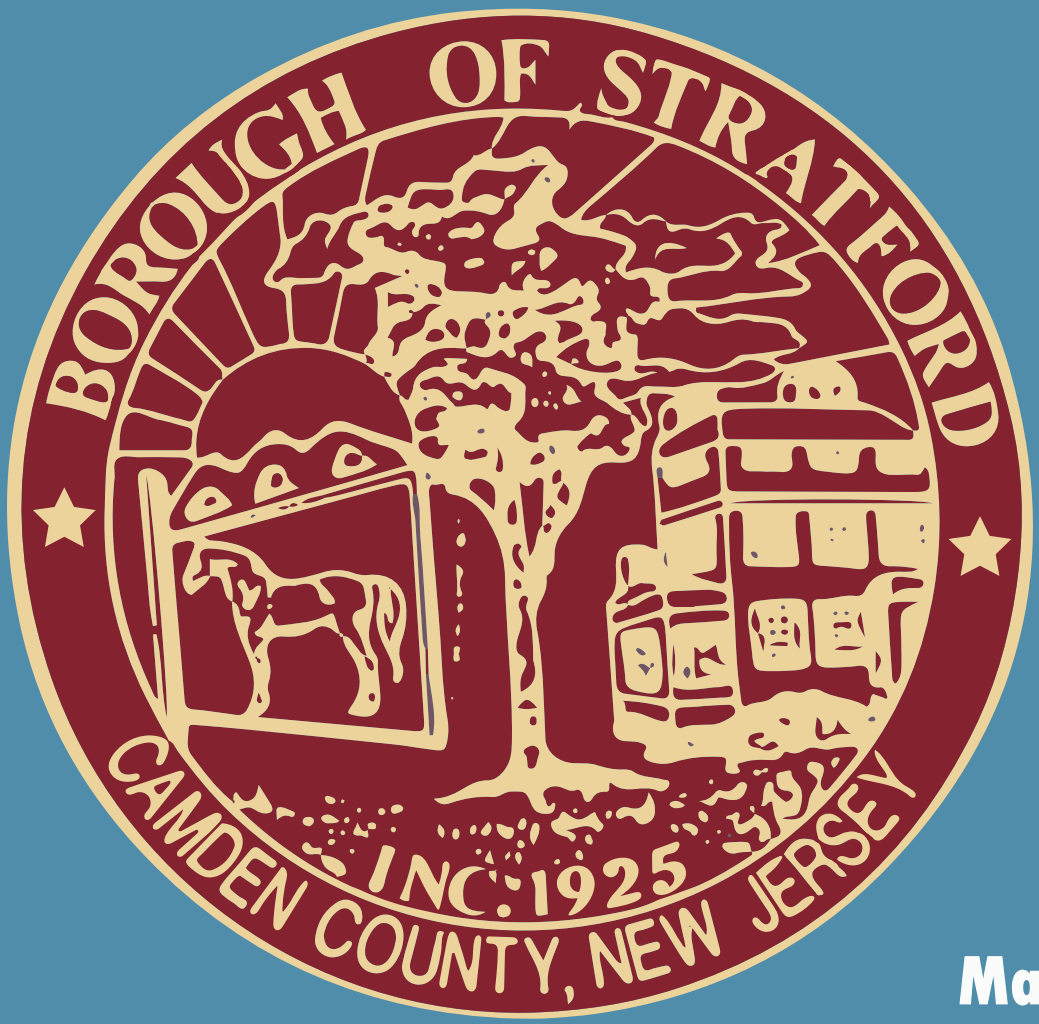
# Borough of Stratford

## Master Plan Reexamination Report




**May 2016**

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The original of this document was signed and sealed in accordance with N.J.A.C. 13:41-1.2 and 13:41 -1.3 of the State Board of Proffesional Planners

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# Borough of Stratford

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Paul Schukay, Vice Chairman
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## I. Preface

Since the 2006 Master Plan there have been dramatic changes in both the Borough and State. Currently, both the Borough and State are still recovering from the social and economic crises of the Great Recession. Beginning with the economic recession which was first identified in early 2007, this crisis has impacted the nation with record high unemployment, residential foreclosures, plummeting housing values, loss of commercial tenancies and decline in consumer spending, to mention a few.

Though the economic recovery has progressed positively, with Camden County's unemployment rate falling by over 56% from approximately 11.3% in February of 2010 to 4.9% as of December 2015, the housing market in the Stratford and Camden County area has seen slower recovery than others. Shifting market and demographic forces have also affected the commercial and retail sector. Currently, retailers face the combination of stagnating retail sales and rapidly rising online sales causing reduced sales. Additionally, since the 2006 Master Plan there has been a movement towards environmental stewardship and responsibility. The Borough should be aware of these factors in moving forward with new development regulations, redevelopment studies and areas, as well as overall planning efforts and studies.

## II. Introduction

The primary purpose of a Reexamination Report is to evaluate changes throughout the municipality and surrounding region as well as to determine whether the Master Plan and related development regulations are still relevant and appropriate. This reexamination report provides commentary for the 2006 Borough of Stratford Master Plan. This is the first time that the Master Plan for the Borough of Stratford has been reexamined since the 2006 Master Plan was adopted by the municipality. The Reexamination Report is not a Master Plan. A Reexamination Report serves to identify traditional planning needs, provide guidance and identify the next steps to a planning process.

Other significant planning documents in the Borough were examined during the preparation of this report including: the 2005 Housing Plan, the 2016 Housing Element and Fair Share Plan, the 2015 Vacant Land Inventory, the 1978 Master Plan, the 2014 White Horse Pike Area Revitalization Plan, and the 2011 Laurel Mills Redevelopment/ Rehabilitation Plan. Several municipal officials, including the Governing Body, Borough Clerk, Joint Land Use Planning Board, Chief of Police, Superintendent of Schools, Parks Commission, and representatives from both the Rowan University of Osteopathic Medicine as well as representatives from Kennedy University Hospital were interviewed. These interviews were conducted to provide comments about the effectiveness of the goals and objectives within the current Master Plan as well as to get a sense of where the town currently stands and where it is going in a broad sense.

New Jersey State law (N.J.S.A. 40:55D-89) requires a municipality to periodically reexamine its Master Plan every ten years. The periodic review ensures that a municipality's land use regulations and development ordinances are up to date, consistent with current land use practices and reasonable before a court of law.

## III. Statutory Requirements

**40:55D-89 Periodic examination.**
The governing body shall, at least every ten years, provide for a general reexamination of its Master Plan and development regulations by the planning board, which shall prepare and adopt by resolution a report on the findings of such reexamination, a copy of which report and resolution shall be sent to the county planning board. A notice that the report and resolution have been prepared shall be sent to the municipal clerk of each adjoining municipality, who may, on behalf of the governing body of the municipality, request a copy of the report and resolution. A reexamination shall be completed at least once every ten years from the previous reexamination.

The reexamination report shall state:

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

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

c. The extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis for the Master Plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition, and recycling of designated recyclable materials, and changes in State, county and municipal policies and objectives.

d. The specific changes recommended for the Master Plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.

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

**40:55D-89.1. Reexamination report; absence of adoption.**
The absence of the adoption by the planning board of a reexamination report pursuant to section 76 of P.L. 1975, c. 291 (C. 40:55D-89) shall constitute a rebuttable presumption that the municipal development regulations are no longer reasonable.

## IV. Past Problems and Objectives

The structure of this report follows the requirements that are outlined in NJSA 40:55D-89a and therefore in section A. the report lists the major problems and objectives of the current master plan and then in section B. relists the problems and objectives providing commentary for each objective and problem listed below.

NJSA 40:55D-89a the reexamination report shall state:

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

### Problems

In the 2006 Master Plan under the section titled Planning Board Mission Statement several items are listed as complex development issues. They are:

- "Balancing development with environmental integrity,
- Promoting business growth,
- Providing affordable housing opportunities,
- Encouraging uses that will allow Stratford to stay competitive in the marketplace and
- Maintaining the unique physical attributes that contribute to the quality of life and a sense of place in the Borough."

**Land Use Element**

Two land areas Rt. 30 and Warwick Rd. corridors are identified as areas that the Borough should "encourage redevelopment and discourage blight, vacancies and further deterioration…" The prescribed solution is that the Borough write a Redevelopment Plan for these areas.

**Circulation Element**

Identifies that current national transportation polices are not producing the desired outcomes for local communities and therefore more transportation reforms are being implemented at the local level.

Major congestion along the White Horse Pike (U.S. Route 30) during the morning peak and evening peak is identified as a circulation problem.

**Recreation Element**

"Despite the diverse recreation opportunities currently available, the demand for both passive and active recreation continues to increase."

**Open Space and Conservation Element**

No problems identified.

**Farmland and Preservation Element**

No problems identified.

**Housing Plan and Population Element**

Prior round obligation is 70 units.

**Community Facilities Element**

No problems identified.

**Utilities Element**

No problems identified.

**Recycling Element**

No problems identified.

**Economic Element**

"…to improve the prospect for expanding Stratford's ratable base"

**Historic Preservation Element**

No problems identified.

## Objectives

The 2006 Master Plan lists several objectives under Section F. titled Goals, Objectives, Principles, Policies and Standards. This summary or list of objectives, principles, standards along with the goals outlined in the current Master Plan, is listed below.

### Summary of Proposed Goals, Objectives, Principles, Policies and Standards

**Land Use Element**
GOAL: Preserve and protect the character of established residential neighborhoods ensuring that future growth compliments and enhances the character of the overall community. Encourage economic and employment growth in designated areas of the community thereby balancing new development and ratables with the needs of the community.

1. Maintain a balance of land uses within the Borough that encourage living, working, and recreation within the community.
    - Revise the land use ordinance to insure compatibility with new growth demands for housing, commercial and industrial uses within the community and reduce the stress on environmentally sensitive lands.
    - Rezone areas of the community where appropriate, to reflect current uses or uses deemed to be in the long-term best interest of the community.

2. Provide land use opportunities that encourage the connection of living and working within the Borough.
    - Continue the dialogue among citizens and businesses regarding the needs and concerns of neighborhoods and the business community.
    - Encourage redevelopment along U.S. Route 30 and Berlin road corridor.
    - Establish design criteria for all commercial and industrial properties in order to minimize the impact of parking, traffic noise, illumination, signage, smoke, odors, pollution, etc.
    - Establish limited opportunities for office and commercial use along East Laurel Road and in the existing commercial and office zone.

**Circulation Element**
GOAL: Facilitate the safe and efficient movement of people, goods and services throughout the Borough and the region with minimal conflict.

1. Maintain and improve the existing roadway network to ease traffic congestion for all road users.
    - Work with NJDOT, DVRPC and Camden County Planning and Highway Departments to prioritize areas in need of improvements

- Balance land use with the capacity of the circulation system to ensure that new and redeveloped land uses do not create an over capacity of the transportation system.
- Analyze traffic impacts of proposed developments and work with developers to address such impacts.

2. Encourage the use of "alternative" forms of transportation to improve the air quality and health of residents.

    - Encourage enforcement of pedestrian safety in signed and marked pedestrian zones and crosswalks.
    - Encourage the growth and expansion of specialized transit service to meet the needs of the elderly, disabled, schoolchildren and other transportation dependent groups within Camden County.
    - Coordinate with NJ Transit for improved service to the community.

**Recreation Element**

GOAL: To promote participation by all Borough of Stratford citizens in diverse, interesting and high quality recreational and leisure opportunities in safe, modern and well-maintained parks and facilities.

1. Promote further development and expansion of parks and recreational facilities to meet neighborhood and community needs.

    - Encourage the location of new recreational facilities within effective service areas for future population centers
    - Improve and expand the cultural, non-athletic and recreational opportunities for citizens of all ages within the community.
    - Relate recreation facilities and recreation activities in the Borough to the growing interest in overall wellness and public health
    - Provide lighting at selected fields to extend play and practice time
    - Consider initiating the development of a plan for a senior recreation center and involve the community in the planning process.

2. Advance public awareness of recreation needs and solicit the support of public agencies to meet this need.

    - Secure funding to acquire sites for public gathering and recreation in and around the existing neighborhoods.
    - Promote cross utilization of existing recreation facilities between the Borough School Board and all other Borough recreation affiliates. A plan of action should be implemented with contributions from all parties.

**Open Space and Conservation Element**

GOAL: Preserve environmentally sensitive land along rivers and streams and other areas characterized by the presence of natural features such as wetlands, steep slopes, stream corridors, unique ecology and prim wildlife habitats.

1. Preserve and protect open areas having scenic views and/or important historical, cultural and/or exceptional ecological value.

    - Preserve important visual amenities, placing special emphasis on the preservation of rivers and stream views, wetland marshes and woodland vistas.
    - Prohibit development in critical environmental areas such as flood plains, wetlands and mature forests.
    - Preserve the tree-lined character of residential streets.
    - Preserve open space systems.

**Housing Plan**
GOAL: Provide a variety of housing types that meet the housing needs and desires of the community.

1. Preserve and enhance the existing housing stock.

    - Preserve and enhance existing neighborhoods through the use of a revolving loan fund for rehabilitation of any substandard housing unit.

2. To provide Stratford's regional fair share of affordable housing for low and moderate-income families in concert with our COAH Fair Share Plan.

    - Maintain the proper balance of units with our COAH obligations.

**Community Facilities Element**
GOAL: Provide community facilities that meet the needs of all Borough residents and businesses as well as enhancing the overall community.

1. Maintain and improve existing facilities to meet the growth and change of the community.
2. Use community facilities to create and maintain a sense of place by enhancing public areas with quality design and pedestrian friendly landscape that link to commercial, cultural and educational resources.

**Utilities Element**
GOAL: Provide adequate infrastructure to service the needs of all Borough residents and business without adverse impact upon the environment.

1. Maintain and improve existing utilities so that growth and redevelopment within Stratford Borough is supported with adequate public facilities and infrastructures, including extensions and replacements of existing utilities systems where required.

    - Maintain criteria for zero increase in water runoff from new developments.

- Promote groundwater recharge where favorable geologic conditions exist.
- Encourage the reduction of non-point source pollution to the greatest extent possible.
- Promote the preservation and protection of water supply facilities and water recourses by controlling flood discharges, stream erosion and runoff pollution.

2. Strive to provide the most comprehensive and fully utilized solid waste-recycling program in the County.

    - Standardize a mandatory commercial and institutional Borough recycling program and work with firms that will provide recycling services in a cost effective manner.
    - Work with local school to educate students at a young age the importance of reuse and recycling.
    - Mandate the use of recycled products for all Borough entities.
    - Educate residents about the importance of reducing the volume of municipal waste.

**Economic Element**
GOAL: Expand and diversify the economic profile of the Borough establishing Stratford as an important economic player along the U.S. Route 30 corridor.

1. Retain and promote existing businesses.

    - Provide business friendly environment for existing businesses, which have invested in the Borough and provide a supportive environment for those wishing to upgrade or renovate.
    - Coordinate with cable companies to offer high-speed telecommunications to all Borough businesses where feasible.

2. Promote nonresidential development that is consistent with the natural capacity of the land and availability of infrastructure to support the economic success of the business community.

**Historic Preservation Element**
GOAL: Preserve and enhance the cultural, historical and archeological resources that reflect the historic significance of Stratford.

1. Preserve, protect and enhance areas of special interest or value that represent or reflect significant elements of Stratford culture, social, economic and architectural history and prehistory.

Promote the understanding and appreciation of the historic value of the Borough.

## V. Extent Past Problems and Objectives Have Increased or Been Reduced

NJSA 40:55D-89a the reexamination report shall state:

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

**Camden County Comprehensive Plan**




Camden County adopted a new Comprehensive Plan in October of 2014. The plan is intended to provide each of the municipalities with a vision for the future up to 2040. The plan is to be used as a guide in developing land use regulations and for meeting consistency with municipal master plans, zoning ordinances and redevelopment plans. The three guiding principles of the plan are:

- **Vibrancy:** promotes economic and social interaction through the strengthening of downtowns, mixed use centers, and strong well-connected neighborhoods.

- **Proximity:** promotes sustainable, compact land use patterns in areas with existing infrastructure, in addition to enhanced multi-modal connections throughout the County, allowing undeveloped and natural areas to remain untouched.

- **Durability:** promotes long-term sustainable policies and land use patterns that ensure that Camden County meets the social, economic and environmental needs of it is current and future residents.

To help municipalities realize their community's vision and principles for land use, the plan details investment areas, in which Stratford lies in the Priority Growth Investment Area, and outlines 10 geographically-based policy goals to help guide long-term growth and development in the County. The plans goals that apply to Stratford and its location in the Priority Growth Investment Area are listed below:

- Promote growth, development, and redevelopment activities in suburban and urban communities that contain existing or planned infrastructure, existing population and employment clusters and dense settlement patterns.
- Encourage active transit corridors by clustering growth, development and a vibrant mix of uses within a walkable distance of transit stations.
- Evolve suburban centers to become not just hubs of commerce, but also walkable, mixed-use focal point of the community.
- Support the vitality of neighborhood main streets as anchors of the local community, and
- Improve multi-modal conditions and land use quality along aging strip arterial corridors.
- Ensure that the County's green and grey infrastructure systems work to reduce the impacts of natural disasters, create viable alternatives for non-motorized transportation and promote sustainable forms of land use development.

For a complete listing of the Camden County Comprehensive Plan Investment Areas map, description and policy goals please see Appendix A.

## Problems

*In the 2006 Master Plan under a section titled Planning Board Mission Statement, several items are listed as complex development issues. They are the following:*

- *"Balancing development with environmental integrity,*
- *Promoting business growth,*
- *Providing affordable housing opportunities,*
- *Encouraging uses that will allow Stratford to stay competitive in the marketplace and*
- *Maintaining the unique physical attributes that contribute to the quality of life and a sense of place in the Borough."*

It has long been the goal of the Borough of Stratford to promote the Economic Development sites that will allow the town to grow its tax base and be more competitive with surrounding communities. The Borough has a significant amount of roadway frontage along U.S. Route 30, in which several longstanding successful businesses have thrived. There are some other commercial districts throughout the Borough but the U.S. Route 30 corridor is the most significant and the most derelict. This problem of dereliction is not unique to Stratford and stretches the length of U.S. Route 30 through several municipalities in Camden County. The items outlined in the Master Plan and listed here as: "*Promoting business growth and Encouraging uses that will allow Stratford to stay competitive in the marketplace"*, have been explored by the Mayor and Borough council extensively for over 10 years. During this time major challenges like the changing retail model and the economic recession of the late 2000's has made development along the White Horse Pike very difficult.

As for the items *"Balancing development with environmental integrity and Maintaining the unique physical attributes that contribute to the quality of life and a sense of place in the Borough."* Stratford is a community of tight knit neighborhoods in which the slow pace and quiet of the suburbs is cherished. These items have been maintained and are well guarded by the Planning Board and town leadership.

*Providing affordable housing opportunities* – this item is detailed below under Housing Plan and Population Element

**Land Use Element**

***GOAL: Preserve and protect the character of established residential neighborhoods ensuring that future growth compliments and enhances the character of the overall community. Encourage economic and employment growth in designated areas of the community thereby balancing new development and ratables with the needs of the community.***

Since the 2006 Master Plan, the character or established neighborhoods has not changed and new development was generally infill and redevelopment of existing lots and/ or renovation and rehabilitation of existing structures.

- **Response:** The two main objectives of the Land Use Element include maintaining a balance of land uses and providing land use opportunities that encourage the connection of living and working within the Borough.

Demographic changes in the past 10 years have expanded on the idea of a traditional suburb. Over the past decade, proactive suburbs have evolved to accommodate the needs of their residents. New suburbs are increasingly more walkable, include transit and have more open spaces. In a recent 2013 National Association of Realtors (NAR) survey, it was revealed that walkable mixed-use neighborhoods across the country are growing in popularity, with buyers valuing close access to entertainment areas, public transit, and job centers, all without having to rely on a car.

A home's walkability is not only increasingly important to buyers, it's shown to be a factor in raising home values. A neighborhood's walkability is a big draw for potential buyers. In NAR's Community Preference Survey, 60 percent of respondents said they preferred to live in a neighborhood with a mix of houses and businesses that are within walking distance. It should be noted that a walkable community is favored by single people by a margin of 17 points and favored by 13 points by young people (under age 40) who graduated from college. The higher preference among those under age 40 for walkable communities, mixed-use development and alternative transportation tells us the high importance these community traits will have with the consumers of tomorrow.

Stratford should consider expanding the definition of "a suburban character" to include walkability, more access to alternative transportation and more mixed-use development patterns. Disregarding these consumer preferences may lead to problems such as: trouble marketing the town to younger consumers, disinvestment from businesses and business loss to areas more in line with consumer preferences. New redevelopment projects in town should keep these principles in mind when designing their respective sites.

Strategies of the Land Use Objectives include establishing limited opportunities for office and commercial use along East Laurel Road and in the existing commercial and office zones as well as encouraging redevelopment along the U.S. Route 30 and Berlin Road Corridors. An additional strategy is to rezone areas of the community where appropriate, to reflect current uses or uses deemed to be in the long-term best interest of the community.

**Circulation Element**

***GOAL: Facilitate the safe and efficient movement of people, goods and services throughout the Borough and the region with minimal conflict.***

Recommendations from the 2006 Master Plan include traffic calming techniques to be implemented that create a pedestrian friendly street environment, that are safer and more conductive to pedestrians, control vehicle speed and reduce the number of vehicles cutting through residential neighborhoods.

- **Response:** The effort to reduce speed and implement traffic calming measures has been successful throughout the Borough of Stratford. Upon speaking with Police Chief Ronald M. Morello, we were advised that by 2012 most speeding issues and "cutting through" issues have been reduced to the point that they cause little to no impact. In 1997, a study was conducted, where over 900 vehicles traveled on Vassar Street a day at an average speed of 37mph. A repeat survey in 2012 found that traffic volume on Vassar Street had increased to 1,100 vehicles per day, but the average speed had slowed down to 23mph.

This is attributed to the installation of speed bumps. Similar installations on other neighborhood streets have resulted in similar results according to the Police Chief.

It is an objective in the Master Plan to "Maintain and improve the existing roadway network to ease traffic congestion for all road users and to work with NJDOT, DVRPC and the Camden County Planning and Highway Departments to prioritize areas in need of improvements.

- **Response:** One of the most common issues that was brought up while interviewing various stakeholders throughout the Borough was the issue of traffic congestion along Laurel Road and the problem of accessing the Rowan School of Osteopathic Medicine & Kennedy University Hospital campuses from the White Horse Pike. Both Rowan and Kennedy representatives stated that providing an access road to their site was one of the most pressing and critical issues. Rowan mentioned that with high traffic in and out of their campus as well as with Kennedy Hospital next door on Laurel Road, a new access road connecting to the White Horse Pike is crucial to any future expansion. Kennedy also mentioned the issue of traffic backing up on Laurel Road as a key concern, especially since providing access to the hospital is technically of life and death importance. Chief Morello of the Stratford Police Department mentioned that Laurel Road is one of the most congested roads in the Borough and steps should be taken to reduce congestion.

Another objective of the Master plan is to "Encourage the use of "alternative" forms of transportation to improve the air quality and health of residents and to promote a pedestrian and bike friendly environment that provides for the ease of movement from place to place." The plan recommended that as part of achieving this objective that a sidewalk construction plan be incorporated into the Boroughs Capital Improvements Plan.

**Response:** Over the past decade, as infill development and general redevelopment took place, missing or broken sidewalk was replaced throughout the town. The Sidewalk Construction Plan however was never created as recommended by the 2006 Master Plan.

**Recreation Element**

**GOAL:** ***To promote participation by all Borough of Stratford citizens in diverse, interesting and high quality recreational and leisure opportunities in safe, modern and well-maintained parks and facilities.***

The Master Plan includes a goal to promote participation by all Borough of Stratford citizens in diverse, interesting, and high quality recreational and leisure opportunities in safe, modern, and well-maintained parks and facilities. The plan calls for the Borough to promote further development and expansion of parks and recreational facilities to meet neighborhood and community needs.

- **Response:** Upon further discussion with Borough stakeholders about the recreational elements around the borough, it appears that the current amount of recreational space available is both sufficient to meet the needs of the citizenry and is maintained well enough to cause no foreseeable issues. Park grounds are well maintained by the public works department and major landscaping initiatives while tree pruning and clearing is undertaken by a landscaping company. According to Bill Diambrosio of the Parks

Department, recreational equipment is regularly tested for safety and functionality. Aging and deteriorated equipment is gradually replaced. Currently the Parks Department receives approximately $27,000 a year for maintenance and general repairs.

- Recreational space in the Borough has seen noticeable improvements since the 2006 Master Plan. Major improvements include Saratoga Park's new ADA senior exercise equipment that allows senior citizens better access and opportunities at the Borough Park. An inquiry has been made at the possibility of constructing an ADA accessible handicap swing for persons with mobility limitations. Additionally lighting was upgraded in some parks with new LED lower voltage fixtures and timers. In 2012, the hockey and tennis courts were rehabilitated behind the Samuel Yellin Elementary School. Every park has also been fenced off since the 2006 Master Plan to increase safety for children and adolescents.

- One of the most widely discussed topics with various stakeholders was the creation of a trail in the southern part of the Borough adjacent to Laurel Road. In the recently published Camden County Bicycling & Multi-Use Trails Plan, there is a proposal for a trail to be considered from Laurel Lake all the way to Big Timber Creek Park. This trail could run through the Lindenwold section along Laurel Road before making its way to Stratford and then to Gloucester Township. Talking to stakeholders about this possibility, there were no objections to such a trail though many cited concerns about accessibility, lighting, the ability to close the trail at night, limiting the trail to persons and possibly allowing bicycles, and maintenance of the trail.

  A section of the trail already currently exists and according to Chief Morello is used daily by neighbors and school age kids. The land the potential trail would utilize has severely steep slopes in certain areas, is densely wooded and includes a large area which includes wetlands and that is generally undevelopable. Thus, the trail would be a great asset for both the Borough and nearby County residents. Access could be provided through the section of Winding Way Road that cuts into the wooded area as well as by the area adjacent the CCMUA pumping station along Laurel Road in Lindenwold. A parking lot on that site could accommodate a small number of cars. Additional parking would not be necessary as this would be predominantly used by citizens in the area. The Borough may consider working with the Camden County Division of Environmental Affairs to determine the trail planning process and next steps.

**Open Space and Conservation Element**

***GOAL: Preserve environmentally sensitive land along rivers and streams and other areas characterized by the presence of natural features such as wetlands, steep slopes, stream corridors, unique ecology and prim wildlife habitats.***

One of the important objectives regarding open space and conservation include the promotion of environmentally sensitive design solutions of all development, particularly along stream corridors and wetland areas. The 2006 Master Plan also called for steep slope protection. The plan stated that, "In order to effectuate protection of steep slopes, criteria should be developed that will restrict critical slope areas, limit grading, and prohibit development, cutting vegetation and other disturbances where appropriate."

- **Response:** Since the Master Plan was adopted, a steep slope ordinance has been enacted in 2007 by the Borough. Section 16.36.200 - Design, natural features of the code states that Natural features such as trees, brooks, hilltops and views shall be preserved whenever possible in designing any subdivision containing such features. It also states that steep slopes in excess of fifteen (15) percent shall be preserved as undeveloped open space unless appropriate engineering measures concerning slope stability, erosion and resident safety are taken.

**Farmland and Preservation Element**

***GOAL: No Goal Listed In Master Plan***

- **Response:** Due to the fact that there is no commercial farmland left in the Borough, this section may be unnecessary and in future master plans should be combined with the open space and conservation element to create a combined Open Space, Conservation and Preservation and Sustainability Element. Information and recommendations in the combined element could include topics such as green infrastructure recommendations, green stormwater retention planters, vegetated corner bump-outs, green roofs, rain gardens, downspout disconnections, sustainable building codes, backyard composting, backyard chickens/ fowl, beekeeping, integrated pest management and others.

**Housing Plan and Population Element**

***GOAL: Provide a variety of housing types that meet the housing needs and desires of the community.***

As required by the Fair Housing Act of 1985, municipalities which choose to enact and enforce zoning ordinances are mandated to prepare a Housing Element as part of the community Master Plan. As of August 1988, one of the required elements of a Master Plan is a Housing Element that includes an analysis of housing, demographics and employment characteristics, and an analysis of municipal lands appropriate for affordable housing. In October 2014 the COAH Board failed to meet the deadline by the Supreme Court for establishing new Third Round guidelines, when the Board voted 3-3, to adopt the proposal. In the absence of action by the state, the New Jersey Supreme Court ruled in March 2015, that determination of affordable housing obligations would be administered by the court. In July of 2015, the Borough filed Declaratory Judgment with the Court and the Borough adopted a new Housing Element and Fair Share plan in January of 2016 and is waiting court approval.

- **Response:** It is recommended that the Borough follow State law when any new development occurs in the Borough so as to prevent any legal repercussions The Borough needs to meet the prior obligations and new obligations under current law.

**Community Facilities Element**

***GOAL: Provide community facilities that meet the needs of all Borough residents and businesses as well as enhancing the overall community.***

The 2006 Master Plan calls for the Borough to provide community facilities that meet the needs of all Borough residents and businesses as well as to enhance the overall community. One objective was to ensure that all buildings are ADA compatible.

**Response:** Discussions with stakeholders revealed that most community facilities are in good shape and no major additions or expansions need to take place. One issue that was brought up is the fact that the Borough Building at Union Ave which houses the Police Department and Court is not handicap accessible to the second story. Due to the age of the building, making the building accessible may not be possible or financially feasible. If handicap persons attend meetings, then the meetings are moved downstairs to the first floor to accommodate their needs. Additionally, the Police Department stated that their space in the building is cramped and limited, furthermore advocating for not retrofitting the building and instead moving those facilities elsewhere in the future.

**Utilities Element**

***GOAL: Provide adequate infrastructure to service the needs of all Borough residents and business without adverse impact upon the environment.***

As part of the November 2015 election Stratford Borough posed a question for referendum for the possible sale of the municipal sewer system in which the Stratford Sewer Utility would be sold, thereby transferring management, maintenance and operations to a private corporation. Borough voters voted against the measure.

- **Response:** Actions such as the sale of a piece of municipal infrastructure for a onetime infusion of capital funds leads to the question of how the municipality will fund maintenance and operations of the infrastructure over time. Therefore Stratford should consider developing a strategic infrastructure plan that focuses on the sustainability of its tax base and the need for long-term maintenance of aging facilities.

**Recycling Element**

***GOAL: Strive to provide the most comprehensive and fully utilized solid waste-recycling program in the County.***

The Borough should consider a program for homeowners to compost leaves, grass clippings and food waste in their backyards to limit the amount of solid waste in the waste stream. According to the EPA, organic waste is the second highest component of landfills in the USA and accounts for some 20-30 percent of what residential homes throw away. The New Jersey Statewide Mandatory Source and Separation Act of 1987 initiated recycling in NJ and requires that all communities recycle leaves and at least three of the following materials: paper, metal, glass, plastic containers and food waste. The borough does not recycle food waste and it might not be significantly beneficial to create a separate program to recycle food waste. Instead a voluntary but educational program should be provided for Borough residents to compost food and vegetative wastes hygienically and safely on their own property. This could simply come in the

form of a brochure that provides basic information and provides contact information to Sustainable Camden County or to the local Camden County Environmental Center's Cooperative Extension. Any questions can be answered by a NJ Master Gardener on site or by phone and email.

**Economic Element**

***GOAL: Expand and diversify the economic profile of the Borough establishing Stratford as an important economic player along the U.S. Route 30 corridor.***

> **Response:** Upon review of the goals and objectives outlined in the current Master Plan focusing on Economic Development it is noted that the strategies to promote and retain existing businesses and attract nonresidential development are sound and effective ways to develop a larger commercial tax base. The trouble over the last several years is that nonresidential development like office and retail are being attracted to other places with in the same market shed as the Borough of Stratford and as a result towns like Stratford have suffered from this type of disinvestment. Several times during interviews with municipal officials, it was mentioned that there is an open liquor license in town. This is something that needs to be actively marketed and made more widely known so that potential restaurateurs can be attracted.

**Historic Preservation Element**

***GOAL: Preserve and enhance the cultural, historical and archeological resources that reflect the historic significance of Stratford***

According to the Borough website, Stratford originated as a tiny village called "White Horse", built up around the White Horse Tavern. Located about fourteen miles from the City of Camden, Stratford came into being on June 1, 1695 and was part of Gloucester County, Gloucester Township, covering an area of 3,566 square miles. Around the White Horse Tavern grew a village of nine homes, a General Store, a Blacksmith Shop and a Wheel Wright Shop. Of the nine original homes, the General Store, now known as the Quaker Store, is the only one still in existence

In 1807, the White Horse Pike, which takes its name from the White Horse Tavern, was laid out from the Village of White Horse in front of the Tavern to the Haddonfield Road. The two roads intersected at Harleigh Cemetery at City Line in Camden. Business at the Tavern and the tiny village flourished, as stage coach service increased until 1854. In that year, the Camden and Atlantic Railroad was built, passing within a few blocks to the rear of the Tavern. With the railroad came the slow demise of the stage coach and increased population of the area. White Horse Turnpike Company was incorporated January 27, 1854 with the authority to convert White Horse Road into a turnpike, running from Camden to Stratford and eventually to Atlantic City. In 1888 or 1889, Charles S. King saw the possibility of creating a pleasant and ideal town. He, along with Zimmerman, Twitchell, Smith and Rogers, formed the Rural Land Improvement Company. The development was roughly triangular in shape. The name they chose for this new community was Stratford--after Stratford-on-Avon in England. Stratford was incorporated as a Borough in 1925.

The Stratford Military Academy building is another historic property in the Borough. The first classes held under the Stratford Military Academy name started in 1935. The Academy was under the direction of Colonel William T. Hade offering grades primary through eighth. The top of the Academy letterhead stated “Offering a balanced program of home, school, work, military, and play activities to develop good character, good habits and to give the best educational training". The Military Academy was closed in the late 1970’s. There are several buildings in town that may be considered historic and may be placed on the National Register of Historic Places or in the State Register of historic places. In the 2006 Master Plan it was recommended that Stratford undertake a thorough investigation of historically significant buildings, cemetery and grave sites, transportation structures and archeological sites. To our and stakeholder knowledge, this has never been done.

- **Response:** The Borough of Stratford should look at creating a list of historic sites that could and should be placed on the Federal Registrar of Historic Places. In New Jersey, the Historic Preservation Office, where the state Register is maintained, is part of the Department of Environmental protection, under the Division of Parks & Forestry. The State register is a list of areas and properties worthy of preservation for their historical, architectural, cultural or archeological significance. A municipality may list and designate historical sites. Designation will also give the properties priority of funding for maintenance or restoration of buildings. Some possible historic sites include:
    - **Quaker Store**
    - **Stratford Military Academy**
    - **Princeton School**

# VI. Changes in Assumption, Policies and Objectives

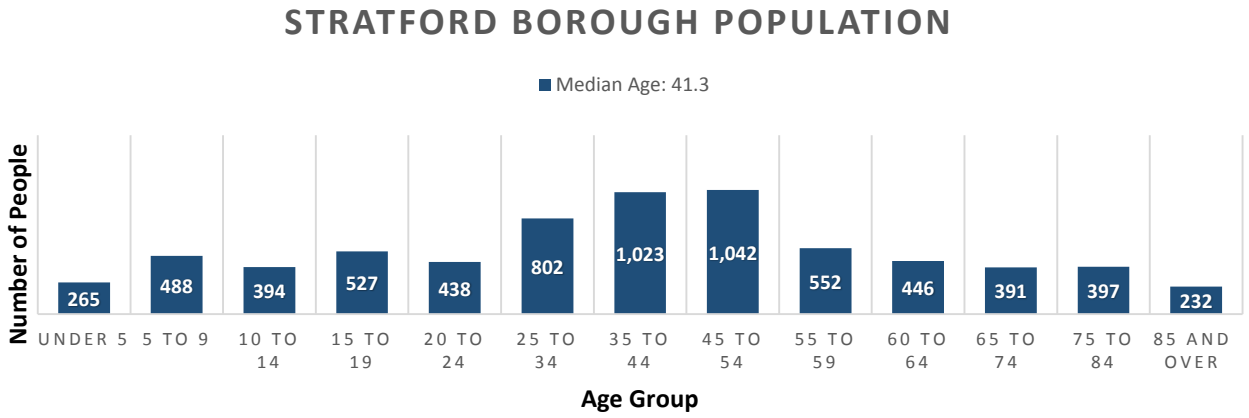
NJSA 40:55D-89c. The reexamination report shall state:

**c. The extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis for the Master Plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition, and recycling of designated recyclable materials, and changes in State, county and municipal policies and objectives.**

## Demographic Characteristics

The 2010 Census lists the Borough's population at 7,040. According to the most recent 2014 American Community Survey, the population is evenly divided between males and females and the median age is 41.3 years. Approximately 79% of persons identify themselves as white, 10.8% as black or African American, 4.8% as Asian, 0.5% as some other race and 3.8% as Hispanic or Latino. In total, there are approximately 2,627 households in the borough, with 1,795 of those being family households. Furthermore some 765 of those are living with children under the age of 18. The average household size is 2.63 persons and average family size is 3.27 persons. Some 663 residents are of foreign birth with 458 residents being naturalized US citizens. . A majority of those foreign born are of Asian origin with a minority originating from Latin American and Europe.

Population trend data produced by the Delaware Valley Regional Planning Commission (DVRPC) for the Borough predicts a negligible decrease in population of approximately -0.04% between 2010 and 2040. As is often the case with trend data, current activities are hard to account for, as the DVRPC's trend data looks to average the loss in population from the past three Censuses over the entire Delaware Valley region.



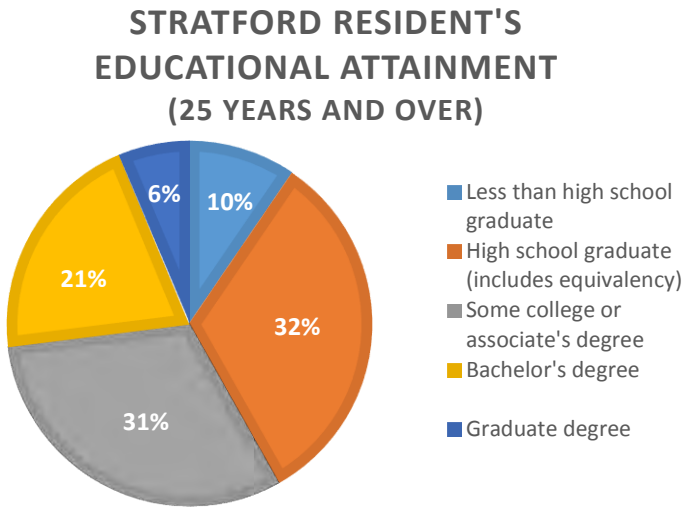

Source: 2010-2014 American Community Survey 5-year Estimates: Table DP05

| DVRPC DATA | 2000 Census | 2010 Census | 2015 Forecast | Percent Change 2000-2015 | 2020 Forecast | 2025 Forecast | 2030 Forecast | 2035 Forecast | 2040 Forecast | Percent Change 2015-2040 |
|---|---|---|---|---|---|---|---|---|---|---|
| Camden County | 508,929 | 513,657 | 514,352 | +0.93% | 516,329 | 520,980 | 525,631 | 527,608 | 528,303 | +2.71% |
| Stratford | 7,270 | 7,040 | 7,040 | -3.16% | 7,039 | 7,039 | 7,038 | 7,037 | 7,037 | -0.04% |

Source: DVRPC Population Forecast by County and Municipality 2010-2040; 2000 and 2010 Census.

## Education

According to the 2014 ACS Data, there are approximately 1,249 children enrolled grades K-12. Approximately 104 are enrolled in nursery school or preschool, 96 in Kindergarten, 702 in Elementary School (grades 1-8), and 451 in High School (grades 9-12). Additionally some 688 persons are enrolled in college or graduate school and 1,642 persons in town have received an Associate's degree or higher.



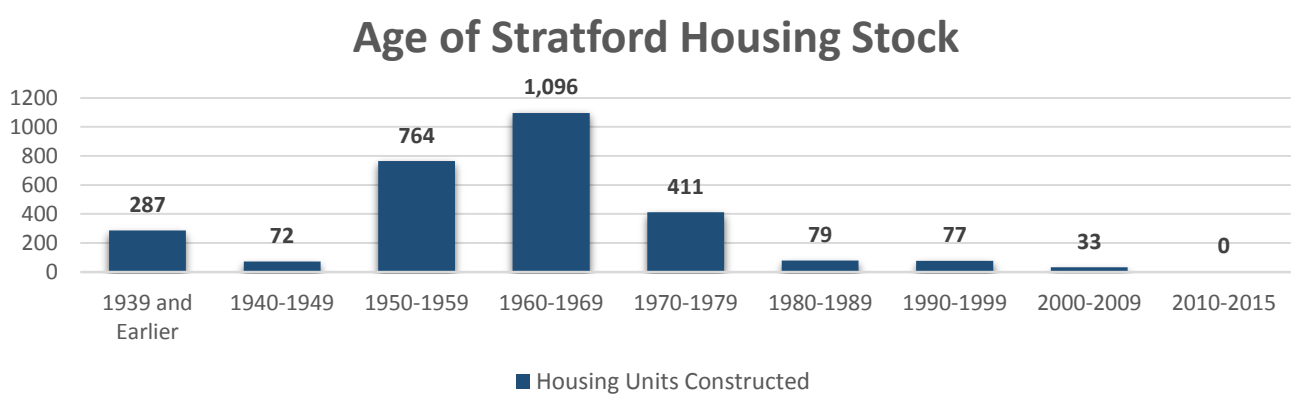

Source: 2010-2014 American Community Survey 5-year Estimates: Table S1501

## Housing

According to the 2014 American Community Survey, there are currently 2,819 housing units in the Borough. Approximately 93.2% or 2,627 of those are occupied and 6.2% or approximately 192, remain vacant. A majority of homes, 1,973 out of 2,819, are single family detached units. The most common housing unit has three bedrooms and is owner occupied under a mortgage. The Borough of Stratford is almost entirely built out. The bulk of housing was built after 1949 with a large majority coming in between 1950 and 1979. Between 2000 and 2009 there were only 33 new housing units built. Median rent in Stratford is approximately $832 and the median home value is approximately $191,300. Some 21 homes are worth over $1,000,000 in the Borough.

| UNITS IN STRUCTURE | | |
|---|---|---|
| **Unit Type** | **Number of Units** | **Percent of Total** |
| **1-unit, detached** | 1,973 | 70.0% |
| **1-unit, attached** | 123 | 4.4% |
| **2 units** | 83 | 2.9% |
| **3 or 4 units** | 79 | 2.8% |
| **5 to 9 units** | 86 | 3.1% |
| **10 to 19 units** | 204 | 7.2% |
| **20 or more units** | 271 | 9.6% |
| **Mobile home** | 0 | 0.0% |
| **Boat, RV, van, etc.** | 0 | 0.0% |
| **Total Housing Units:** | 2,819 | 100% |

Source: 2010-2014 American Community Survey 5-year Estimates: Table DP04




Source: 2010-2014 American Community Survey 5-year Estimates: Table DP04

**Employment and Income**

According to the 2014 American Community Survey, the median household income in the Borough of Stratford stands at $66,325 which is slightly higher than the Camden County average. The per capita income of a person in Stratford is approximately $30,443, which is nearly the same as the County per capita income of $30,667. The median family income in Stratford is $87,196 which is higher than the median family income of $76,671 in the County.

Some 163 persons live at 50 percent of the poverty line in the Borough. Living at 50% of the poverty level means that a person is living off earnings of 50% less than the government's designated poverty level. Another 679 persons live at 125 percent of poverty level and 981 persons live at 150 percent of poverty level.

There are approximately 5,696 persons in the Borough that are 16 years and older, of which 3,831 persons are in the civilian labor force. Some 1,331 persons are employed in management, business, science, and arts occupations. Some 887 are employed in sales and office occupations and 625 are employed in service occupations. Another 345 are employed in production, transportation, and material moving occupations while 200 are employed in natural resources, construction, and maintenance occupations.

| Household Income and Benefits (In 2014 Inflation-Adjusted Dollars) | | |
|---|---|---|
| **Income** | **Borough of Stratford** (Percentage of Population) | **Camden County** (Percentage of Population) |
| Less than $10,000 | 2.7% | 7.2% |
| $10,000 to $14,999 | 5.6% | 4.8% |
| $15,000 to $24,999 | 10.6% | 9.4% |
| $25,000 to $34,999 | 8.9% | 8.4% |
| $35,000 to $49,999 | 10.5% | 11.6% |
| $50,000 to $74,999 | 17.0% | 16.9% |
| $75,000 to $99,999 | 12.7% | 13.3% |
| $100,000 to $149,999 | 22.8% | 16.4% |
| $150,000 to $199,999 | 5.9% | 6.7% |
| $200,000 or more | 3.3% | 5.3% |
| Median household income (dollars) | $66,325 | $61,842 |
| Mean household income (dollars) | $78,324 | $80,892 |

Source: 2010-2014 American Community Survey 5-year Estimates: Table DP04

| Employment by Industry in the Borough of Stratford | | |
|---|---|---|
| **Industry** | **Persons** | **Percentage of Total** |
| Agriculture, forestry, fishing and hunting, and mining | 9 | 0.3% |
| Construction | 159 | 4.7% |
| Manufacturing | 198 | 5.8% |
| Wholesale trade | 121 | 3.6% |
| Retail trade | 407 | 12.0% |
| Transportation and warehousing, and utilities | 270 | 8.0% |
| Information | 43 | 1.3% |
| Finance and insurance, and real estate and rental and leasing | 244 | 7.2% |
| Professional, scientific, and management, and administrative and waste management services | 386 | 11.4% |
| Educational services, and health care and social assistance | 944 | 27.9% |
| Arts, entertainment, and recreation, and accommodation and food services | 356 | 10.5% |
| Other services, except public administration | 110 | 3.2% |
| Public administration | 141 | 4.2% |

Source: 2010-2014 American Community Survey 5-year Estimates: Table DP04

## 2016 Housing Element and Fair Share Plan

A new Housing Element and Fair Share Plan of the Master Plan was adopted in January of 2016 and is waiting court approval.

## Circulation

According to the 2014 American Community Survey (ACS) data, there are approximately 3,831 individuals in the civilian labor force. Approximately 2,465 of those individuals drive alone and 254 carpool to work. Some 372 use public transportation and 123 walk to work. The mean travel time to work for a person in Stratford is approximately 27.9 minutes. The 2006 Master Plan makes several suggestions related to circulation and transportation throughout the Borough. Some of the suggestions are listed below.

- Work with the New Jersey Department of Transportation, the Delaware Valley Regional Planning Commission and the Camden County Public Works Department, especially their Division of Planning, to prioritize areas in need of improvements.
- Balance land use with the capacity of the circulation system to ensure that new and redeveloped land uses do not create an overload on the transportation system.
- Analyze traffic impacts of proposed developments and work with developers to address these impacts.
- Promote a pedestrian and bike friendly environment that provides for ease of movement from place to place.
- Develop a comprehensive bicycle and integrated jogging trail and sidewalk system throughout the community. Install signage to delineate paths and raise motorist awareness.
- Encourage enforcement of pedestrian safety in signed and marked pedestrian zones and crosswalks.

- Encourage the growth and expansion of specialized transit services to meet the needs of the elderly, disabled, schoolchildren and other transportation dependent groups.
- Coordinate with NJ Transit for improved service in the community.
- Encourage less use of the automobile for intra-borough travel and encourage residents to combine trips.
- Require that traffic calming techniques be implemented where needed to create a pedestrian friendly street environment, control vehicle speed and reduce the number of vehicles cutting through residential neighborhoods.
- Require vehicular and pedestrian interconnection between neighborhoods and minimize the number of cul-de-sacs.
- Use contrasting material and texture for sidewalk and crosswalk to create a pedestrian friendly environment.

**Expected Delaware Valley Travel Demand**

The 2006 Master Plan referenced Expected Delaware Valley Travel Demand off the Delaware Valley Regional Planning Commission's Preliminary Transportation Plan for the region. Their future forecast expected the number of vehicles to outpace the rise in people and jobs. The study estimated that vehicle ownership will increase by about 21 percent in the period from 2000 to 2025. At the end of this period, there will be 62 cars for every 100 persons. Further, residents of the region will be driving more. Vehicle miles of travel (vmt) per capita will rise by 21 percent to 24 miles a day. With more people, a larger percentage of people owning vehicles and each driver going farther each day, the total miles driven on the region's highways will likely increase by more than 30 percent.

Due to the circumstances in the years following the 2006 Master Plan such as higher cost of oil and gasoline, changing lifestyle and demographic changes, as well as an overall economic slowdown due to the Great Recession; the referenced Preliminary Transportation Plan's Expected Delaware Valley Travel Demand may not be accurate as DVRPC once predicted. Vehicle ownership and VMT across the nation have dropped as people either couldn't afford the luxury of multiple vehicles, excess trips or the cost of gas, may have lost their source of income or simply chose to live differently with less reliance on their vehicle(s). In December of 2015, oil hit a seven year low which will likely result in rising VMTs once again.

**County Roads**

The Master Plan indicates that the Camden County Official Map determines the Right-of-Ways (ROW) and cartways for newly submitted applications, and that no official map is available. The Camden County Mater Plan Transportation Element has official and proposed ROW for all county roads and can be found in Appendix E or at http://www.camdencounty.com/masterplan .

**Livable and Interconnected Neighborhood Streets**

The 2006 Master Plan called out for livable neighborhood streets that create a safer and more livable environment for residents. In addition to traffic calming, lower speed limits and tree-lined roads were suggested to be incorporated throughout town. Camden County has recently adopted a complete streets policy in order to make county roads more livable and in sync with their residents and surroundings. Complete Streets is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of

transportation. Complete Streets allow for safe travel by those walking, bicycling, driving automobiles, riding public transportation, or delivering goods. The Borough of Stratford may consider creating a complete streets ordinance to retrofit streets to be more safe and accessible to all users.

**Traffic Calming**

There are three main types of traffic calming devices that have been found to increase public safety and the quality of life throughout a community. These devices are, speed control measures, volume control measures and combined speed and volume control measures. Some examples of speed control measures are raised intersections and crosswalks, realigned intersections and speed bumps or humps. Median barriers and full and partial road closures are examples of volume controls. An example of a combine measure would be a physical narrowing of the road in addition to a speed table which slows the motorist. Since the 2006 Master Plan, there has been a significant effort to implement speed control measures such as "speed bumps" to enforce lower speeds on neighborhood streets.

**Bicycle Transportation Network**

The 2006 Master Plan states that bikeways bring community benefits to both the cycling and non-cycling public. They attract more cyclists and thereby reduce noise and air pollution while improving water quality benefits. They increase the carrying capacity of the transportation system and reduce road maintenance costs. Bicycles offer low-cost mobility to the non-driving public, including the young. In a town where approximately 372 persons took public transportation to work, 123 walked to work and 44 took other means (other than driving such as possibly bicycling), facilities to accommodate these residents are crucial. With two major institutions such as Kennedy University Hospital and Rowan University School of Osteopathic Medicine in addition to bicycle friendly neighborhood streets and a major transit hub at the doorstep, the borough should utilize this additional form of transportation. There is a large section of the population that would benefit from the increased ability to ride their bike to work, their neighbor's house, to school, the Lindenwold Train Station, their local business, and elsewhere.

The Master Plan stated that "The goal of the bicycle transportation system is to make bicycling an integral part of daily life in the community, particularity for trips of less than two miles. This can be achieved by implementing a bikeway network, improving bicycling/ transit integration, encouraging bicycle use and making bicycling safer."

Objectives relating to this goal include the following:

- Complete a network of bikeways that serves bicyclists need, especially for travel to and within employment and commercial districts.
- Provide bikeway facilities that are appropriate to the street classifications, traffic volume and speed on all rights-of-ways.
- Maintain and improve the quality, operation and integrity of bikeway facilities.
- Provide bicycling parking in employment centers, at schools, industrial and recreation centers.
- Promote bicycling as transportation to and from school.

In 2014, Camden County released a new Comprehensive Plan. One of the elements of the plan is the Bicycling & Multi-Use Trails Master Plan. The overarching purpose of the plan is to serve as a guidance document to the municipalities that are seeking to enhance local mobility and

accessibility. This equals increasing opportunities for people to walk and bicycle for short trips to school, parks, shopping destinations, and train stations.

In this plan there are three types of proposed on-road bicycle facilities, which are referred to as recommended routes, mixed treatments, and bicycle facilities. All segments in the plan play an important role in creating a meaningful network of bicycle facilities in the county. However, road characteristics vary considerably in terms of cross-sections, speeds, widths, and therefore require different approaches that respond to these characteristics.

A map of the bike and multi-use trail network as well as cost estimates can be found in Appendix C. Stratford should build its own local network using the County Plan as a guide and work with the County in integrating any new proposed trails and bikeways. The Camden County Bicycling and Multi-Use Trails Plan can be found on the Planning Division's Website at: http://www.camdencounty.com/masterplan

**Sidewalks and Pedestrian Pathways**

The Master plan stated that sidewalks are an important linkage that can be used in combination with bikeways. Many sidewalks are discontinuous throughout the community. The 2006 Master Plan recommended the elimination of sidewalk gaps by installing new sidewalks each year until the gaps are eliminated. The safety of all pedestrians is of the utmost concern. The importance of pedestrian oriented development and walkability are underscored throughout this plan.

## Recreation Element

It was stated in the 2006 Master Plan that at the time of the 1978 Master Plan, the Planning Board asserted that the recreation available in the Borough at the time was adequate. The 2006 Master Plan on the other hand outlines goals and objectives to further improve the Borough's recreational facilities to keep up with changes in the community. According to the 2015 Vacant Land Inventory and based on the Recreation and Open Space Inventory (ROSI), Stratford Borough and the Stratford Board of Education currently own six properties for active municipal recreation use with a total unconstrained area of 21.74 acres.

| Address | Facility Name | Owner | Total Acres |
|---|---|---|---|
| **408 West Laurel Road** | Saratoga Road Playground | Stratford Borough | 1.29 |
| **44 Arlington Ave** | Arlington Ave Playground | Stratford Borough | 0.29 |
| **21 Vassar Avenue** | Veterans Memorial Park | Stratford Borough | 0.52 |
| **21 Vassar Avenue** | Veterans Memorial Park | Stratford Borough | 0.17 |
| **Laureba Avenue** | Laureba Ave Playground | Stratford Borough Recreation AR | 1.37 |
| **Vassar Avenue** | Vassar Ave Playground | Stratford Borough Athletic Field & Club | 3.79 |
| | | **Total Acres** | **7.43** |

Source: 2015 Stratford Vacant Land Inventory

The Master plan stated that embracing the view that the entire community is a park, not in the traditional playground sense of the word, but in a manner that ensures harmony between land uses and day to day activities, the community's goal can be advanced by nurturing an environment in which parkland and recreation compliment every other aspect of life. The parks commission

currently receives approximately $27,000 a year in funding for maintenance and general repairs. Additional funding, when and if possible, could be utilized to expand the recreational opportunities in town. All forms of recreational spaces from pocket parks to a formal Big Timber Creek Trail to larger spaces should be considered. In order to facilitate the process, a multi-year implementation, maintenance and construction plan should be created for all park facilities.

## Conservation of Natural Resources

The Borough has acquired open space since the 1978 and 2006 Master Plans. It is a goal of the Borough to continue to acquire open space when and where available for the public need. The master plan stated that,

"Unlike recreational facilities, the overall open space system cannot be equated with a numerical standard, because preservation depends on vegetation, wetlands, wildlife and geology. Open space standards should be applied to major subdivisions and site plans in order to assure a minimum percentage of open land to compliment and serve the community. Such standards make certain that stormwater can be appropriately managed and endure protection of the Borough's aesthetic qualities. The community has, through the strategic planning process, developed open space policies which reflect the unique resources of the community."

This statement is as true today as it was in 2006 and should be reviewed whenever major site plans or subdivisions are presented before the joint Land Use Planning Board. Current and future redevelopment areas are of particular importance as they are some of the last places that open space can be created and/or preserved. Conservation easements placed on open land that allow for protection of open space without ownership changing have also been identified in the 2006 Master Plan and should be utilized to protect natural features or lands for the public. There are currently 90.54 acres of undeveloped lands held for conservation purposes within Stratford Borough. Stratford Borough currently contains approximately 5,812 acres within its borders. The current conservation properties result in 2.25% of the total land area in Stratford Borough.
They are:

| Block | Lot | Address | Owner | Total Acres |
|---|---|---|---|---|
| **114** | 1 | Parkview Road | Stratford Board of Education | 12.5 |
| **114** | 1.01 | Parkview Road | Stratford Borough | 2.38 |
| **86** | 67 | West Laurel Road | Stratford Borough | 41.53 |
| **87.01** | 1.01 | Winding Way Road | Stratford Borough | 0.19 |
| **88** | 35 | Winding Way Road | Stratford Borough | 0.11 |
| **21** | 5 | West Vassar Avenue | Stratford Board of Education | 3.83 |
| **21** | 3 | West Vassar Avenue | Stratford Board of Education | 0.59 |
| **113** | 4 | Parkview Road | Stratford Board of Education | 5.94 |
| **113** | 4.02 | Winding Way Road | Stratford Borough | 0.53 |
| **113** | 1 | Parkview Road | Stratford Borough | 2.22 |
| **113** | 4.01 | Winding Way Road | Stratford Borough | 0.76 |
| **86** | 67.01 | West Laurel Road | Stratford Borough | 0.31 |
| **86** | 66 | College Circle | Stratford Borough | 5.78 |
| **113** | 2 | Parkview Road | Stratford Borough | 0.34 |
| **88** | 36 | Winding Way Road | Stratford Borough | 3.39 |
| | | | **Total Acres** | **90.54** |

Source: 2015 Stratford Vacant Land Inventory

**Sustainability, Green Infrastructure and Energy Conservation**

The largest change in assumptions as it relates to the Borough of Stratford encompasses the concept of sustainability and resiliency which are now on both the National and State agenda and under significant discussion in the South Jersey/ Delaware Valley Region. While the term Sustainability is a common term, its definition is commonly misunderstood. In terms of this reexamination, Sustainability shall be described by its four tenets: economics (the New/Next/Green Economy), environment (climate change and climate resiliency, in particular), equity (reducing the divide between those with the least and those with the most), and institutionalization (how the status quo needs to adapt to this new paradigm). This can be done incrementally through the creation of a Sustainability Plan or a Sustainability Element of the Master Plan or through various sustainability ordinances.

The Borough should investigate sustainability ordinances and programs that would green the municipality and make it more climate resilient. One method for doing this would be through the integration of green infrastructure. Green infrastructure is the living network that connects landscape areas, natural areas, and waterways. In urban areas, green infrastructure captures rainfall; cools buildings and pavement; and creates natural pathways for wildlife. It also commonly includes Low Impact Development (LID) techniques, which mimic nature to capture and treat stormwater as close to the source as possible.

Green infrastructure is a concept that entered the sustainability discourse in the last decade among a wide range of agencies, organizations, companies, community groups, and planners. It elevates natural systems as infrastructure to a level of importance similar to “grey” systems and provides a common language for discussing these systems. Through a network of decentralized stormwater management practices that can capture and infiltrate rain where it falls, stormwater runoff is reduced and the health of surrounding waterways is significantly improved. Simply put, green infrastructure is an approach to water management that controls the volume and velocity of stormwater runoff at its source.

There are different scales of green infrastructure ranging from a landscape scale that may focus on protecting forest habitat and increasing wetlands to site specific scales that will design built features to mimic the function of nature. Green infrastructure may include any of the following: vegetated mid-block bump-outs & crossings on municipal roads, vegetated corner bump-outs on municipal roads, tree trenches and perforated stormwater pipes, green stormwater planters, permeable concrete, permeable pavers, street-side swales, green roofs, downspout disconnection, rain gardens, rainwater harvesting and much more. The Borough of Stratford may investigate incorporating elements of Low Impact Development (LID) and green infrastructure into their existing zoning and land development codes and promote this method to developers.

The Borough should also take initiative to build green certified buildings whenever undertaking new construction. Green building certification programs include ones such as USGBC LEED, EPA Energy Star for Buildings Program, Passivhaus Standard, National Green Building Standard, Living Building Challenge, Net-Zero Energy Building, Green Globes system, and many more. The current Master Plan also does not have an Energy Conservation Element. The Borough is encouraged to read and participate in the NJ Energy Master Plan, which was updated in December 2015, and look into the formation of an Environmental Commission which could use a subcommittee to address energy and resource conservation issues as well as overall sustainability.

## State Plan

Several changes in assumptions, policies and objectives are apparent when considering the changes in the New Jersey State Development and Redevelopment Plan. The first version of the new state plan was adopted in 1992 and the second was adopted in 2001. The plans sought to identify five generalized planning areas throughout the state. They were titled Planning Area 1 – 5 or PA1, PA2, PA3, PA4 and PA5. Both plans grouped Stratford and several of the surrounding communities in Planning Area 1 (PA1). The state plan and the planning areas have been recognized by several state agencies as a basis for decision-making, grant funding and project implementation.

Having the distinction of a PA 1 and being recognized by the state as participating in a regional planning framework changes many ideas about the outlook of the municipality. A PA1 is described as an area where redevelopment can occur to foster compact forms of growth, stabilize older suburbs and protect the character of the community while redesigning areas of sprawl.

## County Planning

The Borough should take steps to plan in accordance with principles and goals compiled from talking to Camden County residents and adopted by the Camden County Board of Freeholders. With over half a million residents and more than 13,000 businesses located within the County, it is crucial to work together to promote a more viable and livable area. Planning at the regional scale is critical. As our economic, land use and transportation patterns have evolved over the last century, metropolitan areas have become increasingly important. In most parts of New Jersey, and especially in Camden County, the political boundaries established by municipalities long ago are no longer relevant to businesses' or residents' activities, especially with regards to air and water resources.

As a result, to meaningfully influence environmental impacts associated with development, land use, and transportation, we must act at a level where central cities and suburbs can be considered together. Camden County's new Comprehensive Plan is the guiding document to the County's development over the next 25 years and the Division of Planning as well as the Improvement Authority are there to help communities achieve their transportation, economic development and environmental planning goals.

## VII. Master Plan and Development Regulation Recommendations

NJSA 40:55D-89d. The reexamination report shall state:

**d. The specific changes recommended for the Master Plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.**

### Specific Recommendations

The following is a list of recommendations which has been derived from the careful scrutiny of the current Master Plan, land development ordinances and several meetings with Borough officials and the planning board. These items need to be refined by the Planning Board before being presented to the governing body for adoption by ordinance.

- The Borough is currently in the process of working with the State of New Jersey regarding their COAH obligations. We recommend that the municipality continue to work through this process to determine their obligation of Fair Share housing and then work towards meeting this obligation.

- Consider updating the zoning map to accurately reflect current zoning, overlay zones and new zoning.

- The municipality has adopted a Storm Water Control Ordinance that is up to date. The municipality should remain cognizant of NJAC 7:8-4.3, "A municipality shall adopt a municipal stormwater management plan as an integral part of its master plan and official map in accordance with the schedule in (a) 1 or 2 below, whichever is sooner.

    1) By the deadline established in a New Jersey Pollutant Discharge Elimination System permit obtained by the municipality for a municipal separate storm sewer system under N.J.A.C. 7:14A; or
    2) By the next reexamination of the master plan under N.J.S.A. 40:55D-89, if a grant for 90 percent of the costs for the preparation of the municipal stormwater management plan has been made available to a municipality by the Department"

- Review current signage requirements of the municipal code and in each zoning district to determine whether electronic scrolling signs (usually red) should be prohibited, especially in the Commercial and Office Districts.

- Investigate the development of a Sidewalk Prioritization Program.

Interviews with various stakeholders throughout the town helped create the following list of concerns that have been brought forth. Further discussion of these items is needed, before actions are presented to the governing body to be amended by ordinance.

1. **Complete Streets Policy:** The Borough would benefit from enacting a Complete Streets Policy. Complete Streets is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets are promoted as offering improved safety, health, economic, and environmental outcomes. Camden County has recently adopted a Complete Streets Policy for the County in 2013. Furthermore, municipalities throughout Camden County have also adopted local Complete Streets Policies. For reference, please see the complete streets policies from The City of Camden, Cherry Hill Township or Gloucester Township. **It is recommended that the Borough investigate developing a policy for Complete Streets.**

2. **Expansion and Restriction of Permitted Uses in the Commercial District and the Central Business District:** Section 17.24.020 - Permitted Uses of the Zoning Ordinance indicates the permitted uses in the Borough while Section 17.24.030 - Prohibited uses describes Prohibited Uses. It is a recommendation to add the following statement, "Any uses not expressly permitted in the Zoning Ordinance are prohibited." The Board should consider whether or not they want to expand the list of permitted and prohibited uses to include uses. **It is recommended that the planning board hold discussions to determine the type of uses that are to be permitted and not permitted in the various zones.**

3. **Sustainability, Green Infrastructure and Energy Conservation:** As stated before, the largest change in assumptions as it relates to the Borough of Stratford encompasses the concept of sustainability and resiliency which are now on both the national and State agenda and under significant discussion in the South Jersey/ Delaware Valley Region. Green infrastructure offers a way for the Borough to increase its sustainability goals while at the same time increasing their resiliency to possible climate change and future storms like Hurricane Sandy or Hurricane Irene. Through green infrastructure, the Borough also has the opportunity to capture or hold & slow rainfall, naturally clean and filter water, cool buildings and pavement and create natural pathways for wildlife. **The Borough of Stratford should investigate developing a Sustainability Plan or a Sustainability Element of the Master Plan and through various sustainability ordinances incorporate green infrastructure into the borough's fabric.**

4. **Signage:** There are currently signage requirements set forth within each of the individual zoning district regulations. For example, signage in the Residential District is governed by 17.60.040 - Signs in residential districts. Signage in the Commercial District is governed by 17.60.050 - Signs in C commercial district. There are currently no regulations for Illuminated Signs which are signs illuminated in any manner by an artificial light source, whether internally or externally lit, including but not limited to neon signs and any sign which has characters, letters, figures, designs or outlines illuminated by artificial lighting. Note also that, although there are detailed requirements for various other signs, there do not appear to be any detailed requirements for window signs. There are no limitations on the number or size of window signs. **Recommend the Board consider revising Chapter**

**17.60 – Signs. This is an issue that the board may want to seek specific guidance from a professional that specializes in such concerns.**

5. **Parking:** Chapter 17.68 – Off-Street Parking and Loading sets forth the requirements for off-street parking and loading. Section 17.68.010 - General requirements sets forth the stall width and stall depth based on angle of parking and driveways. It was brought up at the meeting that parking stalls are too small in some centers. **The recommendation is to follow the New Jersey Administrative Code Residential Site Improvement Standards for Parking Space Size: (NJAC 5:21-4.15) "Each off street parking space shall measure nine (9) feet in width by eighteen (18) feet in length."**

6. **Solar/ Photovoltaic Panels and Wind Power:** There is currently nothing in the Land Development Code that regulates Solar/ Photovoltaic Panels and Wind Power. During stakeholder meetings, it was brought up that there is a fear of panel installations overhanding the roof structure and that panels are improperly installed. Panels may pose as a fire safety and emergency response issues for solar energy systems. Precautions such as an emergency shut off mechanism should be required and notice of its location should be submitted to the borough and emergency services.

   To the extent applicable, the Solar Energy System shall comply with all applicable building and construction codes as amended and any regulations adopted by the Department of Labor and Industry. The design and installation of accessory solar energy systems shall conform to applicable industry standards, including those of the American National Standards Institute (ANSI), Underwriters Laboratories (UL), the American Society for Testing and Materials (ASTM), or other similar certifying organizations, and shall comply with the Municipal Building Code and with all other applicable fire and life safety requirements. The manufacturer specifications shall be submitted as part of the application. **It is recommended that a Solar/ Photovoltaic Panel and Wind Power Ordinance be enacted and adopted to provide and encourage safe design, installation and placement.**

7. **Fee and Escrow Provisions:** There are various fee and escrow provisions in the Zoning Ordinance, the Subdivision Ordinance and the Site Plan Ordinance. These should be reviewed to determine whether or not the fees and escrows are appropriate. Some of the fees may or may not need to be increased. **Recommend the all fees are reviewed annually and that they are added to the ordinance.**

8. **Code Book:** The current code book used by the Borough of Stratford is dated from the 1970's and multiple stakeholders pointed out to the fact that a new code book would be beneficial and should be rewritten for the Borough. **It is recommended that the Borough take steps to eventually rewrite the municipal code book.**

9. **Shade Tree Commission:** It has been brought up by multiple stakeholders that the current Shade Tree Commission should be more proactive in their duties to keep trees in the public right of way in a managed condition. A Shade Tree Commission serves to protect and manage our community forest and shade trees. Trees and shrubs are a natural resource that provide aesthetic, economic, ecological, environmental, and health benefits to the Borough of Stratford and its inhabitants. The treatment of trees and shrubs on

individual properties can have significant impact not only on those individual properties but also on neighboring properties, the streetscape, the tree canopy, and the entire municipality.

The commission should take a more active role in to conducting inventory, maintaining, and growing the community green scene; to survey and monitor the streets to reduce risk from hazardous or ailing trees; and to promote public awareness of proper tree care. It was apparent in the destructive June 2015 storm that there are certain trees in the Borough that have dead or dying limbs or branches and certain trees need to be removed and replaced in order to maintain the safety and navigability of streets during storm events.

10. **Zoning**: Consider use of overlay zoning for mixed use commercial and residential development in area bounded by White Horse Pike, New Road, Berlin Road, Bishop Terrace and the municipal boundary with Lindenwold Borough.

11. **Zoning**: Consider expansion of commercial zoning to provide deeper commercial properties alone White Horse Pike where commercial zoning already exists with provision of protective elements to protect residential properties.

**VIII. Redevelopment Plans Recommendations**

NJSA 40:55D-89e. The reexamination report shall state:

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

## Redevelopment & Rehabilitation Plans

The Borough of Stratford has two designated areas in need of rehabilitation and has adopted two rehabilitation plans; one for the former Bradlees Site and one for the former Incollingos Site.

A review of these two plans finds that the plans goals provide for increased opportunity to better serve the public health, safety, morals and general welfare of the residents of the Borough.

# APPENDIX

## APPENDIX A:

CAMDEN COUNTY COMPREHENSIVE PLAN

## APPENDIX B:

MAP OF COUNTY BICYCLING & MULTI-USE TRAILS PLAN INCLUDING MAP OF POTENTIOAL TRAIL FROM LAUREL LAKE TO TIMBER CREEK PARK

## APPENDIX C:

EXISTING COUNTY ROAD ROW IN BOROUGH OF STRATFORD

## APPENDIX D:

CAMDEN COUNTY COMPLETE STREETS POLICY & NJDOT GUIDE TO COMPLETE STREETS POLICY DEVELOPMENT

## APPENDIX E:

2010-2014 AMERICAN COMMUNITY SURVEY DATA SHEETS

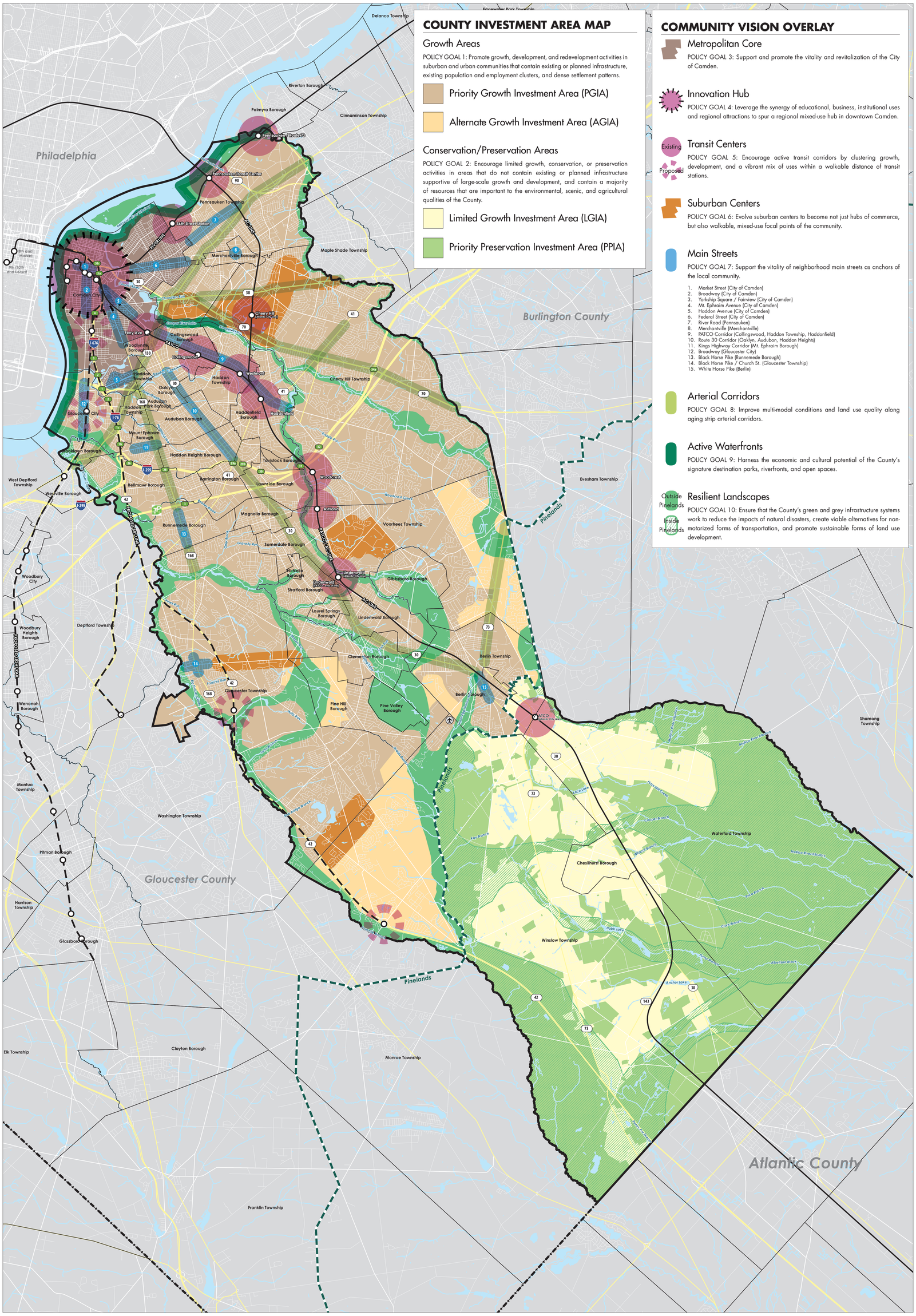
## APPENDIX F:

FUNDING SOURCES AND OPPORTUNITIES

# APPENDIX A

## CAMDEN COUNTY COMPREHENSIVE PLAN

The following appendix consists of the 2014 Camden County Comprehensive Plan.


COUNTY INVESTMENT AREA MAP
Growth Areas
POLICY GOAL 1: Promote growth, development, and redevelopment activities in suburban and urban communities that contain existing or planned infrastructure, existing population and employment clusters, and dense settlement patterns.
Priority Growth Investment Area (PGIA)
Alternate Growth Investment Area (AGIA)
Conservation/Preservation Areas
POLICY GOAL 2: Encourage limited growth, conservation, or preservation activities in areas that do not contain existing or planned infrastructure supportive of large-scale growth and development, and contain a majority of resources that are important to the environmental, scenic, and agricultural qualities of the County.
Limited Growth Investment Area (LGIA)
Priority Preservation Investment Area (PPIA)
COMMUNITY VISION OVERLAY
Metropolitan Core
POLICY GOAL 3: Support and promote the vitality and revitalization of the City of Camden.
Innovation Hub
POLICY GOAL 4: Leverage the synergy of educational, business, institutional uses and regional attractions to spur a regional mixed-use hub in downtown Camden.
Existing
Proposed
Transit Centers
POLICY GOAL 5: Encourage active transit corridors by clustering growth, development, and a vibrant mix of uses within a walkable distance of transit stations.
Suburban Centers
POLICY GOAL 6: Evolve suburban centers to become not just hubs of commerce, but also walkable, mixed-use focal points of the community.
Main Streets
POLICY GOAL 7: Support the vitality of neighborhood main streets as anchors of the local community.
1. Market Street (City of Camden)
2. Broadway (City of Camden)
3. Yorkship Square / Fairview (City of Camden)
4. Mt. Ephraim Avenue (City of Camden)
5. Haddon Avenue (City of Camden)
6. Federal Street (City of Camden)
7. River Road (Pennsauken)
8. Merchantville (Merchantville)
9. PATCO Corridor (Collingswood, Haddon Township, Haddonfield)
10. Route 30 Corridor (Oaklyn, Audubon, Haddon Heights)
11. Kings Highway Corridor (Mt. Ephraim Borough)
12. Broadway (Gloucester City)
13. Black Horse Pike (Runnemede Borough)
14. Black Horse Pike / Church St. (Gloucester Township)
15. White Horse Pike (Berlin)
Arterial Corridors
POLICY GOAL 8: Improve multi-modal conditions and land use quality along aging strip arterial corridors.
Active Waterfronts
POLICY GOAL 9: Harness the economic and cultural potential of the County's signature destination parks, riverfronts, and open spaces.
Outside Pinelands
Inside Pinelands
Resilient Landscapes
POLICY GOAL 10: Ensure that the County's green and grey infrastructure systems work to reduce the impacts of natural disasters, create viable alternatives for non-motorized forms of transportation, and promote sustainable forms of land use development.
Philadelphia
Burlington County
Gloucester County
Atlantic County
Pinelands
Delanco Township
Riverton Borough
Palmyra Borough
Cinnaminson Township
Pennsauken Township
Maple Shade Township
Merchantville Borough
Camden City
Cherry Hill Township
Collingswood Borough
Haddon Township
Westmont
Oaklyn Borough
Audubon Park Borough
Haddonfield Borough
Audubon Borough
Mount Ephraim Borough
Haddon Heights Borough
Runnemede Borough
Bellmawr Borough
Barrington Borough
Lawnside Borough
Tavistock Borough
Woodcrest
Evesham Township
West Deptford Township
Westville Borough
Woodbury City
Deptford Township
Woodbury Heights Borough
Wenonah Borough
Mantua Township
Washington Township
Pitman Borough
Harrison Township
Glassboro Borough
Elk Township
Clayton Borough
Franklin Township
Monroe Township
Magnolia Borough
Somerdale Borough
Voorhees Township
Lindenwold Borough
Gibbsboro Borough
Laurel Springs Borough
Stratford Borough
Clementon Borough
Berlin Township
Berlin Borough
Gloucester Township
Pine Hill Borough
Pine Valley Borough
Waterford Township
Chesilhurst Borough
Winslow Township
Shamong Township
Anchor Lake
Cooper River Park
Cooper River Park West
Pennsauken Creek Nature Center
Big Timber Creek
Newton Creek
Cooper River
Gravelly Run
Timber Creek
Hospitality Branch
Kirkwood-Cohansey Aquifer System
Atlantic City Expressway
Black Horse Pike
White Horse Pike
Route 42
Route 73
Route 30
Route 70
Route 38
Route 41
Route 168
Route 295
Route 76
Route 130
Route 322
Route 143
PATCO
Rutgers-Camden
Cooper University Hospital
Lourdes Health System
Virtua Health
Kennedy Health System
Subaru of America
ATCO
Philadelphia Premium Outlets
Walt Whitman Bridge
Ben Franklin Bridge
Commodore Barry Bridge
Tacony-Palmyra Bridge
Betsy Ross Bridge
Walt Whitman Bridge
Benjamin Franklin Bridge
Commodore Barry Bridge
Tacony-Palmyra Bridge
Betsy Ross Bridge
Camden County Comprehensive Plan
camden county
Making It Better, Together.
miles
0
1
2

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Kevin Becica – County Engineer
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Thomas Page – Assessor

September 2014

Dear Ladies and Gentlemen of the Planning Board,

It is with great pleasure that I submit to you for your review and approval the Draft Copy of the new Camden County Comprehensive Plan.

This is the first update in over 40 years to the Comprehensive Plan. The combination map and presentation, preservation and recreation, maintenance of our highway system and sustainable governmental organization of the separate plan elements provides a vision for growth and development, solutions for well into the future. The objective of this plan is for it to be used as a guide and a resource by all of the Counties 37 municipalities when making decisions about land use, transportation, preservation and recreation and other issues related to growth and prosperity.

The plan, be presented, should be discussed in detail at a public hearing sponsored by the Camden County Planning Board and later adopted by that board.

Very truly yours,

Andrew Levecchia PP/AICP
Planning Director

CC: Hon. Louis Cappelli, Jr. Freeholder Director
Hon. Ian Leonard, Freeholder
Hon. Jeffrey L. Nash, Freeholder
Kevin Becica, County Engineer

October 2014

Dear Ladies and Gentlemen of the Freeholder Board,

The Camden County Planning Board is please to present to you a copy of the new Camden County Comprehensive Plan.

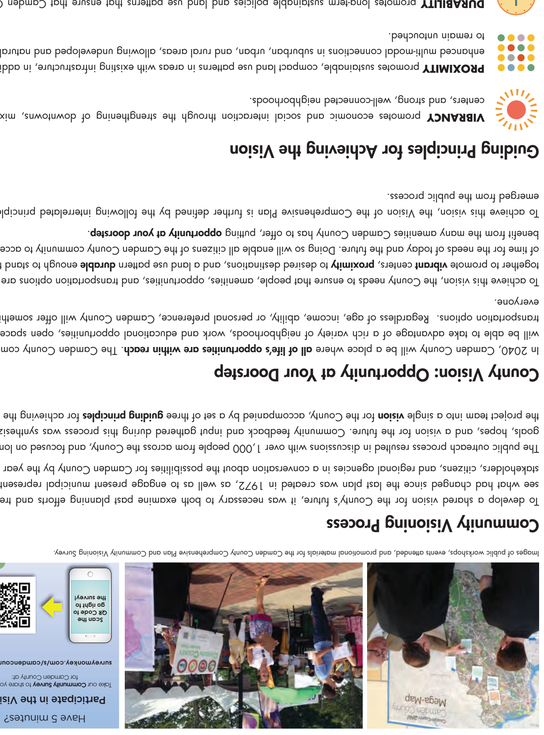
This document represents a future vision of how land and resources can be used to define prosperous growth patterns while preserving quality of life items such as clean water, air and access to rural locations for all County residents and visitors. The Comprehensive Plan collects the findings of past plan element focusing on Land Use, Transportation, Open Space and Farmland Preservation and Sustainability.

The complete plan is intended to serve as a guide and a resource for future development of Camden County and therefore I ask you to join the Planning Board in endorsing this plan.

Very truly yours,

George W. Jones
Camden County Planning Board Chairman

CC: Hon. Louis Cappelli, Jr. Freeholder Director
Hon. Ian Leonard, Freeholder
Hon. Jeffrey L. Nash, Freeholder
Hon. Jeffrey L. Nash, Freeholder
Sam Hatfield, Director Of Public Works
Andrew Levecchia, Planning Director
Kevin Becica, County Engineer




Images of public workshops, events attended, and promotional materials for the Camden County Comprehensive Plan and Community Visioning Survey.

## Community Visioning Process

To develop a shared vision for the County's future, it was necessary to both examine past planning efforts and trends to see what had changed since the last plan was created in 1972, as well as to engage present municipal representatives, stakeholders, citizens, and regional agencies in a conversation about the possibilities for Camden County by the year 2040. The public outreach process resulted in discussions with over 1,000 people from across the County, and focused on long-term goals, hopes, and a vision for the future. Community feedback and input gathered during this process was synthesized by the project team into a single **vision** for the County, accompanied by a set of three **guiding principles** for achieving the vision.

## County Vision: Opportunity at Your Doorstep

In 2040, Camden County will be a place where **all of life's opportunities are within reach.** The Camden County community will be able to take advantage of a rich variety of neighborhoods, work and educational opportunities, open spaces, and transportation options. Regardless of age, income, ability, or personal preference, Camden County will offer something for everyone.

To achieve this vision, the County needs to ensure that people, amenities, opportunities, and transportation options are linked together to promote **vibrant** centers, **proximity** to desired destinations, and a land use pattern **durable** enough to stand the test of time for the needs of today and the future. Doing so will enable all citizens of the Camden County community to access and benefit from the many amenities Camden County has to offer, putting **opportunity at your doorstep**.

To achieve this vision, the Vision of the Comprehensive Plan is further defined by the following interrelated principles that emerged from the public process.

**VIBRANCY** promotes economic and social interaction through the strengthening of downtowns, mixed-use centers, and strong, well-connected neighborhoods.

**PROXIMITY** promotes sustainable, compact land use patterns in areas with existing infrastructure in addition to enhanced multi-modal connections throughout the County, allowing undeveloped and natural areas to remain untouched.

**DURABILITY** promotes long-term sustainable policies and land use patterns that ensure that Camden County meets the social, economic, and environmental needs of its current and future residents.

## Land Use Element Executive Summary

Camden County's Land Use Element is intended to provide the County and its 37 municipalities with an actionable vision for the future, providing a clear picture of what the land use landscape in the County could look like by 2040. It draws off of Camden County's inherent strengths and seeks to reposition challenged areas of the County to be successful in the future. The Land Use Element is part of an overall update to Camden County's Comprehensive Plan, and is intended to keep pace with changes anticipated up to the year 2040.

The issues, principles, goals, and policy recommendations in the Land Use Element were heavily informed by an extensive public outreach process that resulted in input from roughly 1,000 members of the Camden County community, including stakeholders, municipal officials, and the general public. This input, combined with research into Camden County's existing conditions and projected future conditions, resulted in the recommendations contained in this Plan.

The vision for the County is that in the year 2040, Camden County will be a place where **all of life's opportunities are within reach.** To assist the County and its municipalities in achieving that vision, three principles guide and inform the goals and policy actions of the Land Use Element. These principles are:

- **Vibrancy** promotes economic and social interaction through the strengthening of downtowns, mixed-use centers, and strong, well-connected neighborhoods.
- **Proximity** promotes sustainable, compact land use patterns in areas with existing infrastructure in addition to enhanced multi-modal connections throughout the County, allowing undeveloped and natural areas to remain untouched.
- **Durability** promotes long-term sustainable policies and land use patterns that ensure that Camden County meets the social, economic, and environmental needs of its current and future residents.

These principles provide a foundation for the recommendations found within **10 geographically distinct policy goals** that create a framework land use policy across the County. These 10 goals include:

1. Promote growth, development, and redevelopment activities in suburban and urban communities that contain existing or planned infrastructure, existing population and employment clusters, and dense settlement patterns.
2. Encourage limited growth, conservation, or preservation activities in areas that do not contain existing or planned infrastructure supportive of large-scale growth and development, and contain a majority of resources that are important to the environmental, scenic, and agricultural qualities of the County.
3. Support and promote the vitality and revitalization of the City of Camden.
4. Leverage the synergy of educational, business, institutional uses, and regional attractions to spur a regional mixed-use hub in downtown Camden.
5. Encourage active transit corridors by clustering growth, development, and a vibrant mix of uses within a walkable distance of transit stations.
6. Evolve suburban centers to become not just hubs of commerce, but also walkable, mixed-use focal points of the community.
7. Support the vitality of neighborhood main streets as anchors of the local community.
8. Improve multi-modal conditions and land use quality along aging strip arterial corridors.
9. Harness the economic and cultural potential of the County's signature destination parks, riverfronts, and open spaces.
10. Ensure that the County's green and grey infrastructure systems work to reduce the impacts of natural disasters, create viable alternatives for non-motorized forms of transportation, and promote sustainable forms of land use development.

The Land Use Element is intended to function as a broad policy guide for County-level investments and municipal actions, but it does not represent a regulatory land use document, nor is it intended to supersede the jurisdiction of the County's municipalities. However, the importance of a County-wide land use policy guide should not be understated. The County is made up of 37 municipalities of varying size and character, yet all are interconnected through a shared economic, social, and environmental landscape that transcends municipal boundaries. Much like a team of rowers racing along the Cooper River, Camden County will be most successful if individual municipal actions are targeted towards achieving a common vision and purpose. The intent of the Land Use Element is to define and guide the County and its municipalities towards achieving that vision.



## Highway Element Executive Summary

The Highway Plan sets the direction for highway infrastructure—and particularly the County Route (CR) network—to keep pace with changes expected by 2040. Principles guiding the project include:

- Support the County's economic activity and vitality,
- Improve mobility and accessibility for the County's residents and products,
- Support the goals of the County's Land Use Plan, and the region's Long-Range Plan,
- Improve safety conditions for all travelers using the CR network,
- Preserve and modernize key elements of the CR network,
- Mitigate congestion by employing sustainable strategies and solutions that reduce (first), manage (second), or accommodate (last) single-occupant vehicular travel, and
- Identify equitable partners (stakeholders and co-sponsors) to help implement the Plan.

Travel demand modeling was performed to estimate vehicle demands for the 400-mile long CR network for current and 2040 conditions, and ultimately the County's recommended Land Use Plan. Travel, traffic volumes and congestion will increase in marginal amounts by 2040, and generally in line with the growth in population and employment forecasted for the County. Assessment of the demands and transportation conditions was conducted using the model outputs, traffic safety data, and other community planning criteria as inputs to the holistic evaluation methodology of the DVRPC Congestion Management Process (CMP). The CMP and its outputs support Smart Growth principles and systematically identify areas needing transportation attention.

Recommendations were developed through need and opportunity. Recommendations incorporate projects included on the regions adopted Transportation Improvement Program (TIP) and Long-Range Plan (LRP), and match traffic safety deficiencies in the County with the active Highway Safety Improvement Program (HSIP). The County has already submitted candidate projects to DVRPC for consideration in the HSIP.

Recommendations include such enhancements as:

- Reconstructing and repairing infrastructure that has outlived its usable lifespan, for example: bridges, culverts, roadways and drainage structures,
- Providing safety and mobility enhancements to relieve congestion and decrease travel time while maintaining the integrity of the county highway system and,
- A series of specific project recommendations that range from simple intersection redesign to new facilities that provide access, traffic control and congestion relief.

Camden County owns and maintains an extensive and easily accessible highway system that serves local and national needs. The recommendations identified through this Highway Plan analysis, coupled with data from detailed studies performed over the past decade will attend to the foreseen needs of this transportation system. Vigilance on the part of the county planning and engineering staff, and support from its partners will be required to implement the long term vision. Daily practices performed by County staff during the land development application review and approval process can help preserve and optimize the county route network on an incremental basis. These practices include requiring properly designed access points to the network and providing interconnected roadways through adjacent subdivisions and integrating all modes of travel into the design of its street and highways.

## Bicycling & Multi-Use Trails Element Executive Summary

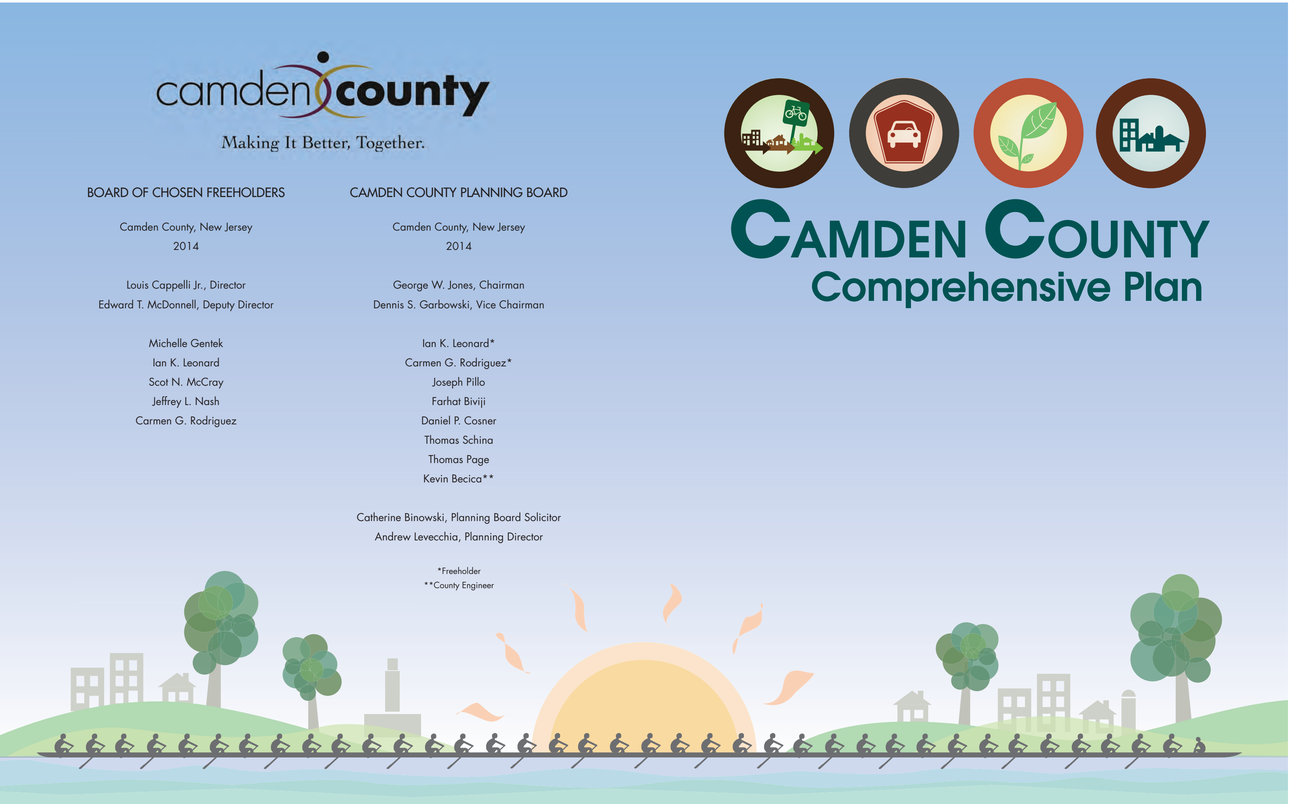
The Camden County Bicycle and Multi-Use Trails Plan outlines a comprehensive bicycle and multi-use trail network throughout the County. The Plan includes both on- and off-road facilities and pays particular attention to increasing mobility so that area residents have the option of walking and bicycling to work, school, and other local destinations.

Through a series of workshops with County stakeholders, existing facilities and trails were inventoried and a set of regional attractors were chosen. The road network was evaluated to determine where bicycle lanes would be appropriate as well as what local roads should be included in the Plan as recommended routes.

### PROJECT GOALS

The overarching purpose of the Plan is to enhance local mobility and accessibility throughout the County. This means increasing opportunities for people to walk and bicycle for short trips such as those to school, parks, shopping destinations, and train stations. To achieve this objective, this Plan has the following goals:






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## Sustainability Plan 2018 Executive Summary

Some people still feel very disconnected with the environment and see it as a place 'over there.' It's not just the woods or the ocean or a field of wildflowers. The environment is all around us. Dr. Robert Bullard is one of the pioneering scholars and activists in the environmental justice movement. He speaks to groups all over the country on the topics of environmental justice and civil rights. He asks people: 'Do you breathe the air? Do you drink water? Do you eat food?' Of course people answer 'Yes.' Then he asks: 'Are you an environmentalist?' and they almost always answer 'No.' His belief is that the environmental justice movement has basically redefined what environmentalism and sustainability are all about. It basically says that the environment is everything: where we live, work, play, go to school, as well as the physical and natural world. And so we can't separate the physical environment from the cultural environment. We have to talk about making sure that justice is integrated throughout everything that we do.

Sustainability and environmentalism go hand and hand. We are all a part of them. They do not exist in a silo or a vacuum. The term environmental justice incorporates the idea that we are just as concerned about wetlands, birds and wilderness areas as we are about urban habitats, where people live in cities, about children that become ill because of lead in housing, about people having to live with flooding basements every time it rains, about everyone having access to healthy and fresh food, about kids playing outside in contaminated playgrounds. The environment can support health and prosperity, or it can be a factor contributing to illness, inequality and barriers to economic opportunity.

So, in the context of Camden County, the environment is where we live, work, play, shop and go to school. Plan 2018 lays out the framework for making Camden County's environment a positive force in the life of the County. Sustainability is not just about maintaining the quality of our lives – it's about improving it. Through the development and implementation of Plan 2018, we are taking the necessary steps to improve our community's quality of life.

- Improve connections to important local destinations like schools, transit, commercial districts, and employment centers.
- Define spaces and bring awareness to local points of interest.
- Provide additional recreation opportunities by linking pedestrians and bicyclists to parks, bodies of water, and other outdoor amenities.
- Increase safety for all users by using uniform signage and identifying standards for facility design and maintenance.

**Recommendations**

The Plan recommends establishing a greenway network that connects public open spaces and contributes to the conservation and public enjoyment of the County's environment. It recommends constructing multi-use trails along the recreational greenways proposed in the Open Space Element and supplementing them with on- and off-road bicycle facilities that connect residents to schools, train stations, shopping destinations, and employment centers. Individual municipalities are assumed to be responsible (along with Camden County) for the network within their boundaries. Nonetheless, emphasis is placed on the importance of consistent facility standards, network signage, and bicycle parking requirements.

**Network Recommendations:** Potential locations for on-road bicycle facilities were identified in other plans and by steering committees for each of the project phases. As the network developed over time, the on-road network evolved to best connect users to attractions in the County. Two different types of on-road facilities are proposed for the Camden County network: bicycle lanes and recommended routes.

**County-Wide Design Guidelines:** The Plan makes general recommendations in regards to bicycle parking, facility signage, and trail standards, as well as recommendations related to the roles that education and enforcement play in safer bicycling and walking. These recommendations represent network-wide policies that could increase bicycle usage in the County, and ensure that the network is working at an optimal level.

**Implementation Strategies And Tools:** Improving the bicycling environment across Camden County has been and will continue to be an ongoing process. Building the bicycle and pedestrian network will require ongoing collaboration and incremental actions by Camden County, each municipality, private developers, and other planning partners. The Plan identifies two mechanisms for implementation: (1) routine County work and (2) municipal ordinances, plans, and development regulations.

**Cost and Funding:** As the design and construction of the different facilities proposed in this Plan are considered, the issue of project costs comes to the forefront. Building trails and striping bicycle lanes can be expensive, and having a strong mechanism for estimating costs of these facilities can assist in project prioritization as well as planning future additions to the network. This Plan outlines the costs that may be incurred for recommended facilities and infrastructure and includes potential funding sources that can be used on project design, engineering, and construction.

## Open Space & Farmland Preservation Element Executive Summary

The Open Space and Farmland Preservation Plan was developed in response to the adoption in 1998 of the Camden County Open Space, Recreation, Farmland, And Historic Preservation Trust Fund Referendum. The trust fund sets aside approximately $2M that was used to protect 860 acres of open space, enhance 26 recreational facilities, restore 16 historic properties, and preserve two farms. In 2005 Camden County supported a referendum to increase by one percent the Open Space, Recreation, Farmland, and Historic Preservation Trust Fund.

**Objectives**

The Open Space and Farmland Preservation Plan has the following four objectives:

- Support the development of a public system of open space which forever preserves the valued environmental, cultural, historic and scenic features of the County and provides sufficient lands to accommodate a variety of active and passive recreational activities.
- Aim high by identifying all the lands that should possibly be preserved to meet the County's overall goal, even if the complete vision may not be achievable due to competing interests and funding limitations.
- Prioritize which areas of the proposed system need attention first, based on key factors in meeting the County's goals, as well as the measured threat of conversion to other uses.
- Offer a multi-pronged approach to preserving the system, since one size does not fit all, and no single entity can do it all.

To accomplish these four objectives, the Plan lays out a comprehensive Proposed Open Space System and Action Plan for Camden County that, if implemented, will achieve the County's goals and objectives. The Proposed Open Space System consists of 16 Greenways and 16 Focus Areas. The Action Plan presents four tiers of preservation strategies: acquisition, conservation easement, stronger land use regulations, and landowner stewardship. In addition, the Plan contains a farmland preservation element to discuss the particular trends, forces, and obstacles to farmland preservation in Camden County.

Under the direction of Camden County Freeholders Jeff Nash and Michelle Gentek, we have made an unprecedented commitment to sustainability. The initiatives contained in this Plan build on decades of work that has already been accomplished by our dedicated County staff and community partners. The 11 Actions and 63 Initiatives were developed to take into account all the work that has been accomplished to date and sets the stage for what's to come in the next five years. The development and implementation of the Plan can be summarized in four main categories:

**Baseline Assessment:** A baseline assessment was developed for each initiative and included: identification of existing procedures, policy and projects; identification of sustainability indicators and collection of baseline data.

**Target Assessment:** A target has been identified for each indicator, which is a feasible and reasonable estimate of progress that can be achieved by 2018, assuming implementation of the proposed strategies.

**Implementation:** strategies have been developed to help us attain our goals by the deadline for this Plan.

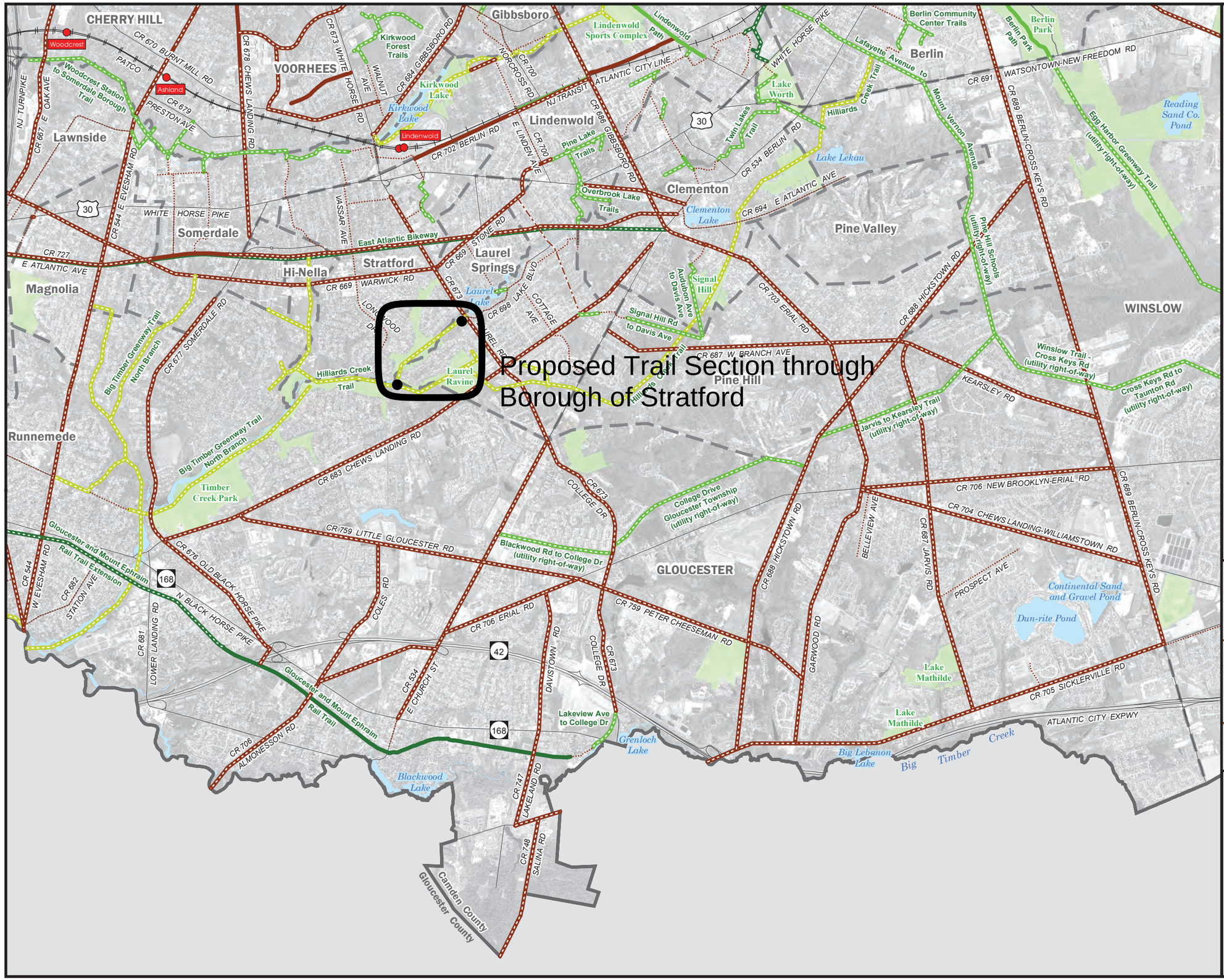
**Sustainability Plan Report:** compiles the work that was prepared during the planning process and provides further definition of the recommended strategies.

Five years from now, the implementation of the initiatives in Plan 2018 will have moved Camden County closer to a sustainable future. We look forward to having you travel with us on this journey to a Sustainable Camden County.

# APPENDIX B

## MAP FROM THE CAMDEN COUNTY BICYCLING & MULTI-USE TRAILS PLAN

The following appendix consists of a map of potential bicycle facilities including a potential multi-use trail from Laurel Lake to Timber Creek Park from the Camden County Bicycling & Multi-Use Trails Plan.







# Figure 19: Network Recommendations Map Panel 4

**Off-Road Multi-Use Facilities:**

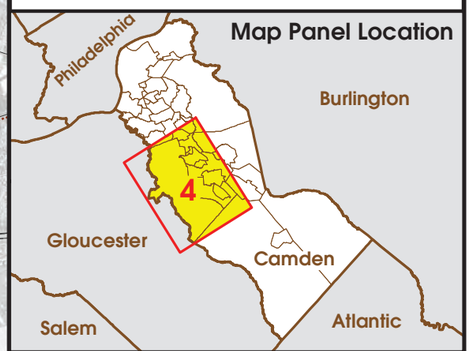
- Circuit Trail - Existing
- Circuit Trail - To Be Considered
- County-Identified Trail - To Be Considered
- Other Trail - Existing
- Other Trail - To Be Considered

**On-Road Facilities:**

- Bicycle Lane - Existing
- Bicycle Facility - To Be Considered
- Mixed Treatments - To Be Considered
- Recommended Route - To Be Considered

**Other Features:**

- Ashland — Passenger Rail Station
- Protected Open Space/Park (larger than 25 acres)




Sources:
Multi-Use Trails: DVRPC/Camden County
Parks: DVRPC Protected Open Space, 2011

N

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Miles

dvrpc

# APPENDIX C

## EXISTING CAMDEN COUNTY ROW IN BOROUGH OF STRATFORD

The following appendix shows all County Roads running through the Borough of Stratford and approximate existing Right-of-Ways

# Camden County Highway Inventory for Borough of Stratford

**(See Camden County Highway Plan for Full List of Roads outside Stratford**

| County Route | Segment | Name | Segment Length (Miles) | Approximate Existing ROW (Feet) | Federal Highway Functional Classification |
|---|---|---|---|---|---|
| CR 669 | CR 673 - US 30 | Linden Ave | 0.964065 | 50 | Minor Arterial |
| CR 669 | CR 677 - CR 673 | Warwick Rd | 1.497619 | Variable | Minor Arterial |
| CR 673 | CR 684 - CR 727 | Laurel Road | 0.872761 | 49.5 | Minor Arterial |
| CR 673 | CR 727 - CR 683 | Laurel Road | 1.103872 | 49.5 | Minor Arterial |
| CR 702 | CR 673 - CR 686 | Egg Harbor Road | 1.801666 | Variable | Minor Arterial |
| CR 727 | CR 534 - CR 739 | East Atlantic Avenue | 7.915709 | 50 | Major Collector |

# APPENDIX D

## CAMDEN COUNTY COMPLETE STREETS POLICY & NJDOT GUIDE TO COMPLETE STREETS POLICY DEVELOPMENT

The following appendix consists of Camden County's Complete Streets Policy and a NJDOT Guide to Complete Streets Policy Development

# Appendix C: Model Complete Streets Policy Template

## Introduction

The New Jersey Department of Transportation's (NJDOT) Complete Streets policy, adopted in December, 2009, has been recognized nationally as the strongest statewide policy in the nation.[17] While some of the specifics of the state policy may differ from that of a typical local resolution or ordinance, the NJDOT's policy provides a good example of an effective Complete Streets policy that can be used as a reference at the municipal or county level as well.

The National Policy and Legal Analysis Network to Prevent Childhood Obesity (NPLAN) has developed model Complete Streets policies that can also be used as a template to guide the drafting of new ordinances or resolutions, both at the state and municipal level. The model policies are publicly available and are the product of researching and surveying existing Complete Streets policies across the country.[18] They provide a useful starting point for New Jersey municipalities interested in developing their own Complete Streets resolutions.

As of May 2012, 27 municipalities and three counties in New Jersey have adopted their own Complete Streets policies.[19] These local examples can also provide valuable guidance to neighboring municipalities that may have similar mixes of roadway users, land uses, or local needs. Building on the experiences of and collaborating with neighbors can help build a Complete Streets network across the state.

The following model policy template organizes excerpts from NJDOT's policy, NPLAN's model municipal resolution, and a mix of New Jersey municipal examples around the six key ingredients of a Complete Streets policy, as defined and described in this Guide and NJDOT's Complete Streets training curriculum:

1. **Purpose and Intent**
2. **Definition of Users and Modes**
3. **Types of Projects**
4. **Exemptions**
5. **Implementation Plan**
6. **Design Standards**

This blend of model policy ingredients is intended for informational purposes only, and does not constitute legal advice. Local context is vital to building a strong Complete Streets policy, and the policy examples should be adapted to meet the unique needs of the enacting municipality.

## Using the Model Complete Streets Policy Template

The template is intended as a guide for developing a Complete Streets policy that is consistent with the jurisdiction's master plan and reflects the unique local context, conditions, and user needs. Examples are provided from various sources, including NJDOT's Complete Streets policy, NPLAN's model policies, and an assortment of New Jersey municipal policies.

### Step 1 – Review the Master Plan

It is critical to ensure that the proposed Complete Streets Policy is consistent with the findings, guidance, and actions set forth in the Master Plan. Begin by reviewing the goals and objectives of the Master Plan, in particular as they relate to land use, safety, mobility, and circulation; relevant portions of the various Master Plan Elements, including Land, Use, Circulation, and Sustainability, should also be examined.

### Step 2 – Understand the Local Context

Understanding context includes both land use and infrastructure considerations. Many municipalities include a variety of land use types, development patterns, and streets classifications. The ingredients of the Complete Streets policy should be tailored to reflect both the unique aspects, and the overall diversity, of land use and the streets system.

### Step 3 – Understand Transportation and Mobility Needs

Consistent with the Circulation Element, the Complete Street policy should address the mobility needs of the municipality and the local business community: those who live, work, and do business here; their demographic makeup; and special needs groups and those with mobility limitations. The Complete Streets policy should also reflect the mobility needs of the municipality, and the makeup and performance of the local transportation system.

### Step 4 – Define Each Ingredient

The policy should be brief and concise, with an appropriate level of detail. Steps 1-3 should provide a clear understanding of what is suitable and applicable based on local goals, needs and context. This template provides examples of the minimum requirements; additional details and specificity may be appropriate when, for example, the context, objectives, roadway users, or exemptions require special consideration or merit.

## Ingredients of the Model Policy

### 1. Purpose and Intent

The *Purpose and Intent* is a concise statement of the goals and vision for the Complete Streets policy; it should be consistent with the municipal Master Plan and reflect the local context. The resolution begins with a preamble, typically a series of WHEREAS clauses, that provide facts supporting the resolution and characterizing the *Purpose* of the resolution. These may define the concept of Complete Streets; cite precedents in other municipalities or jurisdictions; and cite the major transportation, equity, economic, environmental, safety, and/or health benefits of Complete Streets. The following are some select examples that illustrate the variety of information available to articulate the *Purpose and Intent* of a Complete Streets policy. Many of the local examples acknowledge or reference NJDOT's policy as part of the support for their own initiative. Additional examples can be found in the NPLAN's Appendix Findings[20] and existing policies in New Jersey.[21]

Most Complete Streets policies separate the first ingredient into two sections: the first introduces the purpose, or reason, for adopting the policy; the second is the intent, or how it will be accomplished. NJDOT, for example, first states the **purpose:** *to provide safe access for all users*, and then the **intent:** *to implement a Complete Streets policy though the planning, design, construction, maintenance and operation of new and retrofit transportation facilities.*

#### *1a. Purpose of the Complete Streets Policy*

##### *NJDOT Policy Example*

A Complete Street is defined as means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options.

The benefits of Complete Streets are many and varied:

- Complete Streets improve safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as well as those that cannot afford a car or choose to live car free.
- Provide connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities.
- Promote healthy lifestyles.
- Create more livable communities.
- Reduce traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions.
- Complete Streets make 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.

### *NPLAN National Template Examples*

**WHEREAS,** the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, motor vehicle drivers, public transportation riders and drivers, [*insert other significant local users if desired, e.g. drivers of agricultural vehicles, emergency vehicles, or freight*] and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities;

**WHEREAS,** [Municipality / State / Regional body] wishes to encourage walking, bicycling, and public transportation use as safe, convenient, environmentally friendly, and economical modes of transportation that promote health and independence for all people;

**WHEREAS,** streets that are not designed to provide safe transport for all users present a danger to pedestrians, bicyclists, and public transportation riders, particularly children, older adults, and people with disabilities;[22] more than 110,000 pedestrians and bicyclists are injured each year on roads in the United States,[23] with children and older adults at greatest risk and disproportionately affected;[24] many of these injuries and fatalities are preventable, and the severity of these injuries could readily be decreased by implementing Complete Streets approaches;[25] and [Municipality / State / Regional body] wishes to ensure greater safety for those traveling its streets;

**WHEREAS,** [Municipality / State / Regional body] recognizes that the careful planning and coordinated development of Complete Streets infrastructure offers long-term cost savings for local and state government, benefits public health, and provides financial benefits to property owners, businesses, and investors, while yielding a safe, convenient, and integrated transportation network for all users;[26] in contrast, streets that are not conducive to travel by all impose significant costs on government and individuals, including the cost of obesity, which may amount to $147 billion in direct medical expenses each year, not including indirect costs;[27]

**WHEREAS,** numerous states, counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental well-being of their communities;

**WHEREAS,** [Municipality / State / Regional body] acknowledges the benefits and value for the public health and welfare of [reducing vehicle miles traveled and] increasing transportation by walking, bicycling, and public transportation in order to address a wide variety of societal challenges, including pollution, climate change, traffic congestion, social isolation, obesity, physical inactivity, limited recreational opportunities, sprawl, population growth, safety, and excessive expenses;[28]

### *Local NJ Examples*

**WHEREAS**, the New Jersey Department of Transportation supports complete streets policies and adopted its own such policy on 3 December, 2009; *[City of Hoboken]*

**WHEREAS**, the New Jersey Department of Transportation's Complete Streets policy states "A Complete Street is defined as means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options;" *[Township of West Windsor]*

**WHEREAS**, the New Jersey Department of Transportation has established incentives within the Local Aid Program for municipalities and counties to develop a Compete Streets policy; *[Township of Denville]*

**WHEREAS**, the Township of Lawrence is committed to creating a pedestrian and bikeway system that makes walking and cycling a viable alternative to driving and which improves bicyclist and pedestrian safety by creating street corridors that safely accommodate all road users of all abilities and disabilities; *[Township of Lawrence]*

**WHEREAS**, a Complete Streets Policy would advance the City's Sustainable Jersey Resolution, Safe Routes to Schools Program, County Open Space Study, County Rails to Trails Plan and Downtown Parking, Circulation and Landscape Study; *[Township of Vineland]*

**WHEREAS**, Complete Streets are supported by the Institute of Traffic Engineers, the American Planning Association and other transportation, planning and health officials; *[Township of Maplewood]*

## *1b. Intent of the Complete Streets Policy*

Following the WHEREAS clauses describing the *Purpose* is the statement of *Intent*, which clearly and strongly defines the policy. NJDOT strongly states where Complete Streets concepts will be applied, and encourages other jurisdictions in New Jersey to follow similar principals. The example from Jersey City is a common format for the statement of *Intent* used in several other municipalities in the state, defining the policy as applicable to all public street projects (with reasonable exemptions defined in subsequent clauses) to accommodate all users. Atlantic City's policy provides a unique example where the statement of *Intent* acknowledges that Complete Streets need to be context sensitive, implemented in different ways throughout the city to accommodate and balance different needs.

### *NJDOT Policy Example*

The New Jersey Department of Transportation shall implement a Complete Streets policy though the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities.

This includes all projects funded through the Department's Capital Program. The Department strongly encourages the adoption of similar policies by regional and local jurisdictions who apply for funding through Local Aid programs.

### *NPLAN National Template Example*

**NOW, THEREFORE, LET IT BE RESOLVED** that [Municipality / Adopting body] hereby recognizes the importance of creating Complete Streets that enable safe travel by all users, including pedestrians, bicyclists, public transportation riders and drivers, [*insert other significant local users if desired, e.g. drivers of agricultural vehicles, emergency vehicles, freight, etc.*] and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.

### *Local NJ Examples*

**NOW, THEREFORE, LET IT BE RESOLVED,** by the Municipal Council of the city of Jersey City that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the city of Jersey City shall be designed and constructed as "Complete Streets" whenever feasible to do so in order to safely accommodate travel by pedestrians, bicyclists, public transit, and motorized vehicles and their passengers, with special priority given to pedestrians safety. *[City of Jersey City]*

**NOW, THEREFORE**, be it resolved that the City Council of the city of Atlantic City adopts the following Complete Streets Policy:
Purpose: To adopt a Complete Streets Policy that acknowledges and implements the concept that streets should be designed, built and retrofitted for all users: motor vehicles, pedestrians, bicyclists, transit users and people with disabilities. The City recognizes that this policy must be flexible and that all streets are different and user needs must be balanced and fit into the context of the community. Implementation of this policy will integrate the needs of all users into everyday transportation and land use decisions making, and will take place through the following methods: *[City of Atlantic City]*

## 2. Definition of Users and Modes

The *Definition of Users and Modes* of transportation is an essential element of a Complete Streets policy, and can be included within the WHEREAS clauses that define the concept of Complete Streets and/or within the statement of *Intent*, as shown in the above examples. The discussion of users and travel modes can be as simple as "all ages and abilities" or present a more detailed list based on the unique local population, vehicles (i.e. heavy trucks, farm vehicles, etc.), and mix of local business and industry. For example, rural communities may have different user needs than their more urban and suburban counterparts. Two additional local examples of a detailed *Definition of Users and Modes* are provided below.

### *Local NJ Examples*

**NOW, THEREFORE, LET IT BE RESOLVED** that the Borough of Netcong hereby recognizes the importance of creating Complete Streets that enable safe travel by all users, including pedestrians, bicyclists, public transportation riders and drivers, emergency vehicles, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities. *[Borough of Netcong]*

**WHEREAS**, "Complete Streets" are defined as roadways that enable safe and convenient access for all users, including bicyclists, children, persons with disabilities, motorists, seniors, movers of commercial goods, pedestrians, and users of public transport; *[Borough of Frenchtown]*

## 3. Types of Projects

After defining the *Intent* of the policy, the resolution must define the *Types of Projects* for which Complete Streets shall be enacted. This is a key ingredient. By taking a cradle-to-grave approach and stipulating that the policy is applied to all project phases, Complete Streets becomes a standard component of how the municipality conducts business, from planning, design, and capital programming through construction, maintenance, and operations. This ensures a comprehensive approach that limits the potential for critical roadways and facilities to be overlooked. Transportation facilities, especially bridges, have a long life cycle, so any missed opportunity could mean generations of mobility and/or safety limitation for residents and businesses. NJDOT is particularly strong on this element, having included an expansive listing of projects up front within the statement of intent, as shown above. Within municipal ordinances, it is common to include this element in subsequent clauses, as shown in the NPLAN example below, or within the statement of intent, as in the local New Jersey examples below and the previous *Intent* example.

### *NPLAN National Template Example*

**BE IT FURTHER RESOLVED** that [Municipality / Adopting body] affirms that Complete Streets infrastructure addressing the needs of all users should be incorporated into all planning, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, alteration, or repair of streets, bridges, or other portions of the transportation network, including pavement resurfacing, restriping, and signalization operations if the safety and convenience of users can be improved within the scope of the work;...

### *Local NJ Examples*

**WHERAS**, the Borough Council of the Borough of Raritan, County of Somerset, desires to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities within the public rights-of-way... *[Borough of Raritan]*

**WHERAS**, it is in the intent of the City, to the extent practicable, to apply the Complete Streets Policy to all road, bridge, and building projects funded through the City's Capital Program and Federal and State grants. *[City of Vineland]*

## 4. Design Standards

Within the Implementation Plan, a clause should be included that stipulates that the most recent *Design Standards* will be followed in implementing the policy. This may be a general statement that the latest local and national standards will be followed, or explicitly reference specific documents and standards. Adherence to applicable standards is necessary for liability protections and demonstrates that improvements have been planned and designed according to accepted practice and process. In New Jersey, the New Jersey Tort Claims Act, N.J.S.A. 59:1-1 *et seq.* provides immunity from Tort liability when the conditions for Plan and Design immunity have been met and documented.

### *NJDOT Policy Examples*

Design bicycle and pedestrian facilities to the best currently available standards and practices including the New Jersey Roadway Design Manual, the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's Guide for the Planning, Design and Operation of Pedestrian Facilities, the Manual of Uniform Traffic Control Devices and others as related.

Improvements must comply with Title VI/Environmental Justice, Americans with Disabilities Act (ADA) and should complement the context of the surrounding community.

### *Local NJ Examples*

**BE IT FURTHER RESOLVED** that bicycle and pedestrian facilities shall be designed and contracted to the best currently available standards and practices including the New Jersey Roadway Design Manual, the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's Guide for the Planning, Design and Operation of Pedestrian Facilities, the Manual of Uniform Traffic Control Devices and others as related. *[Borough of Red Bank. different or additional standards may be cited as applicable; or a general statement that the "latest local and national design standards and criteria" will be followed may be used in lieu of specific citations.]*

While complete streets principles are context sensitive, it would be appropriate to consider these features during the design, planning, maintenance and operations phases and incorporate changes into some retrofit and reconstruction projects. Departments shall reference New Jersey Roadway Design Manual; the AASHTO Guide for the Development of Bicycle Facilities; AASHTO's Guide for the Planning, Design and Operation of Pedestrian Facilities; the Manual of Uniform Traffic Control Devices; the NACTO Urban Bikeway Design Guide and other design criteria as necessary, striving to balance all needs, when repaving or reconstructing streets. *[City of Trenton]*

## 5. Exemptions

Beyond defining the instances in which the Complete Streets policy must be implemented, the resolution should also clearly define reasonable and legitimate *Exemptions*, define a transparent application and review process, and designate an authority responsible for reviewing and approving exemptions to the Complete Streets policy. This ingredient helps ensure consistent and appropriate granting of exemptions, and that the decision has been documented and based on reliable and accurate information. NJDOT provides a logical list of acceptable exemptions that require thorough review and approval, including sign-off by the Commissioner of Transportation, which demonstrates strong support for Complete Streets within NJDOT at the very highest level of authority in the Department. Examples from New Jersey municipalities illustrate similar, specific exemptions, requiring approval from the municipal engineer or top elected officials, such the town council or mayor.

### *NJDOT Policy Example*

Exemptions to the Complete Streets policy must be presented for final decision to the Capital Program Screening Committee in writing and documented with supporting data that indicates the reason for the decision and are limited to the following:

1. Non-motorized users are prohibited on the roadway.
2. Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
3. Detrimental environmental or social impacts outweigh the need for these accommodations.
4. Cost of accommodations is excessively disproportionate to cost of project, more than twenty percent (20%) of total cost.
5. The safety or timing of a project is compromised by the inclusion of Complete Streets.

An exemption other than those listed above must be documented with supporting data and must be approved by the Capital Program Committee along with written approval by the Commissioner of Transportation.

### *Local NJ Examples*

...Bicycle and pedestrian ways shall be established in new construction and reconstruction project unless one or more of the following conditions are met:

- Bicyclists and pedestrians are prohibited by law from using the roadway.
- The cost of accommodations is excessively disproportionate to cost of the project, at more than twenty percent (20%) of total cost.
- Where sparse population, travel or other factors indicate an absence of need as defined by any street with a paved roadway width greater than 28 feet and less than 100 vehicles per day.
- Detrimental environmental or social impacts outweigh the need for these accommodations.
- The safety or timing of a project is comprised by the inclusions of Complete Streets.

Exceptions to this policy are permitted and are contingent upon the presence of specific safety concerns and approval by the City Engineer prior to granting exceptions. *[City of Atlantic City]*

...subject to the following conditions:

- Pedestrian and bicycle facilities shall not be required where they are prohibited by law.
- Public transit facilities shall not be required on streets not serving as transit routes.
- In any project, should the cost of pedestrian, public transit, and/or bicycle facilities cause an increase in project costs in excess of 15%, as determined by engineering estimates, that would have to be funded with local tax dollars, then and in that event, approval by the Borough Council must be obtained for same prior to bidding of the project. *[Princeton Borough]*

## 6. Implementation Plan

The *Implementation Plan* outlines the process for putting the policy into action. An effective *Implementation Plan* seeks to reach all who will plan, design, and implement appropriate transportation facility improvements and networks. It may include a number of elements, such as reviewing existing policies, design standards, procedures, regulations, etc. and revising them as needed to integrate Complete Streets; staff training; performance measures to track progress; or a reporting process to provide policy accountability. This is another opportunity to tailor the Complete Streets policy to local needs, land uses, and context. NJDOT includes an implementation provision for rural roads. Monmouth County and several other municipalities include similar language to accommodate rural areas under their jurisdiction. NJDOT also emphasizes outreach to local and county officials as part of their implementation plan. By codifying this goal, the policy defines explicitly a broad and expansive application of Complete Streets policies among all levels and jurisdictions responsible for the planning, design, construction, operation, and maintenance of transportation facilities. Developing Complete Streets training and incentives through the Local Aid Program helps ensure that Complete Streets becomes standard practice throughout the state. The example from Trenton includes a detailed implementation plan with a reporting schedule, which adds a level of accountability to the policy that assists in quickly putting the policy into practice.

### *NJDOT Policy Examples*

Create a comprehensive, integrated, connected multi-modal network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.

Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, median refuges, curb extensions, pedestrian scale lighting, bike lanes, shoulders and bus shelters with the presumption that they shall be included in each project unless supporting documentation against inclusion is provided and found to be justifiable.

Additionally, in rural areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Shoulder rumble strips are not recommended when used by bicyclists, unless there is a minimum clear path of four feet in which a bicycle may safely operate. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project.

Establish a procedure to evaluate resurfacing projects for complete streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources and bicycle and/or pedestrian compatibility.

Establish an incentive within the Local Aid Program for municipalities and counties to implement a Complete Streets policy.

Implement training for Engineers and Planners on Bicycle/Pedestrian/Transit policies and integration of non-motorized travel options into transportation systems.

Establish Performance Measures to gauge success.

### *NPLAN National Template Examples*

**BE IT FURTHER RESOLVED** that [*insert appropriate agency*] should evaluate how well the streets and transportation network of [Municipality] are serving each category of users, and [*insert appropriate agencies*] should establish performance standards with measurable benchmarks reflecting the ability of users to travel in safety and comfort.

**BE IT FURTHER RESOLVED** that [*insert appropriate agencies, such as Department of Transportation, Department of Public Works, Department of Planning*] should review and either revise or develop proposed revisions to all appropriate plans, zoning and subdivision codes, laws, procedures, rules, regulations, guidelines, programs, templates, and design manuals, including [*insert name of Municipality's comprehensive plan equivalent as well as all other key documents by name*], to integrate, accommodate, and balance the needs of all users in all projects.

**BE IT FURTHER RESOLVED** that [*insert appropriate agencies, such as Department of Transportation, Department of Public Works, Department of Planning*] should make Complete Streets practices a routine part of everyday operations, should approach every transportation project and program as an opportunity to improve public [and private] streets and the transportation network for all users, and should work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets.

**BE IT FURTHER RESOLVED** that trainings in how to integrate, accommodate, and balance the needs of all users should be provided for planners, civil and traffic engineers, project managers, plan reviewers, inspectors, and other personnel responsible for the design and construction of streets, bridges, and other portions of the transportation network.

**BE IT FURTHER RESOLVED** that procedures should be established to allow increased public participation in policy decisions and transparency in individual determinations concerning the design and use of streets.

**BE IT FURTHER RESOLVED** that all initial planning and design studies, health impact assessments, environmental reviews, and other project reviews for projects requiring funding or approval by [Municipality] should: (1) evaluate the effect of the proposed project on safe travel by all users, and (2) identify measures to mitigate any adverse impacts on such travel that are identified.

**BE IT FURTHER RESOLVED** that the head of each affected agency or department should report back to the [Adopting body] [annually / within one year of the date of passage of this resolution] regarding: the steps taken to implement this Resolution; additional steps planned; and any desired actions that would need to be taken by [Adopting body] or other agencies or departments to implement the steps taken or planned.

**BE IT FURTHER RESOLVED** that a committee is hereby created, to be composed of [*insert desired committee composition*] and appointed by [the Mayor / President of adopting body / other], to recommend short-term and long-term steps, planning, and policy adoption necessary to create a

comprehensive and integrated transportation network serving the needs of all users; to assess potential obstacles to implementing Complete Streets in [Municipality]; and to suggest revisions to the [*insert name of Municipality's comprehensive plan equivalent*], zoning code, subdivision code, and other applicable law.

**BE IT FURTHER RESOLVED** that the committee should report on the matters within its purview to the [Adopting body] within one year following the date of passage of this Resolution, and upon receipt of this report the [Adopting body] will hold a hearing to determine further implementation steps.

### *Local NJ Examples*

To facilitate the implementation of the new policy, the following steps shall be taken:

- A memorandum outlining this new policy will be distributed to all department heads within 90 days of this resolution.
- At least one training session about complete streets will be conducted for appropriate staff within 180 days of this resolution.
- The Train Station Linkage Plan, completed in 2006, shall be revisited, with a specific focus on designating appropriate routes for pedestrians, dedicated bike lanes and preferred bicycle routes (shoulders or shared travel lanes with appropriate signage and/or pavement markings). The City Engineer (or other designee as determined by the Council) shall coordinate this effort in collaboration with the Traffic Analysis and update City Council within 180 days of this resolution.
- Oversight of the new complete streets policy will be handled by the Principal Planner, or other appropriate cabinet officials approved by City Council. *[City of Trenton]*

**BE IT FURTHER RESOLVED** that municipal departments and professionals, such as Department of Public Works, municipal planner, engineer, and Zoning Officer, should review and either revise or develop proposed revisions to all appropriate plans, zoning and subdivision codes, laws, procedures, rules, and regulations, including subsequent updates to the Borough of Netcong Master Plan, to integrate, accommodate, and balance the needs of all users in all projects. Information and education will be provided to the municipal planning and zoning (combined) board to enhance understanding and implementation of Complete Streets concepts as part of design and plan review. *[Borough of Netcong]*

# RESOLUTION



**RESOLUTION SUPPORTING THE ESTABLISHMENT AND ADOPTION OF A "COMPLETE STREETS" POLICY**

WHEREAS, the County of Camden is committed to improving the quality of life of residents and visitors and to the creation of street corridors that accommodate all road users of all ages and abilities for all trips; and

WHEREAS, a "Complete Street" is defined by the New Jersey Department of Transportation under Policy No. 703 as a "means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options"; and

WHEREAS, the full integration of all modes of travel in the design of streets and highways will increase capacity and efficiency of the road network, reduce traffic congestion by improving mobility options, limit greenhouse gases, improve air quality; and

WHEREAS, the benefits of complete street include improving safety for pedestrian, bicyclist, children, older citizens, non-drivers and the mobility challenged as well as those that cannot afford a car or choose to live car free; providing connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities; promoting healthy lifestyles; creating more livable communities; reducing traffic congestion and the reliance on carbon based fuels; and saving money by considering the incorporation of sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of later retrofits; and

# RESOLUTION



WHEREAS, the Board of Chosen Freeholders of the County of Camden wishes to implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, to safely accommodate the access and mobility of pedestrians, bicyclists, public transit users of all ages and abilities; and

WHEREAS, it is the intent of the Board of Chosen Freeholders that to the extent practicable the Camden County Complete Streets policy shall include all roads, bridges, parks and building projects undertaken by Camden County; now, therefore,

BE IT RESOLVED by the Board of Chosen Freeholders of the County of Camden that:

1. The above recitals are incorporated herein.

2. The Board consents to the establishment and adoption of the following as the Camden County "Complete Streets Policy", and those goals and objectives contained therein.

    A. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and public transit facilities.

    B. Establish a checklist of pedestrian, bicycle and public transit accommodations such as accessible sidewalk curb ramps, crosswalks, countdown pedestrian signals, signs, curb extensions, pedestrian scale lighting, bike lanes, or bicycle markings, and shoulders for consideration in each project where county jurisdiction applied.

    C. All County transportation projects shall be evaluated for Complete Streets inclusion with consideration of local support, environmental constraints, right-of-way availability, funding resources, and bicycle and/or pedestrian compatibility.

    D. Complete Streets policies shall support the goals of the Camden County Master Plan.

E. Transportation facilities constructed for long term use shall anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.

F. Bicycle and pedestrian facilities shall be designed and constructed to the best currently available guides, standards and practices from the New Jersey Department of Transportation & American Association of State Highway and Transportation Officials.

G. Provisions shall be made for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects consistent with NJDOT policy.

H. Improvements shall also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, Parks and areas or population groups with limited transportation options.

I. Improvements shall be "complete" for all mobile participants; not severely affect the operations of a mode of transportation for the benefit of another; and complement the context of the surrounding community.

J. All municipalities, private developers and other entities must obtain prior approval from the County Engineer of any complete streets related construction on its County roadways.

K. Exemptions to the Complete Streets policy shall be presented for final decision to the County Engineer in writing and documented with supporting data that indicates the reason for the decision and are limited to the following:

   A. Where non-motorized users are prohibited by law.

   B. Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations. Public Transit facilities shall not be required on streets not serving as transit routes and its need will be determine on a project basis.

   C. Detrimental environmental or social impacts outweigh the positive effects of accommodations.

D. Cost of accommodations is excessively disproportionate to cost of project.

E. The safety or timing of a project is compromised by the inclusion of Complete Streets.

F. An exemption other than those listed above must be documented with supporting data and must be approved by the County Engineer.

JAF/emc
File No. 4076-#23 Highway Misc. 2013
Files General/Highway Dept./Resolutions 2013\Resol.supporting/establishment of Complete Streets –
12-19-13

CERTIFICATION
I HEREBY CERTIFY THE ABOVE TO BE A TRUE COPY OF A RESOLUTION ADOPTED BY THE BOARD OF CHOSEN FREEHOLDERS OF THE COUNTY OF CAMDEN AT A MEETING HELD December 19, 2013
Marianne Dilio Pierce
CLERK OF THE BOARD

Introduced on: December 19, 2013
Adopted on:
Official Resolution#:

# APPENDIX E

## 2010-2014 AMERICAN COMMUNITY SURVEY DATA SHEETS

The following appendix consists of 2010-2014 American Community Survey (ACS) Data Sheets.

S1501 | EDUCATIONAL ATTAINMENT

2010-2014 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

| Subject | Stratford borough, New Jersey | | | | |
|---|---|---|---|---|---|
| | Total | | Male | | Female |
| | Estimate | Margin of Error | Estimate | Margin of Error | Estimate |
| Population 18 to 24 years | 619 | +/-148 | 326 | +/-112 | 293 |
| Less than high school graduate | 13.7% | +/-8.4 | 6.4% | +/-9.0 | 21.8% |
| High school graduate (includes equivalency) | 29.2% | +/-9.2 | 27.6% | +/-16.3 | 31.1% |
| Some college or associate's degree | 44.4% | +/-13.8 | 54.6% | +/-19.7 | 33.1% |
| Bachelor's degree or higher | 12.6% | +/-7.7 | 11.3% | +/-10.4 | 14.0% |
| | | | | | |
| Population 25 years and over | 4,885 | +/-180 | 2,372 | +/-164 | 2,513 |
| Less than 9th grade | 3.7% | +/-1.6 | 3.5% | +/-2.2 | 3.8% |
| 9th to 12th grade, no diploma | 5.8% | +/-1.9 | 6.1% | +/-3.1 | 5.5% |
| High school graduate (includes equivalency) | 32.4% | +/-4.6 | 28.1% | +/-5.0 | 36.5% |
| Some college, no degree | 22.8% | +/-3.9 | 26.0% | +/-5.5 | 19.7% |
| Associate's degree | 8.4% | +/-2.0 | 10.5% | +/-3.3 | 6.3% |
| Bachelor's degree | 20.7% | +/-3.4 | 18.0% | +/-4.3 | 23.1% |
| Graduate or professional degree | 6.3% | +/-2.2 | 7.7% | +/-3.3 | 5.0% |
| | | | | | |
| Percent high school graduate or higher | 90.5% | +/-2.9 | 90.4% | +/-3.6 | 90.7% |
| Percent bachelor's degree or higher | 27.0% | +/-4.1 | 25.7% | +/-4.8 | 28.1% |
| | | | | | |
| Population 25 to 34 years | 802 | +/-178 | 470 | +/-114 | 332 |
| High school graduate or higher | 97.9% | +/-2.3 | 98.1% | +/-3.0 | 97.6% |
| Bachelor's degree or higher | 40.8% | +/-11.7 | 32.1% | +/-16.2 | 53.0% |
| | | | | | |
| Population 35 to 44 years | 1,023 | +/-158 | 471 | +/-112 | 552 |
| High school graduate or higher | 86.7% | +/-10.3 | 85.4% | +/-12.1 | 87.9% |
| Bachelor's degree or higher | 29.0% | +/-7.3 | 22.3% | +/-10.9 | 34.8% |
| | | | | | |
| Population 45 to 64 years | 2,040 | +/-159 | 1,001 | +/-111 | 1,039 |
| High school graduate or higher | 92.5% | +/-3.4 | 90.9% | +/-5.3 | 93.9% |
| Bachelor's degree or higher | 27.9% | +/-6.5 | 28.3% | +/-7.5 | 27.6% |
| | | | | | |
| Population 65 years and over | 1,020 | +/-115 | 430 | +/-68 | 590 |
| High school graduate or higher | 84.8% | +/-5.9 | 86.3% | +/-8.6 | 83.7% |
| Bachelor's degree or higher | 12.1% | +/-5.7 | 16.5% | +/-9.6 | 8.8% |
| | | | | | |

| Subject | Stratford borough, New Jersey | | | | |
|---|---|---|---|---|---|
| | Total | | Male | | Female |
| | Estimate | Margin of Error | Estimate | Margin of Error | Estimate |
| POVERTY RATE FOR THE POPULATION 25 YEARS AND OVER FOR WHOM POVERTY STATUS IS DETERMINED BY EDUCATIONAL ATTAINMENT | | | | | |
| Less than high school graduate | 28.7% | +/-12.2 | 23.5% | +/-14.0 | 33.9% |
| High school graduate (includes equivalency) | 6.0% | +/-3.6 | 5.1% | +/-4.8 | 6.7% |
| Some college or associate's degree | 5.0% | +/-4.8 | 2.8% | +/-4.3 | 8.0% |
| Bachelor's degree or higher | 2.2% | +/-2.1 | 0.0% | +/-5.2 | 4.1% |
| | | | | | |
| MEDIAN EARNINGS IN THE PAST 12 MONTHS (IN 2014 INFLATION-ADJUSTED DOLLARS) | | | | | |
| Population 25 years and over with earnings | 41,088 | +/-2,166 | 49,882 | +/-4,402 | 36,748 |
| Less than high school graduate | 38,243 | +/-9,985 | 38,615 | +/-16,281 | 9,628 |
| High school graduate (includes equivalency) | 32,202 | +/-8,054 | 44,028 | +/-20,430 | 25,938 |
| Some college or associate's degree | 40,034 | +/-8,039 | 43,036 | +/-16,381 | 34,926 |
| Bachelor's degree | 45,761 | +/-10,240 | 56,726 | +/-20,832 | 38,567 |
| Graduate or professional degree | 72,054 | +/-19,081 | 94,107 | +/-38,006 | 70,045 |
| | | | | | |
| PERCENT IMPUTED | | | | | |
| Educational attainment | 3.2% | (X) | (X) | (X) | (X) |

| Subject | Stratford borough, New Jersey |
|---|---|
| | Female |
| | Margin of Error |
| Population 18 to 24 years | +/-119 |
| Less than high school graduate | +/-18.3 |
| High school graduate (includes equivalency) | +/-14.6 |
| Some college or associate's degree | +/-15.4 |
| Bachelor's degree or higher | +/-11.8 |
| | |
| Population 25 years and over | +/-127 |
| Less than 9th grade | +/-2.4 |
| 9th to 12th grade, no diploma | +/-2.4 |
| High school graduate (includes equivalency) | +/-5.8 |
| Some college, no degree | +/-4.9 |
| Associate's degree | +/-2.1 |
| Bachelor's degree | +/-5.0 |
| Graduate or professional degree | +/-2.6 |
| | |
| Percent high school graduate or higher | +/-3.3 |
| Percent bachelor's degree or higher | +/-5.4 |
| | |
| Population 25 to 34 years | +/-105 |
| High school graduate or higher | +/-4.1 |
| Bachelor's degree or higher | +/-15.6 |
| | |
| Population 35 to 44 years | +/-94 |
| High school graduate or higher | +/-10.0 |
| Bachelor's degree or higher | +/-11.9 |
| | |
| Population 45 to 64 years | +/-98 |
| High school graduate or higher | +/-4.1 |
| Bachelor's degree or higher | +/-6.9 |
| | |
| Population 65 years and over | +/-85 |
| High school graduate or higher | +/-6.5 |
| Bachelor's degree or higher | +/-5.6 |
| | |
| POVERTY RATE FOR THE POPULATION 25 YEARS AND OVER FOR WHOM POVERTY STATUS IS DETERMINED BY EDUCATIONAL ATTAINMENT | |
| Less than high school graduate | +/-22.6 |
| High school graduate (includes equivalency) | +/-4.5 |
| Some college or associate's degree | +/-6.3 |
| Bachelor's degree or higher | +/-3.9 |
| | |
| MEDIAN EARNINGS IN THE PAST 12 MONTHS (IN 2014 INFLATION-ADJUSTED DOLLARS) | |
| Population 25 years and over with earnings | +/-2,994 |
| Less than high school graduate | +/-52,632 |
| High school graduate (includes equivalency) | +/-12,708 |
| Some college or associate's degree | +/-10,549 |
| Bachelor's degree | +/-3,240 |
| Graduate or professional degree | +/-26,915 |
| | |
| PERCENT IMPUTED | |
| Educational attainment | (X) |

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data).

The effect of nonsampling error is not represented in these tables.

While the 2010-2014 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

S1401 SCHOOL ENROLLMENT

2010-2014 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

| Subject | Stratford borough, New Jersey | | | | |
|---|---|---|---|---|---|
| | Total | | Percent of enrolled population | | |
| | | | In public school | | In private school |
| | Estimate | Margin of Error | Estimate | Margin of Error | Estimate |
| Population 3 years and over enrolled in school | 2,041 | +/-225 | 91.3% | +/-4.0 | 8.7% |
| Nursery school, preschool | 104 | +/-46 | 40.4% | +/-23.5 | 59.6% |
| Kindergarten to 12th grade | 1,249 | +/-135 | 98.4% | +/-1.9 | 1.6% |
| Kindergarten | 96 | +/-49 | 100.0% | +/-28.0 | 0.0% |
| Elementary: grade 1 to grade 4 | 419 | +/-94 | 97.9% | +/-3.6 | 2.1% |
| Elementary: grade 5 to grade 8 | 283 | +/-77 | 98.2% | +/-2.8 | 1.8% |
| High school: grade 9 to grade 12 | 451 | +/-114 | 98.7% | +/-2.0 | 1.3% |
| College, undergraduate | 526 | +/-134 | 85.7% | +/-12.2 | 14.3% |
| Graduate, professional school | 162 | +/-92 | 87.0% | +/-13.4 | 13.0% |
| | | | | | |
| Percent of age group enrolled in school -- | | | | | |
| 3 and 4 years | 58.3% | +/-24.7 | 56.0% | +/-26.0 | 44.0% |
| 5 to 9 years | 95.1% | +/-5.5 | 92.7% | +/-6.2 | 7.3% |
| 10 to 14 years | 100.0% | +/-7.9 | 98.7% | +/-2.1 | 1.3% |
| 15 to 17 years | 100.0% | +/-9.0 | 98.3% | +/-2.5 | 1.7% |
| 18 and 19 years | 65.7% | +/-24.8 | 100.0% | +/-23.6 | 0.0% |
| 20 to 24 years | 72.1% | +/-11.5 | 80.4% | +/-18.8 | 19.6% |
| 25 to 34 years | 24.7% | +/-12.1 | 89.4% | +/-12.8 | 10.6% |
| 35 years and over | 2.9% | +/-1.8 | 89.2% | +/-16.8 | 10.8% |
| | | | | | |
| Population 18 years and over | 5,504 | +/-123 | (X) | (X) | (X) |
| Enrolled in college or graduate school | 12.5% | +/-3.1 | 86.0% | +/-9.9 | 14.0% |
| Males 18 years and over | 2,698 | +/-165 | (X) | (X) | (X) |
| Enrolled in college or graduate school | 14.2% | +/-4.4 | 82.6% | +/-16.1 | 17.4% |
| Females 18 years and over | 2,806 | +/-127 | (X) | (X) | (X) |
| Enrolled in college or graduate school | 10.8% | +/-4.3 | 90.5% | +/-9.1 | 9.5% |
| | | | | | |
| Population 18 to 24 years | 619 | +/-148 | (X) | (X) | (X) |
| Enrolled in college or graduate school | 60.9% | +/-11.9 | 83.6% | +/-15.8 | 16.4% |
| Males 18 to 24 years | 326 | +/-112 | (X) | (X) | (X) |
| Enrolled in college or graduate school | 70.9% | +/-15.4 | 77.5% | +/-24.9 | 22.5% |
| Females 18 to 24 years | 293 | +/-119 | (X) | (X) | (X) |
| Enrolled in college or graduate school | 49.8% | +/-13.3 | 93.2% | +/-12.1 | 6.8% |
| | | | | | |

| Subject | Stratford borough, New Jersey | | | | |
|---|---|---|---|---|---|
| | Total | | Percent of enrolled population | | |
| | | | In public school | | In private school |
| | Estimate | Margin of Error | Estimate | Margin of Error | Estimate |
| PERCENT IMPUTED | | | | | |
| School enrollment | 5.3% | (X) | (X) | (X) | (X) |
| Grade enrolled | 7.6% | (X) | (X) | (X) | (X) |

| Subject | Stratford borough, New Jersey<br>Percent of enrolled population<br>In private school<br>Margin of Error |
|---|---|
| Population 3 years and over enrolled in school | +/-4.0 |
| Nursery school, preschool | +/-23.5 |
| Kindergarten to 12th grade | +/-1.9 |
| Kindergarten | +/-28.0 |
| Elementary: grade 1 to grade 4 | +/-3.6 |
| Elementary: grade 5 to grade 8 | +/-2.8 |
| High school: grade 9 to grade 12 | +/-2.0 |
| College, undergraduate | +/-12.2 |
| Graduate, professional school | +/-13.4 |
| | |
| Percent of age group enrolled in school -- | |
| 3 and 4 years | +/-26.0 |
| 5 to 9 years | +/-6.2 |
| 10 to 14 years | +/-2.1 |
| 15 to 17 years | +/-2.5 |
| 18 and 19 years | +/-23.6 |
| 20 to 24 years | +/-18.8 |
| 25 to 34 years | +/-12.8 |
| 35 years and over | +/-16.8 |
| | |
| Population 18 years and over | (X) |
| Enrolled in college or graduate school | +/-9.9 |
| Males 18 years and over | (X) |
| Enrolled in college or graduate school | +/-16.1 |
| Females 18 years and over | (X) |
| Enrolled in college or graduate school | +/-9.1 |
| | |
| Population 18 to 24 years | (X) |
| Enrolled in college or graduate school | +/-15.8 |
| Males 18 to 24 years | (X) |
| Enrolled in college or graduate school | +/-24.9 |
| Females 18 to 24 years | (X) |
| Enrolled in college or graduate school | +/-12.1 |
| | |
| PERCENT IMPUTED | |
| School enrollment | (X) |
| Grade enrolled | (X) |

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2010-2014 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

DP04

# SELECTED HOUSING CHARACTERISTICS

## 2010-2014 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

| Subject | Stratford borough, New Jersey | | | |
|---|---|---|---|---|
| | Estimate | Margin of Error | Percent | Percent Margin of Error |
| HOUSING OCCUPANCY | | | | |
| Total housing units | 2,819 | +/-154 | 2,819 | (X) |
| Occupied housing units | 2,627 | +/-145 | 93.2% | +/-2.7 |
| Vacant housing units | 192 | +/-79 | 6.8% | +/-2.7 |
| | | | | |
| Homeowner vacancy rate | 0.0 | +/-1.6 | (X) | (X) |
| Rental vacancy rate | 0.0 | +/-5.0 | (X) | (X) |
| | | | | |
| UNITS IN STRUCTURE | | | | |
| Total housing units | 2,819 | +/-154 | 2,819 | (X) |
| 1-unit, detached | 1,973 | +/-130 | 70.0% | +/-3.4 |
| 1-unit, attached | 123 | +/-47 | 4.4% | +/-1.7 |
| 2 units | 83 | +/-54 | 2.9% | +/-1.9 |
| 3 or 4 units | 79 | +/-53 | 2.8% | +/-1.9 |
| 5 to 9 units | 86 | +/-49 | 3.1% | +/-1.7 |
| 10 to 19 units | 204 | +/-84 | 7.2% | +/-2.8 |
| 20 or more units | 271 | +/-84 | 9.6% | +/-2.9 |
| Mobile home | 0 | +/-17 | 0.0% | +/-1.1 |
| Boat, RV, van, etc. | 0 | +/-17 | 0.0% | +/-1.1 |
| | | | | |
| YEAR STRUCTURE BUILT | | | | |
| Total housing units | 2,819 | +/-154 | 2,819 | (X) |
| Built 2010 or later | 0 | +/-17 | 0.0% | +/-1.1 |
| Built 2000 to 2009 | 33 | +/-30 | 1.2% | +/-1.1 |
| Built 1990 to 1999 | 77 | +/-45 | 2.7% | +/-1.6 |
| Built 1980 to 1989 | 79 | +/-51 | 2.8% | +/-1.8 |
| Built 1970 to 1979 | 411 | +/-129 | 14.6% | +/-4.3 |
| Built 1960 to 1969 | 1,096 | +/-114 | 38.9% | +/-3.7 |
| Built 1950 to 1959 | 764 | +/-119 | 27.1% | +/-4.1 |
| Built 1940 to 1949 | 72 | +/-44 | 2.6% | +/-1.5 |
| Built 1939 or earlier | 287 | +/-80 | 10.2% | +/-2.9 |
| | | | | |
| ROOMS | | | | |
| Total housing units | 2,819 | +/-154 | 2,819 | (X) |
| 1 room | 63 | +/-53 | 2.2% | +/-1.9 |
| 2 rooms | 33 | +/-29 | 1.2% | +/-1.0 |

| Subject | Stratford borough, New Jersey | | | |
|---|---|---|---|---|
| | Estimate | Margin of Error | Percent | Percent Margin of Error |
| 3 rooms | 211 | +/-91 | 7.5% | +/-3.1 |
| 4 rooms | 273 | +/-99 | 9.7% | +/-3.3 |
| 5 rooms | 328 | +/-87 | 11.6% | +/-3.1 |
| 6 rooms | 404 | +/-102 | 14.3% | +/-3.6 |
| 7 rooms | 540 | +/-110 | 19.2% | +/-3.8 |
| 8 rooms | 467 | +/-89 | 16.6% | +/-3.0 |
| 9 rooms or more | 500 | +/-103 | 17.7% | +/-3.6 |
| Median rooms | 6.7 | +/-0.2 | (X) | (X) |
| | | | | |
| BEDROOMS | | | | |
| Total housing units | 2,819 | +/-154 | 2,819 | (X) |
| No bedroom | 63 | +/-53 | 2.2% | +/-1.9 |
| 1 bedroom | 443 | +/-105 | 15.7% | +/-3.4 |
| 2 bedrooms | 341 | +/-113 | 12.1% | +/-4.0 |
| 3 bedrooms | 1,329 | +/-138 | 47.1% | +/-4.4 |
| 4 bedrooms | 507 | +/-108 | 18.0% | +/-3.8 |
| 5 or more bedrooms | 136 | +/-56 | 4.8% | +/-2.0 |
| | | | | |
| HOUSING TENURE | | | | |
| Occupied housing units | 2,627 | +/-145 | 2,627 | (X) |
| Owner-occupied | 2,020 | +/-131 | 76.9% | +/-3.2 |
| Renter-occupied | 607 | +/-95 | 23.1% | +/-3.2 |
| | | | | |
| Average household size of owner-occupied unit | 2.85 | +/-0.15 | (X) | (X) |
| Average household size of renter-occupied unit | 1.90 | +/-0.31 | (X) | (X) |
| | | | | |
| YEAR HOUSEHOLDER MOVED INTO UNIT | | | | |
| Occupied housing units | 2,627 | +/-145 | 2,627 | (X) |
| Moved in 2010 or later | 277 | +/-83 | 10.5% | +/-3.1 |
| Moved in 2000 to 2009 | 966 | +/-130 | 36.8% | +/-4.5 |
| Moved in 1990 to 1999 | 465 | +/-109 | 17.7% | +/-4.1 |
| Moved in 1980 to 1989 | 364 | +/-93 | 13.9% | +/-3.5 |
| Moved in 1970 to 1979 | 183 | +/-62 | 7.0% | +/-2.4 |
| Moved in 1969 or earlier | 372 | +/-88 | 14.2% | +/-3.1 |
| | | | | |
| VEHICLES AVAILABLE | | | | |
| Occupied housing units | 2,627 | +/-145 | 2,627 | (X) |
| No vehicles available | 185 | +/-80 | 7.0% | +/-3.0 |
| 1 vehicle available | 933 | +/-160 | 35.5% | +/-5.5 |
| 2 vehicles available | 1,083 | +/-158 | 41.2% | +/-5.6 |
| 3 or more vehicles available | 426 | +/-111 | 16.2% | +/-4.3 |
| | | | | |
| HOUSE HEATING FUEL | | | | |
| Occupied housing units | 2,627 | +/-145 | 2,627 | (X) |
| Utility gas | 2,025 | +/-144 | 77.1% | +/-3.8 |
| Bottled, tank, or LP gas | 15 | +/-17 | 0.6% | +/-0.6 |
| Electricity | 320 | +/-80 | 12.2% | +/-2.8 |
| Fuel oil, kerosene, etc. | 183 | +/-58 | 7.0% | +/-2.2 |
| Coal or coke | 0 | +/-17 | 0.0% | +/-1.2 |
| Wood | 55 | +/-52 | 2.1% | +/-2.0 |
| Solar energy | 0 | +/-17 | 0.0% | +/-1.2 |
| Other fuel | 0 | +/-17 | 0.0% | +/-1.2 |
| No fuel used | 29 | +/-30 | 1.1% | +/-1.1 |
| | | | | |
| SELECTED CHARACTERISTICS | | | | |
| Occupied housing units | 2,627 | +/-145 | 2,627 | (X) |
| Lacking complete plumbing facilities | 0 | +/-17 | 0.0% | +/-1.2 |
| Lacking complete kitchen facilities | 10 | +/-16 | 0.4% | +/-0.6 |
| No telephone service available | 28 | +/-25 | 1.1% | +/-1.0 |

| Subject | Stratford borough, New Jersey | | | |
|---|---|---|---|---|
| | Estimate | Margin of Error | Percent | Percent Margin of Error |
| | | | | |
| OCCUPANTS PER ROOM | | | | |
| Occupied housing units | 2,627 | +/-145 | 2,627 | (X) |
| 1.00 or less | 2,589 | +/-155 | 98.6% | +/-1.2 |
| 1.01 to 1.50 | 38 | +/-31 | 1.4% | +/-1.2 |
| 1.51 or more | 0 | +/-17 | 0.0% | +/-1.2 |
| | | | | |
| VALUE | | | | |
| Owner-occupied units | 2,020 | +/-131 | 2,020 | (X) |
| Less than $50,000 | 68 | +/-41 | 3.4% | +/-2.0 |
| $50,000 to $99,999 | 40 | +/-36 | 2.0% | +/-1.8 |
| $100,000 to $149,999 | 298 | +/-82 | 14.8% | +/-3.8 |
| $150,000 to $199,999 | 747 | +/-118 | 37.0% | +/-5.2 |
| $200,000 to $299,999 | 765 | +/-114 | 37.9% | +/-5.2 |
| $300,000 to $499,999 | 81 | +/-40 | 4.0% | +/-2.0 |
| $500,000 to $999,999 | 0 | +/-17 | 0.0% | +/-1.6 |
| $1,000,000 or more | 21 | +/-22 | 1.0% | +/-1.1 |
| Median (dollars) | 191,300 | +/-6,068 | (X) | (X) |
| | | | | |
| MORTGAGE STATUS | | | | |
| Owner-occupied units | 2,020 | +/-131 | 2,020 | (X) |
| Housing units with a mortgage | 1,276 | +/-118 | 63.2% | +/-4.9 |
| Housing units without a mortgage | 744 | +/-119 | 36.8% | +/-4.9 |
| | | | | |
| SELECTED MONTHLY OWNER COSTS (SMOC) | | | | |
| Housing units with a mortgage | 1,276 | +/-118 | 1,276 | (X) |
| Less than $300 | 0 | +/-17 | 0.0% | +/-2.5 |
| $300 to $499 | 0 | +/-17 | 0.0% | +/-2.5 |
| $500 to $699 | 8 | +/-13 | 0.6% | +/-1.0 |
| $700 to $999 | 27 | +/-25 | 2.1% | +/-1.9 |
| $1,000 to $1,499 | 287 | +/-97 | 22.5% | +/-7.2 |
| $1,500 to $1,999 | 403 | +/-104 | 31.6% | +/-7.5 |
| $2,000 or more | 551 | +/-107 | 43.2% | +/-7.7 |
| Median (dollars) | 1,898 | +/-104 | (X) | (X) |
| | | | | |
| Housing units without a mortgage | 744 | +/-119 | 744 | (X) |
| Less than $100 | 0 | +/-17 | 0.0% | +/-4.3 |
| $100 to $199 | 0 | +/-17 | 0.0% | +/-4.3 |
| $200 to $299 | 26 | +/-24 | 3.5% | +/-3.3 |
| $300 to $399 | 0 | +/-17 | 0.0% | +/-4.3 |
| $400 or more | 718 | +/-121 | 96.5% | +/-3.3 |
| Median (dollars) | 876 | +/-38 | (X) | (X) |
| | | | | |
| SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI) | | | | |
| Housing units with a mortgage (excluding units where SMOCAPI cannot be computed) | 1,276 | +/-118 | 1,276 | (X) |
| Less than 20.0 percent | 507 | +/-98 | 39.7% | +/-7.0 |
| 20.0 to 24.9 percent | 254 | +/-95 | 19.9% | +/-7.4 |
| 25.0 to 29.9 percent | 136 | +/-52 | 10.7% | +/-4.1 |
| 30.0 to 34.9 percent | 103 | +/-53 | 8.1% | +/-3.9 |
| 35.0 percent or more | 276 | +/-84 | 21.6% | +/-6.1 |
| | | | | |
| Not computed | 0 | +/-17 | (X) | (X) |
| | | | | |
| Housing unit without a mortgage (excluding units where SMOCAPI cannot be computed) | 744 | +/-119 | 744 | (X) |
| Less than 10.0 percent | 75 | +/-43 | 10.1% | +/-5.6 |
| 10.0 to 14.9 percent | 163 | +/-60 | 21.9% | +/-7.3 |
| 15.0 to 19.9 percent | 73 | +/-41 | 9.8% | +/-4.9 |

| Subject | Stratford borough, New Jersey | | | |
|---|---|---|---|---|
| | Estimate | Margin of Error | Percent | Percent Margin of Error |
| 20.0 to 24.9 percent | 91 | +/-45 | 12.2% | +/-5.9 |
| 25.0 to 29.9 percent | 64 | +/-40 | 8.6% | +/-5.1 |
| 30.0 to 34.9 percent | 52 | +/-30 | 7.0% | +/-4.1 |
| 35.0 percent or more | 226 | +/-68 | 30.4% | +/-7.4 |
| | | | | |
| Not computed | 0 | +/-17 | (X) | (X) |
| | | | | |
| GROSS RENT | | | | |
| Occupied units paying rent | 570 | +/-96 | 570 | (X) |
| Less than $200 | 0 | +/-17 | 0.0% | +/-5.5 |
| $200 to $299 | 22 | +/-35 | 3.9% | +/-6.1 |
| $300 to $499 | 23 | +/-36 | 4.0% | +/-6.3 |
| $500 to $749 | 109 | +/-63 | 19.1% | +/-10.6 |
| $750 to $999 | 280 | +/-98 | 49.1% | +/-13.8 |
| $1,000 to $1,499 | 108 | +/-58 | 18.9% | +/-10.1 |
| $1,500 or more | 28 | +/-22 | 4.9% | +/-4.1 |
| Median (dollars) | 832 | +/-46 | (X) | (X) |
| | | | | |
| No rent paid | 37 | +/-25 | (X) | (X) |
| | | | | |
| GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI) | | | | |
| Occupied units paying rent (excluding units where GRAPI cannot be computed) | 570 | +/-96 | 570 | (X) |
| Less than 15.0 percent | 90 | +/-68 | 15.8% | +/-10.7 |
| 15.0 to 19.9 percent | 42 | +/-30 | 7.4% | +/-5.4 |
| 20.0 to 24.9 percent | 57 | +/-51 | 10.0% | +/-8.7 |
| 25.0 to 29.9 percent | 44 | +/-47 | 7.7% | +/-8.1 |
| 30.0 to 34.9 percent | 72 | +/-43 | 12.6% | +/-7.7 |
| 35.0 percent or more | 265 | +/-74 | 46.5% | +/-11.2 |
| | | | | |
| Not computed | 37 | +/-25 | (X) | (X) |

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Households not paying cash rent are excluded from the calculation of median gross rent.

Telephone service data are not available for certain geographic areas due to problems with data collection. See Errata Note #93 for details.

While the 2010-2014 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval

or upper interval of an open-ended distribution.

3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

DP03

# SELECTED ECONOMIC CHARACTERISTICS

## 2010-2014 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

| Subject | Stratford borough, New Jersey | | | |
|---|---|---|---|---|
| | Estimate | Margin of Error | Percent | Percent Margin of Error |
| EMPLOYMENT STATUS | | | | |
| Population 16 years and over | 5,696 | +/-132 | 5,696 | (X) |
| In labor force | 3,831 | +/-206 | 67.3% | +/-2.9 |
| Civilian labor force | 3,831 | +/-206 | 67.3% | +/-2.9 |
| Employed | 3,388 | +/-196 | 59.5% | +/-3.2 |
| Unemployed | 443 | +/-151 | 7.8% | +/-2.6 |
| Armed Forces | 0 | +/-17 | 0.0% | +/-0.6 |
| Not in labor force | 1,865 | +/-157 | 32.7% | +/-2.9 |
| | | | | |
| Civilian labor force | 3,831 | +/-206 | 3,831 | (X) |
| Percent Unemployed | (X) | (X) | 11.6% | +/-3.7 |
| | | | | |
| Females 16 years and over | 2,884 | +/-147 | 2,884 | (X) |
| In labor force | 1,847 | +/-173 | 64.0% | +/-4.7 |
| Civilian labor force | 1,847 | +/-173 | 64.0% | +/-4.7 |
| Employed | 1,619 | +/-172 | 56.1% | +/-4.9 |
| | | | | |
| Own children under 6 years | 327 | +/-94 | 327 | (X) |
| All parents in family in labor force | 229 | +/-76 | 70.0% | +/-13.6 |
| | | | | |
| Own children 6 to 17 years | 1,130 | +/-126 | 1,130 | (X) |
| All parents in family in labor force | 864 | +/-166 | 76.5% | +/-10.4 |
| | | | | |
| COMMUTING TO WORK | | | | |
| Workers 16 years and over | 3,367 | +/-195 | 3,367 | (X) |
| Car, truck, or van -- drove alone | 2,465 | +/-217 | 73.2% | +/-5.1 |
| Car, truck, or van -- carpooled | 254 | +/-86 | 7.5% | +/-2.7 |
| Public transportation (excluding taxicab) | 372 | +/-164 | 11.0% | +/-4.6 |
| Walked | 123 | +/-71 | 3.7% | +/-2.1 |
| Other means | 44 | +/-34 | 1.3% | +/-1.0 |
| Worked at home | 109 | +/-53 | 3.2% | +/-1.6 |
| | | | | |
| Mean travel time to work (minutes) | 27.9 | +/-2.6 | (X) | (X) |
| | | | | |
| OCCUPATION | | | | |
| Civilian employed population 16 years and over | 3,388 | +/-196 | 3,388 | (X) |

| Subject | Stratford borough, New Jersey | | | |
|---|---|---|---|---|
| | Estimate | Margin of Error | Percent | Percent Margin of Error |
| Management, business, science, and arts occupations | 1,331 | +/-153 | 39.3% | +/-4.3 |
| Service occupations | 625 | +/-177 | 18.4% | +/-4.7 |
| Sales and office occupations | 887 | +/-141 | 26.2% | +/-4.1 |
| Natural resources, construction, and maintenance occupations | 200 | +/-72 | 5.9% | +/-2.2 |
| Production, transportation, and material moving occupations | 345 | +/-98 | 10.2% | +/-2.8 |
| | | | | |
| INDUSTRY | | | | |
| Civilian employed population 16 years and over | 3,388 | +/-196 | 3,388 | (X) |
| Agriculture, forestry, fishing and hunting, and mining | 9 | +/-14 | 0.3% | +/-0.4 |
| Construction | 159 | +/-76 | 4.7% | +/-2.3 |
| Manufacturing | 198 | +/-90 | 5.8% | +/-2.5 |
| Wholesale trade | 121 | +/-61 | 3.6% | +/-1.8 |
| Retail trade | 407 | +/-119 | 12.0% | +/-3.7 |
| Transportation and warehousing, and utilities | 270 | +/-89 | 8.0% | +/-2.6 |
| Information | 43 | +/-34 | 1.3% | +/-1.0 |
| Finance and insurance, and real estate and rental and leasing | 244 | +/-82 | 7.2% | +/-2.4 |
| Professional, scientific, and management, and administrative and waste management services | 386 | +/-135 | 11.4% | +/-3.8 |
| Educational services, and health care and social assistance | 944 | +/-178 | 27.9% | +/-5.2 |
| Arts, entertainment, and recreation, and accommodation and food services | 356 | +/-158 | 10.5% | +/-4.4 |
| Other services, except public administration | 110 | +/-63 | 3.2% | +/-1.8 |
| Public administration | 141 | +/-71 | 4.2% | +/-2.2 |
| | | | | |
| CLASS OF WORKER | | | | |
| Civilian employed population 16 years and over | 3,388 | +/-196 | 3,388 | (X) |
| Private wage and salary workers | 2,693 | +/-238 | 79.5% | +/-4.4 |
| Government workers | 551 | +/-126 | 16.3% | +/-3.9 |
| Self-employed in own not incorporated business workers | 144 | +/-74 | 4.3% | +/-2.1 |
| Unpaid family workers | 0 | +/-17 | 0.0% | +/-1.0 |
| | | | | |
| INCOME AND BENEFITS (IN 2014 INFLATION-ADJUSTED DOLLARS) | | | | |
| Total households | 2,627 | +/-145 | 2,627 | (X) |
| Less than $10,000 | 71 | +/-51 | 2.7% | +/-1.9 |
| $10,000 to $14,999 | 146 | +/-68 | 5.6% | +/-2.5 |
| $15,000 to $24,999 | 278 | +/-90 | 10.6% | +/-3.2 |
| $25,000 to $34,999 | 234 | +/-77 | 8.9% | +/-2.9 |
| $35,000 to $49,999 | 277 | +/-90 | 10.5% | +/-3.3 |
| $50,000 to $74,999 | 447 | +/-79 | 17.0% | +/-3.1 |
| $75,000 to $99,999 | 333 | +/-91 | 12.7% | +/-3.3 |
| $100,000 to $149,999 | 599 | +/-122 | 22.8% | +/-4.6 |
| $150,000 to $199,999 | 156 | +/-65 | 5.9% | +/-2.5 |
| $200,000 or more | 86 | +/-48 | 3.3% | +/-1.8 |
| Median household income (dollars) | 66,325 | +/-4,034 | (X) | (X) |
| Mean household income (dollars) | 78,324 | +/-4,665 | (X) | (X) |
| | | | | |
| With earnings | 2,004 | +/-120 | 76.3% | +/-3.6 |
| Mean earnings (dollars) | 83,584 | +/-6,196 | (X) | (X) |
| With Social Security | 903 | +/-125 | 34.4% | +/-4.4 |
| Mean Social Security income (dollars) | 18,539 | +/-1,445 | (X) | (X) |
| With retirement income | 496 | +/-107 | 18.9% | +/-4.0 |
| Mean retirement income (dollars) | 17,164 | +/-4,711 | (X) | (X) |
| | | | | |
| With Supplemental Security Income | 118 | +/-64 | 4.5% | +/-2.4 |
| Mean Supplemental Security Income (dollars) | 10,697 | +/-2,466 | (X) | (X) |
| With cash public assistance income | 38 | +/-29 | 1.4% | +/-1.1 |

| Subject | Stratford borough, New Jersey | | | |
|---|---|---|---|---|
| | Estimate | Margin of Error | Percent | Percent Margin of Error |
| Mean cash public assistance income (dollars) | 508 | +/-290 | (X) | (X) |
| With Food Stamp/SNAP benefits in the past 12 months | 166 | +/-69 | 6.3% | +/-2.6 |
| | | | | |
| Families | 1,795 | +/-103 | 1,795 | (X) |
| Less than $10,000 | 31 | +/-39 | 1.7% | +/-2.2 |
| $10,000 to $14,999 | 26 | +/-28 | 1.4% | +/-1.5 |
| $15,000 to $24,999 | 55 | +/-38 | 3.1% | +/-2.1 |
| $25,000 to $34,999 | 121 | +/-58 | 6.7% | +/-3.3 |
| $35,000 to $49,999 | 180 | +/-70 | 10.0% | +/-3.8 |
| $50,000 to $74,999 | 327 | +/-83 | 18.2% | +/-4.1 |
| $75,000 to $99,999 | 291 | +/-82 | 16.2% | +/-4.5 |
| $100,000 to $149,999 | 533 | +/-119 | 29.7% | +/-6.9 |
| $150,000 to $199,999 | 145 | +/-65 | 8.1% | +/-3.5 |
| $200,000 or more | 86 | +/-48 | 4.8% | +/-2.7 |
| Median family income (dollars) | 87,196 | +/-6,886 | (X) | (X) |
| Mean family income (dollars) | 95,461 | +/-5,933 | (X) | (X) |
| | | | | |
| Per capita income (dollars) | 30,443 | +/-1,874 | (X) | (X) |
| | | | | |
| Nonfamily households | 832 | +/-163 | 832 | (X) |
| Median nonfamily income (dollars) | 26,719 | +/-4,665 | (X) | (X) |
| Mean nonfamily income (dollars) | 39,645 | +/-6,485 | (X) | (X) |
| | | | | |
| Median earnings for workers (dollars) | 36,730 | +/-3,405 | (X) | (X) |
| Median earnings for male full-time, year-round workers (dollars) | 55,640 | +/-7,521 | (X) | (X) |
| Median earnings for female full-time, year-round workers (dollars) | 41,747 | +/-3,357 | (X) | (X) |
| | | | | |
| HEALTH INSURANCE COVERAGE | | | | |
| Civilian noninstitutionalized population | 6,918 | +/-92 | 6,918 | (X) |
| With health insurance coverage | 6,056 | +/-257 | 87.5% | +/-3.6 |
| With private health insurance | 5,245 | +/-321 | 75.8% | +/-4.5 |
| With public coverage | 1,718 | +/-212 | 24.8% | +/-3.0 |
| No health insurance coverage | 862 | +/-247 | 12.5% | +/-3.6 |
| | | | | |
| Civilian noninstitutionalized population under 18 years | 1,493 | +/-123 | 1,493 | (X) |
| No health insurance coverage | 83 | +/-57 | 5.6% | +/-3.7 |
| | | | | |
| Civilian noninstitutionalized population 18 to 64 years | 4,460 | +/-142 | 4,460 | (X) |
| In labor force: | 3,551 | +/-197 | 3,551 | (X) |
| Employed: | 3,168 | +/-191 | 3,168 | (X) |
| With health insurance coverage | 2,777 | +/-214 | 87.7% | +/-5.0 |
| With private health insurance | 2,654 | +/-209 | 83.8% | +/-5.5 |
| With public coverage | 184 | +/-92 | 5.8% | +/-2.8 |
| No health insurance coverage | 391 | +/-162 | 12.3% | +/-5.0 |
| Unemployed: | 383 | +/-131 | 383 | (X) |
| With health insurance coverage | 155 | +/-69 | 40.5% | +/-16.4 |
| With private health insurance | 125 | +/-61 | 32.6% | +/-14.1 |
| With public coverage | 64 | +/-42 | 16.7% | +/-11.6 |
| No health insurance coverage | 228 | +/-112 | 59.5% | +/-16.4 |
| Not in labor force: | 909 | +/-156 | 909 | (X) |
| With health insurance coverage | 749 | +/-143 | 82.4% | +/-7.5 |
| With private health insurance | 614 | +/-146 | 67.5% | +/-9.8 |
| With public coverage | 207 | +/-80 | 22.8% | +/-8.5 |
| No health insurance coverage | 160 | +/-74 | 17.6% | +/-7.5 |
| | | | | |

| Subject | Stratford borough, New Jersey | | | |
|---|---|---|---|---|
| | Estimate | Margin of Error | Percent | Percent Margin of Error |
| PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL | | | | |
| All families | (X) | (X) | 5.9% | +/-2.9 |
| With related children under 18 years | (X) | (X) | 10.4% | +/-5.7 |
| With related children under 5 years only | (X) | (X) | 17.8% | +/-19.1 |
| Married couple families | (X) | (X) | 4.6% | +/-3.0 |
| With related children under 18 years | (X) | (X) | 9.5% | +/-6.2 |
| With related children under 5 years only | (X) | (X) | 19.4% | +/-20.7 |
| Families with female householder, no husband present | (X) | (X) | 14.5% | +/-11.8 |
| With related children under 18 years | (X) | (X) | 16.7% | +/-15.7 |
| With related children under 5 years only | (X) | (X) | 0.0% | +/-98.9 |
| | | | | |
| All people | (X) | (X) | 8.0% | +/-3.1 |
| Under 18 years | (X) | (X) | 11.5% | +/-6.6 |
| Related children under 18 years | (X) | (X) | 11.5% | +/-6.6 |
| Related children under 5 years | (X) | (X) | 10.2% | +/-10.9 |
| Related children 5 to 17 years | (X) | (X) | 11.8% | +/-7.5 |
| 18 years and over | (X) | (X) | 7.0% | +/-2.4 |
| 18 to 64 years | (X) | (X) | 8.1% | +/-2.7 |
| 65 years and over | (X) | (X) | 2.1% | +/-2.2 |
| People in families | (X) | (X) | 6.7% | +/-3.5 |
| Unrelated individuals 15 years and over | (X) | (X) | 15.4% | +/-5.5 |

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

Occupation codes are 4-digit codes and are based on Standard Occupational Classification 2010.

Industry codes are 4-digit codes and are based on the North American Industry Classification System (NAICS). The Census industry codes for 2013 and later years are based on the 2012 revision of the NAICS. To allow for the creation of 2010-2014 tables, industry data in the multiyear files (2010-2014) were recoded to 2013 Census industry codes. We recommend using caution when comparing data coded using 2013 Census industry codes with data coded using Census industry codes prior to 2013. For more information on the Census industry code changes, please visit our website at http://www.census.gov/people/io/methodology/.

Logical coverage edits applying a rules-based assignment of Medicaid, Medicare and military health coverage were added as of 2009 -- please see http://www.census.gov/hhes/www/hlthins/publications/coverage_edits_final.pdf for more details. The corresponding 2008 data table in American FactFinder does not incorporate these edits and is therefore not comparable to this table in 2009, 2010, 2011, or 2012. Select geographies of 2008 data comparable to the 2009, 2010, 2011, and 2012 tables are accessible at http://www.census.gov/hhes/www/hlthins/data/acs/2008/re-run.html.

The health insurance coverage category names were modified in 2010. See ACS Health Insurance Definitions for a list of the insurance type definitions.

While the 2010-2014 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

DP05

# ACS DEMOGRAPHIC AND HOUSING ESTIMATES

## 2010-2014 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

| Subject | Stratford borough, New Jersey | | | |
|---|---|---|---|---|
| | Estimate | Margin of Error | Percent | Percent Margin of Error |
| SEX AND AGE | | | | |
| Total population | 6,997 | +/-29 | 6,997 | (X) |
| Male | 3,481 | +/-161 | 49.7% | +/-2.3 |
| Female | 3,516 | +/-167 | 50.3% | +/-2.3 |
| | | | | |
| Under 5 years | 265 | +/-81 | 3.8% | +/-1.2 |
| 5 to 9 years | 488 | +/-113 | 7.0% | +/-1.6 |
| 10 to 14 years | 394 | +/-99 | 5.6% | +/-1.4 |
| 15 to 19 years | 527 | +/-128 | 7.5% | +/-1.8 |
| 20 to 24 years | 438 | +/-129 | 6.3% | +/-1.8 |
| 25 to 34 years | 802 | +/-178 | 11.5% | +/-2.5 |
| 35 to 44 years | 1,023 | +/-158 | 14.6% | +/-2.3 |
| 45 to 54 years | 1,042 | +/-140 | 14.9% | +/-2.0 |
| 55 to 59 years | 552 | +/-134 | 7.9% | +/-1.9 |
| 60 to 64 years | 446 | +/-113 | 6.4% | +/-1.6 |
| 65 to 74 years | 391 | +/-122 | 5.6% | +/-1.7 |
| 75 to 84 years | 397 | +/-95 | 5.7% | +/-1.4 |
| 85 years and over | 232 | +/-84 | 3.3% | +/-1.2 |
| | | | | |
| Median age (years) | 41.3 | +/-2.2 | (X) | (X) |
| | | | | |
| 18 years and over | 5,504 | +/-123 | 78.7% | +/-1.7 |
| 21 years and over | 5,115 | +/-176 | 73.1% | +/-2.5 |
| 62 years and over | 1,325 | +/-122 | 18.9% | +/-1.7 |
| 65 years and over | 1,020 | +/-115 | 14.6% | +/-1.6 |
| | | | | |
| 18 years and over | 5,504 | +/-123 | 5,504 | (X) |
| Male | 2,698 | +/-165 | 49.0% | +/-2.4 |
| Female | 2,806 | +/-127 | 51.0% | +/-2.4 |
| | | | | |
| 65 years and over | 1,020 | +/-115 | 1,020 | (X) |
| Male | 430 | +/-68 | 42.2% | +/-4.9 |
| Female | 590 | +/-85 | 57.8% | +/-4.9 |
| | | | | |
| RACE | | | | |
| Total population | 6,997 | +/-29 | 6,997 | (X) |

| Subject | Stratford borough, New Jersey | | | |
|---|---|---|---|---|
| | Estimate | Margin of Error | Percent | Percent Margin of Error |
| One race | 6,880 | +/-83 | 98.3% | +/-1.1 |
| Two or more races | 117 | +/-79 | 1.7% | +/-1.1 |
| | | | | |
| One race | 6,880 | +/-83 | 98.3% | +/-1.1 |
| White | 5,711 | +/-318 | 81.6% | +/-4.6 |
| Black or African American | 754 | +/-273 | 10.8% | +/-3.9 |
| American Indian and Alaska Native | 0 | +/-17 | 0.0% | +/-0.5 |
| Cherokee tribal grouping | 0 | +/-17 | 0.0% | +/-0.5 |
| Chippewa tribal grouping | 0 | +/-17 | 0.0% | +/-0.5 |
| Navajo tribal grouping | 0 | +/-17 | 0.0% | +/-0.5 |
| Sioux tribal grouping | 0 | +/-17 | 0.0% | +/-0.5 |
| Asian | 333 | +/-188 | 4.8% | +/-2.7 |
| Asian Indian | 71 | +/-107 | 1.0% | +/-1.5 |
| Chinese | 21 | +/-23 | 0.3% | +/-0.3 |
| Filipino | 122 | +/-94 | 1.7% | +/-1.3 |
| Japanese | 18 | +/-40 | 0.3% | +/-0.6 |
| Korean | 15 | +/-20 | 0.2% | +/-0.3 |
| Vietnamese | 49 | +/-74 | 0.7% | +/-1.1 |
| Other Asian | 37 | +/-49 | 0.5% | +/-0.7 |
| Native Hawaiian and Other Pacific Islander | 0 | +/-17 | 0.0% | +/-0.5 |
| Native Hawaiian | 0 | +/-17 | 0.0% | +/-0.5 |
| Guamanian or Chamorro | 0 | +/-17 | 0.0% | +/-0.5 |
| Samoan | 0 | +/-17 | 0.0% | +/-0.5 |
| Other Pacific Islander | 0 | +/-17 | 0.0% | +/-0.5 |
| Some other race | 82 | +/-61 | 1.2% | +/-0.9 |
| Two or more races | 117 | +/-79 | 1.7% | +/-1.1 |
| White and Black or African American | 69 | +/-67 | 1.0% | +/-1.0 |
| White and American Indian and Alaska Native | 0 | +/-17 | 0.0% | +/-0.5 |
| White and Asian | 27 | +/-30 | 0.4% | +/-0.4 |
| Black or African American and American Indian and Alaska Native | 21 | +/-31 | 0.3% | +/-0.4 |
| | | | | |
| Race alone or in combination with one or more other races | | | | |
| Total population | 6,997 | +/-29 | 6,997 | (X) |
| White | 5,807 | +/-317 | 83.0% | +/-4.6 |
| Black or African American | 844 | +/-285 | 12.1% | +/-4.1 |
| American Indian and Alaska Native | 21 | +/-31 | 0.3% | +/-0.4 |
| Asian | 360 | +/-193 | 5.1% | +/-2.8 |
| Native Hawaiian and Other Pacific Islander | 0 | +/-17 | 0.0% | +/-0.5 |
| Some other race | 82 | +/-61 | 1.2% | +/-0.9 |
| | | | | |
| HISPANIC OR LATINO AND RACE | | | | |
| Total population | 6,997 | +/-29 | 6,997 | (X) |
| Hispanic or Latino (of any race) | 268 | +/-131 | 3.8% | +/-1.9 |
| Mexican | 68 | +/-74 | 1.0% | +/-1.1 |
| Puerto Rican | 91 | +/-70 | 1.3% | +/-1.0 |
| Cuban | 4 | +/-7 | 0.1% | +/-0.1 |
| Other Hispanic or Latino | 105 | +/-94 | 1.5% | +/-1.3 |
| Not Hispanic or Latino | 6,729 | +/-131 | 96.2% | +/-1.9 |
| White alone | 5,526 | +/-311 | 79.0% | +/-4.5 |
| Black or African American alone | 754 | +/-273 | 10.8% | +/-3.9 |
| American Indian and Alaska Native alone | 0 | +/-17 | 0.0% | +/-0.5 |
| Asian alone | 333 | +/-188 | 4.8% | +/-2.7 |
| Native Hawaiian and Other Pacific Islander alone | 0 | +/-17 | 0.0% | +/-0.5 |
| Some other race alone | 37 | +/-49 | 0.5% | +/-0.7 |
| Two or more races | 79 | +/-53 | 1.1% | +/-0.8 |
| Two races including Some other race | 0 | +/-17 | 0.0% | +/-0.5 |
| Two races excluding Some other race, and Three or more races | 79 | +/-53 | 1.1% | +/-0.8 |

| Subject | Stratford borough, New Jersey | | | |
|---|---|---|---|---|
| | Estimate | Margin of Error | Percent | Percent Margin of Error |
| | | | | |
| Total housing units | 2,819 | +/-154 | (X) | (X) |

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

For more information on understanding race and Hispanic origin data, please see the Census 2010 Brief entitled, Overview of Race and Hispanic Origin: 2010, issued March 2011. (pdf format)

While the 2010-2014 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
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6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

# APPENDIX F

## FUNDING OPPORTUNITIES & SOURCES

The following appendix consists of potential funding sources and opportunities.

# Potential Funding Sources

| | Funding Source | Awarding Agency | Description |
|---|---|---|---|
| Transportation | National Highway Performance Program (NHPP) | New Jersey Department of Transportation | The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS. The construction of bicycle facilities within NHS rights of way, interstate highways included, is explicitly stated as eligible for funding under this program. Interested municipalities should work with the county to apply and secure funding for this program. More information can be found at the website: http://www.fhwa.dot.gov/map21/factsheets/nhpp.cfm |
| | Surface Transportation Program and Surface Transportation Program Urban (STP/STU) | New Jersey Department of Transportation | STP is a block grant program that may be used for many types of transportation projects: specifically, bicycle transportation and pedestrian walkways, and the modification of public sidewalks to comply with the Americans with Disabilities Act. Projects on roads functionally classified as Local or Rural Minor Collector are ineligible for funding under this program. Of the STP funds apportioned to a state, 10 percent must be set aside for safety construction activities. STU funds are set aside specifically for urban areas. Current and historical information can be found at the Federal Highway Administration (FHWA) website: http://www.fhwa.dot.gov/map21/factsheets/ |
| | Safe Routes to School Program (SRTS) | New Jersey Department of Transportation | The SRTS Program is funded through the FHWA's Federal Aid Program and is being administered by NJDOT, in partnership with DVRPC, North Jersey Transportation Planning Authority and the South Jersey Transportation Planning Organization. The objectives of the SRTS Program are:<br>• to enable and encourage children, including those with disabilities, to walk and bicycle to school;<br>• to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and<br>• to facilitate the development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of New Jersey's primary and middle schools (Grades K–8).<br>Projects proposals must be located within two miles of a school that serves students in grades K–8. For reference purposes the funding for the 2014 SRTS Program was available for the construction of infrastructure projects only. Infrastructure projects included the installation of sidewalks, crosswalks, bicycle lanes, multi-use paths, traffic-calming measures, and other means to ensure the ease and safety of children walking or biking to school. More information can be found at the website: http://www.state.nj.us/transportation/business/localaid/safe.shtm |
| | Safe Streets to Transit (SSTT) | New Jersey Department of Transportation | This program provides funding to counties and municipalities in improving access to transit facilities and all nodes of public transportation. The objectives of the SSTT program are:<br>• To improve the overall safety and accessibility for mass transit riders walking to transit facilities.<br>• To encourage mass transit users to walk to transit stations.<br>• To facilitate the implementation of projects and activities that will improve safety in the vicinity of transit facilities.<br>More information can be found at the website: http://www.state.nj.us/transportation/business/localaid/safe.shtm |
| | Bikeway Grant Program | New Jersey Department of Transportation | This program provides funds to counties and municipalities to promote bicycling as an alternate mode of transportation in New Jersey. The primary objective is to reach a state goal of constructing 1,000 new miles of dedicated bike paths that are physically separated from motorized vehicular traffic. More information can be found at the website: http://www.state.nj.us/transportation/business/localaid/bikewaysf.shtm |
| | Congestion Mitigation and Air Quality (CMAQ) Improvement Program | Delaware Valley Regional Planning Commission | DVRPC's Competitive Congestion Mitigation and Air Quality Improvement Program (CMAQ) seeks to fund transportation projects that will improve air quality and reduce traffic congestion in the DVRPC Region. CMAQ eligible projects will demonstrably reduce air pollution emissions and will help the DVRPC region meet the federal health based air quality standards. More information can be found on their website: http://www.dvrpc.org/CMAQ/ |

| | | | |
|---|---|---|---|
| Transportation | Hazard Elimination Program (Section 1112) | New Jersey Department of Transportation | Bicycling and walking hazards are now specifically included in the list of eligible activities for this program. In addition, the definition of a public road now includes a publicly owned bicycle or pedestrian pathway or trail and traffic-calming measures. More information can be found on the website: http://www.state.nj.us/njoem/programs/opb_mitigation.html |
| | Transportation and Community Development Initiative (TCDI) | Delaware Valley Regional Planning Commission | TCDI provides a mechanism for local governments to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the region's long-range plan. Pennsylvania and New Jersey, as well as a number of counties within the region, have current programs to support community development. TCDI seeks to support and leverage those state and county programs, by providing funding to undertake planning, analysis or design initiatives which implement the long-range plan and enhance or improve the efficiency of the regional transportation system. Grants are up to $75,000 for single projects and $100,000 for multi-municipal projects; 20 percent local match is required. Deadline is approximately every two years More information can be found on their website at: http://www.dvrpc.org/TCDI/ |
| | Community Transportation Development Fund (CTDF) | Community Transportation Association of America | Eligibility: Nonprofit transit providers, public agencies, local and state governments and community organizations<br>Purpose: To promote better transportation options<br>Deadline: Varies<br>Phone: 800.891.0590<br>I: http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=23&z=2 |
| | | | |
| Redevelopment | Community Development Block Grants (CDBG) | U.S. Department of Housing and Urban Development (HUD) | The CDBG program works to ensure decent affordable housing, to provide services to the most vulnerable in our communities, and to create jobs through the expansion and retention of businesses. CDBG is an important tool for helping local governments tackle serious challenges facing their communities. The CDBG program has made a difference in the lives of millions of people and their communities across the Nation. Over a 1, 2, or 3-year period, as selected by the grantee, not less than 70 percent of CDBG funds must be used for activities that benefit low- and moderate-income persons. In addition, each activity must meet one of the following national objectives for the program: benefit low- and moderate-income persons, prevention or elimination of slums or blight, or address community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community for which other funding is not available. More information can be found at: http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs |
| | Brownfields Development Area (BDA) Initiative | New Jersey Department of Environmental Protection | Eligibility: New Jersey community groups and municipalities<br>Purpose: Project management assistance for communities impacted by multiple brownfield sites<br>Terms: Project manager is assigned from the Office of Brownfield Reuse<br>Deadline: Annual<br>C: New Jersey Department of Environmental Protection<br>P: 609-292-1251<br>I: www.state.nj.us/dep/rsp/brownfields/bda |
| | Brownfield Redevelopment Incentive Program | New Jersey Economic Development Authority | Eligibility: New Jersey business owners and developers<br>Purpose: To finance Brownfield site remediation<br>Terms: Interim financing up to $750,000 at below-market interest rates<br>Deadline: Varies<br>C: New Jersey Economic Development Authority<br>P: 609-777-4898<br>I: www.njeda.com |
| | Environmental Equity Program | New Jersey Redevelopment Authority | Eligibility: New Jersey government entities and developers<br>Purpose: Provides loans for site acquisition, remediation, and demolition costs for brownfield redevelopment<br>Terms: Vary<br>Deadline: Varies<br>C: New Jersey Redevelopment Authority<br>P: 609-292-3739<br>I: www.njra.us |
| | Fund for Community | NJEDA | Eligibility: New Jersey Community Development Organizations and developers<br>Purpose: To finance feasibility studies or other predevelopment activities<br>Terms: Vary Deadline: Varies C: New Jersey Economic Development Authority<br>P: 609-777-4898 |

| | | | |
|---|---|---|---|
| | Economic Development | | I: www.njeda.com |
| Redevelopment | Innocent Party Grants | NJEDA | Eligibility: New Jersey municipalities, counties, redevelopment entities, and homeowners<br>Purpose: Applicant must not be responsible for contamination<br>Terms: Vary<br>Deadline: Open<br>C: New Jersey Economic Development Authority<br>P: 609-777-0990<br>I: www.njeda.com |
| | Municipal Grants | NJDEA | Eligibility: New Jersey municipalities, counties, redevelopment entities, and homeowners<br>Purpose: Returns contaminated and underutilized properties to productive reuse<br>Terms: Up to $3 million, per municipality, per year, for 100 percent of costs of preliminary assessment, site investigation, remedial investigation, and remedial action<br>Deadline: Open<br>C: New Jersey Economic Development Authority<br>P: 609-777-0990<br>I: www.njeda.com |
| | Redevelopment Investment Fund (NJRIF) | NJRA | Eligibility: New Jersey municipalities, counties, nonprofits, and corporations<br>Purpose: Flexible investment fund that provides debt and equity financing for business and real estate ventures<br>Terms: Vary<br>Deadline: Varies<br>C: New Jersey Redevelopment Authority<br>P: 609-292-3739<br>I: www.njra.us |
| | Redevelopment Area Bond Financing | NJDEA | Eligibility: New Jersey municipalities with designated redevelopment areas<br>Purpose: Tax-exempt bonds to fund the infrastructure and remediation components of redevelopment projects<br>Terms: Vary<br>Deadline: Varies<br>C: New Jersey Economic Development Authority<br>P: 609-777-4898<br>I: www.njeda.com |
| | Smart Futures Grant | NJDCA | Smart Futures Grant<br>Eligibility: New Jersey local governments, counties, and nonprofits<br>Purpose: Funds projects that balance development with the preservation of open space and environmental resources<br>Terms: Vary<br>Deadline: Annual<br>C: New Jersey Department of Community Affairs<br>P: 609-292-7156<br>I: www.state.nj.us/dca |
| | Smart Growth Redevelopment Funding | NJEDA | Eligibility: New Jersey developers undertaking mixed-use development projects<br>Purpose: To finance site preparations costs such as demolition, removal of debris, or engineering<br>Terms: Low-interest loans and loan guarantees up to $1 million<br>Deadline: Varies<br>C: New Jersey Economic Development Authority<br>P: 609-777-4898<br>I: www.njeda.com |
| | Special Improvement Districts: Loans and Grants | NJDCA | Eligibility: New Jersey municipalities<br>Purpose: To finance capital improvements within a designated business improvement zone<br>Terms: Loans up to $500,000 for capital improvements; grants up to $10,000 for technical support<br>Deadline: Open<br>C: New Jersey Department of Community Affairs<br>P: 609-633-9769<br>I: www.state.nj.us/dca |

| | | | |
|---|---|---|---|
| | Assessment Grants | U.S. Environmental Protection Agency | Eligibility: State, local, and tribal governments; land clearance authorities, quasi-governmental entities, regional councils, and redevelopment agencies<br>Purpose: Support site inventories and assessment for brownfield reclamation activities<br>Terms: Grants up to $200,000 for site assessments; additional funding may be secured if hazardous substances are present on the site<br>Deadline: Varies<br>Contact: U.S. Environmental Protection Agency<br>Phone: 202-566-2758<br>Web: www.epa.gov/brownfields |
| Redevelopment | Historic Site Management Grants | NJDCA | Eligibility: New Jersey municipalities, counties, and nonprofits<br>Purpose: Awards range from $5,000 to $50,000<br>Terms: Vary<br>Deadline: Varies<br>C: New Jersey Department of Community Affairs<br>P: 609-292-7156<br>I: www.state.nj.us/dca |
| | Public Works and Economic Development Program | US Department of Commerce | Eligibility: Economic Development Districts, states, municipalities, and tribal governments, and institutions of higher learning<br>Purpose: Supports brownfield redevelopment<br>Terms: Vary<br>Deadline: Open<br>Contact: U.S. Department of Commerce<br>Phone: 215-597-7883 |
| | Economic Development Administration Assistance Programs | U.S. Department of Commerce | Eligibility: Varies with program<br>Purpose: Provides funds needed infrastructure improvements to spur redevelopment<br>Terms: Varies<br>Deadline: Annual<br>Contact: U.S. Department of Commerce<br>Phone: 215-597-4603<br>Web: www.eda.gov |
| | | | |
| Environmental | Green Acres | NJDEP | The Green Acres program was created by a ballot initiative in 1961 and has subsequently been renewed through 12 additional ballot measures. The program funds a range of activities through its five program areas: State Park and Open Space Acquisition, Local and Nonprofit Funding, Stewardship and Legal Service, Planning and Information Management, and Office of Natural Resource Restoration. Generally, all Green Acres funding is for the support of outdoor recreation and conservation and must provide public access to these resources. More information can be found at: http://www.nj.gov/dep/greenacres/ |
| | Cleanup Grants | U.S. Environmental Protection Agency | Eligibility: State, local, and tribal governments, land clearance authorities, and redevelopment agencies<br>Purpose: To provide cleanup activities at brownfield sites<br>Terms: Maximum grants for $1 million for cleanup of more than five sites; 20 percent match is required<br>Deadline: Varies<br>Contact: U.S. Environmental Protection Agency<br>Phone: 202-566-2758 |
| | Targeted Brownfield Assessments (TBAs) | U.S. Environmental Protection Agency | Eligibility: States, tribal governments, and municipalities<br>Purpose: Grants and technical assistance for environmental assessment at brownfield sites<br>Terms: EPA will not fund TBAs at properties where the owner is responsible for the contamination<br>Deadline: Varies<br>Contact: U.S. Environmental Protection Agency<br>Phone: (215) 814-3129<br>Web: www.epa.gov/reg3hwmd/bf-lr/index.htm |

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| Environmental | Community Stewardship Incentive Program | NJDEP Division of Parks & Forestry | The Green Communities Grant helps a municipality or county hire a forestry consultant to assist them in writing a Community Forestry Management Plan. Then the Community Stewardship Incentive Program (CSIP) Grant is offered to communities who have Approved Status under the Act to implement goals and objectives directly from their management plan. The "Treasure Our Trees" license plates fund these grants. The grant is for $3,000 with a 100% match for Green Communities Grant.<br><br>Reaching and maintaining Approved Status offers many benefits and opportunities to a municipality or county. These benefits include liability protection from hazardous tree situations for your municipality or county including its volunteers, promotion of training and tree related educational opportunities, and sets a foundation for the proper care and management your tree resource. Having Approved Status opens the door for valuable Community Stewardship Incentive Program (CSIP) Grants to assist in plan implementation.<br><br>Approved Status provides maximum liability protection under the Act for your municipality. It will ensure that if the courts seek information from the New Jersey Forestry Service concerning the status of your municipality or county under the Act that a case can be made that your municipality or county is participating in the program and in full compliance with the New Jersey Shade Tree and Community Forestry Assistance Act.<br><br>Your shade tree resource is a resource worthy of investment in time and money. Involvement in the Community Forestry Assistance Act program is a worthy investment as well. Each municipality and county in New Jersey is encouraged to get involved with this program, at whatever pace and scope possible, and work toward reaching and maintaining Approved Status under the New Jersey Shade Tree and Community Forestry Assistance Act. CSIP Grant applications will be posted on this site when available to apply. For more information regarding the CSIP Grant email carrie.sargeant@dep.nj.gov |
| | Municipal / Local Government Energy Audit Program | Board of Public Utilities/ NJCEP | All across New Jersey, residents and business owners are looking for ways to save energy and the environment. Now local government, as well as state contracting agencies, public agencies, NJ State Colleges and State Universities, and 501(c)(3) non-profit agencies can take a leadership role by participating in the Local Government Energy Audit Program (LGEA) offered as part of New Jersey's Clean Energy Program. They'll help identify cost-justified energy-efficiency measures - as well as subsidize the full cost of the audit.<br><br>The LGEA Program targets buildings owned by local governments, New Jersey State Colleges and State Universities, and 501(c)(3) non-profit agencies. Such facilities may include, but are not limited to: offices, courtrooms, town halls, police and fire stations, sanitation buildings, transportation structures, schools and community centers. All local governments, New Jersey State Colleges or State Universities, and non-profit agencies exempt from federal tax under section 501(c)(3) of the Internal Revenue Code that are located within the service territory of at least one of the state's regulated utilities are eligible.<br><br>The Program requires that participating local government agencies pass a resolution enabling submittal of the program application. Sample Resolutions that may be used by your governing body are included in the complete package of guidelines and application forms provided in the link at the top of this page. Participants will prepare a Request for Proposal in order to select one of the pre-qualified auditing firms who will follow the strict parameters of New Jersey's Clean Energy Program to deliver an energy audit. The Program will subsidize 100% of the cost of the audit.<br><br>http://www.njcleanenergy.com/commercial-industrial/programs/local-government-energy-audit/local-government-energy-audit |

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| | Sustainable NJ Small Grants Program | | The Sustainable Jersey grants are intended to help local governments make progress toward a sustainable future in general, and specifically toward Sustainable Jersey certification. The projects serve as practical models for the rest of the state while making measurable contributions toward the long-term goal of a sustainable New Jersey.<br><br>Eligible projects include actions that would score a municipality points toward Sustainable Jersey certification. This includes projects addressing issues from renewable energy and green building design, waste reduction, a sustainable master plan, water conservation, natural resources management, energy management, and transportation issues. Most projects also include public outreach campaigns and many have involved school children and community organizations. The Small Grants program also gives capacity building awards to municipalities to support local green teams and their programs, and are not project specific.<br><br>On November 18th, 2015, Sustainable Jersey announced that $200,000 in grant money is now available to New Jersey municipalities. Funded by the PSEG Foundation, this cycle of the Sustainable Jersey Small Grants Program will support thirty-two local projects that leverage resources to make communities more livable, environmentally friendly and prosperous. The PSEG Foundation is also contributing $100,000 to support another cycle of the Sustainable Jersey for Schools Small Grants Program to fund projects that help schools gain points needed for Sustainable Jersey for Schools certification and make progress toward a sustainable future<br><br>For questions regarding the Sustainable Jersey Small Grants Program e-mail grants@sustainablejersey.com or call 609-771-2271. |
| | Private Foundation Funding | VARIES | In recent years, regional philanthropic organizations like the William Penn Foundation have been both generous and ambitious in providing financial support for building the regional trails network. This has occurred both through the creation of new, temporary discretionary funding programs like the DVRPC-facilitated Regional Trails Program, and on an individual basis to specific grantees in response to individual project proposals. Sponsors with project ideas should consider reaching out to the William Penn Foundation and others to explore funding opportunities that may become available from time to time. |
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## Additional Resources: Governmental and Non-Profit Partners

**Cross County Connection TMA**

Cross County Connection, a nonprofit organization, partners with the North Jersey Transportation Planning Authority (NJTPA), the New Jersey Department of Transportation (NJDOT), NJ TRANSIT, the Delaware Valley Regional Planning Commission (DVRPC), the South Jersey Transportation Planning Organization (SJTPO), member organizations and the U.S. Federal Highway Administration, to provide solutions to complex transportation problems for counties, municipalities, employers and in the southern New Jersey region encompassing Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester and Salem counties

Cross County Connection is a Transportation Management Association works to “Improve the quality of life in southern New Jersey through transportation solutions.” They offer assistance with Bicycle and Pedestrian Planning Services, Complete Streets Services, Sustainable Jersey Certification Services, Safe Routes to School Services, GIS Mapping Services, Traffic Alert Services and more. They have a program called TDM Reimbursements which makes monies available to member organizations to reward them for expanding their use of Transportation Demand Management (TDM) strategies. This money can be used for the purchase and installation of pedestrian and bicycle-related enhancements such as bicycle racks, crosswalks to enhance safety and visibility, and other improvements.

**Delaware Valley Regional Planning Commission**

Serving the Greater Philadelphia region for more than 40 years, DVRPC works to foster regional cooperation in a nine-county, two state area. City, county and state representatives' work together to address key issues, including transportation, land use, environmental protection and economic development. DVRPC provides services to member governments and others through planning analysis, data collection, and mapping services. Aerial photographs, maps and a variety of publications are available to the public and private sector.

As the designated MPO for the nine-county service area, DVRPC's mission is to proactively shape a comprehensive vision for the region's future growth and stability. DVRPC works to achieve this mission by providing technical assistance and services; conducting high-priority studies that meet the demands of its local governments; fostering cooperation among various constituencies to forge consensus on regional issues; and continuing public outreach efforts that enhance awareness of regional issues. DVRPC's land use and transportation plans and policies affect citizens, businesses, and institutions in the Delaware Valley and beyond.

DVRPC is also responsible for allocating federal funds for transportation and transportation-related improvements in the region. The current federal surface transportation act, MAP-21, Moving Ahead for Progress in the 21st Century Act, directs MPOs to program and prioritize projects on a regional basis. The projects are drawn from DVRPC's long-range land use and transportation plan, and include a broad range of activities, including roadway improvements, transit facilities, pedestrian services, goods movement, and parking enhancements. DVRPC will also be responsible for allocating federal funds out of the new FAST, Fixing America's Surface Transportation Act, which was signed into law in December of 2015 and authorizes approximately $305 billion in federal highway and transit spending over the next five years for transportation projects.

In January of 2016, DVRPC released an updated *Municipal Resource Guide* that can assist local governments, community groups, and non-profit organizations in the Delaware Valley Region to identify federal, state, regional, county, and private sources of funding for locally initiated planning and development projects. The programs are listed in alphabetical order and cover topical areas of disaster and pollution mitigation, energy conservation, historic preservation, housing, infrastructure, infill and brownfields, open space and recreation, smart growth and community revitalization, transportation, and private resources. The guide and online searchable database can be found on the DVRPC website or at the following link: http://www.dvrpc.org/asp/MCDResource/

**South Jersey Transportation Authority**

The South Jersey Transportation Authority (SJTA) was established by the Legislature in June 1991 to assume operational responsibilities for the Atlantic City Expressway, Atlantic City International Airport terminal, and parking facilities in Atlantic City. As a successor to the New Jersey Expressway Authority and Atlantic County Transportation Authority (ACTA), the SJTA serves six counties --- Atlantic, Camden, Cape May, Cumberland, Gloucester, and Salem.

Legislation (N.J.S.A. 27:25A-1 et seq.) charged the Authority with coordinating South Jersey's transportation system, including addressing the region's highway network, aviation facilities and transportation needs. The Authority' transportation network encompasses public highways, and transportation projects, parking facilities and functions once performed by ACTA; other public transportation facilities; and related economic development facilities in New Jersey.

The Atlantic City Expressway (ACE), the Atlantic City International Airport (ACY), Transportation Services, and Tourist Services are the Authority's core components. These entities are divided into eight departments: Executive, Airport, Engineering & Operations, Finance, Information &Tolls Technology, Marketing & Communications, Business Administration, Tourist Services, and Transportation Services. Each department contributes to the Authority's focus of using transportation facilities to stimulate economic development within its six-county service area.

The Mission of the South Jersey Transportation Authority is to provide the traveling public with safe and efficient transportation through the acquisition, construction, maintenance, operation, and support of expressway, airport, transit, parking, other transportation projects and services that support the economies of Atlantic, Camden, Cape May, Cumberland, Gloucester and Salem Counties.