
CITY OF BEVERLY
BURLINGTON COUNTY, NEW JERSEY
2023 REEXAMINATION OF THE MASTER PLAN

Adopted By:

The City of Beverly Joint Land Use Board

Date: June 21, 2023

Prepared By:

The Burlington County Bridge Commission

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An original copy of this document is signed and sealed and filed with the municipal clerk.



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Introduction

Background

In 1992, the City of Beverly replaced its comprehensive 1966 Master Plan, which was previously revised in 1977, 1982 and 1989. The 1992 Master Plan contains updated objectives, principles, assumptions, policies and standards as well as the following elements: Land Use Plan, Housing and Fair Share Plan, Circulation Plan, Utility Service Plan, Community Facilities Plan, Recreation Plan, Conservation Plan, Economic Plan and Recycling Plan. In 1999, the City reexamined the 1992 Master Plan, created a vision for the future and updated the Land Use Plan Element, which refreshes the Plan's purpose, goals and objectives. Fifteen years later, the 2014 Master Plan Reexamination Report was prepared by the Burlington County Bridge Commission's Department of Economic Development and Regional Planning. As part of the reexamination, the Report identified major problems dating back to 1999 and offered several recommendations to address these concerns. Since that time, the City adopted the Green Building and Environmental Sustainability Element and Healthy Community Plan Element to the Master Plan in 2017.

Municipal Land Use Law

N.J.S.A. 40:55D-1 et seq. entitled *Municipal Land Use Law (MLUL)* requires all municipalities to reexamine their master plans at least every ten years. The purpose of this requirement is for municipalities to have regular, periodic reviews of current information and any changing conditions within the municipality in the interest of keeping long-range planning as up-to-date as possible.

In Chapter 40:55D-89 of the MLUL, the following language is set forth:

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 have been prepared shall be sent to the county planning board.

The MLUL requires that the master plan reexamination report address the following six topics:

- 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," 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.

- F. The recommendations of the planning board concerning locations appropriate for the development of public electric vehicle infrastructure, including but not limited to, commercial districts, areas proximate to public transportation and transit facilities and transportation corridors, and public rest stops; and recommended changes, if any, in the local development regulations necessary or appropriate for the development of public electric vehicle infrastructure.

This report provides an in-depth discussion of each topic consistent with the requirements of the MLUL.

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

This section contains the policies (goals) and objectives as written in the 1999 Master Plan Update / Land Use Plan Element and the problems and recommendations set forth in the 2014 Reexamination Report. As conditions have changed over time, some problems and objectives must be revised, as noted in **bold**.

Major Planning Policies (Goals)

The 1999 Master Plan Update carried forward the six goals (a through f) contained in the 1992 Master Plan and set forth four new “policies” (g through j) to guide the future development of Beverly. In 2014, the Master Plan Reexamination restated these ten goals with some minor adjustments.

- a. To plan for a variety of residential and non-residential uses which will encourage an enhancement of the City of Beverly as a quality residential community supported by business and recreational areas for western Burlington County.
- b. To protect and enhance the environmental quality of the City.
- c. To consider and evaluate innovative development proposals which would enhance and protect environmental features, minimize energy usage and encourage development densities consistent with existing patterns of development.
- d. To encourage commercial, office, recreational and service development within the City which will provide employment for residents and contribute to a balanced economic and taxable base for the City.
- e. To allow use of the riverfront by the City’s residents while encouraging its commercial development.
- f. To propose development consistent with the State Development and Redevelopment Plan as an Existing Center within the Metropolitan Planning Area (PA-1).
- g. To prioritize strengthening and diversifying the economic composition of the City. Opportunities for redeveloping vacant and underutilized commercial sites should be identified, and the mixing of compatible uses, i.e., residential, commercial and office with appropriate buffering and parking, should be explored. Upon identifying appropriate mixed uses for specific areas, innovative zoning in the form of overlay zones with conditions should be established.
- h. To prioritize improvement of inter- and intra-city circulation, inefficient road intersections and inadequate parking in the downtown business district.
- i. To enhance Beverly’s river frontage, which provides many passive recreational opportunities, i.e., fishing, hiking and enjoyment of wildlife and the natural environment, and to maintain and enhance public access to the riverfront.

- j. To retain and carefully rehabilitate Beverly's housing stock, which is considerably old, to preserve the small-town character of the City and to make the City an attractive place in which to live.

Major Objectives

The major objectives identified in the City's 1992 Master Plan were carried forward in the 1999 Master Plan Update. However, the 2014 Reexamination Report stated the Industrial Objective (objective c) is "no longer sustainable given the relatively small lot sizes and circulation difficulties in that area." **These objectives, as a whole, no longer reflect the City's current vision and should be reviewed and revised.**

- a. Residential Objective – Evaluate existing land use patterns and develop appropriate zoning that respects neighborhood residential densities and predominant lot sizes and preserves the small-town character of the City. Except in the case of an approved redevelopment plan, residential densities should not be increased above current levels in order to provide adequate air, light and open space.
- b. Commercial Objective – Facilitate redevelopment of the City's downtown business district along Warren and Cooper Streets and the area around the New Jersey Transit light rail transit station stop at Cooper Street with commercial development, and with mixed uses along Railroad Avenue.
- c. Industrial Objective – Facilitate the adaptive reuse of empty buildings located along the railroad. Business incubator type uses and artisan studios should be explored for possible reuse of the industrial buildings. Flexible zoning should be created to allow for the reuse of the redevelopment of the industrial areas in the City.
- d. Waterfront Development Objective – Facilitate the redevelopment of the City's waterfront as a mix of public open space, residential and commercial development.

The 2014 Reexamination Report includes a set of problems identified by the City (listed verbatim below). These problem statements are reassessed in this 2023 Reexamination Report, based on current conditions, and suggested revisions are provided in the following section.

Critical Problems

- a. High residential property taxes due to limited commercial and industrial ratables,
- b. High number of abandoned and dilapidated housing units,
- c. High number of vacant and under-utilized downtown commercial units
- d. Overall poor physical appearance of Downtown district,
- e. Poor maintenance of rental housing and slow legal system of correcting problems,
- f. Overall poor physical appearance of Waterfront neighborhood,
- g. Downtown and neighborhoods designed and built without sufficient off-street parking,
- h. High percentage of rental housing (32%) almost all of which in individually managed units,

General Problems

- a. Continued population loss and increase in older population,
- b. Underutilized waterfront due to Army Corps of Engineers' dredging program, sewerage plant and buffering, public housing, etc.,
- c. Lack of defined "gateways" to welcome one to the City,
- d. Slow clean-up of Cosden superfund site,
- e. Underutilized and potentially contaminated industrial properties along railroad,

- f. High number of tax-exempt, charitable and religious properties with major land holdings,
- g. High number of two-family and multi-family units in houses designed for one family,
- h. Zoning ordinance requires many use, bulk and parking variances to do redevelopment,
- i. Narrow, confining and main street with no building setbacks, little vegetation, narrow sidewalks, limited parking, etc.,

Potential Problems

- a. Much of waterfront in floodplain; must be raised during redevelopment in conformance with federal floodplain management requirements,
- b. Limited funds and professional staffing to follow-up on housing / community development other recommendations.

The 2014 Reexamination Report set forth recommendations identified by the City to address Master Plan-related issues. These recommendations are listed verbatim below with suggested revisions shown in **bold**. Further discussion of the status of each recommendation is contained in the following section.

Recommended Planning and Regulatory Changes

- 1) General Provisions
 - a) The City should consider amending §20-4. Compliance by adding a sub-paragraph that indicates that all uses not expressly permitted or conditionally permitted within a zoning district are prohibited. **No longer applicable. Section 20-8. "Prohibited Uses" contains such a clause.**
- 2) Land Use Plan
 - a) The Joint Land Use Board should work with the Burlington County Bridge Commission's Economic Development and Regional Planning Department to update the City's Land Use Plan element of its Master Plan. **In 2023, the City will apply to the Department of Community Affairs' Local Planning Services for assistance in drafting an updated Land Use Plan Element.**
- 3) Economic Development
 - a) Facilitate commercial occupancy with traffic calming, sidewalk / pedestrian safety, off-street parking, streetscaping, signage, etc. improvements. **Traffic calming measures in the downtown district are limited due to the current configurations.**
 - b) Facilitate commercial and industrial occupancy through business-friendly zoning and redevelopment powers, including short-term tax abatement; Implement realistic waterfront redevelopment plan. **Ordinance 2022-8 has eliminated the short-term abatement option.**
 - c) Implement realistic waterfront redevelopment plan.
 - d) Develop and implement gateway improvement plan with County engineer's office; Implement traffic calming and pedestrian improvements in downtown district.
 - e) Partner with U.S. Environmental Protection Agency (US EPA) and the NJDEP's Brownfields task force to learn when / how site can be given green light for redevelopment.
 - f) Facilitate mixed-use occupancy through business-friendly zoning and redevelopment plan powers, including short-term tax abatement; Partner with NJDEP's Brownfields task force to learn when / how sites can be given green light for redevelopment. **NJDEP task force partnership is no longer applicable. The City will seek alternative methods to achieve the desired outcomes.**
 - g) Partner with NJDEP, Beverly Sewerage Authority, RC Dioceses of Trenton, etc to explore future redevelopment opportunities for properties; Implement realistic Redevelopment Plan.

Redevelopment objectives and partnerships within the waterfront area have evolved and will be reevaluated in a future redevelopment plan.

- 4) Housing
 - a) Continue to implement rental housing and nuisance code enforcement programs; Implement Abandoned Properties Rehabilitation Plan; Implement realistic Redevelopment Plan and Rehabilitation Program; Encourage conversion of two-family and multi-family homes back to single-family units. **“Nuisance” should be changed to “property maintenance.” The Abandoned Properties ordinance has been implemented. Multi-family conversions are no longer an issue.**
 - b) Implement rental housing and nuisance code enforcement programs; Encourage conversion of two-family and multi-family homes back to single-family units. **Not applicable (see above).**
 - c) Implement rental housing and nuisance code enforcement programs; Encourage conversion of two-family and multi-family homes back to single-family units: Implement Abandoned Properties Rehabilitation Plan; Implement realistic waterfront Redevelopment Plan. **See above.**
 - d) Implement updated existing zoning ordinance and revised redevelopment plan.
 - e) Partner with NJ DCA for community development planning / implementation and RCA expenditure assistance. **RCAs are no longer an applicable affordable housing mechanism.**
- 5) Affordable Housing
 - a) The City should monitor COAH’s upcoming fair share planning requirements and evaluate how to proceed with the assistance of the Burlington County Bridge Commission’s Economic Development and Regional Planning Department. **The City hired an affordable housing planner.**
- 6) Circulation
 - a) The City should work with the County Engineer to redesign the Five Points intersection for better pedestrian and vehicular safety.
 - b) The City should work with the County Engineer and the Bridge Commission staff to develop and to help find financial resource to implement a “downtown streetscape plan” and a “gateway improvement plan.”
 - c) The City should identify opportunities for off-street parking in the Five Points business district through the redevelopment process.
 - d) The City should explore the feasibility of making Railroad Avenue a two-way street east of Broad Street by acquiring additional right-of-way (ROW) through the redevelopment process and other measures.
 - e) The City should explore the potential to amend the Land Use Plan element and Zoning Ordinance to change the existing Industrial (I) district along Railroad Avenue to be a mixed-use office and residential district. These new uses would have less impact than those of the existing industrial users.
- 7) Community Facilities
 - a) No additional Community Facility Plan Element-related planning, policy or facility changes recommended, at this time. **This Report recommends a new Communities Facilities Plan.**
- 8) Educational Facilities
 - a) Identify potential sites for a dedicated school staff parking area, which would double as a recreation area parking area.

- 9) Recreation
 - a) The Joint Land Use Board should address the planning needs for the City's recreational facilities in a new Land Use Plan element and revised Redevelopment Plan.
 - b) The City should identify potential sites for a dedicated school staff parking area, which would double as a recreation area parking area.
- 10) Capital Improvements
 - a) The City should continue to involve the Joint Land Use Board on capital improvement issues, as they arise. **The City Administrator and Governing Body have taken the lead on these issues.**
- 11) Conservation
 - a) The City should explore the potential to reclaim the City's historic bulkhead and development of a riverfront promenade as part of future waterfront redevelopment.
- 12) Farmland Preservation
 - a) No Farmland Preservation Plan Element-related planning or policy changes recommended.
- 13) Development Transfer
 - a) No Development Transfer Plan Element-related planning or policy changes recommended.
- 14) Historic Preservation
 - a) The City should reach out to other municipal and county partners in the River Route to assist in developing programs to help educate people about their, and their neighbors', historic properties how to maintain and rehabilitate them, to offer incentives to help them undertake these projects, and then to recognize their successful efforts along the way and upon completion.
 - b) The Redevelopment Plan should be amended to consider rehabilitation of Cooper Street's historic facades as part of any change of use or density program.
- 15) Solid Waste Management and Recycling
 - a) The City should continue to implement its solid waste management and recycling ordinance and other implementation measures and ensure that redevelopment projects use best management practices to handle waste and recycling. **The City will continue to partner with Burlington County.**
- 16) Stormwater Management
 - a) The City should continue to implement the City's Stormwater Management Plan and ensure that redevelopment uses best management practices to handle stormwater runoff.
- 17) Utility Services
 - a) The City should amend the 2007 Redevelopment Plan to reflect existing conditions for the City's sewage plant. **Until funding can be secured, relocation of the plant is no longer applicable.**
 - b) The City should explore opportunities with the Beverly Sewerage Authority for redevelopment of its excess properties.
- 18) Official Map
 - a) No additional Official Map-related planning or policy changes recommended. Future street locations will be prescribed in a revised redevelopment plan.
- 19) Regional Planning
 - a) Continue participation in the Board of Chosen Freeholders' River Route Advisory Committee. **The River Route Advisory Committee is no longer active; therefore, City will partner with applicable State, County and regional partners.**
- 20) Statewide Planning
 - a) No additional State Plan-related planning or policy changes recommended.

The extent to which such problems and objectives have been reduced or have increased

This section reviews the policies (goals) and objectives identified in the 1999 Master Plan Update and the problems and recommendations found in the 2014 Reexamination Report and investigates the present status of each. The purpose of this review is to determine whether or not these goals and objectives remain relevant in the current setting and/or continue to align with the City's direction moving forward.

1999 Master Plan Update Policies (Goals) and Objectives

The policies (goals) and objectives set forth in the 1999 Master Plan Update and adjusted in the 2014 Reexamination Report were, at the time, appropriate for guiding growth and development in the City. However, not all the goals and objectives are as appropriate as they once were and this Reexamination Report recommends that the City conduct an in-depth review of these policies (goals) and objectives and revise, as part of a new Land Use Plan Element. Additionally, a new objective for the RiverLine station area should be added to reflect the current vision of developing more transit-oriented uses along the railroad.

2014 Reexamination Report

The major problems listed below were identified in the 2014 Reexamination Report. The current status of each problem (at the time of this Report) is indicated in **bold**. Further details are provided on the following pages (9 through 19). The section headings are identified in *italics*.

Critical Problems

- a. High residential property taxes due to limited commercial and industrial ratables – **Problem continues** (*affordable housing*)
- b. High number of abandoned and dilapidated housing units– **Problem has been reduced** (*housing*)
- c. High number of vacant and under-used downtown commercial units – **Problem has been reduced** (*economic development*)
- d. Overall poor physical appearance of Downtown district – **Problem continues** (*economic development*)
- e. Poor maintenance of rental housing and slow legal system of correcting problems – **Problem has been reduced** (*housing*)
- f. Overall poor physical appearance of Waterfront neighborhood – **Problem has been reduced** (*economic development*)
- g. Downtown and neighborhoods designed and built without sufficient off-street parking – **No change in problem** (*circulation*)
- h. High percentage of rental housing in individually managed units – **No longer an issue** (*demographics*)

General Problems

- a. Continued population loss and increase in older population – **No change in problem as far as population loss but the City is no longer seeing an increase in older population** (*demographics*)
- b. Underutilized waterfront due to the Army Corps of Engineers' dredging program, sewerage plant and buffering, public housing, etc. – **No change in problem of an underutilized waterfront but is not related to the Army Corps of Engineers' dredging program** (*economic development*)

- c. Lack of defined “gateways” to welcome one to the City – **No change in problem** (*economic development*)
- d. Slow clean-up of Cosden superfund site – **Problem decreased as there is five-year plan to fully clean-up the Cosden superfund site** (*economic development*)
- e. Underutilized and potentially contaminated industrial properties along railroad – **No change in problem** (*economic development*)
- f. High number of tax-exempt properties with major land holdings – **No change in problem** (*demographics*)
- g. High number of two-family and multi-family units in houses designed for one family – **No longer an issue** (*housing*)
- h. Ordinance requires many use, bulk and parking variances to do redevelopment – **Problem decreased** (*zoning code*)
- i. Narrow, confining and main street with no building setbacks, little vegetation, narrow sidewalks, limited parking, etc. – **No change in problem, narrow sidewalks are not a problem** (*circulation*)

Potential Problems

- a. Much of waterfront in floodplain; must be raised during redevelopment – **No change in problem** (*economic development*)
- b. Limited funds and professional staffing to follow-up on housing / community development and other recommendations – **Problem decreased with new administrative procedures** (*zoning code*)

Analysis

Zoning Code

The previous Master Plan Reexamination recommended the City amend Chapter 20-4 “Compliance” by adding a sub-paragraph that indicates that all uses not expressly permitted or conditionally permitted within a zoning district are prohibited. Currently, Section 20-8. “Prohibited Uses” contains such a clause.

Since the last reexamination, the Beverly City Common Council has revised its zoning code to address identified and anticipated problems as well as to provide more clarity in identified sections. For example, Ordinance 2019-06 creates a completeness checklist for development applications and amends accompanying language for the Land Use Board. Ordinance 2019-08 amends Section 20-14 “Off-Street Parking and Loading” by providing additional requirements concerning the construction and configuration of off-street parking including the number of required parking spaces for each land use type. The ordinance allows for the parking provisions to be relaxed in the redevelopment areas if the exemption serves the public good and safety of the citizens. Ordinance 2019-09 amends the language in Section 20-13 “Fences and Walls” to address materials, heights and setbacks. Finally, Ordinance 2021-14 amends the City’s Code by establishing Section 20-22,1 entitled, “Little Fee Libraries.” In 2022, Beverly began a comprehensive update of its General Code Book for the first time since 1999.

During a recent review of the Land Use Plan Element (described in the Land Use Plan section below), several changes to the zoning code and accompanying zoning map were proposed but were not finalized. The City plans to request assistance from the New Jersey Department of Community Affairs’ Local Planning Services to take a fresh look at these suggested changes in relationship to the existing zoning code and zoning map and determine whether these recommendations are consistent with current needs.

Land Use Plan

In 2007, the City adopted a redevelopment plan that proposed significant change to the zoning, land uses, and building regulations in the areas designated for redevelopment. Although the Plan recommended updating the Land Use Plan Element, action was not immediately taken. Six years later, a joint task force composed of members from the City's Common Council, Land Use Board, Board of Education, and the Burlington County Bridge Commission Economic Development and Regional Planning (EDRP) staff was formed to complete a Master Plan Reexamination Report and draft a new Land Use Plan Element. The joint task force acknowledged that many of the basic assumptions of the 2007 Redevelopment Plan and its land use and building regulations were no longer valid and needed to be reviewed and revised.

As part of the Land Use Plan process, the City and EDRP staff hosted two community planning workshops in June 2017. For the first planning workshop fourth grade students from the City's elementary school were challenged to re-envision the City's waterfront. Groups of students were asked to develop concepts of how the waterfront should be used, where uses should be located and what types of open space and other features should be present. Students created several conceptual designs. The second planning workshop invited members of the public to re-plan three strategic areas of the City. The results of the workshops were intended to become the foundation of a modern Land Use Plan Element for the City.

A draft Land Use Plan Element was initiated by EDRP to emphasize three strategic areas of the City: Cooper Street, the downtown Five Points Area, and the neighborhood north of Third Street between Cooper and Magnolia streets (known as the Waterfront Area). The intended Land Use Plan Element would provide an analysis of land use, area and bulk requirements, building and site designs, environmental issues, historic resources and real estate factors. Based on these findings, recommendations included new definitions, purpose statements, use, area, height and bulk standards, parking standards and design standards. A new zoning map was proposed, which modified existing boundaries and created new zoning districts. The City plans to reconvene its Master Plan subcommittee to take a fresh look at the existing draft document and seek planning assistance from the State to develop an up-to-date Land Use Plan Element.

Economic Development

The 2014 Master Plan Reexamination Report identified several desired outcomes centered around economic development in the City, especially within the downtown district, the waterfront area and along the railroad. Although progress has been slower than desired, the downtown district has seen some improvement. In 2016, a new 8,320 square foot Family Dollar store opened on the corner of Cooper and Warren Streets, which was the largest retail development in Beverly in more than 40 years. The former Masonic Hall on Cooper Street was renovated in 2014 and is now known as Beverly Commons II, which has seven apartment units on the upper floor and commercial space below. Several properties on the east side of Cooper Street between Perkins Road and Church Street have been rehabilitated with commercial space on the first floor and apartment units above, as required by the zoning code. However, beginning in March 2020, the COVID-19 pandemic caused communities around the nation to restrict travel, social interaction and access to public spaces in order to prevent the spread of the novel disease. These restrictions, along with voluntary self-isolation, has slowed economic activity in Beverly and similar small downtowns, especially in regards to attracting and retaining independent retailers and small businesses.

In 2022, the City passed Ordinance 2022-5, which amends the zoning code to create additional permitted principal, accessory and conditional uses in the C2 Downtown Commercial District. This ordinance permits

more service-oriented businesses, cultural and entertainment facilities and retail establishments, which will encourage a greater diversity of tenants and is more suitable for both the existing buildings and the newly rehabilitated retail spaces. Table 1 demonstrates the lack of economic development within the City during the past 10 years by summarizing the amount of non-residential development authorized by building permits.

Table 1 – Square Feet of Non-residential Space Authorized by Building Permits

	Retail	Office	Multi-family	Education	Industrial	Institutional	Storage	Misc.
2020	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	497
2018	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	1,144
2016	0	0	0	0	0	0	0	1,060
2015	8,424	0	0	0	0	0	0	1,080
2014	0	0	0	0	0	0	0	336
2013	0	0	0	0	0	0	0	565
2012	0	0	0	0	0	0	0	741
2011	0	6,900	0	0	0	0	0	788

Source: NJ Department of Community Affairs, Construction Reporter

In the last few years, the City has taken proactive steps to improve the appearance of the downtown district and waterfront area. New banners were erected in the downtown district and waterfront area, which includes the newly branded “Beverly City – Think Globally, Act Locally”. The City’s Public Works Department continues to maintain the sidewalks and landscaping and provides trash receptacles at key locations (e.g. along Cooper Street). The Beverly Police Department, Public Works Department and Code Enforcement immediately stop, report and address any activities that may negatively impact the City’s appearance. To provide an inviting outdoor environment that will attract new residents and visitors to the downtown district and waterfront area, the City will seek funding to prepare a Streetscape Plan.

To date, the desired economic revitalization of the waterfront area has not been realized. As part of the waterfront visioning process, the City created preliminary mixed-use designs that feature multi-family housing, retail and open space. To implement its vision, the City will revise its redevelopment plan and Land Use Plan Element while pursuing developer interest, funding opportunities and property acquisition. The City must also work with potential developers to mitigate potential flooding and buffering issues. As a component of waterfront development, the DVRPC drafted a white paper entitled, “Exploring Ferry Access on the Delaware River” that gives a preliminary look at the feasibility of ferry service to Beverly.

Outside of the Downtown District and waterfront area, the City seeks to revitalize the parcels adjacent to the railroad. The former Cosden Chemical Coating Superfund site has laid vacant for decades since operations ceased in 1989. The U.S. Environmental Protection Agency cleanup of the site, which has included demolition of all buildings, removal of contaminants and soil remediation has been completed. Additional groundwater monitoring between 2017 and 2021 has been conducted, showing a reduction in contaminant levels. The City seeks to redevelop the property once the site has been fully remediated.

In 2007, the Beverly/Edgewater Park Transit Oriented Design Neighborhood Planning Study recommended primarily residential and commercial development along Railroad Avenue, across from the

RiverLine station. However, it is more realistic that the area along Railroad Avenue between Bentley Avenue and Spruce Street remain primarily industrial, with the exception of the Beaunit Mills site, which may become a civic use, as discussed later in this section. A 2022 redevelopment plan amendment, for the properties along Cooper Street between Railroad Avenue and Pine Street (Blocks 1280 and 1587), preliminary proposes two midrise mixed-use buildings with onsite parking. Once completed, this development will become the City's prominent gateway along Cooper Street from the RiverLine station.

Housing

Similar to the Economic Development section, the Housing section of the 2014 Master Plan Reexamination report set forth a list of desired outcomes centered around well-maintained, occupied, diverse and affordable housing. To that end, the City has introduced several initiatives to reach these objectives. In 2014, the Common Council adopted Ordinance 2014-10 creating certain standards and responsibilities for landlords, which defines substantiated complaints, sets procedures for notices and hearings and consequences for violations. That same year, the Common Council also passed Resolution 2014-155 designating the City in its entirety as an Area in Need of Rehabilitation, which grants the City all powers of redevelopment except condemnation and long-term tax exemptions (PILOTs).

To address the significant number of vacant properties identified in the 2014 Reexamination Report, the Common Council adopted Ordinance 2015-8, which established a system of annual registration for and maintenance of vacant properties and providing for remedies for violations. The ordinance requires owners to register vacant properties, maintain insurance, secure the property, permit access for code inspection and keep the property free of trash and debris. In 2016, the City adopted Ordinance 2016-7, requiring additional postings and clarification. To date, the program has successfully reduced the amount of unkept properties. In 2022, the City adopted Ordinance 2022-6 establishing further provisions for vacant and abandoned properties.

The City no longer sees the legal conversion of single-family homes to multi-family units as an issue and now sees a deficit supply of affordable rental opportunities. Illegal conversions and rooming houses are monitored by Code Enforcement.

Table 2 depicts the overall absence of new housing construction in Beverly City over the last ten years.

Table 2 – Housing units authorized by building permits for new construction

Year	Total	1 & 2 family	Multi-family	Mixed use
2020	0	0	0	0
2019	0	0	0	0
2018	0	0	0	0
2017	0	0	0	0
2016	2	2	0	0
2015	0	0	0	0
2014	0	0	0	0
2013	0	0	0	0
2012	0	0	0	0
2011	0	0	0	0

Source: NJ Department of Community Affairs, Construction Reporter

Affordable Housing

Beverly received substantive certification of their third-round affordable housing plan by the Council of Affordable Housing (COAH) in 2009. The following year, in 2010 the Appellate Court invalidated the third-round rules and methodology, which were based upon a modified growth share formula. As a result, COAH was directed by the New Jersey Supreme Court to revise its current methodology and regulations and adopt new rules by October 22, 2014. After years of COAH's inaction and failing to meet the Court ordered deadline, Fair Share Housing Center (FSHC) filed a Motion, which resulted in the Supreme Court's March 10, 2015 ruling, transferring the responsibility of the review and approval of housing plans from COAH to the Superior Court. With the assistance of an appointed Special Court Masters, the lower court judges are charged with reviewing and approving housing plans on a case-by-case basis. Presently, Beverly does not have a fair housing agreement in place with the Court, however, the City is monitoring the upcoming 2025 fourth-round of affordable housing and is in the process of hiring an affordable housing planner.

Consistent with prior agreements, the City continues its affordable housing rehabilitation program and has almost completed all of its rehabilitation commitments made through various COAH Regional Contribution Agreements (RCAs). Beverly is one of eight municipalities in Burlington County that is eligible to participate in New Jersey Department of Community Affairs' (DCA) Small Cities Community Development Block Group (CDBG) housing rehabilitation program. The City has utilized this funding source to rehabilitate homes occupied by low- and moderate-income households. In 2017, the City of Beverly Housing Rehabilitation Program received \$175,000 to rehabilitate ten housing units occupied by low and moderate-income residents and an additional \$163,000 in 2020 to rehabilitate nine units.

Affordability is compounded by high tax rates. According to 2020-2016 Burlington County General Tax Rates and Ratios, the City continues to have the highest tax rate in the County, which can be contributed to the number of ratables (taxable parcels), tax exempt properties and lower overall valuation.

Table 3 – General Tax Rates and Ratios for Selected Municipalities

Municipality	2020 Rate	2020 Ratio
Beverly City	\$4.638	95.86
Willingboro Township	\$4.013	98.75
Palmyra Borough	\$4.005	93.67
Burlington City	\$3.998	92.18
Delran Township	\$3.724	86.78
Riverside Township	\$3.698	99.80

<https://co.burlington.nj.us/DocumentCenter/View/12184/2020-17-General-Tax-Rates?bidId=>

Circulation

The previous reexamination report identified several circulation issues that are due to the age, width and layout of the City's street network. Although some recommendations from the 2014 Reexamination Report are no longer feasible, such as a roundabout at "Five Points" and converting Railroad Avenue into a two-way street, other strategies may be more implementable. For example, converting Laurel and Cooper streets (North of Warren Street) to one-way streets could improve circulation as well as create new parking opportunities, which was identified as a prominent issue in the 2014 Reexamination Report. To remedy the parking situation, property owners have created additional onsite parking spaces as

redevelopment occurs. Additionally, the City continues to seek options for additional off-street parking spaces by investigating the purchase of vacant parcels along Bridge Street behind the Beverly Free Library.

The 2018 River Route Corridor Study was funded in part by a TCDI grant from the Delaware Valley Regional Planning Commission (DVRPC) and the Burlington County Bridge Commission (BCBC). It summarizes 41 priority locations along the U.S. Route 130 Corridor within 16 municipalities from Bordentown City and Township in the north to Cinnaminson and Palmyra in the south. For each location, the report summarizes existing conditions (location, current design and geometric configuration, crash data, traffic volumes, and local and regional context), notable previous studies and findings, issues and deficiencies, recommended improvements, and concept diagrams. Municipalities are encouraged to use the Study for incorporation into their transportation and circulation plan elements of their master plan. Although U.S. Route 130 does not run through Beverly, recommended improvements to U.S. Route 130 intersections at Bridgeboro Road at Cooper Street will improve traffic entering and leaving the City. Stakeholders from the Beverly identified the following additional transportation related issues:

- The intersection of Broad Street and Warren Street, in addition to the Five Points intersection (Warren Street, Cooper Street and Bridge Street) have poor visibility for both drivers and pedestrians.
- Speeding was documented along Broad Street, Cooper Street and Manor Road
- Truck traffic is a concern along Manor Road

Since 2004, NJ TRANSIT has operated passenger rail service along the Delaware River via the RiverLine, which runs from Camden to the south and Trenton to the north, providing passengers with connections to the NJ TRANSIT Atlantic City Line and Northeast Corridor Line as well as AMTRAK, SEPTA and PATCO. The Beverly-Edgewater Park Station is located at Cooper Street and Railroad Avenue, on the boundary of the two communities. According to NJ TRANSIT, in 2018 the average weekday passenger boardings at Beverly-Edgewater Park was 514, which was the second highest of all Burlington County stations. Ridership increased from 2008 (468 boardings) to its peak in 2014 (672) but has steadily decreased each year. As both municipalities have redevelopment plans in this area, Edgewater Park and Beverly City should work together to ensure development occurs in an appropriate and consistent manner.

As a main stop on the RiverLine, the City plans to apply for NJDOT Transit Village designation. According to the NJDOT website, a designated Transit Village is defined as “a municipality that has been recommended for designation by the inter-agency Transit Village Task Force. These municipalities have demonstrated a commitment to revitalizing and redeveloping the area around their transit facilities into compact, mixed-use neighborhoods with a strong residential component. A municipality can be designated a Transit Village only after much of the planning and background work has already been done on the municipal level. It may only be designated a Transit Village after the Transit Village Criteria have been met.”

The NJ TRANSIT 419 bus route has been scaled back no longer serves the City of Beverly; however, Burlington County operates a deviated fixed route service known as the “BurLink,” which operates three routes weekdays for the general public, connecting RiverLine rail stations in Beverly/Edgewater Park and Florence to places of employment and Human Services while complimenting with NJ Transit bus services.

Community and Educational Facilities

The Beverly City Municipal Building, located at 446 Broad Street in the former elementary school building, houses all municipal services, the Beverly Sewerage Authority and the police department. The 2007 Redevelopment Plan recommended relocating these functions from the present location to the Five Points area, however, this option is no longer valid since the proposed site is now unavailable. The City has and continues to implement green, energy-saving initiatives to improve the efficiency of the existing building. To save heating costs, Beverly has contacted PSEG to have energy audits completed for all its facilities. The City should investigate a dedicated space for a community center to serve youth and seniors.

Education is an important component of the Beverly's success as the City invests in its future. After receiving multiple state honors, the Beverly City School has been recognized on the national level as one of up to 100 National Title I Distinguished Schools. In addition to the municipal building, the City has upgraded the Beverly School with energy efficient equipment and materials as well as making both facilities ADA accessible. In order to address existing vehicular traffic around the school and adjacent neighborhood, the City has identified and is in the process of securing a new dedicated parking area for the school at Cherry and Locust streets. The City may apply for Safe Routes to School and Small Cities grants to construct the parking lot and implement a circulation plan to improve traffic safety in the area.

Recreation

According to its website, "the East Coast Greenway connects 15 states, 450 cities and towns, and 3,000 miles of people-powered trails from Maine to Florida —the country's longest biking and walking route." Between Trenton and Philadelphia, the East Coast Greenway (ECG) follows along two designated bicycle routes that form a 60-mile loop, known as the Delaware River Heritage Trail. On the New Jersey side, the trail extends from the Calhoun Street Bridge in Trenton to the Tacony-Palmyra Bridge in Palmyra Borough and currently traverses Beverly City via Warren and Cooper Streets. As the long-term goal of the trail planners is for a completely off-road facility, the City will engage with the DVRPC and the County to identify alternative trail routes that follow along the Delaware River and through the waterfront area.

New Jersey maintains a database containing municipal, county and non-profit owned land under the Green Acres Program, known as the Recreation and Open Space Inventory (ROSI). According to the Green Acres website, "each Local Unit (municipality or County) is required to prepare a ROSI as a condition of applying for and receiving Green Acres funding. The ROSI lists all Green Acres-funded properties ("funded parkland") as well as all other lands held for conservation and/or recreation purposes at the time the Local Unit last received funding from Green Acres ("unfunded parkland")." Currently, the City does not list its parks on the ROSI, however, the City may explore future participation in the Green Acres Program.

The Burlington County Municipal Park Development Grants program is intended to help municipalities improve parks and recreational facilities. In the past round, every town that applied to the Municipal Park Development Grants program received funding, except Beverly City and Woodland Township, which did not submit applications. Similar to the Green Acres Program, the City will engage the Burlington County Open Space Program to preserve approximately 10 acres of natural areas along the Delaware River. The City should seek funding to upgrade and modernize its aging park amenities and recreational equipment.

Table 4 shows the five parks and playgrounds owned and maintained by the City. Lauinger Field is a beautiful recreation area at the intersection of Melbourne and Railroad avenues with new playground

equipment and a multipurpose/baseball field. Farnum Park is located on the corner of Jennings and Pine streets and contains a walking loop and park benches, in addition to playground equipment. Talbot Hall Park is a small tot lot, which contains playground equipment. The aforesaid locations also provide for small, passive recreational areas. There are two heavily-used basketball courts located on the corner of Oak and Broad streets. The waterfront area between Cooper and Broad streets is a passive park, with a gazebo, walking paths, picnic benches and barbeque grills. Until the waterfront area is redeveloped, the City will continue to utilize this space with various recreational opportunities for all ages and abilities and organized community events. In order to best serve its residents, the City should consider creating an updated Open Space and Recreational Plan Element.

Table 4 – Recreational Facilities and Open Space

Parks	Address	Acres
Lauinger Field	MELBORNE & RAILROAD AVE	1.7
Farnum Park	JENNINGS & PINE STREETS	1.3
Talbot Hall Park	BROAD ST	0.45
Basketball courts	OAK AND BROAD STREETS	0.36
Riverfront Park	COOPER & BROAD ST	5.3

Sources: City of Beverly, Burlington County Bridge Commission

Conservation

As Beverly contemplates redevelopment of the waterfront area, it maintains sight of good conservation practices throughout the City and especially along the Delaware River. For example, the governing body has drafted a tree conservation ordinance that closely monitors the State's zero-net loss policy but also includes additional elements from other municipal tree conservation ordinances. The City is working with the State to implement other changes prior to adoption. Additionally, the City has been proactive on identifying and managing flooding issues as the Common Council adopted Ordinance 2017-12 in order to comply with Federal and State laws concerning flood damage prevention.

Beverly registered in the Sustainable Jersey Municipal Certification Program in 2009 and passed Resolution No 2016-77 supporting participation. Subsequently, the Mayor and Common Council formally established and appointed members to the Green Team. The City should seek to earn a bronze certification by implementing and completing the initial actions set forth at www.sustainablejersey.com.

The Joint Land Use Board adopted the Green Buildings and Environmental Sustainability Plan Element on March 22, 2017, which encourages and promotes, green building technology, efficient use of natural resources, use of renewable energy, protecting the natural environment and conservation of water resources. This pioneering document includes a vision statement that strives for the City to become a "green" and environmentally sustainable community with policies, programs and projects aimed to improve the overall environmental quality and overall quality of life in Beverly. The five goals and associated objectives within the Plan remain valid and should be incorporated into current practices.

On the same date, the Joint Land Use Board adopted this Healthy Communities Element to the Master Plan. Also similar to the Green Buildings and Environmental Sustainability Plan Element, the Healthy Communities Element contains a vision and realistically achievable goals and objectives. The Plan seeks to promote public health and wellness when implementing municipal policies, programs and projects by

providing residents of all ages, backgrounds and income levels access to healthy food and drinking water, healthy environments and areas for physical activities. Many of these objectives have been achieved. For example, the Beverly Community Garden, located at the corner of Penn and Magnolia streets, was recently opened. Plots are available to City residents as a one-year rental.

Recent hurricanes and storm events have impacted communities located along the Delaware River. In response, the DVRPC assisted six Burlington County municipalities by producing a Coastal Vulnerability Assessment Report for each, as part of the New Jersey Resilient Coastal Communities Initiative. The report for Beverly City assesses the impacts of flooding from previous storm events and analyzes current conditions, which are vulnerable to flooding. The Report also addresses the impacts that sea-level rise will have on the community and contains projections of sea level rise for the years 2030, 2050 and 2100.

According to the Report, a worst-case scenario (Category 2 storm plus sea level rise projection of 3.3 feet by 2100) would closely resemble the 1-percent/100-year flooding extent and would have the greatest impact in the northwestern corner of the City and along the waterfront. There are 15 identified community assets in Beverly that are susceptible to the effects of coastal flooding events, of which five were identified as “assets of high concern.” These assets, which include the wastewater treatment plant, sea walls, a storm drain, cul-de-sac roads and open space are assessed in detail based on their vulnerability to flooding. Of the remaining 10 assets, 3 were considered a “Moderate Risk.” The location and type of all assets are listed and mapped in the Report. The Report provides strategies for preparing against anticipated flooding events caused by storm surges and sea level rise and suggests possible State and Federal funding sources. In order to prepare for severe storm events, the City should seek funding to implement the protective measures and strategies recommended in the City and County’s Hazard Mitigation Plan.

Clean Communities Initiative

According to its website (www.njclean.org), “New Jersey Clean Communities is a statewide, comprehensive, litter-abatement program created by the passage of the Clean Communities Act in 1986. The Act provides a funding source for the program by placing a tax on fifteen categories of businesses that may produce litter-generating products. The Clean Communities Program Fund generates about \$ 20 million each year and is disbursed each year to municipalities (80%), counties (10%), state parks service (10%), and the New Jersey Clean Communities Council, Inc. (\$375,000).”

The Beverly City Clean Communities Committee with approval from the Beverly City Common Council, purchased reusable shopping bags for all Beverly residents using funds from a Clean Communities grant. This project is part of our “Think Globally, Act Locally” campaign.

Historic Preservation

The New Jersey Historic Preservation Office (HPO) maintains an online viewer (LUCY) for New Jersey’s cultural resources inventory. Properties and districts identified on the LUCY database in Beverly include:

- Beverly Riverbank Historic District (#ID746)
- Cooper Street Historic District (ID#309)
- Steamboat Wharf Complex [Site] (ID#747)
- Camden and Amboy Railroad Main Line Historic District (ID#2970)
- Beverly Manor Historic District (ID#3803)
- St. Steven Episcopal Church (ID#106)
- Warren Street Streetscape (ID#748)

The City is currently working on wayfinding signage and historic/cultural markers to be placed throughout the community to direct residents and visitors to significant sites. Additionally, Beverly has partnered with the Beverly Board of Education to include a local history curriculum into their History/Humanities Class to ensure future generations recognize the significance of our community in our region's history.

Stormwater Control

Two sets of stormwater rules that were signed into law in 2004, establish a comprehensive framework for addressing water quality impacts associated with existing and future stormwater discharges.

The first set of rules is the Phase II New Jersey Pollutant Discharge Elimination System Stormwater Regulation Program Rules (N.J.A.C. 7:14A). These rules were intended to address and reduce pollutants associated with existing stormwater runoff. The rules establish a regulatory program for existing stormwater discharges as required under the Federal Clean Water Act. Under this program, permits must be secured by municipalities, which establishes the Statewide Basic Requirements that must be implemented to reduce nonpoint source pollutant loads.

The second set of regulations is known as the Stormwater Management Rules (N.J.A.C. 7:8). These rules set forth the required components of regional and municipal stormwater management plans and establish the stormwater management design and performance standards for new (proposed) development. The design and performance standards for new development include groundwater recharge, runoff quantity controls, runoff quality controls and Category One buffers.

The City adopted a Stormwater Pollution Prevention Plan that describes the municipality's stormwater program, including details on the implementation of required statewide basic requirements. The Land Use Board, in implementing the rules, adopted a Stormwater Management Plan in 2014 and recommended a Stormwater Control Ordinance to the Governing Body. The rules impact the Land Use Board's review of new development and emphasize, as a primary consideration, the use of non-structural stormwater management techniques including minimizing disturbance, minimizing impervious surfaces, minimizing the use of stormwater pipes and preserving natural drainage features.

On June 20, 2016, the NJDEP adopted changes to the Stormwater Management Rules, N.J.A.C. 7:8, for consistency with the Flood Hazard Area Control Act Rules regarding development in flood hazard areas and the preservation of vegetation and habitat within and adjacent to surface waters.

On March 2, 2020, the NJDEP adopted updated stormwater regulations to replace the current requirement that major developments incorporate nonstructural stormwater management strategies to the "maximum extent practicable" to meet groundwater recharge standards, stormwater runoff quantity standards, and stormwater runoff quality standards, with a requirement that green infrastructure be utilized to meet these same standards. The updated regulations stipulate that all municipalities must adopt updated stormwater control ordinances (SCO) in accordance with new rules by March 3, 2021 and all SCOs must be granted unconditional approval by the County in order to be considered effective. On February 9, 2021, the Common Council approved Ordinance 2021-02, to update the City's stormwater management requirements.

Redevelopment

In 2007, the City adopted a redevelopment plan, which affects large sections of the City, including the waterfront, the downtown district and the area adjacent to the train station. The Plan sets forth a vision that encourages new housing stock, a bustling downtown, additional public gathering spots and a vibrant waterfront. In order to accomplish this, the Plan recommends relocating City Hall, the Police Department, the sewage treatment plant and the Delacove public housing facility. To implement the goals of the Redevelopment Plan, new design standards and modifications to existing zoning were developed that significantly change existing land uses and building regulations in the affected areas. However, many of these recommendations are no longer tenable. The City should look to update its redevelopment plan with more practical solutions based on current market trends.

Solid Waste, Recycling and Utility Services

The City continues to implement its solid waste management and recycling ordinance and complies with the County's solid waste and recycling district plan. Additionally, as a benefit to City residents, Beverly periodically hosts free dumpster days, which host E-Waste recycling, and shredding events.

The Beverly Sewerage Authority operates a wastewater treatment plant, which serves both Beverly City and Delanco Township and is located along the Delaware River near Magnolia Street. Treated effluent from this facility is discharged to the Delaware River. A summary of the plant's existing flow and capacity is summarized in the Burlington County Wastewater Management Plan, which is discussed later in this report. The City would support a plan to relocate the hundred-year-old wastewater treatment plant from its current location to an upland portion of the waterfront (also known as the "Dunes"). The move would free up this waterfront property for a higher and better use; however, the current proposal is cost prohibitive and unlikely to occur without private investment. The City seeks to repurpose a site on Laurel and Putnam streets, by demolishing the abandoned building and build a new public works facility.

In 2022, due to the age of its infrastructure, the City contracted with a consulting firm to evaluate the condition of its storm and sewer system, calculate capacities and recommend improvements.

Cannabis

On February 22, 2021, Governor Murphy signed into law P.L. 2021, c. 16, known as the "New Jersey Cannabis Regulatory, Enforcement Assistance, and Marketplace Modernization Act" (the "Act"), which legalizes the recreational use of marijuana by adults 21 years of age or older, and establishes a comprehensive regulatory and licensing scheme for commercial recreational (adult use) cannabis operations, use and possession. In 2021, the Common Council adopted Ordinance 2021-5, permitting cannabis cultivators, delivery services, distributors, manufacturers and wholesalers in the C-3 Waterfront Development District and recognizes the City's desire to opt out of licensing for any retail sales of recreational cannabis products. At the same time, the Common Council also adopted 2021-6, imposing a transfer tax on the sale of cannabis by licensed commercial businesses in the City in order to raise revenue.

Regional and Statewide Planning

In 1995, Burlington County undertook a multi-year collaborative planning process with twelve communities along U.S. Route 130, including the City of Beverly. On April 28, 1999, the New Jersey State Planning Commission (NJSPC) endorsed the Route 130/Delaware River Corridor Strategic Plan, which

resulted in the designation of six centers within the Route 130/Delaware River Corridor. The entire City of Beverly and adjacent sections of Edgewater Park Township and Delanco Township were designated as one of those six centers.

The major thrust of the 1999 Plan was to create a vision for the communities along the U.S. Route 130 Corridor, translate it into physical forms of development and redevelopment that are desirable and necessary to assure revitalization within the Corridor. The Plan recommends policies, actions and strategies, which would be implemented by the twelve communities, the County, the State and the Federal government in terms of short, mid and long-range timeframes. To achieve the vision and implement the goals set forth in the Plan, recommendations in the form of an implementation agenda were created for the County and each of the municipalities. Over the last twenty years, the City has worked diligently to complete these planning activities. The goals and the findings of the Plan have been incorporated into the City's Master Plan through recommended zoning changes, recommended modifications to the circulation network, and urban design guidelines for the U.S. Route 130 Corridor.

In the late 2000s, the City participated in the State's Cross-Acceptance process, which extended its center designation another ten years. At the beginning of 2019, the centers designation was set to expire. After several extensions were granted by the NJSPC, Beverly and the other municipalities along the corridor, began the process of State Plan Endorsement in order to maintain their center designations, with assistance from the Burlington County Bridge Commission. As a result of the worldwide COVID-19 pandemic and emergency lockdowns, the deadline was further extended by resolution of the NJSPC until 180 days after the revocation of Executive Order 103, which was set to expire on January 11, 2022.

Beverly received plan endorsement from the State Planning Commission in November 2022. The City approved a resolution committing to the plan implementation agenda (PIA), which confirms that Beverly will remain consistent with State goals and policies and extend center designation for another ten years. The PIA includes items focusing on traditional planning practices such as land use, circulation, conservation, infrastructure, historic resources and economic development as well as newer topics including clean energy, climate resiliency and environmental justice. Maintaining plan endorsement will ensure the City continues to receive the available resources and benefits associated with center designation.

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

Since the last review of Beverly's Master Plan, the City has experienced minor shifts in demographic patterns due to its mostly built-out character. Although indicators such as population, housing and employment have not changed significantly since the last review, changes in State policy, new regulations and additional planning studies have occurred, which impact future land use decisions. This section provides a demographic overview and summarizes policy changes and planning studies undertaken since the last reexamination.

Demographics

Once part of Beverly Township, which also included Delanco and Edgewater Townships, the City of Beverly had a population of 1,950 in 1900. As industry and trade flourished along the Delaware River and the former Pennsylvania Railroad, the population increased to 2,864 by 1930. The number of residents continued to increase until its peak in 1960, when the population was 3,400 (see Table 5). Since in 1960, Beverly has lost population every decade, with the exception of a slight increase in 1990. According to the U.S. Census Bureau, 2020 Decennial Census, Beverly's population is 2,499, which is a decline of 3.0% since 2010. This makes Beverly the seventh smallest municipality in Burlington by population.

Table 5 – Population of Beverly City 1930 -2020

Year	Population	Density	Percent Change
2020	2,499	4,628	-3.0%
2010	2,577	4,772	-3.2%
2000	2,661	4,928	-9.4%
1990	2,937	5,439	0.6%
1980	2,919	5,406	-6.0%
1970	3,105	5,750	-8.7%
1960	3,400	6,296	10.2%
1950	3,084	5,711	14.6%
1940	2,691	4,983	-6.0%
1930	2,864	5,304	

Source: New Jersey State Data Center - New Jersey Resident Population by Municipality
U.S. Census Bureau, 2020 Decennial Census

The City of Beverly is an inclusive and diverse community with a mix of ethnicities, races and age groups. The City has become more diverse over the last ten years as the percentage of residents, which identify their race as "White Alone" dropped from 58.0% in 2010 to 47.7% in 2020 (see Table 6). The City's "White Alone" population is lower than of both Burlington County (63.8%) and the State of New Jersey (51.9%). Although the percentage of residents identifying as "Black or African American Alone" decreased from

28.4% to 26.1% between 2010 and 2020, other minority populations have increased. Most notably, the percentage of “Hispanic or Latino (any race)” residents rose from 9.2% to 14.9% and “Asian Alone” residents rose from 0.8% to 1.76% during that timeframe. According to the 2020 U.S. Census Bureau ACS 5-Year Estimates Data Profiles, 6.5% of Beverly’s population is foreign born, with the highest percentage born in Latin America. Diversity in the composition of the City’s population is likely to continue to increase in the future due to regional and nationwide shifts in birth rates and migration.

Table 6 – Race Characteristics

Race	2020	2010
Hispanic or Latino (any race)	14.9%	9.2%
White Alone	47.7%	58.0%
Black or African American Alone	26.1%	28.4%
American Indian and Alaska Native alone	0.0%	0.1%
Asian Alone	1.7%	0.8%
Native Hawaiian and Other Pacific Islander alone	0.1%	0.0%
Some Other Race alone	1.8%	0.3%
Population of two or more races	7.6%	3.3%

Sources: U.S. Census Bureau, Decennial Census Data, 2010 and 2020

The census numbers indicate the percentage of children (persons under the age of 18) within the City has declined from 23.7% to 18.1% between 2010 and 2020 (see Table 7). In comparison, the percentage of residents 65 years old or older increased between 2020 (13.2%) and 2010 (10.6%). This resulted in a slight decrease in the median age from 41.6 to 41.1 years old during that time. These statistics are derived from American Community Survey data, which are estimated and may not reflect the true growth of school-aged children that has occurred during this same time period. Additionally, Beverly is home to traditionally undercounted populations, which may also contribute to the lower than anticipated number of children.

Table 7 – Age and Gender Characteristics

Age	2020	2010
Median Age	41.1	41.6
Under 18 years	18.1%	23.7%
65 years and over	13.2%	10.6%
Gender	2020	2010
Male	45.1%	44.6%
Female	54.9%	55.4%

Sources: U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates
U.S. Census Bureau, 2010 American Community Survey 5-Year Estimates

Table 8 gives a detailed look at the age cohorts by sex for Beverly in 2020.

Table 8 – Age Cohorts by Sex

	Male Population		Female Population	
Total	1,093	100.0%	1,332	100.0%
Under 5 years	78	7.1%	105	7.9%
5 to 9 years	56	5.1%	39	2.9%
10 to 14 years	61	5.6%	81	6.1%
15 to 19 years	9	0.8%	31	2.3%
20 to 24 years	60	5.5%	200	15.0%
25 to 29 years	130	11.9%	75	5.6%
30 to 34 years	57	5.2%	52	3.9%
35 to 39 years	75	6.9%	92	6.9%
40 to 44 years	40	3.7%	68	5.1%
45 to 49 years	99	9.1%	128	9.6%
50 to 54 years	95	8.7%	138	10.4%
55 to 59 years	95	8.7%	88	6.6%
60 to 64 years	92	8.4%	61	4.6%
65 to 69 years	55	5.0%	97	7.3%
70 to 74 years	30	2.7%	15	1.1%
75 to 79 years	19	1.7%	16	1.2%
80 to 84 years	17	1.6%	17	1.3%
85 years and over	25	2.3%	26	2.0%

Sources: U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates

Table 9 shows number of housing units and occupancy rates for Beverly City, Burlington County and New Jersey based on the 2010 and 2020 decennial census data. During that time, Beverly City lost a total of two units, while the State and County experienced a 5.8% and 5.2% increase in housing units, respectively. Between 2010 and 2020, the percentage of vacant housing units in New Jersey decreased 0.6% and Burlington County increased 0.2% while Beverly City experienced a 2.7% increase in vacant housing units.

According to the U.S. Census Bureau’s American Community Survey data, the percentage of rental housing in Beverly has increased from 23% in 2010 to 27% in 2020. As expected, Beverly’s homeownership rates are lower than the County but higher than the State average. Table 10 shows other housing characteristics such as home-ownership, type of structure and number of bedrooms. Beverly continues to be primarily made up of three-bedroom single-family detached homes. These indicators have not changed significantly over the past ten years most likely due to the lack of new construction between that time.

Table 9 – Housing Units and Vacancy Rates

Category	2020			2010		
	New Jersey	Burlington County	Beverly City	New Jersey	Burlington County	Beverly City
Total Housing Units	3,761,229	184,775	1,084	3,553,562	175,615	1,086
% Occupied	91.1%	94.5%	89.6%	90.5%	94.7%	92.3%
% Vacant	8.9%	5.5%	10.4%	9.5%	5.3%	7.7%

Sources: U.S. Census Bureau, Decennial Census Data, 2010 and 2020

Table 10 – Additional Housing Data

Category	2020	2010
Occupied Housing Units		
% Own	73.0%	76.8%
% Rent	27.0%	23.2%
Units in Structure		
1-unit, detached	60.5%	63.1%
1-unit, attached	16.2%	16.4%
2 units	4.7%	6.3%
3 or 4 units	14.5%	12.1%
5 to 9 units	2.3%	1.4%
10 to 19 units	0.0%	0.0%
20 or more units	1.8%	0.7%
Mobile home, other	0.0%	0.0%
Bedrooms		
No bedroom	0.0%	0.2%
1 bedroom	14.6%	10.3%
2 bedrooms	17.6%	24.4%
3 bedrooms	40.2%	36.6%
4 bedrooms	21.5%	21.5%
5 or more bedrooms	6.1%	7.0%

Sources: U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates
U.S. Census Bureau, 2010 American Community Survey 5-Year Estimates

Table 11 shows the total labor force, employment and the unemployment rate of the residents in Beverly City, Burlington County and the surrounding municipalities of Delanco, Edgewater Park and Riverside between 2010 and 2021. Similar to Edgewater Park and Riverside townships, the labor force in the City has decreased during this time while the County and Delanco have seen increases. As the total labor force decreased at a greater rate than the number employed, Beverly, the County and the surrounding municipalities all experienced a decrease in the unemployment rate. Beverly's unemployment rate fell the sharpest from 17.3% in 2010 to 6.0% in 2021 but still remains the highest. As new job opportunities are created through redevelopment throughout the City, unemployment may continue to decline.

The DVRPC 2050 Municipal-Level Employment Forecast predicts a rise in Riverside's employment of 4.8% (+20 employees) between 2020 and 2050, which is lower than the 11.6% estimated for Burlington County. This trend is consistent with the lack of large employers in the City and the limited developable land in the non-residential zoning districts to accommodate large-scale employment opportunities.

Table 11 – Annual Civilian Labor Force Estimates

	2021			2010		
Name	Labor Force	Employment	Unemployment Rate	Labor Force	Employment	Unemployment Rate
Burlington County	242,242	229,429	5.3	236,893	215,253	9.1
Beverly City	1,291	1,214	6.0	1,589	1,315	17.3
Delanco Township	2,607	2,452	5.9	2,303	2,101	8.8
Edgewater Park Twp.	4,862	4,592	5.6	5,146	4,467	13.2
Riverside Township	4,627	4,411	4.7	4,705	4,135	12.1

Source: NJ Department of Labor and Workforce Development Labor Force Estimates

Multiple indicators shown in Table 12 demonstrate signs of progress in Beverly between 2010 and 2020. For example, the percentage of residents with high school degrees has increased as well as the percentage of people employed in the management, business, science and arts occupations. Median household incomes have also increased during this time period as have the percentage of households earning over \$100,000 per year. Median gross rents have increased, while the median value of owner-occupied units has decreased. The City's unemployment rate and poverty rate in 2020 are both lower than in 2010.

Table 12 – Economic and Employment Data

	2020	2010
Education		
% High School Graduate or Higher	91.3%	84.4%
% Bachelor's Degree or Higher	18.9%	22.2%
Occupation		
Management, business, science, and arts occupations	36.3%	27.4%
Service occupations	17.6%	19.5%
Sales and office occupations	12.4%	28.3%
Natural resources, construction, and maintenance occupations	10.1%	10.5%
Production, transportation, and material moving occupations	23.6%	14.3%
Income		
Median Household Income	\$78,611	\$51,964
Less than \$10,000	2.9%	10.9%
\$10,000 to \$14,999	2.8%	1.1%
\$15,000 to \$24,999	11.6%	7.1%
\$25,000 to \$34,999	8.6%	14.4%
\$35,000 to \$49,999	11.1%	11.3%
\$50,000 to \$74,999	9.7%	21.7%
\$75,000 to \$99,999	10.6%	14.6%
\$100,000 to \$149,999	22.3%	10.7%
\$150,000 to \$199,999	12.2%	3.0%
\$200,000 or more	8.3%	5.1%
Median Value of Owner-Occupied Units	\$155,400	\$159,800
Median Gross Rent	\$915	\$833
Unemployment Rate	9.6%	14.1%
Poverty Rate	12.8%	15.2%

Sources: U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates
U.S. Census Bureau, 2010 American Community Survey 5-Year Estimates

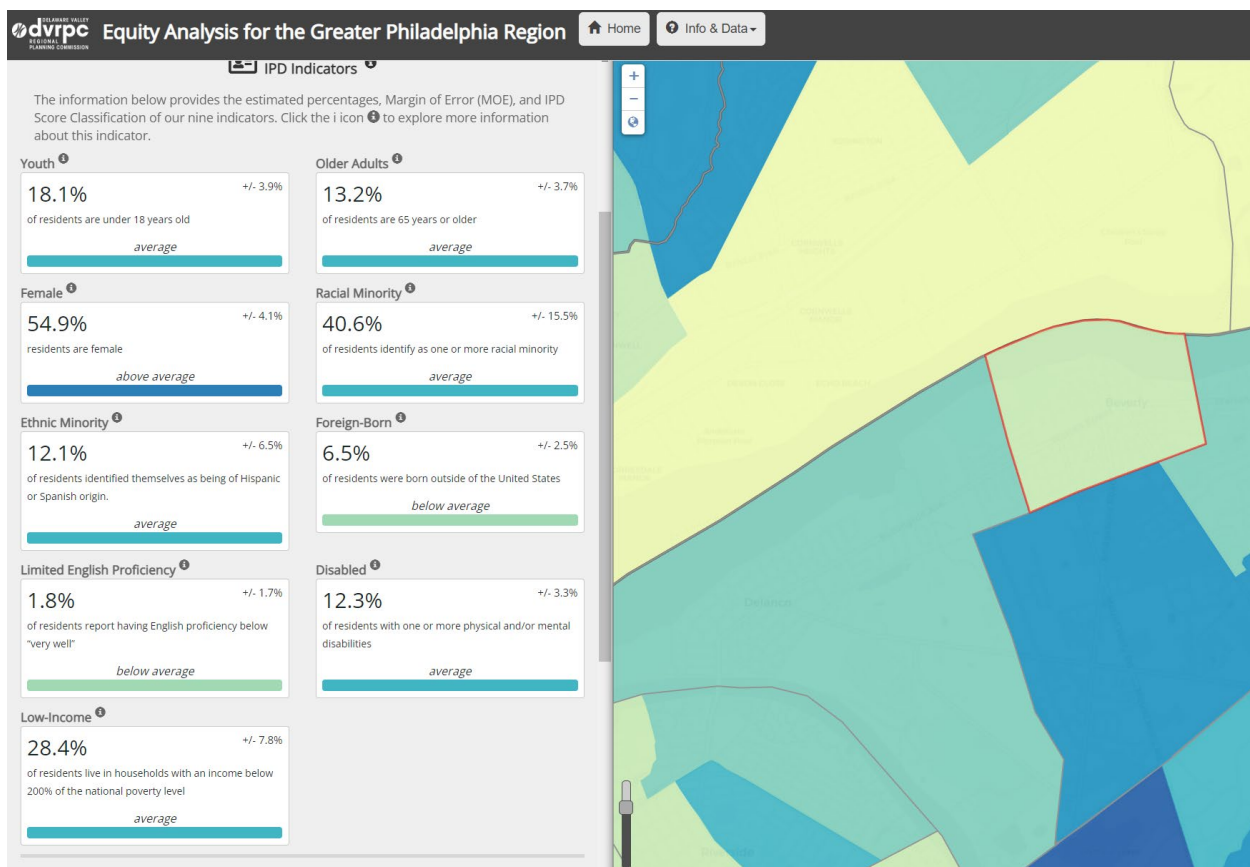
According to the Department of Environmental Protection website (<https://dep.nj.gov/ej/communities/>), “Signed into law by Governor Phil Murphy on September 18, 2020, New Jersey’s groundbreaking Environmental Justice Law, N.J.S.A. 13:1D-157, (Law) required the New Jersey Department of Environmental Protection (NJDEP) to evaluate the contributions of certain facilities to existing environmental and public health stressors in overburdened communities when reviewing certain permit applications.” An Overburdened Community (OBC), as defined by the law, is any census block group, as determined in accordance with the most recent United States Census, in which:

- at least 35 percent of the households qualify as low-income households (at or below twice the poverty threshold as determined by the United States Census Bureau);
- at least 40 percent of the residents identify as minority or as members of a State recognized tribal community; or
- at least 40 percent of the households have limited English proficiency (without an adult that speaks English “very well” according to the United States Census Bureau).

Block Group 3400505740 in Beverly qualifies since 45.3% of the population identified as a minority.

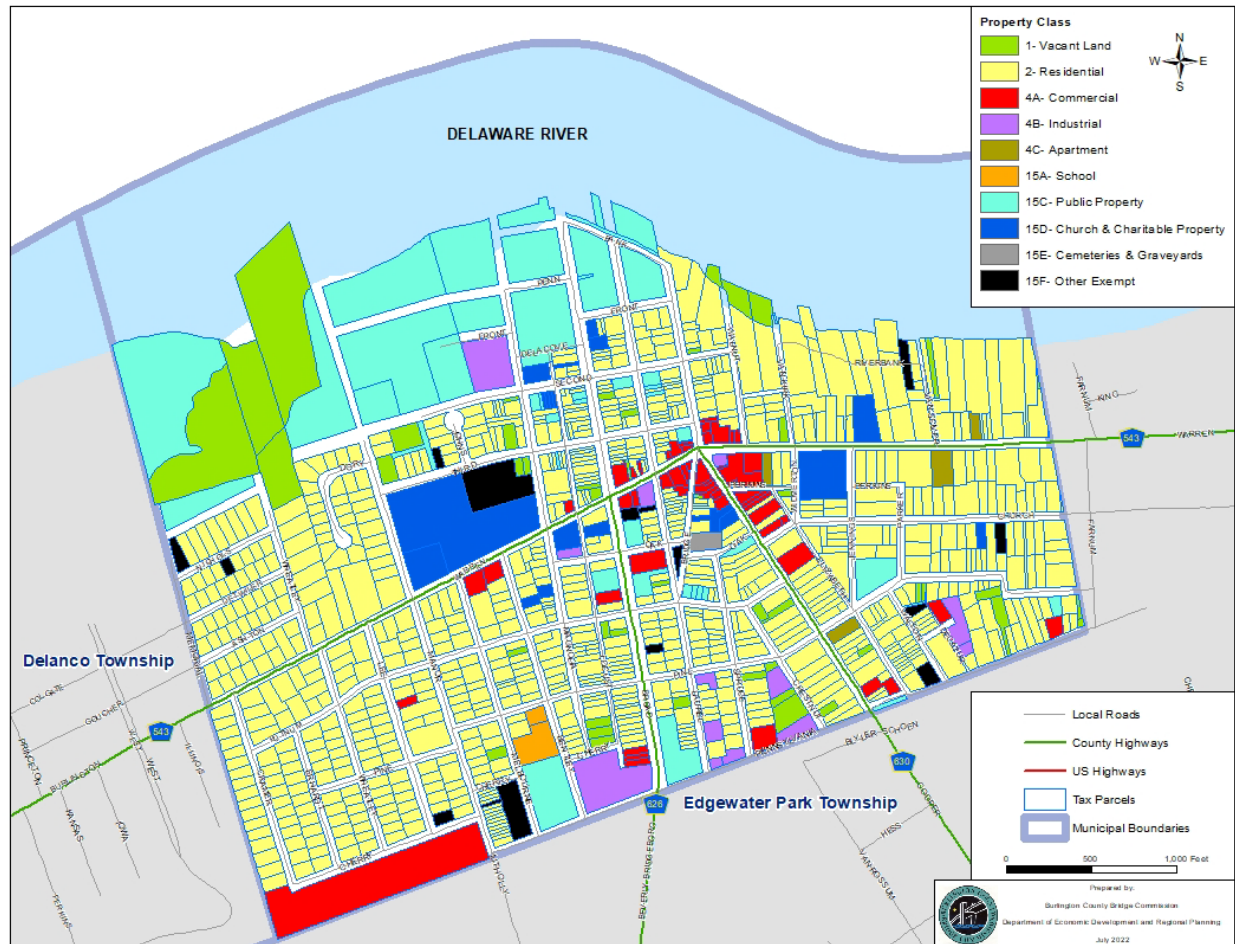
The DVRPC maintains a similar map and database, which analyzes Indicators of Potential Disadvantage (IPD) to demonstrate compliance with Title VI of the Civil Rights Act. A web-based tool identifies potential disadvantaged populations using U.S. Census American Community Survey (ACS). Map 1 shows of Beverly’s IPD indicators, which can be useful when seeking and applying for federal transportation funds.

Map 1 – DVRPC Equity Analysis for the Greater Philadelphia Region



The New Jersey Department of Treasury, Division of Taxation compiles data gathered by local tax collectors into a statewide database known as the New Jersey Property Tax System or MOD-IV. This database contains an array of characteristics for all individual parcels in the State and can be merged with a digital Geographic Information System (GIS) file (matched by block and lot number) for further visual evaluation (see Map 2). Among the many attributes, each parcel is assigned a property classification for tax collection purposes, which denotes the use of the property and its tax status (taxable or tax-exempt). Table 13 shows the number of parcels and total area by property classification within the Township.

Map 2 – Property Classification



Source: New Jersey Office of Information Technology, Bureau of GIS

Residential properties comprise the highest percentage (57.6%) of land within the City. Residential properties are located throughout Beverly and are mostly concentrated in the various neighborhoods, which radiate from the downtown district. Commercial properties (5.5%) are found predominantly in the downtown district and along the railroad. The industrial parcels (3.3%) are concentrated mostly found along the railroad. Pockets of vacant land (8.8%) are scattered throughout the City and along the waterfront in the area known as “the Dunes.” Approximately 24% of the property in Beverly is tax exempt, with the majority of it owned by Beverly, which contributes to the high tax rate discussed in the previous section. Through its redevelopment efforts, the City looks to reduce their property holdings over time.

Table 13 – Property Classifications

Property Class	Type	Square Feet	Acres	Percent
1	Vacant Land	1,093,635.2	25.1	8.8%
15A	Public School Property	56,251.3	1.3	0.5%
15C	Public Property	2,122,851.4	48.7	17.2%
15D	Church & Charitable Property	565,119.2	13.0	4.6%
15E	Cemeteries & Graveyards	20,859.3	0.5	0.2%
15F	Other Exempt	230,090.4	5.3	1.9%
2	Residential	7,121,668.4	163.5	57.6%
4A	Commercial	673,818.2	15.5	5.5%
4B	Industrial	403,165.8	9.3	3.3%
4C	Multi-Family Apartment	75,894.7	1.7	0.6%
	Total	12,363,353.9	283.8	100.0%

Source: New Jersey Department of Treasury, Division of Taxation ,20211201 MOD IV data

Relevant State and County Plans and Policies

Recent Changes to the Municipal Land Use Law

Below are significant changes to the MLUL, chapter 40:55D-1 et.seq., which affect land use planning:

P. L. 2017, c. 275, which took effect on January 8, 2018, requires the land use plan element of municipal master plans to include a statement of strategy concerning smart growth, including consideration of potential locations of installation of electric vehicle charging stations; storm resiliency with respect to energy supply, flood-prone areas and environmental infrastructure; and environmental sustainability.

Governor Murphy signed Senate Bill 606 into law in January 2020 to encourage municipalities to plan for electric vehicle (EV) infrastructure. The law encourages municipalities to identify existing sites of public EV charging infrastructure during its reexamination of the master plan, pursuant to the Municipal Land Use Law (MLUL). The master plan reexamination report must include recommendations of the planning board concerning locations appropriate for the development of public electric vehicle infrastructure proximate to public transportation and transit facilities, transportation corridors, and public rest stops.

P. L. 2021, c 6, which took effect in February 2021, requires any land use plan element adopted after December 17, 2020, to assess likely impacts associated with climate change-related risks and devise strategies to address them. The law indicates that a land use plan element shall include a climate change-related hazard vulnerability assessment which shall include, an analysis of current and future threats, a build-out analysis, identification of critical facilities and strategies and design standards to address risks. As part of the State Plan Endorsement process, the City will address these themes as part of their Plan Implementation Agenda (PIA) and revisit these requirements during the next the Land Use Plan revision.

2019 updated Burlington County Hazard Mitigation Plan

According to the updated 2019 County document, “A Hazard Mitigation Plan (HMP) is a living document that communities use to reduce their vulnerability to hazards. It forms the foundation for a community's long-term strategy to reduce disaster losses and creates a framework for decision making to reduce damages to lives, property, and the economy from future disasters. The goal of the HMP update is to further protect property through the reduction of hazard vulnerability. The plans identify community policies, actions, and tools for long-term implementation to reduce risk and potential for future losses.”

The Plan (www.co.burlington.nj.us/462/All-Hazards-Mitigation-Plan), which was prepared for the Burlington County Office of Emergency Management, provides an in-depth analysis of development, previous storm events, vulnerabilities, critical facilities and capabilities within Beverly. The most frequent disaster events affecting the City are heavy rain and flooding, severe storms and severe winter weather. Conversely, landslides, earthquakes, coastal erosion and wildfires are less likely to occur in the City. The Plan identifies the two critical facilities located in the 100-year floodplain: the Beverly Housing Authority Building and the Beverly Wastewater Treatment Plant. Nineteen proposed mitigation initiatives are set forth by type, cost, priority and benefit, which Beverly is working to complete in order to reduce the effects of hazards. According to the Plan, The City has identified the following mitigation projects/activities that have been completed but were not identified in the previous mitigation strategy in the 2013 Plan:

- In the last five years, Beverly Sewerage Authority, the City Engineer, and Office of Emergency Management have been pursuing grants to address critical infrastructure in the flood hazard area. This infrastructure includes tanks in danger of flooding and release of sewage during severe storm events. There has been some engineering review conducted.
- Additionally, the New Jersey Department of Environmental Protection (NJDEP), Beverly Department of Public Works (DPW), and Office of Emergency Management (OEM) have been in communication about a drainageway that is impacting a waterway causing saturated conditions and flooding condition including Wheatley, Nichols, Dory Court, and Manor Road. NJDEP acknowledges this drainageway is the State's responsibility but they have no resources to correct it. Burlington County Mosquito Control Commission attempted clearing on two occasions but can no longer perform these activities. DPW utilized Department of Corrections inmates to clear debris through the Clean Shores program but that funding source is depleted. It has been requested to NJDEP to have the Army Corps of Engineers design a better outfall, but no progress has been made.

2018 Burlington County Highway Master Plan

The 2018 Burlington County Highway Master Plan was prepared by the DVRPC for the Burlington County Board of Commissioners as an update to the 1989 Plan. It is based on the goals of maintaining existing county highway infrastructure, modernizing it to meet current and future demands and accumulating adequate rights-of-way provided for future road widening and intersection improvements. An inventory of current projects, programs, plans, and proposals are included as well as an analysis on current conditions. The Plan assesses various strategies to address future volume and capacity conditions on county roads and can be found on the DVRPC's website at: <https://www.dvrpc.org/webmaps/BCHMP/>.

The Plan presents an analysis of existing roadway conditions in Burlington County. Portions of County roadway in Beverly, include Warren Street (CR 543), Broad Street (CR 626) and Cooper Street (CR 630) are identified as part of the Burlington County Highway Network. The Volume to Capacity (V/C) Ratio, which

measures how much the roadway's capacity is used by the traffic volume, is not projected to increase significantly by the year 2040 on Beverly's road network. In addition to present and future roadway conditions, the Plan also analyzes, transit service, bicycle facilities and land use patterns. Beverly scores high in the 2010 Transit Score due to its compact development and proximity to the RiverLine. To address capacity and safety concerns, the Plan offers an array of practical traffic management strategies.

2017 Burlington County Wastewater Management Plan

In response to the State's new Water Quality Management Plan (WQMP) rules, which became effective as of November 7, 2016, Burlington County submitted a county-wide Wastewater Management Plan (WMP) to the New Jersey Department of Environmental Protection (NJDEP) for adoption into the Tri-County WQMP, which covers Burlington, Camden and Gloucester counties. The Plan includes a description of wastewater facilities and their treatment capacity, proposed actions and strategies and wastewater service area maps. The entire City of Beverly and most of Delanco Township are served by centralized sewage collection system and treatment plant operated by the Beverly Sewerage Authority. The facility, which discharges to the Delaware River, has a present permitted flow of one million gallons per day (MGD). According to the WMP, the existing flow was 0.48 MGD, or 48% of capacity and the plant is capable of handling the build-out/20-year future (Year 2035) flow, which was projected to be 0.615 MGD.

2015 Burlington County Bicycle Master Plan

The 2015 Burlington County Bicycle Master Plan was prepared by Cross County Connection TMA for the Burlington County Board of Commissioners with funding provided by the Delaware Valley Regional Planning Commission (DVRPC). The Plan seeks to "encourage bicycling in Burlington County as a means of transportation and recreation by creating a safe, convenient, conformable and regionally connected bikeway network." The Plan documents current levels of bicycling, bicycle crashes and existing bikeways facilities. Additionally, the Plan sets forth bicycle facility design guidelines and includes strategies and potential funding sources to implement the Plan.

The Plan identifies one crash in Beverly involving a bicycle at Five Points between the years 2008 and 2012. In total, County Route 543 experienced nine bicycle crashes during this timeframe. Although it is located outside the City's borders, U.S. Route 130, which is considered a physical barrier to bicycling due to its high traffic volumes, high speed limit and divided traffic lanes. As an urbanized area of the County, Beverly has higher densities, higher percentages of zero car households and higher percentages of walking and transit commuters, which makes the City ideal for new bicycle amenities.

In 2018, the City adopted Resolution 2018-84 establishing a Complete Streets Policy. It is the City's intention to adopt the latest Green and Complete Streets Policy in the future to align with State policies.

Although there are no existing bikeways in Beverly, the Plan identifies a future route along the Delaware River from Bordentown to Palmyra via Beverly as a primary bikeway corridor. Since, the publication of the 2015 Bicycle Master Plan, this bikeway has since come to fruition as a mostly as an on-road facility, known as the Delaware River Heritage Trail, which was discussed in the previous section. To link this existing bicycle facility with other parts of the County, the Plan recommends designating Cooper Street (County Route 630) as a "Primary Bikeway" and Warren Street (CR 543) and Broad Street (626) as "Secondary Bikeways." The "Beverly-Riverside Riverfont Off-road Trail" received a high project prioritization score.

2002 Burlington County Open Space Master Plan

The Burlington County Department of Resource Conservation prepared the Parks and Open Space Master Plan in 2002. Beverly is prominently located within the Delaware River Greenway, where the County seeks to concentrate its resources. The plan is based upon four primary goals: 1) create a County system that expands public access to diverse, passive recreational facilities; 2) aggressively protect significant natural resources; 3) preserve and advance the County's culture and heritage; and 4) coordinate park development and open space preservation with compatible growth, preservation and recreation initiatives. These four goals, along with their corresponding objectives are complementary to the City's commitment to the development of recreational facilities and open space preservation. The County is seeking to update this Plan in the near future and the City will look to actively participate in the process.

2001 State Development and Redevelopment Plan

The State Development and Redevelopment Plan, which reaffirms the original 1992 State Plan, was adopted by the New Jersey State Planning Commission on March 1, 2001. The Plan seeks to implement the eight State Plan Goals (see below) resulting from the State Planning Act of 1985 through a series of statewide policies and the State Plan Policy Map. According to the Policy Map, Beverly is within the most developed planning area, which is known as the Metropolitan Planning Area (PA-1) since it meets the following criteria: 1) a population of over 1,000 people per square mile, 2) the existence of major local or regional infrastructure and 3) the location of existing development and investment in the State.

1. Revitalize the State's Cities and Towns Strategy
2. Conserve the State's Natural Resources and Systems
3. Promote Beneficial Economic Growth, Development & Renewal for All Residents of New Jersey
4. Protect the Environment, Prevent and Clean Up Pollution
5. Provide Adequate Public Facilities and Services at a Reasonable Cost
6. Provide Adequate Housing at a Reasonable Cost
7. Preserve and Enhance Areas with Historic, Cultural, Scenic, Open Space and Recreational Value
8. Ensure Sound and Integrated Planning and Implementation Statewide

The goals, objectives, and recommendations of the City's Master Plan fulfill the intent of the SDRP:

- Promoting mixed land uses in compact, pedestrian-friendly forms;
- Providing strategies for redesigning areas of sprawl and inefficient auto- oriented land uses; and
- Recommending policies and design strategies that protect the character of the City's historic neighborhoods.

In the Spring of 2021, the Office of Planning Advocacy initiated the process to revisit the State Planning Rules that govern the Plan Endorsement process. This will be their first major edit in over twenty years.

The specific changes recommended for the master plan or development regulations

The recommendations described below were crafted with input from members of the Land Use Board's working committee, the City's professionals and a review of the relevant State, regional and local plans.

1. Master Plan Update – Review the policies, goals and objectives from the previous Master Plan and revise according to the findings in this report as well as recent policies and plans. Update the Land Use Plan Element of the Master Plan by applying for planning assistance from the New Jersey Department of Community Affairs' Local Planning Services and/or the Burlington County Bridge Commission's Economic Development and Regional Planning staff. Based on the findings of the Land Use Plan, update the existing zoning code and zoning map.
2. Economic Development – Develop a Streetscape Plan to attract new businesses, residents and visitors to the downtown district and waterfront area. Update the 2007 redevelopment plan to address changing land use and market conditions. In preparation of its successful remediation, draft a separate redevelopment plan for the former Cosden Chemical site. Craft a marketing plan/branding campaign to develop and identity and promote the City's unique character and positive attributes.
3. Housing – In preparation of the pending Fourth Round of Affordable Housing, the City should contract with an affordable housing planner to develop an updated Housing Element and Fair Share Plan.
4. Transportation and Circulation – Update the Circulation Element of the Master Plan with an emphasis on improving the City's walkability by focusing on safety and accessibility for all residents. To fund a new Circulation Element, the City will apply to the Delaware Valley Regional Planning Commission (DVRPC)'s Transportation Community Development Initiative grant program. Investigate options for on-street parking time limits and additional off-street parking spaces in the downtown district as well as locations for electric vehicle charging stations. Apply to New Jersey Department of Transportation (NJDOT) for Transit Village designation in order to be eligible for additional grant opportunities, such as wayfinding signage to direct residents and visitors to significant destinations in the community. Apply for Safe Routes to School and Small Cities grants to construct a parking lot adjacent to the school property, which will improve overall traffic safety. Partner with the County to plan an off-road route for the Delaware River Heritage Trail through Beverly.
5. Open Space and Recreation – Update the Recreation Plan Element of the Master Plan and consider locations for new recreational facilities as well as a new community center to serve both adults and children. Seek funding to upgrade and modernize the City's existing park amenities and recreational equipment and ensure these community assets are accessible to everyone.
6. Climate Change and Sustainability – Take proactive steps to earn a bronze certification by implementing and completing the initial actions set forth at www.sustainablejersey.com. In order to prepare for severe storm events, implement the protective measures and strategies recommended in the Burlington County 2019 Hazard Mitigation Plan.
7. Community Facilities – Create a Community Facilities Plan that focuses on the growing diversity of the community, reducing greenhouse gas emissions and creating a more resilient place to live and work.
8. Regional Planning – In 2023, the City received Plan Endorsement from the State Planning Commission and will address the strategies within the plan implementation agenda (PIA), which focus on land use, circulation, conservation, infrastructure, historic resources, economic development, clean energy, climate resiliency and environmental justice by partnering with State, County and regional agencies.
9. Official Map – Adopt an official map to clarify existing and future street locations.

The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law"

This report details a number of initiatives the City has undertaken to address the deterioration of housing stock, loss of businesses and the need to maintain the current population and encourage redevelopment. In 2007, Beverly designated a large portion of the City, which includes the downtown district, the waterfront and the area near the train station as an area of redevelopment and drafted an accompanying redevelopment plan. The Plan included the relocation of several key facilities, new design standards and significant changes to the zoning code. Fifteen year later, several of these recommendations are no longer relevant or financially feasible. The City seeks to up date its redevelopment plan and Land Use Plan Element in order to ensure future development in this area is appropriate and achievable. A city-wide rehabilitation area was designated in 2014, which give the City the same powers of redevelopment except condemnation and long-term tax exemptions (PILOTs).

The recommendations of the planning board concerning locations appropriate for the development of public electric vehicle infrastructure

The City of Beverly will meet or exceed the requirements of P.L. 2021, c.171 as it relates to EV charging stations.