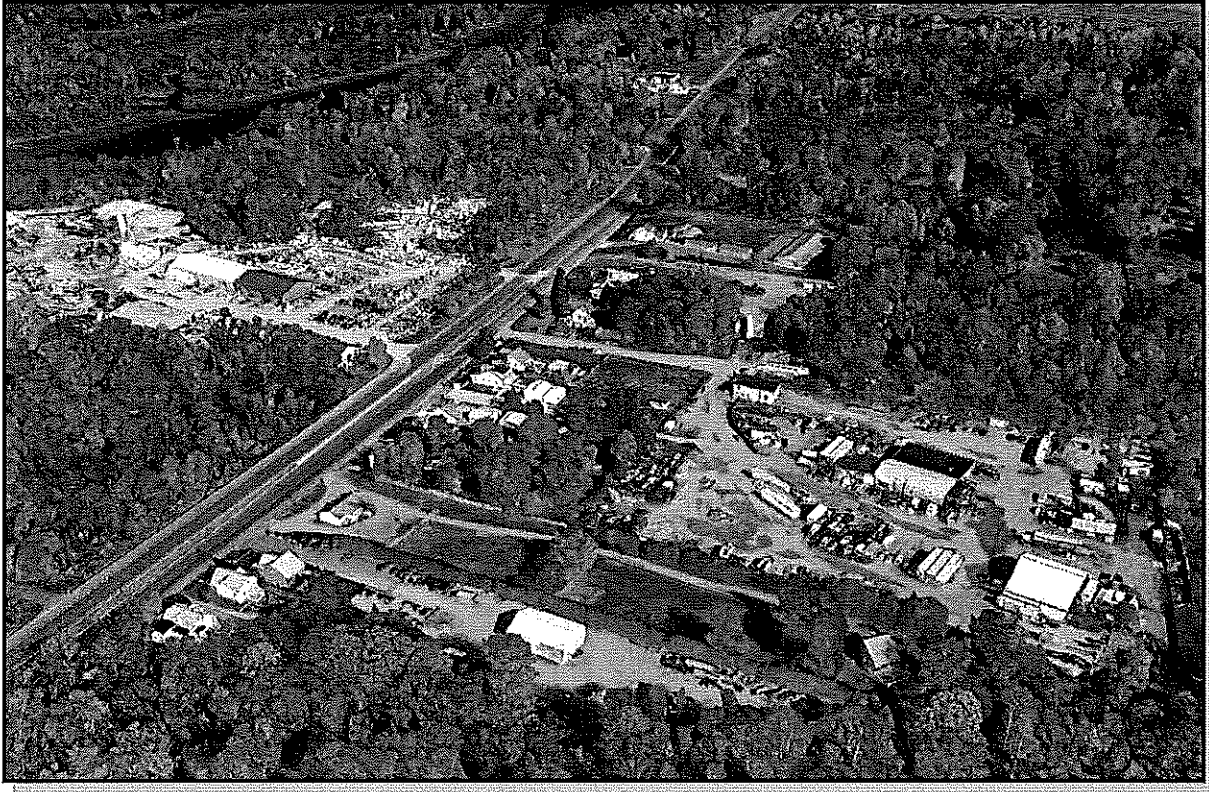


# **LAND USE ANALYSIS AND LAND USE PLAN AMENDMENT**

## **Route 130 Corridor**



# **Township of Mansfield**

**As adopted by the Township of Mansfield on November 27, 2017.**

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The original of this document was signed and sealed in accordance with NJAC 12:41-1.3.b



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## **Introduction**

In 2016, the Burlington County Bridge Commission, through its Department of Economic Development and Regional Planning, assisted the Mansfield Township Planning Board with an update of the Master Plan Land Use Element. This report primarily was concerned with supporting a transfer of development rights program to facilitate farmland preservation through private real estate market forces.

Changing economic conditions along the Route 130 corridor in Mansfield, as well as in the surrounding municipalities, also has led to an increased interest in development within the corridor. During the final stages in the Land Use Element update, several property owners and developers within the United States Route 130 (US Route 130) corridor approached the Township about potential development and redevelopment projects that would require revisions to the Land Use Plan Element, Zoning Ordinance and Municipal Wastewater Management Plan, and potentially the Housing Element and Fair Share Plan. These new and complex land issues were not explored in the update. Now that the update process is completed, the Township feels it is appropriate to revisit these new issues in a land use study, which may result in amendments to the other planning documents noted above.

In addition, when the 2016 Land Use Plan Element update was being prepared, there was little interest from neighboring municipalities in sharing public sanitary sewer service with Mansfield Township. (The US Route 130 corridor is currently not serviced with public sanitary sewer.) However, since then, officials from the Township of Mansfield and the Township of Florence have been discussing the issue further. Florence Township now may be interested in extending public sanitary sewer service to the US Route 130 corridor to facilitate Mansfield Township's land use objectives, if they do not adversely impact those of Florence Township, namely by permitting competing or conflicting uses such, as warehousing and light industrial businesses, within Mansfield Township's portion of the Route 130 corridor.

In April 2017, the Mansfield Township Committee authorized the Mansfield Township Planning Board to undertake a study to determine whether the current Land Use Element sufficiently addresses the Master Plan's visions, goals and land use policy objectives in an area along Route 130. This report, which was prepared by the firm of Community Grants, Planning & Housing, Inc., of Cranbury, NJ, with the assistance of the Commission's Department of Economic Development and Regional Planning, has been prepared as an amendment to the 2016 Master Plan Land Use Element.

### **Existing Land Use Patterns**

The study area encompasses parcels in Mansfield Township along the eastern and western sides of US Route 130 as it runs north from the Florence Township boundary to the Bordentown Township boundary. (See **Map 1: US Route 130 Study Area**). Approximately 85 parcels of land are part of the study area. (A listing of each parcel by block and lot number is included in the Appendix of this report.) According to the 2001 State Development and Redevelopment Plan (State Plan), most of the parcels with frontage along US Route 130 are within the Suburban Planning Area (PA2), which allows for public sanitary sewer service in a New Jersey Department of Environmental Protection (NJDEP)-approved municipal wastewater management plan. The remaining parcels, e.g., the southern part of Block 70, Lot 6.02, the southern part of Block 59, lot 9 and all of Block 59, Lot 5, are delineated as Fringe (PA3) Planning Area, which does not allow for such infrastructure. (See **Map 2: State Plan Policy Map, Adopted Planning Areas 2001**).

Land use patterns in the US Route 130 study area are a mixture of suburban and rural, which is similar to what is found throughout the rest of Mansfield Township. Specific land uses in the study area include single family residential, mixed-use, commercial, industrial, railroad, parks and recreation, agricultural, and vacant land, both utility- and privately-owned (See **Map 3: Existing Land Uses**). Major industrial uses located along US Route 130 include Trap Rock Industries, Mershon Concrete, and Hargrove Demolition, while commercial uses include the Liberty Diner, River Front Motel, and Tarot Card Readings.

A single-family home development known as American Park is located adjacent to US Route 130 to the east of the Florence Township border. The Kinkora neighborhood consists of single family homes and mixed uses near Hedding-Kinkora Road (County Route 678) and US Route 130. Parcels of vacant land owned by utilities, such as PSE&G and NJ Transit, and by others that are privately owned are found throughout the study area. Agricultural uses include the 48-acre Jones Farm and the 118-acre Tower Gate Associates property. The NJ Transit River Line, which provides light rail service between Trenton and Camden, traverses the northern edge of the study area.

Land uses within Mansfield Township and adjacent to the study area include parks and recreation, such as Crystal Lake Park's 370 acres of forests and wetlands owned and managed by Burlington County, single family residential and agricultural, such as the preserved Wainwright family farms to the south. Land uses in adjacent municipalities include: single family, high-density residential, such as the Bordentown Waterfront Community, and Newbold Island, which is primarily undeveloped wetlands to the northeast, both in Bordentown Township, and the former Roebling Steel Mill redevelopment area and mixed residential and commercial development to the northwest in Florence Township.

Also located to the west is a residential subdivision known as Crafts Creek. This influx of development in the neighboring communities has potentially created new development opportunities in Mansfield. With about 11.7 million square feet of industrial space to the west in Florence and Burlington townships and another 5.3 million square feet anticipated to be developed, commensurate industrial job growth has created opportunities for new residential uses to meet the housing demands of the new workers.

### **Development Constraints and Opportunities**

The most significant development constraint within the study area is the lack of public sanitary sewer service. This constraint will continue to impact the area and prevent new investment within the study area. However, Mansfield Township has recognized this issue, and is proactively discussing public sanitary sewer service options with the Township of Florence, which has existing capacity it may be willing to share. The option of potentially extending public sanitary sewer service from Florence Township into the study area is likely to be contingent upon Mansfield Township limiting development types to those which do not directly compete or conflict with those in Florence Township. This may require prohibiting warehousing and light industrial/office development, while permitting mixed-use forms, such as mixed-residential and retail development.

In addition, **Map 4: Development Constraints** shows existing environmental development constraints in the study area. These include steep slopes, wetlands, bald eagle foraging areas, floodplains, and preserved farmland and open space.

Mansfield Township's Water Resource Buffer Conservation Zone (WRBCZ) is an environmentally sensitive area overlay zoning district that affects development along the Delaware River, Crafts Creek and Spring Mill Brook in the study area. The WRBCZ within the study area is essentially a 75-foot buffer overlay zone to the Delaware River, Crafts Creek and Spring Hill Brook, which, when combined with freshwater wetlands buffers, steep slope, and floodplain limitations, significantly restricts all but passive recreational development there.

The study area also includes the mostly-forested PSEG property (Block 60, Lot 16) just east of the abandoned railroad between Conrail and Columbus. Per NJDEP's geographic and wetlands data, the land along the trail is a freshwater wetlands corridor. The land adjacent to that, including much of the US Route 130 frontage, has steep slope limitations.

The 40 acres of privately-held, mature forest land currently designated as C-2 (the northern part of Block 70, Lot 6.02) is significantly impacted by environmental constraints, such as steep slopes and wetlands, and is identified in NJDEP's Landscape Project habitat data and the Township's *Environmental Resource Inventory (ERI)* as critical forested uplands and wetlands habitats for bald eagles.

Two of the parcels in the study area are currently farmed, but not preserved and not in Burlington County's Agricultural Development Area (ADA). The Wainwright family farms between Crafts Creek and the Kinkora Trail outside the study area, however, are preserved. Burlington County's Crystal Lake Park is adjacent to the study area, and any development in the area should provide appropriate buffers and be a compatible use with the passive recreation in the county parkland.

**Map 5: Development Opportunities** shows existing development opportunities, or amenities, which support such activities, within the study area. These include: NJ Transit Bus Routes, NJ Transit RiverLine, Kinkora Greenway Trail, and adjacent public sanitary sewer service area.

Growth is encouraged in Planning Area 2, as is the provision of public water and sanitary sewer service. The only area expected to experience significant growth in the study area is the parcel identified for inclusive affordable housing development, if this infrastructure is provided. Extension of this infrastructure would benefit the dozens of individual homes and small businesses along US Route 130, each of which currently has their own water well and cesspool or septic system on a relatively small lot. It would also encourage commercial and industrial development in developable areas along the corridor.

The Kinkora Trail is Burlington County's planned 13-mile recreational greenway and a 10-foot wide, multi-use, asphalt path extending from Roebling to Pemberton. It follows the route of the abandoned right of way of the former Delaware and Atlantic Railroad (1833 - 1972) between Kinkora and Columbus in Mansfield Township. To date, 2.15 miles of the trail have been completed in Columbus and are in use by the public for walking, jogging, bicycling and other recreational activities. Studies have consistently shown that people value such amenities when they are considering the purchase of a home or in making decisions on where to live.

The NJ Transit RiverLine operates a light rail train along the northern border of the study area. Currently there are no stations in Mansfield Township, but there are stops in Bordentown City, which has one station, and in Florence Township, which has two stations. Additionally, NJ Transit's Route 409 bus service operates along US Route 130 with multiple stops in Mansfield.

Within the Suburban Planning Area (PA2), as discussed previously, most of the parcels with frontage along US Route 130 are designated PA2, which allows for public sanitary sewer service in an NJDEP-approved municipal wastewater management plan. Currently, there is no public sanitary sewer service within the US Route 130 corridor in Mansfield Township. There are, however, adjacent public sanitary sewer service areas in Bordentown Township and Florence Township, which may provide a realistic opportunity for service to be extended into the study area if proposed development does not compete or conflict with the interests of the infrastructure provider.

With about 11.7 million square feet of industrial space that supports more than 5,000 jobs to the west in Florence and Burlington townships and another 5.3 million square feet anticipated to be developed providing about 2,500 new jobs, nearby job growth has created opportunities for new residential uses to meet the housing demands of the new workers.

### **Current Zoning Ordinance**

The study area currently has four land use zoning districts (zones) established by the zoning ordinance in Township Code Chapter 65. These land use zones range from low-density residential to heavy industrial development (See **Map 6: Current Zoning Plan**). Township Code Chapter 63 – Water Resource Conservation Zone is an environmental sensitive area overlay zoning district that affects development along the Delaware River, Crafts Creek and Spring Mill Brook in the study area. None of the land use zones has a purpose statement explaining the municipal policy objectives or land use characteristics expected within them. The following is a description of the land use limitations for each of the five zoning districts, as taken from their respective code chapters.

### **Residential-1 (R-1) Zone**

The R-1 zone is the Township's agricultural use and environmentally sensitive area and its low-density (minimum three-acre lot size) residential district. There are four concentrations of R-1 zoned land in the study area, mostly on the southern side of US Route 130:

1. The southern part of Block 70, lot 6.02, which contains approximately 86 acres of forest and cultivated land north of Hedding;
2. About 90 acres on three tracts on either side of the Kinkora Trail, one of which is a dwelling on a 3.5-acre lot, a second is a 44-acre farm and a third is a PSEG-owned forested parcel;
3. About 43 acres of primarily residential development in and around the American Park subdivision; and
4. Two serpentine tidal and wetlands lots along Crafts Creek owned by the defunct John A. Roebling Steel Corporation (JARSCO).

In the R-1 zone, the Zoning Ordinance permits agricultural uses and single-family residential uses on three-acre lots or clustered onto one-acre lots without any increase in density. It also permits government buildings, parks and elementary and secondary schools. Conditional uses include: accessory apartments in single-family homes; cemeteries; religious uses; country clubs; swim clubs and golf courses; quasi-public uses; and nursing homes.

### **Highway Commercial (C-2) Zone**

The C-2 zone permits the development of highway-oriented, community and regional scale commercial and office development and other uses compatible with the traffic along the major highways in the Township. Most of the C-2 zone is located along the US Route 206 corridor. About 40 acres of C-2 zoned in the study area is forested land on the southeast corner of US Route 130 and Hedding-Kinkora Road (County Route 678), which is the northern end of Block 70, Lot 6.02.

In the C-2 zone, the Zoning Ordinance permits a wide variety of commercial uses, such as: banks, finance, insurance and real estate establishments; eating and drinking establishments; personal and household services establishments; recreational uses; and retail sales establishments, as well as shopping centers which contain these uses. It also permits governmental uses, parks and educational uses; religious and quasi-public uses; professional and administrative offices and the offices of construction contractors; lodging uses; and several health care-related uses. The minimum lot size for these individual uses is two acres and for shopping centers is three acres. Gasoline service stations and car washes are permitted as conditional uses.

There are currently no existing commercial uses in the C-2 zone portion of the study area. The major concentration of existing highway commercial uses is in the current Light Industrial (LI) zone along the Township's US Route 206 corridor.



#### Light Industrial (LI) Zone

The LI zone permits development of administrative office uses and light industrial uses, such as food manufacturing and light manufacturing, transportation and warehousing uses, wholesale trade uses, and other compatible uses in proximity to the major highways in the Township. About one-half of the Township's LI zoning is in the study area along the US Route 130 Corridor, either on the western side of the highway between Hedding-Kinkora Road (County Route 678) and the Bordentown Township border at Spring Mill Brook or on the eastern side of the highway generally between Hedding-Kinkora Road and the PSEG tract (Block 60, Lot 16).

In the LI zone, the Zoning Ordinance permits a wide variety of light manufacturing uses, including food manufacturing, but not animal slaughtering and processing, as well as wholesale business establishments, agriculture and the types of shopping centers permitted in the C-2 zone. The LI zone mirrors uses permitted in the Township's Office Distribution Laboratory (ODL) zone, which includes: government buildings, parks, and elementary and secondary schools; religious uses; banks; restaurants; lodging uses; administrative offices; scientific and industrial research facilities; warehouse, trucking and distribution facilities; and wholesale establishments. The minimum lot size is two acres. Wireless communication towers are permitted as a conditional use.

There are currently no light industrial uses in the LI zone portion of the study area, but there are a handful of commercial uses and residential uses concentrated Hedding-Kinkora Road.

#### Heavy Industrial (HI) Zone

The HI zone permits development of administrative office uses, light industrial uses, such as food manufacturing and light manufacturing, transportation and warehousing uses, wholesale trade uses, and other compatible uses in proximity to the Delaware River, Conrail and US Routes 130 and 206 in the Township. The HI zone is in the study area on the west side of US Route 130 between Hedding-Kinkora Road (County Route 678) and the Florence Township border at Crafts Creek.

In the HI zone, the Zoning Ordinance permits all the uses permitted in the LI zone, as well as building material sales yards and construction contractor equipment storage yards. The minimum lot size is two acres. Wireless communication towers are permitted as a conditional use.

More than one-half of the property in the HI zone is water or lands restricted by steep slopes, wetlands and floodplains. There are currently no permitted heavy industrial uses in the HI zone portion of the study area, but there are two pre-existing, non-conforming heavy industrial uses, an asphalt plant and a concrete products plant. The zone also includes a cemetery and two homes associated with the American Park neighborhood.

Water Resource Buffer Conservation Zone (WRBCZ)

The WRBCZ within the study area is essentially a 75-foot buffer overlay zone to the Delaware River, Crafts Creek and Spring Hill Brook, which, when combined with freshwater wetlands buffers, steep slope and floodplain limitations, significantly restricts all but passive recreational development there. The overlay zone, which was prepared from an NJDEP template, contains a set of performance standards, list of prohibited uses and provisions for pre-existing uses, economic hardships and enforcement and requires the filing and approval of a WRBCZ management plan by the Township engineer. (See **Map 7: Water Resource Buffer Conservation Zone.**)

### Current Land Use Plan

In 2016, the Planning Board adopted the 2016 Land Use Plan Element Update (*Update*), which contains the current land use plan. Within the study area, the *Update* generally maintained the earlier Land Use Plan, which has been codified in the Zoning Ordinance (Township Code Chapter 65) for the past few decades.

The *Update* contained one major change, which was to the existing Residential-1 (R-1) district. It recommended many properties, including the collection of properties in and around the American Farms subdivision, just west of Crafts Creek, and the lots of the John A. Roebling Steel Corporation (JARSCO) along the creek in the study area, be changed to a new Residential-3 (R-3) district, which would maintain the existing R-1 zone land use limitations and bulk standards. It also recommended many other properties, including Block 70, Lot 6.01 and the southern portion of Block 70, Lot 6.02 maintain the R-1 designation, but land use limitations and bulk standards be changed to provide for a transfer of development rights (TDR) sending area for future farmland preservation. (See **Current Zoning Ordinance** and below) The *Update* did not include a recommendation to continue the Water Resource Buffer Conservation Zone (WRBCZ) found in Township Code Chapter 63A.

The study area has five land use districts, ranging from low-density residential to heavy industrial development (See **Map: 8 Current Land Use Plan**). A description of each district's purpose and land use limitations are described below. The purpose statements and use limitations are taken from the *Update*, the recommendations of which have yet to be incorporated into the Township's Zoning Ordinance.

### Residential-1 Transfer of Development Rights Sending Area (R-1) District

The *Update* recommended a new Residential-1 Transfer of Development Rights Sending Area (R-1) zone be created to permit agricultural uses, single-family residential uses on ten-acre lots, and the ability to sell transfer development right (TDR) credits to encourage greater density in the proposed new "Residential-2 Transfer of Development Rights Receiving Area (R-2)" zone around Columbus Village.

### Residential-3 (R-3) District

The *Update* recommended a new Residential-3 (R-3) zone be created to recognize existing rural residential development patterns District. Its main purpose is to permit single-family detached development on three-acre parcels and residential cluster development on one-acre parcels and to maintain existing neighborhoods without public sanitary sewer service. This district would have the same land use limitations and bulk standards as the existing R-1 zone. (See **Current Zoning Ordinance**.)

### Highway Commercial (C-2) District

The *Update* states that the purpose of the Highway Commercial (C-2) zone is to permit development of highway-oriented, community and regional scale commercial and office development and other uses compatible with the traffic along the major highways in the Township.

The *Update* recommended the C-2 zone's existing permitted and conditional uses remain. (See **Current Zoning Ordinance**.) It recommended some new commercial and professional office uses be added. It also recommended that the Zoning Ordinance be amended to add several information technology-related uses and to delete elementary and secondary schools as permitted uses.

Light Industrial (LI) District

The *Update* states that the purpose of the Light Industrial (LI) zone is to permit development of administrative office uses and light industrial uses, such as food manufacturing and light manufacturing, transportation and warehousing uses, wholesale trade uses, and other compatible uses in proximity to the major highways in the Township.

The *Update* recommended the LI zone's existing permitted and conditional uses remain. (See **Current Zoning Ordinance**.) It also recommended the Zoning Ordinance be amended to add a few new light manufacturing uses, postal delivery uses, construction contractor establishments and food service businesses and to delete government buildings, parks and elementary and secondary schools as permitted uses.

Heavy Industrial (HI) District

The *Update* states that the purpose of the Heavy Industry (HI) zone to recognize existing heavy industrial uses and to permit development of administrative office uses, light industrial uses, such as food manufacturing and light manufacturing, transportation and warehousing uses, wholesale trade uses, and other compatible uses in proximity to the Delaware River, Conrail and US Routes 130 and 206 in the Township.

The *Update* did not recommend any changes to the Zoning Ordinance for the HI zone.

### **Proposed Land Use Plan**

The Proposed Land Use Plan for the study area recommends a comprehensive reclassification of land use districts in the study area. (See **Map 9: Proposed Land Use Plan.**) It proposes:

- Elimination of three land use districts: Residential-3 (R-3), Light Industry (LI) and Heavy Industry (HI);
- Creation of two new land use districts: Environmental Protection-1 (EP-1) and General Industrial (GI);
- Relocation of the Highway Commercial (C-2) district to recognize existing development patterns; and
- Creation of a new overlay district: Affordable Housing-1 (AH-1).

The reasons for these changes, as well as the general land use limitations and bulk standards, are detailed below:

### **Environmental Protection-1 (EP-1) District**

This district would include many of the publicly- and privately-owned properties impacted by the current Water Resource Buffer Conservation Zone (WRBCZ), an environmental sensitive area overlay zoning found in Township Code Chapter 63. It includes properties now located in the current Residential-1 (R-1), Light Industrial (LI) and Heavy Industrial (HI) zones. Most of these properties are highly environmentally sensitive with either predominantly tidal waters, tidal flats, wetlands, steep slope areas, 100-year floodplain areas, or a mixture of them.

Property owners include the State of New Jersey, Burlington County, Mansfield Township, NJ Transit, PSEG, the defunct John A. Roebling Steel Corporation (JARSCO) and Bordentown Waterfront Community, LLC. The last three property owners have some developable uplands, which will be significantly regulated by the Township's WRBCZ overlay zone and NJDEP.

One privately-owned property (Block 69, Lot 1 owned by Bordentown Waterfront Community, LLC) with the most developable uplands (about 12 acres) is adjacent to and is only accessible through Bordentown Waterfront Community, LLC's high-density, mixed-use redevelopment in Bordentown Township. The Mansfield Township lot, however, is mostly historic fill composed of contaminated waste from the adjacent ship salvage yard in Bordentown Township. (NJEMS Site ID # 569110) Per the NJDEP Landscape Project and the United States Federal Emergency Management Agency (FEMA) Flood Zone information, it is also a wood turtle habitat and bald eagle foraging site, covered by the 100-year floodplain.

The purpose of this new district would be to protect environmentally sensitive lands and the water quality of the Township's streams, lakes, and other surface water bodies and their riparian and aquatic ecosystems by permitting uses on adjacent uplands complimentary to those waters and identified habitats of threatened and endangered species.

Permitted uses should be limited to conservation uses, parks and other passive recreation uses, and residential development at a density not to exceed one unit per 10 acres.

Residential-1 Transfer of Development Rights Sending Area (R-1) District

This land use classification, which was recommended in the *Update*, is primarily intended to contain preserved farmland and open space, as well as to serve as the sending area for the Township's proposed transfer of development rights (TDR) farmland preservation plan. This land use plan amendment recommends that it also be used to classify privately-held properties that have significant development constraints, as identified in the Township's 2007 *Environmental Resources Inventory (ERI)*, not covered by the Township's Water Resource Buffer Conservation Zone (WRBCZ).

Within the study area, this would include the mostly forested PSEG property (Block 60, Lot 16) just east of the Kinkora Trail. Per NJDEP's geographic and wetlands data the land along the trail is a freshwater wetlands corridor and land adjacent to that, including much of the US Route 130 frontage, has steep slope limitations. It also would include the northern part of Block 70, Lot 6.02, which is currently in the Highway Commercial (C-2) district although much of it is environmentally sensitive, per NJDEP geographic and landscape project habitat data. (See Highway Commercial (C-2) District for more information about environmental issues for this property.)

The proposed reclassification of the 44-acre Jones farm (Block 59, Lot 7.01), the environmentally sensitive PSEG property (Block 60, Lot 16) and the environmentally sensitive 40 acres of the current C-2 portion of Block 70, Lot 6.02 as TDR sending areas will not significantly affect the proposed TDR program's implementation. The *Update* had recommended that the southern part of Block 70, Lot 6.02 be included in this land use district.

This land use plan amendment does not recommend any changes to the land use limitations and bulk standards recommended for the R-1 district in the *Update*.

Village Residential (R-4) District

This amendment recommends that the existing developed properties in and around the American Park subdivision be reclassified from the Residential-3 (R-3) district to the Village Residential (R-4) district. The existing development pattern of the homes in this area are more compatible with the existing R-4 district in Columbus Village, which permits single-family detached residential development on 3,000 square foot lots with public sanitary sewer service and on three-acre lots without it.

This land use plan amendment also supports the extension of such service to this area to replace the existing substandard cesspools and septic systems on undersized parcels there.

Highway Commercial (C-2) District

The plan proposes relocating the Highway Commercial (HC) zone to recognize the study area's existing commercial development pattern, which is primarily on the privately-held land currently classified as Light Industrial (LI) on the west side of US Route 130 east of Hedding-Kinkora Road (County Route 678) and on the east side of the highway between Hedding-Kinkora Road and the PSEG property.

The 40 acres of privately-held mature forest land currently designated as C-2 (the northern part of Block 70, Lot 6.02) is significantly impacted by environmental constraints, such as steep slopes and wetlands, and is identified in NJDEP's Landscape Project habitat data and the Township's *ERI* as critical forested uplands and wetlands habitats for bald eagles. (See **Map 4: Development Constraints**.) The C-2 classification for this property is a holdover from before 2000 when the 367 acres to the east of this property, now Burlington County's Crystal Lake Park, was approved for the construction of 660 homes, 40,000 square feet of retail space, an 18-hole golf course and other features.

That development approval was contingent on receiving public sanitary sewer connections from the Bordentown Sewerage Authority, which never materialized. It is unlikely that public sanitary sewer service will ever be extended to Block 70, Lot 6.02. For these reasons, it is recommended that this parcel be reclassified as Residential-1 (R-1). (See above.) Doing so would complement the landscape character of the adjacent county park by allowing low-density clustered residential development or the sale of development rights as part of the Township's TDR program.

This land use plan amendment does not recommend any changes to the land use limitations recommended for the C-2 district in the *Update*.

#### General Industrial (GI) District

This amendment proposes deleting the Land Use Plan's current Heavy Industrial (HI) and Light Industrial (LI) zones, which are relics from when steel mills were operating in adjacent Florence and Falls townships and PSEG had intentions to build two nuclear power plants on Newbold Island in Bordentown Township. The region's heavy industry development patterns have changed significantly since then, but the Township's land use plan has not.

The current HI zone does not permit the type of manufacturing generally considered as heavy industry: stone, cement, clay, glass, gypsum and lime products; chemicals and chemical products; ferrous and non-ferrous metals; paper and paper products; petroleum and coal products; plastics and rubber products; and textiles, apparel, leather and applied products. The two industrial operations in the current HI zone, a concrete products plant and an asphalt plant, are pre-existing, non-conforming uses. The current HI district is really a LI district because their land use limitations and bulk standards are almost identical.

This land use plan amendment recommends designating five properties currently classified as HI and LI to a new General Industry (GI) district: Block 59, Lot 7.01; Block 67, Lots 1, 2 and 3; and Block 88, Lot 8. The purpose of the GI district is to recognize existing heavy industrial uses and to permit development of administrative office uses, light industrial uses, such as food manufacturing and light manufacturing, and other compatible uses in proximity to the Delaware River, Conrail and US Route 130 in the Township.

Many currently delineated HI and LI properties are recommended to be reclassified for other non-GI land use types in recognition of their environmental restrictions, land use development patterns and existing ownership. Several of them are proposed to be in the new Environmental Protection-1 (EP-1) district. (See Environmental Protection-1 (EP-1) District.) Several other are proposed to be in the Highway Commercial (C-2) district in recognition of existing land use patterns. (See Highway Commercial (C-2) District.) Two residentially developed lots and the vacant uplands portion of the lot between them (Block 66, Lots 2, 3 and 4) should be changed to Residential-4 (R-4), as should the existing cemetery (Block 66, Lot 9) next to the asphalt plant.

This land use plan amendment recommends that many of the recommended land use limitations and bulk standards in the *Update* for the LI district, i.e., the current Land Use Plan, be used for the new proposed GI district, with some amendments. For example, the district should permit concrete products plants and asphalt plants, as well as outpatient care and vocational rehabilitation services, such as those already operating in the proposed district.

Two traditional industrial uses: warehousing, trucking and distribution facilities and wholesale trade establishments, which require large, flat developable parcels with good highway access. Although these uses are prevalent in adjacent Bordentown and Florence townships, they are not compatible with existing land use patterns and environmental constraints and not conducive to good traffic management along the US Route 130 corridor in Mansfield Township. The five proposed GI district parcels are already committed to other industrial uses or are environmentally constrained. Adding more truck traffic to this area would only exacerbate existing and projected future truck congestion in the corridor, particularly in adjacent Florence Township. Warehousing, trucking and distribution facilities and wholesale trade establishments are more appropriate in other parts of the Township, such as the ODL district around I-295 interchange 52 and in the LI district and the northern portions of the C-2 district along US Route 206 and NJ Route 68.

A detailed list of this proposed new district's land use limitations is in the **Appendix**.

#### Affordable Housing-1 (AH-1) Overlay District

To address the Township's current fair share obligation for low- and moderate-income affordable housing under the proposed transfer of development rights (TDR) farmland preservation plan, this land use amendment recommends designating two areas for an affordable housing (AH) overlay zone for inclusionary development. The residential development at a maximum density of sixteen (16) units per acre with a 20% set-aside for affordable residential units should be permitted on tracts of ten (10) acres or more in these two overlay districts.

Permitted housing types should include townhomes and multi-family housing consisting of rental apartments or condominiums, and mixed-use buildings not to exceed three (3) stories in height. To encourage and support this high-density development, this overlay zone also should allow for mixed-use, community-scale commercial and office development, with uses like those recommended for the Neighborhood Commercial (C-1) zone in the *Update*. Individual commercial uses, like those in Columbus Village's C-1 district, should not exceed 10,000 square feet in area. Commercial uses should be integrated into the first floor of multi-story residential buildings.



**Consistency with the Mansfield Township Wastewater Management Plan**

Currently, the Mansfield Township Wastewater Management Plan (WMP), which indicates where NJDEP will permit public sanitary sewer service, does not include any parcels in the study area. This means that each developed property has its own cesspool or septic system. Because none of the properties in the study area are in a public or community water supply service area, each developed property has its own well.

Some of the properties in Kinkora and in the American Park subdivision are too small to meet current state environmental regulations for drinking water wells and septic systems. The Township should identify ways to serve American Park and the affordable housing overlay districts with public water, public sanitary sewers or both. Doing so would be consistent with the public infrastructure policies of the Northern Burlington County Growth and Preservation Plan (GAPP), which delineated this area as a Suburban (T3) transect, and with the State Development and Redevelopment Plan, which delineated this area as a Suburban Planning Area (PA2).

**Relationship to the Land Use Plans of Adjacent Municipalities**

To the west of the study area, across Crafts Creek and north of the railroad in Florence Township, is the former Roebling steel mill. The steel mill site, which is opposite Mansfield Township's proposed Environmental Protection-1 (EP-1) district, is a redevelopment area planned for future industrial development. The area between the railroad and roughly 600 feet south of US Route 130, opposite Mansfield Township's proposed EP-1 and Village Residential (R-4) district, is planned for highway commercial development. The area north of the highway is primarily undeveloped, but there is a strip shopping center on the southern side. To the south of that is a major suburban residential subdivision along Crafts Creek, which is opposite a proposed EP-1 district wetlands corridor and preserved farmland in Mansfield Township's proposed Residential-1 Transfer of Development Rights Sending Area (R-1) zone. Crafts Creek's tidal flats and wetlands corridor provide an ample natural area transitional buffer between any potential adjacent land use conflict in Florence Township.

To the north of the study area, across the Delaware River back channel in Bordentown Township, is Newbold Island. The northern half of the island, which is primarily freshwater wetlands and in the 100-year flood zone, is in a conservation zone. The southern half of the island is in an industrial zone, but is also constrained by wetlands and bald eagle habitat. Although PSEG owns most of the island, future industrial development is not anticipated there. The island is opposite the proposed R-1 zone in recognition of the State's riparian rights ownership and the environmental restrictions on the privately-held property north of Spring Mill Brook. The freshwater wetlands, steep slopes and railroad line on the northern side of the proposed LI and Highway Commercial (C-2) zone in Mansfield Township are a further buffer to conservation uses on the Island.

To the east of the study area is the Burlington County Crystal Lake Park in Mansfield Township and the steep slopes, wetlands corridor and tidal flats of Spring Mill Brook in the proposed R-1 zone. The park and these environmental features provide an ample natural area transitional buffer to Bordentown Township's high density residential development north of US Route 130 and the major suburban residential subdivision south of US Route 130.

**Consistency with the Northern Burlington County Growth and Preservation Plan (GAPP)**

In 2012, Mansfield Township endorsed the Northern Burlington County Growth and Preservation Plan (GAPP) along with twelve other municipalities and Burlington County. Burlington County uses this multi-municipal, consensus-based, guidance document for conservation, preservation and growth in northern Burlington County in place of an official county master plan. The GAPP's vision for northern Burlington County is a balance of "town and country" - a place with vibrant towns, inviting villages and cozy hamlets nestled within a larger, rural landscape of productive farmland, open spaces, woodlands and wetlands. The GAPP's goals are like the State Development and Redevelopment Plan.

The GAPP's policy objectives are based on a landscape transect policy map, like the policy map of the State Development and Redevelopment Plan and the Pinelands Comprehensive Management Plan. (See **Map 10: Northern Burlington County Growth and Preservation Plan (GAPP), Current Transects**). The study area comprises three transects:

- Protected Natural Lands (T1) located north and east of the Kinkora Trail. The T1's primary objective is to protect open spaces and environmental resources through the preservation of large contiguous areas of land.
- Farm belt/Rural Reserve (T2), located along Crafts Creek adjacent to large preserved farmland tracts. The T2's primary objectives are to promote a viable rural lifestyle and the agricultural industry and to maintain large contiguous areas of farmland and supportive lands.
- Sub-urban Area (T3) located south and west of the Kinkora Trail. The T3's primary objectives are to protect the character of existing stable communities, to provide for most of the region's future development in compact forms and mixed-use patterns, and to redesign areas of sprawl and reverse the current trend toward further sprawl in northern Burlington County.

Future concentrations of residential, commercial, industrial and civic development outside established and planned centers and nodes is discouraged in T1 and T2, as is the provision of public water and public sanitary sewer service. There are no established or planned centers or nodes in the study area and future development is expected to be limited here due to existing environmental restrictions and ownership patterns.

Growth is encouraged in T3, as is the provision of public water and public sanitary sewer service. The only area expected to experience significant growth in the study area is the parcel identified for inclusive affordable housing development, if this infrastructure is provided. Extension of this infrastructure would benefit the dozens of individual homes and small businesses along US Route 130, each of which currently has their own water well and cesspool or septic system on a relatively small lot. It would also encourage commercial and industrial development in developable areas along the corridor.

In 2017, the Township recognized that its transects, which were based on its 2007 State Plan Policy Map amendments needed to be revised. (See **Consistency with the State Development and Redevelopment Plan**.) Additional properties along the US Route 130 corridor in the study area mapped as T1 should be changed to T3, while the remaining T1 properties west and south of Burlington County's Crystal Lake Park should be changed to PA2. For these reasons, this plan recommends amending the Northern Burlington County Growth and Preservation Plan (GAPP) Transects Map to reflect these local policy changes. (See **Map 11: Northern Burlington County Growth and Preservation Plan (GAPP), Proposed Transects**.)

### **Consistency with the State Development and Redevelopment Plan**

The 2001 State Development and Redevelopment Plan (State Plan) and its policy map delineated most of the land in the study area as part of the Suburban Planning Area (PA2). The southern part of Block 70, Lot 6.02, the southern part of Block 59, lot 9 and all of Block 59, Lot 5 were delineated as Fringe (PA3) Planning Area. (See **Map 3: State Plan Policy Map, Adopted Planning Areas 2001.**)

In April 2007, as part of the next State Plan cross-acceptance process, the Township and Burlington County recommended to the State Planning Commission that the PA2 and PA3 areas east of the Kinkora Trail be changed to the Environmentally Sensitive (PA5) planning area in recognition of those areas' natural features and that the PA3 areas west of the Kinkora Trail be changed to Rural (PA4) Planning Area in recognition of the agricultural resources and rural non-agricultural development patterns there. (See **Map 12: State Plan Policy Map, Proposed Planning Areas 2007.**) The State Planning Commission staff recommended to the Commission that these proposed changes be included in a "plan endorsement" petition, which the Township was exploring then, but it is not now.

In June 2007, Burlington County purchased more than 370 acres south of US Route 130 just outside the study area for Crystal Lake Park. This purchase and park dedication preserved the core environmentally sensitive areas that the Township and County sought to protect in their earlier PA5 State Plan Policy Map amendment. They also recognize that the northern portion of Block 70, Lot 6.02 just west of the park and the rest of the land east of Hedding-Kinkora Road (County Route 678) in the proposed PA5 represented a significant amount of agricultural land and rural development, which should be delineated as PA4. However, that part of the remaining, privately-held study area north to the railroad tracks should remain PA2 to allow for public sanitary sewer service connections to replace non-conforming domestic cesspools and septic fields and to encourage affordable housing and economic development in the US Route 130 corridor. For these reasons, this plan recommends amending the State Plan Policy Map to reflect these local policy changes. (See **Map 13: State Plan Policy Map, Revised Proposed Planning Areas 2017.**)

In the Suburban (PA2) Planning Area, the State Plan's intention is to: provide for much of the state's future development; promote growth in Centers and other compact forms; protect the character of existing stable communities; protect natural resources; redesign areas of sprawl; reverse the current trend toward further sprawl; and revitalize cities and towns. The proposed land use plan amendments are consistent with this and the PA2's policy objectives, as provided in the State Plan.

In the Rural (PA4) Planning Area, the State Plan's intention is to: maintain the Environs as large contiguous areas of farmland and other lands; revitalize cities and towns; accommodate growth in Centers; promote a viable agricultural industry; protect the character of existing, stable communities; and confine programmed public sanitary sewer and public water services to Centers. The proposed land use plan amendments are consistent with this and the PA4's policy objectives, as provided in the State Plan.

In the Environmentally Sensitive (PA5) Planning Area, the State Plan's intention is to: protect environmental resources through the protection of large contiguous areas of land; accommodate growth in Centers; protect the character of existing stable communities; confine programmed public sanitary sewer and public water services to Centers; and revitalize cities and towns. The proposed land use plan amendments are consistent with this and the PA5's policy objectives, as provided in the State Plan.

# APPENDIX

### **General Industry (GI) District – Recommended Permitted, Conditionally Permitted and Accessory Uses**

The adopted 2016 Land Use Plan Element Update (*Update*), which contains the current land use plan, included a detailed inventory of recommended permitted, accessory, conditional and prohibited land use types for seven major land use categories:

1. Agricultural Uses
2. Residential Uses
3. Lodging Uses
4. Civic Uses
5. Commercial Uses
6. Office Uses
7. Industrial Uses

The various land use types were primarily based upon business categories found in the North American Industrial Classification System (NAICS). The *Update* provided tables for each major category or sub-category and coded each land use type with a "P" for permitted, "A" for accessory, "C" for conditionally permitted or a black box for prohibited, for each land use district. The following tables provide a similar set of land use type recommendations for the proposed General Industry (GI) district. The tables in this section only identify recommended permitted, conditionally permitted and accessory uses for the GI district. All other uses should be prohibited.

#### **Agricultural Uses**

There are currently no agricultural uses in the proposed GI district, and the prospects for any future farming is unlikely given existing land use patterns and environmental constraints. Thus, future agricultural uses should be prohibited.

Agricultural Uses		GI
All		

#### **Residential Uses**

Because residential development is incompatible with the other proposed industrial uses within the GI district, all such uses should be prohibited uses in the GI district.

Residential Uses		GI
All		

#### **Lodging Uses**

This amendment recommends that the prior practice of permitting hotels and motels along the US Route 130 corridor is incompatible with the other proposed industrial uses in the GI district. They are more appropriate in the adjacent C-2 district. Therefore, all lodging uses should be prohibited in the GI district.

Lodging Uses		GI
All		

### Civic Uses

This amendment considers the applicability of four major types of civic uses along the US Route 130 corridor within the GI district. Because most of these uses are incompatible with the other proposed industrial uses within the GI district, they should be prohibited uses in the GI district. There are other more appropriate places in the Township for them. Outpatient care and vocational rehabilitation services, however, such as the existing facility adjacent to the American Park neighborhood should be considered as permitted use.

Public and Quasi-Public Uses	GI
None	

Health Care Uses	GI
Outpatient Care & Vocational Rehabilitation Services	P

Religious and Institutional Uses	GI
None	

Educational Uses	GI
All	

### Commercial Uses

Commercial uses, which serve residents and visitors alike, are critical to Mansfield's economic development. They are most appropriate in the Township's commercial use districts, such as the C-1, C-2 and C-3 districts. Only a handful of these uses are compatible with the proposed industrial uses in the GI district. This amendment considers the applicability of seven major types of commercial uses along the US Route 130 corridor within the GI district.

Banks and Finance, Insurance and Real Estate (FIRE)	GI
All	

Eating and Drinking Establishments	GI
All	

Personal and Household Services	GI
All	

Recreational Uses	GI
All	

Retail Sales Establishments	GI
Building Material and Supplies Dealers	P
Farm Equipment Sales and Rentals	P

Rental Services	GI
Machinery and Equipment Rental and Leasing	P

Motor Vehicle Related Businesses	GI
All	

### Office Uses

This amendment recommends that the prior practice of permitting office uses along the US Route 130 corridor is incompatible with the other proposed industrial uses in the GI district. They are more appropriate in the Township's C-1, C-2, C-3 and ODL districts. Therefore, all professional, scientific, and technical services, administrative and support service office uses should be prohibited in the GI district.

Professional, Scientific, and Technical Services	GI
All	

Administrative and Support Services	GI
All	

### Industrial Uses

Modern industrial uses, which are no longer simply "smokestack" businesses, are also critical to Mansfield's economic development. This Land Use Plan Update identifies eight basic types of industrial uses.

Construction Contractors	GI
Building Equipment (Electric, Wiring, Plumbing, HVAC, etc.)	P
Building Interior Finishing (Drywall, Insulation, Painting, Wall Covering, Flooring, Tiling, Finish Carpentry, etc.)	P
Site Maintenance and Landscape	P
Site Preparation	P
Structural and Building Exterior (Framing, Masonry, Glass and Glazing, Roofing, Siding, etc.)	P
Structural Steel and Concrete Foundations and Structures	P

Information	GI
Microwave / Cellular Communication Towers and Antennae	C

Heavy Non-Food Manufacturing	GI
Asphalt Products	P
Concrete Products	P

Transportation and Warehousing	GI
All	



<b>Food Manufacturing</b>	<b>GI</b>
Animal Foods	P
Bakeries and Tortillas	P
Coffee and Teas	P
Dairy Product Manufacturing	P
Flavoring Syrups and Concentrates	P
Food Service Businesses (contracted to provide meals to institutional, governmental, commercial, or industrial clients)	P
Fruit and Vegetable Preserving and Specialty Foods	P
Grain and Oilseed Milling and Manufacturing	C
Macro-breweries, wineries and distilleries	P
Micro-breweries, wineries and distilleries	P
Pharmaceuticals, Drugs and Nutritional Products	P
Seasonings and Dressings	P
Snack Foods	P
Soft Drink Beverages and Ice	P
Sugar and Confectionery Products	P

<b>Utilities and Waste Management Services</b>	<b>GI</b>
Utility Structures, Facilities & Services for Development	P
Refuse Enclosures for on-site generated waste	A

<b>Wholesale Trade</b>	<b>GI</b>
All	

<b>Light Non-Food Manufacturing</b>	<b>GI</b>
Brooms, Brushes, and Mops	P
Burial Caskets	P
Computer and Electronic Products	P
Dolls, Toys and Games	P
Electrical Equipment, Appliances and Components	P
Hardware, Equipment, Machinery and Tools	P
Fasteners, Buttons, Needles and Pins	P
Furniture and Related Products	P
Gaskets, Packing and Sealing Devices	P
Jewelry and Silverware	P
Light Metal Processing	P
Lighting and Lights Products	P
Medical Equipment and Supplies	P
Millwork, Wood Products and Pre-fab Construction	P
Musical Instruments	P
Office Supplies (except Paper)	P
Other Light Manufacturing from previously processed raw materials	P
Printing and Related Support Activities	P
Signs	P
Sporting and Athletic Goods	P
Transportation Equipment	P

**US Route 130 Study Area: Tax Parcel Listing**

Tax Parcel		Property Location	Use	Land Use District	
Block	Lot			Current	Proposed
59	7.01	5206 Route 130	Agriculture	R-1	R-1 (AH)
59	7.02	5214 Route 130	Single-Family Residential	LI	R-4
59	8	5198 Route 130	Commercial	LI	GI
59	5, 9	Route 130	Vacant (Private)	R-1	EP-1
59	10	115 MAPLE AVENUE	Single-Family Residential	R-1	R-4
59	11	116 MAPLE AVENUE	Single-Family Residential	R-1	R-4
59	12	5194 Route 130	Single-Family Residential	R-1	R-4
59	13, 14	111 MAPLE AVENUE	Single-Family Residential	R-1	R-4
59	15	105 MAPLE AVENUE	Single-Family Residential	R-1	R-4
59	16	5190 Route 130	Mixed-Use	R-1	R-4
59	17	114 MAPLE AVENUE	Single-Family Residential	R-1	R-4
59	18, 19	112 MAPLE AVENUE	Single-Family Residential	R-1	R-4
59	21, 22	106 MAPLE AVENUE	Vacant (Private)	R-1	R-4
59	23	5188 Route 130	Single-Family Residential	R-1	R-4
59	24	3 TEMPLE AVENUE	Single-Family Residential	R-1	R-4
59	20, 25	5 TEMPLE AVENUE	Single-Family Residential	R-1	R-4
59	26, 27, 28	7 TEMPLE AVENUE	Single-Family Residential	R-1	R-4
59	29	13 TEMPLE AVENUE	Single-Family Residential	R-1	R-4
59	30, 31	14 TEMPLE AVENUE	Single-Family Residential	R-1	R-4
59	32	6 TEMPLE AVENUE	Single-Family Residential	R-1	R-4
59	33	2 TEMPLE AVENUE	Single-Family Residential	R-1	R-4
59	34	Route 130	Vacant (Private)	R-1	R-4
59	35, 36, 37, 38	11 ALBERT AVENUE	Single-Family Residential	R-1	R-4
59	39	14 ALBERT AVENUE	Single-Family Residential	R-1	R-4
59	42	4 ALBERT AVENUE	Single-Family Residential	R-1	R-4
59	44	3 POND AVENUE	Single-Family Residential	R-1	R-4
59	45	9 POND AVENUE	Single-Family Residential	R-1	R-4
59	46	6 POND AVENUE	Mixed-Use	R-1	R-4
59	47	5170 Route 130	Single-Family Residential	R-1	R-4
60	16	Route 130	Vacant (Utility)	R-1	R-1
64	4	2989 KINKORA ROAD	Single-Family Residential	LI	C-2 (AH)
64	5.01	5256 Route 130	Commercial	LI	C-2 (AH)
64	5.02	5262 Route 130	Vacant (Private)	LI	C-2 (AH)
64	7	5250 Route 130	Single-Family Residential	LI	C-2 (AH)
64	8	5254 Route 130	Commercial	LI	C-2 (AH)
64	9	5252 Route 130	Single-Family Residential	LI	C-2 (AH)
65	2.01, 2.02	5244 Route 130	Commercial	LI	C-2 (AH)
65	2.03	5240 Route 130	Vacant (Private)	LI	C-2 (AH)

Township of Mansfield | Land Use Analysis | Route 130 Corridor

Tax Parcel		Property Location	Use	Land Use District	
Block	Lot			Current	Proposed
65	3	5248 Route 130	Vacant (Private)	LI	C-2 (AH)
65	4	5246 Route 130	Single-Family Residential	LI	C-2 (AH)
65	5	5238 Route 130	Single-Family Residential	LI	C-2 (AH)
65	6	5236 Route 130	Single-Family Residential	LI	C-2 (AH)
65	7.01	5232 Route 130	Mixed-Use	LI	C-2 (AH)
65	7.02	5234 Route 130	Mixed-Use	LI	C-2 (AH)
65	8	5230 Route 130	Single-Family Residential	LI	C-2 (AH)
65	9	5228 Route 130	Single-Family Residential	LI	C-2 (AH)
66	1	Route 130	Vacant (Private)	HI	EP-1
66	2	5167 Route 130	Single-Family Residential	HI	R-4
66	3	Route 130	Vacant (Private)	HI	GI / R-4
66	4	5173 Route 130	Single-Family Residential	HI	R-4
66	5	Route 130	Vacant (Private)	HI	EP-1
66	6	Route 130	Railroad	HI	EP-1
66	7	Route 130	Vacant (Public)	HI	EP-1
66	8.01	5205 Route 130	Industrial	HI	GI
66	8.02	5205 Route 130	Industrial	HI	GI
66	9	5201 Route 130	Cemetery	R-1	R-4
66	11	5197 Route 130	Single-Family Residential	R-1	R-4
66	12	5195 Route 130	Single-Family Residential	R-1	R-4
66	13	5193 Route 130	Single-Family Residential	R-1	R-4
66	14	5191 Route 130	Single-Family Residential	R-1	R-4
66	15	5189 Route 130	Vacant (Public)	R-1	R-4
66	16	5185 Route 130	Single-Family Residential	R-1	R-4
66	17	5181 Route 130	Cemetery	R-1	R-4
66	18	5175 Route 130	Cemetery	HI	R-4
66	20	Route 130	Vacant (Utility)	HI	EP-1
67	1	Route 130	Industrial	HI	GI
67	2	5251 Route 130	Industrial	HI	GI
67	3	Route 130	Vacant (Utility)	HI	GI
67	4	Route 130	Railroad	HI	EP-1
68	1	5339 Route 130	Vacant (Public)	LI	EP-1
68	2	Route 130	Vacant (Public)	LI	EP-1
68	3	5303 Route 130	Commercial	LI	C-2
68	4	Route 130	Vacant (Private)	LI	C-2
68	5	5281 Route 130	Commercial	LI	C-2
68	6	3126 KINKORA ROAD	Vacant (Private)	LI	C-2
68	7	3130 KINKORA ROAD	Vacant (Private)	LI	C-2
69	1	2691 Route 130	Vacant (Private)	LI	EP-1

Township of Mansfield | Land Use Analysis | Route 130 Corridor

Tax Parcel				Land Use District	
Block	Lot	Property Location	Use	Current	Proposed
69	2	Route 130	Vacant (Public)	LI	EP-1
69	3	Route 130	Railroad	LI / HI	EP-1
69	4, 5.01	Route 130	Vacant (Utility)	HI	EP-1
69	5.02, 5.03	Route 130	Vacant (Private)	HI	EP-1
70	6.01	2684 KINKORA ROAD	Single-Family Residential	R-1	R-3
70	6.02	KINKORA ROAD	Forested and Agriculture	C-2/R-1	R-1
801	1	Route 130	Railroad	LI / HI	EP-1
800.07	1		County Park	C-2	R-1
800.08	1		County Park	LI	EP-1
800.08	1.01	Route 130	Vacant	LI	EP-1

# MAPS

