1,900	2,025	16.8%	125	6.6%
Total Acres	12,028	12,026	100%	NA	NA

Source: NJDEP Aerial Photos 1986, 1995

assessment, with 31% in woodlands (Table 11, Stow Creek Land Use, 1986-1995).

The 1998 Master Plan recognizes agriculture as the township's economic base and the need to identify productive farmland that is economically feasible to farm. The Township is concerned that some lands identified as Class I, II or III may not be productive. Even if land is acquired under farmland preservation, it may not be productive to farm nor have sufficient equity to cover loans. The Township is concerned that the State and County are not prioritizing farmland for acquisition, and the most productive farmland may not be acquired. In addition, unproductive lands would revert to the Township under tax foreclosures. The Agriculture A District zone restricts new residential lots to existing road frontage, which effectively limits non-agriculture development; however, this approach does ultimately change the visual character of the road network in the region.

Two centers have been identified in Stow Creek. Roadstown Village Center, which is located in both Stow Creek and Hopewell, is in the CAFRA area. A Centers Designation Report was filed with the NJOSP for Roadstown Center in 2000. In July 2001, a letter was sent from the NJOSP indicating deficiencies in the plan. This center application was not approved and it should proceed now. The second center, Stow Creek planned village, has only been preliminarily defined. This center should be reviewed as part of the WSCRSP.



There is no public water or sewer nor is any proposed in the Township. Most of the soils in the Township have a moderate to severe limitation for on-lot septic systems. The lack of public water and sewer infrastructure limits development options. The commercial zone along Route 49 has some vacant businesses and there is land available for future development. There was no nonresidential development between 1996 and 2000 and very limited employment growth is forecast for the next 20 years. Such development will likely be concentrated either in village type commercial and service uses in the Roadstown Center or in a new center possibly developed along Route 49. The lack of public sewer and water will restrict commercial developments; however, low intensity, low water use operations would be possible in appropriate areas in the Township.

A new state park – Stow Creek Landing State Park- recently opened in the Township. Township officials indicate that tourism efforts would focus on Stow Creek Landing Park. There are limited facilities planned, including walking trails and a future visitors center. However, the Township does not want the park to attract large numbers of visitors. There are concerns about overwhelming the local road infrastructure with traffic, noise and other secondary impacts on residents. Township officials indicated that the State Park will provide payment in lieu of taxes (PILOT) and supply road maintenance as required. The visitor activities and related impacts should be monitored and regular coordination be established between the State and the Township to monitor park activities and address service needs.

Township officials have indicated that the local road network supports the current level of activity. The State will provide access improvements for Stow Creek Landing State Park. The Master Plan recommended development of bike facilities, and the county has developed a bike facilities plan that can be incorporated into this effort. The NJ Coastal Heritage Trail bisects the Township and provides access to Stow Creek Landing State Park. Appropriate linkages should be created.

There are a number of other issues that should be considered in the WSCRSP. The preservation of historic structures and sites is critical, especially to build on the eco-tourism marketing efforts for economic development. A number of properties are considered historically significant including the Roadstown Historic District. Conservation of stream and flood plain areas is important, and these areas should be regulated.

Shared service agreements should be considered to maintain the street system in a timely and cost effective manner. Other shared services may also be suitable, and should be explored on a regional basis.

Regional Issues

- Prioritize suitable agriculture lands for acquisition to support farming
- Provide improvements for access to Stow Creek Landing State Park
- Continue and explore expansion of shared services
- Coordinate designation of Roadstown Village center with Hopewell Township
- Evaluate cooperative road maintenance and improvement agreements through shared services

Local Issues

- Define Stow Creek Planned Village and pursue Centers designation through the Regional plan
- Commercial development should be geared to limited available infrastructure
- Evaluate acquisition of municipal building
- Enable historic preservation techniques to protect historic buildings and districts
- Evaluate need to acquire additional open space
- Identify development options to cluster or alternative methods to preserve open space and farmlands
- Revise buffer and setback requirements from farmlands

Upper Deerfield

Upper Deerfield is a rural municipality with large expanses of farms and woodlands along the Cohansey River. Residential development is concentrated at Seabrook and Deerfield, both located along Route 77, with smaller development clusters along Old Deerfield Pike and scattered along road frontages. Commercial development has expanded out from the City of Bridgeton along Route 77 with major retail centers clustered at Carll's Corner. Upper Deerfield is outside of both CAFRA and the Pinelands. Compared to the bayshore municipalities, a large percentage of lands are suitable for development.

Slow, steady residential growth has occurred in the Township. The 2000 population of 7,556 residents represents a 9% increase from 1990. The Village of Seabrook is the largest residential center with over 1,700 residents, including about 325 rental units under Section 8. Residential growth averaged 37 housing units per year in the five years between 1996 and 2000. The poverty rate is 14%, significantly higher than the statewide average of 8%. The 2001 unemployment rate of 6.9% also exceeds the statewide average.

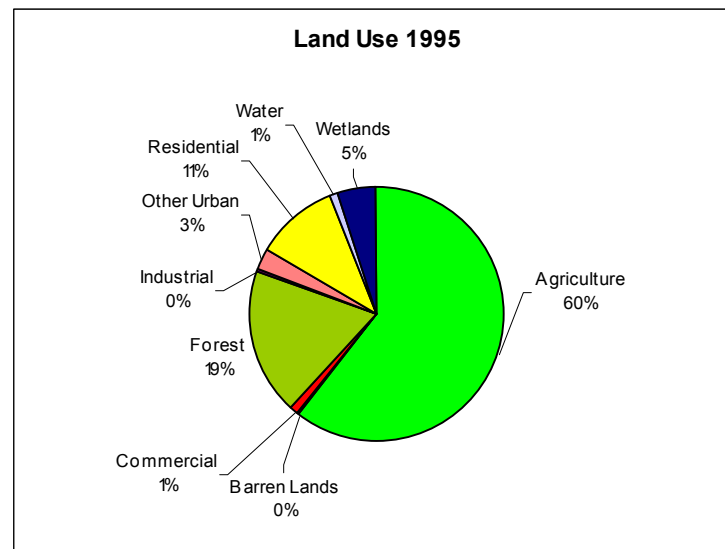
An example of large-scale agriculture operations is Hopewell Nurseries. In 2001, there were 13,936 acres in farmland assessment, with 15% as woodlands. Farms in Upper Deerfield have historically been large in scale. The Township feels that the current zoning regulations support farming.

Agriculture accounts for 60% of the land area. A key Township goal is preservation of farming, yet lands are continuing to be developed for residential uses. Between 1986 and 1995, agriculture lands decreased by 529 acres and concurrently, residential lands increased by 347 acres. The Township has used large lot zoning (6 acre minimum lots) to limit development of farmland. With continued residential growth and loss of farmland, other planning options should be evaluated to more strongly protect farmland. The Township has also implemented an aggressive farmland preservation program, which it would like to expand. Improved marketing of farm products is needed.

Seabrook Sons & Brothers and Clement Pappas Co. are the largest employers in the Township. The Township supports agri-industry and light industrial development. It would like to continue focusing on commercial development in the Carll's Corner area. During the five years between 1996 and 2000, over 262,000 sq. ft of development was

**Table 12
Upper Deerfield**

Land Use	1986	1995	1995 Percent of Total Acres	Number Change 1986- 1995	Percent Change 1986- 1995
Agriculture	12,565	12,036	60.2%	-529	-4.2%
Barren Lands	64	89	0.4%	24	37.5%
Commercial	211	199	1.0%	-11	-5.4%
Forest	3,821	3,717	18.6%	-104	-2.7%
Industrial	106	80	0.4%	-26	-24.9%
Other Urban	190	536	2.7%	345	181.6%
Residential	1,832	2,159	10.8%	327	17.8%
Water	115	145	0.7%	30	26.1%
Wetlands	956	1,018	5.1%	63	6.5%
Total Acres	19,860	19,978	100%	NA	NA



constructed with 38% storage, 29% office and 23% retail uses. This

was the largest non-residential development in the WSCR during this period. An industrial park is now being planned in conjunction with the Cumberland Development Corporation. The prime site is a redevelopment area off Route 77. This development holds opportunities to explore innovative development and cost sharing with the CDC member municipalities.

Deerfield is located within the CUA Wastewater Management Service area. Existing public sewer extends from the Bridgeton municipal boundary north to Seabrook. It is generally focused on the Old Deerfield Pike corridor serving Seabrook Sons & Brothers, Carl's Corner, the Cumberland Regional High School, and older residential areas. The future sewer service area extend over the lower section of the Township west to the Cohansey River below C.R. 617, east of S.R. 77 and along C.R. 56 to the Deerfield municipal border. Public water is also available in sections of the Township. Given the presence of public water and sewer together with prime farmlands, there is potential for major residential development under the current zoning.

Through the State Plan Cross Acceptance Process, the proposed Bridgeton Regional Center was defined to include a section of Upper Deerfield extending out from the City of Bridgeton and encompassing Carl's Corner, which is the commercial center of Upper Deerfield. During the cross acceptance process, a Bridgeton Regional Center petition was submitted for Bridgeton, Hopewell and Fairfield but not Upper Deerfield. These petitions were funded by NJDEP and were focused on CAFRA centers; Upper Deerfield is outside of CAFRA. In December 2001, the Bridgeton (City) Regional Center designation was confirmed. The State Planning Commission approving the Center recommended that the "Western/Southern Cumberland Regional Plan process maximize growth in the Bridgton Regional Center by means of redevelopment and for the inclusion of those appropriate areas in the Townships of Fairfield, Hopewell and Upper Deerfield". Through the WSCRSP process, further evaluation and completion of the designation process for the Bridgeton Regional Center should take place. As a regional center, this will involve intermunicipal cooperation and planning to address both local and regional issues. This can include infrastructure expansion, shared services, community facilities, transportation, and other areas that will be identified.

The State Plan Map also identifies Seabrook Village and Deerfield Hamlet as centers. These centers can be initiated through the plan

endorsement process. Centers designation can provide permitting and funding benefits to these areas.

The Township identified the lack of an east/west corridor for improved access to Route 55. Improvements to Route 77 and Route 56 are needed. An earlier Route 56 study recommended widening Route 56 as growth continues. Improved public transportation is needed in addition to bicycle and pedestrian improvements. The Township also cited the need for increased state police presence along the roadways. Finally, the Township Master Plan identified the need to protect railroad right-of-way to support industrial development.

Upper Deerfield is a Court Town under the Council of Affordable Housing and is in litigation because of its lack of a certified Housing Plan. Potential affordable housing solutions include coordination with Bridgeton, to address housing needs through a Regional Contribution Agreement. Shared services are another area to be explored through the WSCRSP. Possible shared services include police, EMS, court systems, school transportation and administration, public works and fire.

Finally, as indicated in the municipal survey, tourism is ranked of low importance to the Township; however, the need to preserve historic structures was identified. Initiatives to support development, such as a tax abatement, were also mentioned, as was the need for a regional park.

Regional Issues

- Pursue Bridgeton Regional Center designation
- Prioritize farmland for preservation
- Expand marketing for agriculture products
- Assess expansion of shared services
- Address roadway Improvements to Route 56
- Provide improved public transportation
- Preserve railroad facilities operations
- Pursue shared community services on a regional basis
- Cooperatively address affordable housing needs

Local Issues

- Prioritize and continue farmland preservation efforts

- Identify funding opportunities to augment farmland preservation
- Assess innovative residential zoning strategies to preserve farmlands
- Evaluate Seabrook Village and Deerfield Hamlet for centers designation
- Plan bicycle and pedestrian improvements
- Expand public water and sewer to serve planned development
- Establish historic preservation program