

4

IMPLEMENTATION

Development and Acquisition Priorities

It is expected that the total development proposed in this plan will take 20 to 25 years. Development will need to be implemented in phases based on multiple factors including available funding, willing partnerships, community interest, municipal priorities, actual community growth, recreation trends, and property acquisitions. The Township and Borough will need to periodically update this plan based on evolving recreational needs including popularity of and participation in various sports leagues.

Development Priorities – 0-10 years

- Establish primary trail and sidewalk connections from existing residential neighborhoods to existing parks
- Construct of new active recreation fields at Locke Avenue/High Hill Park
- Construct new active recreation fields at Lapalomento Family Park as needed

- Redevelop Swedesboro Auction Park to serve local residents
- Develop off road trail network from Locke Avenue to Palladino Field
- Establish water trail along Raccoon Creek
- Establish bicycle routes with “share the road” signage and striping along main corridors such as High Hill Road, Township Line Road, Auburn Road, and Kings Highway to improve connections from residential areas to existing parks.
- Develop and distribute a map of existing parks, open space, and trails accessible to residents. Update regularly as needed.
- Establish a water trail along Oldmans Creek

Development Priorities – 10-15 years

- Complete development at Palladino Field, Lapalomonte Park and Locke Ave/High Hill Park if needed
- Consider acquisitions and bridge enhancements to establish gateway to Swedesboro and Woolwich center at Locke Avenue bridge
- Convert “share the road bicycle” routes on main corridors to bicycle lanes through road widening where needed
- Establish other off road and on road connections as needed to link TDR regional center and other future development
- Continue expansion of park system through acquisitions along Raccoon Creek, Oldmans Creek and in southern portion of Woolwich Township and redevelopment of Nike missile base.

Development Priorities – 15-25+ years

- Establish recreational trails along preserved farms to market agritourism in the area
- Establish second active recreation hub on Township Line Road as needed
- Continue development of off road and on road connections as needed to link future development
- Continue expansion of park and open space system through acquisition and new park development

Acquisition Priorities

As described in the previous chapter, this plan indicates properties that are of current interest to the Township and Borough based on a variety of factors. These properties amount to approximately 543 acres of land. This list of properties is meant to serve as an inventory of properties that the Township would consider acquiring if they become available and is not a final list of properties to be considered for acquisition. It is expected that over the next two decades some properties may be removed from the list and new properties will be added. The Township and Borough will need to continuously prioritize properties for possible acquisition based on evolving recreational needs. To the right is a list of the current properties of interest and their recommended priority (High, Medium, Low).

PARCELS OF INTEREST MATRIX								
Site #	Facility Name	Size (acres)	Ownership Status	Existing/Anticipated Facility Type	Existing/Potential Primary Use	Priority (High, Medium, Low)	Acquisition Cost (Y/N)	Development Cost Low < \$500k Med < \$1M High > \$1M
4	Privately Owned Parcel	32.33	Private	Passive	Water access, Env. Protection	High	Y	Low
5	Former Japanese Internment Camp Site	5.79	Private	Passive	Historic, Water access	Med	Y	Med
11	Privately Owned Parcel	56.38	Private	Mixed	Sports, Env. Protection	Med	Y	High
12	Privately Owned Parcel	44.22	Private	Mixed	Sports, Env. Protection	Med	Y	High
13	Privately Owned Parcel	16.5	Private	Passive	Env. Protection	Med	Y	Low
14	Privately Owned Parcel	29.7	Private	Passive	Env. Protection	Med	Y	Low
17	Beckett Golf Club (western side only)	126	Private	Mixed	Recreation, Community use, Golf	Med	Y	High
18	Oliphant's Mill Pond	31.6	Private	Passive	Swimming, Env. Protection	Med	Y	Med
22	Privately Owned Parcel	10	Private	Passive	Water access, Env. Protection	Low	Y	Low
23	Privately Owned Parcel	9.65	Private	Passive	Water access, Env. Protection	Low	Y	Low
26	Glen Echo Ave.	0.72	Private	Passive	Water access	High	Y	Low
28	Privately Owned Parcel	11.79	Private	Passive	Water access, community use	Med	Y	Med
30	Tomlin Station NHP	45	Private	Passive	Pond access, Env. Protection	Low	Y	Low
31	Privately Owned Parcel	58.65	Private	Passive	Water Access, Env. Protection	Med	Y	Low
32	Privately Owned Parcel	7.38	Private	Active	Sports	Low	Y	Med
33	Privately Owned Parcel	33.39	Private	Passive	Connector trails	Low	Y	Low
34	Privately Owned Parcel	10.81	Private	Passive	Connector trails	Low	Y	Low
35	Privately Owned Parcel	13.21	Private	Passive	Connector trails	Low	Y	Low
TOTAL ACREAGE		543.12						

Potential Funding Sources

Over the next two decades, Woolwich Township and the Borough of Swedesboro will need to be proactive in obtaining funds for design and construction of the improvements proposed in this study. The Township and Borough will need to continually seek project partners and review opportunities for funding. There are multiple funding sources that provide grants for park, trail, and open space development and acquisition like those identified in this plan. Several examples of such sources are listed below.

Federally Funded Programs

Federal Highway Administration Recreational Trails Program

Administered through NJDEP Green Acres, this program provides financial assistance to states for developing and maintaining trails and trail facilities. The Recreational Trails Program funds come from the Federal Highway Trust Fund, and represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use. Permissible uses and projects include maintenance and restoration of existing trails; development and rehabilitation of trailside and trailhead facilities and trail linkages for trails (e.g., parking, signage, shelters,

sanitary facilities); purchase and lease of trail construction and maintenance equipment; construction of new trails in existing parks or in new right of way; for motorized use only, acquisition of easement and fee simple title to property for trails. Projects are funded on a 80% federal share and 20% matching share basis. The maximum grant amount is 24,000 for non-motorized projects. The application deadline is mid-February each year. For more information visit the program website at http://www.state.nj.us/dep/parksandforests/natural/trail_grants.htm.

Surface Transportation Enhancement Program - Transportation Enhancement

Administered through NJDOT, Transportation Enhancement (TE) projects are designed to foster more livable communities, preserve and protect environmental and cultural resources and to promote alternative modes of transportation.

Eligible projects related to this project include:

- Provision of facilities for pedestrians and bicycles.
- Provision of safety and educational activities for pedestrians and bicyclists.
- Acquisition of scenic easements and scenic or historic sites.
- Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
- Landscaping and other scenic beautification.
- Historic preservation.
- Rehabilitation and operation of historic transportation buildings, structures and facilities (including historic railroad facilities and canals).
- Control and removal of outdoor advertising.

- Archeological planning and research.
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
- Establishment of transportation-related museums.

This program is reliant on the reauthorization of the Federal Highway Bill. Currently, this legislation has been reauthorized only into mid-2015. For more information on the Transportation Enhancements Program please visit <http://www.state.nj.us/transportation/business/localaid/enhancements.shtm>

Transportation Alternatives

This program is being administered by the New Jersey Department of Transportation (NJDOT), in partnership with the North Jersey Transportation Planning Authority (NJTPA), the Delaware Valley Regional Planning Commission (DVRPC) and the South Jersey Transportation Planning Organization (SJTPO).

The Transportation Alternatives Program (TAP) was established by Congress in 2012 under the Moving Ahead for Progress in the 21st Century Act (MAP-21), and is funded through a set aside of the Federal Aid Highway Program. TAP provides federal funds for community based “non-traditional” projects designed to strengthen the cultural, aesthetic and environmental aspects of the nation’s intermodal system. TAP projects must relate to surface transportation.

Eligible projects include:

- Provision of facilities for pedestrians and bicycles.
- Scenic or historic highway programs including the provision of tourist and welcome center facilities

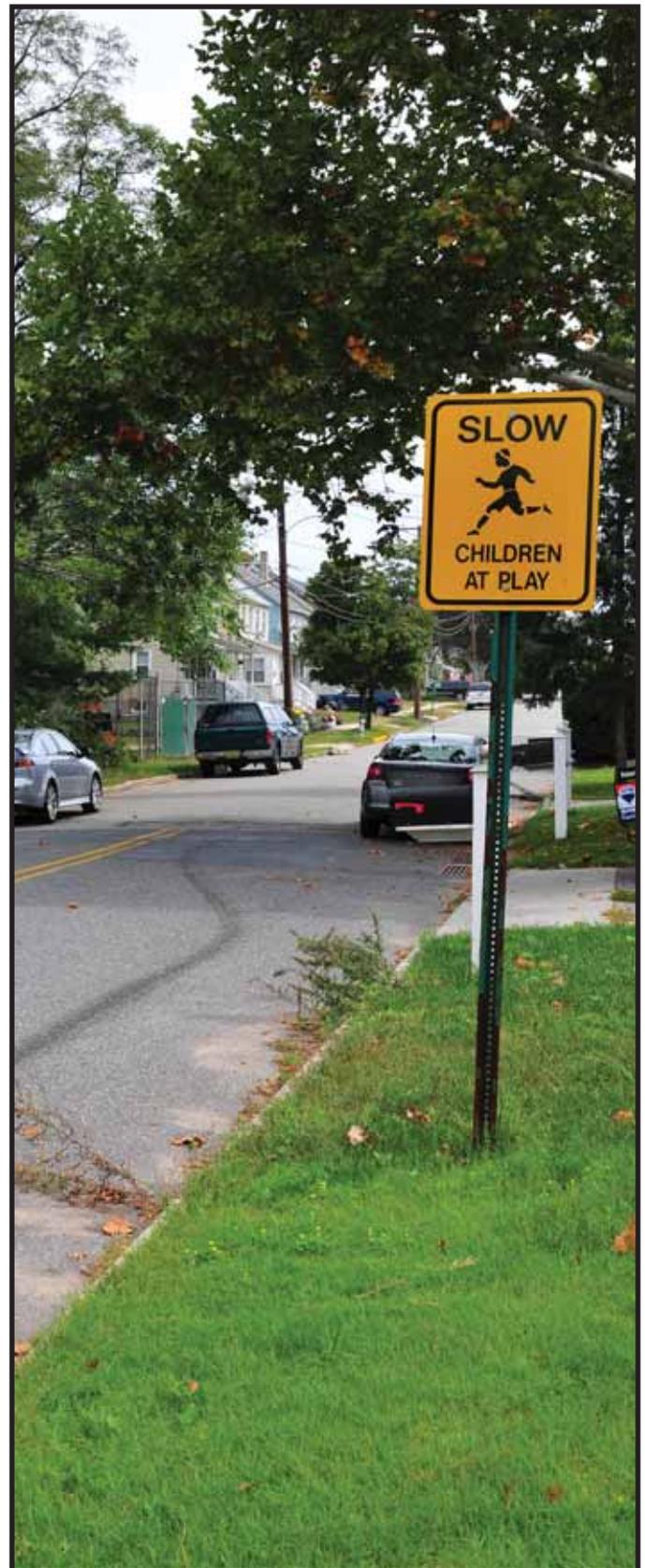
as well as scenic turnouts, overlooks and viewing areas.

- Landscaping and other scenic beautification.
- Historic preservation.
- Rehabilitation of historic transportation buildings, structures and facilities (including historic railroad facilities and canals).
- Preservation of abandoned railway corridors (including the conversion and use for pedestrian and bicycle trails).
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.

The eligible entities to receive TAP funds are:

- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public land agencies
- Tribal governments
- Any other local or regional governmental entity with responsibility for oversight of
- Transportation (other than a metropolitan planning organization or a State agency).

For more information on the Transportation Alternatives Program please visit <http://www.state.nj.us/transportation/business/localaid/alternatives.shtm>



State Funded Programs

New Jersey State Aid Program

This program administered by NJDOT consists of multiple sub-programs that provide funding to local municipalities to improve the state's transportation system.

Two funding opportunities administered through the State Aid Program include applicable to future projects proposed in this plan include:

1. Municipal Aid

This program is announced each spring when the NJDOT invites municipalities to apply. This program funds projects that include road improvements such as resurfacing, rehabilitation, reconstruction, and signalization. This fund could be used for widening of road shoulders for on-road bike routes.

2. Bikeway Grant Program

This program provides funds to counties and municipalities to promote bicycling as an alternative mode of transportation in New Jersey. Examples of eligible projects include:

- New bikeways
- Separation of bikeway from motor vehicle traffic
- Bikeway connecting to existing local or regional bicycle system
- Bikeway improving access to centers of activity
- Continuation of a previously NJDOT funded bikeway project

While the application deadline for the 2015 round of funding for both of these programs was October 14, 2014, it is anticipated that funds will be available on a yearly basis. These programs should be continuously monitored by the Township and Borough as a potential funding source for projects proposed in this plan. For more information on these plans please visit <http://www.state.nj.us/transportation/business/localaid/>

NJDEP Green Acres Program

The New Jersey Department of Environmental Protection (NJDEP) Green Acres Program was created to meet the state's recreational and conservation needs. Since its inception, Green Acres has protected almost 500,000 acres of open space and developed hundreds of public parks. Green Acres helps to preserve the State's water supply and other natural and historic resources, in addition to helping to grow state parks, forests and natural areas as well as providing for urban and neighborhood parks. Green Acres is the land acquisition arm of NJDEP, and as such, it can acquire land directly from private landowners. This land then becomes part of the network of state parks, forests, natural areas and wildlife management areas.

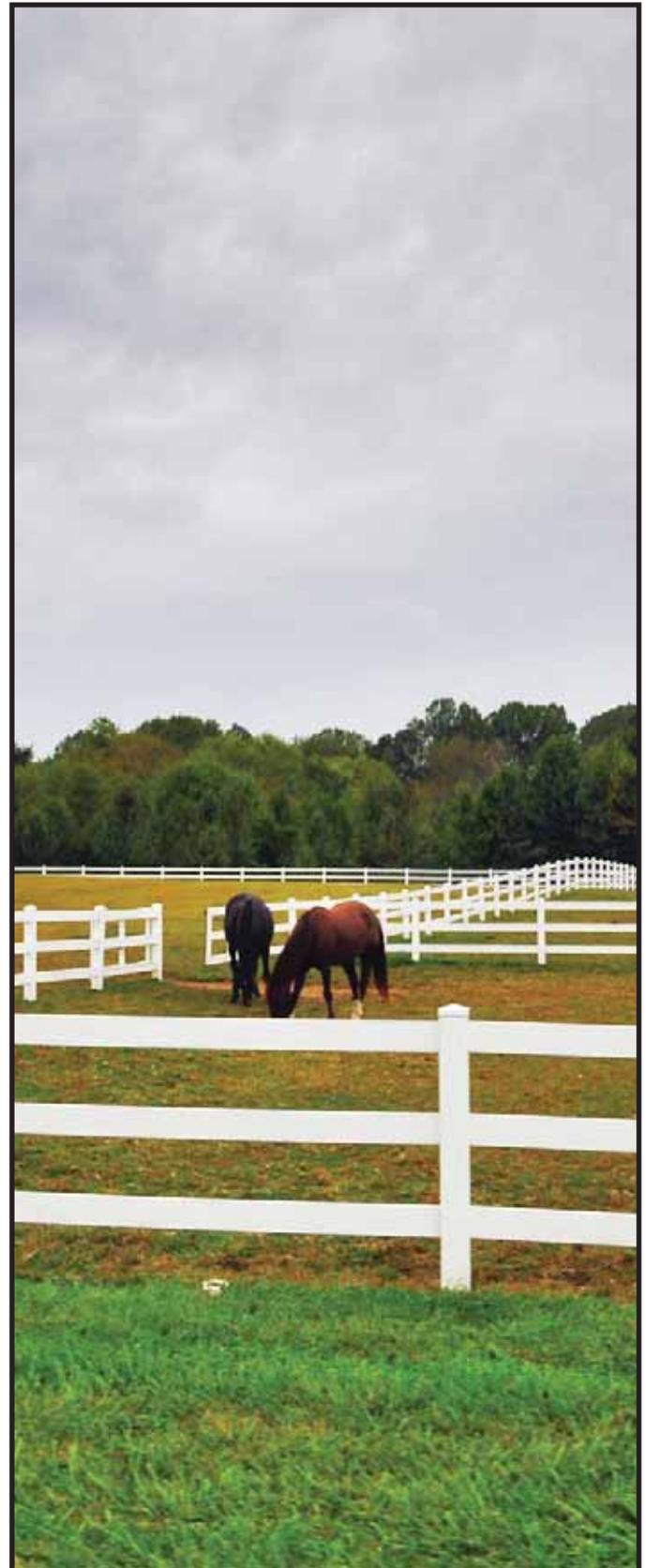
Green Acres funding can be used for the acquisition of land that will be used for public outdoor recreation or conservation. Eligible lands include natural areas, historic sites, conservation areas, water bodies and open space suitable for active or passive recreation. The land can contain buildings as long as they'll be used to support outdoor recreation, they're historic or they will be demolished to create open space. The acquired land can be used for: "active" recreation, like playgrounds, athletic fields, outdoor basketball and tennis courts, outdoor pools, outdoor skate parks and outdoor rinks; "passive" recreation like walking, hiking, horseback riding, cross-country skiing, snowshoeing, boating, picnicking and other related activities; or conservation. Funding can also be used towards development, or the improvement of

parkland with facilities for outdoor recreational use and/or conservation. Examples include the construction of tot lots, athletic fields, tracks, courts, walkways, trails, boat ramps and boardwalks. Support structures for outdoor recreation, like restrooms and concessions, may also be funded through Green Acres. Some ineligible projects include: structures that won't be used to support outdoor recreation and conservation, any site that is intended to be a public road right-of-way and any facility where public access is not provided. To receive funding, the local government must own the land or have an irrevocable lease or use agreement for at least 25 years

One part of Green Acres is the Green Acres Planning Incentive, which provides funds to municipalities that have passed a local open space tax for the acquisition of land for conservation and recreation purposes and who have a Green Acres approved Open Space and Recreation Plan to guide the usage of the funds. Through the Planning Incentive, municipalities can get a 50% matching grant, up to a set cap based on available funds. They also have more leeway in using the funds for acquisition. Municipality matching funds can come from a bargain sale on the property, federal or state funds, county or local open space funds or private funds.

In terms of park development, non-urban communities, like Woolwich, may receive a low-interest loan (2%) up to the cap, for not more than 20 years. The project caps, or base awards, vary with each round of funding based on requests, funding availability and project priorities. As an example, municipal caps in 2012 were \$325,000 for acquisition and \$300,000 for development. Municipal applicants are also limited to one project.

Green Acres eligible acquisition costs include the cost of acquiring land, appraisals, survey, preliminary assessment, relocation, demolition up to a cap and incidental costs up to a cap. Eligible development costs include construction, engineering up to 13% of construction costs, preliminary assessment, permit fees, equipment costs and incidental costs up to a cap.



Safe Routes To School (SRTS)

Administered through NJDOT, New Jersey's Safe Routes to School (SRTS) program is a federally funded reimbursement program that makes funds available to school districts, schools, municipalities, county government, and planning partners to address infrastructure projects that provide safer walking and bicycling routes. These funds are intended to benefit elementary and middle school children in kindergarten through the eighth grade.

SRTS funding is only available to municipalities, school districts, individual schools county government, and planning partners. Funding may only be used for infrastructure projects that physically exist within the public right-of-way.

Eligible projects include the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including:

- sidewalk improvements
- traffic calming and speed reduction improvements
- pedestrian and bicycle crossing improvements
- on-street bicycle facilities
- off-street bicycle and pedestrian facilities
- secure bicycle parking facilities
- traffic diversion improvements in the vicinity of schools

The next round of SRTS funding has not yet been determined and is probably contingent on the long-term reauthorization of the Federal Transportation bill. For more information on the NJ SRTS program, please visit <http://www.state.nj.us/transportation/business/localaid/srts.shtm>

County Funded Programs

Gloucester County Open Space Preservation Program

This program is partially funded through grants administered by the State Agriculture Development Committee and the New Jersey Green Acres Program. Through this program, the County assists municipalities in the purchase of recreational lands. Funds can be used to buy new parks, expand existing parks, or develop greenways. This program should be continuously monitored by the Township and Borough as a potential funding source for projects proposed in this plan. For more information please visit www.gloucestercountynj.gov

Municipal Funding

Woolwich Township

In 2002, Woolwich Township voters passed a public question asking residents to support a non-binding levy for 5¢ per \$100 of assessed value for the purchase and maintenance of land. It did not explicitly state that the funds could be used for park-related, planning or development. A referendum was passed last year, which changed the language in the question to allow for up to 5¢ rather than a strict 5¢. The question that was voted on in 2002 stated that 5¢ per \$100 assessed would be the tax revenue.

Based on the Township's most recent revaluation, the assessments across the municipality are up drastically and there was concern about creating an unintentional windfall. In previous years the Township would collect \$300,000 for Municipal Open Space. Calculating the same 5¢ on the new assessed values, Woolwich Township

would collect more than \$500,000. For each penny increase in the rate it raises the average homeowner's taxes by \$28.83. As a result of the recent referendum, Woolwich Township is currently collecting only 3¢ for the Municipal Open Space Tax, but will likely collect the full voter-approved amount of 5¢ in the future given strong public support as evidenced in previous referendum, and in anticipation of multiple acquisition and development projects being considered for this plan.

