

## **SITE PLAN AND SUBDIVISION APPLICATIONS**

In the execution of this Redevelopment Plan, it should be noted that development and subdivision within the area shall be governed by the requirements set forth under the applicable development regulations of the City of Gloucester. Redevelopment activities shall be in conformance with the adopted redevelopment plan which may be amended in accordance with law. Site plan review, as may be required, shall be conducted by the Planning Board of the City of Gloucester, pursuant to the provision of the Municipal Land Use Law N.J.S.A. 40:55D-1 et. seq.

All leases, agreements, deeds, and other instruments from, or between, the Redevelopment Agency, and to, or with a redeveloper, shall comply with the applicable provisions of Title 40, Chapter 37A.

## **AGREEMENTS WITH (RE-)DEVELOPER**

Agreements with developers shall note that only those uses established in the redevelopment plan shall be constructed, and prohibit, without approval of the redevelopment entity, the sale, leasing, or transferring of the redevelopment project, or portion thereof, without written consent.

## **EQUAL OPPORTUNITY**

The land within the project area shall not be restricted on the basis of race, creed, color, or national origin in the sale, use, lease, or occupancy thereof.

## **PERIOD OF APPLICABILITY**

The provisions of this plan, specifying the redevelopment plan for the project area and requirements and restrictions with respect thereto, shall be in effect for a period yet unspecified until such time as the purpose of the plan has been satisfied and the designated district's need for redevelopment has been substantially alleviated.

## **Appendix A: New Jersey Financing and Incentive Programs**

### **Business Employment Incentive Fund:**

Under the BEIP program, incentive grants are offered to companies that create new jobs in New Jersey. Qualified businesses can apply for periods as long as 10 years for incentive grants up to 80% of the New Jersey personal income tax withholdings from new jobs created when they relocate to New Jersey, or expand their businesses in the state. In the base year, the company must create at least 25 new jobs in a targeted urban community or at least 75 jobs in a suburban area.

### **Bond Financing:**

Bond financing can be an attractive form of lower cost, long-term borrowing for qualifying businesses needing at least \$1 million in capital. Tax-exempt bond financing, which can provide capital at interest rates substantially below the prime rate, is authorized under the Internal Revenue Code for use by manufacturers needing to finance buildings and equipment. The New Jersey Economic Development Authority may issue a bond of up to \$10 million to enable a manufacturer to finance real estate acquisitions, equipment, machinery, building construction, and renovations. Certain other specified businesses also may qualify for this type of financing, such as commercial and industrial projects located in federal Empowerment or Enterprise Zone Communities. Taxable bonds, which also can provide favorable interest rates, are not subject to the same federal restrictions. They may be used on a wider range of businesses without dollar limitations and for such purposes as debt refinancing or working capital.

### **Statewide Loan Pool for Business:**

Through an arrangement between the New Jersey Economic Development Authority and New Jersey banks, loans from \$50,000 up to \$3 million for fixed assets and up to \$500,000 for working capital are available. The New Jersey Economic Development Authority provides up to 25% of the financing subordinate to 75% bank participation. Also, the New Jersey Economic Development Authority will provide up to \$250,000 of the loan at a below-market interest rate and also may guarantee up to 30% of the bank portion.

### **Local Development Financing Fund:**

The New Jersey Economic Development Authority's Local Development Financing Fund is aimed at stimulating commercial and industrial projects in Urban Aid communities through matched fixed-asset loans. Low-interest local development loans can range from \$50,000 to \$2 million. The host municipality must sponsor the request for financial assistance.

### **Fund for Community Economic Development:**

#### *Redevelopment Plan*

City of Gloucester, Camden County, New Jersey  
Southport Redevelopment Area

Loans and loan guarantees are made to urban-based community organizations that in turn make loans to microenterprises and small businesses which may not qualify for traditional bank financing. Affordable capital is provided to fill financing gaps in the development of community facilities and other real estate-based economic development projects. Funds are available to local groups to finance feasibility studies and other predevelopment costs to determine if a real estate project is viable. Technical assistance is also available to support the long-term growth and viability of individual organizations.

### **Real Estate Development**

The New Jersey Economic Development Authority supports the creation of jobs and ratables principally in the urban centers of the state by providing assistance for projects that are consistent with state and local economic development objectives. The NJEDA's main development focus targets urban-aid municipalities. In pursuing that goal, the NJEDA has engaged in a large number of projects in the development of centers identified in the State Plan. Examples include the New Jersey Performing Arts Center in Newark, the Blockbuster-Sony Music Entertainment Center in Camden and the Jersey City Medical Center. It also supports the growth of important industry sectors such as the Technology Center in New Brunswick.

### **Sustainable Loan Fund:**

The Sustainable Loan Fund, that provides low-interest loans of up to \$250,000, is targeted to assist companies wishing to improve the environmental quality of their operations. Preference for loans is given to firms that locate in urban and town centers near existing infrastructure and mass transit.

### **Brownfields Incentive for Industrial Cleanup**

The New Jersey Commerce & Economic Growth Commission provides significant incentive program to developers who remediate and redevelop contaminated sites. A developer may enter into a redevelopment agreement with the Secretary of Commerce that allows for recovery of up to 75% of the cost of remediation once the redevelopment project has begun to realize the new tax revenues in an amount sufficient to cover the cost of remediation. The developer must be a nonresponsible party, who agrees to undertake and complete the cleanup to the satisfaction of the New Jersey Department of Environmental Protection.

### **Hazardous Discharge Site Remediation Loan & Grant Program:**

Businesses may qualify for loans up to \$1 million for up to 10 years for site investigation and cleanup. The interest rate is the Federal Discount Rate at approval or closing of contaminated sites, whichever is lower, with a minimum of 5%. Loan guarantees are also available.

### **Customized Training Program:**

The New Jersey Department of Labor's Customized Training Program promotes the creation and retention of high-skill, high-wage jobs through comprehensive workforce training. Financial

assistance in the form of matching grants may be available to qualified businesses to offset some of the costs of occupational training in the workplace. Training plans are largely designed by the employer. Training may be classroom based or on the job. Applicants may select a third party training vendor such as New Jersey community colleges, four-year colleges/universities, county vocational schools, or private training organizations.

### **Urban Enterprise Zone Program**

The New Jersey Urban Enterprise Zone Program was created to stimulate economic development and job creation in the State's designated zones. Participating businesses located in these zones are eligible to receive incentives, including sales tax exemptions for building materials, equipment and supplies invested or used at the certified site, corporation tax benefits, and unemployment insurance rebates. Retailers charge only half the current sales tax on most "in person" purchases. Receipts from retail sales are deposited into a Zone Assistance Fund to which zone municipalities may apply for funding for projects within the urban enterprise zones. Over \$315 million has been approved from the Zone Assistance Fund for more than 1,000 zone projects. The Program's over 6,500 participating businesses have created over 50,000 full-time jobs and 5,000 part-time jobs since the program's inception in 1984. These companies employ 150,000 full-time employees and project hiring nearly 25,000 employees this coming program year. Companies have invested over \$9.9 billion to date in their businesses. They will invest another \$1.9 billion in the upcoming program year.

Benefits to Qualified Businesses Include:

- Reduced Sales tax (3% vs. 6% outside the UEZ)
- Sales tax exemptions
- Corporate tax credit for the hiring of certain designated employee groups
- Subsidized unemployment insurance costs
- Priority assistance for the Local Development Fund Program

### **NJ Redevelopment Authority:**

The New Jersey Urban Redevelopment Act created the New Jersey Redevelopment Authority (NJRA) in 1996 to spearhead the economic development efforts in New Jersey's urban communities. The NJRA became operational in April 1997 and began focusing on investing in neighborhood-based redevelopment projects. Through the New Jersey Redevelopment Act, the NJRA has also assumed the assets and liabilities of the former Urban Development Corporation.

The Authority offers:

- Low and no interest loans
- Equity investments loan guarantees
- Technical assistance

The NJRA partners with community-based organizations, developers and businesses to leverage its resources to formulate and develop redevelopment projects to increase economic opportunities in 67 eligible communities. The NJRA's primary interest is to ensure that projects developed are urban-focused, neighborhood-based and investment-driven. The NJRA's commitment to projects goes well beyond financing. The NJRA is taking a comprehensive approach to economic development opportunities that are "Creative Community Investments."

**Technology Certification Program:**

This Innovative program allows new or expanding technology and biotechnology businesses to turn their tax losses and credits into cash to grow their businesses. Approved businesses may sell their unused net-operating-loss carry forwards and unused research and development tax-credit carry forwards to any corporate taxpayer in the state for at least 75% of the value of the tax benefits. They can then use the money raised for working capital to buy equipment or facilities or for other business expenses. To qualify, the technology or biotechnology business must have 225 employees or less of which at least 75% must be based in New Jersey, and meet certain other criteria.

**Technology Transfer & Commercialization Program:**

This competitive investment program administered by the Commission on Science & Technology is a funding source for small, for-profit technology companies, to conduct product or process development projects with a near-term commercial outcome. Loans range from \$50,000 to \$250,000 and companies are required to repay only the principal amount of the loan. Companies eligible for this funding must be New Jersey based or plan to relocate to New Jersey.

**Early Stage Enterprise (ESE) Seed Investment Fund:**

Very young technology enterprises may be eligible to receive investments ranging from \$50,000 to \$1.5 million.

**SBIR Bridge Loan Program:**

Applicants for federal Small Business Innovation Research grants may receive loans which help bridge the time and financial gap between the awarding of Phase I and Phase II of the federal SBIR grants.

**Edison Venture Finance Fund:**

To increase the availability of venture capital to New Jersey businesses, the Edison Venture Fund makes investments in emerging technology businesses in the mid-Atlantic region, including New Jersey. The Edison Venture Fund has committed to target one-third of its capital to New Jersey-based businesses. The New Jersey Economic Development Authority has invested in this fund, and refers qualified high-tech companies to the fund for financing.

**R & D Tax Credit Carry Forward Extension:**

This law allows Research & Development Tax Credits to be carried forward for a period of 15 years. These credits must be incurred during period on or after 7/1/98, but no later than 6/30/01. Current law allows Research and Development Tax Credits to be Carried forward for a period of seven years. New Jersey corporate business taxpayers are eligible if they have incurred qualified research expenses (pursuant to IRC 41 as of 6/30/92) in the following areas: advanced computing, advanced materials, biotechnology, electronic device technology, environmental technology, and medical device technology.

**NJ Manufacturing Extension Program:**

This innovative program allows new or expanding technology and biotechnology businesses to turn their tax losses and credits into cash to grow their businesses. Approved businesses may sell their unused net-operating-loss carry forwards and unused research and development tax-credit carry forwards to any corporate taxpayer in the state for at least 75% of the value of the tax benefits. They can then use the money raised for working capital to buy equipment or facilities or for other business expenses. To qualify, the technology or biotechnology business must have 225 employees or less of which at least 75% must be based in New Jersey, and meet certain other criteria.

**R & D Excellence Program:**

This program is intended to create and/or mature new scientific and technology areas, which have potential for products, services, or processes important to New Jersey's future economic development. This multi-year grant program is available to academic research centers to work in collaboration with industrial partners.

**Advanced Technology Centers:**

Research Centers of excellence are located at New Jersey's major academic institutions, serving industry by offering and enhancing academic/industrial technology collaboration opportunities in a variety of disciplines. Advanced Technology Centers are designed to focus on strong industrial/academic R& D partnerships for continuous innovation to increase productivity, global competitiveness and profits

**Technology Business Incubators:**

Seven incubator facilities provide start-up and small firms with low-cost office, light manufacturing and/or laboratory space, shared central facilities, and business training and assistance. The Commission on Science & Technology expects to develop an additional five new incubators in New Jersey within the next two years. This expansion will allow New Jersey and its businesses to enjoy the economic benefits that can be derived from the incubation model.

**Technology Centre of New Jersey:**

Designed by the New Jersey Economic Development Authority, the Technology Centre of New Jersey, conveniently located in Central Jersey, is a collaborative effort by the State of New Jersey, private corporations, and academia featuring state-of-the-art, affordable laboratory, office, and production facilities for emerging and established technology companies.

**Washington Technical Liaison:**

The Technical Liaison Consultant provides New Jersey business with assistance in identifying available finding opportunities from the federal Small Business Innovation Research Program and other federal funding sources.

**GLOUCESTER CITY'S**

**SOUTHPORT**

**REDEVELOPMENT PLAN**

**PREPARED FOR:**

**CITY OF GLOUCESTER CITY  
CAMDEN COUNTY, NJ**

**PETER P. KARABASHIAN ASSOCIATES, INC.  
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**PREPARED BY:**

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(The original copy of this report has been signed and sealed in accordance with the law.)

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## I. INTRODUCTION

The Master Plan of the City of Gloucester City (adopted January 24, 1996) identified the Gloucester Point area of the municipality, here after referred to as the Southport area<sup>1</sup>, as an area of strategic importance to the revitalization of the local economy. This plan has been developed to implement the strategy recommended in the Master Plan which creates a comprehensively planned industrial area supported by water dependent modern port facilities. The plan has been based upon an investigation documenting that the identified area is an area in need of redevelopment to eliminate the existence of blighted conditions. The redevelopment plan for Gloucester City's Southport Redevelopment Area is premised on the concept that a comprehensive, market based process is necessary to derive the maximum opportunity for economic revitalization. Accordingly, this plan is intended to foster the establishment of a public/private partnership to implement the redevelopment of the Southport area.

### A. Purpose of the Plan

The purpose of this redevelopment plan is to provide for the clearance, planning, development and redevelopment of the Southport area in accordance with the New Jersey Local and Redevelopment and Housing Law (N.J.S.A. 40A:12A et. seq.) and other applicable state statutes. This plan provides for the redevelopment of Southport in terms of its relationship to local objectives as to appropriate land uses, density of population and improved traffic and public transportation, public utilities, recreational and community facilities filling of riverfront area to create viable port facilities and other public improvements. These purposes are consistent with the policies and goals with the City of Gloucester City that can be summarized as:

- The implementation of strategic plans and key locations designed to ensure that the limited land areas of the city are used to reestablish an economic base;
- Capitalize on Gloucester City's riverfront land resources by taking advantage of the strategic location of the city in relation to international markets;
- To provide adequate utility infrastructure to serve the needs of the Southport area;
- To provide a comprehensive circulation system which in conjunction with other traffic control measures adopted by the City will serve to provide access to the Southport area without impacting on residential neighborhoods;
- To provide the ability to fill areas of riverfront with safe fill material in order to recreate waterfront land for port development.

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<sup>1</sup>The project name has been changed to avoid confusion with a private entity doing business under the name Gloucester Point.

The industrial/commercial components of this plan will serve several purposes. The primary purpose is to accommodate a variety of waterfront uses, principally modern port and cargo handling facilities. Another purpose is to promote the reuse of a formally contaminated land and matter consistent with current federal and state policies. Finally, the plan will serve the purpose of providing services and facilities necessary to serve the Southport Area.

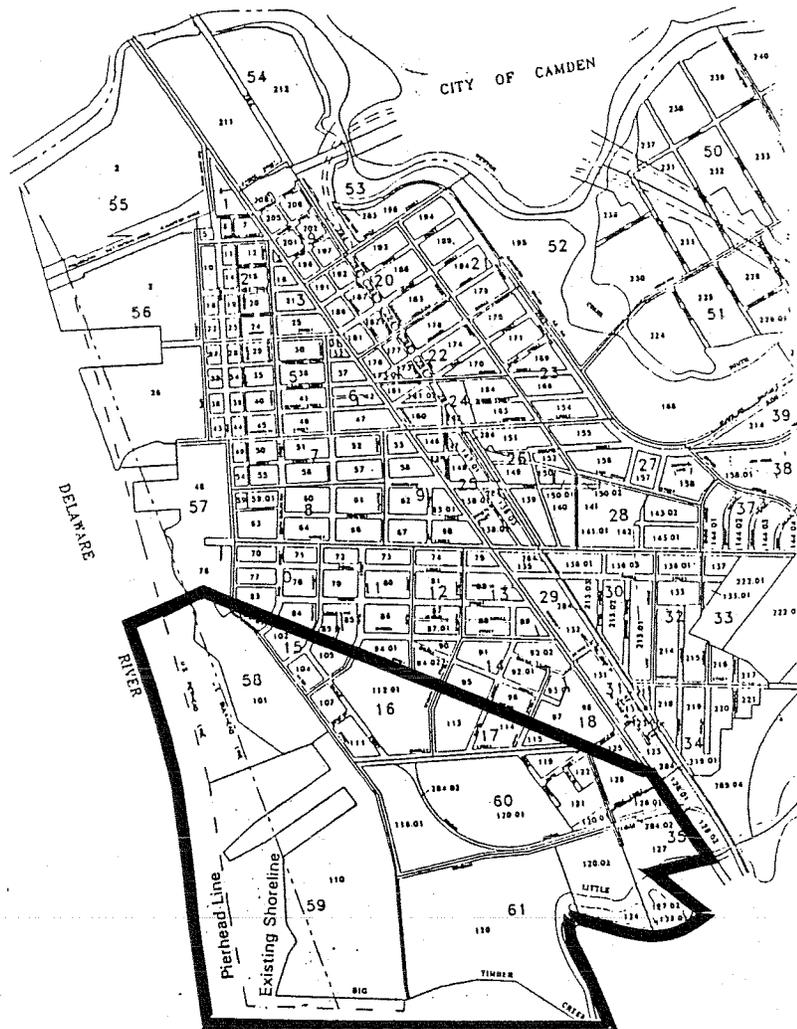
B. Definitions

The definitions of the "Local Redevelopment and Housing Law" (NJSA 40A:12A-3) shall be applicable to this plan. A copy of these definitions are enclosed as Exhibit A.

C. Project Boundaries

As shown on Figure 1 the Southport area can generally be described as the area bounded by the southern boundary of Proprietor's Park, Jersey Avenue, Broadway, Little Timber Creek/Big Timber Creek and the Delaware River. Figure 2 is a list of the tax blocks encompassed within the Southport Redevelopment Area as identified on the Tax Map of the City of Gloucester City. This figure identifies the acreage of each block in separate categories of total land area (upland of the waters edge) and the area of riparian lands or tidal meadows.

**FIGURE 1**  
**BOUNDARIES**  
**SOUTHPORT REDEVELOPMENT AREA**  
**GLOUCESTER CITY, NJ**



*Riparian areas along the water's edge represent a form of ownership that will impact waterfront development. Such boundaries will be determined from existing property maps and related documentation in the archives of the City, County, and State as required. The current boundary map defines the areas considered for redevelopment. This map used in conjunction with a list of the properties constitutes the redevelopment area.*

**SOURCE: TAX MAP OF GLOUCESTER CITY**

**FIGURE 2**  
**Tax Blocks in the Southport**  
**Redevelopment Area: Gloucester City, NJ**

Block #	Total Land Area (Acres)	Riparian and Tidal Meadows (Acres)
100.01	0.62	--
101	16.16	14.21
102	1.84	--
104	1.38	--
105	1.49	--
107	1.38	--
110	47.98	29.92
111	1.80	--
112.01	11.64	--
113	3.97	--
114	2.46	--
115*	1.73	--
116.01	11.31	--
119	1.05	--
120	41.00	--
120.01	18.27	--
120.02	3.24	--
120.03	0.79	--
121	3.28	--
122	1.03	--
124	4.54	5.3
126	3.56	--
126.01	1.48	--
127	6.40	--
Total	188.40	49.43

\*Not to be acquired

Source: Tax Assessors Records  
Tax Maps of Gloucester City

Compiled by: Peter P. Karabashian Associates, Inc. (March 1996)

#### D. Plan Objectives

The following objectives have been formulated to guide planning and programming for the Southport redevelopment area. These objectives are in accordance with applicable state statutes:

- To undertake the clearance, replanning, development and redevelopment of the Southport area to prevent the existence of blighted conditions;
- To acquire or contract to acquire real or personal property or any interest therein as may be necessary or proper for carrying out the redevelopment plans;
- To clear any area acquired and install, construct or reconstruct streets facilities, utilities and site improvement essential to the redevelopment plan;
- To provide resources for the relocation or arrange for the relocation of residents and businesses of the area as may be necessary;
- To dispose of land acquired by sale, lease or exchange purposes specified in the redevelopment plan;
- To do all things necessary to carry out powers under the redevelopment act;
- To reinforce where possible existing viable uses and facilities consistent with the overall redevelopment plan;
- To provide needed infrastructure and road improvements to serve the redevelopment areas;
- To encourage and facilitate the development of the Delaware River Waterfront area for port and related facilities;
- To provide the necessary public improvements to compliment and serve existing and new development including needed utilities, street closings and changes, street improvements, landscaping, pedestrian and transit linkages etc.;
- To provide additional necessary public services as needed to serve existing and new development;
- To provide appropriate buffers, screening industrial and commercial activities in the redevelopment area from adjacent residential neighborhoods;

- To remove all structurally substandard buildings;
- To eliminate blighting influences and incompatible land uses;
- To promote and stimulate the proper growth within the redevelopment area of the city;
- To fill portions along the Delaware River extending out to the existing pierhead line with "legal" fill material, using such activity as a method to augment financing the overall redevelopment process.
- To preserve existing values and maintain taxable value of properties within or in proximity of the redevelopment area and to encourage economically sound development by public and/or private enterprises which provides employment for area residents.

#### E. Conformance with Municipal Objectives

The redevelopment plan conforms with local objectives as to the appropriate land uses and improved traffic, public utilities, community facilities and other public improvements. This redevelopment plan conforms with the goals and purposes in the recently adopted Gloucester City Master Plan and other community policies and objectives including:

- The redevelopment plan serves to implement the goal of charting a course for Gloucester City to develop fiscal independence by carefully allocating its land resources and managing their development for the enhancement of the entire community;
- The redevelopment plan assures that the limited land areas of the city are used to reestablish an economic base for the community;
- Adoption of the redevelopment plan serves to demonstrate to state, regional and federal agencies how Gloucester City is maximizing its opportunities by following a defined pattern of redevelopment in a process that is mutually inter-related and self reinforcing thus making Gloucester City a prototype community worthy of being taken seriously by federal, state and private agencies that allocate scarce financial resources;
- The redevelopment plan will assure the provision of public services and utilities in a manner that is most efficient and cost beneficial;
- The redevelopment plan proposes land uses and building requirements within the redevelopment area that will be consistent with the Gloucester City Master Plan;
- The redevelopment plan provides for the relocation of persons living in the area prior arrangement for decent, safe and sanitary dwelling units;
- The redevelopment plan will comply with all requirements of the laws of the State of New Jersey.

F. Consistency with other plans

This redevelopment plan is consistent with the goals and policies of the New Jersey State Development and Redevelopment Plan<sup>2</sup>. In particular this plan is consistent with the policies for:

- Public Infrastructure Projects;
- Economic Development;
- Urban Revitalization.

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<sup>2</sup>"Communities of Place", prepared by the New Jersey State Planning Commission, June 12, 1992.

## II. EXISTING CONDITIONS

This section of the redevelopment plan is a detailed investigation of the existing conditions within the redevelopment area. This includes a review of land use, building conditions, infrastructure, planning considerations and socio-economic conditions.

This investigation has been prepared aid the governing body of Gloucester City in making a determination that the proposed Southport Redevelopment Area meets the statutory criteria to be designated an area in need of redevelopment. Information is provided concerning:

- The discontinuance of the use of buildings previously used for commercial, manufacturing and industrial purposes;
- The abandonment of such buildings or the same being allowed to fall into so great a state of disrepair as to be untenable;
- Conditions of topography soils, deleterious land use or obsolescent layout which are detrimental to the health, morals, or welfare of the community;
- A growing lack of proper utilization of areas caused by the condition of the title, diverse ownership of the real property therein or other conditions resulting in a stagnant and unproductive condition of land potentially useful and valuable for contributing to and serving the public health safety and welfare.

### A. Land Use

The existing use of land in the Redevelopment Area is summarized on the following Figure 3, "Land Use by Tax Block in the Southport Redevelopment Area". For the purpose of this analysis, this category included lands that are assessed as vacant land by the municipal tax assessor as well as properties that are listed as a developed parcel where field inspection is found, all buildings have been demolished.

**FIGURE 3**  
**Land Use by Block in the Southport**  
**Redevelopment Area: Gloucester City, NJ**

Block #	Total Area <sup>3</sup>	Vacant Land <sup>1</sup>	Residential <sup>1</sup>	Industrial/ Commercial <sup>1</sup>	Public <sup>1</sup>
100.01	0.62	0.46	0.08	0.08	--
101	16.16	0.00	--	16.16	--
102	1.84	0.85	0.68	0.31	--
104	1.38	0.56	0.13	0.69	--
105	1.49	0.73	0.07	0.69	--
107	1.38	1.24	--	--	0.14
110	47.98	21.92 <sup>4</sup>	--	26.06	--
111	1.80	1.80	--	--	--
112.01	11.64	0.00	--	11.64	--
113	3.97	0.00	--	3.97	--
114	2.46	0.50	.29	1.67	--
115*	1.73	0.03	1.33	.34	.03
116.01	11.31	0.41	--	10.85	.05
119	1.05	0.00	--	1.05	--
120	41.00	41.00	--	--	--
120.01	18.27	0.00	--	18.27	--
120.02	3.24	0.00	--	--	3.24
120.03	0.79	0.00	--	0.79	--
121	3.28	0.00	--	3.28	--
122	1.03	0.31	0.30	0.24	0.18
124	4.54	--	--	--	4.54
126	3.56	2.58	--	0.98	--
126.01	1.48	1.48	--	--	--
127	6.4	0.00	--	6.40	--
<b>Total</b>	<b>188.40</b>	<b>73.87</b>	<b>2.88</b>	<b>103.47</b>	<b>8.18</b>

\*Not to be acquired.

Compiled By: Peter P. Karabashian Associates, Inc. (April 1996)

<sup>3</sup>Unless otherwise notes, the area identified for each land use category is based on the tax records of Gloucester City.

<sup>4</sup>The Paramount Communication (a.k.a. Glo-Titanium) property is recorded on tax records as developed but all buildings have been removed.

As shown of Figure 3, approximately 73.87 acres, or 39% of the non riparian and non right-of-way land area within the Southport area, is categorized as vacant land. Of the remaining 114.53 acres of "improved land" approximately 103.47 acres (54.92%) are classified as commercial or industrial land, 8.118 acres (4.34%) as public/governmental property and 2.88 acres (1.53%) as residential land.

The approximately 74 acres of vacant land represents a significant portion of the Gloucester Point area and points to the need for redevelopment to take place to prevent the further occurrence of blighted conditions. The diverse ownership of property, obsolete configuration of lots, obsolete waterfront piers, and environmentally impacted land areas has resulted in a stagnant and unproductive land that is not being used beneficially nor to optimum standards to contribute to serving the public, health, safety and welfare of Gloucester City.

#### B. Existing Site Layout and Conditions

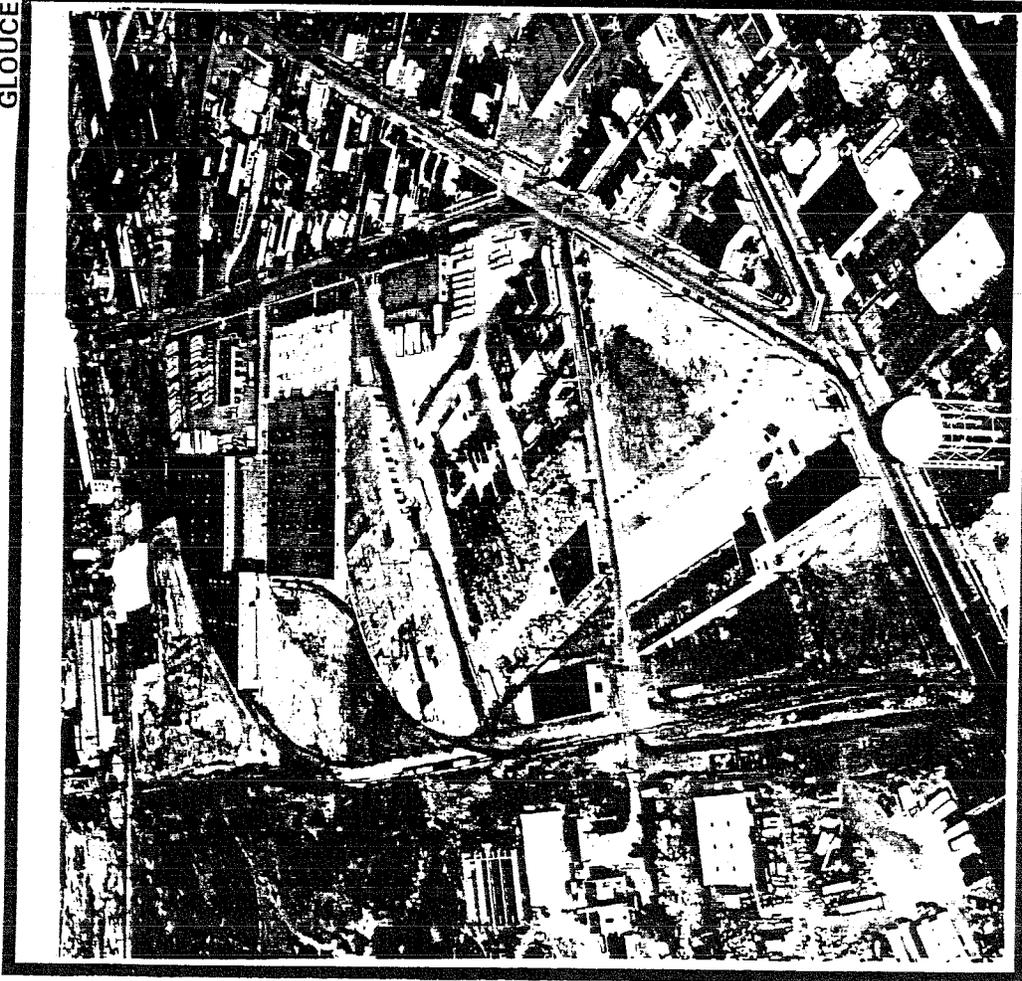
A block by block analysis of the conditions in the area is enclosed as Technical Appendix 1. In summary this analysis finds that a majority of the structures and facilities in the Southport area are outdated, obsolete types of development that are not consistent with current practices. On some blocks there are significant sized tracts of land where buildings have been demolished. There are also several blocks where diverse property ownership and use results in a not fully productive condition of the land. All of these conditions meet the criteria for designating a redevelopment area. In addition to the "qualifying" blocks, there are also several blocks or parcels that do not meet the criteria but have been included since they are necessary to the effective redevelopment of the area.

Figure 4 contains recent aerial photographs taken of the Southport area clearly show the presence of obsolete building types and land uses. These include: curvilinear lot layouts and structural designs originally built to single purpose objectives; existing pier configurations that are not compatible with modern cargo handling practices utilizing mobile cranes and containerized cargo; and a pierhead line which needs to be filled to establish a legitimate port area.

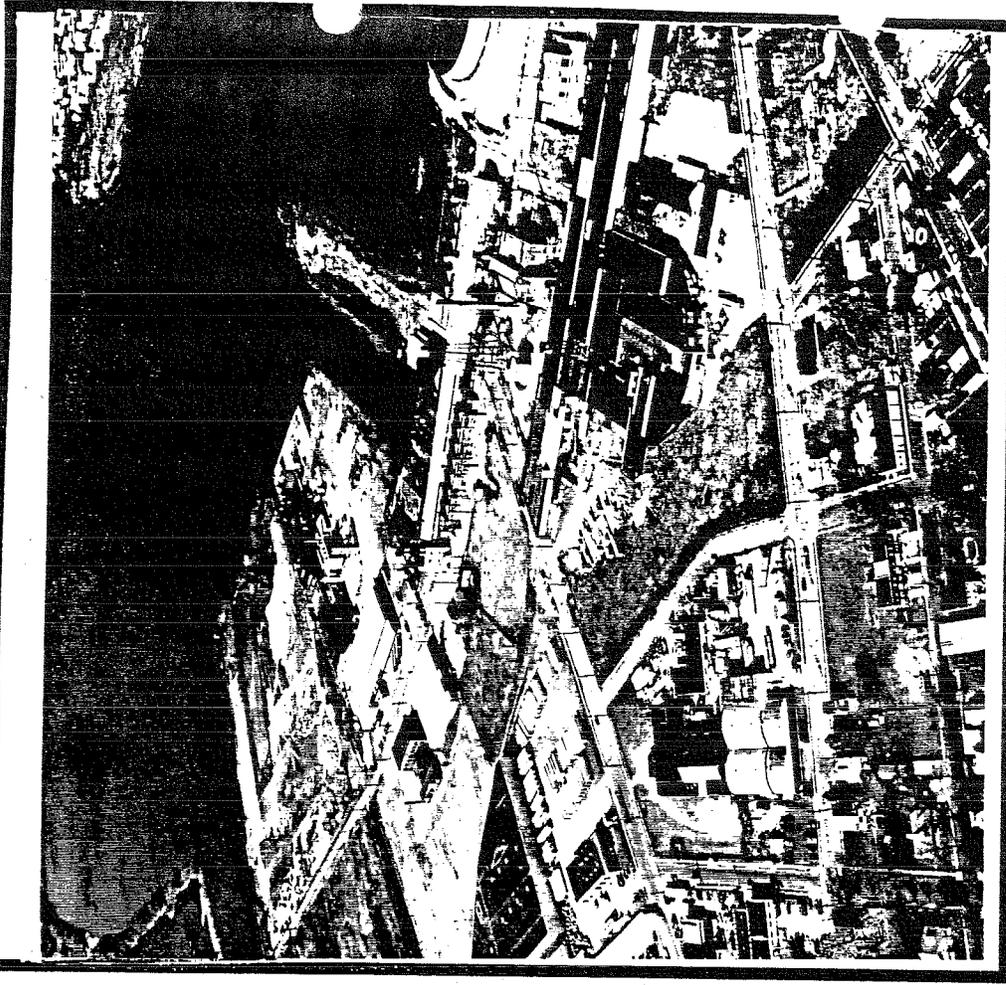
Also visible on these photos are large contiguous areas of vacant land where buildings and structures have been removed as part of the environmental remediation process.

As shown on this section, there are areas of buildings or improvements which by reason of faulty arrangement or design, obsolete layout and environmental factors. The condition of the buildings and land has resulted in a unproductive and stagnant condition of land areas that are potentially useful and valuable to contributing to and serving the benefit of the public health, safety and welfare.

FIGURE 4  
EXAMPLES OF EXISTING LAND USE  
SOUTHPORT REDEVELOPMENT AREA  
GLOUCESTER CITY, NJ



*At left:* Examples of existing irregular lot and building configurations



*At right:* Example of vacant land in Gloucester Point. Note the obsolete pier configuration at right center.

PHOTO BY: PETER P. KARABASHIAN ASSOCIATES, INC. (APRIL 1995)

C. Infrastructure

Review by the municipal engineers during the preparation of the Gloucester City Master Plan in 1995 identifies severe problems with the municipal infrastructure serving the Southport area.

Specifically the Master Plan reported that:

"The existing combined sewer system in this area is outdated and not a sufficient size to serve the proposed development. The redevelopment of this area will require the replacement of the combined system with separate storm and sanitary sewers.

The redevelopment of this area will also require replacing existing water mains and the provision of new water service extensions as needed".

D. Environmental Considerations

Figure 5 is a copy of the mapping for the Southport Redevelopment Area presented on the New Jersey Department of Environmental Protection (NJDEP) Freshwater Wetlands Map. These maps were prepared pursuant to the requirements of the New Jersey Freshwater Wetlands Act adopted in 1989. As reflected on this map, NJDEP has preliminarily identified areas of the Southport Redevelopment Area as freshwater wetlands. Although the freshwater wetlands mapping must still be confirmed through conducting a field survey of wetlands habitat, this shows a possibility of approximately 18 acres of the Southport area (approximately 10%) could potentially be regulated under the Freshwater Wetlands Protection Act.

Another environmental consideration is the presence in the Redevelopment Area of environmentally contaminated sites that are subject to remediation under regulations promulgated by either NJDEP or the U.S. Environmental Protection Agency. These properties include:

- GAF Properties
- Viacom Communications (Gloucester Titanium)
- Vanguard Vinyl Siding and
- ARCO Asphalt Processing

**FIGURE 5**  
**NEW JERSEY FRESHWATER WETLANDS MAP**  
**SOUTHPORT REDEVELOPMENT AREA**  
**GLOUCESTER CITY, NJ**

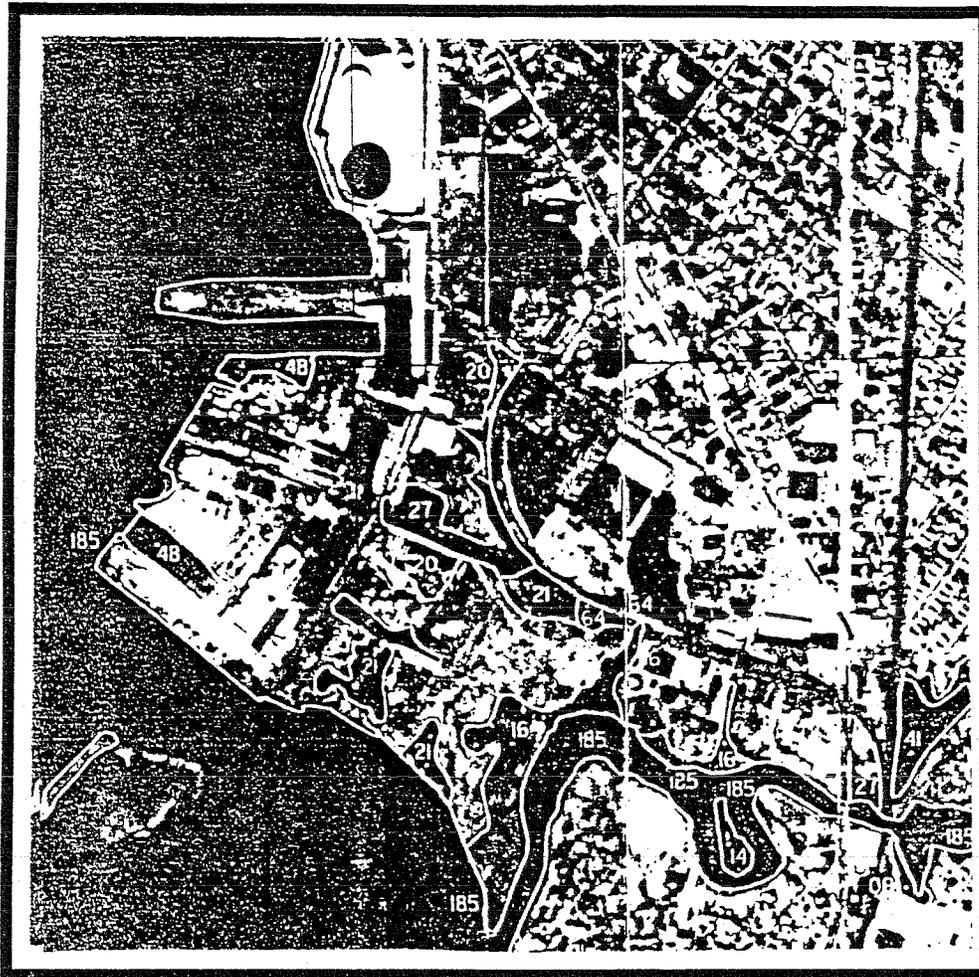


Photo by: Peter P. Karabashian Associates, Inc.

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*The wetland areas scattered throughout Gloucester City represent natural areas that require consideration. Use of these areas is prohibited by state and federal law except in special circumstances where wetlands may be used if they are replaced elsewhere.*

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E. Other Planning Considerations

This redevelopment plan recognizes the need for ongoing detailed planning and design during the course of plan implementation. Specifically, this work shall address the issues of:

- Federal and state regulations applicable to the filling of riparian areas to create water dependant activities;
- Soil conditions relevant to structural bearing capacity;
- Existing riparian rights related to the value of lands acquired and disposed of under conditions of this plan;
- NJDEP review and approval based on the Rules on Coastal Zone Management and also the Freshwater Wetlands Protection Act Rules;
- Market analysis relative to the feasibility of industrial and commercial redevelopment as enabled under the provisions of this plan.

### III. THE REDEVELOPMENT PLAN

#### A. The Redevelopment Plan Concept

This redevelopment plan builds upon and sets the conditions for the implementation of previous planning work of the Southport area identified in the Master Plan of Gloucester City. This redevelopment plan serves to meet the objective of the Gloucester City Master Plan of implementing strategic plans at key locations to ensure that the limited land areas of the city are used to re-establish an economic base. The Proposed Land Use Plan, enclosed is Figure 6 graphically portrays the components needed to implement this strategy.

The planning concepts underlying the provisions of the land use plan are as follows:

##### 1. Port Related Improvements

The plan provides for the creation of modern port facilities along the Delaware River edge of this site. Under the provisions of the plan, the river would be filled to the federal pier head line to create an area suitable for development of a modern port facility for the loading and unloading of containerized cargo using mobile cranes. The plan also provides for the development of port related processing, assembly, warehousing and related buildings adjacent to the port operation.

##### 2. Industrial/Manufacturing

In addition to the port facilities, the plan proposes two levels of light industrial/manufacturing/commercial developments outside of the immediate port area. Large scale industrial manufacturing plans are proposed for development along the major industrial roadways serving the redevelopment area. Provisions are also included in the plan for development of small industrial/commercial buildings to attract entrepreneurs and start-up corporations which are often major job generators.

##### 3. Open Space Area

The portion of the lands located along Little Timber Creek have been designated for potential retention as a passive open space/nature reserve area. This designation is based on the presence of wetlands in the immediate area and also the irregular shape of the property which makes it very difficult to develop uses compatible with the balance of the redevelopment area. An option will be maintained for possible filling of wetland areas if appropriate mitigation standards can be initiated.

#### 4. Industrial Boulevards

Water Street is proposed to be expanded and partially relocated and Stinsman Avenue is proposed to be expanded and improved to create Industrial Boulevards serving as the major roads in the redevelopment area. The widening and landscaping of these roads will provide a major unifying element for the entire Southport area.

#### 5. Existing Residential Concentrations

Redevelopment plan recognizes the presence of existing residential properties within the redevelopment area. To the maximum extent practicable the plan avoids activity in areas of residential concentration. The plan provides for buffering of industrial uses in the vicinity of residential concentrations in or adjacent to the Redevelopment Area to minimize the residents perception of the nearby industrial/commercial uses.

### B. Circulation Plan

The redevelopment plan creates a vehicular circulation system designed to provide efficient automotive and truck access to the redevelopment area while minimizing the impact on adjacent residential uses. Figure 7 is a conceptual plan of the proposed circulation system.<sup>5</sup>

#### 1. Proposed Industrial Boulevards

##### a. Stinsman Avenue

The existing 50 foot right-of-way of Stinsman Avenue will be increased to 100 feet. The plan proposes that expansion of the roadway to the east by 50 feet which would incorporate an existing 30 foot rail easement plus additional lands from adjoining properties. As shown on Figure 8, entitled "Schematic Diagram of Industrial Boulevards", the roadway would be developed as a major industrial boulevard with a minimum of two 12 foot wide travel lanes in each direction, a 20 foot wide center island/left turn lane and a 16 foot wide shoulder edge to either side of the cartway usable for right hand turnouts, utility easements, installation of sidewalks and street trees.

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<sup>5</sup>The circulation plan will also include necessary railroad connections to service the port area. However, given the specialized nature of such designs the layout of the railroad system will be developed as part of final development plans.

b. Water Street

In the area south from Fourth Street to Stinsman Avenue, Water Street is proposed to be widened from its current 50 foot right-of-way to a 100 foot wide right-of-way and realigned south of Fifth Street so that it intersects Stinsman Avenue approximately 450 feet east of its current location. Improvements to this roadway would be similar to those proposed for Stinsman Avenue with the exception of the tapering that would occur between Fourth and Fifth Streets.

2. Local Service Streets

As depicted on the Circulation Plan the following existing streets will be improved (including widening of cartways and rights of way as necessary) and paved to accommodate anticipated levels of industrial traffic. In addition to the physical improvements to the roadway, all development along streets that intersect with Jersey Avenue will be subject to a requirement routing all truck traffic away from Jersey Avenue and the adjoining residential neighborhoods. The local service streets are:

- a. Charles Street (widen existing cartway to 60 feet);
- b. Fourth Street (between Jersey Avenue and Water Street);
- c. Fifth Street (between Jersey Avenue and Water Street);
- d. Sixth Street (between Walnut and Water Street);
- e. Seventh Street (between Jersey Avenue and Water Street);
- f. Walnut Street (from Fifth Street);
- g. Grove Street (south of Charles Street);
- h. Ninth Street (between Jersey Avenue and Grove Street);
- i. Elm Street (south of Ninth Street).

DELAWARE RIVER

RE-ROUTE AND WIDEN  
WATER ST.

NEW WATER  
DEPENDANT  
FACILITIES

EXISTING PIER  
HEAD LINE

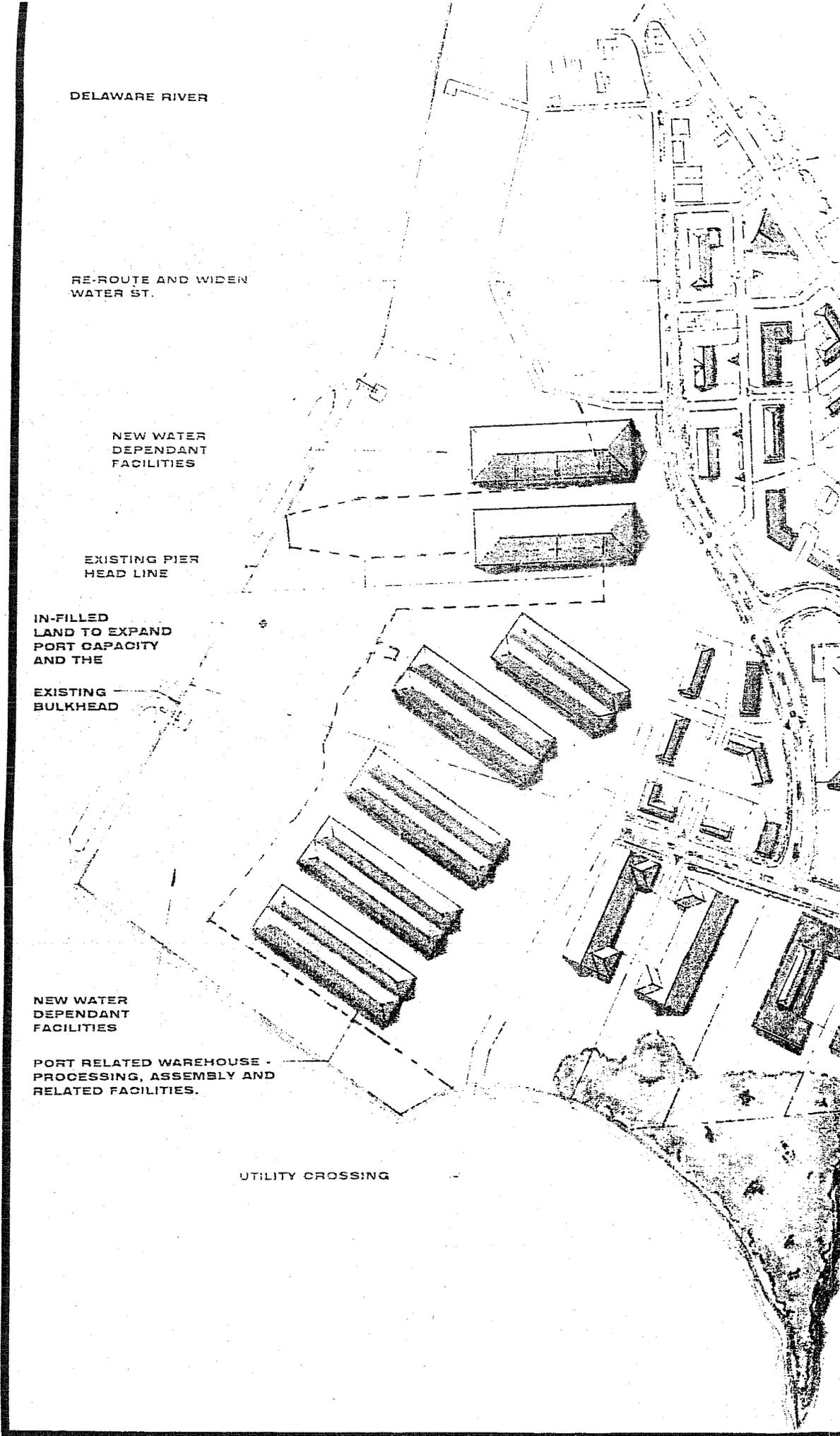
IN-FILLED  
LAND TO EXPAND  
PORT CAPACITY  
AND THE

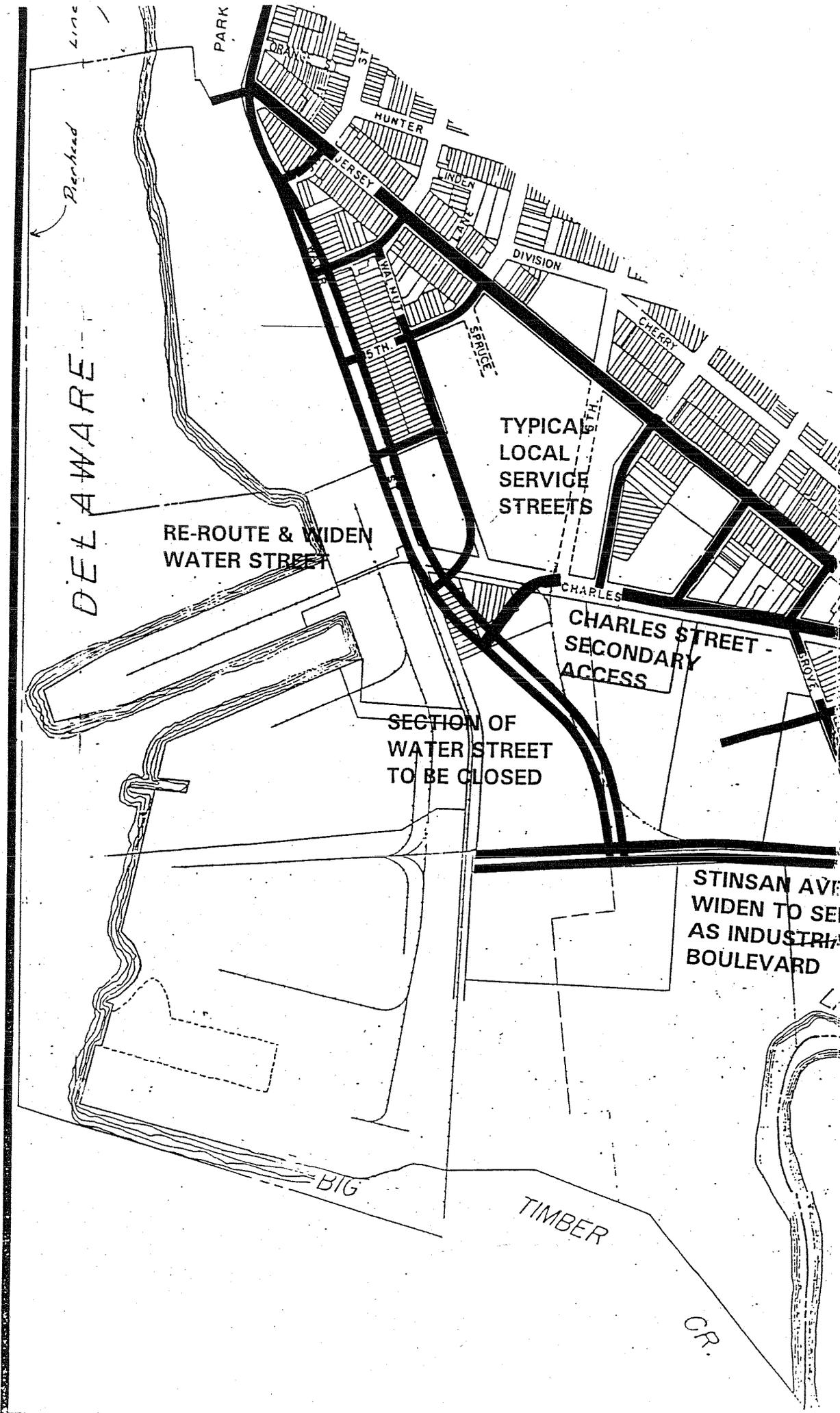
EXISTING  
BULKHEAD

NEW WATER  
DEPENDANT  
FACILITIES

PORT RELATED WAREHOUSE -  
PROCESSING, ASSEMBLY AND  
RELATED FACILITIES.

UTILITY CROSSING





Pierhead Line

PARK

BRAN

ST

HUNTER

JERSEY

LINDEN

DIVISION

SPICE

5TH

9TH

CHERRY

TYPICAL LOCAL SERVICE STREETS

DELAWARE

RE-ROUTE & WIDEN WATER STREET

CHARLES

CHARLES STREET - SECONDARY ACCESS

SECTION OF WATER STREET TO BE CLOSED

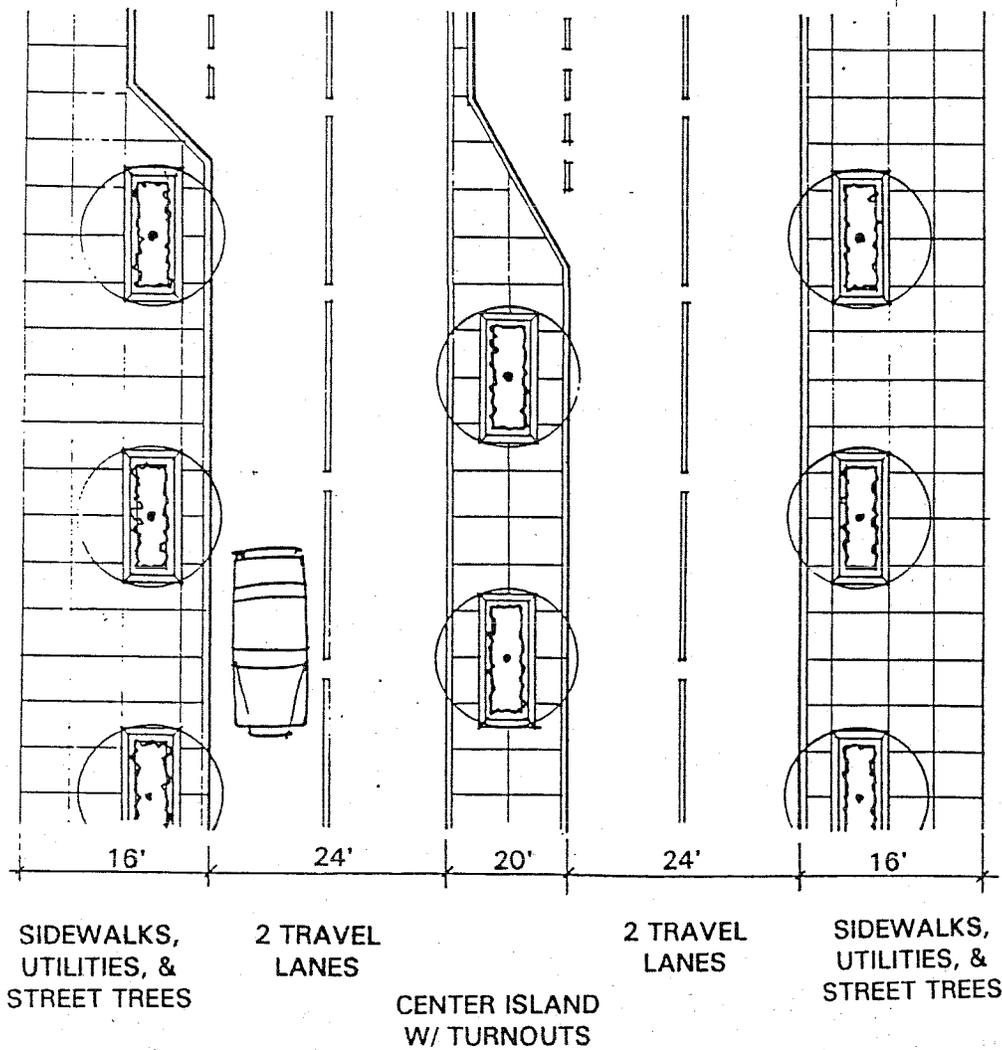
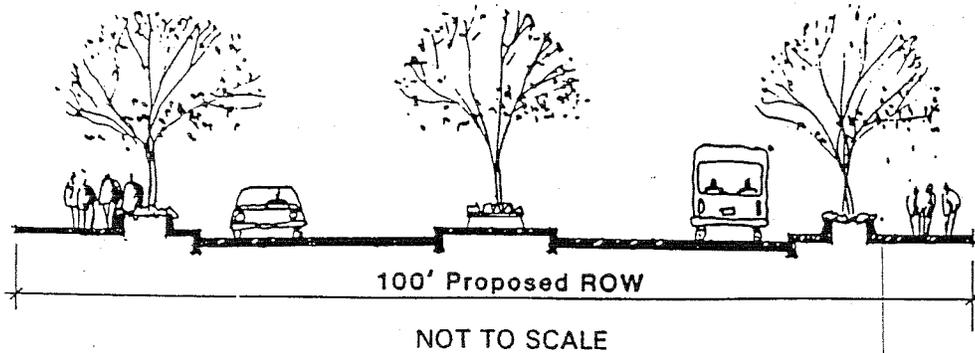
STINSAN AVE WIDEN TO SE AS INDUSTRIAL BOULEVARD

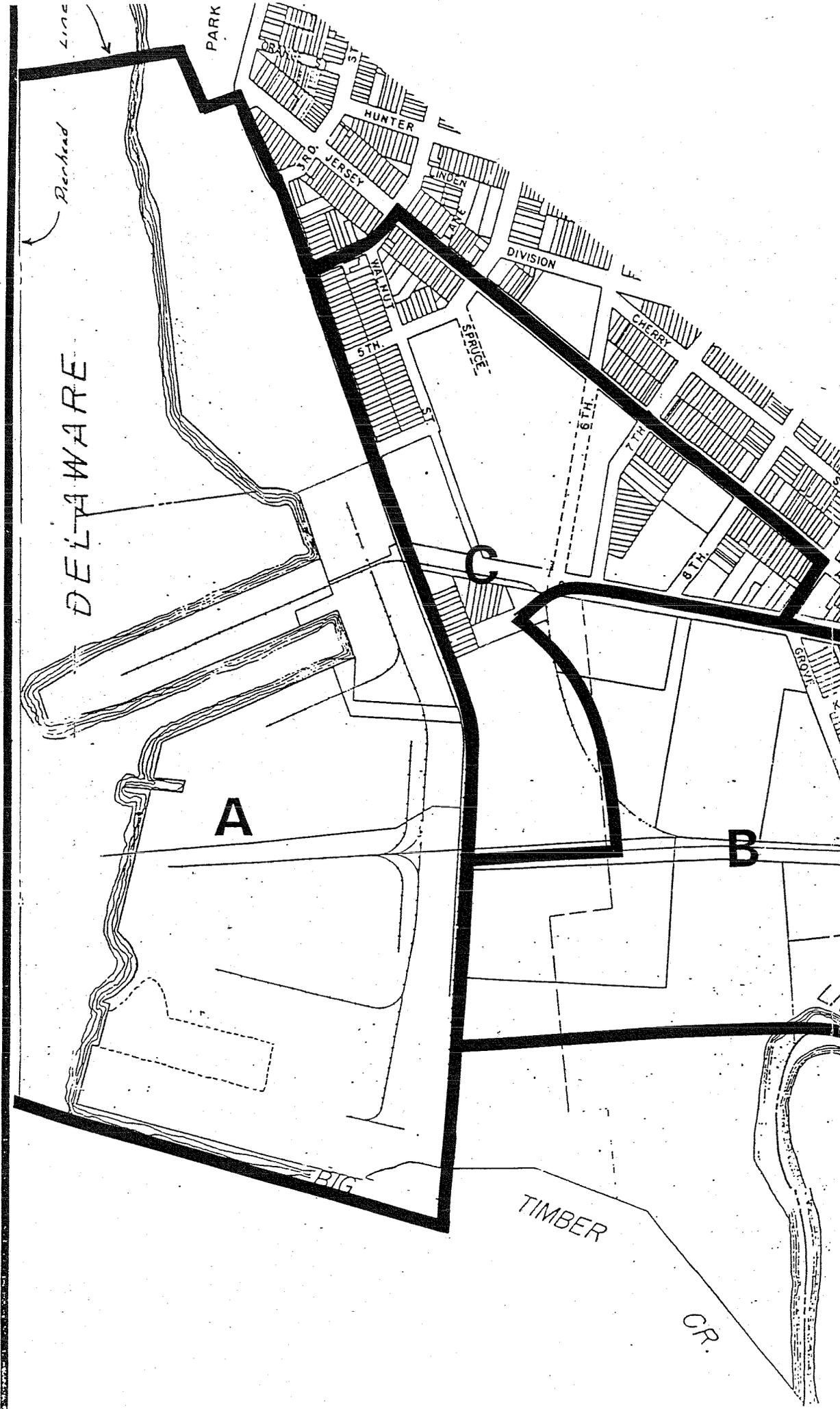
BIG

TIMBER

CR.

**FIGURE 8**  
**SCHEMATIC CROSS SECTION**  
**OF INDUSTRIAL BOULEVARD**  
**SOUTHPORT REDEVELOPMENT AREA**  
**GLOUCESTER CITY, NJ**





DELAWARE

A

B

C

TIMBER

CR.

Line

Rerhead

PARK

5TH

SIBOEE

6TH

8TH

JERSEY

HUNTER

LINDEN

DIVISION

CHERRY

GROVE

LI

BIG

### 3. Right-Of-Way Closures

The implementation of the redevelopment plan will result in the vacation and closure of the following streets and rights of way:

- a. Water Street - as a result of the proposed relocation existing portions of Water Street south of Sixth Street will be vacated;
- b. Brick Street ( south of Stinsman Avenue);
- c. Brick Street extension (between Broadway and building).

In addition to improvements to the roadway system, developers in the Southport area will also be able to connect their facilities to the regional freight rail system. There is an existing rail spur crossing Broadway that connects Southport to Conrail's Vineland Secondary freight line that runs parallel to Broadway through Gloucester City. This spur will be improved as necessary to provide access to individual sites in the redevelopment area.

C. Proposed Land Uses

The planning concepts previously discussed are formalized in the proposed land use plan shown as Figure 9. The following further clarifies and delineates the intent and requirements for development in the land use categories shown in that figure.

1. Port/Industrial Area

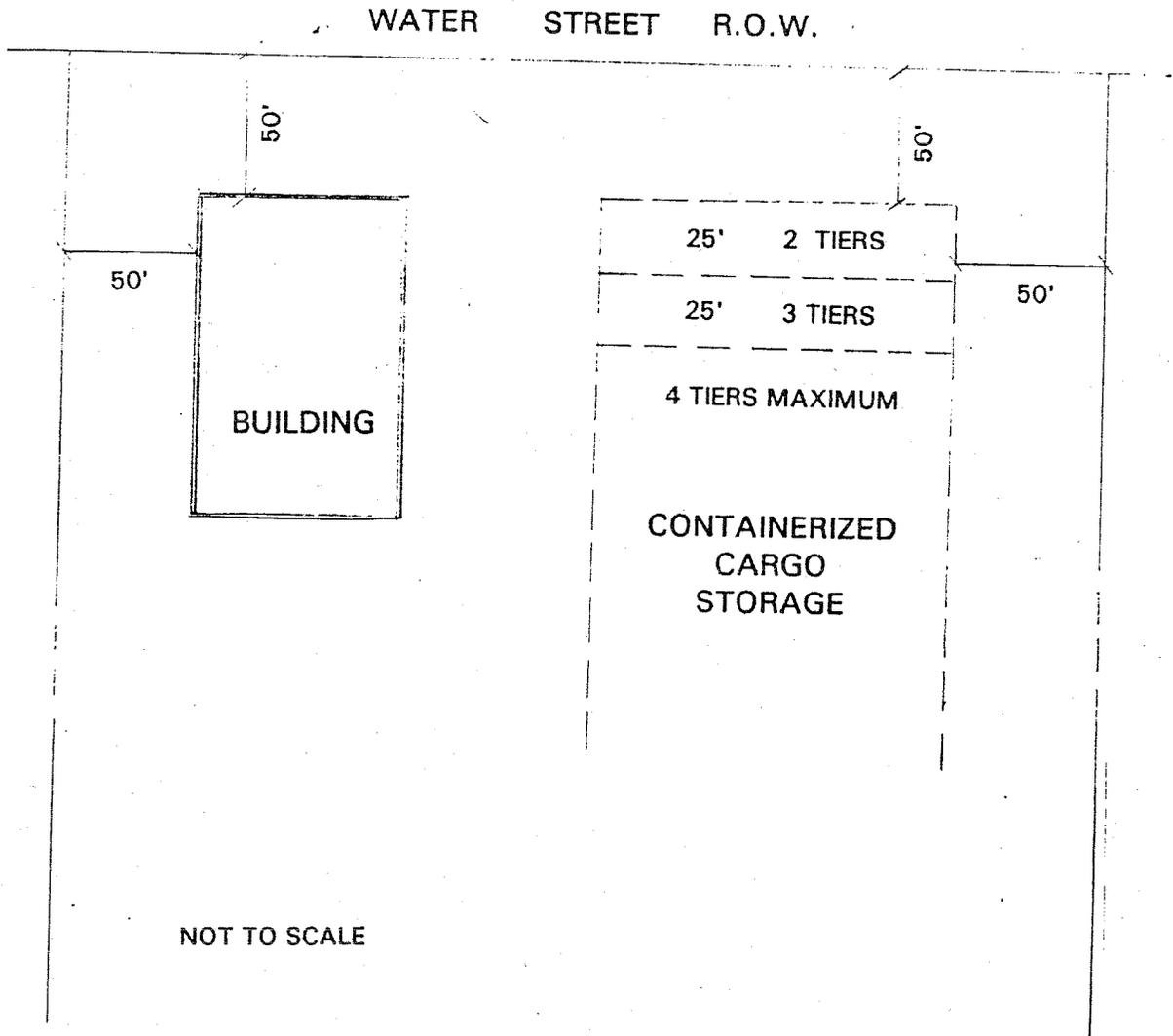
- a. Intent - the intent of this land use category is to provide the opportunity to establish sites for the development of 1 or more marine terminals consisting of port facilities and related water dependant or water oriented uses.
- b. Permitted Uses - the uses permitted in this area as a matter of right are limited to port related uses such as:
  - (1) The landfilling of the Delaware River to the U.S. pier head line quays for the mooring of large ships and the off flowing loading of cargo;
  - (2) Cranes for the lifting and movement of cargo and containers to and from the ships;
  - (3) Outdoor surface storage areas for the temporary holding of cargo and containers;
  - (4) Warehousing;
  - (5) Assembly plants for the waterborne receipt of raw materials and shipment of finished products, subject to being in fully enclosed structures;
  - (6) Administrative and accessory offices relating directly to all port activities;
  - (7) Maintenance facilities for motorized land base equipment used in normal port operations;
  - (8) Public utility substations.
- c. [Reserved]

- d. Permitted Coverage - up to 80% of any site may be covered by buildings, paving or impervious surface approved by the implementing agency.
- e. Maximum Building Height - 45 feet measured to the mid-point of the roof on peak roof buildings or the highest point of the roof on flat roof buildings.
- f. Building Setbacks - As shown on enclosed Figure 10, the minimum setbacks of buildings from the property lines 50 feet. Outdoor cargo storage areas shall be setback a minimum of 50 feet from any property line. The maximum height of cargo shall not be stored any higher than 2 tiers in height for the first 25 feet of storage area from the front setback line (50 feet to 75 feet from the property line), 3 tiers for the next 25 feet (75 feet to 100 feet from the front property line), and the maximum height of 4 tiers shall not exceed beyond 100 feet from the front property line. All setbacks must be approved by the implementing agency.
- g. Building Massing - Buildings shall be oriented with the long axis perpendicular to the Delaware River.
- h. Buffers - Buffering shall be provided along all street lines to screen port activities and outdoor storage of cargo from visibility off-site. Buffer areas shall be a minimum of 25 feet wide. Landscaped berms no less than 4 feet in height shall be provided to add to the screening capability of landscaping materials. Buffer area shall be landscaped with the combination of evergreen trees (6 feet to 8 feet in height) and deciduous trees (2½ inch to 3 inch caliper, 12 feet to 15 feet in height) to maximize screening of port activities.
- i. Acceptance of Recyclable Materials - As part of any Redevelopment Project, the designated developer along with the City's representative will prepare and submit for approval to the New Jersey Department of Environmental Protection (NJDEP) a comprehensive remedial action work plan (RAW) for all of the properties in the redevelopment zone as required. The RAW will include an application for the use of recyclable materials as cap/cover material as a remedial measure for portions of the site. In addition, application will be made to the NJDEP and the U.S. Army Corps of Engineers (USACE) for the use of recyclable fill materials, including solidified dredged material, as fill for extending the land mass area from the current shore line to the proposed wharf at the bulkhead line.

Recyclable fill materials include various types of construction by-products, including common fill, screenings from construction and demolition recycling facilities, bottom ash and coal ash from power plants, solidified dredged

materials, stone, recycled masonry, and recycled asphalt. The materials would be considered non-hazardous and would generally be below the Non-Residential Direct Contact Soil Cleanup Criteria (NRDCSCC) as defined in the NJDEP's February 3, 1992 rule entitled Cleanup Standards for Contaminated Sites. The recyclable materials will be used as either structural or non-structural fill, as called for in the construction specifications. A protocol for testing and acceptance of these recyclable fill materials will be submitted to and monitored by NJDEP and the local jurisdiction to ensure that only materials which present no danger to human health or the environment will be accepted as fill for the Project.

**FIGURE 10**  
**DIAGRAM OF MINIMUM SETBACKS**  
**IN THE PORT/INDUSTRIAL AREA**  
**SOUTHPORT REDEVELOPMENT AREA**  
**GLOUCESTER CITY, NJ**

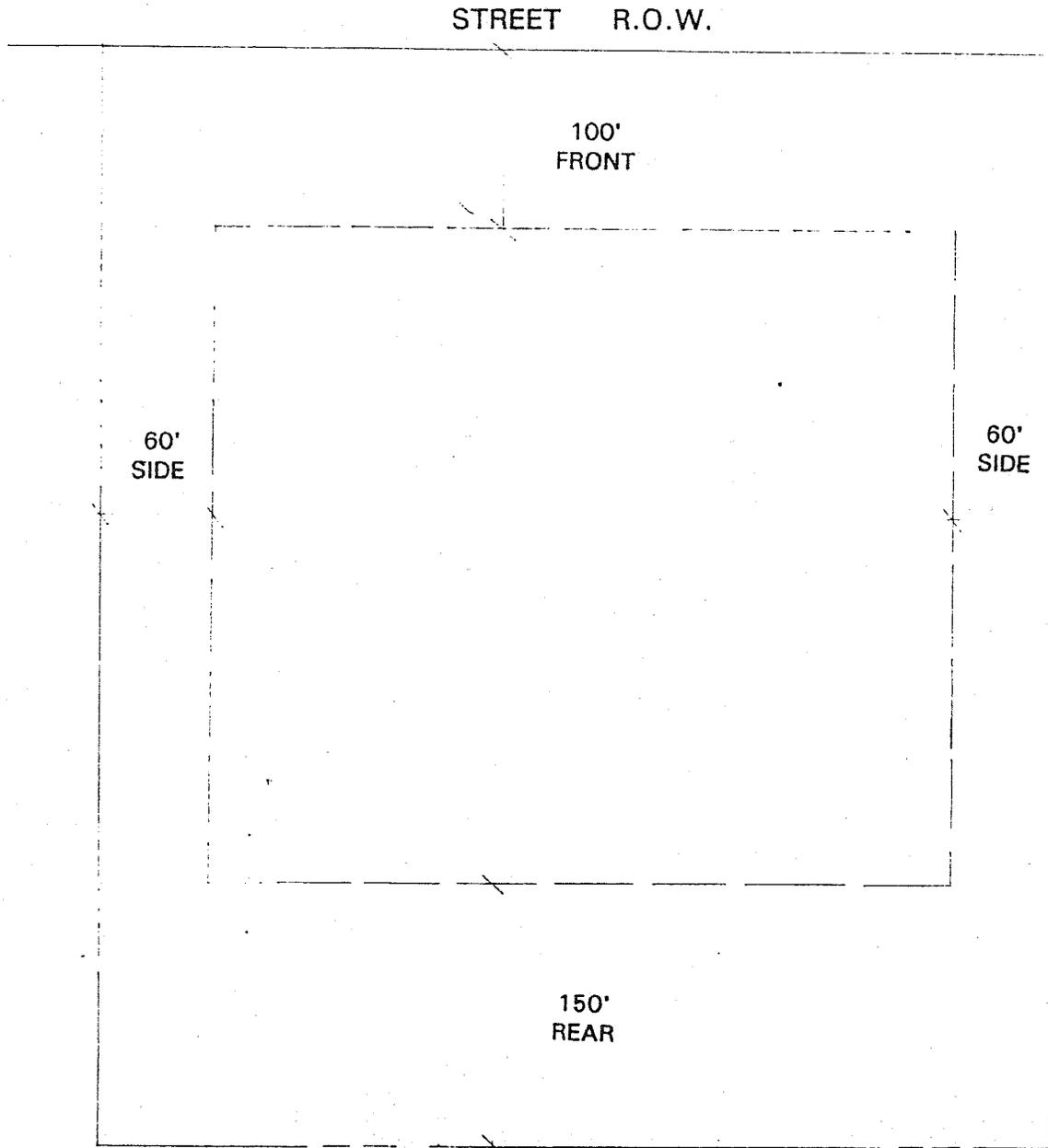


## 2. Light Industry/Manufacturing Area

- a. Intent - the intent of this land use category is to provide the opportunity for the development of light industrial and manufacturing operations that require large sites for the construction of buildings and plant operations.
- b. Permitted Uses - those uses permitted in this area as a matter of right are limited to industrial and manufacturing related uses such as:
  - (1) The manufacturing of light machinery including but not limited to; carburetors, small machine parts, cash registers, sewing machines, typewriters, calculators, computers and other office machine electronic products;
  - (2) The fabrication of metal products comprising of but not limited to baby carriages, bicycles and other vehicles, metals, foil, aluminum, gold etc., metal furniture, musical instruments, sheet metal products and toys.
  - (3) The assembly and fabrication of wood products including but not limited to boxes, cabinets and woodworking furniture, toys etc.;
  - (4) The fabrication of paper products including but not limited to bags, book binding, boxes and package materials, office supplies and toys;
  - (5) Food and associated industries including but not limited to bakeries, bottling of food and non-alcoholic beverages, food and cereal mixing and milling, food processing, food sun dry manufacturing, ice cream manufacturing;
  - (6) Laboratories, research experimental or testing comprising of any of the following; biological, chemical, dental, pharmaceutical and genetic research, provided that such facilities do not process or utilize hazardous materials, biochemicals, cultures, etc.
  - (7) Other limited manufacturing establishments engaging in the limited preparation processing and fabricating of products;
  - (8) Public utility substations.
- c. [Reserved]

- d. Permitted Site Coverage - the maximum coverage of sites permitted by buildings shall not exceed 35% of the total land area. The total coverage of the site by buildings and impervious surfaces shall not exceed 75%.
- e. Building height - The maximum height per building shall not exceed 45 feet as measured to the mid-point of the roof for a peaked roof building or the highest point of the roof on a flat roof building.
- f. Building Setbacks - The minimum building setbacks shall be as shown on enclosed Figure 11.
- g. Building Massing - to the maximum extent practical, buildings shall be placed with the long axis perpendicular to the major industrial boulevards.
- h. Minimum Parcel Size - the minimum lot size for the development of a single industrial building in this area shall be 5 acres.

**FIGURE 11**  
**DIAGRAM OF MINIMUM SETBACKS IN THE**  
**LIGHT INDUSTRIAL/MANUFACTURING AREA**  
**SOUTHPORT REDEVELOPMENT AREA**  
**GLOUCESTER CITY, NJ**



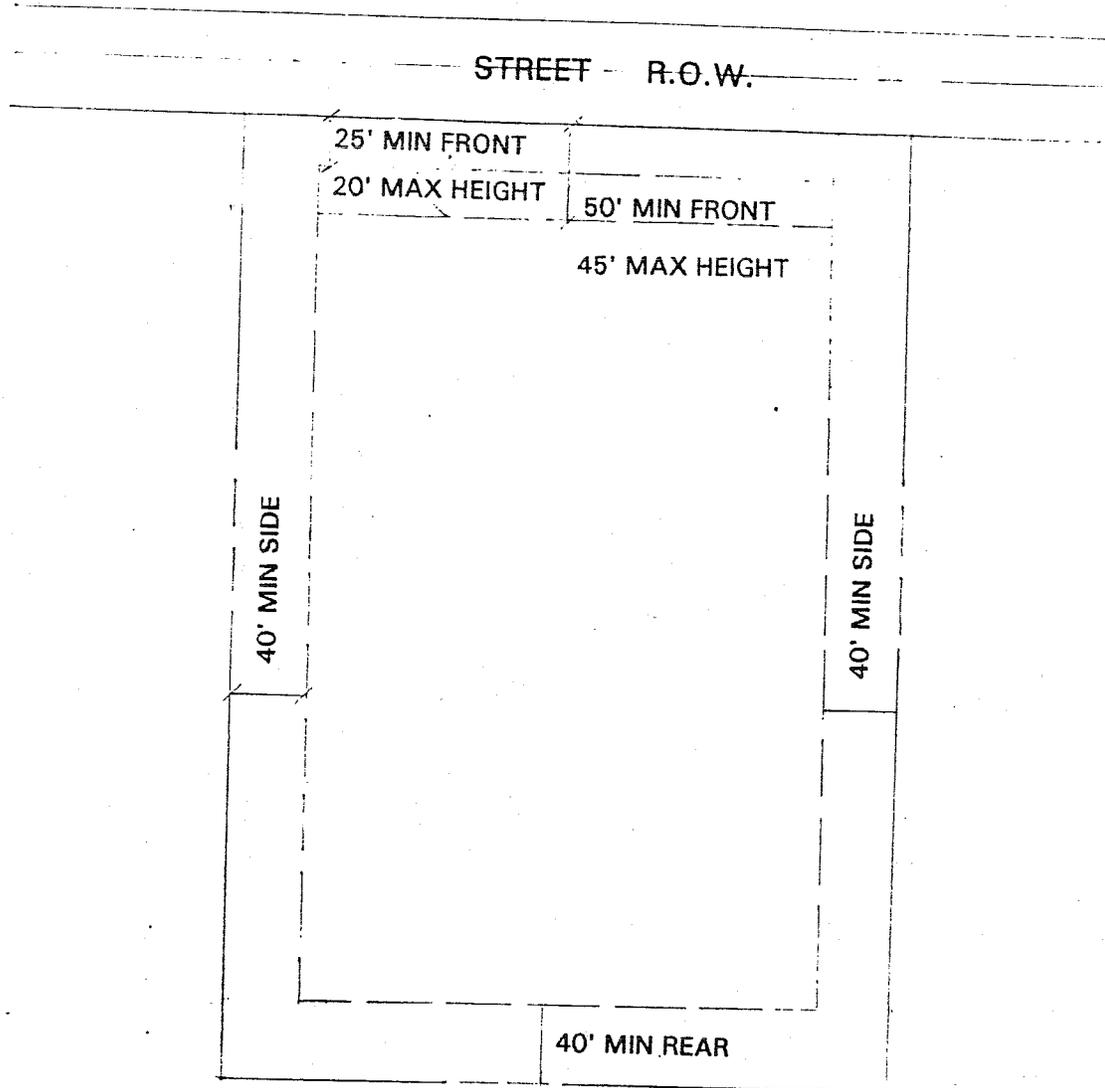
NOT TO SCALE

### 3. Commercial/Industrial Area

- a. Intent - the intent of this land use category is to provide locations and opportunities to establish sites for the development of light industrial and manufacturing operations that do not require large buildings or site areas such as start up corporations, entrepreneurial entities, etc.
- b. Permitted Uses - the uses permitted by right in the Light Industrial /Manufacturing area shall also be permitted in the commercial industrial area. Other uses permitted in this area include:
  - (1) Commercial printing and publishing including offset printing operations, copy centers, reproduction centers etc.;
  - (2) Administrative offices;
  - (3) Fully enclosed wholesale business establishments.
- c. [Reserved]
- d. Permitted Coverage - A maximum 30% of any site may be covered by principal or accessory buildings or structures. The total coverage of the site by buildings, structures and impervious surfaces shall not exceed 70% of the site area.
- e. Maximum Building Height - As reflected on enclosed Figure 12 the height of buildings on any individual lot shall vary, up to a maximum height of 45 ft., depending on the setback of the building or portion of the building from the front property line.
- f. Building Setbacks - The minimum setbacks for buildings and structures are shown on enclosed Figure 12.
- g. Building Massing - The building height and setback restrictions established on Figure 12 allow for the height of building and structures to be tiered to minimize the perception of building mass on adjacent residential properties.
- h. Buffers - The street edge of any use adjacent to or oriented towards any residential neighborhood property or district shall be treated as a landscape buffer to reduce the impact of the industrial operation on these residential properties.
- i. Minimum Parcel Size - the minimum size of any parcel developed into the provisions of this plan shall be 1 acre.

**FIGURE 12**  
**DIAGRAM OF PROPOSED SETBACK & HEIGHT**  
**CONTROLS IN THE COMMERCIAL/INDUSTRIAL AREA**  
**SOUTHPORT REDEVELOPMENT AREA**  
**GLOUCESTER CITY, NJ**

RESIDENTIAL AREA



NOT TO SCALE

D. General Development Standards

The following standards are hereby incorporated into this plan by reference:

1. Parking Design Standards - this plan hereby incorporates the parking design criteria and off street parking schedule of Article XII Note 9 of the Gloucester City Development Ordinance.
2. Off-Street Loading - the off-street loading standards of Article XII Note 9 of the Gloucester City Development Ordinance shall apply.
3. Performance Standards - all performance standards applicable to industrial and port related uses in the Gloucester City Development Ordinance shall apply.
4. Signs - regarding public and private signs in the Redevelopment Area, and with the provisions that all signs shall be subject to review and approval by the implementing agency, this plan incorporates all provisions deemed applicable of Article XI Note 20 of the Gloucester City Development Ordinance.

## E. Public Improvements

Under the provisions of this redevelopment plan, the City of Gloucester City shall undertake and accomplish through public and/or private means all public facilities required to accomplish the intent of the plan. These facilities shall include but not be limited to the following:

1. Infrastructure - this includes normal activities such as sanitary sewer, storm sewers, natural gas service, electric power service, water service and telephone service, the construction of roadways, curbs and gutters, sidewalks and related landscaping of public rights-of-way. Also included are any structures which may be determined, through engineering analyses, to be required in order to abate the event of flooding in the redevelopment area.

All public and private utilities and hardwired communication systems serving the redevelopment areas passing through the redevelopment area shall, to the maximum extent feasible, be installed below grade within public rights-of-way or easements and shall be installed and maintained in accordance with applicable codes and regulations.

2. Public Facilities and Open Space - this includes public buildings and park lands of publicly owned property as may be required to carry out the intent of this redevelopment plan or any other publicly adopted plan deemed necessary for the health, safety and welfare of the public.

F. Amendments and Additions to Controls and Guidelines

Under the provisions of this Redevelopment Plan, the implementing agency, or its designated representative, shall expressly have the right to negotiate and impose design and development controls and guidelines, in conformance with the Redevelopment Plan, on any and all development, new construction and/or rehabilitation of existing construction. Likewise, the implementing agency, shall have the right to prepare and/or modify such design controls and guidelines from time to time, as long as they remain in compliance with the overall intent of the Redevelopment Plan.

Such design controls and guidelines shall be prepared in order to:

1. Ensure public health and safety;
2. Ensure public access and useful enjoyment of public open space, including public easement areas upon privately owned property;
3. Prevent undo and/or obnoxious shading or shadowing of adjacent properties within and adjacent to the Redevelopment Area.
4. Preserve views and vistas as maybe deemed necessary and/or appropriate through or within private properties;
5. Ensure the quality and appropriateness of building materials, colors, textures and details; and
6. Ensure an aesthetically pleasing continuity and/or variety, as appropriate, of the overall urban environment with a goal toward assuring good civic design and architecture.

G. Other Plan Provisions

1. Design Review - Under the provisions of this Redevelopment Plan, the implementing agency, shall have the right to review or cause to be reviewed the proposed design of any and all construction within the Redevelopment Area to insure conformance with the Redevelopment Plan. The implementing agency shall have the right to prevent through legal action any constructions deemed inappropriate or inconsistent with the Redevelopment Plan and/or any development controls or guidelines prepared under the authority of this plan.
2. Project Review Agency - The Project Review Agency shall consist of the Gloucester City Planning Board.

The Project Review Agency shall have the responsibility of review and recommendation (to the implementing agency) regarding approvals, changes and modifications to the plan as provided for in this Plan. The Planning Board Solicitor, Planner and Engineer shall provide technical guidance to the Project Review Agency.

3. Design Guidelines - In view of the continuing evaluation of infrastructure and flood prevention requirements and related design considerations, and in view of the expectation that the initial project(s) under this plan will result in a further delineation of appropriate engineering and architectural objectives, the implementing agency shall have the power to create, or cause to be created, written and/or illustrated design guidelines and controls for all development parcels within the Redevelopment Area. Such design and/or development controls and guidelines shall be in conformance with and become a part and instrument of this Redevelopment Plan. Also, such design/development controls and guidelines may be administratively amended from time to time by the implementing agency, as long as they continue to remain in conformance with the Redevelopment Plan.
4. Conflict with Existing Codes and Ordinances - in the event that a provision, or an interpretation of a provision of this Redevelopment Plan is construed as conflicting with any applicable national, State or local building code, requirement (BOCA Code), the implementing agency shall have the right to administratively amend this Redevelopment Plan in a manner which resolves any conflict.
5. Implementing Agency - this plan hereby designates the City Council of the City of Gloucester City as the "implementing agency" for this Redevelopment Plan.

#### H. Relocation Plan

As a public/private partnership, it is intended that the acquisition and assembly of land will be undertaken on the open market by the private partner. This section has been prepared in the event that not all land owners are willing sellers and the municipality has to exercise its powers of eminent domain.

The Redevelopment Plan has been designed to minimize residential relocation to the maximum extent practicable. According to the Tax Assessor's records only 5 to 7 parcels in the target area are taxed as residential properties. Any residential relocation will be undertaken in compliance with applicable State and federal laws.

In addition to residential relocation, the plan provides for the relocation of existing businesses in the Southport area. Those industrial or commercial uses that complement the plan will be afforded the opportunity to either develop at a new location in the Redevelopment Area or to undertake significant improvements on site if the structure is consistent with the redevelopment plan.

Exhibit B summarizes the relocation assistance requirements of NJSA 20:5:11-1.2 et seq.

I. Funding and Financing Plan

This Redevelopment Plan is proposed as a public/private partnership. Under this partnership it is anticipated that all development costs, including development coordination and review by the municipality will be funded by the private partner in the Redevelopment Area.

The following are preliminary estimates of the costs to the municipality in the event that it is necessary to use public funding to acquire property or undertake infrastructure improvements.

1. Land Acquisition Costs

Figure 13 provides an index of the current assessed value in the Southport Redevelopment Area. This estimate, which is based on the most recent information available from the Tax Assessor, is provided for informal informational use only. The actual cost of any land acquisition will be based on appraisals conducted by a realty appraisal firm.

FIGURE 13  
CURRENT ASSESSMENT BY TAX BLOCK  
SOUTHPORT REDEVELOPMENT AREA  
GLOUCESTER CITY, N.J.

BLOCK NUMBER	ESTIMATED COST
100.1	NTBA*
101	\$213,000.00 <sup>6</sup>
102	NTBA
104	510,400.00
105	1,158,600.00
107	90,000.00
110	7,901,600.00
111	158,200.00
112.01	3,170,900.00
113	925,600.00
114	1,024,000.00
115	NTBA
116.01	403,900.00
119	574,700.00
120	1,555,200.00
120.01	5,797,700.00
120.02	0
120.03	60,000.00
121	426,000.00
122	304,400.00
124	0
126	740,000.00
126.01	60,000.00
127	455,300
<b>TOTAL</b>	<b>\$25,530,500.00</b>

\*Not To Be Acquired

Compiled by Peter P. Karabashian Associates, Inc. (Nov 1996)

<sup>6</sup>Riparian area only.

2. Public Improvements

The public improvements necessary to implement this Redevelopment Plan consist of the basic municipal infrastructure needed to support industrial development; roads, sanitary sewers, water mains and storm sewers. In preparing these estimates it was assumed that the infrastructure would be constructed by the municipality, roads would be constructed as shown on the Circulation Plan and that all other infrastructure would be installed within the road rights of way. The following estimates of unit prices used in developing these costs were provided by the municipal engineer.

FIGURE 14  
**ESTIMATED COSTS OF PUBLIC IMPROVEMENTS**  
**SOUTHPORT REDEVELOPMENT AREA**  
**GLOUCESTER CITY, NJ**

IMPROVEMENT	AREA/LENGTH	UNIT COST	ESTIMATED COST
Roads	69,950 S.Y.	\$27.00/S.Y.	\$1,888,515.00
Sewer	11,340 L.F.	\$75.00/L.F.	850,500.00
Water	11,340 L.F.	\$50.00/L.F.	567,000.00
Storm Drainage	11,340 L.F.	\$145.00/L.F.	1,644,300.00
		TOTAL	\$4,950,305.00

### 3. Sources of Development Funds

As previously identified in the introduction to this section, it is anticipated that development funds will be provided by a public - private financial vehicle.

As previously indicated, this Redevelopment Plan is intended to be undertaken as a public/private partnership and that under this partnership it is anticipated that all development costs, including development coordination and review by the municipality, will be funded by the private partner(s) in the redevelopment area. Where necessary and appropriate the redevelopment agency or the City will act on behalf of the partnership to secure funding from regional, State and Federal agencies for projects in the redevelopment area. Such funding would include, but not be limited to, grants, low interest loans, etc. The sources of funding would be identified by City's Grants Consultant on an as needed basis.

## J. Initial Action Project

In order to facilitate implementation of the Redevelopment Plan, initial redevelopment activities are proposed to be concentrated in the Port/Industrial area which occupies the frontage along the Delaware River eastwardly to Water Street. This area is bounded by Proprietors Park to the north and Big Timber Creek to the south.

### 1. Concept

The general development concept for the initial action area is included in Figure 6 - Proposed Land Use Concept. A detailed and specific initial action plan will be developed by the private redevelopment entity and the implementing agency in accordance with the development controls and guidelines set forth in this redevelopment plan.

It is proposed that the initial action area will result in creating an estimated 28 acres of filled land between the Federal bulkhead line and the existing shore line for the purpose of creating an area to expand port operations in the city. Any new structures or parts of structures lying within the area of new fill would have to comply with the NJDEP definition of being a water-dependent facility.<sup>7</sup>

It is anticipated that the initial action area will also contain several industrial buildings with approximately 600,000 sq ft of site coverage for port related warehousing/processing/assembly facilities.

### 2. Development Costs

The estimated costs for the initial action project will be prepared by the private partner in the redevelopment plan. The estimates will be based on engineering studies and design plan for the filling of the waterfront area and the construction of the industrial building space. As previously indicated under section I (Funding and Financing Plan), it is anticipated that all development costs will be funded by the private partner in the redevelopment area.

### 3. Implementation

All development within the initial action area will be subject to detailed design guidelines to be prepared in accordance with and as a supplement to the redevelopment plan. All development will be subject to review and approval by the

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<sup>7</sup>The NJDEP rules on Coastal Zone Management (at N.J.A.C. 7:70-1.5.(c)) defines water dependent to mean "development that cannot physically function without direct access to the body of water on which it is proposed." The NJDEP definition establishes a two part test for water dependency consisting of the need of the proposed use for access to the water and the capacity of the proposed water body to satisfy the requirements and absorb the impacts of the proposed use.

designated local agency before required approvals and permits may be obtained. All development shall conform to the development controls and guidelines contained herein and to be prepared as part of the detailed initial action plan.

The function of the guidelines will be to reinforce the public policy goals and to obtain a certain quality and character of development. The initial action project shall be carried out only pursuant to this plan or any modification thereto. Specific projects shall provide for the retention of controls, restrictions, or covenants running with the land sold or leased for private use. All development controls and guidelines stipulated in this plan will be made binding by the following means:

- a. In the case of properties aquired by the private partner, zoning authorizations and/or building permits will not be issued for improvements of the subject property until the owner/developer has secured written approval verifying that said improvements are in accordance with the initial action program and this redevelopment plan, as amended.
- b. In the case of properties aquired by the redevelopment agency for disposition to the private developer, development controls for the properties will be effected by recording them as restricted covenants.
- c. In the case of properties lying in the redevelopment area but outside of the initial action area, the owner/developer shall be required to review site plans, building plans and intended uses with the designated local agencies and to secure written approval verifying that the proposed improvements are in accordance with the intent of the redevelopment plan.

K. Amendments

The provisions, plan elements and development controls and guidelines of this Redevelopment Plan, as may be amended under the provisions of this plan, shall remain in effect for \_\_\_ years [to be filled in by City/Redevelopment Solicitor] beginning from the date of adoption of this Redevelopment Plan by the appropriate local agency. Termination of the plan shall in no way permit the land within the Redevelopment Plan or any part thereof to be restricted on the basis of race, creed, color or national origin in the sale, lease, use or occupancy thereof.

The approved Redevelopment Plan may be administratively modified or changed at any time by the implementing agency. Any modification or change in land use shall necessitate a formal plan amendment in accordance with the requirements of the law.

**GLOUCESTER CITY SOUTHPORT  
REDEVELOPMENT PLAN  
TECHNICAL APPENDIX 1  
DETAILED ANALYSIS OF CONDITIONS IN THE REDEVELOPMENT AREA**

This detailed analysis has been prepared as a backup report and documentation needed for the Planning Board to make a determination that the Southport area satisfies the criteria to be designated as an area in need of redevelopment. This analysis is based on review of property ownership and existing site conditions. This study is based on field analysis of the area conducted during the course of preparation of the Gloucester City Master Plan and the Southport Redevelopment Plan.

The criteria for making a determination that an area is in need of redevelopment are established in section 5 of the "Local Redevelopment and Housing Law" (NJSA 40A:12A-5) and are:

- a. The generality of buildings are substandard, unsafe, unsanitary, dilapidated, or obsolescent, or possess any of such characteristics, or are so lacking in light, air, or space, as to be conducive to unwholesome living or working conditions.
- b. The discontinuance of the use of buildings previously used for commercial, manufacturing, or industrial purposes; the abandonment of such buildings; or the same being allowed to fall into so great a state of disrepair as to be untenable.
- c. Land that is owned by the municipality, the county, a local housing authority, redevelopment agency or redevelopment entity, or unimproved vacant land that has remained so for a period of ten years prior to adoption of the resolution, and that by reason of its location, remoteness, lack of means of access to developed sections or portions of the municipality, or topography, or nature of the soil, is not likely to be developed through the instrumentality of private capital.
- d. Areas with buildings or improvements which, by reason of dilapidation, obsolescence, overcrowding, faulty arrangement or design, lack of ventilation, light and sanitary facilities, excessive land coverage, deleterious land use or obsolete layout, or any combination of these or other factors, are detrimental to the safety, health, morals, or welfare of the community.

- e. A growing lack or total lack of proper utilization of areas caused by the condition of the title, diverse ownership of the real property therein or other conditions, resulting in a stagnant or not fully productive condition of land potentially useful and valuable for contributing to and serving the public health, safety and welfare.
- f. Areas, in excess of five contiguous acres, whereon buildings or improvements have been destroyed, consumed by fire, demolished or altered by the action of storm, fire, cyclone, tornado, earthquake or other casualty in such a way that the aggregate assessed value of the area has been materially depreciated.
- g. In any municipality in which an enterprise zone has been designated pursuant to the "New Jersey Urban Enterprise Zones Act," P.L. 1983, c.303 (C.52:27H-60 et seq.) the execution of the actions prescribed in that act for the adoption by the municipality and approval by the New Jersey Urban Enterprise Zone Authority of the zone development plan for the area of the enterprise zone shall be considered sufficient for the determination that the area is in need of redevelopment pursuant to sections 5 and 6 of P.L. 1992, c.79 (C.40A:12A-5 and 40A:12A-6) for the purpose of granting tax exemptions within the enterprise zone district pursuant to the provisions of P.L. 1991, c.431.

In addition to the specific criteria listed above, the definition of a "Redevelopment area" at NJSA 40A:12A-4 allows a redevelopment area to *"include lands, buildings, or improvements which of themselves are not detrimental to the public health, safety or welfare, but the inclusion of which is found necessary, with or without change in their condition, for the effective redevelopment of the area of which they are a part."*

The determination as to a block or parcel meeting the criteria for a redevelopment area is based on compliance of the development with current zoning requirements and also with the standards and practices currently use to develop a modern light industrial park.

In summary this analysis finds that a majority of the structures and facilities in the Southport area are outdated, obsolete types of development that are not consistent with current practices. On some blocks there are significant sized tracts of land where buildings have been demolished. There are also several blocks where diverse property ownership and use results in a not fully productive condition of the land. All of these conditions meet the criteria for designating a redevelopment area. In addition to the "qualifying" blocks, there are also several blocks or parcels that do not meet the criteria but have been included since they are necessary to the effective redevelopment of the area.

The following is a block by block analysis of the conditions found in the twenty three blocks that comprise the Southport Redevelopment Area.

Block 100.01 - qualifies under criteria d for coverage and obsolete layout

This roughly triangular shaped block is located at the apex of the intersection of Jersey Avenue and Water Street. This block is mapped as 12 individual tax lots which have been consolidated into holdings by two owners. There is an existing bar/restaurant located at the intersection of Jersey Avenue and Water Street (the tip of the triangle) which occupies almost the entirety of this specific parcel and does not provide adequate off-street parking as required by ordinance. The remainder of the block is listed on the assessors records as vacant property, but has been found to be a fence contractor's storage yard. This block meets criteria "d" of the standards for redevelopment of excessive land coverage and obsolete layout, since the existing uses do not comply with the ordinance standards for building coverage, off-street parking and buffering.

Block 101 - necessary for the effective redevelopment of the area

This block is located on Water Street immediately south of Proprietors Park. The landward portion of this block is occupied as a terminal for a fuel oil company. The riparian area is largely under-utilized with the exception of a narrow pier used for transferring fuel oil products from ships to end base storage tanks. This block is included in the redevelopment area since it is an area necessary for the effective redevelopment of Southport as a port/ industrial area.

Block 102 - qualifies under criteria d for obsolete layout and e for diverse ownership

This block is bounded by Jersey Avenue, Fourth Street, Water Street and Third Street. The block consists of 26 separate line items in the tax assessors records controlled by 16 separate property owners. Of the 26 individual parcels, five are occupied for commercial uses, 14 are residential properties -- 7 of which are owner occupied and 7 of which are rental -- and 7 are identified as vacant. This block meets the criteria "d" by having a faulty arrangements and an obsolete layout with residential uses and commercial operations immediately adjacent to each other being detrimental to the "safety, health, morals and welfare of the community". The diverse ownership of the real property is evidence of a growing lack of proper utilization of the land resulting in a not fully productive condition of land potentially useful and valuable for contributing and serving the public health, safety and welfare thus meeting redevelopment criteria "e".

Block 104 - qualifies under criterial d for coverage and obsolete layout

This block is bounded by Walnut Street, Fifth Street, Water Street and Fourth Street. This block has been consolidated under single ownership for a single manufacturing use. There is an absence of off street parking which is evidence of excessive land coverage and an obsolete site layout. These conditions qualify under redevelopment criteria "d".

Block 105 - qualifies under criteria d for obsolete layout and coverage

This block has largely been consolidated with one major industrial landholder and three smaller owners, one commercial and two residential (three units total). There is no buffering or separation between the industrial property and the adjacent uses. The fenced in area of the industrial property is used for both the loading/unloading of vehicles and the outdoor storage of industrial drums. This block qualifies under criteria "d" based on an obsolete layout a mixing residential and industrial uses without buffering, and excessive coverage of the major industrial property.

Block 107 - qualifies under criteria c as public land

Approximately two-thirds of this block are occupied by Camden County Municipal Utilities Authority (CCMUA) pump station facilities. The remaining area (approximately 20,000 sq ft) is vacant, undeveloped land. Since the majority of this block is public land, this block qualifies under criteria "c".

Block 110 - qualifies under criteria f for vacant land and d for obsolete building conditions and obsolete layout

This block has "frontage" on the Delaware River and had historically been used for industrial purposes. Lots 1, 11, 12 (and the associated riparian areas identified as Lots 10, 13, 18 & 19) consist of was formerly occupied by a single industrial facility. All previously existing structures have been demolished to allow on site remediation of environmental contaminants found on site. The site also qualifies under criteria "f" since it is greater than five contiguous acres and all buildings and improvements have been demolished.

The remainder of the block (lots 2, 2.01, 3, 3.01, 3.02, and riparian areas identified as lots 4, 5, 6, 7, 7.01, 8, 9, 16, 17, 20) is occupied by two existing industrial structures and an obsolete pier facility. A chemical company occupies existing structures on lot 2 which are identified on the tax assessors records as being constructed for ship building purposes in 1915. While portions of the building are in fair condition, the assessors records indicate that the warehouse has not been rehabilitated in 25 years and that the pump house is being in poor condition. The

remaining structures occupy lots 3 and 3.02 and are owned by two separate corporations. These structures are identified on the tax assessors records as being in poor condition, vacant for a period of over 10 years<sup>8</sup>. The remaining tax lots consist of the riparian area and an obsolete pier structure. Based on these conditions, this portion of the block is considered as meeting criteria "d" in consideration of the dilapidated and obsolete building conditions as well as the obsolete site layout.

Block 111 - qualifies under criteria b as a vacant industrial building in a state of disrepair

This 1.8 acre tract is the site of the power house structure that served the adjacent industrial facilities (across Water Street on Block 110). The tax assessors records indicate that the steam generators have not been used in 15 years and that the building is considered to be in fair to poor condition. This parcel meets criteria "b" as the discontinuance of a building previously used for manufacturing or industrial purposes with the same being allowed to fall into a state of disrepair as to be untenable.

Block 112.01 - qualifies under criteria d due to exterior building conditions

This block is primarily occupied by an existing multi-tenant warehouse structure. Tax assessors records indicate no visible rehabilitation has been undertaken in the past 25 years. Site inspections verify dilapidated exterior building conditions which meets criteria "d". There is also an existing commercial use on an undersized lot (20 ft. By 110 ft. avg) located on the corner of Jersey Avenue and 5th Street which also falls under criteria "d" based on an obsolete site layout.

Block 113 - qualifies under criteria d for an obsolete layout

A vacant warehouse/industrial building on the Jersey Avenue frontage of the site that was formerly occupied as a printing company. The adjacent property fronting on Jersey Avenue is vacant and appears to have been used as a staging area for off-street loading to service the warehouse facility. The remaining area of the block (Charles Street edge) is occupied by an older existing one-story warehouse and is fenced in to serve as a contractor's yard area. There are several temporary trailers stored on site or are occupied within the fenced compound. This block falls under criteria "d" based on an obsolete layout serving the warehouse/industrial building in front caused by the lack of a paved or stabilized loading and parking area as well as the absence of buffering or screening of the fence company facilities from adjacent parcel.

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<sup>8</sup>Although identified on the assessors records as being vacant, it should be noted that a portion of the site have been purchased and are occupied by a private corporation.

Block 114 - qualifies under criteria e for lack of proper utilization due to diverse ownership

The land on this block has been consolidated into eight individual land holdings including two residential, one church/charitable, four commercial and one industrial uses. In addition to the multiplicity of ownership there is evidence of overcrowding found with the parking of contractors equipment including a truck crane and several "cherry picker" vehicles in the public right-of-way. Accordingly this block falls into criteria "e" as lack of property utilization caused by diverse ownership and other conditions resulting in a not fully productive condition of the land.

Block 119 - qualifies under criteria d for obsolete facilities

This block is occupied by a single use (trucking company) existing building is immediately adjacent to the Charles Street right-of-way. The uses on the opposite side of the street are residential in nature. The existing facilities are obsolete and qualify under criteria "d" since vehicles must use the public right of way to maneuver into loading bays, trailers are parked on dirt areas instead of a stabilized surface and the lack of a buffer to screen trucks and trailers from the residential properties.

Block 120 - qualifies under criteria f for vacant land

This block consists of two separate parcels under separate ownership for a total area of approximately 41 acres. Existing structures on site have been demolished and the site has been subject to remediation to remove soil contaminants. This block qualifies under criteria "f" being an area in excess of five contiguous acres while buildings or structures have been demolished.

Block 120.01 - qualifies under criteria d for obsolete layout

This block is dominated by relatively new warehouse/trucking related facilities. This block qualifies under criteria "d" based on the following lot by lot analysis:

- Lot 1: An existing warehouse building occupying a significant portion of the lot. Trucks waiting to access the loading docks must park on the street since access to the loading area is shared with adjacent lot 3 and there is inadequate queuing area on site. There is only minimal off-street parking available for employees, thus requiring employees to use angle parking in the Charles Street right of way. The absence of adequate loading and parking area are evidence of an obsolete layout which meets criteria "d".
- Lot 2: Building generally in good condition with fenced enclosed yard area for trailer storage. This property is included in the redevelopment area as a use complimentary to the proposed development.

- Lot 3: A warehouse building with curve linear design intended to be serviced by rail, which no longer exists. Thus this can be considered an obsolete building design. The site has inadequate frontage (50 feet) on Charles Street which it shares as a means with access to the warehouse on adjacent lot 1. The limited accessibility and the outdated building design are evidence of an obsolete layout which satisfies criteria "d".
- Lot 4: A warehouse structure occupies a majority of the lot. This parcel is classified under criteria "d" based on an obsolete layout that requires use of the public right-of-way for truck maneuvering to use the loading bays in addition to the staging of materials for loading/unloading in the right of way and the adjacent area which is not fenced, enclosed or otherwise separated from the street.

Block 120.02 and Block 124 - qualify under criteria c as public land

These 2 blocks consist of land owned by the City of Gloucester City, currently occupied by the highway garage and the former site of the Gloucester City Sewerage treatment plant. These blocks satisfy criteria "c" of being land owned by the municipality.

Block 120.03 - necessary for the effective redevelopment of the area

This block is occupied by a relatively new warehouse structure. This is included as a structure use as complimentary to the redevelopment area.

Block 121 - qualifies under criteria d for obsolete layout

This block is occupied by small manufacturer and the remaining area used as a storage/staging area for trash and waste disposal dumpsters. The existing conditions include; the absence of screening or buffering of the uses, overcrowding of the area used by the trash company, the absence of paving or other dust free surface (crushed stone) on the individual sites and an obsolete industrial layout for the entire block. This block qualifies under criteria "d".

Block 122 - qualifies under criteria e due to diverse ownership

This block Includes a total of 17 tax lots which include publicly owned land, a residential property, a restaurant, a small coal distributor and an auto body shop. Given the varied ownership and the juxtaposition of conditions found, this block falls under criteria "e" based on the total lack of proper utilization of the area as a condition of diverse ownership resulting in a not fully productive condition of the land potentially useful and valuable.

Block 126 and Block 126.01 - qualifies under criteria d for obsolete arrangement and as land necessary for the effective redevelopment of the area

These two tax blocks are held under common ownership. Block 126 is vacant and Block 126.01 is developed with two structures; an older one story brick warehouse building and a newer metal warehouse. The rear of older building is currently used as a furniture warehouse while a significant portion of the "front" portion of the building is a vacant office and retail use. The mixed retail/office/warehouse configuration is an obsolete arrangement of the building that satisfies criteria "d". These blocks have been included in the redevelopment area since their inclusion is necessary for the effective redevelopment of the area.

Block 127 - qualifies under criteria d for deleterious uses

This block consists of two adjacent lots under separate ownership, both of which are used for primarily the same purpose. Lot 1 is currently used for the storage of trailers and scrap metal and other materials. Lot 2 is used for the storage and processing of scrap metal and similar materials. This type of open scrap/storage yard is not consistent with the land use allowed pursuant to the Master Plan and Development Ordinance or with the concepts established for the Southport area and accordingly should be considered a deleterious land use. Given this consideration, this block qualifies under criteria "d".

Block 284 - qualifies under criteria d for obsolescence

This block is a rail right of way used to access the Southport area. Currently there is only minimal rail activity. The lack of activity on the rail spur and the focus of modern industrial developments on truck access and distribution are evidence of the obsolescence of the use thus satisfying criteria "d".

## EXHIBIT A

### DEFINITIONS FROM THE LOCAL REDEVELOPMENT AND HOUSING LAW (NJSA 40A:12A-3)

#### 40A:12A-3. Definitions

##### 3. As used in this act:

"Bonds" means any bonds, notes, interim certificates, debentures or other obligations issued by a municipality, county, redevelopment entity, or housing authority pursuant to this act.

"Development" means the division of a parcel of land into two or more parcels, the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any building or other structure, or of any mining, excavation or landfill, and any use or change in the use of any building or other structure, or land or extension of use of land, for which permission may be required pursuant to the "Municipal Land Use Law," P.L.1975, c.291 (C.40:55D-1 et seq.).

"Governing body" means the body exercising general legislative powers in a county or municipality according to the terms and procedural requirements set forth in the form of government adopted by the county or municipality.

"Housing authority" means a housing authority created or continued pursuant to this act.

"Housing project" means a project, or distinct portion of a project, which is designed and intended to provide decent, safe and sanitary dwellings, apartments or other living accommodations for persons of low and moderate income; such work or undertaking may include buildings, land, equipment, facilities and other real or personal property for necessary, convenient or desirable appurtenances, streets, sewers, water service, parks, site preparation, gardening, administrative, community, health, recreational, educational, welfare or other purposes. The term "housing project" also may be applied to the planning of the buildings and improvements, the acquisition of property, the demolition of existing structures, the construction, reconstruction, alteration and repair of the improvements and all other work in connection therewith.

"Persons of low and moderate income" means persons or families who are, in the case of State assisted projects or programs, so defined by the Council on Affordable Housing in the Department of Community Affairs, or in the case of federally assisted projects or programs, defined as of "low and very low income" by the United States Department of Housing and Urban Development.

"Public body" means the State or any county, municipality, school district, authority or other political subdivision of the State.

"Public housing" means any housing for persons of low and moderate income owned by a municipality, county, the State or the federal government, or any agency or instrumentality thereof.

## DEFINITIONS (cont'd)

"Publicly assisted housing" means privately owned housing which receives public assistance or subsidy, which may be grants or loans for construction, reconstruction, conservation, or rehabilitation of the housing, or receives perational or maintenance subsidies either directly or through rental subsidies to tenants, from a federal, State or local government agency or instrumentality.

Real property means all lands, including improvements and fixtures thereon, and property of any nature appurtenant thereto or used in connection therewith, and every estate, interest and right, legal or equitable, therein, including terms for years and liens by way of judgment, mortgage or otherwise, and indebtedness secured by such liens.

"Redeveloper" means any person, firm, corporation or public body that shall enter into or propose to enter into a contract with a municipality or other redevelopment entity for the redevelopment or rehabilitation of an area in need of redevelopment, or an area in need of rehabilitation, or any part thereof, under the provisions of this act, or for any construction or other work forming part of a redevelopment or rehabilitation project.

"Redevelopment" means clearance, replanning, development and redevelopment; the conservation and rehabilitation of any structure or improvement, the construction and provision for construction of residential, commercial, industrial, public or other structures and the grant or dedication of spaces as may be appropriate or necessary in the interest of the general welfare for streets, parks, playgrounds, or other public purposes, including recreational and other facilities incidental or appurtenant thereto, in accordance with a redevelopment plan.

"Redevelopment agency" means a redevelopment agency created pursuant to subsection a. of section 11 of P.L.1992, c.79 (C.10A:12A-11) or established heretofore pursuant to the "Redevelopment Agencies Law," P.L.1949, c.306 (C.40:55C-1 et seq.), repealed by this act, which has been permitted in accordance with the provisions of this act to continue to exercise its redevelopment functions and powers.

"Redevelopment area" or "area in need of redevelopment" means an area determined to be in need of redevelopment pursuant to sections 5 and 6 of P.L.1992, c.79 (C.40A:12A-5 and 40A:12A-5) or determined heretofore to be a "blighted area" pursuant to P.L.1949, c.187 (C.40:55-21.1 et seq.) repealed by this act, both determinations as made pursuant to the authority of Article VIII, Section III, paragraph 1 of the Constitution. A redevelopment area may include lands, buildings, or improvements which of themselves are not detrimental to the public health, safety or welfare, but the inclusion of which is found necessary, with or without change in their condition, for the effective redevelopment of the area of which they are a part.

"Redevelopment entity" means a municipality or an entity authorized by the governing body of a municipality pursuant to subsection c. of section 4 of P.L.1992, c.79 (C.40A:12A-4) to implement redevelopment plans and carry out redevelopment projects in an area in need of redevelopment, or in an area in need of rehabilitation, or in both.

## DEFINITIONS (cont'd)

**"Redevelopment plan"** means a plan adopted by the governing body of a municipality for the redevelopment or rehabilitation of all or any part of a redevelopment area, or an area in need of rehabilitation, which plan shall be sufficiently complete to indicate its relationship to definite municipal objectives as to appropriate land uses, public transportation and utilities, recreational and municipal facilities, and other public improvements; and to indicate proposed land uses and building requirements in the redevelopment area or area in need of rehabilitation, or both.

**"Redevelopment project"** means any work or undertaking pursuant to a redevelopment plan; such undertaking may include any buildings, land, including demolition, clearance or removal of buildings from land, equipment, facilities, or other real or personal properties which are necessary, convenient, or desirable appurtenances, such as but not limited to streets, sewers, utilities, parks, site preparation, landscaping, and administrative, community, health, recreational, educational, and welfare facilities.

**"Rehabilitation"** means an undertaking, by means of extensive repair, reconstruction or renovation of existing structures, with or without the introduction of new construction or the enlargement of existing structures, in any area that has been determined to be in need of rehabilitation or redevelopment, to eliminate substandard structural or housing conditions and arrest the deterioration of that area.

**"Rehabilitation area" or "area in need of rehabilitation"** means any area determined to be in need of rehabilitation pursuant to section 14 of P.L.1992, c.79 (C.40A:12A-14).

## EXHIBIT B

### SUMMARY OF RELOCATION ASSISTANCE REGULATIONS N.J.S.A. 20: 5:11-1.2 et seq.

#### 1. TENANTS:

- \* Rental Assistance - Total can not exceed \$4,000.00

Based on actual monthly rental payments for the replacement unit multiplied by 48 months not to exceed \$4,000.00.

If payment equals less than \$1,000.00, payment is made in a lump sum.

If payment equals more than \$1,000.00, payment is made in 3 equal installments made over 3 years.

No Rental Assistance payments will be made to tenants in subsidized housing.

- \* Moving Expenses - Not to exceed \$300.00.
- \* Dislocation Allowance - Not to exceed \$200.00.
- \* Maximum Rental Assistance is \$4,500.00

#### 2. HOME OWNERS

- \* Payment of Fair Market Value of the Property.
- \* Replacement Housing Payment - Can not exceed the difference in the actual cost of the replacement dwelling (plus incidentals) and the acquisition price with a maximum of \$15,000.00.

Owner must purchase and occupy a new dwelling within 1 year.

- \* Incidentals include increased interest cost for financing the acquisition of a comparable replacement dwelling.

### 3. **BUSINESSES**

- \* Fair Market Value of Property.
- \* Moving Costs - lesser of the bid between professional mover or estimated self move.
- \* Loss of tangible personal property.  
If sold by the business, Fair Market Value less Amount Realized from Sale.  
If purchased by the Displacing Agency, not to exceed cost of the estimated moving cost of item determined by the Displacing Agency.
- \* Expenses incurred looking for a replacement business:
  - Reimbursement not to exceed \$1,000.00.
  - Transportation costs not to exceed 50 miles.
  - Real Estate Agent fees not to exceed \$15.00 per hour.
- \* Payment in lieu of Moving and Related Expenses:
  - payment is equal to average net income for two years of not less than \$2,000 or more than \$10,000.