

BURLINGTON CITY ***TCDI TRANSIT ORIENTED DEVELOPMENT STUDY***

Burlington County, New Jersey



DRAFT
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Burlington County, New Jersey

EXECUTIVE SUMMARY

Specific observations and recommendations were made for each block in the study area using a Strengths/Weaknesses and Opportunities/Threats analysis:



<i>Block:</i>	<i>Strengths and Opportunities:</i>	<i>Weaknesses and Threats:</i>





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BURLINGTON CITY TCDI TRANSIT ORIENTED DEVELOPMENT STUDY

Burlington County, New Jersey

1. PURPOSE

The Transportation and Community Development Initiative (TCDI) provides funding in targeted areas of core cities and first generation suburbs to plan, analyze or design projects or programs that both enhance development or redevelopment and enhance or improve the efficiency of regional transportation systems. Burlington City's waterfront, downtown and new River Line Light Rail Transit Burlington Towne Centre station on Broad Street are linked within a Transportation and Community Development Initiative (TCDI) study area established by the Delaware Valley Regional Planning Commission. This report provides an updated inventory of land uses and conditions and initial recommendations for using existing opportunities and assets, and for improving or removing limitations and liabilities, to protect and improve the economic vitality and quality of life within the study area.

2. STUDY AREA

The TCDI Transit Oriented Development study area consists of the existing C-1 Commercial District, the OP-1 Professional District and a portion of the C-2 Commercial District in the area adjacent to High Street and the Delaware River in the City of Burlington (see **Exhibit 1**). The Gateway project area extends from Route 130 to the High Street Downtown project area, comprised of the 400 and 500 blocks of High Street. The initial High Street reconstruction within the 200 and 300 blocks was completed in 1982 and included brick sidewalks, historic lighting, street furniture and amenities, and redesigned street parking to create an historic, period atmosphere within the commercial district. The Gateway project area continues these

efforts to connect the Route 130 corridor to the Riverfront Promenade.

Exhibit 1: Burlington City TCDI Study Area



3. LAND USE INVENTORY

The land use inventory describes conditions for each block progressing from Route 130 through the River Line Light Rail station to the Delaware River waterfront primarily as of early summer 2003. Each block description includes approximate parcel boundaries as well as street level color and aerial (color/infrared) photographs for reference.



Exhibit 2: Burlington City Downtown, looking north to Delaware River



(Source: A. Nelessen Associates, 2004)



Exhibit 3: Zoning Map

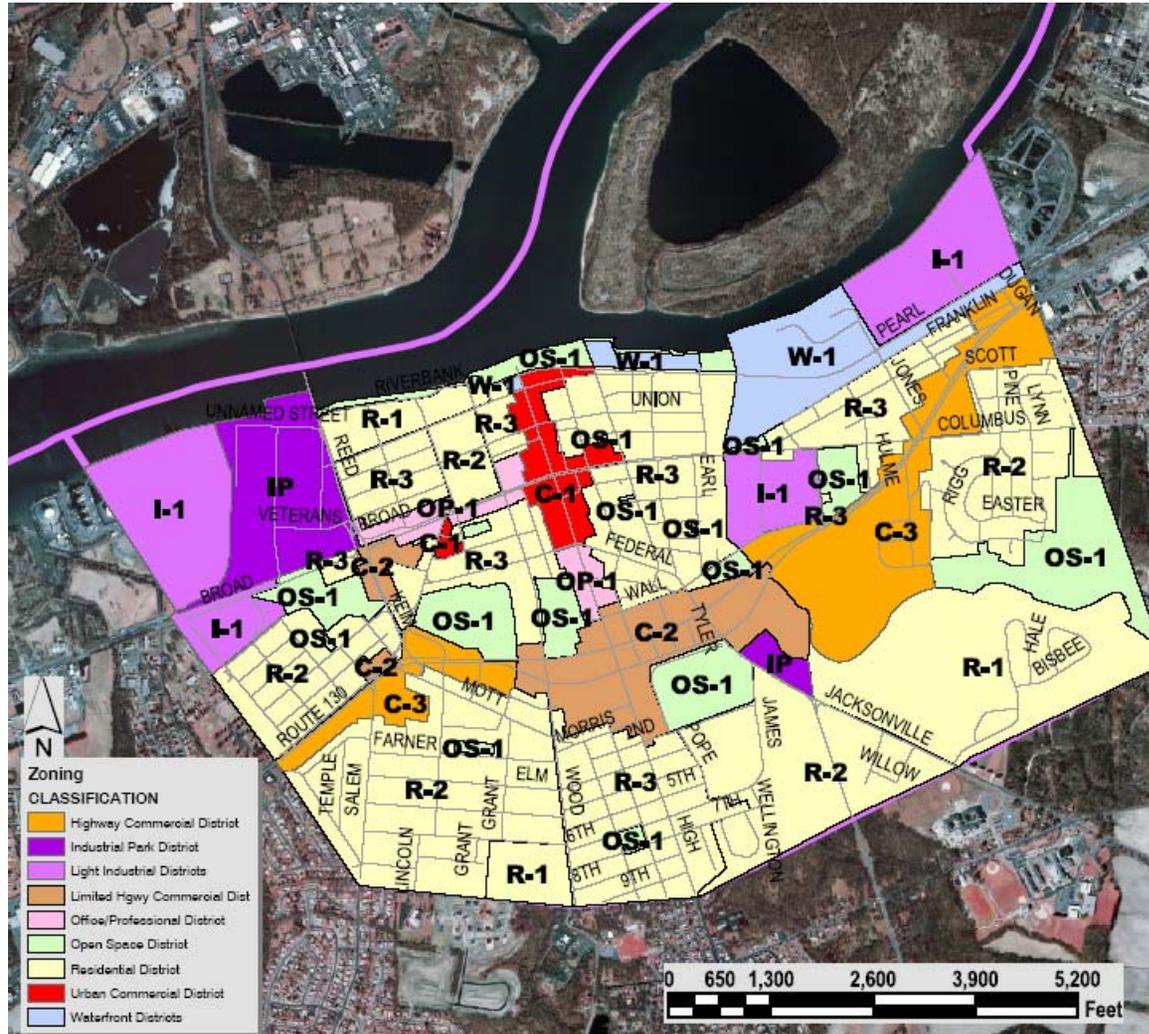
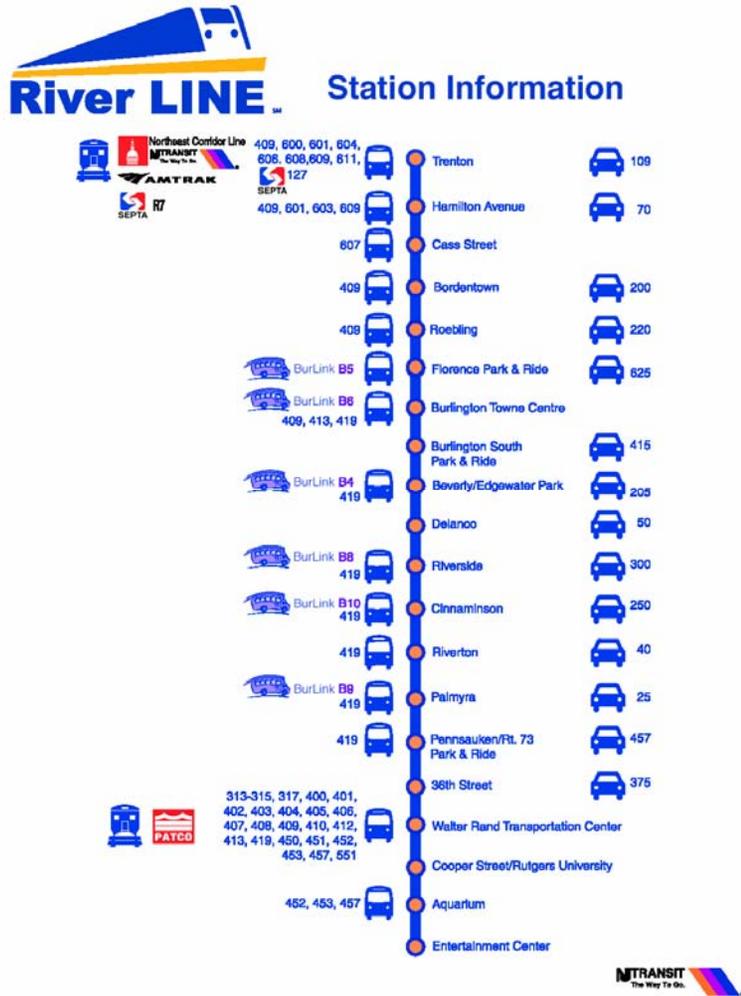


Exhibit 4: Street Locations



Exhibit 5: River Line Light Rail Station Chart



500 Block of High Street (C-2 Zone)

Strengths/Opportunities: Future redevelopment of this block can incorporate design themes of the High Street Downtown project area to create a gateway to the downtown and waterfront areas. Wayfinding signs can be easily placed.

Weaknesses/Threats: Existing highway oriented uses on this block are generally well established. Abundance of commercial signage in multiple visual planes interferes with comprehension and attention to driving. Pedestrian and bicycle access hazardous due to Route 130 crossings to north and south.

High Street, Burlington City is generally an urban boulevard in the C-2 zone until it encounters Route 130, at which it takes on the character of Route 130. The 600 block of High Street within the study area is an “island” between northbound Route 130 (to the south) and southbound Route 130 (to the north). Both east and west sides of High Street are oriented to automobile-related uses associated with Route 130 vehicle traffic.

There is no obvious signage to direct individuals using Route 130 or High Street to the Burlington City Town Center River LINE light rail station, and the character of Route 130 at High Street provides no visual cues to connect the area to the downtown and to the waterfront. However, the necessary infrastructure exists in terms of traffic signals, sidewalks and street lighting. Streetscape improvements that incorporate design themes of the downtown and waterfront at High Street are a feasible first step, followed by a more ambitious program of signage control, façade improvements and ultimately building setback reductions accompanied by shared parking facilities.



Exhibit 6: 500 Block of High Street, C-2 Zone, Aerial Photograph (2002)



(Parcel boundaries approximate. Numbers key to street level photographs)



Exhibit 7: C-2 Zone, Street Level (2003)



High Street at Route 130 South looking southwest



Route 130 South at High Street looking southwest



Route 130 South at High Street looking southeast



Looking north along High Street at Route 130 South



Exhibit 7 (cont'd): C-2 Zone, Street Level (2003)



10

Route 130 South at High Street looking northeast



6

Vacant commercial site, 600 block of High Street looking east



4

Route 130 South at High Street looking southwest



3

500 Block of High Street south of Wall Street, looking west



Exhibit 7 (cont'd): C-2 Zone, Street Level (2003)



500 Block of High Street row houses looking northeast to Wall Street

High Street, 400-500 Blocks (OP-1 Zone)

Strengths/Opportunities: Located convenient to the River Line station and bus transit. Victorian architecture, large lots and commercial sites provide opportunities for rehabilitation and redevelopment.

Weaknesses/Threats: Numerous residences are subdivided into multiple units, in poor repair, vacant or in absentee ownership.



Exhibit 8: 400-500 Blocks of High Street, OP-1 Zone, Aerial Photograph (2002)



(Parcel boundaries approximate. Numbers key to street level photographs)



Exhibit 9: OP-1 Zone, Street Level (2003)



Offices at 500 Block of High Street at Wall Street



500 Block of High Street at Wall Street



Looking west on High Street at the 500 Block



US Army Reserves on 500 Block of High Street



Exhibit 9 (cont'd): OP-1 Zone, Street Level (2003)



US Army Reserves at 500 Block of High Street



500 Block of High Street



Museum at 500 Block of High Street



Commercial at 500 Block of High Street



Exhibit 9 (cont'd): OP-1 Zone, Street Level (2003)



New City Hall at 500 Block of High Street



Mixed Use at 500 Block of High Street



Church at 500 Block of High Street



Church at corner of High and Federal Streets



Exhibit 10: 400 Block of High Street, C-1 Zone, Aerial Photograph (2002)



(Parcel boundaries approximate. Numbers key to street level photographs)



High Street, 400 Block (C-1 Zone)

Strengths/Opportunities: Generally well-kept, owner-occupied Victorian residences provide an attractive “gateway” between the downtown and the station area.

Weaknesses/Threats: Most residences are subdivided into multiple dwelling units, requiring greater municipal and owner oversight to ensure appropriate property management and maintenance.



Exhibit 11: C-1 Zone, 400 Block of High Street, Street Level (2003)



The 400 block of Street



Exhibit 11 (cont'd): C-1 Zone, Street Level (2003)



Exhibit 11 (cont'd): C-1 Zone, Street Level (2003)



East Broad Street (C-1 Zone)

Strengths/Opportunities: *A smoother, more attractive and more functional transition between residential and downtown business areas could be achieved within this block by improving the compatibility of permitted uses (such as service and community uses, including the library) and promoting greater harmony in design through the City's redevelopment plan, design standards, developer agreements and incentive programs.*

Weaknesses/Threats: *Both residential and commercial properties within this block are experiencing high vacancy rates and disrepair, particularly where commercial and residential uses were adjacent.*



Exhibit 12: East Broad Street, C-1 Zone, Aerial Photograph (2002)



(Parcel boundaries approximate. Numbers key to street level photographs)



Exhibit 16: C-1 Zone, East Broad Street, Street Level (2003)



400 Block of Cooper Street looking north at Church and Oak Streets.



The 400 block of Cooper Street looking north at the intersection with Church Street



400 Block of Cooper Street looking north at Church and Oak Streets.



400 Block of Cooper Street looking southeast. Three story structure on left at corner with Perkins Street with retail storefronts at street level.



**Exhibit 16 (cont'd): C-1 Zone, East Broad Street, Street Level
(2003)**



400 Block of Cooper Street looking south across from Perkins Street



The 400 block of Cooper Street looking southwest from the "Five Points" intersection with Warren Street



The 400 block of Cooper Street (on left) looking southeast from the "Five Points" intersection with Warren Street (Bridge Street at right)



The 400 block of Cooper Street looking southeast from the "Five Points" intersection with Warren Street before (bottom) and after (top) clearing in November 2003.



**Exhibit 16 (cont'd): C-1 Zone, East Broad Street, Street Level
(2003)**



The 400 block of Cooper Street looking southeast from the “Five Points” intersection with Warren Street before (bottom) and after (top) clearing in November 2003.



The 400 block of Cooper Street looking southeast from the “Five Points” intersection with Warren Street before (bottom) and after (top) clearing in November 2003.



**Exhibit 16 (cont'd): C-1 Zone, East Broad Street, Street Level
(2003)**



The 400 block of Cooper Street looking southeast

The 400 block of Cooper Street looking southeast



**Exhibit 16 (cont'd): C-1 Zone, East Broad Street, Street Level
(2003)**



The 400 block of Cooper Street looking southeast from the “Five Points” intersection with Warren Street before (bottom) and after (top) clearing in November 2003.

West Broad Street (C-1 Zone)

Strengths/Opportunities: *A smoother, more attractive and more functional transition between residential and downtown business areas could be achieved within this block by improving the compatibility of permitted uses (such as service and community uses, including the library) and promoting greater harmony in design through the City’s redevelopment plan, design standards, developer agreements and incentive programs.*

Weaknesses/Threats: *Both residential and commercial properties within this block are experiencing high vacancy rates and disrepair, particularly where commercial and residential uses were adjacent.*



Exhibit 13: West Broad Street, Aerial Photograph (2002)



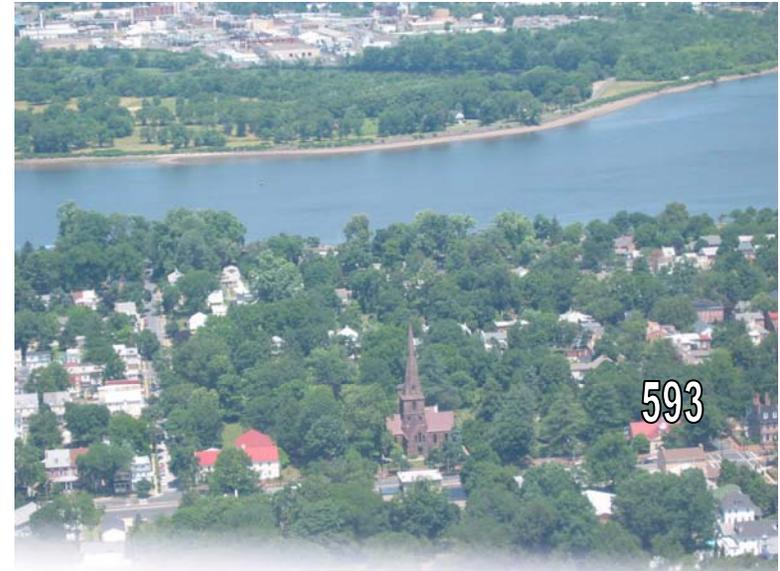
(Parcel boundaries approximate. Numbers key to street level photographs)



Exhibit 14: C-1 Zone, West Broad Street, Street Level (2003)



*Restaurant on north side of 200 block of Warren Street
at Cooper Street*



*Restaurant on north side of 200 block of Warren Street
at Cooper Street*



*Restaurant on north side of 200 block of Warren Street
at Cooper Street*



300 block of Warren Street looking east



**Exhibit 16 (cont'd): C-1 Zone, West Broad Street, Street Level
(2003)**



Downtown Beverly at Cooper and Warren (Summer 2003).



Above and below:



Southeast corner of Cooper and Beverly, November 2003.



6



**Exhibit 16 (cont'd): C-1 Zone, West Broad Street, Street Level
(2003)**



300 block of Warren Street looking southwest to Bridge Street.



*Restaurant on north side of 200 block of Warren Street
at Cooper Street*



300 block of Warren Street looking south toward Laurel Street.



High Street, 300 Block (C-1 Zone)

Strengths/Opportunities: *Downtown Beverly City is an attractive walking environment. Replacement of the landmark building at the southeast corner of Five Points with open space (a proposed park) changes the identity and focus of the downtown. The north side of the 200 block of Warren Street provides neo-traditional design themes adjacent to a residential area and the south side of the 300 block of Warren Street provides a classical design theme adjacent to an automobile sales and service area; either scheme could guide the design of façade improvements and future redevelopment in these neighborhoods. Two-story buildings provide opportunities on the second floor for residential flats (including live/work opportunities) or small offices.*

Weaknesses/Threats: *Warren Street in the “Five Points” area is in transition. Dominant uses are restaurants, a bank, a used car lot and a large liquor store. Convenient public parking is limited and bicycles must compete with vehicles for the right of way. Many retail spaces are vacant or underutilized. Automobile-oriented services may require brownfield remediation if uses change in future redevelopment.*



Exhibit 15: 300 Block of High Street, C-1 Zone, Aerial Photograph (2002)



(Parcel boundaries approximate. Numbers key to street level photographs)



Exhibit 16: C-1 Zone, 300 Block of High Street, Street Level (2003)



*200 block of Warren Street looking west to Cooper Street;
Walnut Street enters at right*



*Restaurant on north side of 200 block of Warren Street
at Cooper Street*



Downtown Beverly looking west



300 block of Warren Street.



Exhibit 18 (cont'd): C-1 Zone, 300 Block of High Street, Street Level (2003)



Downtown Beverly at Cooper and Warren (Summer 2003).



Southeast corner of Cooper and Beverly, November 2003.



Above and below:



Exhibit 18 (cont'd): C-1 Zone, 300 Block of High Street, Street Level (2003)



300 block of Warren Street looking southwest to Bridge Street.



300 block of Warren Street looking north at Laurel Street



300 block of Warren Street looking south toward Laurel Street.



300 block of Warren Street looking east toward Cooper Street from the Laurel Street intersection



Exhibit 18 (cont'd): C-1 Zone, 300 Block of High Street, Street Level (2003)



South side of 300 block of Warren Street looking east from Laurel Street intersection; used car sales lot in foreground



400 block of Warren Street looking northwest from Laurel Street.

High Street, 200 Block (C-1 Zone)

Strengths/Opportunities: *Downtown Beverly City is an attractive walking environment. Replacement of the landmark building at the southeast corner of Five Points with open space (a proposed park) changes the identity and focus of the downtown. The north side of the 200 block of Warren Street provides neo-traditional design themes adjacent to a residential area and the south side of the 300 block of Warren Street provides a classical design theme adjacent to an automobile sales and service area; either scheme could guide the design of façade improvements and future redevelopment in these neighborhoods. Two-story buildings provide opportunities on the second floor for residential flats (including live/work opportunities) or small offices.*

Weaknesses/Threats: *Warren Street in the “Five Points” area is in transition. Dominant uses are restaurants, a bank, a used car lot and a large liquor store. Convenient public parking is limited and bicycles must compete with vehicles for the right of way. Many retail spaces are vacant or underutilized. Automobile-oriented services may require brownfield remediation if uses change in future redevelopment.*



Exhibit 17: 200 Block of High Street, C-1 Zone, Aerial Photograph (2002)



(Parcel boundaries approximate. Numbers key to street level photographs)



Exhibit 18: C-1 Zone, 200 Block of High Street, Street Level (2003)



*200 block of Warren Street looking west to Cooper Street;
Walnut Street enters at right*



East Union Street looking west to High Street



Bridge Street enters at left



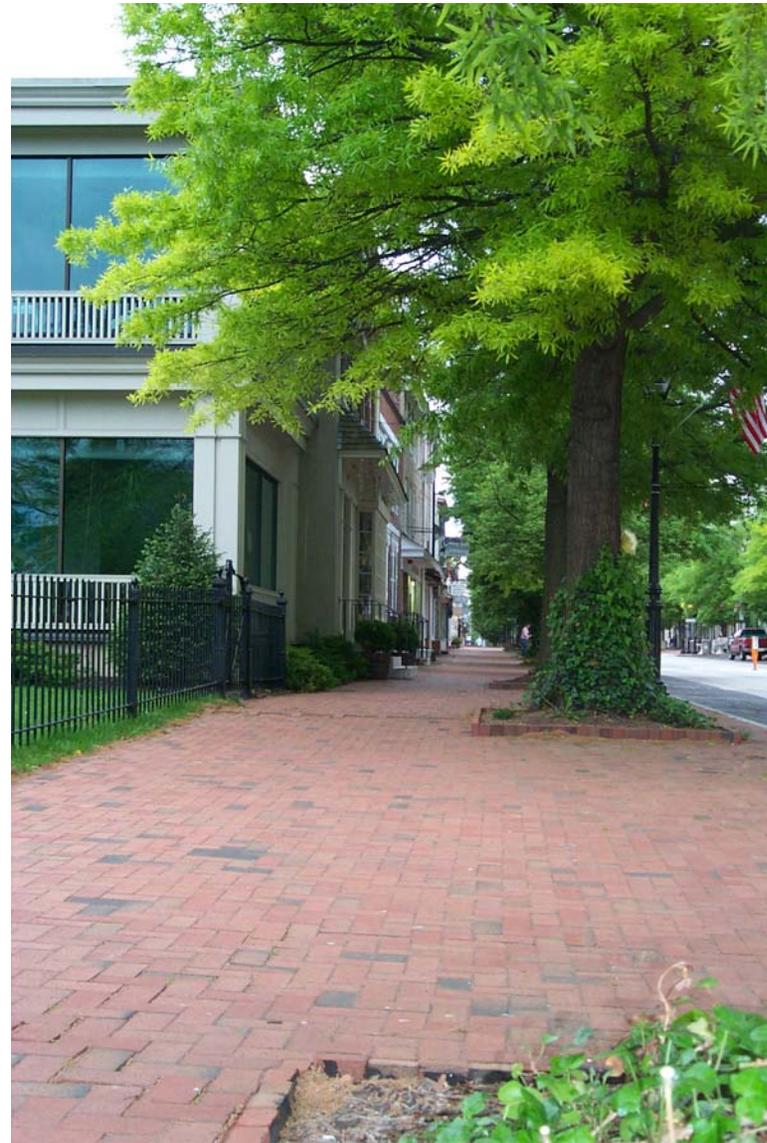
West Union Street looking east to High Street.



Exhibit 20 (cont'd): C-1 Zone, 200 Block of High Street, Street Level (2003)



Downtown Beverly at Cooper and Warren (Summer 2003).



Above and below:



Southeast corner of Cooper and Beverly, November 2003.



Exhibit 20 (cont'd): C-1 Zone, 200 Block of High Street, Street Level (2003)



200 block of High Street looking south at corner of Pearl Street



High Street, 100 Block (C-1 Zone)

Strengths/Opportunities: *Downtown Beverly City is an attractive walking environment. Replacement of the landmark building at the southeast corner of Five Points with open space (a proposed park) changes the identity and focus of the downtown. The north side of the 200 block of Warren Street provides neo-traditional design themes adjacent to a residential area and the south side of the 300 block of Warren Street provides a classical design theme adjacent to an automobile sales and service area; either scheme could guide the design of façade improvements and future redevelopment in these neighborhoods. Two-story buildings provide opportunities on the second floor for residential flats (including live/work opportunities) or small offices.*

Weaknesses/Threats: *Warren Street in the “Five Points” area is in transition. Dominant uses are restaurants, a bank, a used car lot and a large liquor store. Convenient public parking is limited and bicycles must compete with vehicles for the right of way. Many retail spaces are vacant or underutilized. Automobile-oriented services may require brownfield remediation if uses change in future redevelopment.*



Exhibit 19: 100 Block of High Street, C-1 Zone, Aerial Photograph (2002)



(Parcel boundaries approximate. Numbers key to street level photographs)



Exhibit 20: C-1 Zone, 100 Block of High Street, Street Level (2003)



Bridge Street enters at left



*Restaurant on north side of 200 block of Warren Street
at Cooper Street*

Pearl Street (C-1 Zone)

Strengths/Opportunities: *Cooper Street provides the most direct access to the Waterfront Park from Five Points and the River Line Light Rail Station. The Delaware River is visible looking north along this portion of Cooper Street. A coordinated and well-designed program of streetscape and building façade improvements that would convert at least the 100 and 200 blocks into a “park lane” would better invite visitors to pass through the Five Points area to the waterfront park area.*

Weaknesses/Threats: *The narrow street width, lack of street trees, shallow building setbacks confining the view and the lack of a terminal (landmark) view combine to make Cooper Street uninviting as a gateway, particularly in comparison to Broad Street. Looking to the south, there was no directional signage to guide pedestrians, bicyclists and motorists from the waterfront park through Five Points to the River Line Light Rail Station.*



Exhibit 21: Pearl Street, C-1 Zone, Aerial Photograph (2002)



(Parcel boundaries approximate. Numbers key to street level photographs)



Exhibit 22: C-1 Zone, Pearl Street, Street Level (2003)



View of Five Points looking south along Cooper Street (above) and along Cooper Street and Bridge Streets (below) from the end of the 300 block of Cooper Street at Warren Street.



Restaurant on north side of 200 block of Warren Street at Cooper Street



300 block of Cooper Street at Warren Street.



Exhibit 25 (cont'd): C-1 Zone, Pearl Street, Street Level (2003)



Downtown Beverly looking north up Cooper Street at Warren Street to the Delaware River (F&M Liquors on far left corner).



Looking southeast along Cooper Street at Five Points from the end of the 300 block of Cooper Street at Warren Street (November 2003).



100 block of Cooper Street at Second Street, looking northwest.



Exhibit 25 (cont'd): C-1 Zone, Pearl Street, Street Level (2003)



*200 block of Cooper Street at Second Street,
looking southeast toward Five Points*



4. RECOMMENDATIONS

the recommended changes involve the following:

TD-1 Transit Oriented Development District: This is the current C-1 zone expanded westward along Broad Street to Keim Boulevard to include both the Town Center and park/ride light rail stops, with changed specifications to encourage a mix of commercial, offices and moderate density (2-3 story) residential in flats above non-residential along Broad as well as duplex units throughout the district. High aesthetic value streetscapes and facades and pedestrian friendly design required in this district.

OP-1 Office/Professional District: No change in district boundary but additional bulk, setback, facade, landscaping and design standards to effect a desirable streetscape and gateway.

R-3 Residential District: Two additional areas for townhouses, specifically two-bedroom high-amenity units (that will be positive ratables).

UB Urban Boulevard: This changes the name, but not the boundaries, of the C-2 zoning district along Route 130 to encourage "gateway" mixed-used development that is stylistically more a continuation of High Street than a continuation of Route 130 strip development. The median of Route 130 would remain commercial, but would be more internally connected and walkable and would look more "urban." Elsewhere in the district, mixes of uses within and between sites would be encouraged where compatible with each other and with automobile traffic; uses and design standards would be similar to the TD-1 area but with somewhat less pedestrian focus, but supportive of bus stops and bikeways.

The report will recommend that these changes be made to the "base" (by-right) zoning, with the current conventional zoning retained as conditional uses. This is because the more difficult and spotty implementation of projects within "overlay" zones tends to fail to achieve the intended purposes of the zoning changes. By retaining the current zoning, no one is "harmed" if the conditions are written properly (neither too restrictive nor too lenient).

“Curb Appeal” Transit Oriented Development at the Light Rail Station





Exhibit 23: Recommended Zoning Changes for Transit Oriented Development



Exhibit 24: Example Concept for Railroad Avenue Redevelopment



A pedestrian-friendly streetscape could be provided along Railroad Avenue within a short walking distance to the station platform. This example is from Kings Highway in Haddonfield, New Jersey.

Exhibit 23 illustrates an example concept for the existing residential and industrial area along Railroad Avenue between Cooper and Laurel Streets. The site labeled “Existing Industrial” in **Exhibit 23**, at 630 Broad Street, provides excellent and important opportunities for redevelopment. This area is a major potential “gateway” for downtown Beverly City and its waterfront, and is highly visible from the River Line Light Rail. This is a “brownfield” site, currently occupied by an abandoned factory that could be demolished, remediated and replaced with a mixed-use transit-oriented development complex. The factory, a local landmark, has structurally deteriorated and can no longer be re-used. However, future development should incorporate

Exhibit 25: Example Concept for Cooper or Laurel Streets at Railroad Avenue



By setting redevelopment back from the existing street right-of-way, a short-term parking and service drop-off lane could be separated from through traffic, particularly along Cooper Street or Laurel Avenue, as in this example along Collingswood Avenue.

architectural elements of the site to retain the landmark’s “sense of place.”

For example, this complex could include twelve or more one- and two-bedroom market rate apartments, condominiums and ground level retail. With the cooperation of the Township of Edgewater Park, New Jersey Transit and Conrail, Beverly City could specify plans that connect redevelopment at this site to additional mixed-use residential and retail redevelopment on the Edgewater Park side of Railroad Avenue using an elevated, publicly accessible pedestrian crossover that includes an elevated restaurant. This restaurant over the rails would form a “gateway”



for transit riders, possessing a unique location and design that should capitalize on views of the oncoming trains. This crossing could connect to the light rail parking lot in Edgewater Park and to the Light Rail Station at Cooper Street and Railroad Avenue through a wide, partially sheltered pedestrian way.

Broad Street becomes Beverly-Bridgeboro Road entering Edgewater Park Township. Edgewater Park, directly across from Beverly City along Railroad Avenue, has the same redevelopment infill opportunity adjacent to their Light Rail Station parking lot. Potentially through a joint Redevelopment Area plan and a shared Payment in Lieu of Taxes (PILOT) agreement between the municipalities, this transit oriented development complex can be built as a single project simultaneously on both sides of the Light Rail. Extending the joint Redevelopment Area in Beverly City and Edgewater Park along Railroad Avenue from Broad Street to Cooper Street can accommodate further mixed-use commercial/retail and residential development. The benefits of transit-oriented development can be maximized using streetscape improvements such as tree plantings, themed lamp posts and other lighting fixtures, wide pedestrian walkways, outdoor cafés and restaurants and shops oriented to the sidewalk.

Ultimately, the existing Redevelopment Area should be extended westerly along Railroad Avenue beyond Broad Street to Beverly City's boundary past Cramer Avenue.

The residences and businesses that currently occupy the existing Railroad Avenue redevelopment area are underutilized and represent a much easier planning and implementation initiative than attempting to relocate and redefine the land use along Cooper Street extending to the downtown area of Beverly City. Redeveloping this section of Beverly City would not take away from the downtown but instead be the nexus for revitalizing Beverly City's downtown. Passengers on the River Line light rail

would visually experience a living and entertainment area calling out for one to stop and experience the sidewalk café, shopping, and residential and commercial real estate availabilities. Shopping, dining, relaxing and doing business along this corridor would provide the “curb-appeal” necessary to market Beverly City as a small river town that understands smart growth and economic revitalization while maintaining a comfortable, pleasing, active and diverse marketplace along the River Line Light Rail. Without such a redevelopment treatment, passengers on the light rail line would see Beverly City as a small river town with nothing to offer except for the fact that's it's a small river town. Their vision would not extend beyond their window, and the possibilities would not be imagined.

Exhibit 26: Example Concept for Apartments and Flats near Station Platform



Amenities and universal design techniques can be affordably and attractively provided in apartments and flats near the station platform using designs such as the Haddonfield Apartments along Kings Highway.



Exhibit 27: Example Concept for Station Area Townhouses



Townhouse development can create a diverse, attractive and pedestrian-friendly streetscape (above) and parking area (below), as in this condominium development in Moorestown.



Connecting the Light Rail Station to the Waterfront: 1) “Gateway” Theme Lighting and Streetscaping

Substantial new residential, recreational and restaurant development is envisioned for Beverly City’s waterfront area. To draw people from the Light Rail Station to the waterfront and commercial districts, the first step should be to improve street lighting and landscaping (“streetscapes”) along Cooper Street. A redesign of the street’s landscaping that enhances pedestrian and bicycle safety can, for example, include large planters that provide seating at their edges and that are sufficiently massive to serve as barriers to vehicles jumping curbs. Early morning and evening walkers will be served by 8-foot tall lamppost fixtures that supplement the tall street lighting now partially obscured by shade trees. These pedestrian scale fixtures should use a design theme that redefines the character and image of Beverly City, such as an artistic, modernistic lamppost that retains the traditional Beverly “Bee” image.¹

The existing street lighting is relatively dim and spotty, consisting of one 30-40 foot telephone pole mounted lamp in each residential block. One in the 600 block, one in the 500 block and one in the residential section of the 400 block with additional lighting closer together in the retail/commercial section. Fully-grown trees that line the street further restrict the illumination from this insufficient number of very high street

¹ PSE&G provides a wide range of decorative street lighting options and design services for municipalities and developers. For current examples, see their web site at: www.pseg.com/customer/business/small/outdoorlighting/decorative/overview.html.



lights. Changing the current lighting treatment with a new design, adding lampposts along the walkway on both sides and other streetscape improvements would certainly enhance the attractiveness and safety walking between the Light Rail Station to downtown Beverly City and beyond to the river waterfront park. Design standards and capital plans funded by PILOT revenues in the waterfront redevelopment area could immediately specify and install these improvements along Railroad Avenue, Cooper Street and within adjacent neighborhoods. For example, a similar treatment could be provided along Broad Street between the west end of the Railroad Avenue redevelopment and the commercial district at Warren Street. Over time, these improvements could also be extended along Chestnut, Laurel, Elizabeth and other adjacent neighborhood streets through both private and public redevelopment initiatives.

Due to its location directly across Railroad Avenue from the station platform, its pleasant and quiet residential setting and connection with the neighborhood park at Pine Street, Elizabeth Street may prove to be the more popular pedestrian route to and from the station for residents of the eastern parts of the city. Therefore, Elizabeth Street should be treated as a secondary “gateway” for local residents improved navigational signage and with pedestrian crossing areas on Railroad Avenue at Elizabeth Street well marked and well lit to warn drivers and to protect pedestrians and cyclists.

Connecting the Light Rail Station to the Waterfront: 2) “Gateway” Boulevard

While overcrowding and deferred maintenance of residences and commercial buildings occur for a number of often good reasons, it is a fact that such disinvestments discourages future private investment leading to additional disrepair and blight throughout

their neighborhoods. On the other hand, investments that increase the attractiveness of buildings tend to have the opposite effect of encouraging improvements in other properties. Public investment in façade improvements, landscaping and reducing the number of residences divided into three or more apartments (and setting clear requirements for two-family residences, accessory apartments, home-based occupations and non-owner occupied dwellings) can spur not only increased levels of property improvement and maintenance in targeted areas but in neighboring areas as well. Such investments along Cooper Street extending from the River Line Light Rail Station through to the waterfront, in combination with the earlier streetscape and lighting improvements, will extend the public’s sense of safety and prosperity that will be required to encourage new private investment and consumer spending in the downtown.

Connecting the Light Rail Station to the Waterfront: 3) Re-envisioning the Core

The downtown “Five Points” commercial section of Beverly City is close enough to benefit from transit oriented development principles, but in its current condition requires a complete makeover. Demolishing existing structures and replacing them with new mixed-use retail and apartment building designs together with market rate condominiums (some with public “vest pocket” parks and some with large internal courtyards) may be the best approach to revitalize the downtown. These intensive uses can provide the population and incomes necessary to return the life and disposable dollars into the business community needed to revitalize the downtown area. As the income levels of households in the downtown area can currently only support cash economy convenience retail and services, now is the time to initiate a “visioning” exercise to identify and evaluate the possibilities for downtown Beverly City’s future.



APPENDIX: PHOTO INDEX

“Street level” photographs of Burlington City in this report are digital images of 1720 by 1200 pixels recorded by digital camera in JPEG format and archived on CD-ROM. Use of any of these images is to be credited to the Burlington County (NJ) Department of Economic Development and Regional Planning (2003).



C2-1 Commercial corner High Street and Rt.130

C2-1A High and Rt.130

C2-1B Southeast CornerRt130 and High Street

C2-2 NorthWestCornerRt130 and High

C2-2A Looking East on High at Rt.130

C2-3 600Block High SF and Commercial Bldg.



C2-4 NorthCornerRt130 and High

C2-6 Abandoned Blge 600 High St.

C2-8 600Block High SF attached

C1-1A 400Block Corner High and Federal

C1-2A 400Block High and Federal

C1-3A 400Block High Old courtHouse

C1-4A Office space 400Block High

C1-5A New ApartmentComplex High and Broad St

C1-6A PostOffice 400Block High St.





C1-S1 Looking south along Broad at High



C1-S2 South on Broad at High St.



C1-S3 Corner of Broad and High



C1-S4 Level intersection across tracks



C1-S5 Light Rail along Broad Street



C1-S6 looking north along Broad and Washington



C1-S7 Looking North along Broad at Wood St.



C1-S8 Looking North along Broad toward LRail Station Stop



031 600 Block of Cooper St at Railroad Ave



040 500 Block of Cooper St looking N at Pine St.



041 500 Block of Cooper St looking NW at Pine St.



042 500 Block of Cooper St looking NW at Pine St



043 500 Block of Cooper St looking W at Pine St.



050 400 Block of Cooper St looking N at Church St



051 400 Block of Cooper St NW at Putnum St.



052 400 Block of Cooper St N at Church and Oak Sts.





053 400 Block of Cooper St N at Church St.



054 400 Block of Cooper St looking SE at Perkins St.



055 400 Block of Cooper St looking SW at Perkins St.



056 400 Block of Cooper St looking SE at Warren and Bridge Sts.



057 400 Block of Cooper St Downtown looking SE to Warren, Cooper and Bridge St.



058 400 Block of Cooper St Downtown looking SE at Cooper and Warren St.



059a 400 Block of Cooper St. Downtown looking SE at Cooper and Warren St. (November 2003)



059b 400 Block of Cooper St. Downtown looking SE at Cooper and Warren St. (November 2003)



059c 400 Block of Cooper St. Downtown looking SE at Cooper and Warren St. (November 2003)



060 300 Block of Cooper St looking N at Warren St.



070 200 Block of Cooper St looking SE at Second St.



080 100 Block of Cooper St looking N at Second St.



090 1 Block of Cooper St looking N at Waterfront Park.



091 Front St. at Cooper St and Waterfront Park.



092 Veterans Dr. at Waterfront Park.



093 1 Block of Laurel St looking SE to 300 Block of Front St.





094 Broad St looking N at Front St.



095 Penn St looking W at Broad St.



100 200 Block of Warren St looking N at Cooper St.



101 200 Block of Warren looking W to Cooper and Bridge Sts.



102 200 Block of Warren looking W at Walnut St.



103 200 Block of Warren St looking NE at Cooper St.



104 200 Block of Warren St looking E at Cooper.



110 300 Block of Warren St looking SE at Bridge St.



111 400 Block of Warren St looking N at Laurel St



112 300 Block of Warren St looking N at Laurel St



113 300 Block of Warren St looking SW at Bridge St



114 300 Block of Warren St looking SW at Bridge St.



115 300 Block of Warren St looking SW at Laurel St to Bridge St



116 300 Block of Warren St looking E at Laurel St.



117 300 Block of Warren St looking S toward Laurel St.



118 300 Block of Warren St looking E at Laurel St to Cooper.





120 400 Block of Warren St looking NW at Laurel St.



121 400 Block of Warren St looking E toward Laurel St



122 400 Block of Warren St looking SW to Broad St



124 400 Block of Warren St looking S midblock appliance store.



125 400 Block of Warren St looking S at Laurel St.



126 400 Block of Warren St looking NW to Broad St.



127 400 Block of Warren St looking SE at Broad St.



128 Broad St looking S at end of 400 Block of Warren St.



130 500 Block of Warren St looking W from Broad St.



131 500 Block of Warren St looking E from Locust St



132 500 Block of Warren St looking NW from Locust St.



133 500 Block of Warren St looking NW from Locust St.



134 500 Block of Warren St looking E from Magnolia St



135 500 Block of Warren St looking E at Magnolia St.



136 600 Block of Warren St looking W to church at Bentley Ave.



137 700 Block of Warren St looking SE at Bentley Ave





138 600 Block of Warren St looking E at Bentley Ave.



139 600 Block of Warren St looking E at Bentley Ave.



140 700 Block of Warren St looking E at Melbourne Ave



141 800 Block of Warren St Looking E at Manor Road.







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