

I. INTRODUCTION

A. THE NJ MUNICIPAL LAND USE LAW

In accordance with the New Jersey Municipal Land Use Law (“**MLUL**”), a master plan shall provide “(1) a statement of objectives, principles, assumptions, policies and standards upon which the constituent proposals for the physical, economic and social development of the municipality are based [and] (2) a land use plan element [.]” N.J.S.A. 40:55D-28(b). The land use element of a master plan is required to detail existing land uses, addressing “natural conditions, including, but not necessarily limited to, topography, soil conditions, water supply, drainage, flood plain areas, marshes, and woodlands”; the “extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, open space, educational and other public and private purposes or combination of purposes including any provisions for cluster development ... stating the relationship thereof to the existing and any proposed zone plan and zoning ordinance”; “existing and proposed location of any airports and the boundaries of any airport safety zones ...”; as well as a “statement of the standards of population density and development intensity recommended for the municipality.” N.J.S.A. 40:55D-28(b)(2). The following Land Use Plan Element details the various statutory requirements.

B. SOUTHAMPTON – History and Background

Incorporated in 1845, Southampton Township occupies 43.9 square miles in central Burlington County. As the 7th largest municipality in the County, Southampton is bordered to the north by Eastampton and Pemberton Townships. Pemberton Township additionally borders Southampton to the east. The southern border is with Woodland and Tabernacle Townships and the western border is with Medford and Lumberton Townships. See Aerial View Map, Figure 1. Characterized by farmland and open space (surrounding the State Plan Designated Village Center of Vincentown – only .25 square miles in size), Southampton is unique in that approximately 75 percent of the Township is located within the Pinelands Area and subject to the Pineland Comprehensive Management Plan. Featuring some of the largest contiguous tracts of forest in the Eastern United States, Southampton, not surprisingly, places a high priority on farmland preservation.

II. GOALS AND OBJECTIVES

The purpose of the Land Use Element is to provide guidance to Southampton Township regarding current and future development within the municipality. Over time Southampton consistently has identified agricultural preservation, environmental protection, and balanced growth of its residential, commercial and industrial areas as important land use concerns. These concerns have been embodied in the following land use goals:

Land Use Goals

1. Preserve farmland and woodland areas, wetland and stream corridors, and open spaces; develop additional recreational areas.
2. Encourage balanced residential development throughout the Township while discouraging suburban sprawl and low-density development.
3. Promote and support commercial development along the established commercial and transportation nodes of U.S. Route 206 as it intersects (a) New Jersey Route 38 and County Road 530 and (b) New Jersey Route 70.
Retain existing non-residential uses compatible with Township's rural character. Evaluate need for development of new non-residential uses, and to the extent new uses are deemed necessary, site such uses near significant transportation routes and nodes.
4. Further promote a scenic corridor throughout US Route 206 through the Township in accordance with the Scenic Corridor Vision Statement and Plan, found in the Community Design Element Plan dated February 28, 2006 and the Scenic Corridor Overlay Zoning District Map dated March 7, 2008. Consider designating portions of Route 70, John D. Rockefeller Memorial Highway, for recognition or as part of expanded Scenic Corridor.

Objectives

- **Land Use Goal #1 - Preserve farmland and woodland areas, wetland and stream corridors, and open spaces; develop additional recreational areas.**
 - Support existing agricultural operations through farmland preservation programs, while encouraging retention of large contiguous farmland acreage.
 - Link open spaces, including wetland and stream corridors, through a network of identified and promoted pedestrian and bike paths. Explore public/private funding sources for planning and implementation projects.
 - Direct residential development away from environmentally sensitive areas and farming operations.
 - Constrain commercial and industrial development to the presently existing highway commercial and industrial zones; continue to locate same away from farmland and wooded areas, wetland and stream corridors, and open spaces.

- Continue to explore State and County opportunities such as farmland preservation programs and transfer of development rights, to the extent they continue to exist and/or provide funding.
- **Land Use Goal #2 - Encourage balanced residential development while discouraging suburban sprawl and low-density development.**
- Promote new growth to mirror historic and traditional hamlets, villages, and towns.
 - Maintain existing neighborhoods by discouraging non-compatible encroachments and encouraging pedestrian movement throughout.
 - Encourage housing diversity through promotion of a variety of housing types.
 - In Vincentown, continue to identify needed municipal improvements to enhance the historic residential character of the Village. Explore appropriate funding sources to achieve same.
 - Evaluate housing conditions that would permit Township residents to age in place.
- **Land Use Goal #3 - Promote and support commercial development along the established commercial and transportation nodes of U.S. Route 206 as it intersects (a) NJ Route 38 and County Road 530 and (b) NJ Route 70.**
- Locate business development in clusters or nodes in the vicinity of major roadway intersections, discouraging strip development and isolated locations.
 - Promote new commercial uses as long as such uses do not diminish or inhibit surrounding agricultural uses. Evaluate potential of designating existing vacant or underutilized commercial sites as areas in need of redevelopment/rehabilitation.
 - Review and evaluate existing zoning to determine whether areas along the north side of Route 70 from the Medford Township line to Route 206 might be better suited for commercial development.
 - In order to encourage appropriate commercial development, review and evaluate and if deemed necessary, modify existing zoning within the Highway Commercial District to determine if existing septic rules (including the nitrate dilution model) as presently applied are a deterrent to environmentally sound commercial growth within the Township. In addition, explore the possible expansion of the current sewer service area and consider the merit of such an expansion.
 - **Retain existing non-residential uses compatible with Township's rural character. Evaluate need for development of new non-residential uses and to the extent new uses are deemed necessary, site such uses near transportation nodes along US Route 206 as it intersects (a) NJ Route 38 and County Road 530 and (b) NJ Route 70.** Continue to permit appropriate industrial development compatible with the rural and agricultural character of the Township.
 - Evaluate need for new industrial development: to the extent necessary, seek to encourage new development directly compatible with Township's rural and agricultural character.

- Discourage development that degrades the environment and/or does not meet the goals and objectives of the Township Master Plan.
- Evaluate potential of designating existing vacant or underutilized industrial sites as areas in need of redevelopment.

➤ **Land Use Goal #4 - Promote scenic corridors throughout US Route 206 corridor.**

- Review and evaluate the adoption of Specific Design Guidelines for the Scenic Corridor Overlay Zoning District as set forth in Southampton Township Scenic Corridor Vision Statement and Plan – Community Design Element/Master Plan, revised January 17, 2006.
- Adopt signage standards for uses within the Scenic Corridor Overlay Zoning District.
- Consider establishing maximum densities and/or siting standards in the Scenic Corridor Overlay Zoning District.

Review and evaluate NJ Route 70 designated in 1937 as the John D. Rockefeller Memorial Highway, with the existing road redesigned and landscaped as a limited access highway by Gilmore Clark, a nationally renowned landscape architect, for consideration whether any areas of the roadway warrant specific recognition or incorporation into an expanded Scenic Corridor.¹

¹ Source: New Jersey Historical Roadway Study, Prepared for NJ Department of Transportation, Federal Highway Administration and NJ Historic Preservation Office, by KSK Architects et al., January 2011, HPO Log #03-1895-6.

III. BACKGROUND ANALYSIS

A. PINELANDS NATIONAL RESERVE

Of Southampton Township's 28,000 acres, approximately 75% are located within the Pinelands Area and subject to oversight of the New Jersey Pinelands Commission. Only 25% of land in the Township is subject to the sole oversight of the municipality through its ordinances and land use boards.

Pinelands National Reserve

In passing the National Parks and Recreation Act of 1978, Congress created the Pinelands National Reserve ("PNR.") The PNR was the first National Reserve in the nation and contains approximately 1.1 million acres (occupying 22% of New Jersey's land area), spanning portions of seven counties (Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester and Ocean) and all or part of 56 municipalities. It is the largest body of open space on the Mid-Atlantic seaboard between Richmond and Boston. A significant portion of Southampton Township is located within the PNR.

Pinelands Area

With the 1979 passage of the Pinelands Protection Act, New Jersey formed a partnership with the federal government to preserve, protect and enhance the natural and cultural resources of that portion of the PNR designated as the **Pinelands Area**, implementing the Pinelands Comprehensive Management Plan and establishing the New Jersey Pinelands Commission. The Pinelands Comprehensive Management Plan regulations (N.J.A.C. 7:50-1.1 et seq.) set out the procedures for certification of municipal plans, review of development within the Pinelands Area, and development and management standards for the Pinelands Area.

While entirely located within the federal PNR, approximately 75% of the Township is located within the State Pinelands Area and subject to the Pineland Comprehensive Management Plan. The boundaries of the Pinelands Area in Southampton are roughly delineated as that area south of County Road 530, east of US Route 206, and south of NJ Route 70. Of that 75%, a substantial portion of the Pinelands Area is in the Agricultural Production Management Area. The most southwest corner of Southampton is in a Regional Growth Management Area, surrounded by a Rural Development Management Area. The southeast corner of the Township is in a Pinelands Forest Management Area. Lastly, the historic Village of Vincentown is located on east side of US Route 206. See New Jersey State Plan – Planning Areas Map, Figure 2.

Southampton's Land Use Ordinance addresses growth and development in the Pinelands Area and the remainder of the Township in two separate chapters: Chapter 19 sets out the specific zoning districts and regulations for the Pinelands Area (which covers 75% of the Township) and, the portion of the Township lying outside the Pinelands Area is regulated by the zoning regulations set out in the Chapter 12 Land Development Ordinance.

B. NEW JERSEY STATE PLAN

Southampton Township and the NJ State Plan:

In 2008, Southampton Township initiated its involvement in the NJ State Development and Redevelopment Plan (“**State Plan**”) Endorsement Process and submitted a Municipal Self-Assessment Report to the NJ Office of Smart Growth (“**OSG**”). In response, the OSG and partner State Agencies prepared a State Agencies Opportunities & Constraint Analysis dated October 14, 2008 (“**Opportunities & Constraint Analysis**”). As part of this process, OSG evaluated Southampton’s relationship to the State Plan.

The goal of the State Plan is to provide “a balance between growth and conservation by designating planning areas that share common conditions with regard to development and environmental features.” State Plan, <http://www.nj.gov/state/planning/spc-state-plan.html>. Under the State Plan the following designations exist:

- **“Areas for Growth”**: Metropolitan Planning areas (Planning Area 1), Suburban Planning Areas (Planning Area 2) and Designated Centers in any planning area (such as **Vincentown Village**).
- **“Areas for Limited Growth”** include areas designated as: Fringe Planning Areas (Planning Area 3), Rural Planning Areas (Planning Area 4), and Environmentally Sensitive Planning Areas (Planning Area 5). “In these planning areas, planning should promote a balance of conservation and limited growth—environmental constraints affect development and preservation is encouraged in large contiguous tracts.” **Other than Vincentown, the remainder of Southampton Township outside of the Pinelands Area is designated as Rural PA4. See Figure 2, “Southampton Township NJ State Plan – Planning Areas”.**
- **Areas for Conservation**: Fringe Planning Area (Planning Area 3), Rural Planning Areas (Planning Area 4), and Environmentally Sensitive Planning Areas (Planning Area 5)."

During the endorsement process, the OSG sought to create a new Planning Area 2 in Southampton that “generally encompasses the three (3) non-Pinelands quadrants of the intersection of US Route 206, and NJ Route 38/CR 530 replacing Planning Area 4 (PA4).” Opportunities & Constraint Analysis, Appendix B. The Township however “did not favor changing the area to PA2.” Instead, it was the preference of the Township at that time to keep the PA4 designation “and delineate a development node focused on the other three non-Pinelands quadrants of the intersection of NJ Route 38 and US Route 206...”

This decision on State Plan designation for this area accordingly was deferred with “Burlington County and Southampton [to work] together to achieve a consensus vision and implementation agenda for the route change.”

In the process however, OSG agreed to change the designation of the remainder of the Township not in the Pinelands Area from PA4 (an “Area for Growth”) to PA4B (an “Area for Conservation”). See Figure 2. Under the State Plan the stated goal of the PA4B area is to “maintain the Environs as large contiguous areas of farmland and other lands; revitalize cities and towns; accommodate growth in Centers; promote a viable agricultural industry; protect the character of existing stable communities; and confine programmed sewers and public water services to Centers”. See <http://www.nj.gov/state/planning/docs/stateplan030101d.pdf>.

The Township Planning Board has expressed an interest in reevaluating the PA4B designation in order to facilitate commercial development compatible with and appropriate to the Township’s rural agricultural character.

C. EXISTING LAND USE

Southampton remains a predominately rural, agricultural Township. In 1990, nearly 50% of the Township’s acreage was wooded and water, with agriculture accounting for 38% of all land use in Southampton (a combined total of 88% rural and agricultural). Residential use accounted for only 6.3% of Township acreage (of which all were single family residences). Industrial, transportation, commercial and mining uses in the Township combined only to account for 4.6% of Southampton’s acreage.

In the twenty-year period following 1990, the Township has experienced the pressures of increased development. By 2000, residential use accounted for 7.1% of the Township’s acreage (with 9 acres of multi-family use) and just 10 years later in 2010, residential use increased to 8.6% (with multi-family use increasing to 65 acres). See **Southampton Township – Land Use Map**, Figure 3. By 2010, industrial, transportation and commercial land uses in the Township increased slightly to 5.3% of Southampton’s total acreage. In the same time period, wooded and water areas decreased slightly to 48% (down from 50%) of the Township’s total acreage. Additionally, acreage dedicated to agriculture decreased to 36% (from 38%). Despite such pressures, agricultural, wooded and water acreage still accounted for 84% of all land uses in 2010 (down from 88% in the preceding 20-year period).

Very little acreage has been categorized as “vacant” in the Township (1.7% in 1990 and 1.8% in 2010). Recreation acreage increased slightly over the same twenty-year period from only 34.7 acres in 1990 to 70.3 acres in 2010.

TABLE 1 - SOUTHAMPTON TOWNSHIP - LAND USE BY ACREAGE

Land Use by Acres	1990	%	2000	%	2010	%
Single Family	1,759.2	6.3%	1,978	7.1%	2,397	8.4%
Multi Family	0	0%	9	Less than 0.1%	64.5	0.2%
Industrial	66.3	0.2%	72	0.3%	25.5	.09%
Transportation	606.7	2.2%	740	2.6%	831.9	2.9%

Utility	221.9	0.8%	246	0.9%	247.4	0.9%
Commercial	351.9	1.3%	294	1%	405.5	1.4%
Community Services	7.9	Less than 0.1%	44	0.2%	48.9	0.2%
Military	0	0%	0	0%	0	0%
Recreation	34.7	0.1%	51	0.2%	70.3	0.2%
Agriculture	10,662.4	38%	9,789	34.9%	10,126.4	35.6%
Agriculture Bogs			633	2.3%	---	²
Mining	54.1	0.2%	0	0%	0	0%
Wooded	13,391.8	47.8%	13,251	47.3%	13,320.4	46.9%
Vacant	466.6	1.7%	567	2%	516.8	1.8%
Water	417.0	1.5%	353	1.3%	374.8	1.3%
Total	28,040.5³		28,026		28,429.4	

Source: Delaware Valley Regional Planning Commission, Municipal Data Navigator – Southampton Township: Land Use by Acres 1990 to 2010, data based on digital orthophotography created from aerial surveillance, accessed January 2017, <http://www.dvrpc.org/asp/DataNavigator/default.aspx>.

Distinct Areas within the Township:

Residential:

The five largest neighborhoods by size in Southampton are: (1) Leisuretowne with approximately 2,255 homes and 3,800 residents; (2) Mobile Estates with approximately 325 homes and 700 residents; (3) Ewansville and Crescent Heights with approximately 232 homes; (4) Village of Vincentown with approximately 209 homes and 700 residents; and (5) Hampton Lakes with approximately 195 homes.

- The **Vincentown Historic District**, which encompasses portions of Brown's Alley, Red Lion Road, and Church, Grange, Main, Mill, Pleasant, Plum and Race streets, is only .25 square miles large. Placed on the New Jersey Register of Historic Places on April 16, 1987 and the National Register of Historic Places on September 21, 1988, it was designated a New Jersey State Plan Village Center on September 22, 1999. With its approximately 209 homes, the Village of Vincentown is nearly completely built out.
- **Leisuretowne** is an age-restricted community, approximately two miles square, located on Route 70 within the Pinelands Area and the largest residential area in Southampton, housing approximately 35% percent of the Township's residents. The United States Census classifies Leisuretown (along with **Hampton Lakes**) as its own Census Designated Place ("CDP"). In 2010, the CDP had a population of 3,582 representing 34 % of the Township population of 10,464. By 2015 the CDP had a population of 3,454 persons representing 33% of the Township population of 10,402. 2010 US Census, Tables DP-1, American Community Survey 2011 – 2015, Tables DP-05.

² Category not identified in 2010 database.

³ Total acreage differs from year to year, possibly due to rounding errors.

Of the Township's 5,845 lots, 76.5% are classified as residential (with an additional 173 lots classified as farmhouses).⁴

Municipal Centers:

- The Southamptton Municipal Complex, the location of the Township administration offices, is located on the eastern side of US Route 206 within the Pinelands Area.
- The residential village of Vincentown, designated in September 1999, as a "Village Center" under the NJ State Development and Redevelopment Plan serves as the town center within the community.

Commercial/Light Industrial Node/Corridor:

- There is limited commercial and industrial development within the Township. Of the Township's 5,845 lots, only 156 are classified as commercial and 24 as industrial. See Footnote 4. Highway commercial uses are concentrated in the north of the Township along the US Route 206 and NJ Route 38/County Road 530 intersection, where permitted along US Route 206 and at the intersection of US Route 206 and New Jersey Route 70. Industrial uses are found along Route 38 to the north and along Eayrestown and Red Lion Roads, in the south, in the two permitted industrial zoning districts in the Township.

Scenic Corridors:

- In accordance with the Scenic Corridor Vision Statement and Plan, found in the Community Design Element of the Township Master Plan, dated February 28, 2006, and the Scenic Corridor Overlay Zoning District Map, dated March 7, 2008, the Township has designated portions of property throughout US Route 206, the Township's main thoroughfare, as a scenic corridor. The Township adopted its Scenic Corridor Overlay Zoning District (amended in 2008) with the purpose of protecting a "valued resource of natural linear open space," the preservation of scenic vistas, the provision of adequate buffers to obscure residential and commercial structures and parking adjacent to corridor, limiting vehicular access points to the corridor, encouraging businesses that are supportive of agricultural activities, facilitating the passage of farm equipment, protecting environmentally sensitive lands along the corridor including the linear aquifer recharge area, and maintaining and enhancing the rural character of Southamptton. In the *Southamptton Township 2007 Scenic Corridor Vision Statement and Plan* areas are identified as "preservable" and "compromised with most of the corridor deemed preservable while some portions determined to be compromised.
- While not classified as a Scenic Corridor, NJ Route 70 was designated in 1937 as the John D. Rockefeller Memorial Highway, with the existing road redesigned and landscaped as a

⁴ New Jersey Property Tax Record Search, http://tax1.co.monmouth.nj.us/cgi-bin/prc6.cgi?menu=index&ms_user=monm&passwd=data&district=1301&mode=11, accessed January 13, 2017. Website lists all Township's tax lots, including non-profit and exempt.

limited access highway by Gilmore Clark, a nationally renowned landscape architect. This highway was cited as a “a prime example of limiting roadside development to promote scenic beauty. The Palisades and Garden State parkways are natural outgrowths of this type of roadside aesthetic.”⁵ NJ Route 70 as it passes through Southampton is highlighted in the Land Use Element for consideration as to whether any of its portions should be incorporated into an expanded Scenic Corridor.

Relevant Demographic Data

In order to understand existing land use patterns in Southampton (and to evaluate future land use options) it is important to review existing and projected population, housing and employment trends that have affected and will continue to impact the Township.

Population: As shown below in Table 2, the Township experienced a population boom in the 1970s, growing by 77% from 1970 to 1980 (from 4,982 to 8,808). From 1980 to 1990, Southampton grew by another 16% (from 8,808 to 10,202). However, since the 1990s growth has continued but to a lesser degree. From 1990 to 2010 the Township grew by only 3% (from 10,202 to 10,464) and then experienced a slight 1% decrease from 2010 to 2015 to 10,402 persons. Southampton’s population has been predicted to remain stable – with an increase of only 1% from 2010 to 2040 (10,464 to 10,569). Population density has remained steady as well: in 2010, there existed 240 persons per square mile in the Township. By 2014, the number had reduced to 239 persons per square mile. Source: Delaware Valley Regional Planning Commission, Municipal Data Navigator, Southampton Township, US Census, Population Data 1970 to 2014.

Table 2: SOUTHAMPTON TOWNSHIP – Population Change 1970 - 2015

Year	Population	Percent Change
1970	4,982	
1980	8,808	77%
1990	10,202	16%
2010	10,464	3%
2015	10,402	-1%

Source: Delaware Valley Regional Planning Commission, Municipal Data Navigator, Southampton Township, US Census, Population Data 1970 to 2015.

The Township’s population, with a median age of 55.8 in 2015, is largely older than Burlington County and the State where the median age was 41 and 39, respectively. In 2015, significantly more than half (63%) of the population was over 45 years of age, 50% was over 55 years of age and nearly a third (32.5%) was over 65 years of age. In contrast, in 2015 only 15% of County

⁵ Source: New Jersey Historical Roadway Study, Prepared for NJ Department of Transportation, Federal Highway Administration and NJ Historic Preservation Office, by KSK Architects et al., January 2011, HPO Log #03-1895-6.

residents and 14% of New Jersey State residents were over the age of 65. The NJ Opportunities & Constraint Analysis stated that in 2008 Southampton “ha[d] the second highest senior population in the seven suburban counties of Philadelphia in both Pennsylvania and New Jersey (31.7% ... over the age of 65).” At the opposite end of the age spectrum, in 2015 only 15% of the Township’s population was under the age of 18 and 18% was under the age of 21. Less than 20% of the population was between the ages of 25 and 44. Sources: US Census, Census 2000 Summary, Table DP-1; 2011-2015 American Community Survey 5-Year Estimates, Table DP05.

The Southampton Township School District operates three schools: School #1 for grades kindergarten to second; School #2 for grades 3 to 5; and School #3 for grades 6 to 8. Students in grades 9 and above attend Seneca High School in the Lenape Regional High School District in Tabernacle, New Jersey. Since 1998, the first year for which the New Jersey Department of Education has provided on-line school enrollment statistics, it can be seen that school age enrollment in the Township has declined (as population growth has slowed and the existing population has aged.) During the 1998-1999 school year, student enrollment in the Township numbered 913 students. Ten years later, in the 2008-2009 school year, enrollment decreased by 13%, to 796 students. Five years later, the enrollment dropped to 729 students in the 2013-2014 school year. The NJ DOE website registered the lowest school enrollment for the Township in the 2015-2016 school year, when the number of students declined to 699, a 23% decrease since the 1998-1999 school year. In the 2016 -2017 school year, the enrollment registered a slight increase of 10 students to a total enrollment of 709. In May 2014, Whitehall Associates, Inc. prepared a demographic report for the Southampton Township Board of Education projecting enrollment through the 2018 -2019 school year, as required by NJ DOE for long range facilities planning. Based on its study, Whitehall Associates determined that the enrollment for the 2018-2019 school year would total 725 students for the Township district.

In 2010, the NJ Department of Education reviewed and approved the Township’s Long Range Facilities Plan in which the Township estimated proposed enrollments of 801 students and the NJ DOE estimated a total enrollment of 780 students. Under either scenario, the Township’s proposal to not construct new instructional buildings but instead propose system upgrades and inventory changes (i.e., defined as removing, adding or altering sites, school buildings and rooms) was determined as adequate by the State reviewers.⁶ According to discussions in February 2017 with the Office of the Superintendent, the proposals set forth in 2010 remain current.

Employment: The number of residents in the Township 16 years and older, who were in civilian employment, declined from 2009 to 2014 by 10% (from 4,749 to 4,291), with the median income dropping by 5% (from \$40,008 to \$37,277). In Burlington County while the total employed population dropped by 133 persons (less than 1%), the median income rose by 7% (from \$43,584 to \$46,568). During the same time period, New Jersey saw an increase of in the

⁶ See NJ Department of Education Final Determination Letter (“Long-Range Facilities Plan Final Determination”) dated January 15, 2010 for Southampton Township, <http://www.state.nj.us/education/facilities/lrfp/fdl/4930.pdf>.

number of workers (although less than 1%, finally stemming the decreases in 2011 through 2013). Median earnings increased Statewide, although to a lesser number and increase than in Burlington County (up 4% to \$43,019). See Table 3 below:

TABLE 3: SOUTHAMPTON TOWNSHIP - CIVILIAN EMPLOYED POPULATION, 16 YEARS OF AGE AND OVER

Year	Southampton		Burlington County		New Jersey	
	Workers	Median Earnings	Workers	Median Earnings	Workers	Median Earnings
2014	4,291	\$37,861	221,024	\$46,568	4,235,089	\$43,019
2013	4,338	\$38,277	219,945	\$46,460	4,197,483	\$43,295
2012	4,495	\$38,822	219,606	\$45,958	4,219,677	\$43,190
2011	4,491	\$39,876	220,946	\$45,319	4,221,383	\$42,463
2010	4,726	\$40,714	220,207	\$44,557	4,230,560	\$41,864
2009	4,749	\$40,008	221,157	\$43,584	4,217,343	\$41,366

Source: US Census, American Community Survey 2010 – 2014, 2009-2013, 2008-2012, 2007-2011, 2006-2010, 2005-2009.

Housing: According to the U.S. Census, the number of housing units in the Township declined from 2010 to 2014 by 4% (from 5,284 to 5,072 units). A review of residential construction and demolition permits issued by Southampton from 2000 to 2015 reveals that the number of new permits issued varied greatly during the sixteen (16) year period, with an average of 25.7 permits issued per year from 2000 through 2007, and a significant decline since 2008. Residential construction has slowed significantly with only 15 housing units authorized by building permits issued from 2010 to 2015 (averaging only 2.5 a year). Moreover, during the same time period, 38 demolition permits were issued. Accordingly, the Township experienced a deficit of minus twenty-three (-23) housing units during that six-year period. See Table 4.

A maximum of 87 residential building permits were issued in 2005; in contrast, only 9 residential building permits were issued from 2011 to 2015. A total of 411 building construction permits and 99 housing demolition permits were issued in the sixteen-year period. Adding the 2 residential building permits and 4 demolition permits issued since 2015 to the 5,072 housing units existing in 2014, it can be estimated that as of 2015, Southampton Township contained approximately 5,070 housing units built or under construction. See Table 3 below:

TABLE 4: SOUTHAMPTON TOWNSHIP - NEW HOUSING CONSTRUCTION PERMITS ISSUED AND HOUSING UNITS DEMOLISHED

Year	New Housing Units	Housing Units Demolished
2000	71	1
2001	52	1
2002	75	5
2003	15	1
2004	17	9

2005	87	11
2006	44	8
2007	25	8
2008	4	9
2009	6	8
2010	6	13
2011	1	12
2012	3	8
2013	2	1
2014	1	0
2015	2	4
Total	411	99
Yearly Average	25.7	6.2
<i>Source: State of NJ Department of Community Affairs, 2016</i>		

NATURAL FEATURES AND ENVIRONMENTAL CONDITIONS

Southampton Township remains a largely agricultural and rural municipality with visibly large farm tracts to the north and forested areas in the Pinelands Area to the southwest. In the southern section of the Township can be seen the significant wetlands including cranberry bogs as well as the Bear Swamp at Red Lion Preserve owned by the New Jersey Natural Lands Trust, spanning two geographic regions (the inner and outer coastal plains). Interspersed within the Township is residential and commercial development. Also, clearly visible in the center of the Township is Leisuretowne, located in the Pinelands Area, the largest residential development within the Township⁷. See Aerial View Map, Figure 1 and USGS Topography Map, Figure 4.

Located in the Atlantic Coastal Plain which encompasses most of the southern part of New Jersey, Southampton is characterized by a low-lying topography dominated by wetlands and rolling plains. The Atlantic Coastal Plain is divided into the Inner and Outer Coastal Plains with the separating line running through Southampton in a northeasterly to southwesterly direction. The Township lies over two Coastal Plain formations that are dominant in New Jersey, the Cohansey and Kirkwood. The aquifers associated with these two formations are among the most important natural water systems in New Jersey. Concerns exist regarding the potential for pollution of this hydro-geological system both from commercial and residential sources including lawn fertilizers as well as septic tanks.

Elevations in the Township range from 40 feet to 140 feet indicating a fairly flat or gently sloping topography (based on U.S.G.S. delineations.) The exceptions are the Big Hill area in the south-central part of the Township with an elevation of 134 feet (where slopes exceed 10%) and unnamed hills in the south west part with an elevation of 140 feet. See Figure 4.

In a 2008 study (based on 2002 aerial photography), the New Jersey Department of Environmental Protection (“NJ DEP”) identified 13,000 acres of wetlands (or 46%) of the Township’s total 28,000 acres. A 2009 Resource Inventory conducted by the Township stated that more than half of Southampton’s acreage included wetlands (14,440 acres). NJ DEP in 2012 estimated that 45.3% of the Township’s total acreage consisted of wetlands. See Waterbodies and Wetlands Map, Figure 5.

With respect to floodplains, more than 80% of Southampton Township is located in FEMA Zone X which is an area of moderate to low risk flood hazard as it is outside of the 100 and 500 year floodplains, and flood insurance purchase is not required. See FEMA Flood Plain Map, Figure 6. The Township does contain areas identified as Special Flood Hazard Areas (“SFHA”). SFHAs are higher risk areas and require the purchase of mandatory flood insurance. In Southampton,

⁷ In addition to NJ DEP, U.S.G.S. and US Census data, the report acknowledges the *Southampton Township Resource Inventory*, prepared by the Southampton Township Environmental Commission, December 2009, and *Groundwater Studies for Southampton Township*, initiated by the Southampton Township Environmental Commission and prepared by Uhl, Baron, Rana & Associates, Inc., June 2006, both reviewed in preparing this section.

these are FEMA zones A and AE which can be seen throughout the Township on the FEMA Flood Plain Map.

Southampton soils include a variety of soil types, with over 31% classified as Ultisols. See Soils Map, Figure 7. Ultisols, located largely in the norther section of the Township as well as throughout Burlington County, are strongly leached, acid forest soils, typically found on older, stable landscapes where intense weathering of primary minerals has occurred and in which clays have accumulated. Ultisols are the dominant soils of much of the southeastern United States, and often support productive forests. The high acidity and relatively low quantities of plant-available minerals associated with most Ultisols make them poorly suited for continuous agriculture without the use of fertilizer and lime. With such additions, however, Ultisols can be very productive.

In the non-Pinelands area, the Township also contains significant sections of Inceptisols, which are largely based in the northern New Jersey. They are often found on fairly steep slopes (not the case in Southampton) and support a variety of land uses. Fairly common throughout the world, Inceptisols support approximately 20% of the world's population, the largest percentage of any of the soil orders. In the Pinelands Area, in addition to Ultisols and Inceptisols are found concentrations of Spodosols and Entisols. Spodosols (only found in the Pinelands Area of the Township) often occur under coniferous forests in cool, moist climates. Because they are naturally infertile, Spodosols require additions of lime in order to be productive agriculturally. Entisols, widely located in southern New Jersey, are found in steep, rocky settings. However, Entisols are also located near river valleys and associated shore deposits, and can provide appropriate soils for crops.

With respect to public services, the 2009 Resource Inventory found that approximately 70% of all Southampton structures are serviced by public water systems. The Pinelands Water Company, a division of the Middlesex Water Company, provides drinking water to the Leisuretowne and Hampton Lakes sections of the Township, whereas the Mount Holly Water Company, a subsidiary of Elizabethtown Water Company, provides water for the Vincetown Village and the Southampton public schools. The remainder of the Township is serviced by private wells.⁸ The sewage disposal systems for Leisuretowne, Hampton Lakes and Vincentown Village (as well as the public-school system) are operated by the Pinelands Wastewater Company, also a division of the Middlesex Water Company. Two mobile home developments (Mobile Estates and Richard's Trailer Park) operate their own separate sewage treatment plants. The remainder of the Township has private on-site septic systems.

Endangered, Threatened & Priority Species Habitats and Heritage Priority Sites⁹

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⁹ Acknowledgement to the 2008 Southampton Township Opportunities and Constraints Analysis Report, Office of Smart Growth, NJ Dept. of Community Affairs, Chapter on *Environmental Constraints Analysis*, prepared by NJ Department of Environmental Protection for data and map presented in this section.

The 1973 NJ Endangered Species Conservation Act charges NJ DEP with protecting, managing and restoring the State's endangered and threatened species. Through its Endangered and Nongame Species Program ("ENSP") NJ DEP identifies, maps and ranks critical habitats, i.e., "patches":

Rank 5 - containing one or more occurrences of wildlife listed as endangered and threatened pursuant to the Federal Endangered Species Act of 1973.

Rank 4 - one or more occurrences of State endangered species.

Rank 3 - one or more occurrences of State threatened species.

Rank 2 - one or more occurrences of species considered to be species of special concern.

Rank 1 - habitats that meet habitat-specific suitability requirements but do not intersect with any confirmed occurrences of such species. Note that the lack of documentation regarding such endangered or threatened species does not mean that they do not exist or that their habitats are not imperiled, and it may be that such areas have not been systematically surveyed. The Rank 1 designation is used for planning purposes, such as targeting areas for future wildlife surveys.

NJ DEP determined that in Southampton there exist approximately 13,038 acres of habitats of threatened and endangered species (actual acreage possibly less due to certain areas identified for multiple species). In Southampton, the following wide range of species include the following: Great Blue Heron, Least Tern, Piping Plover, Cooper's Hawk, Grasshopper Sparrow, Savannah Sparrow, Corn Snake, Common Tern, Snowy Egret, Glossy Ibis, Northern Diamond Back Terrapin, Pine Barrens Tree Frog, Barred Owl, Bobcat and Timber Rattle Snake.

The NJ DEP Office of Natural Lands Management (ONLM) through its Natural Heritage Database has identified 343 Natural Heritage Priority Sites (NHPS) in New Jersey, representing rare species habitats and ecological communities in the State. ONLM identifies these critically important areas to encourage conservation of New Jersey's biological diversity, with particular emphasis on rare plant species and ecological communities. In Southampton, the ONLM has identified one National Heritage Priority Site: **Vincentown Woods** (in the northwestern section of the Township) specifically the floodplain and wooded ravine area. Vincentown Woods have been given a Biodiversity Rank of "B5" for an "area of general biodiversity interest" as the site contains "one special concern plant series."

Contaminated Sites

Southampton contains one USA EPA Superfund Site and a number of State DEP identified Known Contaminated Sites. The Superfund Site is the remediated Big Hill (BEMS) Sanitary Landfill (containing 113 acres of which 40 acres contained waste) located in Southampton along Big Hill and Old Forge Roads (Block 2702, Lots 3, 4, 5, 7 & 8). Operated as a sanitary landfill in the late 1960s to 1982, municipal wastes, septic sludge and hazardous wastes were deposited at the site. The property has been the subject of a NJ DEP remedial investigation and

remediation. As a result, NJ DEP determined that in 2013 contaminant levels were low and continued to decline. Accordingly, NJ DEP was evaluating future monitoring and remedial action.

The New Jersey DEP Site Remediation Program maintains a database of (1) active sites, (2) pending, and (3) closed known contaminated sites for each municipality in the State. The DEP website identified seventeen (17) active sites with confirmed contamination located in the Township (including the Big Hill Sanitary Landfill) of which most were located along US Route 206 and NJ Route 70. See Table 5.

TABLE 5 SOUTHAMPTON TOWNSHIP - NJ DEP SITE REMEDIATION PROGRAM/ACTIVE SITES WITH CONFIRMED CONTAMINATION

Site ID	PI Number	PI Name	Address	Home Owner
58222	704921	150 ROUTE 530	150 RT 530	No
15502	002086	AFFILIATED AIR SERVICES INC	RED LION RD	No
15903	019974	BIG HILL SANITARY LANDFILL	RT 70 & BIG HILL RD	No
259793	332825	HAMPTON LAKES FIRE CO	74 HOLLY BLVD	No
162997	227633	JW FERRELL CONCRETE COMPANY INC	143 RED LION RD	No
10550	025242	L&L REDIMIX	1939 RT 206	No
43259	005088	MILLSTREAM GARAGE (FORMER)	32 MILL ST	No
598750	752415	PSE&G TRANSFORMER NEAR 30 SHENANDOAH LANE	30 SHENANDOAH LN	No
48009	016587	RED LION STATE POLICE STATION	1722 RT 206	No
10570	000489	RED LION TEXACO	1716 RT 206	No
468632	591396	ROUTE 206 SOUTH (MILE MARKER 19)	RT 206 S MM 19	No
10546	007383	SABIR - REDLION - NJ 0028	1771 RT 206	No
10554	022078	SOUTHAMPTON COMMERCIAL CENTER	1751 RT 206	No
10574	032265	STOKES OF VINCENTOWN	431 N MAIN ST	No
10561	032183	THRIFT BAKERY	1601 RT 70	No
15	Site Count			

Source: NJDEP Active Sites with Confirmed Contamination in Southampton, New Jersey; accessed May 1, 2017, <https://www13.state.nj.us/DataMiner>.

Landfills

NJ DEP has identified two solid waste landfills located in Southampton: the Haas Property Landfill (located at 26 Purgatory Road, now closed) and the Big Hill Sanitary Landfill (Big Hill & Old Forge Roads; Blocks 2701, Lots 3,4,5, 7 & 8)) identified in Table 5 above. As the NJ DEP Site Remediation Site stated regarding the Big Hill (BEMS) Sanitary Landfill:

"This site was operated as a sanitary landfill between the late 1960s and 1982. Municipal wastes, septic sludges, and some hazardous wastes were deposited in the landfill during this time. The waste fill occupies 40 acres of the 113-acre property. Two sides of the landfill closely border the Leisuretowne housing development, a large retirement community. Burlington Environmental Management Services Incorporated (BEMS, Inc.), which operated the landfill between the mid-1970s and 1982, installed a soil cover over the site in 1983 but it failed to perform properly. Precipitation continued to infiltrate the landfill, generating large quantities of leachate that contaminated the ground water and surface waters and caused foul odors. In

addition, storm water runoff from the landfill occasionally caused nearby properties to flood, and methane gas generated by the decomposing waste migrated through the soil and into private yards. NJDEP directed BEMS, Inc. to investigate and remediate the site in 1985, but shortly thereafter the company declared bankruptcy.

NJDEP implemented several Interim Remedial Measures (IRMs) to address the problems experienced by residents living adjacent to the landfill. The IRMs included installing a methane collection system and a flare to address off-site soil vapors, constructing a storm water retention basin, improving surface water drainage, and dredging sediments contaminated with landfill leachate from Canterbury Pond in Leisuretowne. In 1991, NJDEP signed a Decision Document that required capping of the landfill with an impermeable membrane cap and installation of a site-wide methane gas collection and treatment system. NJDEP completed construction of these remedial measures in 1999 and currently operates and maintains them.

NJDEP also conducted a Remedial Investigation/Remedial Action Selection (RI/RAS) to identify the extent of the contamination at the site and evaluate cleanup alternatives. The RI/RAS revealed that ground water at the landfill is contaminated with organic and inorganic compounds at levels above New Jersey's Ground Water Quality Standards. Landfill-related contaminants were also detected in several nearby surface water bodies, but at levels that do not present an immediate threat to human health or the environment.

Based on these findings, NJDEP issued a Decision Document in 1995 that required remediation of the ground water and re-dredging of Canterbury Pond. NJDEP re-dredged Canterbury Pond in 2006 and completed installation of the ground water remediation system in 2008. The ground water remediation system will remain in operation until testing shows the levels of contaminants in the aquifer are reduced to Ground Water Quality Standards. Sampling of the ground water monitoring wells in 2013 showed contaminant levels remain low or continued to decline. NJDEP is conducting a detailed evaluation of the ground water to determine future monitoring program and remedial action needs."

For possible future consideration, it should be further noted that in the *2008 Southampton Township Opportunities and Constraints Analysis Report*, Office of Smart Growth, NJ Dept. of Community Affairs, Chapter on *Environmental Constraints Analysis*, NJ DEP noted: "Landfills often represent some of the largest tracts of potentially developable land that a municipality and/or count can include in its smart growth plan efforts. Turning a former landfill into a beneficial use may then enable the protection of other sensitive areas in a community. Innovative uses of landfills include passable open space, active open space, renewable energy "farm" for wind turbines, gas collection and uses, and/or solar collection, shopping centers and mixed-use developments."

Open Space

The Township has been in the process of adopting an Open Space and Recreation Plan, with a draft created for review in July 2014. The draft Plan reviews existing open space and recreation opportunities within the Township and proposes a prioritized Action Plan for both active and passive recreation.

D. BUILDOUT ANALYSIS

The County Waste Water Management Plan, which provides the basis for determination of a buildout analysis for Southampton Township, presently is in production. With prior studies and plans regarding this topic out of date, the Land Use Element will need to be updated upon the adoption of the finalized Waste Water Management Plan.

F. TRANSPORTATION

Southampton contains several regionally significant roadways within its borders. These include:

- US Route 206 which runs from Montague, Pennsylvania to Hammonton, New Jersey, and bisects the Township from north to south;
- New Jersey Route 70 which intersects US Route 206 as it travels from Pennsauken, Camden County, to Wall Township in Monmouth County, and serves as a major highway to New Jersey shore communities; and
- New Jersey Route 38, located in the northern portion of the Township which originates in Pennsauken and ends in Southampton at the intersection of County Road 530 and US Route 206, where it continues as County Road 530 from Southampton to Toms River.

Local as well as regional traffic relies heavily on all these routes. A 2008 analysis of the Township by the NJ Department of Transportation reported that sections of NJ Route 38 and US Route 206 were classified as “Severely Congested” and a segment of Route 70 classified as “Very Congested,” “with the intersection of NJ Route 38/County Road 530 and US Route 206 ranked 46 out of 372 high need signalized intersections on State highways” [and] “[a] one-mile segment [of US Route 206] within a corridor ranked #73 on a list of 79 congested commuter corridors.”

There is minimal public transportation available in Southampton Township, with only one New Jersey Transit bus line available with service to Southampton (five stops between Philadelphia and Asbury Park). Daily bus service for seniors and disabled adults to shopping centers, medical appointments and senior sites is provided through the Burlington County Transportation System. NJ DOT operates a 31-parking space park and ride lot on Eayrestown Road at Route 70, for carpool/van pool connections, without any public transit connections. All available Burlington County BurLink Routes (B1, B2 and B5) completely bypass the Township at present time. See, Cross County Connection – BurLink, www.driverless.com.

A 2008 NJ Transit Memorandum noted that there exists a small segment of the Township's population that could benefit from additional transit services, and should Southampton consider addressing such interest, bus and shuttle service should be increased.

The Red Lion Airport is a 92-acre public use airport that is privately owned by Affiliated Air Services Inc. and operational during daytime hours. Located along Red Lion Road approximately 30 single engine and 3 multi-engine planes are based there, with approximately 7,500 operations (landings and take offs) logged in during 2009.

G. FARMLAND PRESERVATION

In 2008, Burlington County adopted its Comprehensive Farmland and Preservation Plan (2009-2018) ("**County FPP**"), in which it surveyed the current status of County farmland preservation programs. In order to slow the rate of farmland loss, the County developed statutorily designated Agricultural Development Areas ("**ADA**") for targeted preservation/acquisition which include between 10,000 and 15,000 acres in Southampton, one of the 13 municipalities which comprises the US Route 206 Farm Belt. Based on soil and septic suitability, farms were evaluated to determine whether they were under "development threat."

The County FPP reported that Southampton had the third highest amount of preserved farmland in the County (after Woodland and Chesterfield Townships.) The County FPP further determined that Southampton in 2008 had 5,246 acres of preserved farmland, representing approximately 19% of the Township's 28,000 acres and over 10% of all preserved farmland in the County (totaling 50,500 acres.) By 2014, the number had risen to approximately 5,500 total acres preserved. In the Pinelands Area, Southampton, through 2007, had approximately 2,900 preserved acres in the Agricultural Production and Special Agricultural Production Areas. According to the County FPP, Burlington County has the largest county-run farmland preservation program in New Jersey and the sixth largest in the entire United States.

In 2016, the County further approved moving forward to add an additional 700 acres adjacent to the Joint Base to the County FPP, of which 164 acres would be the Alloway North and South Farm in Southampton. The Burlington County Office of Economic Development & Regional Planning recently mapped preserved farmland and open space in Southampton, including areas in the process of preservation as well as targeted for preservation. See Southampton Township – Preservation Map, Figure 8.

As of April 2017, the New Jersey Farmland Preservation Program reports 2,770 acres of permanently preserved farmland in Southampton, representing approximately 10% of the 28,110 preserved acres in Burlington County. Source: NJ Farmland Preservation Program, <http://www.nj.gov/agriculture/sadc/farmpreserve/progress/preserved/preservedfarmslist.pdf>

Southampton has a Right to Farm Ordinance (Chapter 12 Land Development; Section 12-4.23) which recognizes the "right to farm" as a permitted use in all Township zones, including but not limited to, production of agricultural and horticultural crops, housing and employment for necessary farm laborers, operation of farm markets, application of manure and chemical

fertilizers, insecticides and herbicides, and the operation of large, slow moving equipment over Township roads.

H. ZONING

The Southampton Ordinance has two sets of zoning regulations: those addressing land development in the Township (Southampton Township's Land Development Ordinance: Chapter 12-3) and those addressing development exclusively in the Pinelands (Southampton Township's Pinelands Development Ordinance: Chapter 19-2). See Southampton Township - Zoning Map, Figure 9.

TOWNSHIP ZONING DISTRICTS (OUTSIDE THE PINELANDS AREA)

The nine zoning districts in Southampton are described below and shown in Figure 9:

1. Agricultural Residential (AR)

This zoning district encompasses a significant portion of Southampton and reflects the Township's stated goal of promoting and retaining agricultural activities as a significant economic industry. In addition to farm operations and accessory uses, this zoning district permits uses related to agriculture (processing farm products, facilities for warehousing, sales, repair and service of agricultural equipment, vehicles, feed and supplies), as well as animal hospitals and kennels, riding schools and stables, greenhouses and nurseries. Single family detached dwelling units with on-site septic are permitted on a minimum of 3.2 acres (for clustered units, the lot area standard is 1.0-acre minimum provided density of 3.2 acres/d.u. is maintained for the entire site.) Permitted institutional uses include public buildings such as firehouses, public recreation facilities, educational facilities, churches, and professional offices.

2. Highway Commercial (HC)

Permitted uses in the HC Zoning District (located in a small number of designated areas along US Route 206 and NJ Route 70) include a wide range of retail commercial, governmental, public, medical and religious uses on a minimum lot size of 2 acres for individual uses and 10 acres for shopping centers. While fast food restaurants are allowed as a conditional use in the Township and in the HC District (see Section 12-3.6(d)(4)), consideration should be given to allowing restaurants as a permitted use in the HC district. Note that restaurants are only a conditional use and not a permitted use anywhere in the Township. See Section 12-3.12(c)(2)(d) conditional use, Town Center Extension/Affordable Housing District; Section 12-4.7 (a) Conditional Uses. The inclusion of restaurants as permitted uses in this district, with accompanying design standards, should be evaluated to determine if their inclusion provides development opportunities within the Township.

Subject to stated standards, permitted conditional uses include: service stations and garages; hotels and motels (minimum lot size five acres); new and used auto, mobile home and recreation vehicle sales; fast food restaurants (0.05 maximum building lot coverage); and sexually oriented businesses (87,120 square foot minimum lot size).

Consideration also should be given to expand the Highway Commercial District to additional appropriate properties on the north side of Route 70 from the Medford Township line to Route 206.

3. Industrial (I)

Industrial uses are permitted in two areas of the Township (in the northwest section of the Township along the Easthampton border, roughly bound by Smithville Road, E. Railroad Avenue/Lenni Lenape Trail, US Route 206 and NJ Route 38) and in southwest section of the Township (roughly bound by portions of Red Lion Road and NJ Route 70). Located within this zoning district is Red Lion Airport, a privately owned public access airport with a 2,880-foot asphalt runway. Currently, permitted uses in this zoning district, on a minimum lot size of 2 acres for individual uses and 1 acre for lots within an industrial complex, include warehouses, wholesale businesses, yards for storage, sale and distribution of ice, coal, fuel oil or building materials (but not including junkyard, salvage, or wrecking yard except when enclosed within a solid fence of not less than six feet in height and in conformance with stated ordinance standards, commercial amusements places, bottling establishments, manufacturing (of products as specified in the ordinance), cleaning facilities, laboratory, research, experimental and testing facilities, industrial parks and airports.

Junkyards are defined in Ordinance Section 12-2.3 as “Any area of land, with or without buildings, devoted to the storage, keeping or abandonment of junk or debris, whether or not it is in connection with the dismantling, processing, salvage, sale or other use or disposition thereof or of any material whatsoever.” When enclosed within a solid fence of not less than six feet in height, as stated above, a junkyard is a permitted use in the Industrial District. Concerns have been raised regarding allowing “junk or debris” to be stored, kept or abandoned, especially when the “junk” and “debris” is not defined in the Ordinance. Consideration will be given to reviewing the issue to determine whether junkyards should be eliminated and/or the definitional sections of the Ordinance revised to limit what constitutes “junk” and “debris” and for how long and in what manner it may be stored, kept or abandoned.

4. Mobile Home Residential (MR)

This zoning district is located in the northern section of the Township, off of US Route 206, serving as home to Mobile Estates of Southampton, the second largest neighborhood in Southampton with 325 homes and approximately 700 residents. Permitted uses are limited to areas devoted to the rental of lots for mobile home placement or to the rental or sale of mobile homes as placed.

5. Rural Residential (RR)

Located in two zoning districts in the northern and western parts of the Township, with the western district one of the larger zoning districts, uses permitted in the RR zone include single family dwelling units, as well as a number of same uses permitted in the AR zone. Single family detached dwelling units with on-site septic are permitted on a minimum of 1.0 acre (for clustered units, the lot area standard is 1.0-acre minimum provided a gross density of 2.0 acres/dwelling unit is maintained for the entire site.)

6. Rural Residential 1 – Affordable Housing (RR1)

In this zoning district, permitted uses include single-family detached and townhouse dwellings are permitted in addition to public and semi-public recreational/open space uses, private schools and churches. Development criteria for both single family and townhouse residential permit smaller lot area, depth, frontage and side/front yards allowing 6 dwelling units per gross acre.

In 2015, the New Jersey Supreme Court in In re Adoption of N.J.A.C. 5:96 and 5:97 by N.J. Council on Affordable Housing, 221 N.J. 1 (2015) (also referred to as Mount Laurel IV) removed the requirement that municipalities work with and through the Council on Affordable Housing (“COAH”) to determine compliance with their constitutional obligation to create a realistic opportunity to produce their fair share of affordable housing, returning such authority to the courts. In the intervening two years, many municipalities have filed declaratory judgment actions with the courts, seeking approval of their respective housing elements and fair share plans.

As of the date of adoption of this Land Use Element, the Township Committee, with the assistance of its Affordable Housing Counsel, has guided Southampton Township through this process, with a final resolution still awaiting court action. In the interim, prior obligations set out in the various rounds of COAH rules are in limbo, and existing land use ordinances will need to be revised. Once a determination of the Township’s affordable housing obligation has been finalized by the court, the Township Planning Board is prepared to move forward and address the issue.

Accordingly, the provisions set forth in the Rural Residential 1 Zoning District await review and revision. The section presently states that at least 20% of the total number of residential units within the RR1 zoning district shall be subsidized or otherwise made affordable to low and moderate-income households (as defined in the Affordable Housing Ordinance Section 12-4.12) and that this portion of the development's housing stock shall equal, at a minimum, 68 units of low and moderate-income units pursuant to the Council on Affordable Housing (COAH) requirements.

7. Town Center (TC)

This zone occupies the majority of the historic town center of Vincentown Village within Southampton, which is listed on the National and State Historic Registers and contains approximately 209 residences and a population of around 750 persons. The purpose of the zoning within this district is to protect the integrity of the existing cultural environment and the architectural, historic and use characteristics of the town center. Permitted uses within this zone include single family dwellings (on 12,000 square foot minimum lots) and attached two-family dwellings (on 4,000 square foot minimum lots), retail commercial establishments, education facilities, personal and professional service establishments, and public/semi-recreation facilities and open space, as well as a mix of any of the aforementioned uses.

8. Town Center Extension – Affordable Housing (TC1)

Roughly bordered by North Main Street to the west and Mill Street to the south within Vincentown Village, this zone is intended to enhance and strengthen the character of the rural town center and its surrounding green belt, in extending the existing town center by applying traditional design patterns of rural farming centers as well as provide affordable housing. The only permitted uses in this zoning district are residential and public/semi-public recreation facilities and open space.

As stated above, as a result of the New Jersey Supreme Court's decision in In re Adoption of N.J.A.C. 5:96 and 5:97 by N.J. Council on Affordable Housing, 221 N.J. 1 (2015), the provisions of this section of the Land Use Ordinance regarding affordable housing await review and revisions. The Township Planning Board is prepared to move forward and address the issue of the Township's affordable housing obligations upon court resolution.

At present, the TC1 ordinance presently states that a minimum of 20% of units constructed within this zone are required to be detached single-family dwellings (on 6,000 minimum square foot lots); a minimum of 20% are to be townhouses (on 3,500 minimum square foot lots), duplexes and triplexes (on 2,300 minimum square foot lots) – with all three housing types not to exceed 60% of all housing types; and, apartment dwellings are not to exceed 40% of all housing types in the zoning district. The maximum and minimum number of dwelling units permitted within the TCI zone shall be computed on the basis of eight dwelling units per gross acre. Gross residential density shall be eight dwellings per acre, which shall be computed using the entire or total tract acreage, inclusive of acreage used for nonresidential development. A variance from this density requirement will be considered, as long as the total number of low and moderate-income dwelling units provided in the TCI zone is not less than 37 units.

9. Village Commercial (VC)

Also located within Vincentown Village, the VC zone is roughly a triangle, bordered by North Main Street to the west, Pemberton Road to the south and US Route 206 to the east. Its purpose is to encourage the development of unified, attractive pedestrian oriented shopping areas that will complement the existing village architecture. Permitted uses in this zone

include roadside stands for the sale of agriculture products and shopping centers permitted by right in the Highway Commercial Zoning District (with a minimum lot area of 15 acres).

OTHER RELEVANT ZONING DISTRICTS, AREAS, ORDINANCES

Scenic Corridor Overlay Zoning District

The Scenic Corridor Overlay Zoning District (Chapter 12 – Land Development; Section 12-3.14) is applicable to all areas in the Township designated as scenic corridor as delineated in the 2008 Scenic Corridor Overlay Zoning District Map, incorporated as part of the “Scenic Corridor Vision Statement and Plan,” a Community Design Element Plan created in 2006 as part of the Township Master Plan. The intent of this zone is to preserve the scenic vistas along designated roadways. The zone however is not intended to deprive property owners of all reasonable economic use of any given parcel of land and shall be administered so as to avoid the taking of land for public land or use unless by explicit action of the Township Committee.

Airport Safety Area

In compliance with the NJ Air Safety and Zoning Act of 1983, the Southampton Land Development Ordinance sets out an Airport Safety Area in Chapter 12-Land Development; Section 12-4.2. The area extends over Red Lion Airport to beyond Red Lion Road and Eayrestown Road. Commercial, industrial and residential uses (single family detached dwelling units, situated on lots greater than three (3) acres) are permitted as long as they are not located in the clear zone, as well as open space, farming, transportation and airport uses. Other residential, planned units, hospitals, and school are not permitted in the Airport Safety Area. Also, not permitted are above grade major utility transmission lines and/or mains and above ground bulk tank storage of compressed flammable and/or toxic gasses and liquid (unless located in the runway end zones.)

Right to Farm Ordinance

Southampton has a Right to Farm Ordinance (Chapter 12 - Land Development; Section 12-4.23) which recognizes the “right to farm” as a permitted use in all Township zones, including but not limited to, production of agricultural and horticultural crops, housing and employment for necessary farm laborers, operation of farm markets, application of manure and chemical fertilizers, insecticides and herbicides, and the operation of large, slow moving equipment over Township roads.

TOWNSHIP ZONING DISTRICTS (WITHIN THE PINELANDS AREA)

Within the Pinelands Area, Southampton is divided into the following seven zoning districts: Forest A Zone (FA); Forest B Zone (FB); Forest C Zone (FC); Agricultural Production (AP); Rural Development (RD); Rural Community (RC); and, Municipal Complex (MC). These seven zones are all subject to the development standards set forth in the Pinelands Comprehensive Management Plan and the oversight of the Pinelands Commission. See Zoning Map, Figure 9.

H. Developable Land

The Burlington County Office of Economic Development & Regional Planning has determined that the amount of land available for development is limited in the Township. Its land use analysis of Southampton was based upon a review of NJ DEP data (identifying water, streams, and wetlands), FEMA flood zone data, and then mapping existing developed, preserved open space, farmland and public/exempt properties. In 2016, 7,110 acres were determined to be developable town-wide representing 25% of the Township's 28,300 acres. Of the 7,110 developable acres, 5,843 acres (or 82%) were developable in the Pinelands area of the Township and 18% (or 1,267 acres) were developable in the Non-Pinelands area. See **Southampton Township – Developable Area Map**, Figure 10 and Table 6.

TABLE 6: SOUTHAMPTON TOWNSHIP – DEVELOPABLE ACREAGE

Land Type by acres	Pinelands Area	Non-Pinelands Area	Total
Preserved	1,780	1,628	3,408
Exempt	2,386	264	2,650
Developed	2,261	1,600	3,861
Developable	5,843	1,267	7,110

Source: Burlington County Office of Economic Development & Regional Planning, October 2016.

IV. CONSISTENCY WITH THE NJ STATE DEVELOPMENT AND REDEVELOPMENT PLAN

The New Jersey State Development and Redevelopment Plan (“State Plan”) was adopted in March 2001 with a mandate to: “Coordinate planning activities and establish Statewide planning objectives in the following areas: land use, housing, economic development, transportation, natural resource conservation, agriculture and farmland retention, recreation, urban and suburban redevelopment, historic preservation, public facilities and services, and intergovernmental coordination.” N.J.S.A. 52:18A-200(f).

As set forth in detail above (III Background Analysis, Section B Existing Land Use) B, the 2008 Opportunities and Constraints Analysis depicted within Southampton the following State Plan Planning Areas: Rural Planning Area (“PA4”), Rural/Environmentally Sensitive (“PA4B”) and Pinelands Management Areas. See Southampton NJ State Plan – Planning Areas Map, Figure 2. Under the State Plan, the intent of a PA4 and PA4B designation is to maintain the area Environs “as large contiguous areas of farmland and other lands; revitalize cities and towns; accommodate growth in Centers; promote a viable agricultural industry; protect the character of existing stable communities; and confine programmed sewers and public water services to Centers.” Within the Pinelands Area, the predominant planning areas are: Pinelands Agriculture and Production, Pinelands Rural Development and Pinelands Forest/Preservation.

The Opportunities and Constraints Analysis noted that consideration had been given to change the designation of some Township areas to a Suburban Planning Area (“PA2”) designation (due to failing septic systems). In the 2006 Second State Plan, the areas along US Route 206, NJ Route 38 and County Road 530 in the northern portion of the Township were changed from PA4 to PA2 to reflect the newly emergent commercial corridor. Under the State Plan, the intent of a PA2 designation is to “provide for much of the state’s future development; promote growth in Centers and other compact forms; protect the character of existing stable communities; protect natural resources; redesign areas of sprawl; reverse the current trend toward further sprawl; and revitalize cities and towns.”

This action, however, was not favored in 2008 by the Township, which preferred to keep the PA4 designation and promote development (focused on the non-Pinelands Area) at the intersection of NJ Route 38 and US Route 206. The State Analysis noted that Burlington County and Southampton Township would be working together on the NJ Route 38/US Route 206 area in the development of the Northern Burlington County Regional Strategy Plan (discussed below). The Township Planning Board has expressed interest in revisiting this issue.

Under the State Plan, on September 22, 1999, Vincentown was designated a Village Center (with an expiration date of December 31, 2018). Only .25 square miles in size, it is surrounded by large areas of rural and environmentally sensitive areas. Although Vincentown is a designated Village Center, it is not the residential center of the Township – according to the State Analysis, 53% of the Township’s total number of dwelling units were located in

Leisuretowne and Hampton Lakes, both located within the Pinelands Area. The New Jersey State Planning Commission's proposed but not adopted 2013 Policy Map of State Development and Redevelopment Plan continues to designate those portions of Southampton Township outside of the Pinelands Area as being in the Rural Planning Area (Planning Area 4 and Planning Area 4B), as well as Vincentown as a Village Center.

The State Plan identifies eight (8) State Planning Goals that respond directly to the mandates of the State Planning Act:

Goal #1: Revitalize the State's Cities and Towns

Goal #2: Conserve the State's Natural Resources

Goal #3: Promote Beneficial Economic Growth, Development and Renewal for All Residents of New Jersey

Goal #4: Protect the Environment, Prevent and Clean Up Pollution

Goal #5: Provide Adequate Public Facilities and Services at a Reasonable Cost

Goal #6: Provide Adequate Housing at a Reasonable Cost

Goal #7: Preserve and Enhance Areas with Historic, Cultural, Scenic, Open Space and Recreational Value

Goal #8: Ensure Sound, Integrated Planning and Implementation Statewide

The Land Use Element is Consistent with the State Plan:

The Southampton Land Use Element is directly consistent with the goals of the State Plan, specifically in seeking to preserve agricultural areas and open space, protect natural resources, enhance the US Route 206 scenic corridor, improve commercial uses along US Route 206, and redevelop/rehabilitate "areas in need."

V. CONSISTENCY WITH COUNTY AND REGIONAL PLANS

The Burlington County Plans

A. NORTHERN BURLINGTON COUNTY GROWTH AND PRESERVATION PLAN

In the Northern Burlington County Growth and Preservation Plan (“GAPP”) Burlington County addressed regional development pressures in the northern region of the County (including Southampton) where productive farmland was being consumed by large lot residential growth and subsequent related commercial uses, as well as industrial and commercial operations seeking developable land as available space in other areas of the State were becoming scarce.

First developed in 2008 and further revised in 2010, the GAPP’s “vision,” with respect to land use in the Northern Burlington County region, welcomed “growth, investment, change and preservation in the region” where:

- Farmland, woodland, wetland and stream corridors, and open spaces were preserved;
- New growth and development occurred in the form of historic and traditional hamlets, villages and towns, the result of redeveloping/expanding existing centers, expanding existing centers and developing new centers, but, importantly avoiding low-density rural and suburban sprawl that have consumed vast amounts of the region;
- The development and usage of land would occur in an environmentally responsible manner that would ensure sound stewardship of air, water and land resources and the protection of ecological systems;
- Attractive, welcoming, safe and easily negotiable highway corridors of US Routes ... 206 ... would be developed/redeveloped to ensure open rural scenic vistas with vital mixes of residential and commercial development clustered at key intersections and along select sections of highway;
- Land use patterns that support multiple modes of transportation would be developed/redeveloped/promoted including, but not limited to, the pedestrian, bicycle, automobile, trucks, buses and farm equipment, thereby reducing reliance on single-occupancy vehicles;
- A sustainable, viable agricultural industry would be promoted that maintained farmland as the highest and best “end use” of the land, retained the rural agrarian landscape, protected the environment, operated within a supportive and friendly local regulatory environment and contributed toward the local economy; and
- Policy approaches for dealing with property, equity and value would be consistently applied in a predictable, reasonable and fair manner that recognized property owner equity, ecological value of land, as well as the costs of providing public services and maintaining public facilities and infrastructure.

The GAPP's goal was to establish a blueprint that embodied this "vision" and prepare an action plan for the County and the thirteen municipalities to implement. As a result, the GAPP developed the following objectives:

- Identify and define the crucial elements of the GAPP;
- Adopt a consensus-based process to identify appropriate areas for natural, agricultural and historic resource preservation and development giving full consideration of prior public investment made in farmland preservation;
- Develop a land use management system that provides a framework for guiding and directing future use of land given environmental, social and economic factors affecting the region; and
- Prepare recommendations for "recalibrating" local master plans and land use regulations that promote the vision for the region and support future preservation, growth and development that preserves the rural, agrarian way of life and provides for a traditional, center-based settlement pattern in the region.

The GAPP based its "Framework" on the NJ Pinelands Protection Act and the State Plan. Accordingly, as stated in the GAPP "One of the most important goals for the vision is to conserve and protect natural, agricultural and historic resources that contribute toward the unique rural character of the region."

The Land Use Element is Consistent with the GAPP as follows:

The Southampton Land Use Element is directly consistent with the goals of the Northern Burlington County Growth and Preservation Plan specifically in seeking to promote a balance of commercial and residential development that respects the Township's agricultural tradition and which promotes open space. Moreover, its existing land use ordinance promotes clustering of residential development.

B. BURLINGTON COUNTY COMPREHENSIVE FARMLAND AND PRESERVATION PLAN (2009-2018)

The Burlington County Comprehensive Farmland and Preservation Plan ("County FPP") has been discussed above. The County FPP has as its stated mission the preservation of a permanent agricultural land base and maintenance of a regulatory environment that supports a viable agricultural industry. In order to meet this mission and vision, the County FPP has six (6) specific goals, which are:

Goal #1: Preservation of an Additional 20,000 Acres

Goal #2: Stewardship of Protected Land and Natural Resources

- Goal #3: Promotion & Protection of the Right to Farm
- Goal #4: Coordination of Land Use Planning Activities
- Goal #5: Implementation of Agricultural Economic Development Strategies
- Goal #6: Coordination of Public Sector Agricultural Services

The Land Use Element is Consistent with the County FPP as follows:

The Southampton Land Use Element is directly consistent with the goals of the Burlington County Comprehensive Farmland and Preservation Plan specifically in seeking to preserve agricultural areas and open space, and protect natural resources.

C. The Pinelands Comprehensive Management Plan

The Pinelands Comprehensive Management Plan (“Plan”) sets forth the regulations which govern the Pinelands Area, encompassing 75% of Southampton. The “General purpose and intent” of the Plan is “to preserve and protect the significant and unique natural, ecological, agricultural, archeological, historical, science, cultural and recreational resources of the Pinelands.” N.J.S.A. 7:50-1.3. A review of the Plan demonstrates that this Land Use Element aligns with the Plan’s goals and objectives. The specific goals of this Land Use Element which complement the Plan are: to preserve farmland and woodland areas, wetland and stream corridors, and open spaces; develop additional recreational areas; encourage balanced residential development while discouraging suburban sprawl and low-density development; and promote a scenic corridor along US Route 206 through the Township.

VI. ACTION PLAN

LAND USE GOAL #1 - PRESERVE FARMLAND AND WOODLAND AREAS, WETLAND AND STREAM CORRIDORS, AND OPEN SPACES; DEVELOP ADDITIONAL RECREATIONAL AREAS.

Southampton is presently very active in preserving farmland and seeks to continue to support existing agricultural operations through farmland preservation.

ACTION STEPS:

- 1. Continue to Explore State and County opportunities such as farmland preservation Programs and transfer of development rights, to the extent that they continue to exist and/or provide funding.**

State:

The NJ State Farmland Preservation Program, administered by the State Agriculture Development Committee (“SADC”), coordinates with County Agriculture Development Boards (“CADB”) municipal governments, nonprofit organizations and landowners to develop farmland preservation plans. SADC programs seek to assist individual landowners to meet their financial goals with a variety of programs including providing capital to expand existing operations and eliminate or reduce debt load.

Farmland Preservation Program elements include:

- Sale of Development Easements - Landowners who want to continue farming their land may sell their development easements where they still own the land but sell the rights to develop it for anything other than agriculture, with deed restrictions remaining in force for any future owners.
- Donation of Development Easements – In some instances farmers and landowners may want to donate the development rights for all or a portion of the land they own which may, in certain cases, provide significant income and estate tax benefits.
- Sale of Entire Property – The SADC also will purchase a farm outright from a landowner and then auction it (at a reasonable price that represents farmland - only value and not a price based on development potential) along with agricultural deed restrictions.
- Eight-Year Preservation - Landowners can choose to voluntarily restrict development on their land for a period of eight years. While no payment is received under this option, participation makes the property owner eligible for cost-sharing grants for soil and water conservation projects and other benefits of the Farmland Preservation Program.
- The Municipal Planning Incentive Grant (PIG) Program This program enables the SADC to provide grants to eligible counties and municipalities to purchase development easements for permanent preservation of farmland in designated project areas.

In addition, the New Jersey State Green Acres Program provides low interest loans and grants to municipalities to acquire open space and develop outdoor recreation facilities, working with them throughout the process. The Program also provides matching grants to nonprofit organizations for land acquisition and tax exemption for both recreational and conservation.

County:

Burlington County has been very active in the area of farmland preservation through its County Agricultural Development Board (“CADB”) which has developed a Comprehensive Farmland Preservation Plan (2008-2018) (“Plan”). The Plan notes that, as of 2007, Southampton contributed 1.6 million dollars for a 20% cost share contribution for purchasing individual farms. The County continues to operate the Easement Preservation Program and the Installment Purchase Agreement (“IPA”) Program whereby the County pays (in installments) now to obtain a farmland easement at a future date.

2. Update the Open Space and Recreation Plan and Explore Funding Opportunities through State and County Green Acres/Open Space Programs. Consider partnering with local or regional non-profits.

Southampton should work toward acquiring additional open space, as well as link open spaces through pedestrian walks and bike paths.

Burlington County administers the Municipal Park Development Program which offers grants to municipalities for the development of recreational facilities and assistance in preserving local farmland and open space. The Local Open Space Program which provides cost share funding to municipalities for open space acquisition also is administered through this program.

The Township should review, revise, update and adopt the Open Space and Recreation Plan that was prepared in July 2014.

The Township currently assesses a 2.5 % tax and maintains a resulting fund dedicated to open space and recreation project funding within the Township.

LAND USE GOAL #2 - ENCOURAGE BALANCED RESIDENTIAL DEVELOPMENT THROUGHOUT THE TOWNSHIP WHILE DISCOURAGING SUBURBAN SPRAWL AND LOW-DENSITY DEVELOPMENT.

Burlington County has adopted a regional approach to address development pressures in the Northern Burlington area in its Northern Burlington County Growth and Preservation Plan ("GAPP").

ACTION STEPS:

- 1. Promote new growth to mirror historic and traditional hamlets, villages and towns. Adopt/revise land use ordinances to incorporate municipal planning and development standards specific to Southampton as recommended by the State Development and Redevelopment Plan and the Burlington County Growth and Preservation Plan.**

The Township's present Land Use Ordinance does provide for residential clustering in both the Pinelands and the Non-Pinelands areas. Encouraging residential clustering helps to direct development away from farming operations and environmentally sensitive areas. The Township should review its present Land Use Ordinance and evaluate existing development patterns to determine whether present ordinances should be revised (and/or existing ordinances and standards adapted) to proceed with the GAPP planning standards proposed for Southampton, which include recommending clustered land development ("CLD"), traditional neighborhood design ("TND"), Transfer of Development Rights ("TDR") and non-contiguous parcel clustering ("NPC") ordinances to create or expand "Centers and Nodes" while simultaneously preserving farmland and open space. Additionally, the zoning in the Village Commercial District should be examined to determine whether permitted uses in the zone (presently restricted to roadside stands and shopping centers permitted by right in the Highway Commercial District) should be expanded to provide for increased opportunities by permitting a wider/modified range of commercial uses compatible with the District.

- 2. Promote housing diversity through promotion of a variety of housing types.**

In 2015, the New Jersey Supreme Court in In re Adoption of N.J.A.C. 5:96 and 5:97 by N.J. Council on Affordable Housing, 221 N.J. 1 (2015) (also referred to as Mount Laurel IV) removed the requirement that municipalities work with and through the Council on Affordable Housing ("COAH") to determine compliance with their constitutional obligation to create a realistic opportunity to produce their fair share of affordable housing, returning such authority to the courts. In the intervening two years, many municipalities have filed declaratory judgment actions with the courts, seeking approval of their respective housing elements and fair share plans.

Southampton Township's existing Affordable Housing Ordinance (Section 12-4.120) provides for and requires affordable housing in the Rural Residential/Affordable Housing (RR1) and the Town Center Extension – Affordable Housing (TC1) Zoning Districts outside of the Pinelands Area.¹⁰ No affordable housing is proposed in the Pinelands Area

As of the date of adoption of this Land Use Element, the Township Committee, with the assistance of its Affordable Housing Counsel, has guided Southampton Township through this process, with a final resolution still awaiting court action. In the interim, the Third Round obligation has not been determined, and existing land use ordinances will need to be revised.

Upon a judicial determination of the Township's Third Round affordable housing obligation, the Township will seek to address its Third Round affordable housing obligation.

3. Maintain Existing Neighborhoods by Discouraging Non-Compatible Uses and Encouraging Pedestrian (including Bicycle) Movement Throughout Existing Neighborhoods.

The trend of recent new construction and additions to existing non-residential uses should be analyzed in order to determine what development pressures, if any, may be affecting existing neighborhoods. Sources of information include a review of construction permits, Zoning Board Annual Reports of variances granted, neighbor complaints as to sound, light or use, etc. The Township should consider methods of lessening negative impacts on neighborhood quality of life. Review the recommendations of the Southampton Township *Master Plan Rural Sustainability Plan - Vision 2030* that call for creating opportunities for pedestrian connections especially in the Village Commercial District. Coordinate planning efforts to develop linkages in open space and recreation areas (as mentioned above) with pedestrian/bicycle linkages throughout and in existing neighborhoods to discourage vehicular traffic, increase visible human movement and reinforce neighborhood communication, contact and commerce.

While bicycle use is to be promoted, concerns recently have been raised regarding a relatively new phenomenon of bicycle "events" with large numbers of riders traversing the Township and congesting main thorough ways. Such bicycle events resemble more organized parades than every day commuting and/or recreational use. This trend in Southampton should be explored to determine its frequency as well as its impact on the Township and to consider what options exist for ensuring rider, pedestrian and traffic safety such as advance notice through licensing in order to plan for traffic management, policing and possible road closures.

4. Evaluate housing conditions that would permit Township residents to age in place.

¹⁰ In accordance with the Ordinance as it presently exists, the affordable housing requirement in the RR1 Zoning District, located in the northwest section of the Township, can be met with the provision of 68 units. The density requirements of TC1 Zoning District, located adjacent to Vincentown – also in the northwest section of the Township - is eight dwellings per acre however a variance from this density requirement will be considered, as long as the total number of low and moderate-income dwelling units provided in the TC1 zone is not less than 37 units. A 2002 Southampton Township Housing Element determined that any shortfall from anticipated COAH credits would be addressed through Regional Contribution Agreements (although this option no longer is available.) The TC1 Zoning District specifically provides for a variety of housing types, as well as a temporary overlay rental option.

Southampton has an older, aging population for whom medical needs and aging in place may become problematic. The Township should evaluate existing and future needs to consider those options that may make aging in place more possible. Examples for consideration include adequate transportation and access to doctors and medical facilities, emergency access to regional hospitals through the existing airport, and zoning which permits senior housing in group quarters.

5. In Vincentown, Continue to Identify Needed Municipal Improvements to Enhance the Historic Residential Character of the Village.

Vincentown has a unique historic character that reflects its heritage as the center of a rural agricultural community. The Township should continue to explore funding sources to enhance appropriate residential and commercial development and redevelopment.

6. Evaluate Transportation Needs of Township Residents

While at present there is minimal public transportation available in Southampton Township, the Township is open to more opportunities for its residents as well as for commuters/visitors travelling to the Township. The Township should explore the interest of Township residents in a variety of expanded public transportation services, such as additional New Jersey Transit bus service or BurLink bus routes, which presently bypass the Township, as well as determine locations for new possible ridership (such as Philadelphia, the shore, transportation corridors, etc.)

LAND USE GOAL #3 - PROMOTE AND SUPPORT COMMERCIAL DEVELOPMENT ALONG THE ESTABLISHED COMMERCIAL AND TRANSPORTATION NODES OF US ROUTE 206 AS IT INTERSECTS WITH (a) NJ ROUTE 38 AND COUNTY ROAD 530, AND (b) NJ ROUTE 70. RETAIN EXISTING NON-RESIDENTIAL USES COMPATIBLE WITH THE TOWNSHIP'S RURAL CHARACTER AND TO THE EXTENT NEW USES ARE DEEMED NECESSARY, SITE SUCH USES NEAR SIGNIFICANT TRANSPORTATION ROUTES AND NODES.

Southampton does not have a large commercial/industrial base. As of 2017, commercial and industrial uses in the Township accounted for 3% of all taxable parcels and accounted for 9% of the assessed value of all taxable properties in Southampton. See Footnote 1.

ACTION STEPS:

- 1. Obtain an understanding of the Township's commercial/industrial "health" as it impacts land use in Southampton. Evaluate needs of existing businesses and industries; determine what new uses would be compatible with the Township.**

Southampton should consider establishing an Economic Development Committee to study the present market in the Township for both existing and new commercial and industrial uses. A market study could be useful to define and explore current market trends and characteristics, as well as the locational needs of the business community. The Township may want to coordinate with the Burlington County Regional Chamber of Commerce and the Burlington County Office of Economic Development and Regional Planning to undertake such a study and/or approach undergraduate/ graduate business department of regional universities and colleges to be considered as a case study. As part of the study, evaluate whether existing Township businesses or promotion for new businesses could benefit with access to mass transportation, such as increased bus and shuttle services.

- 2. Continue to cluster business development in the vicinity of major roadway intersections and discourage stand-alone strip development and growth in isolated locations.**

The Township through its zoning ordinance is already taking this step, with growth in commercially zoned areas confirm that prior planning was effective. Based on an analysis of future needs, the Township should evaluate its zoning ordinance to determine whether its provisions encourage or discourage commercial development and determine whether changes are required, for example, to differentiate uses in the Highway Commercial Zone and/or to expand its boundaries along major roadways.

- 3. Explore opportunities for redevelopment/rehabilitation throughout the Township.**

The Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq. ("LRHL") provides municipalities with important tools such as the powers of eminent domain and tax incentives to redevelop or rehabilitate statutorily determined "areas in need." The redevelopment process,

however, can be complex, long, and risks creating political and legal problems for a municipality if statutory procedures are not correctly followed. To qualify an area for redevelopment or rehabilitation, need must be demonstrated by “substantial evidence.” If there is insufficient evidence a municipality should consider other alternatives to the redevelopment/rehabilitation process, for example: creating new zoning/design standards or seeking public funding to encourage investment in a particular area. (See the section below on Infill Development.) Specifics on the LRHL are set out in length in **Appendix A**.

4. Evaluate concentration of vacant, deteriorated, underutilized residential, commercial, and industrial uses throughout the municipality. Identify possible redevelopment or rehabilitation areas.

Based on initial site visits and conversations with County officials, it may be difficult to designate “areas in need of redevelopment or rehabilitation” in Southampton as they may not meet the statutory requirements of the LRHL. While there may exist spots of vacant and distressed properties throughout the Township, it appears that they may not meet the criteria.

Specific areas to assess and possibly propose as areas in need of redevelopment and/or rehabilitation areas include:

- the US Route 206 corridor in the HC zone at the intersections with NJ Routes 38 and CR 530;
- the northwest section of the Township along the Easthampton border, roughly bound by Smithville Road, E. Railroad Avenue/Lenni Lenape Trail, US Route 206 and NJ Route 38/County Road 530);
- the southwest section of the Township (roughly bound by portions of Red Lion Road and NJ Route 70); and
- long term vacant and/or abandoned deteriorated parcels throughout the Township.

5. If appropriate, adopt an Infill Development Ordinance.

If the Township does not meet the statutory standards for an “area in need”, it may want to address stabilizing existing developed neighborhoods within Southampton without the formal designation of an “area in need.” Where properties exist that individually could meet a redevelopment/rehabilitation standard, i.e., where deterioration and underutilization are not widespread throughout an area, Southampton may want to consider adoption of an Infill Development Ordinance. “Infill is the creative recycling of vacant or underutilized lands within cities and suburbs. Successful infill often includes new development on vacant lots within urbanized areas, redevelopment of underused buildings and sites, and the rehabilitation of historic buildings for new uses.” (Northeast–Midwest Institute and Congress for New Urbanism 2001.) Infill Development Standards and Policy Guide (CUPR, 2006, p.10.)

While often used in the context of urban and suburban areas, a review of Infill Zoning District ordinances in New Jersey reveals their application to rural and agricultural areas as well, for

example, in allowing permitted (and traditional) uses on smaller lot sizes or in permitting variations from use and bulk standards on larger rural lots.

6. Evaluate and review the potential benefits of an expanded Village Commercial District.

LAND USE GOAL #4 - FURTHER PROMOTE SCENIC CORRIDORS THROUGHOUT THE US ROUTE 206 CORRIDOR THROUGH DEVELOPMENT OF A WAYFINDING PLAN, HISTORIC SURVEYS AND ADOPTION OF A COMPLETE STREETS POLICY.

In adopting the Scenic Corridor Overlay Zoning District (Land Use Ordinance Section 12-3.14) in 2008, Southampton already has taken steps to preserve and promote the scenic corridor along Route 206.

Action Steps:

1. Adopt a wayfinding plan to complement the Scenic Corridor Overlay Zoning District.

The goal of a wayfinding plan is to improve transportation through the US Route 206 Corridor, direct travelers on short range trips to residential areas and commercial uses, and overall enhance the visual environment of the scenic corridor. A wayfinding plan would involve analyzing the transportation and road system in Southampton, developing signage that integrates directional instructions with visual landmarks, identify residential and commercial areas, develop gateways at the northern and southern entrances of the Township, and highlight and direct travelers to historic and visual sites. As part of the wayfinding plan, evaluate and adopt signage standards for uses within the District, as well as consider adopting maximum densities and/or siting standards in the Scenic Corridor Overlay Zoning District.

2. Establish a municipal advisory group to oversee the various elements of a wayfinding plan.

Involve municipal residents and business owners within the Scenic Corridor to review traffic, travel destinations and transportation patterns, evaluate proposed signage, and prioritize goals and outcomes.

3. Amend the Ordinance to incorporate a revised zoning map that delineates the Scenic Corridor Overlay Zoning District.

The Township should amend its Ordinance to revise the present Official Zoning Map to delineate the Scenic Corridor Overlay Zoning District.

4. Integrate historic preservation planning within planning efforts in the Scenic Corridor.

In 1983, the Township conducted an historic preservation study for Vincentown, directly adjacent to the Scenic Corridor and US Route 206. An expansion and tie-in for such study would be to survey the Scenic Corridor area focusing on historical and agricultural sites, as well as scenic vistas. Historic preservation not only encompasses historic and architecturally

significant buildings, it also specifically incorporates scenic corridors. Moreover, the New Jersey State Plan specifically supports local preservation efforts to include scenic corridors for inclusion in historic preservation registers and planning documents. The New Jersey State Office of Historic Preservation offers grants on an annual basis to provide seed money to Certified Local Governments to conduct surveys.

5. Review and evaluate portions of NJ Route 70, the John D. Rockefeller Memorial Highway, for possible inclusion in an expanded Scenic Corridor or other municipal recognition.

NJ Route 70 was designated in 1937 as the John D. Rockefeller Memorial Highway, with the existing road redesigned and landscaped as a limited access highway by Gilmore Clark, a nationally renowned landscape architect. The Township should consider whether any areas of the roadway warrant specific recognition or incorporation into an expanded Scenic Corridor.

6. Amend the Ordinance to incorporate a revised zoning map that delineates the Historic Preservation Zoning District in Southampton.

Similar to the recommendation above, the Township should amend its Ordinance to revise its present Official Zoning Map so that it delineates the existing Historic Preservation District established by ordinance in Section 2-3.14.

7. Adopt a Complete Streets Policy as promoted by NJ Department of Transportation.

The NJ Department of Transportation (“NJ DOT”) has adopted and promotes a Complete Streets Policy that is designed to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options. The benefits of the policy include: (1) improved safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as well as those who cannot afford a car or chose to live car-free; (2) provide connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities; (3) promote healthy lifestyles; and, (4) create more livable communities and reduce traffic congestion and reliance on carbon fuels. The Complete Streets Policy is promoted as making “fiscal sense” by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project thus sparing the expense of retrofits later. The State implements its Complete Streets Policy in all projects funded through its own Capital Program and strongly encourages adoption of similar policies by local jurisdictions applying for NJ DOT Local Aid programs.

Figures and Tables

Figure 1	Southampton Township - Aerial View Map
Figure 2	Southampton Township - New Jersey State Plan – Planning Areas Map
Figure 3	Southampton Township - Land Use Map
Figure 4	Southampton Township - USGS Topography Map
Figure 5	Southampton Township - Waterbodies and Wetlands
Figure 6	Southampton Township – FEMA Flood Plain Map
Figure 7	Southampton Township – Soils Map
Figure 8	Southampton Township – Preservation Map
Figure 9	Southampton Township – Zoning Map
Figure 10	Southampton Township – Developable Area Map
Table 1	Southampton Township - Land Use by Acreage
Table 2	Southampton Township – Population Change 1970 – 2015
Table 3	Southampton Township - Civilian Employed Population, 16 Years of Age and Over
Table 4	Southampton Township - New Housing Construction Permits Issued and Housing Units Demolished
Table 5	Southampton Township – NJ DEP Site Remediation Program/Active Sites with Confirmed Contamination
Table 6	Southampton Township – Developable Acreage
Appendix A	The Legal Basis for Rehabilitation and Redevelopment in New Jersey