

Main document changes and comments

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low-income families, smaller household sizes, and

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and rehabilitation without displacement

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both a living organism and ecosystem

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This plan seeks to TEE UP SPECIFIC DISCUSSIONS in the future. Nothing in the comprehensive plan shall be implemented zero-sum or without attention toward management, enforcement, and other controls. CONTINUED PUBLIC OUTREACH will be ESSENTIAL to refining the details of each recommendation to make Bordentown the best it can be....

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Economic Development Advisory Commission
Bordentown City Board of Commissioners
Yapewi Aquatic Club

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Fire and EMS

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Hope Hose Humane Co.
Consolidated Fire Co.

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Churches

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Christ Church Parish

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Public Schools

Public Works

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City Staff

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and Property Managers

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historic

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being posted on the City's public notices webpage and Bordentown City Facebook group five times throughout March 2020.

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receiving 351 responses

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The survey received 351 responses in total, including 249 responses from residents, or approximately 6% of the City's population.

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, or approximately 10% of the City population.

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While the survey sample size is by no means fully representative of the City's entire population, the results

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do

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provide an additional snapshot of community interests, including the views of non-residents who are still members of the Bordentown community in a familial, geographic, and economic sense.

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additional

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The following is a summary of survey results, organized by topic:

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Despite the limited sample size, the survey suggested the following findings, organized by topic below:

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are

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are

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4,012

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3,823

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2020

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Time

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marches on,

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Demographics change

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The context of L/M zoning district has changed significantly in regards to State affordable housing procedures and the inclusionary housing units approved through possible redevelopment of the Ocean Spray site.

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According to the ordinance, all

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This is an especially high priority as the City's residents and volunteer boards do not have the time and resources to spare on bureaucratic "red tape" resulting from outdated regulations.

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and eliminating unnecessary bureaucracy

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has solidified this trend

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1,229

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(61%)

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(39%)

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residents and visitors of the downtown

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or near the waterfront

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s such as wetlands or steep slopes

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The Bordentown Station parking lot is also the City's largest parking resource

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and within a 3-minute walk of the downtown.

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and form segments of the Circuit Trails network of Greater Philadelphia:

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is a 77-mile state trail that runs along the historic canal towpath beginning at the end of Farnsworth Avenue. The trail splits in Trenton, branching northeast to New Brunswick and northwest to Stockton.

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is a regional trail linking historic resources, open space, and river communities located along the Middle and Lower Delaware River. The Heritage Trail includes the D&R Canal trail and planned on-road and off-road extensions through Bordentown to

The East Coast Greenway is a 3,000-mile arterial trail system spanning Key West, Florida to the northern border of Maine. The Delaware River Heritage Trail and D&R Canal Trail feed into the East Coast Greenway, establishing bicycle and pedestrian linkages from Bordentown to major cities and attractions throughout the Atlantic coast.

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to encourage investment in repairs and improvements

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just outside the City

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via Park Street and rail right of way

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Footnote: New Jersey Climate Change Resource Center, NJ Adapt Online Tools,
<https://njclimateresourcecenter.rutgers.edu/nj-adapt/>

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Footnote: Footnote: New Jersey Climate Change Resource Center, NJ Adapt Online Tools,
<https://njclimateresourcecenter.rutgers.edu/nj-adapt/>

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Several critical infrastructure facilities are located within current flood plains and areas expected to experience tidal flooding:

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An engineer's assessment of these potential impacts is recommended to determine what actions, if any, are necessary.

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The River LINE light rail system is operated and managed by the State. Action by the City is likely not necessary.

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relatively

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mostly already

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few

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buildable

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from development

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, the City has relatively few remaining buildable lots that remain unaffected by environmental constraints like wetlands, slopes, and streams.

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, 42 acres, is considered vacant undeveloped, or potential buildable land.

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Parcels

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data

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vacant or

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are listed in the table below and labelled on the Potential Future Build-Out Map.

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Area #1 is the

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Ocean Spray Redevelopment

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Of the other parcels identified, only Route 130 possesses significant development potential.

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Of the other parcels identified, only Area #2 on Route 206 possesses significant development potential. All other undeveloped land in residentially zoned areas or within the downtown, are fit for small-scale

infill consistent with surrounding density. Additionally, some of these vacant lots are significantly undersized and may be considered viable locations for pocket parks or consolidation with neighboring properties in the future.

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Considering existing floodplains, wetlands, projected sea level rise, and limited infill, approximately 17 to 18 acres of vacant or buildable land could contribute to future buildout within highly localized locations.

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Considering existing floodplains, existing wetlands, and the projected one to two feet of sea-level rise, approximately 17-18 acres of vacant or buildable land of the 42 acres identified could contribute to the City's future buildout. .

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An increase in average temperatures may lead to higher peak energy demand for air conditioning. To improve local resiliency and potentially reduce the likelihood of brownouts, the City should continue to encourage public and private investment in solar and other locally renewable energy sources.

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Local renewable energy systems can increase the City's energy resiliency during storms, heatwaves, natural disasters, and supply-chain disruptions. The City should continue to encourage public and private investment in local renewable energy sources such as solar and ways of increasing efficiency through microgrid systems, energy recovery systems, and other

potentially viable technologies. As an increase in average temperatures may lead to higher peak energy demand for air conditioning, local energy resiliency will be increasingly important.

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ir filtration, biodiversity, pollinator habitat, and sound buffering

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ccording to the NJDEP Scientific Report on Climate Change,

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strategic snow and ice removal

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help

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further

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slipping

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, especially in troublesome areas like West Park Street, the railroad bridges, and sloped sidewalks

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strategies for economic development and resiliency.

1.

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pocket parks.

1.

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integration of land uses with the streetscape.

1.

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fair

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intuitive

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for all ages

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, various ages and preferences, and advancement of public health goals

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brownfields remediation,

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private

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where appropriate

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Distribution of a wider survey is recommended to prioritize the recommendations of this plan and the contents of the draft Land Development Ordinance according to additional public input,

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updated zoning standards and possibly

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, while some are reintroduced at a conceptual level within this comprehensive plan

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It is recommended that the City establish a diverse steering committee to dissect the draft LDO with the Planning Board and guide adoption by the Board of Commissioners. Due to the sheer size and complexity of the LDO, a phased or bit-by-bit approach to assessment and adoption is recommended.

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Facilitated discussions with affected neighborhoods may also prove useful.

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among public and private actors

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through updated zoning

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The City should may consider an outline of the development review process, relevant permit documents and staff contacts.

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The City should consider additional resources to make the development process more understandable by the average applicant. Publicly available documents to consider include an outline of the development review process, relevant permit documents, staff contacts, and zoning bulk/use standards in table form.

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Similarly, expanding formal relationships with Bordentown Township and Fieldsboro can help implement many of the recommendations of the

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that go beyond municipal boundaries such as highway improvements, community programs, trails, open space, the school system, and advancing local planning coordination.

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It is recommended that as the City analyzes its capacities, it explore the creation of a liaison position within an Economic Development and/or Planning and Zoning Department to assist with coordination of all the great volunteer efforts happening throughout the City.

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As the City analyzes its capacities, it should reexamine the currently unstaffed Community Development and Municipal Affairs Coordinator position and their described duties. Recognizing that many improvements recommended in the comprehensive plan will depend on effective timing with infrastructure repair schedules and similar constraints, the Coordinator could be extremely advantageous at moving items forward in a strategic and cost-effective manner.

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Housing Element and Fair Share Plan

A Housing Element and Fair Share Plan was prepared in 2006 to assess affordable housing characteristics in the City and establish a plan to meet the City's State-mandated affordable housing obligations. As much of the context surrounding the projected affordable housing need has changed since the 2006 plan, an updated Housing Element is recommended further herein.

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revitalizing the downtown through reinforcement of pedestrian-oriented commercial at the ground-level.

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maximizing pedestrian traffic at the ground-level.

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Prior to any adopted zoning changes, the priorities of both residents and businesses shall be considered fully and balanced appropriately with proper management strategies.

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but an increasingly decentralized consumer marketplace

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with specific controls through approval and zoning enforcement

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The City may also consider issuing mercantile or business licenses to permit certain activities.

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drawing clientele

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Further, permission of bed and breakfast uses has been utilized in other historic towns around New Jersey as a means for preserving historic and architecturally significant residences that have relatively large square footage.

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can

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could

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positively

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Relatively large lots with architecturally significant homes and views of the Delaware River may provide ideal locations for such use. Potential nuisances, such as parking, traffic, or noise, can be addressed through conditional requirements in the zoning ordinance as well as the general City Code.

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The need to accommodate parking for several guests means simple conversion of any residence in Bordentown into a bed and breakfast will not be feasible. Relatively large lots, which may have capacity for additional off-street parking, as well as existing funeral homes – if they were to ever change ownership – may be viable locations.

Potential nuisances arising from transient occupancy, such as parking, traffic, or noise, can be addressed through conditional requirements in the zoning ordinance as well as regulations and procedures established by the general City Code. However, further community discussions and resident engagement will be necessary to ensure that potential nuisances are adequately prevented wherever bed and breakfasts may be considered a viable permitted use.

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a. Full adherence to all State-mandated requirements for bed and breakfasts.

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by the Planning Board.

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. Limitations on live entertainment and/or sales of alcohol.

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j. (optional) The City may establish a local licensing procedure with additional controls on operations, management, liability, and a maximum number of bed and breakfast operators in the City.

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and revised conditions

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, certain crafts

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in ways that are sensitive to surrounding residential property owners

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or otherwise contribute to the public realm

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undeveloped

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may be developed in coordination with a public pocket park on the corner

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, for instance, could include a small public space on the corner without compromising the property owner's existing ability to develop the lot for private use

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as is their right to do

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the

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to achieve a similar effect

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corners

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additional public space and function as

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both

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Alternatively, this area and others could simply contribute to the downtown with enhanced greenery, landscaping, and green stormwater management.

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in the near future while recognizing a cost-benefit analysis of such a project may be necessary.

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related to noise and bar traffic

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resident parking,

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loading zones,

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will be necessary

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but require coordinated effort

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, development of design standards

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future

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by ballot referendum in 2020

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for medical and adult use have been established that requires the City

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by the State legislature for medical and adult use require all municipalities

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prior to August 21st or else permit cannabis businesses by default as a conditional use in their respective zoning districts.

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Superscript

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if at all,

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to prohibit them

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shall consider the land use implications for

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each license class -

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delivery,

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– which may be regulated separately.

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planning, community facilities planning,

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Priorities should include historic-sensitive signage, finding effective ways of discouraging certain materials like vinyl or aluminum siding, and promoting restoration of corbels, cornice lines, wood, and natural brick.

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targeted

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zoning

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and semi-public

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zoning

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optimal

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expansion

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strategic connection

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, and Federal St

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in aesthetically pleasing ways

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unnamed

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least five (5) feet

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located at a reasonable distance

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While this condition may seem stringent, special oversight by the Historic Preservation Commission may be necessary to effectuate the purpose of allowing these structures to face the street, which is typically prohibited altogether by modern zoning codes.

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, typically

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lower rents, and increased privacy

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and streetscape

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for an additional unit

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shall be required (waivable under special circumstances)

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A Housing Element is a component of the

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that assesses housing statistics and affordability to establish a plan for growth management and State-mandated affordable housing obligations.

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While the

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includes some market-based solutions for affordability such as ADUs, refined zoning standards, and growth management through the Ocean Spray redevelopment, a Housing Element will be necessary to assess the perceived risk of displacement and strategies for socially equitable housing.

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Additional focus should be placed on safe autonomous transportation for youth at key intersections and community facilities. Parks that provide natural surveillance from facing buildings is ideal.

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, property owners,

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The City should also consider transportation and accessibility accommodations to the new City Hall for seniors and individuals with disabilities.

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cultural and

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NJDEP,

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Friends of Abbot Marsh,

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;

d. Consideration of active vs. passive recreation facilities and their suitability to the site;

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Coordination of all

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implementation of the open space and waterfront recommendations of the comprehensive plan.

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Further visioning for Point Breeze may take the form of workshops, surveys, and inclusion in the forthcoming Open Space and Recreation Element recommended above.

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create

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To strategically preserve additional land without wholesale public acquisition,

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that require conservation of

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without compromising use of property

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impervious

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and the draft LDO

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all railroad

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or portions thereof

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In conjunction with planning and zoning review

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to Yardville

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and much of the line north of Robbinsville appears to be abandoned.

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and South

,

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scarce

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light

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starting points for discussion and

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, bicyclists,

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Bordentown is a highly walkable City despite several opportunities to increase sidewalk connectivity. It is recommended that sidewalks be expanded and buffered with landscaping where appropriate. Through redevelopment of the *Ocean Spray Redevelopment Area*, Park Street and others missing sidewalks should be achieved to improve pedestrian safety and comfort.

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Bordentown is a highly walkable and human-scaled City, but several opportunities to increase sidewalk connectivity exist. Redevelopment of the *Ocean Spray Redevelopment Area* shall include associated Park Street improvements linking the site and Point Breeze to the downtown per the adopted Redevelopment Plan. However, other locations in the City, such as connections into the Lucas-Landon Drive neighborhood, should be addressed through a capital improvement plan that phases sidewalk construction with roadway maintenance schedules, redevelopment, and other timely factors. The 2020 DVRPC Safe Routes to Transit Report has provided a thorough basis for near City-wide implementation.

Zoning enforcement and site plan review can also improve sidewalk connectivity through the development process. In some locations, such as Park Street, parking

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yards, landscape buffers,

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driveways, depressed curbs, driveway crosswalk aprons,

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should be encouraged to maintain a cohesive pedestrian-oriented realm

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In other locations, uneven brick and concrete slabs create tripping hazards and obstacles for persons with disabilities. The Circulation and Parking Element should revisit the sidewalk inventory prepared by DVRPC to assess the condition, connectivity, and ADA-compliance of sidewalks throughout the entire City and its gateways.

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with regard to ADA compliance, safety, and contiguity

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or public investment

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Areas in need of sidewalks and streetscape adjustments should be addressed in the Circulation and Parking Element and included in a capital improvement plan.

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, redevelopment, and site plan review

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Safe Routes to Transit provides a strong foundation for assessing circulation needs, which are in many ways relevant to the goals of the comprehensive plan.

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by effectively “boulevard-izing” the highway

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(Camden & Amboy Main Line)

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removable

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less invasive

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Gateways into the City from the highway can be treated primarily through landscaping and site layout improvements but will require more involvement through zoning, site plan review, redevelopment (where appropriate) and coordination with Bordentown Township and NJDOT. Gateway opportunities related to Routes 130 and 206 should consider past concepts and future discussions by the State.

The City may pursue painting and branding of the railroad bridge over Route 206 by engaging in a joint effort with the Township, railroad, and NJDOT. This effort may be accomplished alongside discussions of a rail-to-trail linkage as discussed in the open space recommendations of the comprehensive plan.

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and user-friendliness

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Parking management has been a consistently high priority for Bordentown City, where well-preserved historic density has resulted in competition for space. Relatively small lot sizes, narrow lot widths, and a high percentage of attached and semi-attached homes means that many residents rely on on-street parking to store their vehicles and conveniently access their homes. On Farnsworth Avenue, the reliance on pedestrian visitors and on-street parking that is used by residents, employees, and visiting customers has created very high competition for parking that often overflows onto side streets where residents do not have off-street parking. For a City where walkability and community are cherished assets, this competition for space has ultimately limited imaginations and abilities to utilize public streets for many purposes beyond the movement and storage of automobiles.

The following parking management options are recommended starting points for further discussions through the forthcoming Circulation and Parking Element of the comprehensive plan:

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regarding driveways, alleyways, and parking management.

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relevant findings

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Additional consideration and accommodations must be made to balance the parking demand by residents, employees, and patrons of the downtown.

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Consider Context-Sensitive Parking Structures

Modern parking garages can be integrated into the architecture and scale of their surrounding context. While these structures are costly, the City may achieve significant cost-savings by establishing a centralized parking location that frees up public real estate along the City's most parking-congested streets and provides better access to downtown businesses.

Possible locations may include the interior area behind buildings fronting Farnsworth Ave, Railroad Ave, Crosswicks St, and 2nd St. In any scenario where parking garages are considered, treatment of the streetscape with wrapped building frontage and appropriate architectural details and building preservation should be required to shield the garage from public view. No entrances to or exits from any such garage should be considered on Farnsworth Avenue, and special care regarding parking structures and impacts on residential streets must be considered.

Consider Paid Parking

A wide variety of ways to implement paid parking in the downtown can increase turnover and generate revenue to the City. Meters, kiosks, residential and business permits, permit schedules, and mobile apps are some methods the City may consider in the future. However, any such efforts must consider residential parking needs downtown and prevent pushing parking demand to free on-street spaces in residential areas.

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