

Master Plan City of Gloucester City Camden County, New Jersey

Adopted by the City of Gloucester Planning Board on:

Prepared For

City of Gloucester City
512 Monmouth Street
Gloucester City, New Jersey 08030

Prepared By

Environmental Resolutions, Inc.
815 East Gate Drive, Suite 103
Mount Laurel, New Jersey 08054
(856) 235-7170



**ENVIRONMENTAL
RESOLUTIONS, INC.**

Engineers • Planners • Scientists • Surveyors



Barbara J. Fegley, AICP, PP
New Jersey Professional Planner #3259

Revisions and input from CME Associates

April 5, 2018

Revised May 1, 2018




Peter Van den Kooy, PP, AICP
License No. 5918

CITY OF GLOUCESTER CITY MASTER PLAN

TABLE OF CONTENTS

	<i>Page</i>
I. Introduction to the Master Plan	<i>I-1</i>
A. Purpose of the Master Plan	<i>I-1</i>
B. Scope of a Master Plan	<i>I-1</i>
C. Prior Gloucester City Master Plans & Master Plan Reexaminations	<i>I-3</i>
D. 1985 Master Plan and Additional Elements	<i>I-3</i>
E. 1995 Master Plan and Additional Elements	<i>I-3</i>
F. Master Plan Reexaminations	<i>I-3</i>
G. Other Planning Documents Prepared for the City	<i>I-4</i>
H. 2018 City of Gloucester City Master Plan and Optional Elements	<i>I-4</i>
II. Statement of Objectives, Principles, Assumptions, Policies and Standards Upon Which the Constituent Proposals for the Physical, Economic and Social Development of the Municipality Are Based	<i>II-1</i>
A. Initial Master Plan Steps	<i>II-1</i>
B. Goals, Objectives, Principles, Assumptions, Policies & Standards	<i>II-3</i>
C. Vision Statement	<i>II-7</i>
III. Land Use Plan Element	<i>III-1</i>
A. Statutory Requirements	<i>III-1</i>
B. Purpose	<i>III-1</i>
C. State, County and Regional Approaches to Land Use Planning	<i>III-2</i>
<i>Figure 1. NJ State Development and Redevelopment Plan Policy Map</i>	
<i>Figure 2. Smart Growth Areas</i>	
<i>Figure 3. Camden County Comprehensive Plan, 2014</i>	
<i>Figure 4. Vision, Principles & Goals</i>	
<i>Figure 5. Transit Centers</i>	
<i>Figure 6. Main Streets</i>	
<i>Figure 7. Arterial Corridors</i>	
<i>Figure 8. Active Waterfronts</i>	
<i>Figure 9. Resilient Landscapes</i>	
<i>Figure 10. 2010 Land Use and DVRPC Long-Range Plan Centers</i>	
D. Inventory of Existing Conditions	<i>III-5</i>
<i>Figure 11. USGS Map</i>	
<i>Figure 12. 1930 Historic Aerial</i>	
<i>Figure 13. 2012 Aerial</i>	

	<i>Figure 14. Soils Map</i>	
	<i>Figure 15. Wetlands Map</i>	
	<i>Figure 16. Floodplain Map</i>	
	<i>Figure 17. Existing Land Use Map</i>	
	<i>Figure 18. Vacant Land</i>	
	<i>Figure 19. Public Land</i>	
	<i>Figure 20. Public Parking Area Map</i>	
	<i>Figure 21. Recreation and Open Space Inventory (ROSI) Map</i>	
	<i>Figure 22. Known Contaminated Sites</i>	
	<i>Figure 23. Historic District</i>	
E.	Existing Zoning Districts	III-8
	<i>Figure 24. Existing Zoning Map</i>	
F.	Existing Redevelopment Areas	III-11
G.	Existing Rehabilitation Areas	III-11
	<i>Figure 25. Existing Redevelopment and Rehabilitation Areas</i>	
H.	Land Use Plan	III-11
I.	Proposed Zoning Map	III-18
	<i>Figure 26. Proposed Zoning Map</i>	
IV.	Housing Plan Element	IV-1
A.	Introduction	IV-1
B.	Summary of the Third Round Rules	IV-1
C.	Prior Housing Elements and Fair Share Plans	IV-3
D.	Affordable Housing Trust Fund Spending Plan	IV-4
E.	Status of Gloucester City's Council on Affordable Housing Participation	IV-4
F.	Inventory of Municipal Housing Stock	IV-4
G.	Projected Municipal Housing Stock	IV-14
H.	Demographic Characteristics	IV-15
I.	Employment Characteristics	IV-20
J.	Municipal Affordable Housing Obligations	IV-22
K.	Affordable Housing – Past and Current	IV-23
V.	Circulation Plan Element	V-1
A.	Overview or Introduction	V-1
B.	Vehicular Circulation	V-1
	<i>Figure 27. Regional Transportation Map</i>	
	<i>Figure 28. Roadway Jurisdiction Map</i>	
	<i>Figure 29. Roadway Functional Classification Map</i>	
	<i>Figure 30. Intelligent Transportation Systems Infrastructure Vision</i>	
	<i>Figure 31. Incident Management Highway Network (IMHN)</i>	
	<i>Figure 32. Current Annual Average Daily Traffic Volumes (AADT)</i>	
	<i>Figure 33. Current Traffic Congestion and Traffic Safety – Segments of Concern</i>	
	<i>Figure 34. Year 2040 Traffic Congestion – Segments of Concern</i>	
	<i>Figure 35. Interconnected Traffic Signal System Priority Network</i>	

	<i>Figure 36. Location of Camden County's Bridges</i>	
	<i>Figure 37. Existing One Way Street Map</i>	
C.	Public Passenger Transportation	V-6
	<i>Figure 38. Mass Transit Services</i>	
	<i>Figure 39. NJ Transit Bus Routes and Railroad Map</i>	
	<i>Figure 40. Transit & Bus Network</i>	
	<i>Figure 41. Regional Transportation Improvement Projects on TIP & LRP</i>	
D.	Bicycle and Multi-Use Trail and Pedestrian Circulation	V-8
	<i>Figure 42. Gloucester City Station Overview</i>	
	<i>Figure 43. Existing Facilities</i>	
	<i>Figure 44. Network Recommendations</i>	
E.	Water Facilities	V-11
	<i>Figure 45. Regional Transportation Facilities</i>	
F.	Freight Centers – Port and Rail Lines	V-12
G.	Freight Rail Lines	V-13
VI.	Economic Plan Element	VI-1
A.	Introduction	VI-1
B.	Earnings and Educational Attainment	VI-2
C.	Educational Attainment, 2010-2014, City and County	VI-5
D.	Economy Wide Key Statistics: 2012 Gloucester City	VI-5
E.	Economy Wide Key Statistics: 2012 Camden County	VI-5
	<i>Figure 46. Educational Attainment: 2010-2014</i>	
F.	Economy Wide Key Statistics: 2007 Gloucester City	VI-11
G.	Economy Wide Key Statistics: 2007 Camden County	VI-11
H.	Economy Wide Key Statistics: 2002 Gloucester City	VI-11
I.	Economy Wide Key Statistics: 2002 Camden County	VI-11
J.	Occupation by Median Earnings, 2010-2014 City and County	VI-16
K.	Occupation by Median Earnings, 2006-2010 City and County	VI-16
L.	Industry and Median Earnings, 2010-2014 City and County	VI-16
M.	Industry and Median Earnings, 2006-2010 City and County	VI-16
N.	Commuting Characteristics: 2010-2014, 2006-2010, City and County	VI-21
	<i>Figure 47. County and Municipal-Level Employment Forecasts, 2010-2040</i>	
VII	Historic Preservation Plan Element	VII-1
A.	Introduction	VII-1
B.	Historic Area	VII-1
C.	1985 Master Plan	VII-2
D.	1995 Master Plan	VII-3
E.	New Jersey and National Registers of Historic Places	VII-5
F.	Historic District Ordinance	VII-6
G.	Design Guidelines	VII-7
H.	Issues and Threats	VII-7
I.	Recommendations	VII-8

VIII.	Educational Facilities Element	VIII-1
	A. Purpose	<i>VIII-1</i>
	B. Existing Schools and Administrative Facilities	<i>VIII-1</i>
	C. Long Range Facilities Plans	<i>VIII-7</i>
	D. School Enrollment	<i>VIII-11</i>
IX.	Interrelationship of the Plan to Municipal, County, State Plans	IX-1
	A. Introduction	<i>IX-1</i>
	B. Adjoining Municipalities	<i>IX-1</i>
	C. State, Regional and County Plans	<i>IX-2</i>
	<i>Figure 48. Regional Zoning Map</i>	
X.	Community Facilities Element	X-1
	A. Community Facilities	<i>X-1</i>
	B. Government Offices	<i>X-1</i>
	C. Public Services	<i>X-1</i>
	D. Public Safety	<i>X-2</i>
	E. Educational Facilities	<i>X-2</i>
	F. Recreational Facilities	<i>X-2</i>
XI.	Action Plan	XI-1
XII.	Appendix A	XII-1

I. INTRODUCTION

A. Purpose of the Master Plan

The Master Plan is intended to provide a set of policies for the City of Gloucester City that will guide municipal officials, the Planning and Zoning Board, and citizens on decisions and regulations within the City. The Master Plan is a broad policy document that guides the use of lands within the community. It also guides the future physical, economic, and social development of a community. The Master Plan contains an inventory of the municipality's existing conditions, articulates the community's vision and goals, identifies its needs, and provides long-range policy recommendations for achieving the community's vision and goals for the future. It is the principle document used to formulate the contents of a community's zoning ordinance and subdivision regulations. The Master Plan is intended to serve as a road map and reference guide so that future community decisions are made in a consistent and reasoned manner.

The Planning Board is charged with the responsibility of developing the Master Plan through the authority of the New Jersey state planning laws. The Master Plan is concerned primarily with the physical and natural environment of the city as it affects the use of the land. The physical environment has a direct impact on land use in terms of buildings, roads, and utilities. The Master Plan or a Master Plan Reexamination is required to be prepared at least every ten years to comply with the New Jersey Municipal Land Use Law.

B. Scope of a Master Plan

The *Municipal Land Use Law, (MLUL) N.J.S.A. 40:55 D-28. a.* Master Plan Preparation; contents; modification, states that the Planning Board may prepare and, after public hearing, adopt or amend a master plan or component parts thereof, to guide the use of lands within the municipality in a manner which protects the public health and safety and promotes the general welfare. *b.* The master plan shall generally comprise a report or statement and land use and development proposals, with maps, diagrams and text, presenting, at least the following elements (1) and (2) and, where appropriate, the following elements (3) through (16):

(1) A statement of objectives, principles, assumptions, policies and standards upon which the constituent proposals for the physical, economic, and social development of the municipality are based;

(2) A land use plan element

(a) taking into account and stating its relationship to the statement provided for in (1) hereof, and other master plan elements provided for in paragraphs (3) through (16) and natural conditions, including, but not necessarily limited to, topography, soil conditions, water supply, drainage, flood plain areas, marshes, and woodlands;

- (b) showing the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, open space, educational and other public and private purposes or combination of purposes including any provisions for cluster development; and stating the relationship thereof to the existing and any proposed zone plan and zoning ordinance; and
- (c) showing the existing and proposed location of any airports and the boundaries of airport safety zones; and
- (d) including a statement of the standards of population density and development intensity recommended for the municipality.

Optional Elements of the Master Plan include:

- (3) A housing plan element
- (4) A circulation plan element
- (5) A utility service plan element
- (6) A community facilities plan element
- (7) A recreation plan element
- (8) A conservation plan element
- (9) An economic plan element
- (10) A historic preservation plan element
- (11) Appendices or reports containing the technical foundation for the master plan and its elements
- (12) A recycling plan element
- (13) A farmland preservation plan element
- (14) A development transfer plan element
- (15) An educational facilities plan element
- (16) A green buildings and environmental sustainability plan element

The Master Plan shall include a specific policy statement indicating the relationship of the proposed development of the municipality, as developed in the master plan to:

- (1) The master plans of contiguous municipalities,
- (2) The master plan of the county in which the municipality is located,
- (3) The State Development and Redevelopment Plan
- (4) The district solid waste management plan required pursuant to the provisions of the "Solid Waste Management Act" of the county in which the municipality is located.

C. Prior Gloucester City Master Plans and Master Plan Reexaminations

The City prepared the following Master Plans and Master Plan Reexaminations according to documents available on the City's website:

- Gloucester City Master Plan, 1985
- Gloucester City's Master Plan, December 1995, Land Use Plan Element Revised January 1996
- City of Gloucester City Master Plan Reexamination Report, September 2002
- Gloucester City Reexamination Report, Adopted July 15, 2009

D. 1985 Master Plan and Additional Elements

The City's 1985 Master Plan contained the following required and additional elements:

- Goals and Objectives Element
- Population Study
- Housing and Land Use Element
- Transportation and Circulation Element
- Recreation, Conservation and Community Facilities Element
- Utilities Element

E. 1995 Master Plan and Additional Elements

The City's 1995 Master Plan contained the following required and additional Elements:

- Statement of Goals and Objectives
- Land Use Plan
- Historic Preservation Element
- Economic/Strategic Plan Element
- Circulation Plan Element
- Housing Plan Element
- Recreation Plan Element
- Community Facilities Plan Element
- Conservation Plan Element
- Utility Plan Element
- Recycling Plan

F. Master Plan Reexaminations

In 2002 and 2009, the City prepared Master Plans Reexaminations under the provisions of the Municipal Land Use Law (MLUL) 40:55D-89. Periodic Examination. The MLUL requires municipalities to have regular, periodic reviews of current information and changing conditions within the municipality in the interest of keeping

long-range planning as up-to-date as possible. In most respects, a Master Plan Reexamination involves less time and expense than a Master Plan.

A Master Plan Reexamination differs from a Master Plan in that a Reexamination report states:

- A. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report.
- B. The extent to which such problems and objectives have been reduced or have increased subsequent to such date.
- C. The extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition and recycling of designated recyclable materials, and changes in State, county and municipal policies and objectives.
- D. The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.
- E. The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the “Local Redevelopment and Housing Law,” into the land use plan element of the municipal master plan and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

G. Other Planning Documents Prepared for the City

In addition to Master Plans and Master Plan Reexaminations, a number of additional planning studies and reports were prepared for the City. These include:

- Gloucester City Market Analysis and Retail Assessment, 2007
- Gloucester City Petition For Centers Designation, January, 1998
- Innovative Development Program Application, NJDCA-Small Cities, West Market Street Redevelopment Project, June, 2003
- Various Determinations of Areas in Need of Redevelopment and Redevelopment Plans as Summarized in the Land Use Plan Element of this Master Plan

H. 2018 City of Gloucester City Master Plan and Optional Elements

The City has chosen to include the following Optional Elements, in addition to the required elements, in its 2018 Master Plan:

- A Housing Plan Element
- A Circulation Plan Element
- An Economic Plan Element
- A Historic Preservation Plan Element
- An Educational Facilities Plan Element

In addition, CME Associates was appointed as the City of Gloucester's Planner for 2017 and 2018. As part of our responsibilities under this position, we assisted in the completion of this Master Plan. Though almost all of the work was completed, our planning staff has added an Action Plan at the very end of this Master Plan that outlines all of the major recommendations herein, and a path for successful implementation of each recommendation.

II. STATEMENT OF OBJECTIVES, PRINCIPLES, ASSUMPTIONS, POLICIES AND STANDARDS UPON WHICH THE CONSTITUENT PROPOSALS FOR THE PHYSICAL, ECONOMIC AND SOCIAL DEVELOPMENT OF THE MUNICIPALITY ARE BASED

A. Initial Master Plan Steps

One of the initial steps in the 2016 Master Plan was to seek information from the Planning Board Sub Committee on City assets, constraints, goals, and objectives and their visions for the City. The following responses were received to questions asked about the City.

1. What are the City's assets?

- Delaware River Waterfront, Public Walkway, Marina
- Walkability
- Historic District
- Quality of Life
 - Proximity to Metropolitan Areas
 - Small Town Atmosphere
- State and Interstate Highways and Bridge that Provide Regional Connections

2. What are the City's constraints?

- Lack of Identity and Gateway Entrances Leading People Into the City
- Brownfield Sites that Require Expensive Clean Ups
- Large Number of Rental Housing
- Large Number of Vacant Properties or Abandoned Properties

3. What's your vision for the City?

- Safe, Vibrant Downtown Districts Along Monmouth Street, Market Street, King Street and Broadway
- Waterfront Development and Improvements, Amenities, Attractions, Recreation and Walkways Along the Delaware River

4. Land Use/Development/Redevelopment Issues.

- Parking in Short Supply
- Code Enforcement
- Vacant Developed and Undeveloped Properties
- Abandoned Properties
- Lack of Shops that Provide Retail and Service to Residents and Tourists

5. Circulation Issues.

- Truck Traffic Through Residential Neighborhoods
- Signage Leading People on U. S. Route 130 into the City

6. Economic Development.

- Need for New Commercial Development Throughout the City
- Need to Reevaluate Historic Structures and Increase Rehabilitation and Restoration
- Waterfront Development
- Business Recruitment
- Clean Up and Redevelop Brownfield Sites to Bring Clean Industries and Ratables into the City
- Additional Restaurants and Outdoor Café's
- Capitalize on the Economic Development Growth Forecasted for Neighboring Camden City
- Coordinate Efforts with Government and Civic Groups
- Assist New Businesses to Help them Succeed
- Increase City Sponsored Events and Coordination

7. Zoning, Code Issues, Streetscapes.

- Need Business Friendly Access to Information
- Outdated, Antiquated Zoning Ordinance and Inconsistency with General City Codes
- Consistent Signage and Design Guidelines
- Beautify Gateways and Blighted Sites

8. Historic Preservation.

- Regulations Need to be Clearer
- District Should be Smaller
- Need to Address How to Demolish/Rehabilitate Buildings that Need Immediate Attention
- Preserve Facades-and Provide Interior Conveniences of Today and Future
- Develop and Distribute to Property Owners Information Packets on What Can They Do or Cannot Do
- Funding Mechanisms Needed

9. How would you like to see the City develop?

- Lowering Rental Housing and Emphasizing Home Ownership
- Businesses that Will Enhance the City
- Retain Integrity of Old Buildings for Shops, Services, Restaurants

10. In your vision, what does the City look like in 5 years? 10 years? 25 years?

- Thriving Businesses on Market Street, Monmouth Street, Broadway
- Brownfield Sites Cleaned Up and New Light Industrial Facilities that Provide Jobs to City Residents

11. What vehicular connections are lacking or in need of improvement?

- More Parking

12. What are the major problems and/or objectives relating to land development in the City?

- Historic District is too Large and too Many Properties Have Had Construction Repairs or Improvements that are Inappropriate or Inconsistent with Historic Restoration
- To be Proactive to Seek Out the Kind of Development Most Beneficial to the Community

B. Goals, Objectives, Principles, Assumptions, Policies and Standards

Based on responses from the Sub Committee and past Master Plans, following are the 2016 Master Plan Goals, Objectives, Principles, Assumptions, Policies and Standards upon which the constituent proposals for the physical, economic and social development of the municipality are based.

Goal Utilize the resources of government, businesses, and residents to establish the City of Gloucester City as a vibrant residential community with desirable commercial activity, a beautiful waterfront with pedestrian walkways, and clean industries that provide superior employment opportunities to City residents. Restore Gloucester City's economic vitality along the retail corridors of Broadway, U. S. Route 130, King Street and Market Street.

Objectives, Principles, Assumptions, Policies and Standards to reach this goal include:

- **Revitalize industrial brownfield sites in the Southport district and in other areas of the City with new clean tax ratables.**
 - Utilize the benefits of redevelopment laws, funding assistance, and cleanup grants to assist in redevelopment and cleanups.
 - Advertise Requests for Proposals or actively seek redevelopers to bring the parcels into productive, tax paying properties that provide jobs for residents in the City and immediate areas.
- **Develop a plan to demolish, consolidate, or sell city owned residential properties. Part of this plan can include converting some properties to neighborhood parking areas.**
 - Identify City owned properties and their locations.
 - Identify environmental constraints or restrictions for the development of the properties (floodplain, wetlands, buffers, contamination), zoning district or redevelopment area, and determine whether the property will be sold or retained.
 - Prioritize the list for City action.

- **Foreclose, Purchase and/or Sell Abandoned Properties to make them productive, tax-paying amenities to the City instead of financial burdens that will further deteriorate without attention.**
 - Identify abandoned properties and their locations in the City.
 - Identify environmental constraints or restrictions for the development of the properties (floodplain, wetlands, buffers, contamination), zoning district or redevelopment area, and determine whether the property will be sold or retained.
 - Prioritize the list for City action.
- **Preserve and accentuate relevant historical structures and features.**
 - Provide educational materials, brochures, guidelines, workshops and seminars on the benefits of historic preservation and rehabilitation of structures.
 - Keep applying for grants to complete the Historic Property Inventory required to maintain Certified Local Government status with the NJ Historic Preservation Office.
 - Provide public recognition and plaques to owners who successfully follow exterior renovation guidelines.
- **Develop the Delaware River waterfront for "showcase" high dollar, mixed use ratables.**
 - Continue to seek developers for Freedom Pier and for other waterfront properties and provide waterfront access where there are not conflicts with existing industrial uses.
- **Reroute truck traffic seeking diesel fuel to non-residential streets, County or State Highways that can accommodate such heavy truck traffic.**
 - Review current Traffic and Vehicular Access Ordinance.
 - Develop acceptable routes away from residences and streets incompatible with heavy truck traffic.
 - Strengthen Ordinances as necessary so compliance can be enforced.
 - Educate truck drivers on truck routes.
 - Post signs or additional signs.
 - Enforce ordinances and ticket offenders.
- **Create two Highway Commercial Districts to accommodate legal non-conforming uses.**
- **Consolidate the Zoning Code and Land Use Ordinances to eliminate duplicity and antiquated language.**
- **Showcase the Monmouth Street/Broadway intersection as a beacon for desirable commercial activity.**

- **Establish Market Street as a Gateway into the City. Change the zoning from Residential Medium (RM) to Residential, Commercial and Service (RC & S) which permits offices and mixed uses from U. S. Route 130 to King Street.**
- **Beautify Entrances to the City and Clean Up or Screen Blighted Sites.**
 - Provide enhanced landscaping, planters, monument signs and wayfinding signs to advertise the assets of the City at Gateway entrances.
 - Identify unsightly or blighted properties along key entrance routes and encourage property owners to clean up or screen their property to benefit all businesses and residents of the City.
 - Continue to enforce Code compliance with regard to unsightly or blighted properties by enforcing property maintenance ordinances that require compliance.
- **Increase Economic Development in the City.**
 - Expand and diversify the economic profile of the City.
 - Increase tax rates so the City can maintain and improve the quality of services it provides to its residences and businesses.
 - Stabilize and rejuvenate the areas in need of redevelopment and rehabilitation and in designated redevelopment areas.
 - Create vibrant commercial areas with a healthy mix of businesses and attractive storefronts.
 - Provide a business friendly environment through streamlined application and reviews processes and other appropriate measures.
 - Attract new businesses to the City
- **Improve Land Use In the City.**
 - Stabilize and revitalize business and residential areas that are in need of redevelopment by enhancing economic vitality and improving the quality of life.
 - Preserve the City's diversity of housing stock to protect the character of its residential neighborhoods and to target areas for improvements.
 - Improve the scenic quality of Gloucester City's Gateways.
 - Encourage industrial development at appropriate locations.
 - Include historic preservation as a goal of the Master Plan.
 - Promote innovative approaches of producing quality housing.
 - Require that sufficient parking be provided for development.
- **Promote, Preserve and Protect the City's History.**
 - Promote awareness, education, and appreciation of the City's historic resources.
 - Preserve the integrity of City's historic buildings, structures, districts, sites, and streetscapes which possess exceptional qualities and exemplify the City's cultural, social, economic, and/or architectural history.

- Encourage private reinvestment and preservation of historic resources in order to safeguard the heritage of the City, to maintain and improve property values, and to strengthen the local economy.
 - Make preservation of significant historic resources an integral part of planning and decision-making processes at the local level.
 - Foster civic beauty and to engage in stewardship of publicly-owned historic resources by stabilizing and restoring important resources.
 - Ensure that new construction, alterations to existing structures, and other exterior features are compatible with the City's historic, cultural, aesthetic and architectural heritage and are harmonious with adjacent historic buildings.
- **Improve all types of Circulation in and through the City.**
 - Enhance the City's walkability by improving pedestrian street crossings, and enhancing the pedestrian environment throughout the City.
 - Improve accessibility to sidewalks and commercial uses in the City for persons with physical disabilities, elderly, as well as parents with young children in strollers.
 - Encourage the use of alternative modes of transportation, including bus service, car pooling, and bicycle use.
- **Ensure safe, decent, and affordable housing for Gloucester City residents.**
 - Preserve and enhance existing neighborhoods through rehabilitation of any substandard housing units. Encourage appropriate infill development where permitted by zoning.
 - Insure that new housing is in character with existing land use patterns and in the Historic District, consistent with the historic character of the area.
 - Ensure residential stability.
 - Encourage and support home ownership.
 - Continue strict enforcement of code standards for residential construction and property maintenance throughout the City.
- **Actively recruit and establish open communication and cooperative efforts on the part of government, retailers, property owners and residents to develop three Retail Corridor Concepts.**
 - *The Broadway Retail Corridor.* Focus on the everyday, neighborhood retail residents of the community such as eating and drinking places, beauty and personal care, a supermarket, specialty foods, bakery, and health and medical services. Amenities should be enhanced to include a small town square or pocket park(s) where residents can relax and visit with neighbors while shopping, go to the post office or just run errands.
 - *The Route 130 Retail Corridor.* Benefit from the heavy vehicular traffic to provide regional and convenience retail goods and services such as automotive-related, home and garden, home furnishings, drive through

facilities and other commercial uses serving regional needs. Use the corridor as a means to attract those motorists into the City through wayfinding signage.

- *The King Street Retail Corridor.* Concentrate on the natural features and amenities that are unequalled in any other area of the community and in most areas of the region:
 - The unique combination of the waterfront, park, marina, restaurants, shops and open space that provide the foundation for creating a festival retail and entertainment destination.
 - Expand the Corridor to include access to Freedom Pier and to extend the retail corridor south along Water Street and Jersey Avenue, if feasible, to create a memorable and desirable destination for local residents and regional visitors.
 - Create a retail mix that includes places to eat and drink with an emphasis on outdoor dining and sidewalk cafes, and an eclectic mix of specialty food and specialty retail stores, mingled with outdoor activities and events, live performing arts venues, nightclubs and comedy clubs.
 - Expand amenities to include bicycling and walking paths, skating rink, benches and enhanced lighting.

C. Vision Statement

It is the vision statement, goals and objectives that describe the overall theme of the Master Plan. From the information gathered, the following Vision Statement was identified. The City of Gloucester City's vision statement for the Master Plan is:

The City of Gloucester City is recognized as a vibrant residential community that has reestablished its prominence in the region as a vital center with commerce, employment and a spectacular waterfront. The City's commercial corridors provide fundamental goods and services to specialized retail products and refined indoor and outdoor dining establishments. Properties from the past that provided employment in heavy industry are back in productive use providing high paying light industrial employment opportunities so residents can achieve a higher standard of living close to home where they can invest in their community's future.

III. LAND USE PLAN ELEMENT

A. Statutory Requirements

The Land Use Plan Element is prepared in accordance with N.J.S.A. 40:55D-28(b)(2), which states that the Land Use Plan Element shall be prepared:

- (a) Taking into account and stating its relationship to the objectives, principles, assumptions, policies and standards upon which the constituent proposals for the physical, economic and social development of the municipality are based including other master plan elements, including but not limited to topography, soil conditions, water supply, drainage, flood plain areas, marshes and woodlands.
- (b) Showing the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, open space, educational and other public and private purposes or combination of purposes including any provisions for cluster development; and stating the relationship thereof to the existing and any proposed zone plan and zoning ordinance; and
- (c) Showing the existing and proposed location of any airports and the boundaries of any airport safety zones; and
- (d) Including a statement of the standards of population density and development intensity recommended for the municipality.

B. Purpose

The Land Use Plan Element sets the framework for and incorporates the land use implications for all of the other elements of the Master Plan. It establishes policies for the long-term physical development of the municipality and translates the community's vision into a physical pattern that guides the general location of various types of land uses. The Land Use Plan Element also includes goals, policies, and action items that are necessary to achieve the long-term future desired by the community. It is utilized to guide the City's local decision making and will be implemented through the City's Zoning Ordinance and Map, as well as other land development regulations.

As will be seen in other elements of this Master Plan, there are a variety of issues facing the City that range from historic preservation to stimulating economic development and capitalizing on the natural and man made assets of the City. This Plan has been designed so that the City has the framework and the flexibility necessary to address these and other issues.

C. State, County, and Regional Approaches to Land Use Planning

It is important to have an understanding of the State's and Region's approaches to land use planning, which set the context for land use planning in the City of Gloucester City. The following sets forth State and Regional Planning policies.

1. State Strategic Plan

The 2012 State Strategic Plan (the Plan) is New Jersey's revised and readopted State Development and Redevelopment Plan (SDRP) designed to meet the statutory charges of the State Planning Act. The overall goal of the Plan is to guide future growth by balancing development and conservation objectives best suited to meet the needs of New Jersey. The goals of the Plan include:

Goal 1: Targeted Economic Growth: Enhance opportunities for attraction and growth of industries of statewide and regional importance.

Goal 2: Effective Regional Planning: Guide and inform regional planning to enable each region of the State to experience appropriate growth, preservation and protection based on its assets and desires.

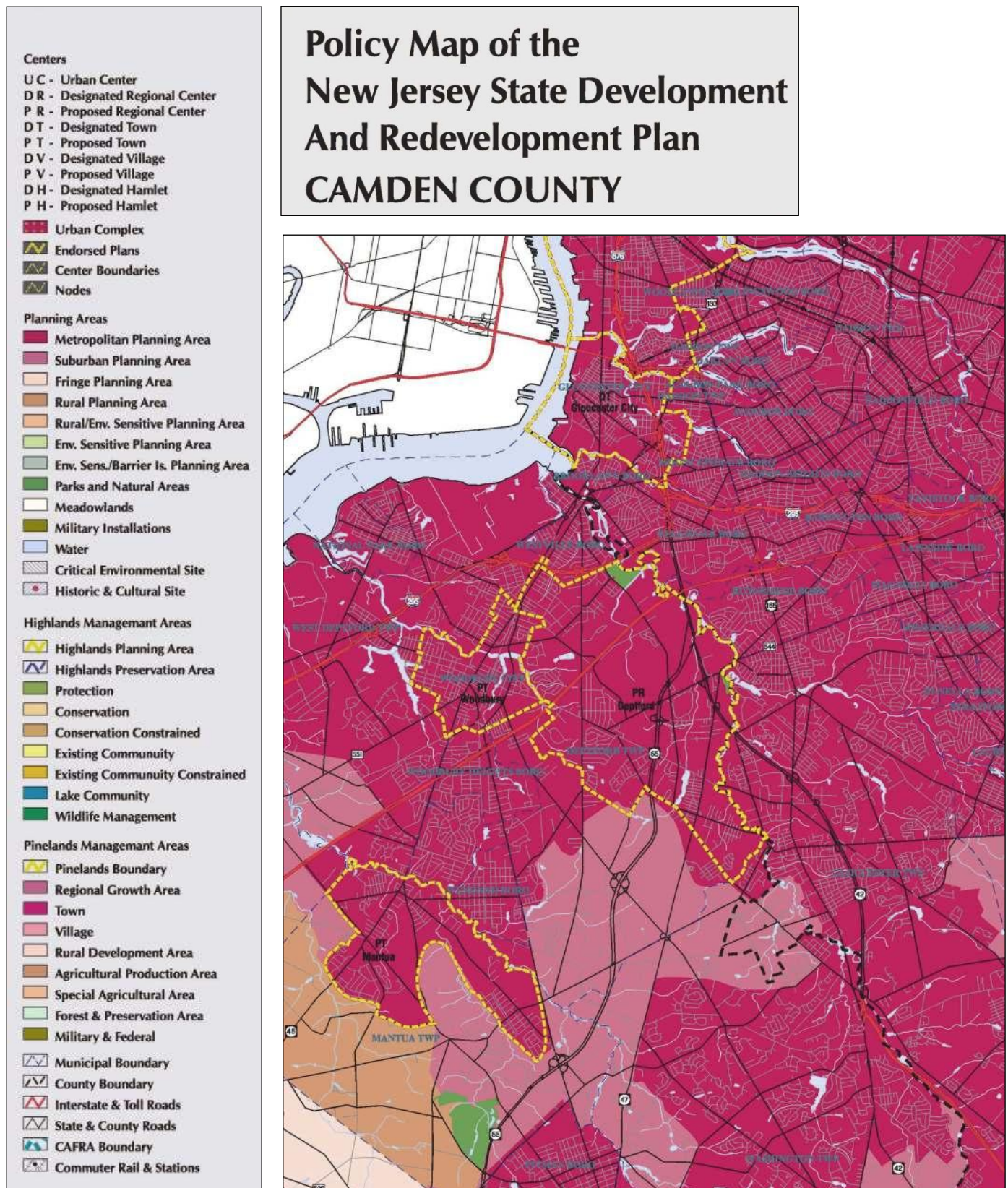
Goal 3: Preservation, Protection and Enhancement of Critical State Resources: Ensure that strategies for growth include preservation, protection and enhancement of our State's critical natural, agricultural, scenic, recreation, and historic resources, recognizing the role their role in economic growth and the quality of life for New Jersey residents..

Goal 4: Tactical Alignment of Government: Prioritize effective resource allocation, coordination, cooperation and communication among entities that plan a role in meeting the Plan's mission.

The State Planning Act includes a statutory requirement to "identify areas for growth, agriculture, open space conservation and other appropriate designations". *Figure 1. New Jersey State Development and Redevelopment Plan* is still utilized. Gloucester City and the neighboring region are situated in the Metropolitan Planning Area. The intent of the Metropolitan Planning Area is to provide for much of the State's future redevelopment; to revitalize existing cities and towns; to promote growth in compact forms, to stabilize older suburbs, to redesign areas of sprawl, and to protect the character of existing stable communities.

Gloucester City is also identified as a Designated Center in the State Plan, one of only two communities with such a designation in Camden County. The City is identified as a "Town" with its Centers designation set to expire on 12/31/18. Camden City is listed as an Urban Center. There is no expiration date listed so the designation may have expired or for some other reason is not listed.

Figure 1. NJ State Development and Redevelopment Plan Policy Map



The City is also shown on *Figure 2. Smart Growth Areas* as a Center. The State Planning Rules will establish criteria and a process to identify areas that meet the following four designations:

- Priority Growth Investment Area
- Alternate Growth Investment Area
- Limited Growth Investment Area
- Priority Preservation Investment Area

2. County Land Use Planning

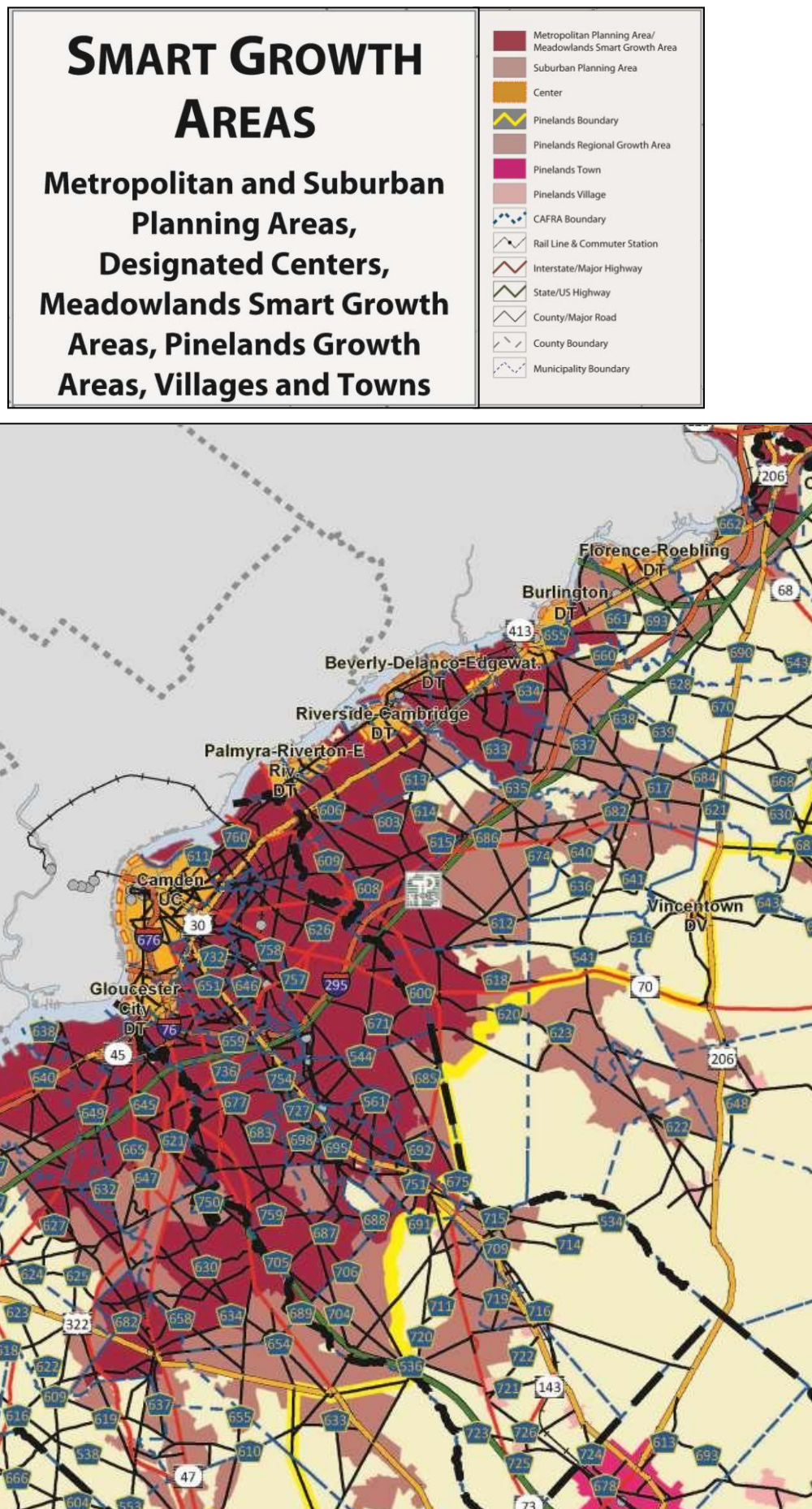
As shown on *Figure 3. Camden County Comprehensive Plan, 2014*, the City of Gloucester City is shown as a Priority Growth Investment Area with a Proposed Transit Center, Broadway Main Street, Route 130 Arterial corridor, an Active Waterfront along the Delaware River, and a Resilient Landscape along Big Timber Creek.

A Priority Growth Investment Area is an area where more significant development and redevelopment is preferred and where private investment to support such development and redevelopment will be prioritized. The proposed Transit Center is the Camden to Glassboro Light Rail System and Main Streets are the walkable, mixed-use neighborhood commercial districts that are found throughout the County. Main Streets serve as important anchors and focal points of the community, providing a variety of civic, cultural, commercial and housing opportunities. Arterial Corridors are the roadways that cross municipal lines and are categorized by high traffic volumes and auto-oriented commercial development, and should be prioritized for investments in multi-modal infrastructure and redevelopment of aging commercial strips. Active waterfronts include the County's premiere destination parks, landscapes and riverfronts. These areas are regional draws with significant economic spillover effects throughout the rest of the community. And resilient landscapes are a strategy to ensure that both the urban and natural landscapes of the County work together to foster a sustainable green and grey infrastructure system and multi-modal connectivity to support future generation of County residents.

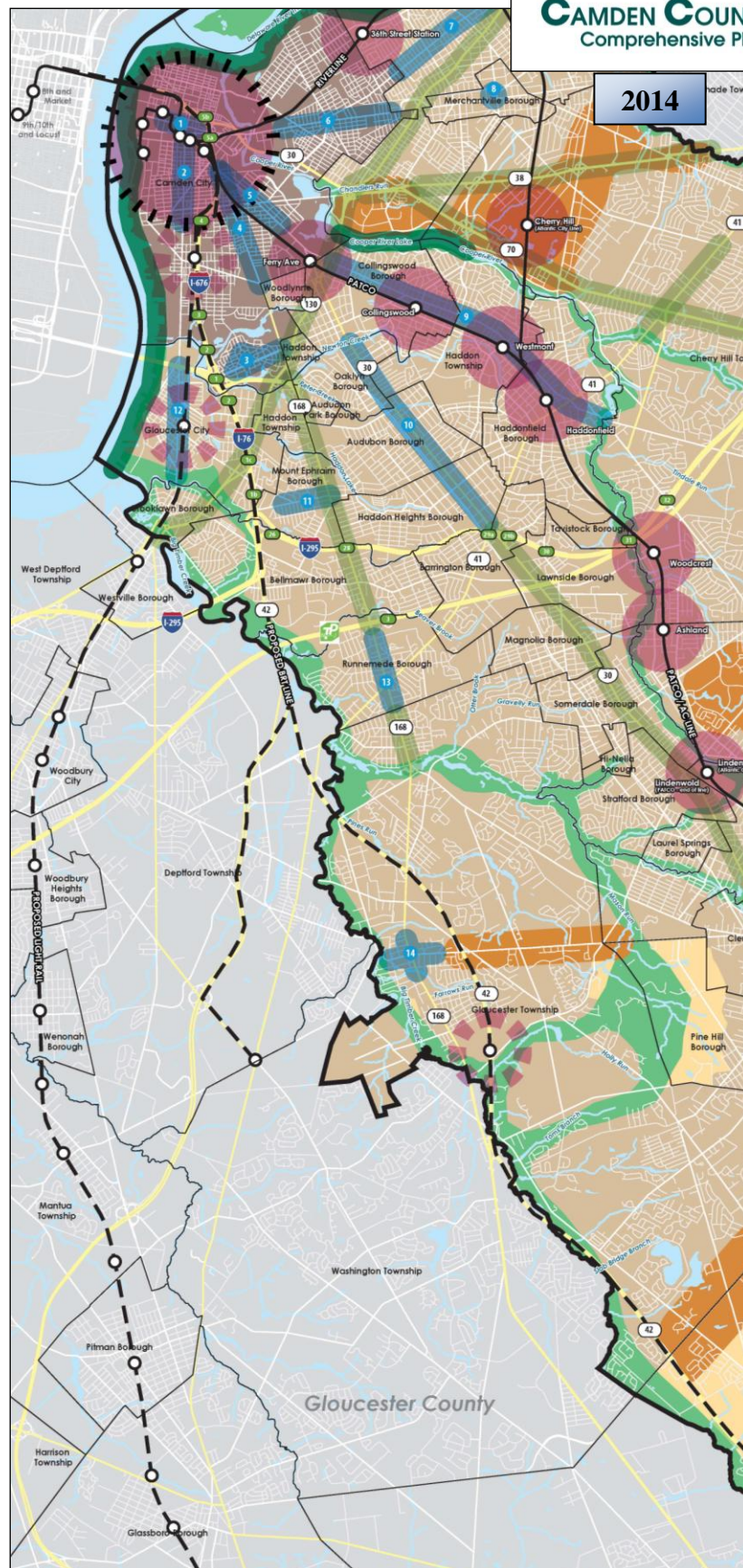
The Camden County Comprehensive Plan provides a summary of the Camden County Land Use Element of the Master Plan, 2014. Because the County's Plan is fairly recent and it is important to Gloucester City, a number of graphic and pages from that document are included in this Land Use Element to serve as an additional guide for the City.

The County Land Use Element asks a question similar to that asked in Gloucester City which is, "Where do we want to be?" In the County, there were numerous public outreach and visioning sessions conducted. A Vision was developed for the County, and Gloucester City, through community outreach, stakeholder interviews, previous plan research, and analyses of existing and potential future conditions in the County. *Figure 4. Vision, Principles & Goals* provides a summary of the Vision, Principles, Proximity and Durability. These principles will carry through to the various Goals identified above.

Figure 2. Smart Growth Areas



**Figure 3. Camden County
Comprehensive Plan, 2014**



2014

COUNTY INVESTMENT AREA MAP

Growth Areas

POLICY GOAL 1: Promote growth, development, and redevelopment activities in suburban and urban communities that contain existing or planned infrastructure, existing population and employment clusters, and dense settlement patterns.

Priority Growth Investment Area (PGIA)

Alternate Growth Investment Area (AGIA)

Conservation/Preservation Areas

POLICY GOAL 2: Encourage limited growth, conservation, or preservation activities in areas that do not contain existing or planned infrastructure supportive of large-scale growth and development, and contain a majority of resources that are important to the environmental, scenic, and agricultural qualities of the County.

Limited Growth Investment Area (LGIA)

Priority Preservation Investment Area (PPIA)

COMMUNITY VISION OVERLAY

Metropolitan Core

POLICY GOAL 3: Support and promote the vitality and revitalization of the City of Camden.

Innovation Hub

POLICY GOAL 4: Leverage the synergy of educational, business, institutional uses and regional attractions to spur a regional mixed-use hub in downtown Camden.

Transit Centers

POLICY GOAL 5: Encourage active transit corridors by clustering growth, development, and a vibrant mix of uses within a walkable distance of transit stations.

Suburban Centers

POLICY GOAL 6: Evolve suburban centers to become not just hubs of commerce, but also walkable, mixed-use focal points of the community.

Main Streets

POLICY GOAL 7: Support the vitality of neighborhood main streets as anchors of the local community.

1. Market Street (City of Camden)
2. Broadway (City of Camden)
3. Yorkshop Square / Fairview (City of Camden)
4. Mt. Ephraim Avenue (City of Camden)
5. Haddon Avenue (City of Camden)
6. Federal Street (City of Camden)
7. River Road (Pennsauken)
8. Merchantville (Merchantville)
9. PATCO Corridor (Collingswood, Haddon Township, Haddonfield)
10. Route 30 Corridor (Oaklyn, Audubon, Haddon Heights)
11. Kings Highway Corridor (Mt. Ephraim Borough)
12. Broadway (Gloucester City)
13. Black Horse Pike (Runnemede Borough)
14. Black Horse Pike / Church St. (Gloucester Township)
15. White Horse Pike (Berlin)

Arterial Corridors

POLICY GOAL 8: Improve multi-modal conditions and land use quality along aging strip arterial corridors.

Active Waterfronts

POLICY GOAL 9: Harness the economic and cultural potential of the County's signature destination parks, riverfronts, and open spaces.

Resilient Landscapes

POLICY GOAL 10: Ensure that the County's green and grey infrastructure systems work to reduce the impacts of natural disasters, create viable alternatives for non-motorized forms of transportation, and promote sustainable forms of land use development.

Source: Camden County Comprehensive Plan, 2014.

Figure 4. Vision, Principles & Goals

Vision, Principles, & Goals



VISION: OPPORTUNITY AT YOUR DOORSTEP

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

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

To achieve this vision, the Land Use Element outlines the following interrelated principles and goals to guide future development and investments.

PRINCIPLES:



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



"There would be clusters of mixed use areas where people could easily walk or bike to services, jobs and recreation, surrounded by open spaces for people to enjoy nature and shade".

"Smaller transit-oriented developments (clusters) of sustainable mixed components where people: live, work, go to school, eat, buy goods, and play".



PROXIMITY promotes sustainable, compact land use patterns in areas with existing infrastructure, in addition to enhanced multi-modal connections in suburban, urban, and rural areas, allowing undeveloped and natural areas to remain untouched.



"It will be a green place that is very walkable, bikeable, and has easy and affordable public transit options".

"Town centers where you can walk/bike to most things you need and close to public transportation. Reduce traffic by keeping people closest to home for errands and small shopping. Build community areas and parks where people can socialize and hold events".

Figure 4. Vision, Principles & Goals (Continued)



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



"The County will be clean, green, thriving economically – a safe place to raise families, an intellectual and cultural garden open to new ideas – one where people from all ethnic groups work, learn and play together harmoniously".

To realize the community's vision and principles for land use, the plan outlines 10 geographically-based policy goals to help guide long-term growth and development in the County. The intent and geography of each goal is further defined in the recommendations section of this Plan.

POLICY GOALS:

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

Growth Area #1 – Priority Growth Investment Areas (PGIA)

Policy Goal #1 - Promote population and employment growth, development, and redevelopment activities in suburban and urban communities that contain existing or planned infrastructure, existing population and employment clusters, and dense settlement patterns.

Land Use Policy Intent

Camden County's Priority Growth Investment Areas are composed of the County's key urban areas, inner-ring suburbs, main streets, transit and utility infrastructure, and centers of commerce and employment. Because of these assets, the Priority Growth Investment Area is the ideal location for meeting the County's future growth projections. Future growth, development, and investment should primarily take the form of revitalization and infrastructure upgrades, redevelopment of underutilized and contaminated sites, (re)development near transit infrastructure, infill development in existing neighborhoods and corridors, improvements to the pedestrian, bicycle, and transit infrastructure network, and renovation and reuse of structures with historic value.

Transit Centers

Policy Goal #5 – Encourage active transit corridors by clustering growth, development, and a vibrant mix of uses within a walkable distance of transit stations. Land Use Policy Intent, Key Characteristics and Policy Recommendations are provided in *Figure 5. Transit Centers*.

Main Streets

Policy Goal #7 – Support the vitality of neighborhood main streets as anchors of the local community. Land Use Policy Intent, Key Characteristics and Policy Recommendations are provided in *Figure 6. Main Streets*.

Arterial Corridors

Policy Goal #8 – Improve multi-modal conditions and land use quality along aging strip arterial corridors. Land Use Policy Intent, Key Characteristics and Policy Recommendations are provided in *Figure 7. Arterial Corridors*.

Active Waterfronts

Policy Goal #9 – Harness the economic and cultural potential of the County's signature destination parks, riverfronts, and open spaces. Land Use Policy Intent, Key Characteristics and Policy Recommendations are provided in *Figure 8. Active Waterfronts*.

Resilient Landscapes

Policy Goal #10 – Ensure that the County's green and grey infrastructure systems work to reduce the impacts of natural disasters, create viable alternatives for non-motorized forms of transportation, and promote sustainable forms of land use development. Land Use Policy Intent, Key Characteristics and Policy Recommendations are provided in *Figure 9. Resilient Landscapes*.

Figure 5. Transit Centers

Transit Centers

POLICY GOAL #5: Encourage active transit corridors by clustering growth, development, and a vibrant mix of uses within a walkable distance of transit stations.



Concentrating growth and development around Transit Centers is an excellent way for communities to direct population growth and foster vibrant development in areas that already have supportive transportation infrastructure in place. Often times, as in Collingswood, such strategies can revitalize older sites and revive downtowns by bringing new residents into the area. State-level support and a strong foundation of community support are often critical to the success of these projects.

LAND USE POLICY INTENT

Transit Centers are defined by the concentration of medium to high density commercial and residential development in the area surrounding a passenger rail or bus rapid transit station. Transit Centers act as the central activity nodes of the surrounding community, and typically include a mix of uses consisting of residential, commercial, retail, restaurants, and office development at moderate to high densities. The rail service principally provides a convenient means for commuters to travel to and from work, while serving as an option for accessing regional destinations.

KEY CHARACTERISTICS

- Located within a ¼ - ½ mile of a passenger rail or high frequency bus station
- Provides a central activity node for the community
- Consists of a diverse mix of uses, including residential, commercial, retail, restaurants, and office
- Moderate to high density, transitioning down to the scale of existing development
- Have high levels of accommodation for pedestrians and cyclists to easily reach transit by non-automobile means
- May be new development, redevelopment, or renovations
- Provides a commuter base to bolster transit ridership

Figure 5. Transit Centers (Continued)

POLICY RECOMMENDATIONS



VIBRANT

- Colocate higher population densities, employment opportunities, and mixed-uses near existing or proposed passenger rail stations or high-frequency bus stations.
- Incentivize clusters of high-density development to increase population and employment near transit centers.
- Ensure ground-floors and entrances of buildings face the public street and contain active ground-floor uses.
- Transition higher density development to existing contexts in surrounding areas.



PROXIMATE

- Encourage transit-friendly parking ratios, shared parking, or structured parking to reduce the amount of land devoted to automobile usage.
- When redeveloping large sites, extend the existing street grid into new development, breaking up large land areas into walkable blocks.
- Ensure transit stations provide safe and efficient connections to other modes of transit, including bicycle paths, sidewalks, and bus stations.
- Provide bicycle parking facilities at all transit center locations.
- Foster a high-quality public realm and public spaces to create a sense of place near transit stations.
- Promote the reuse and revitalization of historic structures where warranted and appropriate.
- Support station investments that encourage increased accessibility and ridership.



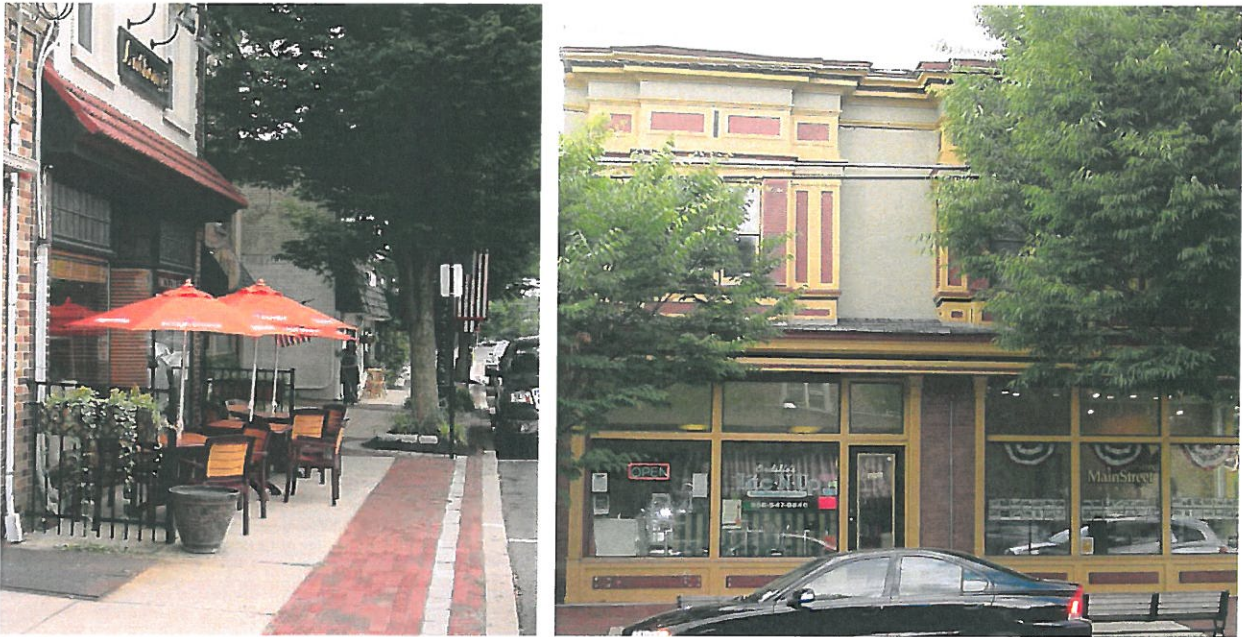
DURABLE

- Prioritize redevelopment efforts on brownfield and greyfield sites to accommodate future growth and development.
- Create opportunities for a mix of housing types that meet the needs of all age groups and income levels.
- Ensure higher density development is tied to appropriate public realm improvements that support walkability.
- Bolster transit ridership and service by clustering denser development within a walkable distance of train stations.

Figure 6. Main Streets

Main Streets

POLICY GOAL #7: Support the vitality of neighborhood main streets as anchors of the local community.



Station Avenue in Haddon Heights serves as a central hub for the surrounding residential community and, through streetscape improvements, facade renovations, a vibrant mix of uses, and a focus on pedestrian-friendly streetscapes, attracts visitors from both the local community and the region.

LAND USE POLICY INTENT

Main Streets are the neighborhood-serving shopping areas that anchor communities throughout Camden County. In the past, these areas served as the central hubs for surrounding communities, as it was necessary to have centralized clusters of commercial, residential, and civic uses within a walkable distance of neighborhoods before the automobile became a fixture of American life. Today, main streets are more specialized and varied, and while residents have a greater diversity of options for where they do their shopping, main streets are revitalizing and seeing new life as powerful amenities and anchors for nearby communities and residential neighborhoods. Main Streets provide neighborhoods with a place to access daily services and goods, gather for traditions and special events, and meet and congregate with friends and neighbors.

KEY CHARACTERISTICS

- Typically have their origins in pre-WWII walkable neighborhood commercial corridors
- Provides a center for the local community and surrounding neighborhoods.
- Consists of retail, cultural, civic, office, and housing
- Densities generally can be categorized as buildings of approximately 3-5 stories, though may be higher when located within a Transit Center
- High levels of accommodation for pedestrians and cyclists.

Figure 6. Main Streets (Continued)

POLICY RECOMMENDATIONS



VIBRANT

- Encourage the reuse, renovation, and improvement of the existing building stock.
- Whenever possible, parking should be located at the back or side of individual lots or blocks, not in the front.
- In new construction, incentivize building frontage design that creates a series of storefronts through material and/or massing variations that create a sense of rhythm to pedestrian's along the corridor.
- Allow for a variety of residential uses above commercial buildings.
- Encourage mixed-use, infill development to provide active ground-floor uses with residential above.
- Support infill development and redevelopment efforts that are consistent and complementary to existing character.



PROXIMATE

- Ensure circulation wayfinding strategies are appropriate to direct visitors arriving from all modes of transit to commercial areas and parking facilities.
- Make investments that ensure pedestrians feel safe, comfortable, and encouraged to walk throughout main street districts.
- Support bus shelters and similar facilities to encourage use of existing bus service.
- Encourage increased population and employment density within main streets areas that are within a walkable distance (1/4 - 1/2 mile) of transit stations.
- Encourage shared or structured parking to reduce the amount of land devoted to automobile usage.
- Allow for adequate sidewalk widths that promote pedestrian flow and allow room for amenities such as outdoor seating, trees, and street furniture.



DURABLE

- Encourage the adoption of car share and bike share programs along with supporting infrastructure within central areas of main streets.
- Support local events, festivals, traditions, and programming that increase community cohesion and social interaction.
- Support new and old local businesses and shops.
- Establish a management entity for the corridor to facilitate tenant attraction, corridor improvements, and to provide strategic leadership for the corridor.
- Support the establishment and maintenance of small-scale public spaces, squares, and plazas.

Figure 7. Arterial Corridors

Arterial Corridors

POLICY GOAL #8: Improve multi-modal conditions and land use quality along aging strip arterial corridors.



In 2010, Burlington County completed a study of the Route 38 corridor, focusing on how integrated land use and transportation improvements across multiple municipalities could create enhanced bike, pedestrian, and development opportunities throughout the corridor.

LAND USE POLICY INTENT

Arterials Corridors are the major at-grade state, federal, and county roadways that provide critical components of the transportation network throughout Camden County. While many parts of arterials have long been technically multi-modal - containing bus routes and stops, sidewalks, and pedestrian crossings - functionally, the design of many arterial corridors and abutting land uses heavily favor automobile movement over other modes. The design and function of land uses along arterial corridors is also difficult to manage in that these roadways cross multiple municipal and county jurisdictions. Camden County's arterials will evolve into true complete streets, providing a system of automobile AND alternative transportation options, as well as becoming part of a green and grey infrastructure system that manages stormwater county-wide.

KEY CHARACTERISTICS

- Encompasses the land uses abutting the County's at-grade state, federal, and county roadways.
- Provides a functional arterial land use pattern and multi-modal transportation options.
- Consists of a vibrant mix of residential, commercial, and office uses dependent on segment of the corridor.
- Generally low-mid density development types.
- Enhanced accommodations for pedestrians, cyclists, and transit riders.

Figure 7. Arterial Corridors (Continued)

POLICY RECOMMENDATIONS



VIBRANT

- Incentivize development clusters to provide a concentrated mix of uses at key intersections along corridors.
- Orient buildings to face internal streets or arterial roadways.
- Ensure setbacks make room for pedestrian and bikeways, but not so much room that building frontages no longer have a relationship to the arterial street.
- Incorporate a mix of commercial, residential, and civic uses into large projects.



PROXIMATE

- Encourage shared curb cuts for multiple businesses and property owners.
- Enhance transit connections and facilities, such as bus shelters, bike parking, multi-use trails, etc. to encourage transit use.
- Ensure that multi-use trails and sidewalks and crosswalks are safe, sufficient in width, and well-lit to encourage pedestrian use.
- Discourage buffers between the same or complementary land use categories.



DURABLE

- incorporate green infrastructural features such as rain gardens, native plantings, and reductions in the amount of impervious surface in development or redevelopment activities.
- Shift focus from purely auto-oriented infrastructure upgrades to include upgrades that encourage and enhance all modes of transportation.
- Encourage parking design to support park-once behaviors, where visitors are encouraged to visit multiple stores without moving between parking spaces.

Figure 8. Active Waterfronts

Active Waterfronts

POLICY GOAL #9: Harness the economic and cultural potential of the County's signature destination parks, riverfronts, and open spaces.



A recently completed redesign of Pyne Poynt Park in North Camden is an excellent example of a project that incorporates enhancements that make the park more usable to the local community while also tackling common riverfront issues such as flooding.

LAND USE POLICY INTENT

While Camden County is composed of a variety of locally significant waterfronts, a small number of the County's waterfront corridors are significant on a regional level. These Active Waterfronts are similar in that they hug the County's primary waterways (the Delaware and Cooper River), attract a large number of local and regional visitors, contain waterfront-dependent business and industry, host a variety of major events throughout the year, attract investments in both public and private capital, and demonstrate spillover economic development potential to their surrounding neighborhoods. The intent of this policy is to ensure that County investments in these signature waterfront spaces is targeted to increase both the value and quality of the spaces themselves, but also to ensure that investments in these active waterfront corridors have a relationship with economic development in the parks' neighboring communities. Additionally, investments in these areas should also ensure that damage from natural disasters, such as flooding, is minimized both within open spaces and in neighboring or abutting communities.

KEY CHARACTERISTICS

- Unique waterfront spaces with a mix of open spaces, trails, residential, commercial, and industrial uses.
- Waterfront spaces that, through events, attractions, and aesthetic draw, host large numbers of visitors throughout the year.
- Enhance the economic potential and value of both open spaces and surrounding development.

Figure 8. Active Waterfronts (Continued)

POLICY RECOMMENDATIONS



VIBRANT

- Promote policies to ensure that new development or redevelopment enhances access, usability, and the quality of public use of waterfronts.
- Ensure abutting land uses provide access to greenway and park trails.
- Encourage the location of cultural destination uses, residential, and mixed-use development at key points along active waterfronts.
- Encourage the preservation and maintenance of unique, historic sites and areas.
- Promote the active, year-round use of parks and open spaces through programming and regular maintenance
- Provide an active edge along greenway sites, especially at parks and recreation areas.



PROXIMATE

- Ensure waterfront spaces, to the greatest extent possible, are fully accessible to the public.
- Ensure regular access points are provided to waterfront multi-modal trails, parks, and open spaces.
- For multi-family and non-residential uses, provide bike parking facilities and pedestrian access.
- Provide multi-modal connections through streetscape enhancements and/or trail upgrades from waterfronts to surrounding neighborhoods to enhance community connectivity.
- Provide rest facilities and bike parking at key points along waterfront greenways.



DURABLE

- Protect the environmental health of both waterways and riparian buffers in active waterfronts.
- Promote the use of green infrastructure in existing retrofits and new projects to protect the environmental health of active waterfronts and to decrease flood incidents in surrounding communities.
- For parks and open spaces, promote design strategies that integrate conservation of environmental features with public access and recreational opportunities.
- Foster the cleanup and redevelopment of brownfield sites as locations with the potential to provide a cleaner, healthier, and economically productive waterfront.

Figure 9. Resilient Landscapes

Resilient Landscapes

POLICY GOAL #10: Ensure that the County's green and grey infrastructure systems works to reduce the impacts of natural disasters, creates viable alternatives for non-motorized forms of transportation, and promotes sustainable forms of land use development.



The Camden County Municipal Utilities Authority (CCMUA) and City of Camden have, over the past several years, worked to build a series of green infrastructure projects at sites throughout the City under the Camden SMART program. Flood events are issues in communities throughout the County, and the CCMUA's example of an integrated green and grey infrastructure approach to stormwater management is sustainable, resource efficient, and a potential model that could be scaled up to a County-wide level.

LAND USE POLICY INTENT

Camden County is composed of a series of urban and natural landscapes. Each has distinct yet interconnected roles in the goal of reducing the impacts of natural disasters, creating viable alternatives for non-motorized forms of transportation, and promoting sustainable forms of land use development. In the urban environment, this would include upgrading aging transportation and stormwater/sewer infrastructure, utilizing green infrastructure in stormwater management, ensuring streets encourage all modes of transportation while also becoming resilient to adverse climate conditions, and that land use policy, site and building design standards adhere to principles of sustainability. In the natural environment, this would include protection and enhancement of greenways and stream corridors as the "lungs" of the County, and the creation of a well-utilized off-road bicycle and pedestrian trail system. Finally, the intent of this policy is to foster a multi-pronged green and grey infrastructure system in the built and natural environments that, as the sum of many parts, results in a strong and resilient Camden County.

KEY CHARACTERISTICS

- Integrates policy recommendations for sustainable, resilient development and redevelopment within the context of long-range land use planning in the County.
- Pursues the development of both natural (green) and urban (grey) infrastructure as interrelated components of a comprehensive green infrastructure system.
- Reduces reliance on private cars as the default mode of transportation, thereby reducing overall CO₂ emissions and improving the health and welfare of the community.

Figure 9. Resilient Landscapes (Continued)

POLICY RECOMMENDATIONS



VIBRANT

- Prioritize development activities to occur in already developed areas, rather than greenfields, and in areas with existing supportive infrastructure.
- Ensure new development, redevelopment, and existing neighborhoods have the infrastructure in place to guard against the damaging effects of natural disasters.
- Prioritize the rehabilitation of aging infrastructure in developed communities.
- Foster the design of streets and public spaces that encourage pedestrian use year-round that are resilient to flooding impacts and extreme temperatures in the summer and winter.
- Foster the reuse of brownfield sites as ideal locations to clean, redevelop, and put back into productive economic use.
- Ensure abutting land uses provide access to greenway and park trails.
- Encourage the preservation and maintenance of unique, historic sites and areas.



PROXIMATE

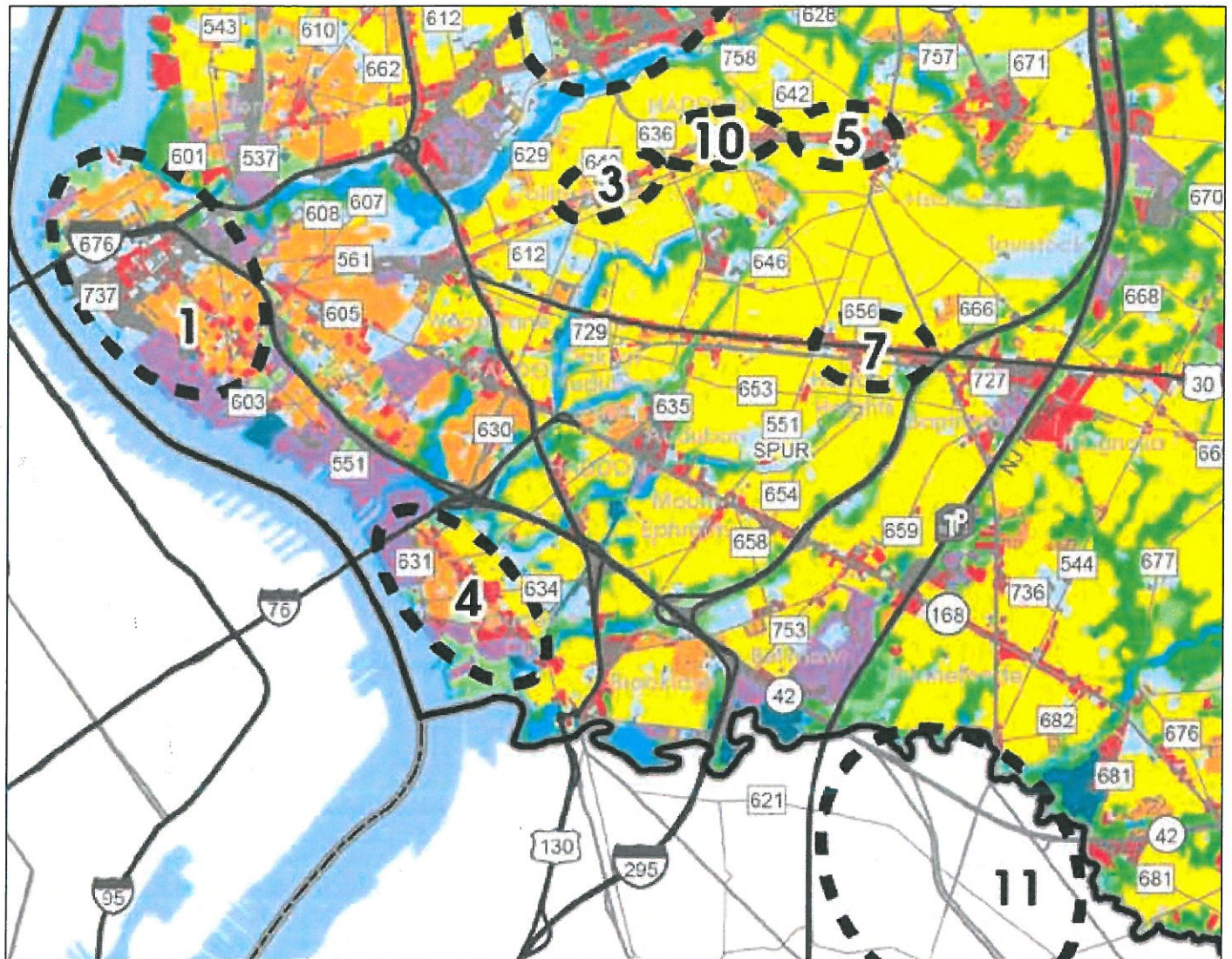
- Ensure that greenway corridors and public streets with planned bicycle and pedestrian trails are accessible and contain supportive infrastructure to encourage use for both daily commuting and recreational trips.
- Ensure regular access points are provided to multi-modal trails, parks, and open spaces.
- Create and adopt a County-level Complete Streets policy to ensure enhanced non-automobile forms of mobility are encouraged throughout the County.
- Identify appropriate areas and strategies for green infrastructure upgrades within County right-of-ways and on County property that can be integrated on a project-by-project basis.
- Ensure that existing and proposed regional infrastructure, such as rail lines, highways, etc., is properly guarded against negative impacts of natural disasters.



DURABLE

- Integrate land use and infrastructure planning into County level Hazard Mitigation Plans and municipal Emergency Management Plans.
- Develop a comprehensive green infrastructure plan to guide municipal actions at the regional level.
- Develop a climate change action plan to provide a framework for addressing short-term and long-term climate change concerns at the County level.
- Provide incentives for municipalities and/or (re)developers to upgrade aging sewer systems.
- Support local sustainability planning and pilot projects.
- Integrate green infrastructure considerations and sustainable building design principles into local ordinances and site plan review procedures.

Figure 10. 2010 Land Use and DVRPC Long-Range Plan Centers



DVRPC 2040 Long-Range Plan Centers

- | | |
|-------------------------------------|-------------------------|
| 1. Camden | 7. Haddon Heights |
| 2. Cherry Hill | 8. Merchantville |
| 3. Collingswood | 9. Voorhees Town Center |
| 4. Gloucester City | 10. Westmont |
| 5. Haddonfield | 11. Deptford |
| 6. Cherry Hill/Mount Laurel/Mantion | 12. Lindenwold |

DVRPC Land Use (2010)

- | | | |
|--------------------|-----------------------------|--------|
| Agriculture | Military / Mining / Utility | Vacant |
| Commercial | Housing: Detached | Water |
| Community Services | Housing: Attached | Wooded |
| Manufacturing | Transportation / Parking | |

NJ Pinelands Boundary

dvrpc

CAMDEN COUNTY
HIGHWAY PLAN

3. Regional Land Use Planning

The Delaware Valley Regional Planning Commission (DVRPC) is the regional planning agency for the southeastern portion of Pennsylvania and the Tri-County area of New Jersey including Camden, Gloucester and Burlington Counties. *Figure 10, 2010 Land Use and DVRPC Long-Range Plan Centers* shows existing generalized 2010 Land Use for the City and region and a 2040 Long-Range Plan Centers designation for Gloucester City.

D. Inventory of Existing Conditions

1. Location

The City of Gloucester City is located along three waterways: the Delaware River is located to the west, Newton Creek is located to the north and Little Timber Creek forms the southern boundary. Interstate Route 76 is located in the northern section of the City and U. S. Route 130 and Route 42, the North South Freeway are located in the eastern side of the City. The Delaware River provides accessibility for river traffic and port use and the roadways provide access to and from the City the major entertainment and employment centers in the region. Freight rail lines that run in a north to south and east to west direction provide rail access to major and minor industries.

2. Physical Features

The City of Gloucester City contains a number of environmental features shown on *Figure 11. USGS Map*. These include the Delaware River, Little Timber Creek, Newton Creek and adjacent tidal flats, local isolated ponds within the City, cemeteries, ports, terminals, roadways, and industrial areas.

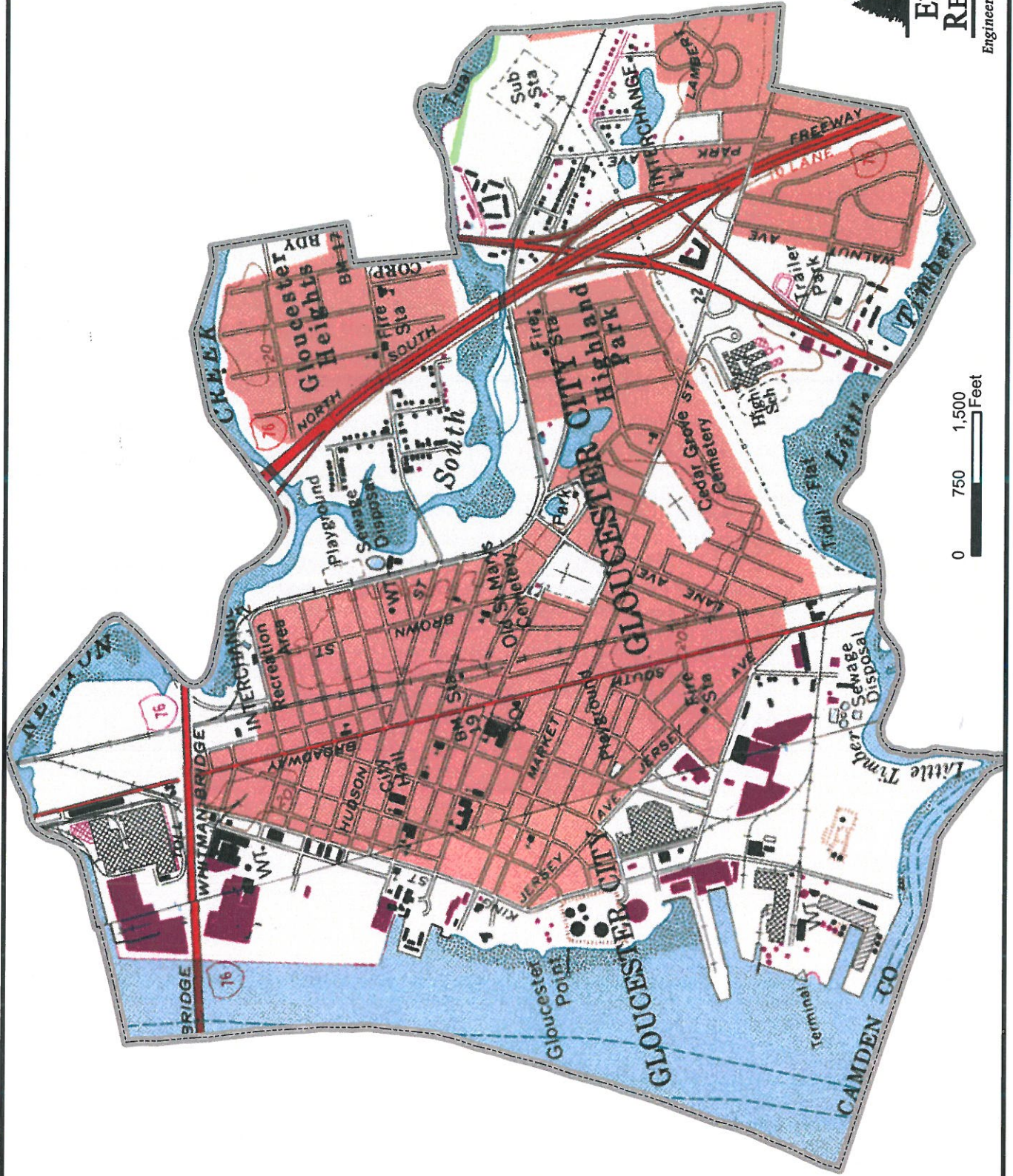
Figure 12. 1930 Historic Aerial provides a view of the City as it was in historic times which can be compared to *Figure 13. 2012 Aerial* as the City looks in more recent years.

USDA soils types are shown on *Figure 14. Soils Map* which shows the City entirely in Urban land except for water areas. Urban land consists of areas in which the soils have been so disturbed that the original soil types are no longer present.

Figure 15. Wetlands Map shows potential wetland areas as mapped by the New Jersey Department of Environmental Protection. As expected, wetlands are generally located in low lying areas surrounding rivers and streams, however, in the City, the Delaware Riverfront contains significant areas with bulkheads, thus eliminating wetland areas.

Flood Emergency Management Agency (FEMA) floodplains are shown on *Figure 16. Floodplain Map*. As shown, approximately half of the City is situated within the floodplain.

Figure 11. USGS Map



**ENVIRONMENTAL
RESOLUTIONS, INC.**

Engineers • Planners • Scientists • Surveyors

Figure 12. 1930 Historic Aerial



ENVIRONMENTAL
RESOLUTIONS, INC.

Engineers • Planners • Scientists • Surveyors

Figure 13. 2012 Aerial



Figure 14. Soils Map



Figure 15. Wetlands Map

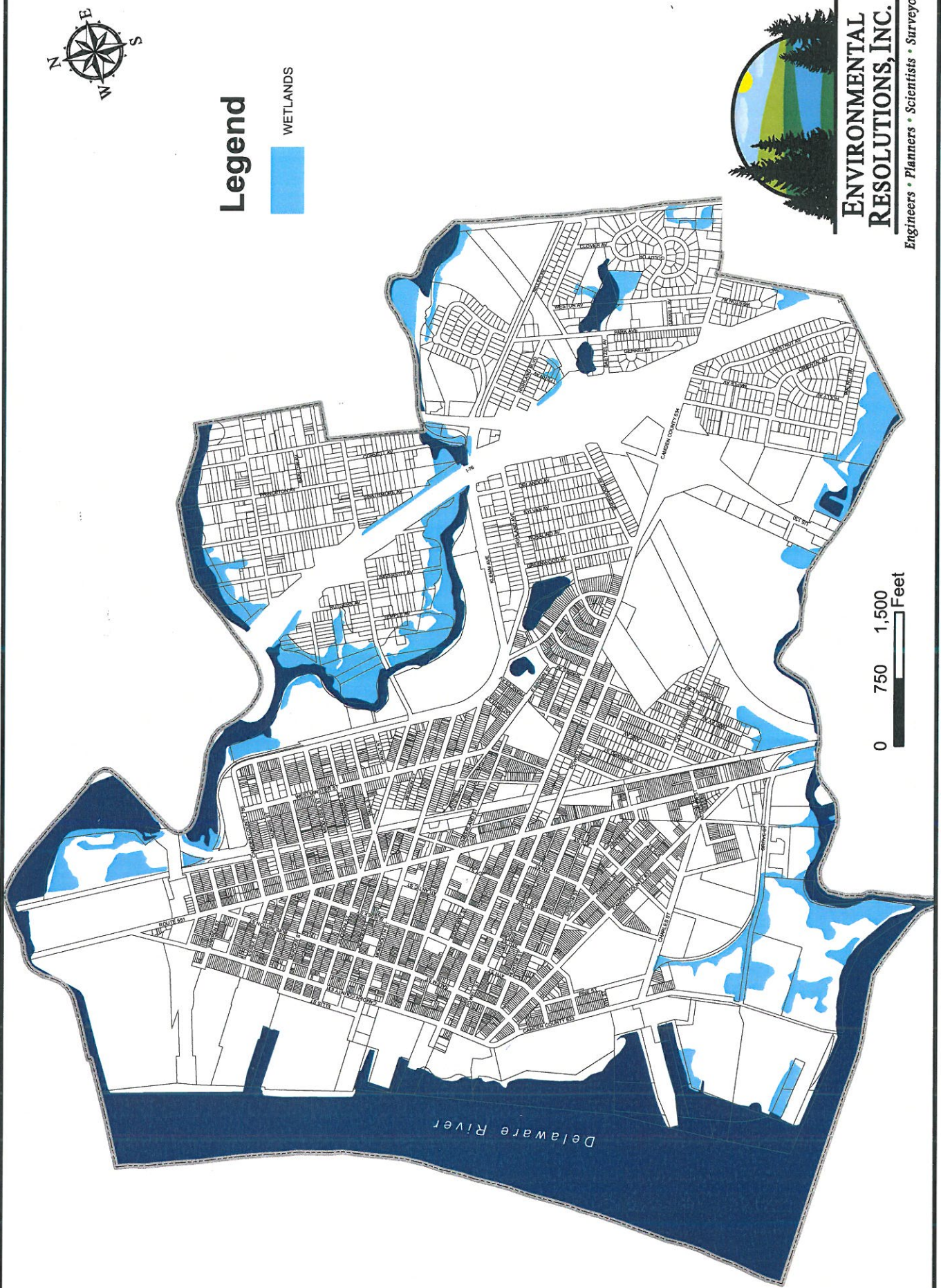
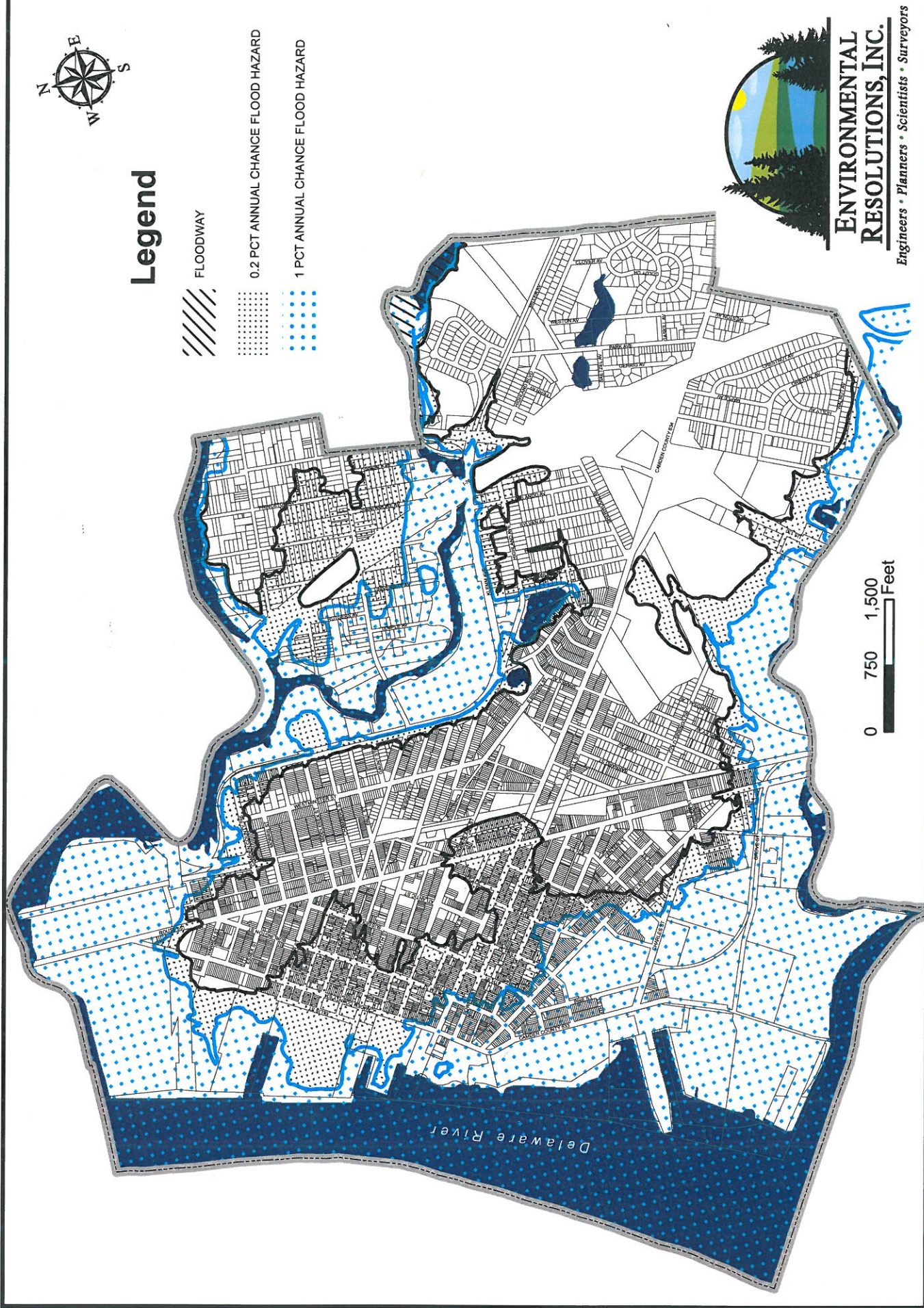


Figure 16. Floodplain Map



3. Population

Gloucester City had a 2015 population of 11,458 according to the U. S. Census of Population. Population trends indicate a population of 13,796 in 1930 to a population high of 15,511 in 1960 after which a steady decline occurred to 11,456 in 2010. Population projections by DVRPC indicate slight increases in population for years 2020, 2025, 2030, 2035 and 2040 at which time a population of 11,488 is projected. A more detailed description of the characteristics of Gloucester City's population is contained in Section IV. Housing Plan Element.

4. Existing Land Use

The *Existing Land Use Map* is shown on *Figure 17*. The following Land Uses are identified in the City:

<i>Existing Land Uses</i>	
<i>Property Class</i>	<i>Description</i>
1	Vacant
2	Residential (1-4 Family)
4A	Commercial
4B	Industrial
4C	Apartment
5A	Railroad Class 1
15A	Public School Property
15B	Other School Property
15C	Public Property
15D	Church & Charitable Property
15E	Other Exempt

5. Vacant Land

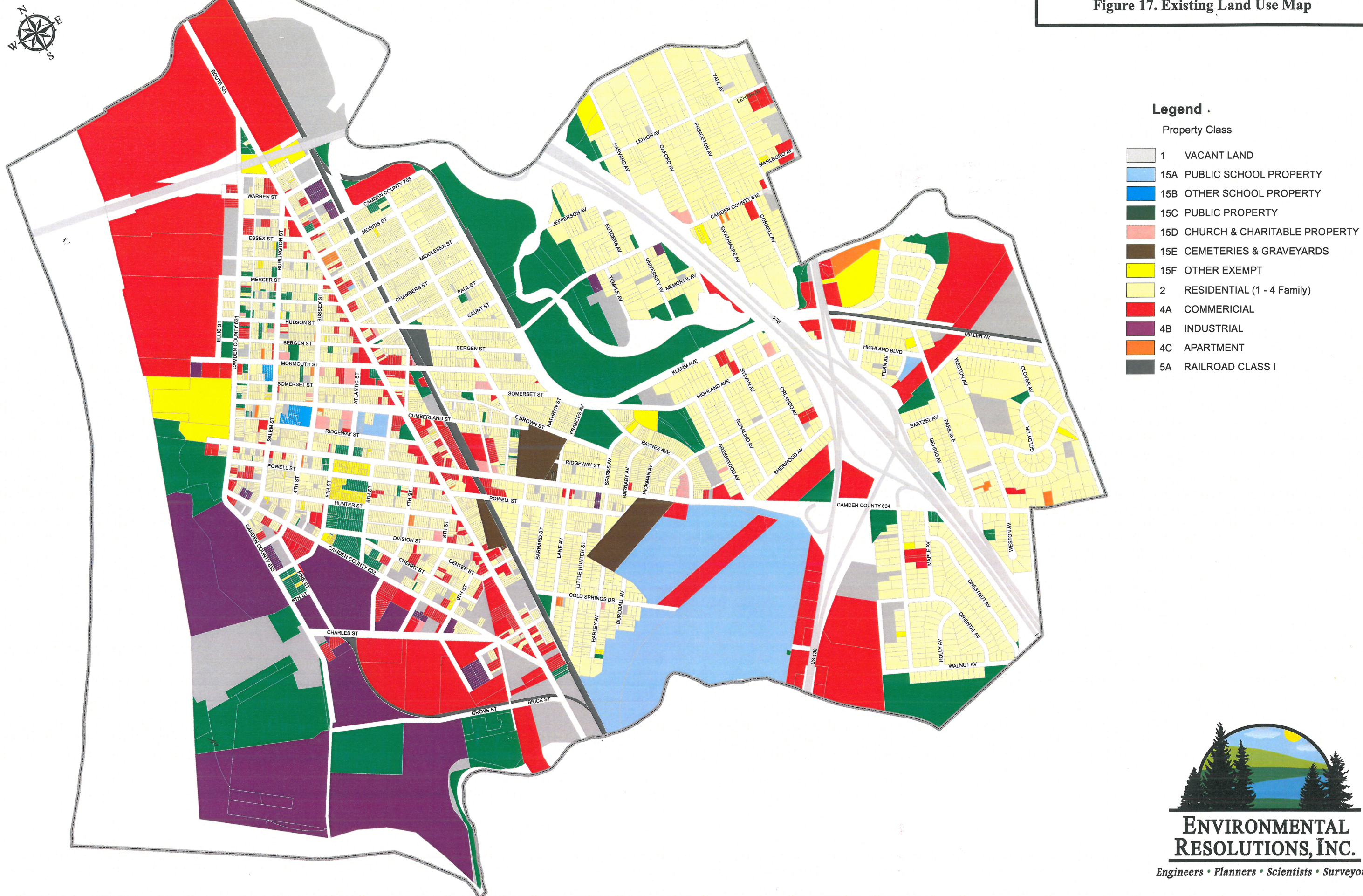
Vacant lands within the City present opportunities for development. *Figure 18. Vacant Land* shows vacant lots throughout the City. This map can be used to easily identify opportunities for development or redevelopment.

6. Public Land

Figure 19. Public Land, is provided so that City owned properties are identified and those properties not in use can be evaluated to determine whether they should be sold or used for an alternative use than the current use. The location of publicly owned parcels can also be used to determine whether properties going to tax sale or foreclosure provide a municipality with an opportunity to acquire parcels adjacent to public properties to assemble larger parcels for public use, for instance, for parking lots, parks, or redevelopment.

Figure 20. Public Parking Area Map shows current City parking lots. This map and *Figure 19* can assist in identifying potential areas for public parking lots particularly

Figure 17. Existing Land Use Map



**ENVIRONMENTAL
RESOLUTIONS, INC.**

Engineers • Planners • Scientists • Surveyors

Figure 18. Vacant Land

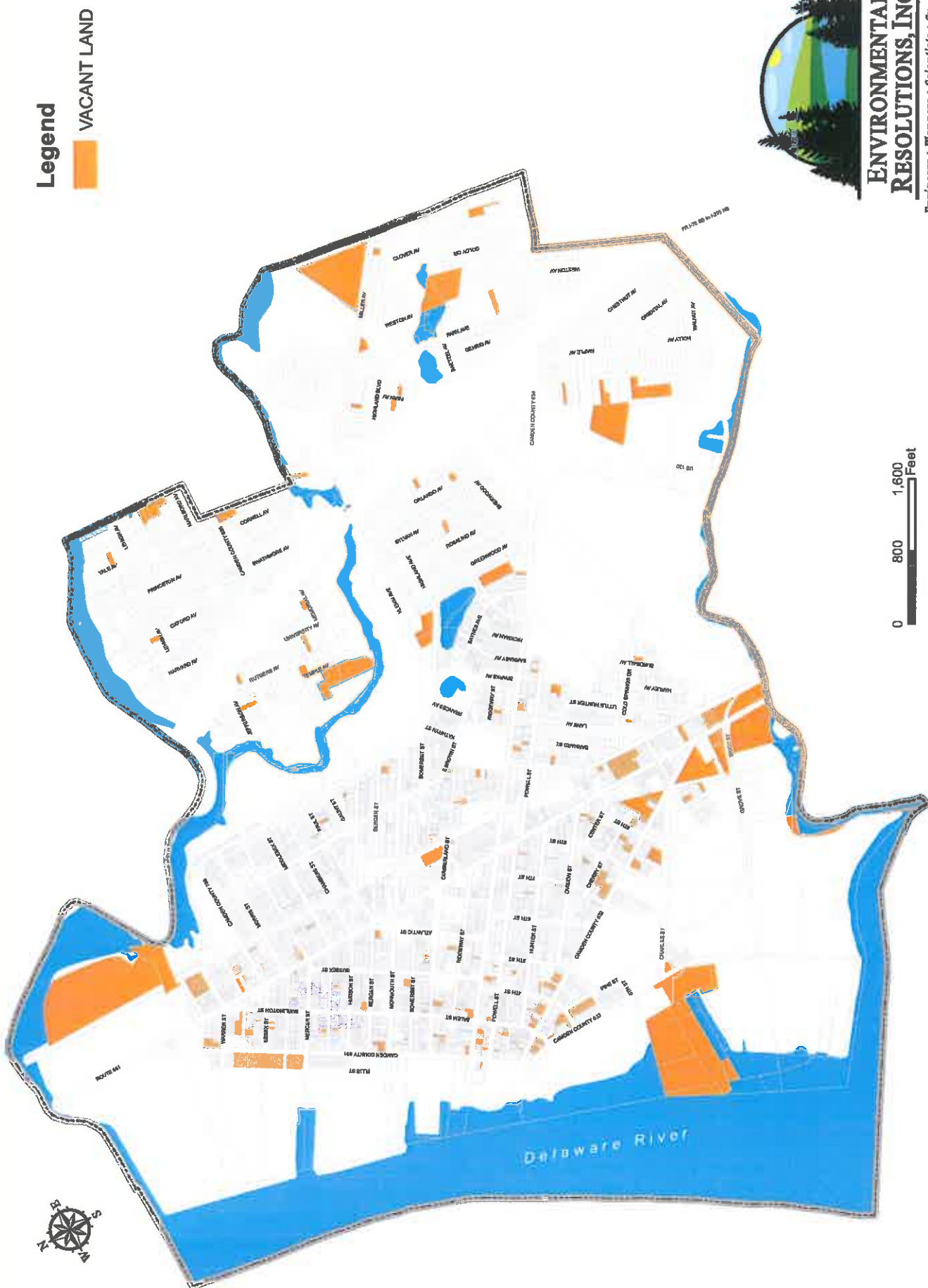


Figure 19. Public Land

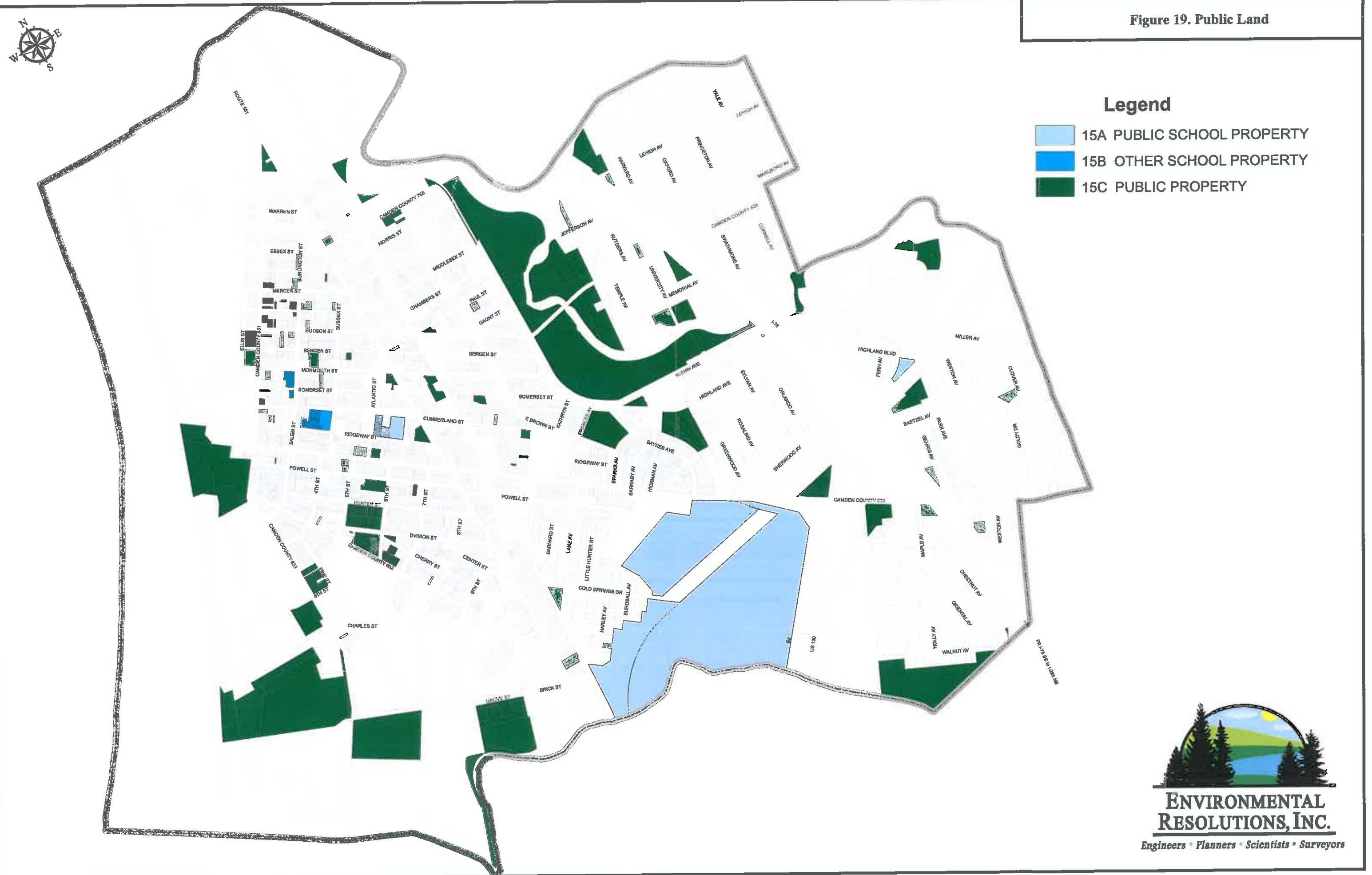


Figure 20. Public Parking Area Map



in conjunction with the commercial areas of Broadway and Monmouth and Burlington Streets. *Figure 17* can also be used to identify church parking lots that can be investigated for shared parking for use during off-peak hours between commercial hours and religious related hours.

Recreation and Open Space Inventory (ROSI) listed properties are shown on *Figure 21* and listed on *Table 1. Green Acres Program Open Space Database*. The plan provides a view of City parks and recreation areas and provides a neighborhood and City-wide view of where additional parks may be needed or enlarged if there is a recreation demand not addressed by existing facilities. In addition to the parks listed on the ROSI, Shane Chapman Memorial Park (Block 269.01, Lot 7), a 2.05 acre park located on Park Avenue at Miller Avenue, should be included as City parklands.

7. Known Contaminated Sites

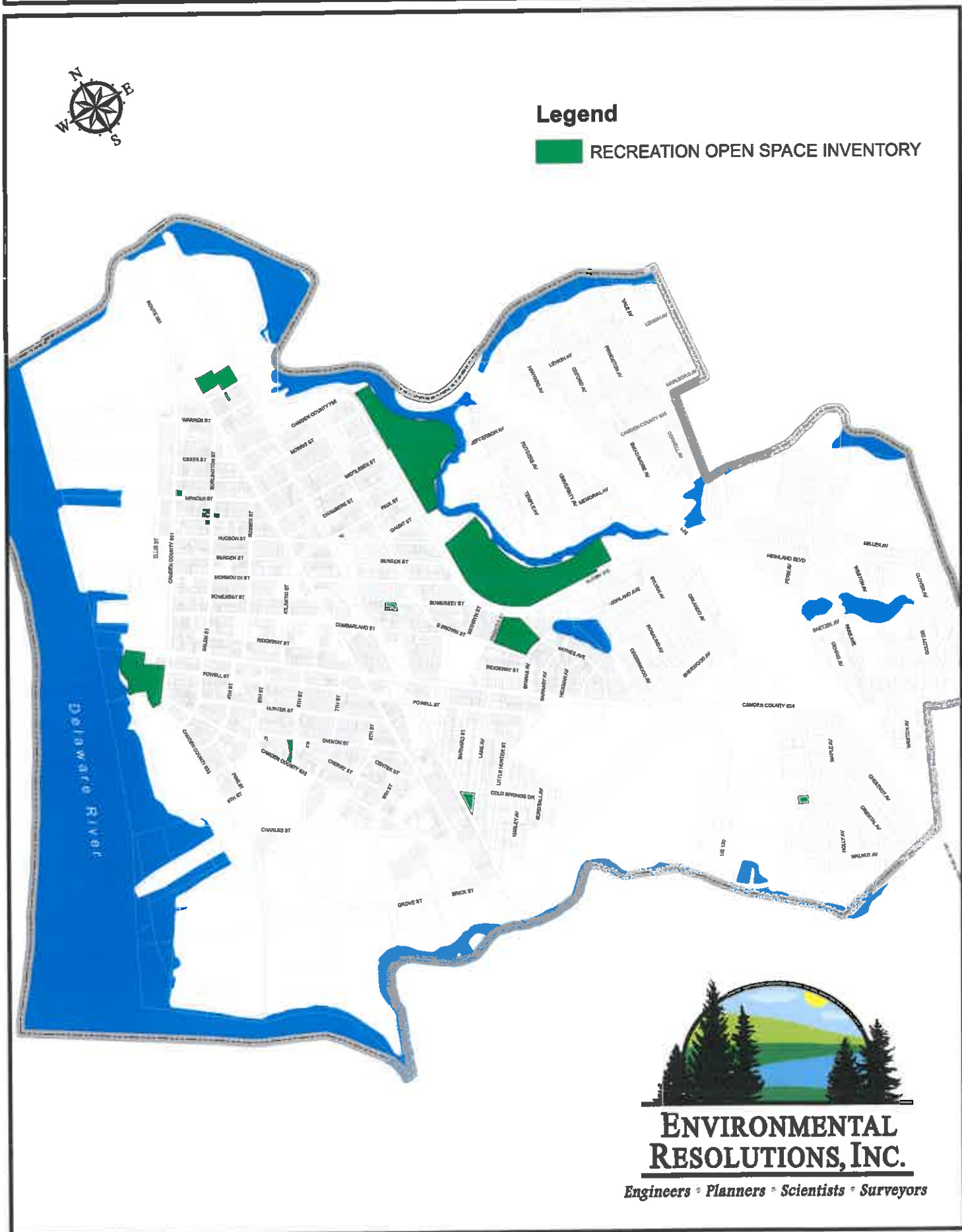
Figure 22. Known Contaminated Sites shows sites with Active or Pending Contamination as of February 20, 2015, the date of the most recent Known Contaminated Site List. The Site ID, Name, Address and Home Owner Status of Active and Pending Sites are Shown in *Table 2. Active Sites With Confirmed Contamination* and *Table 3. Pending Sites With Confirmed Contamination*. Closed sites are not shown on the plan because they should no longer be a concern but they are identified in *Table 4. Closed Sites With Remediated Contamination*. The City has been very successful in catalyzing the remediation of contaminated properties. Additional information about the City's success is included in *Appendix A*. Active sites are those sites having one or more active cases or remedial action permits where contamination has been confirmed. These sites may have any number of pending and/or closed cases. Pending sites are those sites having one or more pending cases, no active cases, and any number of closed cases. Sites or cases with remedial action permits are not included in this category. Because of the historic uses of the City and development along the river and creeks, there are areas of historic fill along the perimeters of the City's Delaware River, Newton Creek and Big Timber Creek waterways. There is also historic fill along roadways. Historic fill can be an area of concern because of unknown areas from which the fill was imported and the potential for contaminants. Other areas which have a high potential for redevelopment, such as those along the Delaware River and the Southport area also have known contamination that will require clean up in order for redevelopment to move forward.

The City has undertaken investigations of Brownfields which are known or suspected contaminated sites and at least two major sites are currently fenced in and under remediation by NJDEP or the Environmental Protection Agency (EPA). Brownfields are any former or current commercial or industrial site, currently vacant or underutilized on which there has been, or there is suspected to have been, a discharge of a contaminant. In order for optimal redevelopment to occur, remediation of these sites will be necessary.

8. Historic District

The Gloucester City *Historic District* is shown on *Figure 23*. The Historic District is limited to a portion of the Delaware Riverfront, King Street, Burlington Street and Monmouth Street west of Broadway. Chapter VII. Historic Preservation Plan Element provides more detailed information about the City's Historic District.

Figure 21. Recreation and Open Space Inventory (ROSI) Map





Green Acres Program

[njdep home](#) | [ga home](#)

[green acres links](#) ▼

Open Space Database

Facility Name: If followed by - DIV = parcel was entirely diverted; if followed by - P/DIV = parcel was partially diverted; and if followed by - COMP = parcel was a compensation piece for previous diversion.

Interest: CR: Conservation Restriction; Fee: Fee Simple; Lease: Leased land

Type: M - Municipal; C - County; N - Non Profit

Table 1. Green Acres Program Open Space Database

County: CAMDEN

Municipality: GLOUCESTER CITY

Block	Lot	Facility Name	Interest	Type
151	1	WASHINGTON ST PLAY LOT	FEE	M
151	21	WASHINGTON ST PLAY LOT	FEE	M
158	1	MARTIN LAKE	FEE	M
168	1	JOHNSON PARK	FEE	M
170	1	PAUL ST PLAYGROUND	FEE	M
195	1	JOHNSON PARK	FEE	M
195	10	JOHNSON PARK	FEE	M
195	5	JOHNSON PARK	FEE	M
195	7	JOHNSON PARK	FEE	M
195	8	JOHNSON PARK	FEE	M
195	9	JOHNSON PARK	FEE	M
206	1	SHERMAN NEIGHBORHOOD PLAY LOT	FEE	M
209	1	SHERMAN NEIGHBORHOOD PLAY LOT	FEE	M
213	1	THOMPSON ST & LANE AVE PARK	FEE	M
23	4	MERCER ST	FEE	M
23	5	MERCER ST	FEE	M
231	1	NICHOLSON RD PLAY LOT	FEE	M
231	2	NICHOLSON RD PLAY LOT	FEE	M
276	1A	ORIENTAL NEIGHBORHOOD PLAY LOT	FEE	M
29	14	MIDDLESEX NEIGHBORHOOD PARK	FEE	M
29	16.01	MIDDLESEX NEIGHBORHOOD PARK	FEE	M
29	17.01	MIDDLESEX NEIGHBORHOOD PARK	FEE	M
29	18	MIDDLESEX NEIGHBORHOOD PARK	FEE	M
29	29	MIDDLESEX NEIGHBORHOOD PARK	FEE	M
29	30	MIDDLESEX NEIGHBORHOOD PARK	FEE	M
30	38	MIDDLESEX NEIGHBORHOOD PARK	FEE	M
35	1	MIDDLESEX NEIGHBORHOOD PARK	FEE	M
76	1	PROPRIETORS PARK	FEE	M
90	12	DIVISION ST PLAYGROUND	FEE	M
90	93	6TH STREET PLAYGROUND	FEE	M
94.01	1	6TH ST & JERSEY AVE PARK	FEE	M
94.01	3.01	6TH ST & JERSEY AVE PARK	FEE	M
94.01	7	6TH ST & JERSEY AVE PARK	FEE	M

The above information is the Recreation and Open Space Inventory (ROSI) on file with Green Acres. Please note that Green Acres relies on the accuracy of the information provided to us by the Local Unit(s) in maintaining the accuracy of our database. Since it is the responsibility of the Local Unit(s) to ensure compliance with Green Acres rules, it is strongly recommended that you confirm this information with the

Figure 22. Known Contaminated Sites

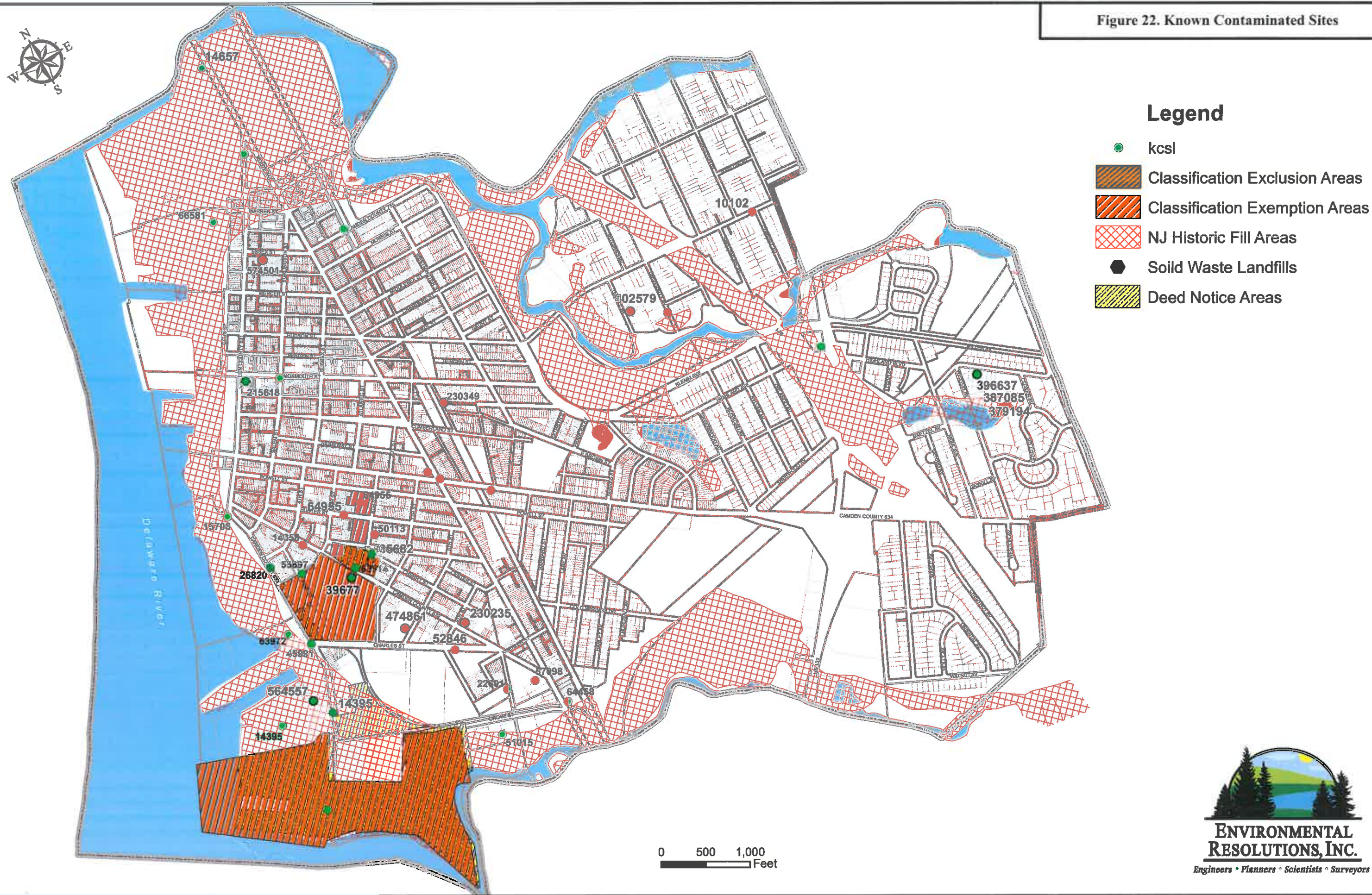
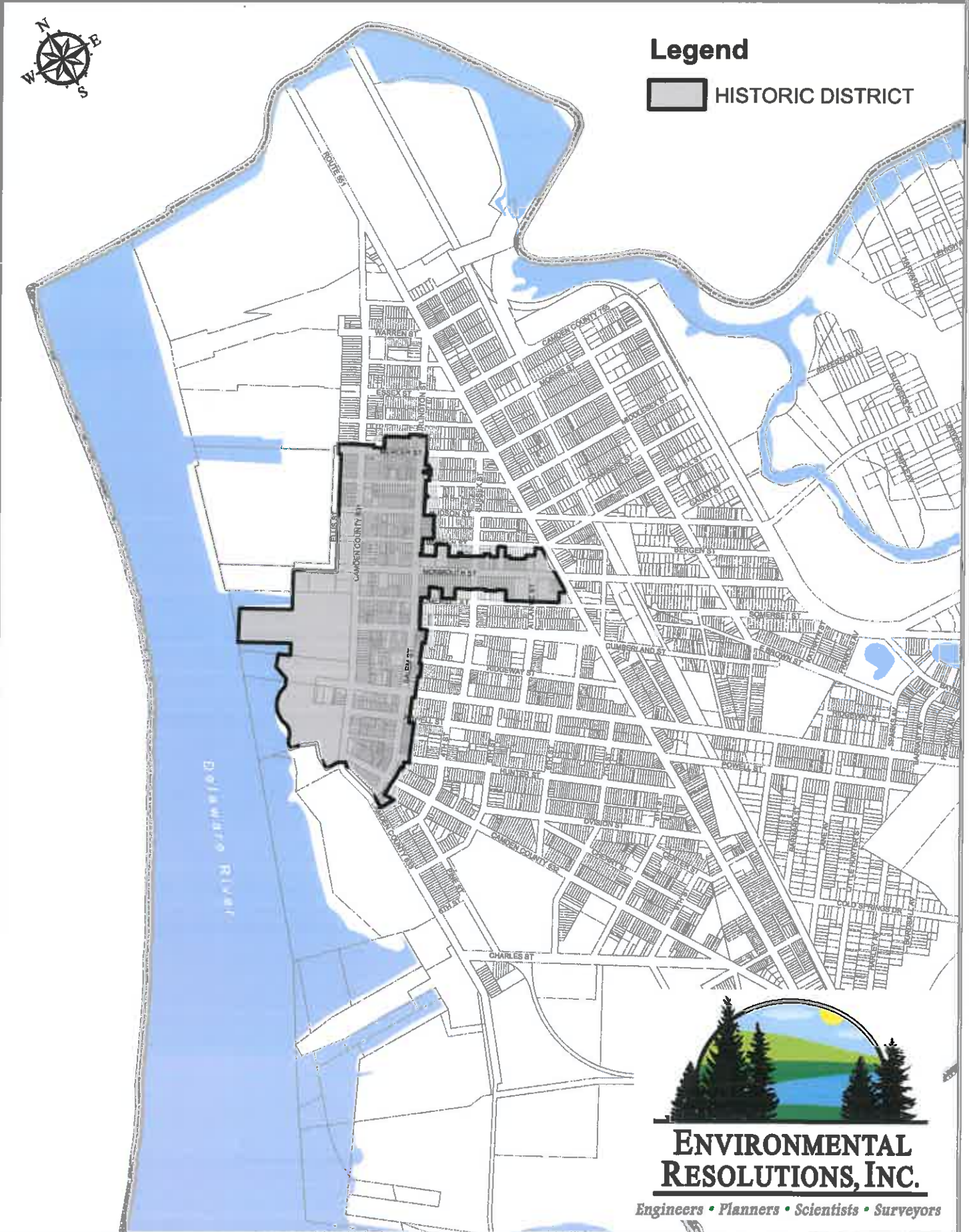


Figure 23. Historic District



E. Existing Zoning Districts

Figure 24. Existing Zoning Map shows the Zoning Districts in the City which include the following:

<i>City of Gloucester City Zoning Districts</i>	
RR	Riverfront Recreational
P/GW	Park/Greenway
R-L	Residential Low Density
R-M	Residential-Medium Density
RC&S	Retail Commercial and Service
CRO	Commercial-Residential-Office Mixed Use
HC	Highway Commercial
BI	Business Industrial
LI	Light Industrial
PCH	Port Cargo Handling
PPID	Port Planned Industrial Development

A summary of purposes and uses permitted in the various districts is provided below.

R-L - Residential Low Density District

The purpose of the Residential R-Low (R-L) Density District shall be to create a zoning district for single family detached homes. The R-Low District permits single family detached residences, public parks, government buildings, public installations, public, parochial and private schools and places of worship, parish houses, parsonages, convents and related uses. Permitted accessory uses include private garages, swimming pools, sheds, home occupations and home professional offices.

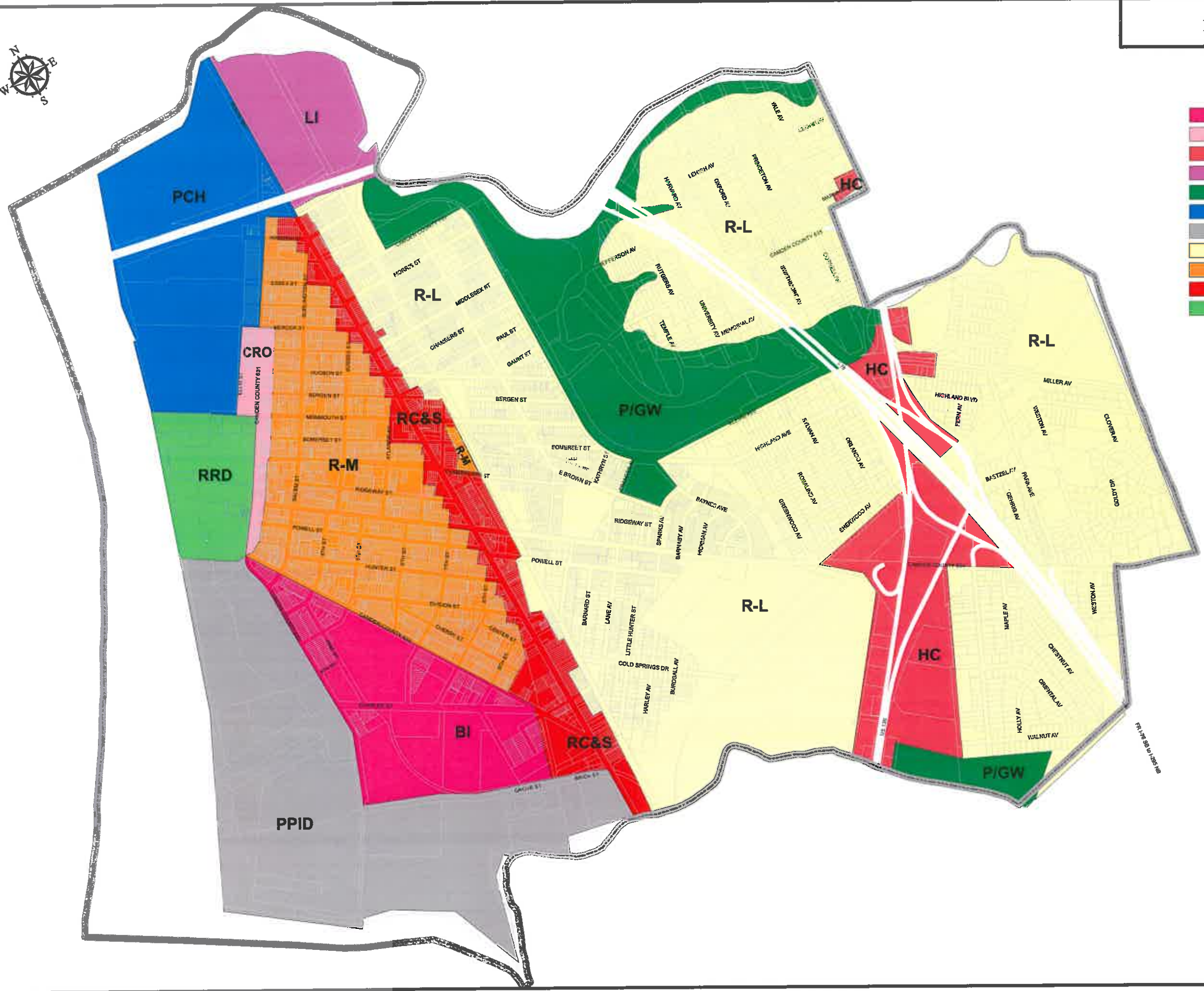
R-M - Residential Medium Density District

The purpose of Residential Medium (R-M) Density District shall be to create a zoning district for single family semidetached homes and townhouse homes, and a limited number of compatible uses. The R-M District permits single family detached, attached townhouse and twin residences and all other uses permitted in the R-Low district. Permitted accessory uses are the same as permitted in the R-Low district.

RR - Riverfront Recreational District

The purpose of the Riverfront Recreational (RR) District is to encourage the development of public and private recreation facilities concentrated on and around existing public lands located on the Delaware River Waterfront. It is intended that development in the Riverfront recreation area will provide aesthetic and social benefits to the residents of the City through improved public access to the water and the City's historic district while creating economic opportunities linked with the recreational rather than the industrial use of the waterfront. The RR District permits marinas, restaurants, health and exercise clubs, parks and recreation facilities, boat launch ramps, bait and

Figure 24. Existing Zoning Map



ZONING DISTRICTS

- BI - Business Industrial
- CRO - Commercial-Residential-Office Mixed Use
- HC - Highway Commercial
- LI - Light Industrial
- P/GW - Park/Greenway
- PCH - Port Cargo Handling
- PPID - Port Planned Industrial Development
- R-L - Residential Low Density
- R-M - Residential-Medium Density
- RC&S - Retail Commercial and Service
- RRD - Riverfront Recreational



**ENVIRONMENTAL
RESOLUTIONS, INC.**

Engineers • Planners • Scientists • Surveyors

tackle shops, fishing piers, existing multi-family structures and uses in the CRO-Commercial-Residential-Office Mixed Use District with the exception of residential uses which are prohibited. Permitted accessory uses include dockmaster/administrative offices for a marina and marine service when such service is performed in conjunction with and incidental to a marina operation. Conditional uses include seasonal concession stands and kiosks. The Riverfront Recreational District is located in the Proprietor's Park area.

CRO - Commercial Residential and Office District

The purpose of the Commercial Residential and Office (CRO) District is to encourage a diversity of compatible land uses which may include a mixture of residential, office, and specialty retail uses which support and reinforce each other and which may be integrated into the historic character of this zone. The CRO District permits a wide range of smaller downtown-type retail, office and service uses in addition to residential use as long as the proprietor of the commercial use is the resident. The CRO District is situated along a portion of King Street.

RC&S - Retail Commercial and Services District

The purpose of the Retail Commercial Services (RC&S) District shall be to create a zoning district for business, office, service and professional uses that serve the City and its environs. These uses shall include business uses which benefit from locations along major streets and which provide goods and services needed by the Community in which they are located. Permitted uses include a broader range of retail, business and service uses than those permitted in the CRO District. The RC&S District is located along Broadway where there are higher traffic volumes than on King Street.

HC - Highway Commercial District

The purpose of the Highway Commercial (HC) District shall be to create a zoning district for business, and service uses that serve the City and its environs. These uses shall include business uses which benefit from locations along major roads and highways and which provide goods and services needed by the community in which they are located. Permitted uses include public garages, automotive repair, filling and service stations, boat sales, rental and service, equipment rental, garden and landscape centers, veterinarian and animal hospitals, fast food restaurants and a wide range of other highway commercial type businesses. The HC District is situated along U.S. Route 130.

BI - Business Industrial District

The purpose of the Business Industrial (BI) District is to encourage the concentration of administrative offices and light industrial uses in the area of existing comparable uses while minimizing adverse impacts on adjacent residential areas. The BI District permits administrative offices, fully enclosed warehouses and wholesale businesses, light manufacturing facilities, general business establishments, and research and design laboratories. Accessory uses include fully enclosed storage in conjunction with permitted uses, cafeteria and recreational facilities for employee use and day care centers or day care nurseries. The BI District is located in the southwestern side of the City, south of Jersey Avenue, east of Water Street, north of Stinsman Avenue and west of Brick Street.

LI - Light Industrial District

The purpose of the Light Industrial (LI) District shall be to create a zoning district for industrial uses where access can be provided without disrupting the established residential character of the City and which will contribute to the economic base of the community by providing employment and a market for the business and service uses within the community. Permitted uses include manufacturing, processing or industrial uses meet performance standards and do not have inherent characteristics which are noxious, injurious, offensive or hazardous. Such uses include manufacturing of light machinery, fabricating of metal and wood products, bakeries and bottling of food and beverages, office buildings, laboratories, wholesale establishments, warehouses and storehouses, public utility substations and government buildings. The LI District is located in the northwestern end of the City, west of Broadway and north of Passaic Street.

The PCH - Port Cargo Handling District

The purpose of the Port and Cargo Handling (PCH) District shall be to create a zoning district for major port terminals to meet the needs of waterborne commerce and to regulate such activities in order to preserve and protect adjacent residential uses from the negative influences of noise, vibration, traffic and glare from high intensity lighting and cargo handling activities, stacked containers and other activity common to such port facilities. Permitted uses include piers for mooring ships and waterborne cargo vessels, warehouses for the storage of cargo in transit, outdoor cargo and container storage yards with screening, administrative and auxiliary office uses solely intended for occupancy by the Port Operator, cranes for lifting and movement of cargo, electric substations and maintenance facilities for motorized land based equipment used in normal port operations. The PCH District is located in the northwestern side of the City west of King Street to the Delaware River.

The PPID - Port Planned Industrial Development District

The purpose of the Port Planned Industrial District (PPID) is to establish sites for the development of comprehensively designed port facilities and related water oriented or water related manufacturing facilities. Permitted uses include all uses permitted by right in the PCH District and light manufacturing, storage and processing of cargo, raw materials and the shipment of finished products. The PPID District is located in the southwestern side of the City and is bounded by the Delaware River, Big Timber Creek, Stinsman Avenue and Water Street.

P/GW - Park/Greenway District

It is the intent and purpose of the Parks/Greenway (P/GW) District to set aside certain lands in the City of Gloucester City which the Mayor and Council hereby deem to be suitable and proper for recreational and environmental conservation purposes. Said lands shall remain vacant and no permanent buildings or structure shall be erected thereon except those structures deemed necessary by the Mayor Council for such recreational and environmental purposes. The P/GW District is located along the Newton Creek floodplain and along a portion of the Big Timber Creek floodplain in the southeastern side of the City.

Hunter Street Overlay - HSO District

The intent of the Hunter Street Overlay (HSO) District is to provide for the development of a multi-family townhouse project on lands located in a residential area that were formerly occupied by non-conforming manufacturing uses. Please note that the Gloucester City Middle School is open and fully operational.

F. Existing Redevelopment Areas

Existing Redevelopment Areas are shown on *Figure 25. Existing Redevelopment Areas and Rehabilitation Areas* and include the following:

- Chatham Square/Gloucester Apt. Redevelopment Area
- Coast Guard/Freedom Pier Redevelopment Area
- Pine Grove Redevelopment Area
- North Burlington Street Redevelopment Area
- North King Street Redevelopment Area
- 222 Mercer Street Redevelopment Area
- 323 Hudson Street Redevelopment Area
- West Market Street Redevelopment Area
- Sixth Street Redevelopment Area
- Railroad Station Redevelopment Area
- South Broadway Redevelopment Area
- Southport Re-Evaluation Redevelopment Area
- Southport Redevelopment Area

A summary of the Redevelopment Areas, Block and Lots, Street Location and Proposed Uses is provided on the following pages.

G. Existing Rehabilitation Areas

Areas of the City that have been determined to be in Need of Rehabilitation are shown on *Figure 25. Existing Redevelopment Areas and Rehabilitation Areas* and include: Route 130 Corridor Rehabilitation Area, Warren Street Rehabilitation Area, and King Street Rehabilitation Area

H. Land Use Plan

The Land Use Plan evaluates the major land use issues facing the City, articulates design guidelines for new and infill development in the community, and makes recommendations for future changes to the City's development regulations and maps relating to land use.

Recommendations for general land use and zoning changes are presented below.

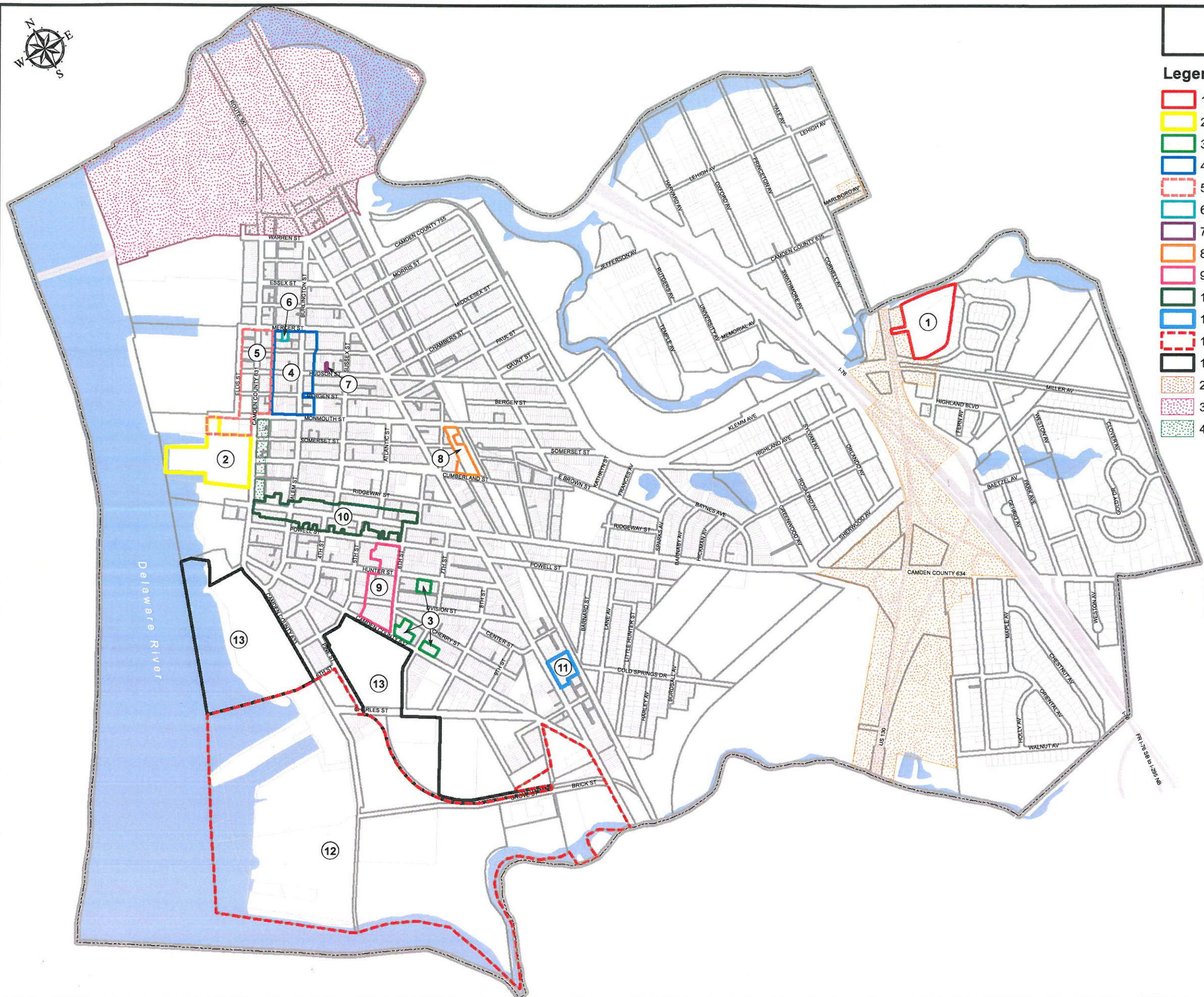


Figure 25. Existing Redevelopment Areas and Rehabilitation Areas

Legend

- 1 Chatham Square/Gloucester Apt. Redevelopment Area
- 2 Coast Guard/Freedom Pier Redevelopment Area
- 3 Pine Grove Redevelopment Area
- 4 North Burlington Street Redevelopment Area
- 5 North King Street Redevelopment Area
- 6 222 Mercer Street Redevelopment Area
- 7 323 Hudson Street Redevelopment Area
- 8 Railroad Station Redevelopment Area
- 9 Sixth Street Redevelopment Area
- 10 West Market Street Redevelopment Area
- 11 South Broadway Redevelopment Area
- 12 Southport Re-Evaluation Redevelopment Plan
- 13 Southport Redevelopment Plan
- 200 Route 130 Corridor Rehabilitation Area
- 300 Warren Street Rehabilitation Area
- 400 King Street Rehabilitation Area

Resolution #326-2011 Declared Route 130 Corridor, King Street (Portions Not Included in Redevelopment Zone) and Warren Street (North to Camden City Border) as Areas in Need of Rehabilitation. Specific Blocks and Lots were not provided in the Resolution. The Areas Shown on Figure 25 are Anticipated to be the Areas Intended to be so Designated.



**ENVIRONMENTAL
RESOLUTIONS, INC.**

Engineers • Planners • Scientists • Surveyors

CITY OF GLOUCESTER CITY REDEVELOPMENT AREAS

Type	Name	Resolution Date	Resolution/Ordinance Number	Redevelopment Plan	Blocks	Lots	Street Location	Proposed Uses
Redevelopment Plan	Coast Guard Redevelopment Area, Gloucester Point Redevelopment Area Current Zoning and Redevelopment Overlay Map Refers to This as Freedom Pier Redevelopment Area	4/4/96	Resolution #91-96	Yes	48	2, 4	8.4 acres between Delaware River & King Street, south of Monmouth and north of Market Streets	Mixed use commercial/recreational waterfront-related facility including office, commercial-retail, restaurant, water-related recreation, active community-oriented recreation, riverwalk & heritage trail. Rehab of U.S. Coast Guard bldg, completed by Holt. Ragen storage building half owned by City and half owned by Holt. City actively seeking a redeveloper, particularly for a restaurant.
Redevelopment Plan	Pine Grove Multi-Site Project Area	2/2/06	Ordinance #004-2006	Yes	87 94.02 95	5, 6, 7, 8, 9, 10, 11 8, 9, 10, 11, 12, 19, 20, 21, 22, 23, 24, 25, 26, 27 Hunter north of Seventh Street). Block 94.02-East 30, 31, 32, 33, 34, 35, 36, 37, 37.01, 38	Block 87-Hunter Street School site (west side of Hunter north of Seventh Street). Block 94.02-East side of Jersey Avenue, west side Cherry Street, north of Eleventh Street. Block 95-East side Jersey Street, south of Seventh Street.	This Redevelopment Plan was part of a Neighborhood Preservation Program Project. Blocks 87 and 94.02- restricted to owner-occupied single family attached dwelling units (twins). Block 95 - restricted to principal and accessory uses permitted in prevailing R-M Residential Medium Density Zoning District, inclusive of single family detached residential, single family attached/townhouse/twin house dwellings. The project is not currently a priority for the City.
Redevelopment Plan	North Burlington Street Redevelopment Zone	5/21/01	#R126-2001	Yes	29 30 35 36 40 41 45 46	1-10, 11.01, 11.02, 12, 13, 13.01, 14, 16.01, 16.02, 17.01, 17.02, 18-20, 21, 22.02, 22.03, 23-32. 14-21, 29, 30, 35, 36, 36.01, 37, 38, 44 1, 1.01, 2, 2.01, 3, 3.01, 4- 9, 9.01, 1-15, 15.01, 16-24 10, 11, 12, 12.01, 13, 14, 19-23 1-15, 16.01, 16.02, 17, 17.01, 18, 19, 22-24, 26- 32, 34 18-22, 23.01, 23.02, 24-26, 44 1.01-1.03, 2-11, 11.01, 12- 17, 17.01, 17.02, 19-24 10, 13.01-13.03, 18.04, 19	Blocks north and south of North Burlington Street between Monmouth Street and Mercer Street	Personal service and retail uses to meet commercial daily needs of residents. Prohibit further construction of attached dwellings and require, for future residential construction, off-street parking per RSIS. Explore public/private partnership to acquire Block 40, Lots 1-6 to permit the incorporation of uses which may further spur renewal. Promote conversion of 2-unit dwellings to single family use. Restaurants and parking should be a priority for lots fronting on North Burlington Street. Redevelopment has occurred on Block 35 (A & A Butcher Shop Parking Lot), Max's Restaurant (Block 29, corner of Middlesex & Burlington) and Angel's Day Care (Block 29, Lot 1).

CITY OF GLOUCESTER CITY REDEVELOPMENT AREAS

Type	Name	Resolution/ Date	Ordinance Number	Redevelopment Plan	Blocks	Lots	Street Location	Proposed Uses
Redevelopment Plan	King Street Project Area, North King Street Redevelopment Area.	2/1/86	Resolution # 44-96	Yes	27, 28, 33, 34, 38, 39, 43, 44, 48	All Lots within the Blocks except Block 48. Only Lots 3, 3.01, 3.02, 4 Included.	5.7 acres on 9 city blocks.	Blocks 27 and 33-Rehab to upgrade substandard dwellings (Mill Houses Rehab completed & deed restricted for owner-occupancy). Blocks 38 and 43- consolidation of the 2 blocks for a municipal parking lot (completed). Blocks 28, 34, 39, 44-Rehab, code upgrades. Block 48- Rehab facade improvements and code upgrades. Developer interested in O'Hara's (Block 39 Lots 7 & 9) and 6 other other businesses in Block 39, Lots 1-6. P&B Cosmotology to construct a new 35 space parking lot on Block 44.
Redevelopment Plan	222 Mercer Street Project Area	5/4/98	R114-98	Yes	29	8, 9, 10, 28	West Broadway residential area, middle of block bounded by Mercer, North Burlington, Middlesex and Willow Streets.	New two-family housing structure, off street parking areas, yards. It does not appear that this project was completed. Vacant lots still present.
Redevelopment Plan	323 Hudson Street Project Area	5/4/98	#R113-98	Yes	36	6.01	West Broadway residential area, middle of block bounded by Hudson, North Burlington, Middlesex and Sussex Streets.	Rehabilitation of existing structure for use as a single- family owner-occupied dwelling. If existing structure cannot be renovated, a new structure may be constructed. The structure remains and appears to have been improved to some extent.
Redevelopment Plan	Gloucester City Railroad Station Project Area	Plan dated 11/96	No	Yes	147.01 148	1, 2 14	Rehabilitation of Old Train Station and construction for flexible leasable office and/or commercial spaces. Lot 3, the Old Train Station was subdivided out and was purchased for a restaurant. The Plan states space should be provided for a public bus terminal area and construction of a mixed use retail, commercial or service center and a new municipal parking lot. This Plan should potentially be amended if there's a benefit to the City and a Redeveloper.	
Redevelopment Plan	Sixth Street Project Area (Between Jersey and Powell Streets)	7/1/96	#158-96	Yes	80 86 94.01	1-12, 22-28, 39, 45-46 1-26, 42, 43 1, 7-22	4.5 acres on portions of 3 city blocks defined by Sixth Street to the west, Powell Street to the north, Jersey Avenue to the south. Includes all of City owned property west of Sixth Street to Fifth Street.	The Redevelopment Plan was for the construction of 55 residential housing units for senior citizens & intergenerational residents with off-street parking and development of a community center with management offices and community support center. However, this is the site of the New Elementary/Middle School currently under construction.

CITY OF GLOUCESTER CITY REDEVELOPMENT AREAS

Redevelopment Plan	West Market Street Project Area	5/4/1998 Ordinance #16-2012 dated 8/16/12.	#115-98, Ordinance 16-2012 for Block 71, Lots 1, 2 Only.	Yes	63	13, 23.01, 23.02, 24, 27, 28, 41, 43, 44	8 city blocks all front on West Market Street.	Rehabilitation of existing homes and businesses, redevelopment of vacant lots for new housing construction, parking, streetscape, landscaping, lighting and other urban amenities. Ordinance 16-2012 adopted 8/18/12 for Block 71, Lots 1 and 2 to be demolished (completed). Two lots to be subdivided into three lots and allowed the construction of three single family homes (completed). Landscaping, lighting and streetscapes were also completed. Block 73 is under construction as part of the New Elementary/Middle School. Three new houses were constructed on Market Street in Block 67 and several City owned lots have the potential for parking. The Community Garden is located on Block 66 fronting Market Street. There is still work to be completed in this Redevelopment Plan. The Plan may need to be amended.
					64	17-32, 37, 40, 41, 42	Eastern boundary is Joy & Sixth Streets and western boundary is South King Street.	
					66	18-35		
					67	15-34		
					70	1,1.01,1.02, 4, 5, 5.02, 6, 7, 8, 9,10,11,13,14		
					71	1, 2, 3, 4.01, 5, 6, 7, 7.02, 8, 9, 10, 11, 12, 14, 15		
					72	1-9, 11-16, 19		
					73	1-4, 8-11, 12.01-16, 21.02, 24.01		
Redevelopment Plan	South Broadway Project Area	10/19/98	#210-98	Yes	131	21-30, 31-34.01	1.7 acres located east of Broadway and west of Conrail Railroad line between Georges Street to the north and Koehler Street to the South.	Acquisition and rehabilitation and/or removal of improvements followed by construction of a senior citizen housing development, a mixed use retail/commercial development or other appropriate uses. Alternatively, site may be redeveloped for a shopping/commercial center. Streetscape improvements and amenities on South Broadway corridor proposed. Construction was completed on Francis J. Gorman Manor at Carpenter's Square. Apartments for Seniors.

CITY OF GLOUCESTER CITY REDEVELOPMENT AREAS

Type	Name	Resolution Date	Resolution/Ordinance Number	Redevelopment Plan	Blocks	Lots	Street Location	Proposed Uses
Redevelopment Plan	Southport Re-Evaluation Redevelopment Plan, August, 2004	5/31/05	#R 114-2004, #149-2005	Yes	110	1, 2, 2.01, 3, 3.01, 3.02, 4, 5, 6, 7, 7.01, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20	Located along the Delaware River, bounded to the east by Water Street.	Residential development to include town homes, multi-family condominiums and/or single family development. Mixed use development, provided the uses are compatible and have positive effect on each other. Public access to the Delaware River waterfront for recreation encouraged.
					111	1	Bounded by Water, Charles and Walnut Streets.	
					116.01	14, 14.01, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 61, 62, 63, 64, 65, 66, 67	Bounded by Water Street, Stinsman Avenue and Charles Street.	This plan needs to be updated to reflect current market conditions.
					120	1, 2, 4, 5, 6	41 acres bounded by Conrail line, Water Street, Big Timber Creek and Brooklawn Borough municipal boundary.	
					120.02	1, 1.01	Inactive Gloucester City Sewage Treatment Plant owned by City and other publicly owned structures. Known NJDEP Contaminated Site.	
					120.03	2	Located north of Stinsman Avenue and west of Brick Street.	
					124	2, 3	Located north of Little Timber Creek, west of Brick Street.	
					126	1, 2, 3, 4	Located between Brick Street and Jersey Avenue.	
					126.01	1, 1.01, 2, 3, 4, 5, 5.01, 6, 7	Located between Broadway, Stinsman Avenue, Brick Street and Little Timber Creek.	
					127	1, 2	Located east of Broadway, north of Stinsman and Conrail Railroad, west of Brick Street.	

CITY OF GLOUCESTER CITY REDEVELOPMENT AREAS

Type	Name	Resolution Date	Resolution/ Ordinance Number	Redevelopment Plan	Blocks	Lots	Street Location	Proposed Uses
Redevelopment Plan	Southport Redevelopment Plan, March 2006	7/6/10	Ordinance #013-2010, Amending Ordinance #017-2004 and Ordinance #016-1996.	Yes	101	1, 1.01	Port Planned Industrial Zone, Riparian lands and lands west of Water Street.	Residential development to include town homes, multi-family condominiums, live work units, and single family attached development. Commercial uses including offices, restaurants, and retail. Mixed use development allowing for the integration of residential and commercial uses within or attached to the same structure. Active and passive recreation areas and facilities. CRO Commercial-Residential Office Mixed Use Zoning to prevail for bulk and area requirements. Ordinance #013-2010, Amended and Ordinance #017-2004 and Ordinance #016-1996.
					112.01	1	Business Industrial Zone Bounded by Pine, Charles, Fifth Streets and Jersey and Seventh Avenues.	
					120.01	2, 3	Port Planned Industrial Zone. Eastern end begins at Brick Street.	Eliminates as an allowable use any residential use and includes as an allowable use any green energy project and/or warehouse use. Note: Additional parcels identified in an undated Karabasian Plan (Blocks 100.01, 101, 102, 104, 105, 107, 110, 111, 112.01, 113, 114, 115, 116.01, 120, 120.01, 120.02, 120.03, 121, 122, 124, 126, 126.01, 127= 188.4 acres).
					284.02	1	Railroad property between Water Street and Grove Street, south of Charles Street and north of Stinson Avenue.	This site was previously home to a variety of industrial establishments and is currently fenced in with a sign indicating, Environmental Investigation Cleanup in Progress at this Site, BP/ARCO Site by Land Resources Solutions, the assigned Licensed Site Remediation Professional (LSRP). A 9.5 acre site was approved for Organic Diversions, a food waste to energy recycling operation. Additional pad sites will be home to future redevelopment projects to provide jobs and generate tax rates on the long abandoned site.

CITY OF GLOUCESTER CITY REDEVELOPMENT AREAS

Type	Name	Resolution Date	Resolution/Ordinance Number	Redevelopment Plan	Blocks	Lots	Street Location	Proposed Uses
Preliminary Investigation and Redevelopment Study	Block 256, Lot 1 and Block 256, Lot 1.01, Chatham Square Apartments and Gloucester Terrace Apartments	March, 2008	Resolution #101-2008	Yes Ordinance No. 2009-11 Adopted 4/23/09 and Ordinance #015-2010 Adopted 9/7/10.	256	1	South of South Branch Newton Creek and Block 256, Lot 1.01. East of Route 130.	Ordinance No. 2009-11 Adopted a Redevelopment Plan to rehabilitate and convert 100 existing rental apartments to 50 home ownership townhouse units or development of viable commercial and/or professional office rateables.
					256	1.01	South of South Branch Newton Creek. East of Route 130.	Ordinance #015-2010 Adopted a Redevelopment Plan known as the Meadowbrook Mews Townhouse Project. The Plan consisted of converting and rehabilitating 100 apartment units into 50 townhouses. The existing one lot will be subdivided into fifty one lots.
Redevelopment Study and Preliminary Investigation Report	Block 256, Lot 1 and Block 256, Lot 1.01, Chatham Square Apartments and Gloucester Terrace Apartments. Shown on the Zoning and Redevelopment Overlay Map as Meadowview Mews Townhouse Redevelopment Area.	6/30/05	Resolution #101-2008	No	256	1	South of South Branch Newton Creek and Block 256, Lot 1.01. East of Route 130.	Determined to be an Area in Need of Redevelopment but no Redevelopment Plan has been found. Negotiations are underway with the City to redevelop Gloucester Terrace Apartments in the rear of the site for market rate apartments with a recreation component.
					256	1.01	South of South Branch Newton Creek. East of Route 130	
Redevelopment Study and Preliminary Investigation Report	Block 198, Lot 2; Block 212.01, Lot 2 and Passaic Street	7/19/07	Resolution No. R175-2007	No	198	2	Collings Road and Conrail Gloucester & Mt. Ephraim Branch Railroad.	Redevelopment Study and Preliminary Investigation Report but no Redevelopment Plan has been found.
					212.01	2	Collings Road, Walt Whitman Bridge and Conrail Millville Branch Railroad.	
					Passaic Street		Passaic Street from East Railroad Street west.	

- Prioritize redevelopment areas, starting with the PPID and BI Districts to expedite cleanup efforts, stimulate economic development and bring growth and jobs back to the City.
- Continue efforts to revitalize Broadway, Monmouth Street, Route 130 and King Street.
- Promote and continue efforts to revitalize the North Burlington Street Redevelopment Area.
- Revise Ordinances to permit outdoor dining and cafes in appropriate locations.
- Revise Ordinances for outdoor dining to identify an expansion area within several zoning districts.
- Improve streetscapes, particularly at gateways to the City and in the Business Districts. Institute a litter patrol and enforce fines. Way finding signs, banners, street lighting, patterned cross-walks and planters will also encourage a pedestrian friendly, walkable and welcoming environment to residents and visitors.
- Conduct a parking survey to determine the need for and capacity required for additional parking in commercial areas that do not provide on-site parking.
- Discourage conversion of large existing homes to apartments or rentals.
- Codify the Zoning Ordinance like most New Jersey Ordinances. Instead of "Notes" the Ordinance should contain Ordinance sections and paragraphs.
- Allow no more than four billboards in close proximity to the Walt Whitman Bridge within the existing and/or proposed PCH-Port Cargo Handling District. Suggested Blocks and Lots include allowing one billboard each on the following Block/Lot: Block 2.01, Lot 3; Block 211, Lot 1; Block 5, Lot 8 (formerly Lots 8, 9, 10.01, 11.01, 11.02, 11.03, 12.02, 16.02, 21.01); Block 212.01, Lot 2. These locations are all within the existing Warren Street Rehabilitation Area.
- Specific Zoning Ordinance Revision Recommendations are as follows:

▪ **Article I, Sections 1 to 7**

Section 1	Title
Section 2	General Intent
Section 3	Establishment of Controls
Section 4	Planning Board
Section 5	Zoning Board of Adjustment
Section 6	Administrative Procedures
Section 7	Master Plan

Article I, Sections 1 to 7 should be updated to current Municipal Land Use Law requirements and language. Sections 4 and 5 discuss the Planning Board and Zoning Board of Adjustment but for the City of Gloucester City, there is a combined Planning and Zoning Board. NJSA 40:55D-25(c) allows such a combined Board in a municipality having a population of 15,000 or less, if so provided by ordinance. The Zoning Ordinance should reflect the establishment of a combined Board.

▪ **Article II, Sections 1 to 6**

Section 1	Districts
Section 2	Zoning Map and Boundaries
Section 3	Purpose of Zoning Districts
Section 4	Boundary Lines
Section 5	Official Map

Article II, Sections 1 to 5 should be updated to reflect existing and proposed Districts proposed in this Master Plan and any new language in the Municipal Land Use Law that is applicable to various Sections. The purpose of each District should be reviewed and amended as applicable. The Hunter Street Overlay (HSO) District should be deleted. That Zoning Overlay District was proposed for the development of a multi-family townhouse project on lands located in a residential area that were formerly occupied by non-conforming manufacturing uses. The District encompassed Block 80, Lots 1-12, 22-28, 39, 45 and 46; Block 86, Lots 1-26, 42 and 43; and Block 94.01, Lots 1, 7-22. The New Elementary/Middle School is under construction on these lots so the residential overlay district is no longer a valid plan.

▪ **Article III, Sections 1 to 7**

Section 1	Word Usage
Section 2	Interpretation
Section 3	Definitions

Article II, Sections 1 to 3 should be updated to reflect current definitions consistent with the Municipal Land Use Law definitions and to make sure any inconsistent or confusing language is clarified.

▪ **Article IV, Sections 1 and 2**

Section 1	Schedule of District Regulations
Section 2	Applicability of Notes

Article IV should be revised in the format of typical ordinances so references to various ordinance sections are easier to find and the ordinance is better organized. Instead of “Notes” explained in Article VI, the Zoning Ordinance should be codified consistent with standard Zoning Ordinances that refer to Articles, Sections and Paragraphs.

▪ **Article V, Sections 1 to 30**

Article V regulates Subdivisions, Site Plan and Conditional Use Approvals. The Article regulates:

Section 1	Filing of Applications
Section 2	Time for Decisions on Subdivision, Site Plan and Conditional Uses
Section 3	Rights Under Preliminary and Approval
Section 4	Application for Final Approval of Site Plans and Major Subdivisions
Section 5	Effect of Final Approval
Section 6	Minor Subdivision
Section 7	Filing Subdivision Plats
Section 8	Site Plan Exemptions
Section 9	General Application and Submission Requirements-Subdivision & Site Plan Review
Section 10	Minor Subdivision-Plat Details
Section 11	Major Subdivisions-Sketch Plat, Preliminary Plat and Final Plat Details
Section 12	Site Plan Details and Submission Requirements
Section 13	Requirement Waivers
Section 14	Planned Developments/General Development Plans
Section 15	General Objectives Developmental Review
Section 16	Minor Subdivision Design Standards
Section 17	Major Subdivisions
Section 18	Site Plans-Design Standards
Section 19	General Improvement Requirements and Specifications
Section 20	Street Improvements
Section 21	Sanitary Sewers
Section 22	Water Supply
Section 23	Street Trees
Section 24	Street Lighting
Section 25	Street Signs
Section 26	Off-Street or On-Site Improvements
Section 27	Stormwater Management Systems
Section 27A	Stormwater Control Ordinance
Section 28	Inspection
Section 29	Performance and Maintenance Guarantees
Section 30	Application, Review and Inspection Fees

Section 31 Details
Section 32 Uniform Affordable Housing Productions Based Upon
“Growth Share”

This section of the Ordinance combines a number of items into one Article where in most ordinances, Application Requirements, Review and Approval, Design Specifications, Required Improvements, Signs, Off-Street Parking and Loading, Street Trees, Buffers and Landscaping and other such items are usually contained in separate Articles of an ordinance. While these issues are not directly related to the Land Use Plan Element, they are contained in the Zoning Ordinance and at some point, a careful review of the Sections should be made to ensure the Sections are up to date with the Municipal Land Use Law and current design standards. The Township or Board Engineer typically provides input into proposed revisions and amendments to utility and street related sections of the ordinance.

▪ **Article VI, Notes 1 to 23**

Article VI provides Notes for a variety of design standards, uses, and zoning district requirements. The following Notes are provided:

- Note 1 Buffer Landscaping Requirements**
- Note 2 Drive In Banks**
- Note 3 Fences, Walls and Hedges, Subject to the Following Maximum Height Requirements**
- Note 4 Hunter Street Overlay District**
- Note 5 Landscape Standards**
- Note 6 Medical Complex, Nursing Home or Convalescent Center**
- Note 7 Motor Vehicle Service Stations and Repair Garages**
- Note 8 New and Used Motor Vehicle Sales and Service Establishments**
- Note 9 Parking Design Criteria, Off-Street Parking Schedule, Loading Space Schedule**
- Note 10 Places of Worship**
- Note 11 Port Planned Industrial Development District**
- Note 12 Port Cargo Handling Zone**
- Note 13 Private Swimming Pools**
- Note 14 Professional Offices For One Professional**
- Note 15 Public Utility Installations and Public Service Infrastructure**
- Note 16 Riverfront Recreation District**
- Note 17 Satellite Dish Antennas**
- Note 18 Sexually Oriented Businesses**
- Note 19 Schools**
- Note 20 Sign Control**
- Note 21 Tree Preservation Techniques**
- Note 22 Fast Food And Drive Thru Restaurants**
- Note 23 Tattoo, Body Art and Body Piercing Facilities of Parlors**

Article VI, Notes should be reorganized and incorporated into other sections of the Zoning Ordinance. The use of Notes in this manner is an untraditional mixing of Zoning District Requirements, Design Standards and Uses that typically need to meet a higher standard and as such become a Conditional Use.

Certain Notes should become totally separate, codified sections of the ordinance and all inconsistencies should be corrected. Inconsistencies within the Zoning Ordinance, for instance, include the Purpose of the Riverfront Recreation District in Note 16 which is different than the Purpose of the District in Article II of the Ordinance. There are also inconsistencies in landscape and buffer requirements and fence height requirements. In addition, there are inconsistencies within the Zoning Ordinance and the General City Code that need to be revised. These include Rooming and Boarding Houses and Trailer Camps and Campsites that are regulated under the General Code, Chapters 70 and 85 respectively, but do not appear to be listed as permitted uses in any Zoning District in the Zoning Ordinance. Adult Uses, Chapter 12 of the General Code, is inconsistent with Note 18. Sexually Oriented Businesses. The use of proximity in both the General Code and the Zoning Ordinance, to various uses or zoning districts and a sexually oriented business, in essence, zones out the use making it not permitted use in the City. The list of uses and distance to each use is also not consistent in the General Code and Zoning Ordinance. To correct this, an entirely new set of standards or conditions should be developed, or, a new zone within the Highway Commercial District should be developed to permit the use.

It is recommended that each Note be incorporated into existing or new sections of the Zoning Ordinance as follows:

Design Standards

- ✓ Note 1 Buffer Landscaping Requirements
- ✓ Note 3 Fences, Walls and Hedges, Subject to the Following Maximum Height Requirements
- ✓ Note 5 Landscape Standards
- ✓ Note 9 Parking Design Criteria, Off-Street Parking Schedule, Loading Space Schedule
- ✓ Note 21 Tree Preservation Techniques

Zoning Ordinance Permitted Uses, Accessory Uses, Area and Bulk Requirements

- ✓ Note 11 Port Planned Industrial Development District
- ✓ Note 12 Port Cargo Handling Zone
- ✓ Note 16 Riverfront Recreation District

Conditional Uses or Permitted Uses In Certain Zoning Districts

- ✓ Note 2 Drive In Banks
- ✓ Note 6 Medical Complex, Nursing Home or Convalescent Center
- ✓ Note 7 Motor Vehicle Service Stations and Repair Garages
- ✓ Note 8 New and Used Motor Vehicle Sales and Service Establishments
- ✓ Note 10 Places of Worship
- ✓ Note 14 Professional Offices For One Professional
- ✓ Note 15 Public Utility Installations and Public Service Infrastructure
- ✓ Note 18 Sexually Oriented Businesses
- ✓ Note 19 Schools
- ✓ Note 22 Fast Food And Drive Thru Restaurants
- ✓ Note 23 Tattoo, Body Art and Body Piercing Facilities of Parlors

As a Conditional Use with specific conditions listed, uses that do not meet all the Conditions will require a d(3) Use Variance.

Separate Sections of the Ordinance

- ✓ Note 13 Private Swimming Pools
- ✓ Note 17 Satellite Dish Antennas
- ✓ Note 20 Sign Control

Delete From the Ordinance-No Longer Applicable

- ✓ Note 4 Hunter Street Overlay District

▪ Article VII, Historic District, Sections 1 to 6

Article VII concerns the Historic District Purpose, Uses, Area and Height Regulations, Boundaries, Scope of Historic District Provisions and the Historic Preservation Commission. Section VIII. Historic Preservation Plan Element of this Master Plan provides additional information on the Historic District.

▪ Article VIII, General Regulations, A. through F.

Article VIII provides General Regulations, Prohibited Uses in All Districts, Non-Conforming Uses and Structures, Unsafe Conditions, Approved Final Subdivisions, and Undersized Lots of Record. This section, as other sections, should be reviewed in detail during a Zoning Ordinance update to ensure consistency with the Municipal Land Use Law and other sections of the General Code and Zoning Ordinance

- **Article IX, Administration and Enforcement, A. through H.**

Article IX. should be reviewed for consistency with other building and code enforcement, certificates of occupancy, and temporary use permit sections of the City Codes and Ordinances.

- **Article X, Violations, Penalties, and Remedies, A. through C.**

Article X identifies fines and penalties for violators and violations of the Zoning Code. The City should review the list of Fines for Minor and Major Violations as well as what constitutes such violations and determine whether revisions are necessary.

- **Article XI, Severability and Repeal**

Article XI contains the section on severability and repeal. The Ordinance should be reviewed to ensure it is up to date.

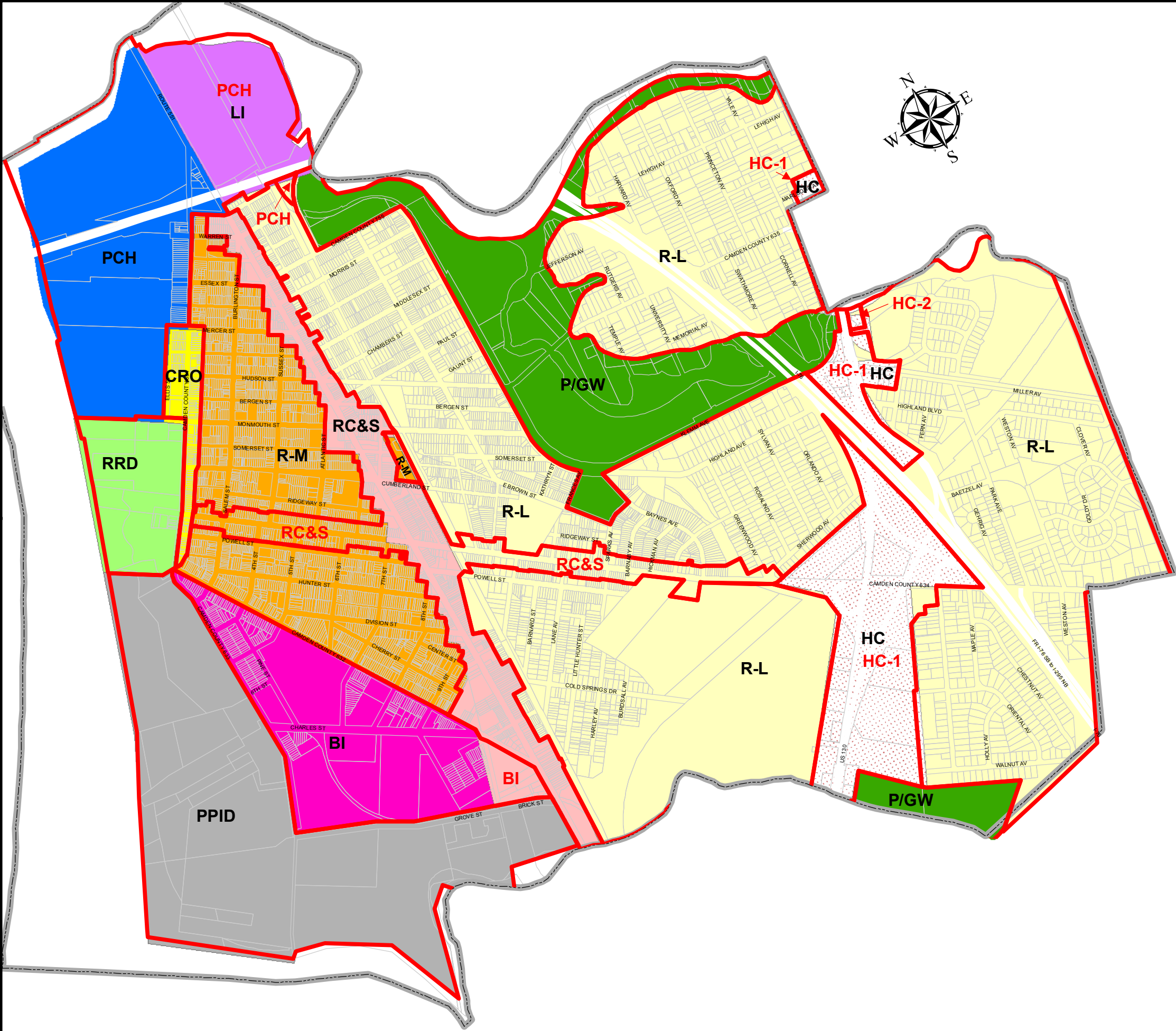
I. Proposed Zoning Map

Figure 26. Proposed Zoning Map reflects the current Zoning in the City including those adopted by Ordinance #018-2010 that changed a number of R-L and R-M lots to RC&S. The majority of these changes were not shown on the most current Zoning Ordinance Map.

Proposed zone changes include:

1. Eliminating the one area of LI-Light Industrial Zoning District in the northeastern end of the City and changing it to PCH-Port Cargo Handling, the same as the remainder of Holt Properties. Adding the small triangular Block 212.01, Lot 2 to the adjacent proposed PCH-Port Cargo Handling District.
2. Expanding the RC&S District along properties fronting on Market Street from the Route 130 HC-Highway Commercial area west to King Street.
3. Creating a new HC-1 and HC-2 District where the HC-Commercial District now exists. The purpose is to allow adult entertainment uses in HC-2 as permitted uses.
4. Expand the BI-Business Industrial District to include the lots in Blocks 126 and 126.01 which are located south of Jersey Avenue, east of Brick Street, west of Broadway and north of Stinsman Avenue and the railroad. Existing uses in this area are BI type uses and not RC&S which is the current zoning district.

Figure 26. Proposed Zoning Map



EXISTING ZONING DISTRICTS

- BI - Business Industrial
- CRO - Commercial-Residential-Office Mixed Use
- HC - Highway Commercial
- LI - Light Industrial
- P/GW - Park/Greenway
- PCH - Port Cargo Handling
- PPID - Port Planned Industrial Development
- R-L - Residential Low Density
- R-M - Residential-Medium Density
- RC&S - Retail Commercial and Service
- RRD - Riverfront Recreational

PROPOSED ZONING DISTRICTS*

- BI - Business Industrial
- HC-1 - Highway Commercial
- HC-2 - Highway Commercial
- PCH - Port Cargo Handling
- RC&S - Retail Commercial and Service

* - Denotes only areas proposed for zone changes are shown in red.



**ENVIRONMENTAL
RESOLUTIONS, INC.**

Engineers • Planners • Scientists • Surveyors

IV. HOUSING PLAN ELEMENT

A. Introduction

According to the New Jersey Municipal Land Use Law, NJSA 40:55D-1 *et seq.* (MLUL) a municipal Master Plan must contain a Housing Element if the governing body chooses to adopt or amend a zoning ordinance (NJSA 40:55D-62). Pursuant to the Fair Housing Act, a master plan housing element is required to "be designed to achieve the goal of access to affordable housing to meet present and prospective housing needs with particular attention to low and moderate income housing" with the following required components:

1. An inventory of the municipality's housing stock by age, condition, purchase or rental value, occupancy characteristics and type, including the number of units affordable to low and moderate income households and substandard housing capable of being rehabilitated;
2. A projection of the municipality's housing stock, including the probable future construction of low and moderate income housing, for the ten years, taking into account, but not necessarily limited to, construction permits issued, approvals for development and probable residential development of lands;
3. An analysis of the municipality's demographic characteristics, including, but not limited to, household size, income level and age;
4. An analysis of the existing and probable future employment characteristics of the municipality;
5. A determination of the municipality's present and prospective fair share for low and moderate income housing and its capacity to accommodate its present and prospective housing needs, including its fair share for low and moderate income housing; and
6. A consideration of the lands that are most appropriate for construction of low and moderate income housing and of the existing structures most appropriate for conversion to, or rehabilitation for, low and moderate income housing, including a consideration of lands of developers who have expressed a commitment to provide low and moderate income housing.

B. Summary of the Status of the Third Round Rules

On September 26, 2013, the Supreme Court invalidated the Round Three regulations adopted in 2008 by the New Jersey Council on Affordable Housing (COAH). On March 14, 2014, the Supreme Court issued an order directing COAH to propose new Round 3 regulations on or before May 1, 2014 and to adopt them by October 22, 2014. The Supreme Court further provided that, if COAH failed to meet the deadlines, the Court would entertain a Motion in Aid of Litigant's Rights which could include an application for the right, on a case-by-case basis, to file a builder's remedy suit against a municipality under COAH's jurisdiction.

On October 20, 2014, the COAH Board met to consider adopting the proposed regulations but reached a 3-3 voting deadlock and therefore did not adopt the proposed regulations. COAH's failure to adopt the proposed regulations left New Jersey municipalities in a continuing state of limbo despite voluntary constitutional compliance.

On October 31, 2014, Fair Share Housing Center (FSHC) filed a Motion In Aid of Litigant's Rights urging the Supreme Court, among other things, to direct trial judges, instead of COAH, to establish standards with which municipalities must comply. FSHC's motion included an alternative fair share calculation for each municipality prepared by its expert David N. Kinsey, FAICP, who updated his initial report on April 16, 2015. The existence of a second set of fair share numbers from FSHC further highlighted the uncertainty of the framework with which municipalities must ultimately comply because there are no standards with which to comply.

The New Jersey Supreme Court held that COAH's administration process had become futile so that parties concerned about municipal compliance with constitutional affordable housing obligations, as well as municipalities that believe they are currently compliant or are ready and willing to demonstrate such compliance, would process exclusionary zoning and/or affordable housing matters in the courts commencing on June 8, 2015. The Decision provided that municipalities which had received Third Round substantive certification from COAH would be permitted within a period of thirty days, beginning on June 8, 2015, and ending on July 8, 2015, within which to file a declaratory judgment action in the Superior Court in order to obtain the judicial equivalent of the substantive certifications that they had either received or that they had applied for but had not yet received.

The Decision also recognized that Approved Municipalities would have five months from either the effective date of the 2015 Decision (June 8, 2015) or from the date in which the municipality filed a Declaratory Judgment action, but no later than July 8, 2015, to submit an amended or supplemental Housing Element and Fair Share Plan. The amended or supplemental Housing Plan Element and Fair Share Plan would revise the municipal fair share number which had been based on COAH's "growth share" methodology and would revise the plans to show how the municipality proposed to comply with its Mount Laurel affordable housing obligations based on a "fair share" methodology. The amended or supplemental Housing Element and Fair Share Plan would have to be submitted to the court by either November 8, 2015 or December 8, 2015. Trial courts must now calculate the "fair share" obligations for Round 3 and establish the standards with which municipalities must satisfy these obligations, and, they must process declaratory judgment actions filed by municipalities seeking approval of an affordable housing plan based upon new judicially established standards which have not yet been determined.

The New Jersey Planner, March/April 2015 Issue, published by The New Jersey Planning Officials, contained an article entitled "Courts Back in Affordable Housing Business, COAH Municipalities Insulated from Builder's Remedy," that was prepared by Edward Buzak, Esq., Associate Counsel, NJPO. The article discussed the Methodology

and Standards of Compliance that should be used in this Round. It stated that, “Although the Supreme Court declined to establish a methodology or formula for the third round calculations, they did offer guidance and some insight as to the manner in which trial court judges were to evaluate plans to determine constitutional compliance.” The Court reiterated its endorsement of utilizing the previous methodologies employed in the First and Second Round Rules as the template to establish present and prospective third round statewide and regional need. The article continues with a number of points of guidance to trial judges. That guidance includes the following, per the article:

- All municipalities must satisfy their prior unfulfilled First and Second Round obligations.
- The methodology utilized to determine the numeric obligation can eliminate the reallocation of excess present need, i.e. the redistribution of existing substandard housing to other communities in the region because of the inability of the municipality itself to realistically address its rehabilitation component.
- Bonus credit for each affordable unit made available to the very poor, i.e. earning 30% or less of the median income can be utilized.
- Credits for existing units whose expiring affordability controls are extended in accordance with the regulatory requirements can be claimed.
- Bonus credits for affordable housing provided in smart growth areas and areas of redevelopment and rehabilitation can be claimed.
- The housing needs of cost burdened families can be ignored in determining a municipalities affordable housing obligations.

This Housing Element and Fair Share Plan updates and amends prior plans to include the most recently available U. S. Census information, to update the status and information on prior round affordable housing, and to present proposed plans to meet the City's affordable housing obligations.

C. Prior Housing Elements and Fair Share Plans

In 2008/2009 the City's Affordable Housing Coordinator was Shirley M. Bishop, PP. Ms. Bishop provided a summary of the City's prior affordable housing efforts during an October 1, 2015 telephone conversation. Ms. Bishop stated that the City was under the Court's jurisdiction and that a Housing Element and Fair Share Plan was prepared in 2009. A copy of an undated Fair Share Plan and a June 17, 2009 Housing Element and Fair Share Plan were provided along with a 2009 Affordable Housing Trust Fund Spending Plan and Draft 2008 Ordinance Amending the City Development Ordinance, #36-06 to Permit the Collection of Affordable Housing Development Fees. Ms. Bishop indicated that she did not believe either the Development Fee Ordinance or the Draft

Spending Plan were adopted. She indicated that she advised the City to submit a Declaratory Judgment to the Court in 2015 but because the City is an Urban Aid Municipality, there is no "Prospective Need" or new construction obligation. "Prospective Need" is a projection of housing needs based on development and growth which is reasonably likely to occur in a municipality as a result of actual determination of public and private entities. Ms. Bishop also stated that the City had many housing units that would count toward their affordable housing obligation.

D. Affordable Housing Trust Fund Spending Plan

The 2009 Affordable Housing Trust Fund Spending Plan stated that the City prepared a Housing Element and Fair Share Plan that addresses its regional fair share of the affordable housing need in accordance with the Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.), the Fair Housing Act (N.J.S.A. 52:27D-301) and the regulations of the Council on Affordable Housing (COAH) (N.J.A.C. 5:97-1 et seq. and N.J.A.C. 5:96-1 et seq.). A development fee ordinance approval creating a dedicated revenue source for affordable housing was submitted to the Court for approval. The municipality was to adopt the development fee ordinance subsequent to the Court's approval. The ordinance would establish Gloucester City's affordable housing trust fund for which the spending plan was prepared. It is believed that the Ordinance was not adopted and that the City was not and is currently not collecting development fees. It is recommended that the City consider moving forward to adopt the development fee ordinance to obtain funding for rehabilitation projects.

E. Status of Gloucester City's Council on Affordable Housing Participation

The NJ Council on Affordable Housing website indicates that the Affordable Housing Trust Fund Monitoring Report, as reported by New Jersey municipalities through June 5, 2012, shows \$0 funds collected and spent for Gloucester City leaving a balance of \$0. The website also shows that the City did not participate in Round One of the COAH rules. For Round Two, the website indicates the City filed a plan on June 12, 2000 and that their Second Round Certification expired on June 12, 2012. The City was not listed as a participating municipality on the COAH Round Three Status list. This information appears to substantiate the statements by Ms. Bishop that the City did not collect fees or participate in Round Three.

F. Inventory of Municipal Housing Stock

1. Data Reporting by Census Tract and Total City

Census Data for the City was reported by each of the three Census Tracts that cover the City (6052, 6052 and 6110) and for the entire City. Census Tract 6110 includes the western, northwestern and southwestern sides of the City. The eastern or northern limits of the Census Tract are Newton Creek, Nicholson Road, the Conrail rail line which parallels Johnson Boulevard, Monmouth Street and the Conrail rail line that parallels Broadway. Census Tract 6051 includes the north central portion of the City along Newton Creek and the City's northern boundary south along the boundary to Route 130 to Market Street where it meets Census Tract 6011. Census Tract 6052 includes the

eastern and southern portions of the City that are not included in Census Tracts 6051 or 6011. The boundaries are the eastern City limits on the east, Route 130 on the west, Market Street on the north and the southern City limits on the south. Census information for Camden County was included to compare City data to the County.

2. Age of Housing Stock

The City of Gloucester City has a relatively old housing stock as shown in Table 1. Approximately 43.8 percent of the City's housing was constructed prior to 1939 as opposed to 17.8 percent for the County in the same period. Only 30.6 percent of the City's housing was constructed since 1960 as opposed to 56.7 percent for the County. Only 18.5 percent of the City's housing was constructed since 1970 as opposed to 42.2 percent for the County. Housing reached its peak in the City Pre 1939 with a decrease each year since that period.

Table IV - 1

Age of Housing Stock

City of Gloucester City by Census Tract and Camden County, NJ

	Census Tract 6051		Census Tract 6052		Census Tract 6110		City of Gloucester City		Camden County	
Decade	#	%	#	%	#	%	#	%	#	%
Pre 1939	405	41.3	162	14.0	1,464	58.6	2,031	43.8	36,586	17.8
1940-1949	208	21.2	62	5.4	189	7.6	459	9.9	19,442	9.5
1950-1959	220	22.4	330	28.5	177	7.1	727	15.7	33,050	16.1
1960-1969	99	10.1	256	22.1	207	8.3	562	12.1	29,729	14.5
1970-1979	12	1.2	146	12.6	38	1.5	196	4.2	35,029	17.1
1980-1989	14	1.4	33	2.9	303	12.1	350	7.6	23,379	11.4
1990-1999	12	1.2	44	3.8	44	1.8	100	2.2	14,149	6.9
2000-2009	11	1.1	123	10.6	76	3.0	210	4.5	13,355	6.5
2010 or later	0	0.0	0	0.0	0	0.0	0	0.0	560	0.3
Total	981	100.0	1,156	100.0	2,498	100.0	4,635	100.0	205,279	100.0

Source: US Bureau of the Census, Census 2013. Profile of Selected Housing Characteristics, Census Tract 6051, Census Tract 6052, Census Tract 6110, City of Gloucester City, and Camden County, NJ, Table DP04.

The Census Tract data shows that Tract 6110 has the oldest housing stock with 58.6% built Pre 1939. Census Tract 6052 has the youngest housing stock with only 14.0 % built Pre 1939. Housing development in Census Tract 6052 reach its peak between 1950 and 1959 with a small decline in 1960-1969. Development in Tracts 6110 and 6051 had already started declining in 1940.

3. Owner Occupied Housing Values

Table 2 shows that the median housing value for the City was \$147,500 in 2013. Census Tract 6052 had the highest median value at \$164,000 with Tract 6051 following at \$149,300 and Tract 6110 at \$128,000. This is significantly lower than the median County value of \$210,700. The predominant housing value in the City is in the \$150,000 to \$199,999 range, with 30.0 percent of the owner occupied units in this category as shown in Table 2. Another 23.0 percent of the homes are valued between \$50,000 and \$49,999 and 20.4 percent are valued from \$100,000 to \$149,999. Only 12.5 percent of the units are valued at less than \$50,000 or above \$300,000 in value. In the County, the majority of units within the \$200,000 to \$299,999 value range. Comparing the City and County, the County has 54.2 percent of the units valued at \$200,000 and over as compared to 18.8 percent in this value range for the City.

Table IV - 2
Owner Occupied Housing Values
City of Gloucester City by Census Tract and Camden County, NJ

Value	Census Tract 6051		Census Tract 6052		Census Tract 6110		City of Gloucester City		Camden County	
	#	%	#	%	#	%	#	%	#	%
Less than \$50,000	22	2.7	161	19.6	44	3.5	227	7.9	4,570	3.6
\$50,000 to \$99,999	223	27.5	34	4.1	406	32.4	663	23.0	10,622	8.3
\$100,000 to \$149,999	164	20.2	96	11.7	328	26.1	588	20.4	15,333	11.9
\$150,000 to \$199,999	256	31.9	267	32.5	339	27.0	865	30.0	28,236	22.0
\$200,000 to \$299,999	106	13.1	196	23.8	108	8.6	410	14.2	43,901	34.2
\$300,000 to \$499,999	19	2.3	61	7.4	7	0.6	87	3.0	20,155	15.7
\$500,000 to \$999,999	11	1.4	7	0.9	20	1.6	38	1.3	4,772	3.7
\$1,000,000 or more	7	0.9	0	0.0	3	0.2	10	0.3	831	0.6
Median (Dollars)	\$149,300		\$164,500		\$128,500		\$147,500		\$210,700	

Source: US Bureau of the Census, Census 2013. Profile of Selected Housing Characteristics, Census Tract 6051, Census Tract 6052, Census Tract 6110, City of Gloucester City, and Camden County, NJ, Table DP04.

4. Mortgage Status and Selected Monthly Owner Costs

Table 3 indicates mortgage status and selected monthly owner costs. In the City, the median mortgage is \$1,492, which is less than \$1,982 in the County although Census Tract 6052 is close to the County at \$1,826. There are less City residents with a mortgage (62.7 percent) than County residents with a mortgage (72.2 percent). Conversely, the City has greater properties without a mortgage (37.3 percent) than the County (27.8 percent).

Table IV - 3
Mortgage Status and Selected Monthly Owner Cost
City of Gloucester City by Census Tract and Camden County, NJ

Value	Census Tract 6051		Census Tract 6052		Census Tract 6110		City of Gloucester City		Camden County	
	#	%	#	%	#	%	#	%	#	%
With a Mortgage	546	67.3	426	51.8	840	66.9	1,812	62.7	92,714	72.2
Less than \$300	0	0.0	0	0.0	0	0.0	0	0.0	42	0.0
\$300 to \$499	0	0.0	7	1.6	0	0.0	7	0.4	471	0.5
\$500 to \$699	7	1.3	0	0.0	9	1.1	16	0.9	989	1.1
\$700 to \$999	87	15.9	55	12.9	123	14.6	265	14.6	5,140	5.5
\$1,000 to \$1,499	190	34.8	82	19.2	357	42.5	629	34.7	16,584	17.9
\$1,500 to \$1,999	155	28.4	99	23.2	270	32.1	524	28.9	24,035	25.9
\$2,000 or More	107	19.6	183	43.0	81	9.6	371	20.5	45,453	49.0
Median (Dollars)	\$1,469		\$1,826		\$1,397		\$1,492		\$1,982	
Not Mortgaged	265	32.7	396	48.2	415	33.1	1,076	37.3	35,706	27.8
Less than \$100	0	0.0	0	0.0	0	0.0	0	0.0	78	0.2
\$100 to \$199	0	0.0	0	0.0	35	8.4	35	3.3	385	1.1
\$200 to \$299	7	2.6	9	2.3	0	0.0	16	1.5	1,094	3.1
\$300 to \$399	0	0.0	9	2.3	6	1.4	15	1.4	1,236	3.5
\$400 or More	258	97.4	378	95.5	374	90.1	1,010	93.9	32,913	92.2
Median (Dollars)	\$698		\$763		\$724		\$742		\$855	

Source: US Bureau of the Census, Census 2013. Profile of Selected Housing Characteristics, Census Tract 6051, Census Tract 6052, Census Tract 6110, City of Gloucester City, and Camden County, NJ, Table DP04.

5. Monthly Owner Costs

Table 4 indicates Selected Monthly Owner Costs as a percentage of Household Income in 2013. In the City, approximately 35.6 percent of households with a mortgage spend less than 20.0 percent of their income on owner costs. The greatest percentage of County households with a mortgage (32.0 percent) spend less than 35.0 percent or more on owner costs. The second largest percentage of household costs for the households with a mortgage in the City is in the 35 percent or more of household income categories. For the County, the second largest percentage of costs for households with a mortgage is in the less than 20.0 percent category. The figures indicate that generally, City residents spend approximately the same household income on owner costs as County residents.

Table IV - 4
Selected Monthly Owner Costs as a Percentage of Household Income in 2013
City of Gloucester City by Census Tract and Camden County, NJ

Percentage	Census Tract 6051		Census Tract 6052		Census Tract 6110		City of Gloucester City		Camden County	
	#	%	#	%	#	%	#	%	#	%
With a Mortgage	546	67.3	426	51.8	840	68.0	1,812	63.2	92,375	72.3
Less than 20.0 Percent	195	35.7	153	35.9	297	35.4	645	35.6	25,643	27.8
20.0 to 24.9 Percent	77	14.1	50	11.7	88	10.5	215	11.9	15,345	16.6
25.0 to 29.9 Percent	55	10.1	67	15.7	94	11.2	216	11.9	12,526	13.6
30.0 to 34.9 Percent	45	8.2	42	9.9	86	10.2	173	9.5	9,300	10.1
35.0 Percent or More	174	31.9	114	26.8	275	32.7	563	31.1	29,561	32.0
Not Computed	0		0		0		0		339	
Without a Mortgage	265	32.7	396	48.2	395	32.0	1,056	36.8	35,369	27.7
Less than 10.0 Percent	35	13.2	53	13.4	105	26.6	193	18.3	7,055	19.9
10.0 to 14.9 Percent	44	16.6	42	10.6	71	18.0	157	14.9	6,599	18.7
15.0 to 19.9 Percent	36	13.6	18	4.5	23	5.8	77	7.3	4,845	13.7
20.0 to 24.9 Percent	27	10.2	75	18.9	45	11.4	147	13.9	3,478	9.8
25.0 to 29.9 Percent	29	10.9	9	2.3	31	7.8	69	6.5	2,548	7.2
30.0 to 34.9 Percent	12	4.5	0	0	0	0.0	12	1.1	2,188	6.2
35.0 Percent or More	82	30.9	199	50.3	120	30.4	401	38.0	8,656	24.5
Not Computed	0		0		20		20		337	

Source: US Bureau of the Census, Census 2013. Profile of Selected Housing Characteristics, Census Tract 6051, Census Tract 6052, Census Tract 6110, City of Gloucester City, and Camden County, NJ, Table DP04.

6. Gross Rent

Table 5 shows Gross Rent for the City of Gloucester City and Camden County residents. Median rent for City residents is \$1,026 as opposed to \$975 for the County. The majority of City residents (37.7 percent) pay between \$1,000 to \$1,499 for rent. The majority of County residents also pay this rent amount, however, only 33.1 percent of County residents are within this category. The figures also indicate that there are slightly more City residents (3.6 percent) paying no cash rent as opposed to County residents in this category (3.4 percent).

Table IV - 5

Gross Rent

City of Gloucester City by Census Tract and Camden County, NJ

Gross Rent	Census Tract 6051		Census Tract 6052		Census Tract 6110		City of Gloucester City		Camden County	
	#	%	#	%	#	%	#	%	#	%
Less than \$200	0	0.0	0	0.0	39	4.2	39	3.1	1,244	2.1
\$200 to \$299	0	0.0	0	0.0	13	1.4	13	1.0	2,679	4.5
\$300 to \$499	0	0.0	25	14.4	15	1.6	40	3.2	3,216	5.4
\$500 to \$749	9	6.2	58	33.3	218	23.2	285	22.7	7,244	12.2
\$750 to \$999	34	23.4	82	47.1	91	9.7	207	16.5	15,992	26.9
\$1,000 to \$1,499	53	36.6	0	0.0	421	44.9	474	37.7	19,681	33.1
\$1,500 or More	40	27.6	0	0.0	114	12.2	154	12.3	7,456	12.5
No Cash Rent	9	6.2	9	5.2	27	2.9	45	3.6	2,009	3.4
Median (Dollars)	\$1,189		\$699		\$1,109		\$1,026		\$975	

Source: US Bureau of the Census, Census 2013. Profile of Selected Housing Characteristics, Census Tract 6051, Census Tract 6052, Census Tract 6110, City of Gloucester City, and Camden County, NJ, Table DP04.

7. Gross Rent and Household Income

Table 6 compares Gross Rent as a percentage of household income for City and County residents. In the City, 46.2 percent of renters spend 35.0 percent or more on rent as compared to 48.5 percent of County renters spending this amount. There was not significant disparity of rent to income figures for City and County residents in all categories.

8. Housing Tenure

Housing tenure is shown in Table 7. The figures indicate there are slightly more renters in the County (31.7%) than in the City (30.3%) and conversely, there are more owners in the City (69.7%) than in the County (68.3%). Table 7 also indicates that average household size of owner and renter units in the City and County are comparable with average owner household size of 2.87 for the City and 2.84 for the County and average renter household size of 2.51 for the City and 2.37 for the County.

9. Units in Structure

The Number of Units in Structure is shown in Table 8. The data indicates that the 1-unit detached dwellings category has the largest percentage for both Gloucester City

(43.7%) and the County (55.3%). The 1-unit attached category is the second largest for both Gloucester City and the County. The City has fewer units in the 3 to 20 or more unit category (16%) than the County (22.4%).

Table IV - 6
Gross Rent as a Percent of Household Income in 2013
City of Gloucester City by Census Tract and Camden County, NJ

Value	Census Tract 6051		Census Tract 6052		Census Tract 6110		City of Gloucester City		Camden County	
	#	%	#	%	\$	%	#	%	#	%
Less than 15.0 Percent	21	15.4	35	25.2	33	3.6	89	7.5	5,389	9.6
15.0 to 19.9 Percent	16	11.8	17	12.2	163	17.9	196	16.5	6,252	11.1
20.0 to 24.9 Percent	14	10.3	10	7.2	101	11.1	125	10.5	5,986	10.6
25.0 to 29.9 Percent	21	15.4	0	0.0	78	8.6	99	8.3	6,493	11.5
30.0 to 34.9 Percent	6	4.4	9	6.5	114	12.5	129	10.9	4,864	8.6
35.0 Percent or More	58	42.6	68	48.9	422	46.3	548	46.2	27,276	48.5
Not Computed	9		35		27		71		3,261	

Source: US Bureau of the Census, Census 2013. Profile of Selected Housing Characteristics, Census Tract 6051, Census Tract 6052, Census Tract 6110, City of Gloucester City, and Camden County, NJ, Table DP04.

Table IV - 7
Occupied Units Housing Tenure
City of Gloucester City by Census Tract and Camden County, NJ

Unit Type	Census Tract 6051			Census Tract 6052			Census Tract 6110			City of Gloucester City			Camden County		
	# of Units	%	Avg. HH Size	# of Units	%	Avg. HH Size	# of Units	%	Avg. HH Size	# of Units	%	Avg. HH Size	# of Units	%	Avg. HH Size
Owner Occupied	811	84.8	2.49	822	82.5	2.88	1,255	57.2	3.10	2,888	69.7	2.87	128,420	68.3	2.84
Renter Occupied	145	15.2	2.73	174	17.5	1.91	938	42.8	2.59	1,257	30.3	2.51	59,521	31.7	2.37
Total Units	956	100.0		996	100.0		2,193	100.0		4,145	100.0		187,941		

Source: US Bureau of the Census, Census 2013. Profile of Selected Housing Characteristics, Census Tract 6051, Census Tract 6052, Census Tract 6110, City of Gloucester City, and Camden County, NJ, Table DP04. (Avg. HH Size = Average Household Size).

Table IV - 8
Units In Structure
City of Gloucester City by Census Tract and Camden County, NJ

Unit Type	Census Tract 6051		Census Tract 6052		Census Tract 6110		City of Gloucester City		Camden County	
	#	%	#	%	#	%	#	%	#	%
1-Unit, Detached	620	63.2	719	62.2	686	27.5	2,025	43.7	113,555	55.3
1-Unit, Attached	236	24.1	27	2.3	1,305	52.2	1,568	33.8	36,253	17.7
2 Units	78	8.0	92	8.0	135	5.4	305	6.6	9,408	4.6
3 or 4 Units	5	0.5	46	4.0	109	4.4	160	3.5	7,854	3.8
5 to 9 Units	0	0.0	0	0.0	71	2.8	71	1.5	8,354	4.1
10 to 19 Units	9	0.9	54	4.7	29	1.2	92	2.0	9,666	4.7
20 or More Units	11	1.1	0	0.0	163	6.5	174	3.8	18,668	9.1
Mobile Home	22	2.2	218	18.9	0	0	240	5.2	1,487	0.7
Boat, RV, Van, Etc.	0	0.0	0	0.0	0	0	0	0.0	34	0.0
Total Units	981	100.0	1,156	100.0	2,498	100.0	4,635	100.0	205,279	100.0

Source: US Bureau of the Census, Census 2013. Profile of Selected Housing Characteristics, Census Tract 6051, Census Tract 6052, Census Tract 6110, City of Gloucester City, and Camden County, NJ, Table DP04.

10. Occupants Per Room

Table 9 reflects that in both the City and County, over 97 percent of the occupied units contain 1.0 person or less per room. The City had a slightly greater percentage (2.4%) of more than 1.0 occupant per room than the County (2.1%).

Table IV - 9
Occupants Per Room
City of Gloucester City and Camden County, NJ

Occupants Per Room	Census Tract 6051		Census Tract 6052		Census Tract 6110		City of Gloucester City		Camden County	
	#	%	#	%	#	%	#	%	#	%
1.00 or Less	931	97.4	981	98.5	2,133	97.3	4,045	97.6	184,031	97.9
1.01 to 1.50	14	1.5	6	0.6	60	2.7	80	1.9	2,820	1.5
1.51 or More	11	1.2	9	0.9	0	0.0	20	0.5	1,090	0.6
Occupied Housing Units	956	100.0	996	100.0	2,193	100.0	4,145	100.0	187,941	100.0

Source: US Bureau of the Census, Census 2013. Profile of Selected Housing Characteristics, Census Tract 6051, Census Tract 6052, Census Tract 6110, City of Gloucester City, and Camden County, NJ, Table DP04.

11. Number of Rooms

The median number of rooms in City housing units is approximately 5.9, which is slightly smaller than the 6.1 rooms in the County (Table 10). The greatest percentage of units in the City and the County is 6 rooms. Table 10 indicates that in Gloucester City approximately 60.0 % of the housing units contain 6 or more rooms. Comparably, 60.2% of the housing units in the County contain 6 or more rooms.

Table IV - 10
Number of Rooms
City of Gloucester City and Camden County, NJ

Rooms	Census Tract 6051		Census Tract 6052		Census Tract 6110		City of Gloucester City		Camden County	
	#	%	#	%	#	%	#	%	#	%
1	11	1.1	0	0.0	38	1.5	49	1.1	3,243	1.6
2	30	3.1	9	0.8	49	2.0	88	1.9	3,303	1.6
3	36	3.7	152	13.1	235	9.4	423	9.1	19,748	9.6
4	104	10.6	201	17.4	166	6.6	471	10.2	25,754	12.5
5	224	22.8	184	15.9	416	16.7	824	17.8	29,693	14.5
6	210	21.4	181	15.7	719	28.8	1,110	23.9	37,338	18.2
7	159	16.2	167	14.4	379	15.2	705	15.2	32,326	15.7
8	95	9.7	122	10.6	217	8.7	434	9.4	25,638	12.5
9 or more	112	11.4	140	12.1	279	11.2	531	11.5	28,236	13.8
Median	5.9		5.7		6.0		5.9		6.1	

Source: US Bureau of the Census, Census 2013. Profile of Selected Housing Characteristics, Census Tract 6051, Census Tract 6052, Census Tract 6110, City of Gloucester City, and Camden County, NJ, Table DP04.

12. Home Heating Fuel

Information contained in Table 11 indicates that in both the City and the County, utility gas is the fuel of choice with approximately three-quarters of the units heated by that source. In the City, only 71.1 percent are heated with this source as opposed to 77.5 percent for the County. Fuel Oil or Kerosene is the next preferred source of fuel in the City (19.7%) and electricity is the next preferred source of fuel in the County (11.9%). The percentages for the remaining heating sources in the City and County are comparable.

Table IV - 11
House Heating Fuel
City of Gloucester City and Camden County, NJ

Fuel Type	Census Tract 6051		Census Tract 6052		Census Tract 6110		City of Gloucester City		Camden County	
	#	%	#	%	#	%	#	%	#	%
Utility Gas	686	71.8	613	61.5	1,649	75.2	2,948	71.1	145,569	77.5
Bottled, Tank or LP Gas	7	0.7	96	9.6	6	0.3	109	2.6	1,741	0.9
Electricity	31	3.2	34	3.4	190	8.7	255	6.2	22,414	11.9
Fuel Oil, Kerosene, etc.	217	22.7	253	25.4	348	15.9	818	19.7	16,397	8.7
Coal or Coke	0	0.0	0	0.0	0	0.0	0	0.0	102	0.1
Wood	15	1.6	0	0.0	0	0.0	15	0.4	537	0.3
Solar Energy	0	0.0	0	0.0	0	0.0	0	0.0	61	0.0
Other Fuel	0	0.0	0	0.0	0	0.0	0	0.0	620	0.3
No Fuel Used	0	0.0	0	0.0	0	0.0	0	0.0	500	0.3

Source: US Bureau of the Census, Census 2013. Profile of Selected Housing Characteristics, Census Tract 6051, Census Tract 6052, Census Tract 6110, City of Gloucester City, and Camden County, NJ, Table DP04.

13. Selected Characteristics

Tables 11 and 12 show selected housing characteristics that can describe substandard conditions. These include lack of plumbing, lack of kitchen facilities and lack of fuel. There are no households without fuel in the City as opposed to 0.3 percent of households in the County that are without fuel. In the City, sixteen units (0.4 percent) lack complete plumbing and three units (0.1 percent) lack complete kitchen facilities. In the County, 0.3 percent lack complete plumbing and 0.8 percent lack complete kitchen facilities. The percentage of units without telephone service is equivalent in the City (2.2%) to the County (2.2%).

Table IV - 12
Selected Characteristics

City of Gloucester City and Camden County, NJ

Selected Characteristic	Census Tract 6051		Census Tract 6052		Census Tract 6110		City of Gloucester City		Camden County	
	#	%	#	%	#	%	#	%	#	%
Lacking Complete Plumbing Facilities	0	0.0	0	0.0	16	0.7	16	0.4	475	0.3
Lacking Complete Kitchen Facilities	0	0.0	0	0.0	3	0.1	3	0.1	1,557	0.8
No Telephone Service	7	0.7	0	0.0	85	3.9	92	2.2	4,088	2.2

Source: US Bureau of the Census, Census 2013. Profile of Selected Housing Characteristics, Census Tract 6051, Census Tract 6052, Census Tract 6110, City of Gloucester City, and Camden County, NJ, Table DP04.

G. Projected Municipal Housing Stock

1. Construction Permits Issued

According to the New Jersey Labor and Workforce Development website which provides residential building permit information from 1990-1999, there were 25 single family building permits authorized for the City during this period. The New Jersey Department of Community Affairs (NJ DCA) website was used to obtain data for years 2000 to 2015. During this fifteen year period, there were 201 building permits issued for new residential construction. Carpenters Square, an all affordable senior rental development accounted for 101 of the 201 permits in 2003. In 2007, 57 permits were issued. In 2006, 19 permits were issued and in 2004, 9 permits were issued. The maximum number of permits issued for any other year during this period was 3 with the majority of the years having no new residential building permits issued.

2. Certificates of Occupancy Issued

The New Jersey Department of Community Affairs website also tracks Certificates of Occupancy (COs) that is issued for residential construction in the State. For Gloucester City, 197 residential COs were issued between 2000 and 2015. For the majority of years during this time period, one, two, three or no residential COs were issued, however, in 2004, 110 residential COs were issued. In 2007, 64 residential COs were issued and 12 were issued in 2008.

3. Demolition Permits Issued

The State of New Jersey also tracks demolition permits issued in each municipality by year. For demolitions that result in the loss of a dwelling unit, whether an apartment or a house, the number of dwellings lost is reported. Between 2000 and

2015, the City is reported to have lost 135 dwelling units according to the NJ DCA website. The most significant loss was 71 units in 2006. In 2001, 19 units were lost followed by 12 units lost in 2002. NJ DCA reported zero residential demolition permits were issued for each year from 2009 to 2015.

4. Projected Housing and Development

In the fifteen year period from 2000 to 2015, 201 new residential building permits were issued and 197 COs were issued. As previously stated, 101 of the permits and COs were for Carpenter's Square. During the same period, 135 residential units were lost by demolition activities. Projected housing and development in the City will be through redevelopment and rehabilitation efforts. The Land Use Element of this Master Plan summarizes the various Redevelopment Areas of the City and the areas in which redevelopment has been completed or is projected for the future. Rehabilitation efforts should continue on a lot by lot basis through City participation in County or State Small Cities Community Development Block Grant Programs that offer funding for rehabilitation efforts.

H. Demographic Characteristics

1. Units Affordable to Low and Moderate income Households

Housing units are affordable to low and moderate-income households if the maximum sales price or rent is set within a specified formula. A moderate income household is a household whose gross family income is between 80 and 50 percent of the median income of households of the same size within a housing region. Low income is 50 percent or less of the median income and very low income is 30 percent or less of median income for the same household size within a housing region. According to the Council on Affordable Housing (COAH) website, 2014 regional income limits for various household sizes in Region 5 (Burlington, Camden and Gloucester Counties) are shown in Table 13. 2014 COAH Regional Income Limits.

Table IV - 13
2014 COAH Regional Income Limits

Persons	Median Income	Moderate Income	Low Income	Very Low Income
1	\$57,050	\$45,640	\$28,525	\$17,115
2	\$65,200	\$51,160	\$32,600	\$19,560
3	\$73,350	\$58,680	\$36,675	\$22,005
4	\$81,500	\$65,200	\$40,750	\$24,450
5	\$88,020	\$70,416	\$44,010	\$26,406
6	\$94,540	\$75,632	\$47,270	\$28,362
7	\$101,060	\$80,848	\$50,530	\$30,318
8	\$107,580	\$86,064	\$53,790	\$32,274

Source: NJ Council on Affordable Housing, 2014 Affordable Housing Regional Income Limits for Region 5, Burlington, Camden and Gloucester Counties.

Household size, income level, age, and type are principal characteristics of the population that relate to housing. Table 14 shows household income for City and County residents as reported in the 2013 Census. Median household income for the City is \$49,428 as opposed to \$61,683 for the County. Year 2013 average household size in Gloucester City, according to the US Census Bureau, was 2.7 persons.

Table IV - 14
Household Income
City of Gloucester City and Camden County, NJ

Income	Census Tract 6051		Census Tract 6052		Census Tract 6110		City of Gloucester City		Camden County	
	# of HHs	%	# of HHs	%	# of HHs	%	# of HHs	%	# of HHs	%
Less than \$10,000	29	3.0	84	8.4	121	5.5	234	5.6	13,261	7.1
\$10,000-\$14,999	22	2.3	37	3.7	196	8.9	255	6.2	8,841	4.7
\$15,000-\$24,999	106	11.1	171	17.2	247	11.4	526	12.7	17,501	9.3
\$25,000-\$34,999	101	10.6	77	7.7	316	14.4	494	11.9	16,615	8.8
\$35,000-\$49,999	153	16.0	145	14.6	295	13.5	593	14.3	21,229	11.3
\$50,000-\$74,999	133	13.9	106	10.6	447	20.4	686	16.6	32,043	17.0
\$75,000-\$99,999	199	20.8	138	13.9	230	10.5	567	13.7	25,522	13.6
\$100,000-\$149,999	172	18.0	96	9.6	246	11.2	514	12.4	30,821	16.4
\$150,000-\$199,999	25	2.6	87	8.7	45	2.1	157	3.8	12,536	6.7
\$200,000 or More	16	1.7	55	5.5	48	2.2	119	2.9	9,572	5.1
Median Income	\$63,553		\$46,987		\$47,739		\$49,428		\$61,683	
Total Households	956	100.0	996	100.0	2,193	100.0	4,145	100.0	187,941	100.0

Source: US Bureau of the Census, Census 2013. Profile of Selected Economic Characteristics, Census Tract 6051, Census Tract 6052, Census Tract 6110, City of Gloucester City, and Camden County, NJ, Table DP03.

Note: HHs = Households

Using the 2014 COAH income limits from Table 13 and Household Income in Table 14, approximately 12 percent of Gloucester City households are very low income as opposed to approximately 9 in the County. Low income households in Gloucester

City account for approximately 12 percent as opposed to 9 percent in the County. Moderate income households in Gloucester City account for approximately 16 percent and 17 percent in the County. Approximately 32 percent of Gloucester City's households are above the moderate income level compared to 41 percent in the County. The Census Bureau reports that in Gloucester City, 11.4 percent of families are below the poverty level as compared to 10.3 percent in the County. The percent of individuals below the poverty level in Gloucester City is 27.8 percent and 29.8 percent for the County.

2. Persons By Age

A review of the age distribution of the population, as shown in Table 15, can provide insight into future demands on services, schools and housing trends. In the City, the median age is 36.7, which is very similar to 37.9, the median age for the County. In the group 19 and under, 27.2 percent of the City population is in this category, also similar to the 27.0 percent for the County. The largest group of City and County residents is within the 25 to 54 age category. Comparably, 42.4 percent of City residents and 42.0 percent of County residents fall within this category. In the retirement age group of 60 and older, 17.5 percent of City residents and 18.3 percent of County residents are within these ages.

3. Population Trends

Table 16 shows population trends for the City from 1930 to 2015 with projections by the Delaware Valley Regional Planning Commission (DVRPC) to 2040. By 1940 the City lost 104 residents, but gained 1,819 residents by 1960. The 1960 to 2000 periods show a significant rate of decrease. DVRPC indicates population projection in 2020 of 11,462 and a population of 11,388 in 2040. The Absolute Change (2010 to 2040) is only 32 more residents in the City and the percent change is 0%.

4. Households By Type

Household by type information is useful in understanding the family and non-family composition of the City and relative household size. In the City, family households comprise 67.6 percent of all households and non-family households comprise 32.4 percent of the total as shown in Table 17. Comparable, in the County, family households comprise 67.5 percent of all households and non-family households comprise 32.5 percent of the total. Average household size in the City is 2.76 persons and average family size is 3.29 persons. Average household size in the County is 2.69 persons and average family size is 3.32 persons. Approximately 34.9 percent of City households contain individuals under 18 years of age and 10.9 percent of the households contain individuals 65 years and over. Comparably, approximately 34.6 percent of County households contain individuals under 18 years of age and 10.4 percent of households contain individuals 65 years and over.

Table IV - 15
Persons By Age
City of Gloucester City and Camden County, NJ

Age Group	Census Tract 6051		Census Tract 6052		Census Tract 6110		City of Gloucester City		Camden County	
	# of Persons	%	# of Persons	%	# of Persons	%	# of Persons	%	# of Persons	%
Less than 5	130	5.4	151	5.8	452	7.0	733	6.4	33,369	6.5
5 to 9	133	5.6	149	5.7	510	7.9	792	6.9	33,868	6.6
10 to 14	157	6.6	143	5.5	477	7.4	777	6.8	35,363	6.9
15 to 19	173	7.2	164	6.3	475	7.4	812	7.1	36,017	7.0
20 to 24	163	6.8	151	5.8	453	7.0	767	6.7	32,963	6.4
25 to 29	162	6.8	165	6.3	547	8.5	874	7.6	34,196	6.7
30 to 34	156	6.5	168	6.4	451	7.0	775	6.8	32,673	6.4
35 to 39	123	5.1	162	6.2	363	5.6	648	5.7	33,210	6.5
40 to 44	149	6.2	191	7.3	386	6.0	726	6.3	36,432	7.1
45 to 49	218	9.1	215	8.2	499	7.7	932	8.1	39,268	7.6
50 to 54	208	8.7	241	9.2	459	7.1	908	7.9	39,344	7.7
55 to 59	176	7.4	178	6.8	349	5.4	703	6.1	33,342	6.5
60 to 64	137	5.7	146	5.6	260	4.0	543	4.7	27,887	5.4
65 to 69	87	3.6	115	4.4	239	3.7	441	3.8	19,601	3.8
70 to 74	68	2.8	70	2.7	169	2.6	307	2.7	14,163	2.8
75 to 79	58	2.4	84	3.2	151	2.3	293	2.6	11,640	2.3
80 to 84	48	2.0	74	2.8	106	1.6	228	2.0	10,123	2.0
85+	48	2.0	50	1.9	99	1.5	197	1.7	10,198	2.0
Median	40		41.5		33.2		36.7		37.9	
Total	2,394		2,617		6,445		11,456		513,657	
Male	1,138	47.5	1,286	49.1	3,216	49.9	5,640	49.2	247,759	48.2
Female	1,256	52.5	1,331	50.9	3,229	50.1	5,816	50.8	265,898	51.8

Source: US Bureau of the Census, Census 2010. Profile of General Population and Housing Characteristics, Census Tract 6051, Census Tract 6052, Census Tract 6110, City of Gloucester City, and Camden County, NJ, Table DP-1.

Table IV - 16
Population Trends
City of Gloucester City, New Jersey

Year	Population	Change
1930	13,796	
1940	13,692	-104
1950	14,357	665
1960	15,511	1154
1970	14,707	-804
1980	13,121	-1586
1990	12,649	-472
2000	11,484	-1165
2010	11,456	-28
2015	11,458	2
2020*	11,462	4
2025*	11,472	10
2030*	11,482	10
2035*	11,486	4
2040*	11,488	2

*Source: US Bureau of the Census. *DVRPC 2040 Population Projection, Municipal Data Navigator.*

Table IV - 17
HOUSEHOLDS BY TYPE
City of Gloucester City and Camden County, NJ

	Census Tract 6051		Census Tract 6052		Census Tract 6110		City of Gloucester City		Camden County	
	#	%	#	%	#	%	#	%	#	%
Family Households	683	71.4	685	68.8	1,436	65.5	2,804	67.6	126,823	67.5
With own children under 18 years	239	35.0	212	30.9	682	47.5	1,133	40.4	58,528	46.1
Married-couple family	393	57.5	472	68.9	855	59.5	1,720	61.3	87,264	68.8
With own children under 18 years	93	23.7	156	33.1	333	38.9	582	33.8	37,334	42.8
Female Householder, no husband present	148	21.7	68	9.9	445	31.0	661	23.6	29,988	23.6
With own children under 18 years	55	37.2	26	38.2	297	66.7	378	57.2	16,215	54.1
Nonfamily Households	273	28.6	311	31.2	757	34.5	1,341	32.4	61,118	32.5
Householder living alone	235	86.1	289	92.9	553	73.1	1077	80.3	51,584	84.4
Householder 65 years and over	95	34.8	136	43.7	222	29.3	453	33.8	19,558	32.0
Households with individuals under 18 years	271	28.3	279	28	897	40.9	1,447	34.9	65,028	34.6
Households with individuals 65 and over	95	9.9	136	13.7	221	10.1	452	10.9	19,546	10.4
Average Household Size		2.53		2.71		2.88		2.76		2.69
Average Family Size	2.91		3.13		3.55		3.29		3.32	
Total Households	956	100.0	996	100.0	2,193	100.0	4,145	100.0	187,941	100.0

Source: US Bureau of the Census, Census 2013. Profile of Selected Housing Characteristics, Census Tract 6051, Census Tract 6052, Census Tract 6110, City of Gloucester City, and Camden County, NJ, Table S1101.

I. Employment Characteristics

1. Employment Characteristics

Table 18 is a summary of Employment Characteristics for Gloucester City and Camden County residents by type of industry. The top three industries for both the City and the County are educational, health, social services, retail trade, and professional.

Table IV - 18
EMPLOYMENT CHARACTERISTICS
City of Gloucester City and Camden County, NJ

Industry	Census Tract 6051		Census Tract 6052		Census Tract 6110		City of Gloucester City		Camden County	
	#	%	#	%	#	%	#	%	#	%
Agriculture, forestry, fishing, hunting, mining	7	0.6	0	0.0	0	0.0	7	0.1	617	0.3
Construction	154	12.6	109	10.0	154	5.6	417	8.2	12,620	5.3
Manufacturing	83	6.8	148	13.6	205	7.4	436	8.6	18,829	7.9
Wholesale trade	25	2.0	43	4.0	92	3.3	160	3.2	7,915	3.3
Retail trade	179	14.7	126	11.6	412	14.9	717	14.1	29,589	12.3
Transportation and warehousing, utilities	179	14.7	86	7.9	167	6.0	432	8.5	12,973	5.4
Information	17	1.4	14	1.3	42	1.5	73	1.4	5,250	2.2
Finance, insurance, real estate, rental, leasing	50	4.1	17	1.6	181	6.5	248	4.9	18,202	7.6
Professional, scientific, management, administrative, waste management services	101	8.3	122	11.2	279	10.1	502	9.9	27,437	11.4
Educational, health, social services	242	19.8	213	19.6	580	21.0	1,035	20.4	64,239	26.8
Arts, entertainment, recreation, accommodation, food services	39	3.2	95	8.7	307	11.1	441	8.7	19,932	8.3
Other services (except public administration)	73	6.0	76	7.0	176	6.4	325	6.4	10,663	4.4
Public administration	72	5.9	39	3.6	172	6.2	283	5.6	11,589	4.8

Source: US Bureau of the Census, Census 2013. Profile of Selected Economic Characteristics, Census Tract 6051, Census Tract 6052, Census Tract 6110, City of Gloucester City, and Camden County, NJ, Table DP03.

2. Labor Force Estimates

The New Jersey Department of Labor reports annual average labor force estimates in Table 19. The data indicates that in the 2008 to 2014 period, unemployment reached a high of 16.6 percent in 2010 and steadily declined to 9.0 percent by 2014. DVRPC forecasts employment in the City from 2010 to 2040 to be only an additional 25 more jobs, or a -1% change in employment.

Table IV - 19
Labor Force Estimates
City of Gloucester City, New Jersey

Year	Labor Force	Employed	Unemployed	Unemployment Rate
2008	5,846	5,241	604	10.3
2009	6,089	5,126	963	15.8
2010	6,046	5,045	1,001	16.6
2011	6,032	5,049	983	16.3
2012	6,038	5,043	995	16.5
2013	5,555	5,084	471	8.5
2014	5,485	4,990	495	9.0

Source: New Jersey Department of Labor, Annual Average Labor Force Estimates, 2008-2014

J. Municipal Affordable Housing Obligations

The Council on Affordable Housing, prior to invalidation of the regulations by the Courts, determined that the City's Third Round Fair Share obligation was 68 rehabilitation units, zero prior round obligation and 13 unit growth share. Growth share is no longer valid and at least two sets of obligation figures, or a third set somewhere in between the two will be established by the Courts for municipalities that have submitted Declaratory Judgments. The Fair Share Housing Center's July 2015 report determined 1999-2025 low and moderate income housing obligations for each municipality in the state using the 1987-1999 methodology as opposed to growth share. The Fair Share Housing Center's housing obligations tend to be much higher than obligation numbers generated by Econsult Solutions, a consulting firm that prepared a December, 2015 report and provided it to a consortium of municipalities that were challenging the Fair Share Housing Center numbers. Since the Econsult Solutions obligations for Burlington and Camden County were published in The Philadelphia Inquirer soon after the report was completed, the City's obligation as calculated by their firm are included in this report.

For Gloucester City, the following affordable housing obligation numbers are reported from three sources. Ultimately, the Court will be deciding each community's obligation.

Table IV - 20
Affordable Housing Obligation Numbers from Various Sources
City of Gloucester City, NJ

<u>Source of Housing Unit Obligation</u>	<u>Present Need/ Rehabilitation</u>	<u>Prospective Need/ New Construction</u>	<u>Prior Round Obligation</u>
Fair Share Housing Center	67 Units	0 Units	0 Units
Econsult Solutions	86 Units	39 Units ¹	0 Units
COAH, June 2, 2014	68 Units	0 Units	0 Units
Proposed Rules			

¹ Gloucester City, as a qualifying Urban Aid municipality in Rounds 1 and 2 would have been exempt from a Prospective Need/New Construction obligations. The Econsult Solutions report did not exclude the City based on a report from Regional Special Master Richard Reading who wrote in the October 30, 2015 *Preliminary Review and Assessment of Low and Moderate Income Housing Needs of Ocean County Municipalities*: ...new economic circumstances suggest that the list of exempted urban aid municipalities should be reviewed and perhaps revised as increasing proportions of the State's population and housing growth are now occurring within those exempted urban aid municipalities (page 28). For this reason, the Econsult Solutions report included a 39 unit Prospective Need/New Construction obligation for the City. Ultimately, in participating municipalities, the Court will decide whether or not a particular Urban Aid community has an obligation or not.

K. Affordable Housing-Past and Current

The 2009 Housing Element and Fair Share Plan identified the following low and moderate income housing units, shown in Table 22, in the City.

Table IV - 21
Low and Moderate Income Units as Reported in
2009 Housing Element and Fair Share Plan
City of Gloucester City, NJ

<u>Name</u>	<u>Type of Unit</u>	<u>Number of Units</u>
Carpenters Square	Senior Rentals	100
Gloucester Towne	Senior/Disabled Rentals	90
Historic Mill Houses	Family For Sale	6-9 ¹
Housing Authority Scattered Sites	Family Rentals	15
Total		211-214 Units

¹ COAH Monitoring Reports obtained from Triad, the consultant that recorded and kept track of units for the City, indicate only 6 units received credits.

The 2009 Housing Element and Fair Share Plan indicated that 90 credits from the prior cycle were received for the 90 unit Gloucester Towne, senior/disabled rental units which were completed in 1985. Gloucester Towne is located at 101 Market Street (Block 48, Lot 1) at the Delaware River end of Market Street. The project was funded by United

States Housing and Urban Development (U.S. HUD) and Gloucester City Housing Authority was the project developer. The project has 20 year affordability controls that are automatically renewed by HUD.

Carpenter's Square is a 101 unit, age-restricted rental complex completed in 2004. It is located at 430 S. Broadway Avenue (Block 131, Lots 21-34, 21.01, 33.01, 34.01) and contains 1.757 acres. One unit is occupied by on-site superintendent so only 100-one bedroom units are COAH qualified with 30 year controls.

The Historic Mill Houses were twelve For Sale homes that were gut rehabilitated and reconstructed between 1998 and 1999. Ten year affordability controls were placed on the units located in the 100 Block of Mercer Street, Monmouth Street or Ellis Street. The Housing Element and Fair Share Plan indicated that 9 units were affordable, however, Monitoring Reports recently obtained from Triad, the consultant that recorded and monitored units for the City indicate that only 6 units were affordable.

Fifteen scattered homes throughout the City were rehabilitated or reconstructed by the Gloucester City Housing Authority between 1997 and 2005. All the units were 3 bedroom rentals available to very low income households. The units contained 20 year deed restrictions.

Monitoring Reports were also obtained for 35 units throughout the City that were rehabilitated and qualified for credits between 2004 and 2014. The Monitoring Reports indicate a minimum of \$8,638 to a maximum of \$24,995 was spent on each unit.

The 2009 Housing Element and Fair Share Plan included two substantially sized projects that were proposed to be constructed and for which the City would have received a number of housing unit credits. Southport, a 150 acre parcel along the Delaware River included Blocks 110, 111, 116.01, 120, 120.02, 120.03, 124, 126, 126.01, 127; Block 101, Lots 1 and 1.01; Block 112.01, Lot 1; Block 120.01, Lots 2 and 3; and Block 284.02, Lot 1. Southport proposed 1,000 new for-sale units in six phases. The development was anticipated to commence in 2008 and be completed by 2014. Approximately 111 low/moderate income for-sale units were anticipated.

The Koch Site was proposed as an extension of Southport and was included in the 150 acres. There were no definitive plans for the site but it was anticipated that 219 for-sale units, of which 24 were for low/moderate income households, would be constructed.

Neither of these projects moved forward and the land upon which the developments were proposed is fenced in and under remediation for clean-up under NJDEP oversight.

The City will continue its efforts to rehabilitate residential units that are in need of rehabilitation. To meet this need, the City has worked with and will continue to work with Camden County for assistance in meeting rehabilitation needs through the Community Development Block Grant Program. Redevelopment offers an additional way for the City to meet affordable housing needs.

V. CIRCULATION ELEMENT

A. Overview or Introduction

The Circulation Element of the Master Plan shows the location and type of facilities for all modes of transportation required for the efficient movement of people and goods into, about, and through the municipality, taking into account the functional highway classification system of the Federal Highway Administration and the types, locations, and conditions and availability of existing and proposed transportation facilities including air, water, road and rail. This Circulation Element includes a review of the existing General City Ordinance, Chapter 87 Vehicles and Traffic, prior Master Plans prepared for the City, and a number of Camden County and Delaware Valley Regional Planning Commission plans that included Gloucester City within the documents.

B. Vehicular Circulation

1. Highway Functional Classification

Gloucester City's location within the State and County and its proximity to major roadways is shown on the *Figure 27. Regional Transportation Map*. *Figure 28. Roadway Jurisdiction Map* identifies roads in the City according to ownership or jurisdiction whether it be Interstate, State, County or Local. In addition, roadways within the City are classified according to Functional Classifications that include Interstates, Principal Arterial, Minor Arterial, Major Collector, Minor Collector and Local streets as shown on *Figure 29. Roadway Functional Classification Map*.

Interstates are the highest classification of Arterials and were designed and constructed with mobility and long-distance travel in mind. Since their inception in the 1950's, the Interstate System has provided a superior network of limited access, divided highways offering high levels of mobility while linking the major urban areas of the United States.

Broadway – County Minor Arterial



Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. In an urban context, they interconnect and augment the higher Arterial system, provide intra-community continuity and may carry local bus routes.

Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Collector routes are broken into two

Figure 27. Regional Transportation Map

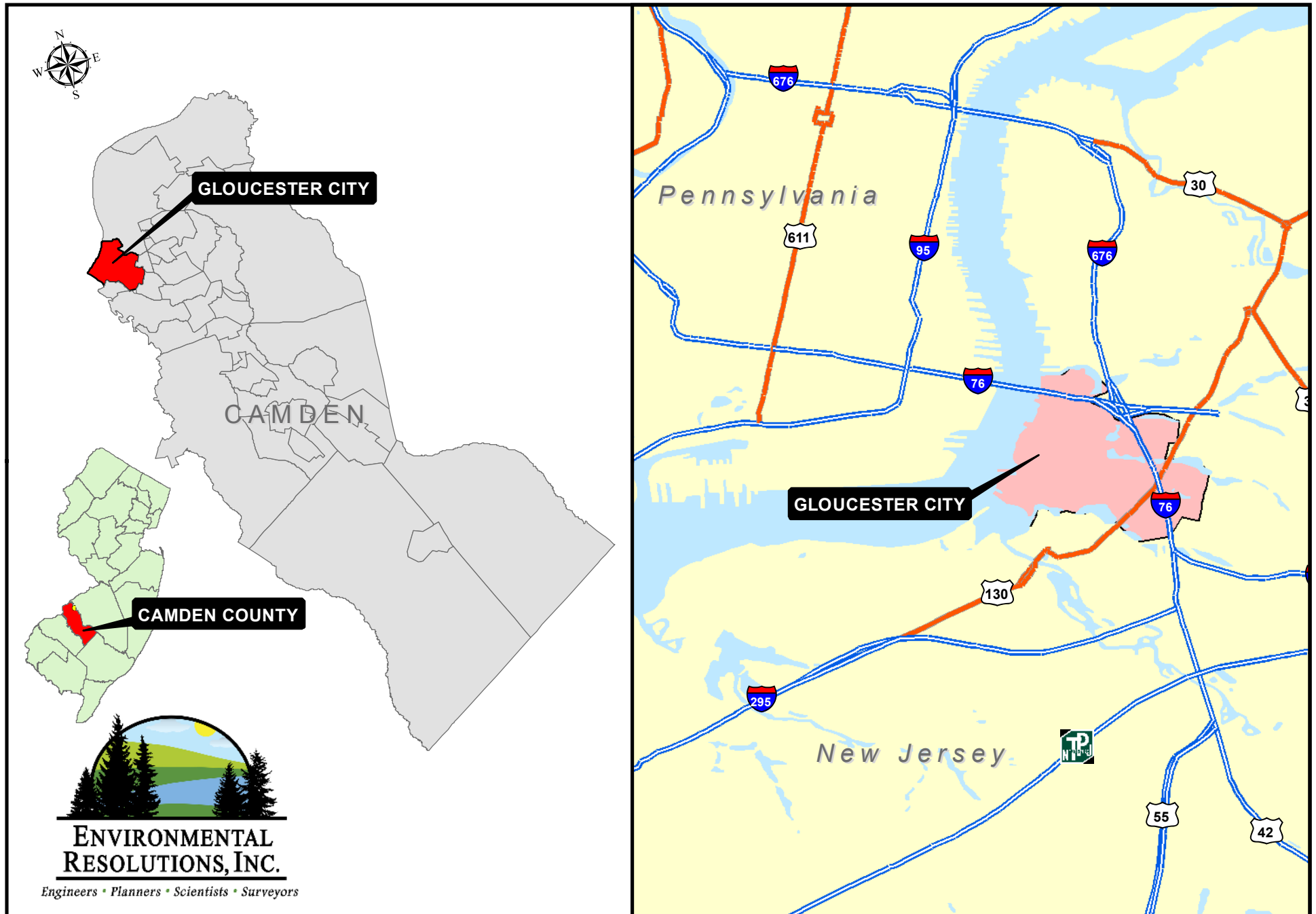


Figure 28. Roadway Jurisdiction

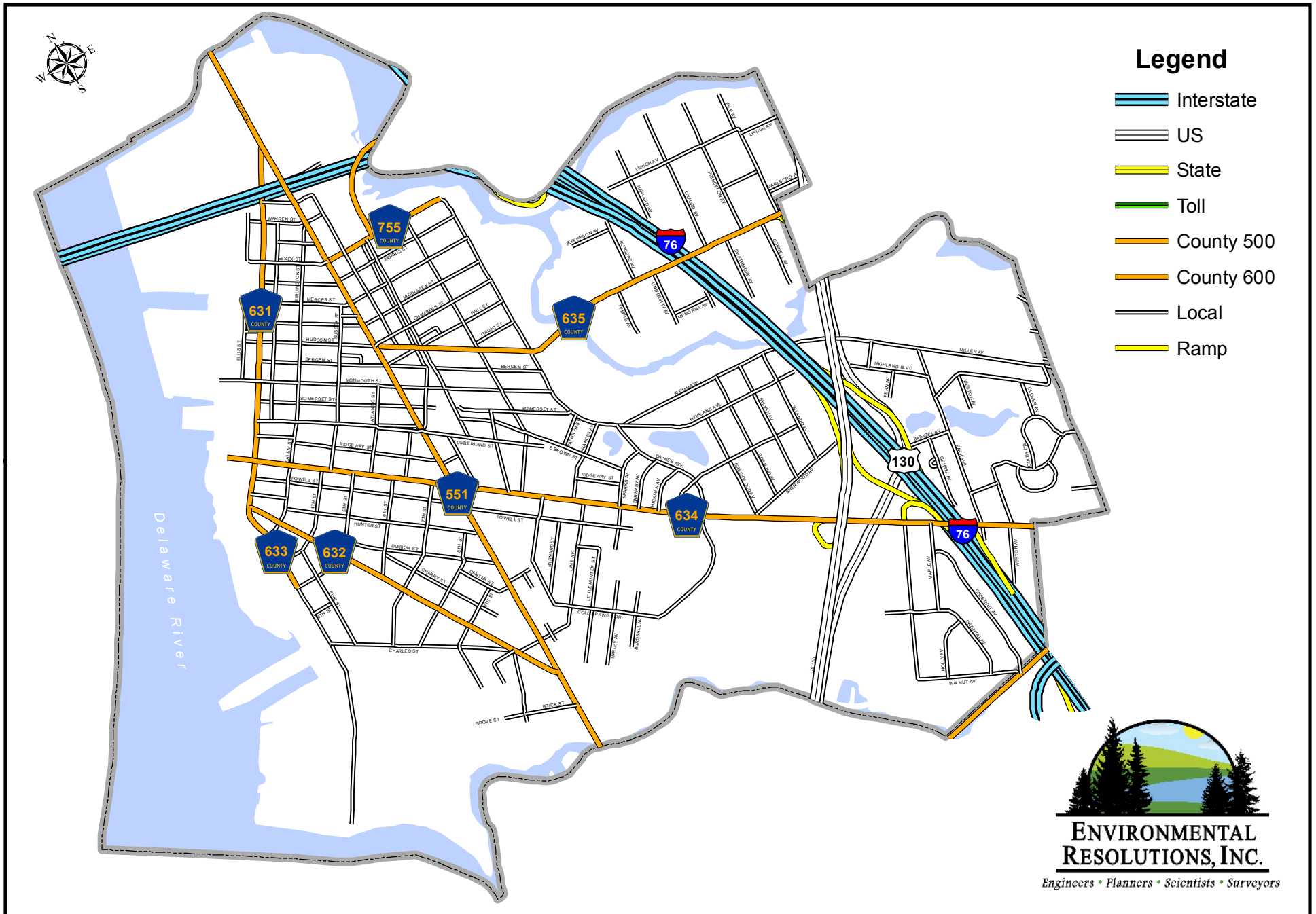
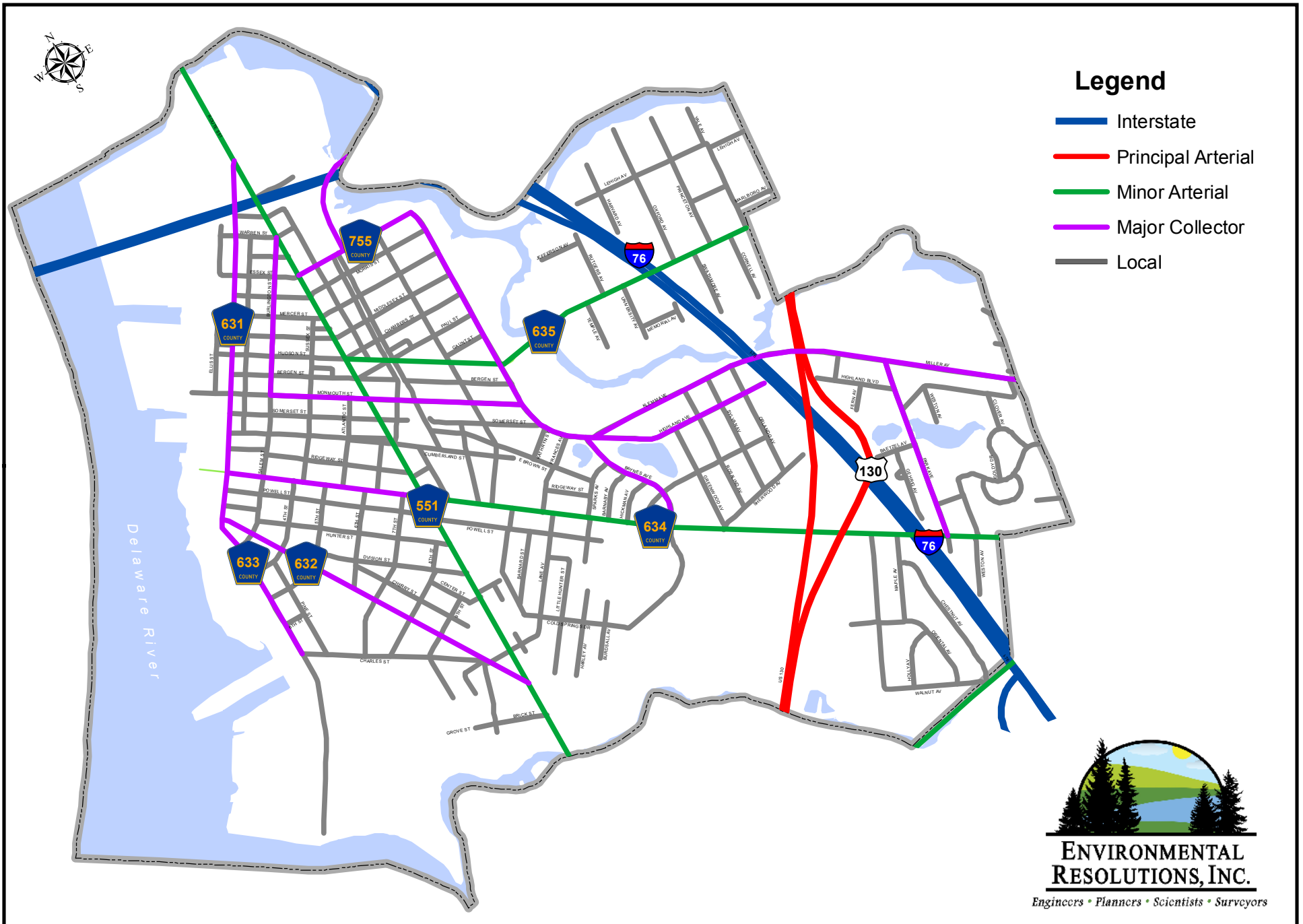


Figure 29. Roadway Functional Classification



categories: Major Collectors and Minor Collectors. The distinctions between Major Collectors and Minor Collectors are often subtle. Generally, Major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their Minor Collector counterparts. Since Major Collectors offer more mobility and Minor Collectors offer more access, it is beneficial to reexamine these two fundamental concepts of functional classification. Overall, the total mileage of Major Collectors is typically lower than the total mileage of Minor Collectors, while the total Collector mileage is typically one-third of the Local roadway network.

Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land. Bus routes generally do not run on Local Roads. They are often designed to discourage through traffic. As public roads, they should be accessible for public use throughout the year. Local Roads are often classified by default. In other words, once all Arterial and Collector roadways have been identified, all remaining roadways are classified as Local Roads.

The only Interstate in the City is I-76 which runs in a generally north to south direction and U. S. Route 130 is the only Principal Arterial in the City. Minor Arterial roadways include County Routes 551 (Broadway), 634 (Market Street) County Route 551 Spur (Kings Highway), and 635 (Nicholson Road/Hudson Street). Major Collectors include Monmouth Street, Klemm Avenue, Highland Avenue, Park Avenue, Baynes Avenue, Market Street from Broadway to the Delaware River, North Burlington Street between Monmouth Street north to Broadway, County Routes 631 (King Street), 633 (Water Street), 632 (Jersey Avenue), and 755 (Essex Street) and County Route (Collings Avenue) and Johnson Boulevard.

U. S. Route 130

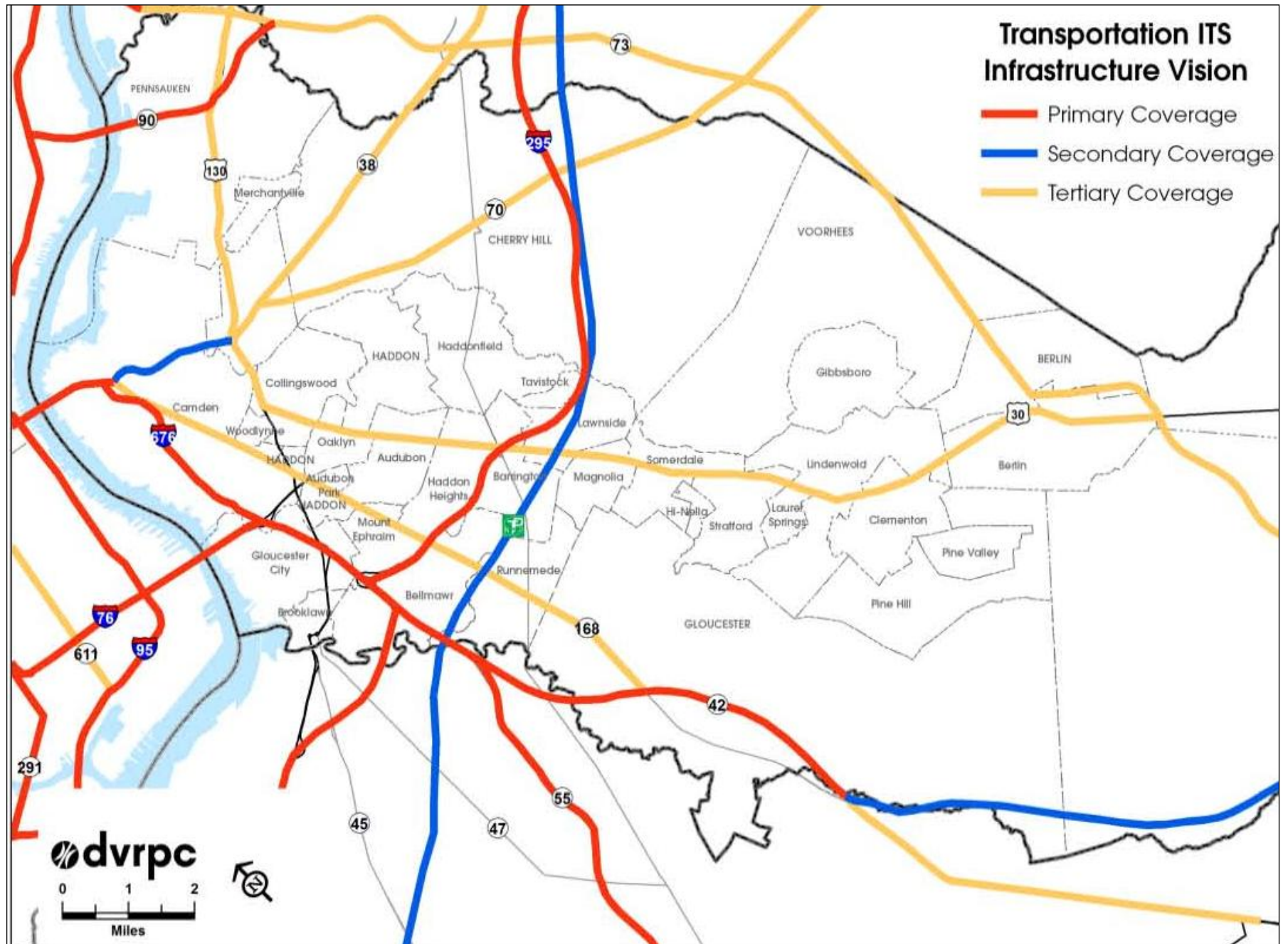


2. Camden County Highway Master Plan, March 2015

a. Intelligent Transportation Systems Infrastructure Vision

According to the Federal Highway Administration, approximately 60% of traffic congestion in major urban areas is due to temporary or nonrecurring conditions such as disabled vehicles, crashes, maintenance and construction activity or adverse weather. For these situations, transportation operations strategies, targeted to a system of interstate and arterial highways was developed for the regional Transportation Operations Master Plan. *Figure 30. Intelligent Transportation Systems Infrastructure Vision Map* shows Primary Coverage along I-76 in Gloucester City. Combinations of traffic operations strategies,

Figure 30. Intelligent Transportation Systems Infrastructure Vision



Source: Camden County Highway Plan, March 2015, Figure 9.

the most important of which is technology, are used to address nonrecurring congestion. Computers, surveillance and communications equipment and electronic control systems are employed to detect and flexibly respond to and mitigate the problem. Portions of the county route network are official detour and evacuation routes to support the regional highway system during emergencies. Expressway Detour Routes and Evacuation Routes in the City are shown on *Figure 31. Incident Management Highway Network (IMHN)* plan prepared by DVRPC. The IMHN plan shows part of I-76 as an Expressway Detour Route and an Evacuation Route. Kings Highway, County Route 551 Spur, County Route 634 (Market Street) and County Route 635 (Nicholson Road) east of U.S. Route 130 and the City are shown as County Expressway Detour Routes.

b. Current Annual Average Daily Traffic Volumes (AADT)

The Camden County Highway Plan, March, 2015 mapped Average Daily Traffic Volumes on *Figure 32. Current Annual Average Daily Traffic Volumes (AADT)*. Traffic volumes on County and State routes within the City are also shown on *Table 1. Current Annual Average Daily Traffic Volumes (AADT)*.

Table V - 1
Current Annual Average Daily Traffic Volumes (AADT)
City of Gloucester City, NJ

<u>Roadway</u>	<u>AADT</u>
Interstate Route-76	Over 30,000
U. S. Route 130	20,0001 to 30,000
County Route 634 (Market Street) East of Broadway to Eastern City Limit	10,001 to 20,000
County Route 551 (Broadway) north to City Limit	5,001 to 10,000
County Route 551 (Broadway) South of County Route 635 (Hudson Street) to City Limits	5,001 to 10,000
County Route 551 Spur from U.S. Route 130 East to City Limit	5,001 to 10,000
County Route 634 (Market Street) from U.S. Route 130 East to City Limit	5,001 to 10,000
County Route 635 (Hudson Road/Nicholson Road) east to City Limit	5,001 to 10,000
County Route 631 (King Street) and County Route 631 (Water Street) to City Limit	5,000 and Under
County Route 634 (Market Street) from Delaware River to County Route 551 (Broadway)	5,000 and Under
County Route 551 (Broadway) north of County Route 635 (Hudson Street) to City Limit	5,000 and Under
County Route 755 (Essex Street) to City Limit	5,000 and Under
County Route 632 (Jersey Avenue) to County Route 551 (Broadway)	5,000 and Under

Figure 31. Incident Management Highway Network (IMHN)



Expressway Detour Route

- County Route
- Other Route

Evacuation Route

- County Route
- Other Route

dvrpc



Figure 32. Current Annual Average Daily Traffic Volumes (AADT)



AADT

- | | |
|------------------|------------------|
| 5,000 and Under | 20,001 to 30,000 |
| 5,001 to 10,000 | Over 30,000 |
| 10,001 to 20,000 | No Data |

dvrpc



c. Growth and Development

The Camden County Highway Master Plan describes DVRPCs efforts to forecast and manage development through a regional approach and a local approach. Federal and state planning guidelines for managing growth and investments focus on smaller geographic areas and Smart Growth links land use, community, and transportation planning, and investment decisions to build communities, contain sprawl, and conserve resources. Gloucester City is identified in DVRPC Long-Range Plans as a Town Center along with Haddonfield, Haddon Heights, Merchantville and Westmont. Town Centers have traditional business districts along community arterial highways, integrated with the surrounding community, and in some cases, surrounding PATCO Hi-Speed Line stations.

d. Congestion Management Corridors

The Highway Master Plan provides an assessment of traffic conditions and the process to manage congestion. *Figure 33. Current Traffic Congestion and Traffic Safety-Segments of Concern* shows current traffic congestion and traffic safety concerns on I-76 within the City because of volume/capacity which equals congestion and crash rates that exceed two or more times the rate for roads within their functional class on portions of County Route 551 (Broadway), County Route 631 (King Street), County Route 634 (Market Street) and County Route 630 (Collings Avenue), County Route 632 (Jersey Avenue) and County Route 633 (Water Street).

Figure 34. Year 2040 Traffic Congestion-Segments of Concern shows traffic congestion to be an issue on I-76 and a portion of County Route 551 (Broadway) from County Route 634 (Market Street) south to its intersection with County Route 632 (Jersey Avenue).

e. Interconnected Traffic Signal System Priority Network

The County Highway Master Plan is recommending an Interconnected Traffic Signal System Priority Network as shown on *Figure 35. Interconnected Traffic Signal System Priority Network* as the most far-reaching improvement to the benefit of existing and future traffic conditions with the least impact on the landscape. The manned Traffic Operations Center would control signals and manage traffic flow throughout the network. The Interconnected Traffic Signal System Priority Network shows County Route 551 (Broadway) and County Route 551 Spur (Kings Highway through the City on the proposed network. North of the City, County Route 551 is shown as an expressway detour and evacuation route.

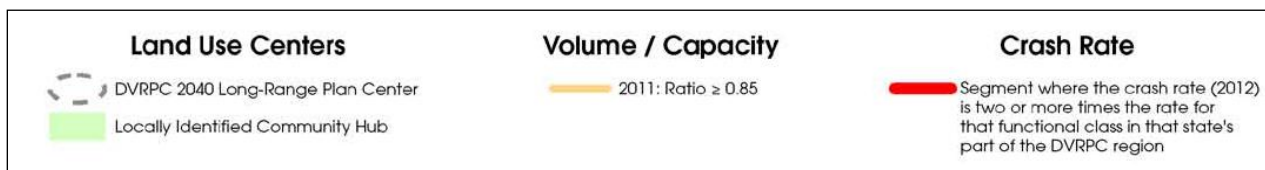
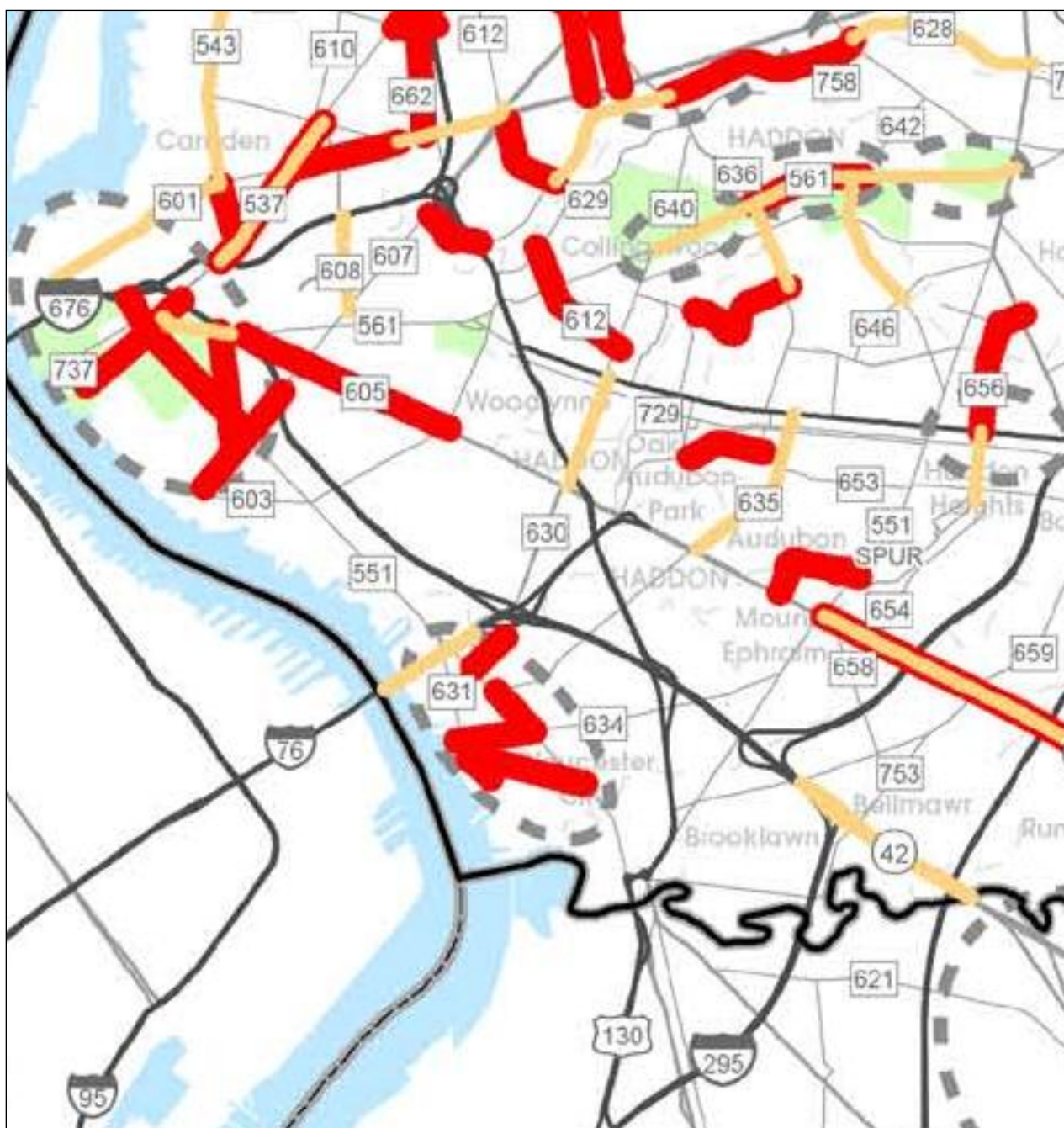
Nicholson Road Bridge

f. County Bridges

The City contains one County Bridge (County Bridge No. 4A-2) over South Branch Newton Creek on County Route 635 (Nicholson Road) as shown on *Figure 36. Location of Camden County's Bridges*. The bridge is a concrete arch, 45



Figure 33. Current Traffic Congestion and Traffic Safety – Segments of Concern



dvrpc

CAMDEN COUNTY
HIGHWAY PLAN

Figure 34. Year 2040 Traffic Congestion – Segments of Concern



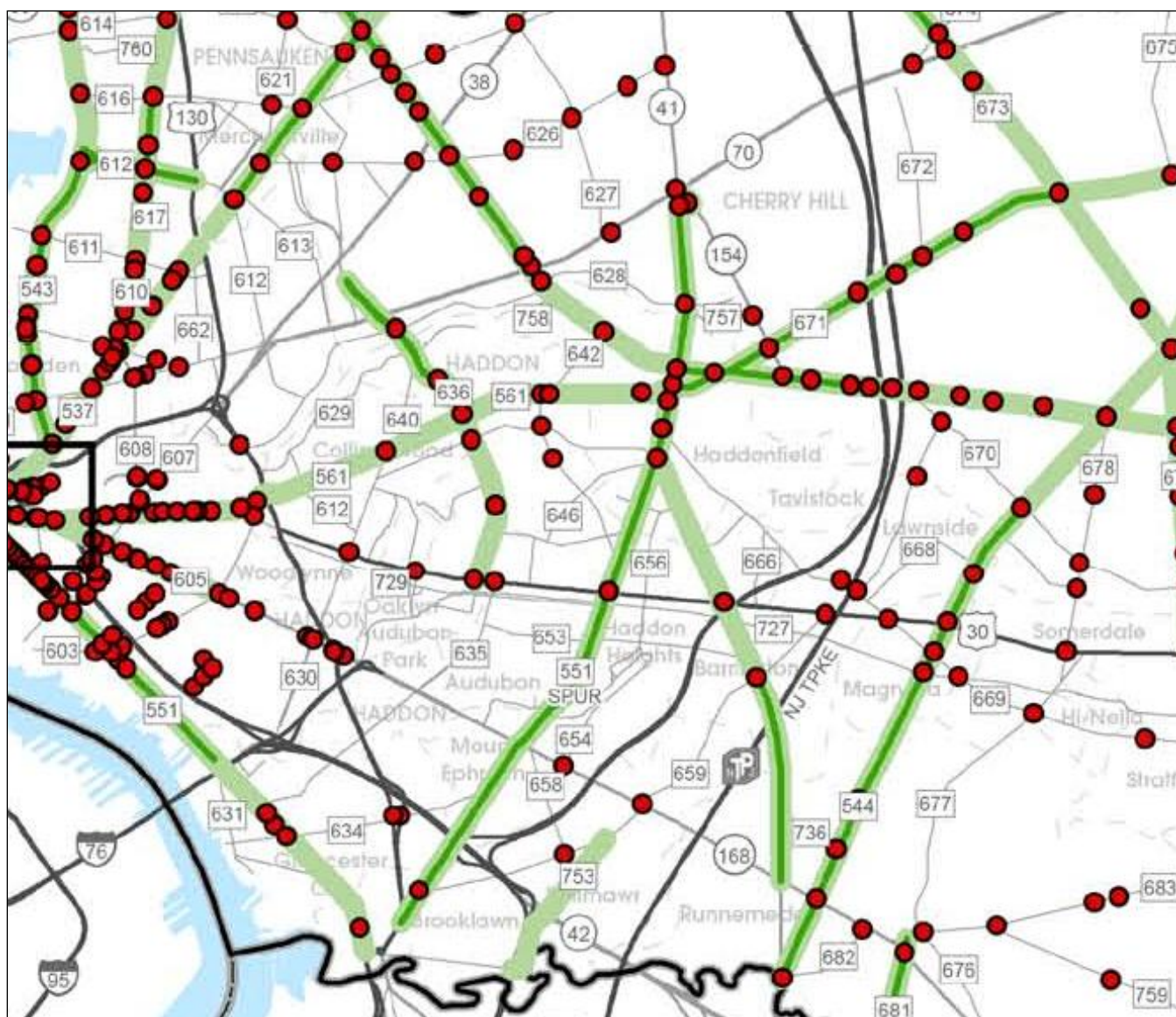
Volume / Capacity

2040: Ratio ≥ 0.85

dvrpc

 **CAMDEN COUNTY**
HIGHWAY PLAN

Figure 35. Interconnected Traffic Signal System Priority Network



Signal System Network



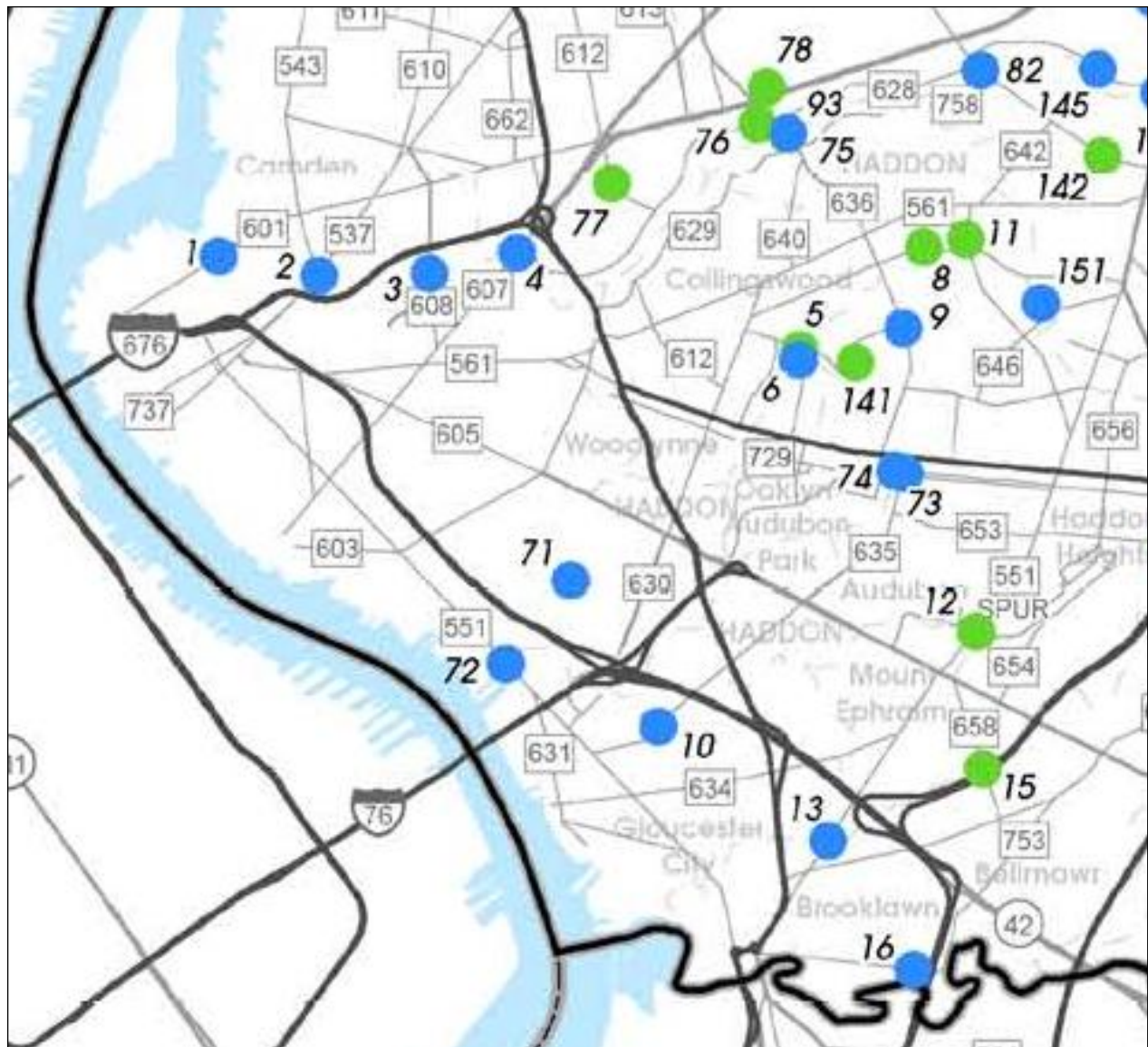
-  Traffic Signal
- Proposed Integrated Traffic Signal Network on principal county highways
-  Proposed Integrated Traffic Signal Network on expressway detour and evacuation routes

Figure 36. Location of Camden County's Bridges



County Bridges

- Length < 20 Feet
- Length ≥ 20 Feet
- 2 Bridge Identification Number
(refer to Table B-1 for description)

feet long, greater than 26 feet in width with a capacity of over 20 tons. Vertical clearance is 15.5 feet and the sufficiency rating is 83.8.

3. Municipal Streets and Ordinances

a. One Way Streets

Parking on One-Way Street



Chapter 87, Article IV of the General Code of the City contains a schedule that lists one-way streets. The Planning Board has indicated that the current direction of One Way Streets in the City is adequate and no changes to the current street directions are necessary. *Figure 37. One Way Streets Map* indicates the current direction of one way streets in the City.

b. Exceptions to Heavy Vehicles Restricted Truck Routes

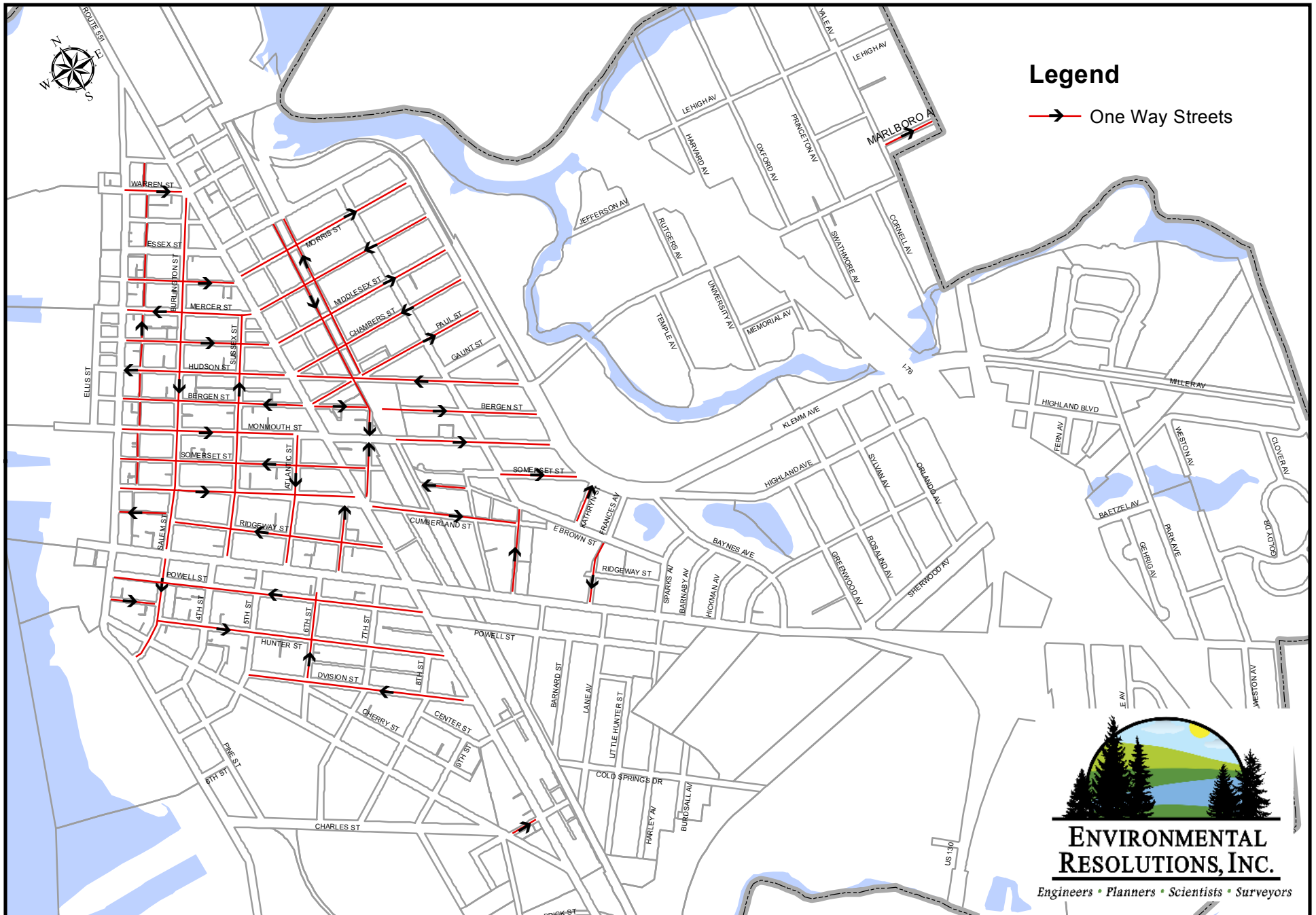
Chapter 87, Article IV of the General Code of the City states that all trucks having a total combined gross weight of vehicle plus load in excess of four tons shall be excluded from all streets in Gloucester City except the streets listed in Table 2 which are established as truck routes. Such trucks may be permitted on any street if they are engaged in making deliveries of merchandise or other property along the following streets. In addition, trucks used by public utility companies in connection with construction, installation, operation or maintenance of public utility facilities may utilize other streets if they are necessary for construction, installation, operation or maintenance of utilities.

Table V- 2
Established Truck Routes
City of Gloucester City, NJ

<u>Name of Street</u>	<u>Limits</u>
King Street	Entire Length
Water Street	Water Street
Jersey Avenue	Entire Length
Broadway	Entire Length
Market Street	Entire Length
Charles Street	Entire Length
Nicholson Road	Entire Length
Johnson Boulevard	Between Hudson Streets-Nicholson Road and Essex Street
Essex Street	Entire length, except between Broadway and King Street

Article IV also prohibits trucks having a gross weight of vehicle plus load in excess of four tons to make a right turn when exiting from the Holt River Front Cargo Facility onto King Street. Only left turns are permitted by trucks.

Figure 37. Existing One Way Street Map



*Due to the recent implementation of Gloucester City Middle School, current base maps do not reflect the up-to-date information of both Powell and Hunter Street, which no longer extend between 5th and 6th street.

Use of local City Streets by heavy trucks is an on-going problem and concern in the City, particularly in reference to heavy trucks in the northern end of the City traveling along Broadway and refueling at diesel pumps located in the central to southern locations of the City.

C. Public Passenger Transportation

1. NJ Transit-Bus Routes and Stops

NJ Transit Bus Routes in the City and region are shown on *Figure 38. Mass Transit Services* as contained in the Camden County Highway Plan. *Figure 39. NJ Transit Bus Routes and Railroad Map* shows NJ Transit service through the City along Broadway and Market Streets and Collings Road to Essex Street to Broadway.



*NJ Transit Bus Stop Sign
Showing Routes and Connections to
Camden and Philadelphia*



401 Bus to Philadelphia

2. Proposed Bus Rapid Transit

DVRPC's 2040 Year 2040 Long-Range Plan includes constructing and operating the proposed South Jersey Bus Rapid Transit (BRT) service along the Atlantic City Expressway/NJ Route 55, NJ Route 42, I-76, and I-676 route. *Figure 40. Transit and Bus Network* from Camden County Land Use Master Plan, 2014 shows the proposed BRT line. *Figure 41. Regional Transportation Improvement Projects on the Transportation Improvement Plan (TIP-2014-2017) and the Long-Range Plan (LRP-2040)* also shows the South Jersey Rapid Transit Service line along Routes 42 and 55 connecting to I-76 and I-676 in and around Gloucester City.

3. Specialized Transit

Sen-Han Transit is Camden County's specialized transit system providing paratransit services to senior citizens, disabled persons, and veterans. Sen-Han Transit is operated by Senior Citizens United Community Services (SCUCS), a private nonprofit organization. Sen-Han provides door-to-door paratransit service throughout Camden County. The service is centrally dispatched, fully computerized and able to be tracked through a GPS tracking system. Demand-responsive services can be reserved from two days to two weeks in advance.

4. Proposed Passenger Rail Lines

DVRPC's Year 2040 Long-Range Plan includes constructing the Gloucester-Camden Line (GCL) passenger rail line with an anticipated operation date after 2040

Figure 38. Mass Transit Services



Figure 39. NJ Transit Bus Route & Railroad Map

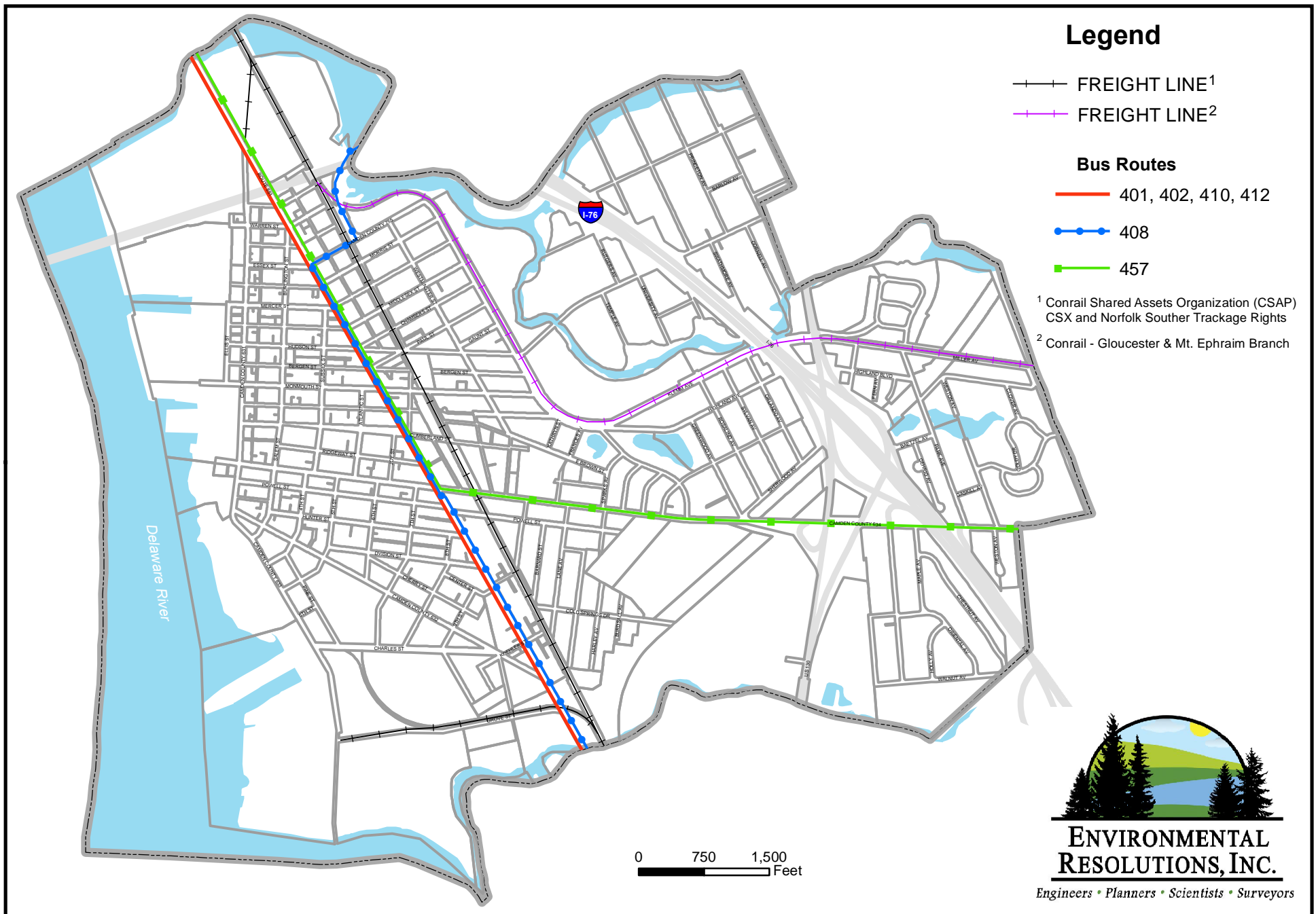
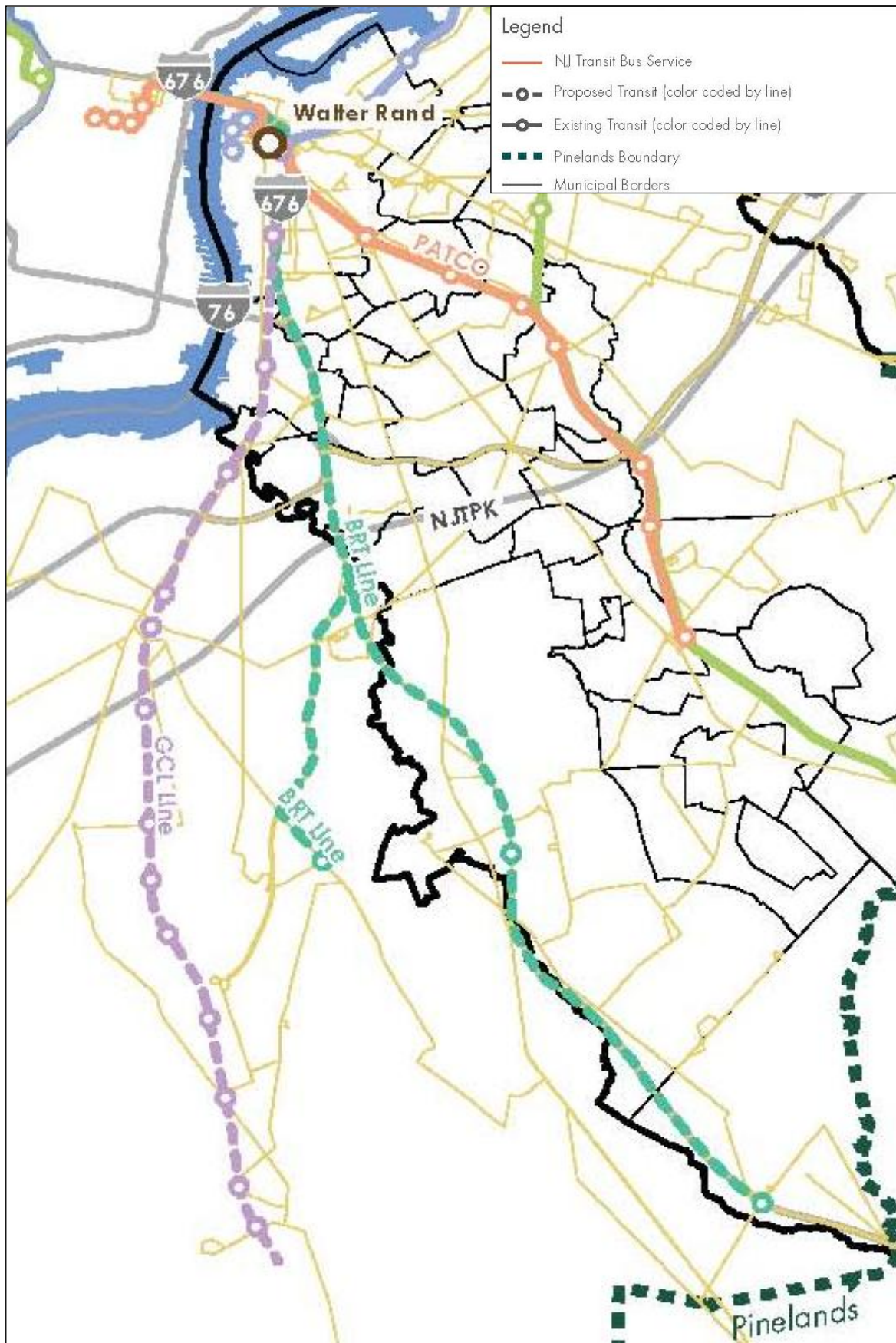


Figure 40. Transit and Bus Network



Source: Camden County Master Plan Land Use Element, 2014.

Proposed Mobility Improvements

- Transportation Improvement Program (TIP) FY2014 - FY2017
- DVRPC Long-Range Plan (LRP) 2040

Land Use Centers

- DVRPC 2040 Long-Range Plan Center
- Locally Identified Community Hub

Camden County Highway Plan

Source: Camden County Highway Plan, March 2015, Figure 13.

Source: Camden County Highway Plan, March 2015, Figure 13.

according to information provided in the Camden County Highway Plan. *Figures 40 and 41* above also show the proposed Gloucester-Camden High Speed Rail Line.

DVRPCs Long-Range Vision for Transit, 2008 discusses Reinforcing and Reconnecting Older Suburbs with a vision for transit connectivity between South Jersey and the northeast mega-region. Gloucester County is presently the only county in the DVRPC region with no commuter rail service. This fact has severely limited the potential for transit-friendly smart growth at a time when many portions of the county have been growing at among the fastest rates in the nation.

DVRPC expects that the PATCO South Jersey Expansion Gloucester-Camden Line will fill the gap in the regional rail network and in the process, will revitalize the core older suburbs along its routes including Gloucester City. DVRPC anticipates that infill and an economic development boom will reinforce pedestrian-friendly and well-connected street grids and that new development will supplement their traditional character and that stronger concentrations of residents and jobs will make the communities with transit stations true regional centers.

The Gloucester-Camden line would allow easy transfers to NJ Transits RiverLINE, Atlantic City Line, and the PATCO line. Outside the immediate region, connections would be available between Philadelphia and New York and will make the Northeast Corridor more affordable than Amtrak and just as convenient.

In 2012, DVRPC prepared the Camden County Transit Expansion Framework Study that provided more details on the Glassboro-Camden Line (GCL) proposed 18 mile passenger rail line between Glassboro and Camden. The study was undertaken by the Delaware River Port Authority (DRPA) and the Port Authority Transit Corporation (PATCO). The proposed line would link communities in Camden and Gloucester counties to the existing PATCO high speed line that runs between Philadelphia and Camden County and the NJ Transit RiverLINE that connects Camden and Trenton. The Study was prepared to document the current conditions of the proposed station areas in Camden County and evaluate potential economic development opportunities, including transit-oriented development (TOD), for the communities through which the train line will pass. The Study was prepared after DRPA completed a 2-year Alternatives Analysis study in 2009 which identified potential stations in Camden City and Gloucester City. Section One of the study provides background on the GCL project and brief overviews of Camden and Gloucester Cities. Section Two provides Station Area Profiles on information related to land use, transportation, demographics, zoning, and development for an area within one-half mile of a proposed station. The Profile concludes with an assessment of the station's potential opportunities and prospects for Transit Oriented Development. A summary of the information gathered for Gloucester City is provided in this Master Plan.

Originally, four South Jersey Transit Alternatives were studied with Alternatives 4 selected as the recommended alternative due to lower total capital cost lower annual operating costs, more new transit riders and the greatest support from agencies and the

public. Additional benefits included consistency with statewide Smart Growth programs, potential to generate economic development, potential to link residential communities with employment centers and minimal need to acquire additional properties. The proposed route would follow the Philadelphia to Glassboro Conrail Right-of-Way.

The proposed GCL would run north-south through the center of Gloucester City on an existing Conrail freight line. The railroad line is to the east of Broadway (County Route 551) which is one of the City's primary thoroughfares and its principal commercial street. The 2009 alternatives analysis study identified the area between Cumberland Street and Market Street as a preliminary location for a Gloucester City Stop, however the Gloucester City Light Rail Steering Committee, identified two additional locations that should be considered as potential stop locations. The locations are between Cumberland Street and Monmouth Street and between Monmouth Street and Hudson Street. The alternative station locations are shown on maps in the study which are provided in this Master Plan. The issues and impacts of each station will be part of the Environmental Impact Statement facilitated by the Delaware River Port Authority.

The study states that municipal and local stakeholders generally support the development of a walk-up station within the City and believe the passenger rail line can plan a role in the future economic development and success of the City. Concerns about the project included station safety and security, maintenance of utilities and infrastructure near train tracks, and parking capacity and management for the station.

The propose rail station and two alternatives are shown on *Figure 42. Gloucester City Station Overview*. The stations and a quarter mile and a half mile radius are shown. The Preliminary GCL station is located between Cumberland Street and Market Street. In 2009, the Gloucester City Light Rail Steering Committee, a group of local stakeholders, identified two additional station locations that should be considered as potential stop locations. These locations, between Cumberland Street and Monmouth Street and between Monmouth Street and Hudson Street, were included in the 2012 study as alternative station locations.

D. Bicycle and Multi-Use Trail and Pedestrian Circulation

1. Bicycles and Multi-Use Trails

DVRPC prepared a prepared a Bicycling and Multi-Use Trails Plan dated January, 2015 for Camden County. The Plan began in 2008 as an effort to connect bicyclists and other non-motorized users to attractions such as open space, schools, universities, train stations, shopping destinations and employment in Camden County. The goal of the Plan was to improve connections to destinations, to define spaces and bring awareness to local points of interest, to provide additional recreational opportunities, and to increase safety for all users by using uniform signage and identifying standards for facility design and maintenance. The Plan was conducted in Phases with Phase III focusing on Camden City, Gloucester City, Cherry Hill Township and other municipalities in the western portion of the County. The finalized existing and

Figure 42. Gloucester City Station Overview



proposed networks in the County are shown on a series of seven panels. *Figure 43. Existing Facilities* shows existing off-road multi-use circuit trails and other routes, Bicycle Lanes, and features of interest for Gloucester City and portions of surrounding communities. In the City, there is one Off-Road Multi-Use Facility identified as Proprietor's Park Path. Elementary and Secondary Schools and the Downtown Retail District are also identified on the map. *Figure 44. Network Recommendations* shows proposed multi-use facilities, on-road facilities and other features resulting from the Bicycling and Multi-Use Trails Plan.

In the City, two On-Road Facility Recommended Routes to Be Considered are proposed. One route follows Johnson Boulevard south to Highland Avenue, then south onto Greenwood Avenue to Market Street. The other On-Road Bicycle Facility Recommended Route to Be Considered begins at Proprietors Park, heads east on Monmouth Street and connects to the Johnson Boulevard route.

Four On Road Bicycle Facilities to Be Considered are shown on *Figure 44*. The first one begins at Proprietors Park and Market Street and continues east out of the City to County Route 551 Spur West Kings Highway. The second On Road Bicycle Facility To Be Considered connects to the On Road Recommended Route on Johnson Boulevard and Highland Avenue at Klemm Avenue and continues east out of the City along Station Avenue and connect with County Route 551 Spur West Kings Highway. A third On Road Bicycle Facility To Be Considered connects with the Johnson Boulevard On Road Route at County Route 635 (Nicholson Road) and head northeast into Audubon.

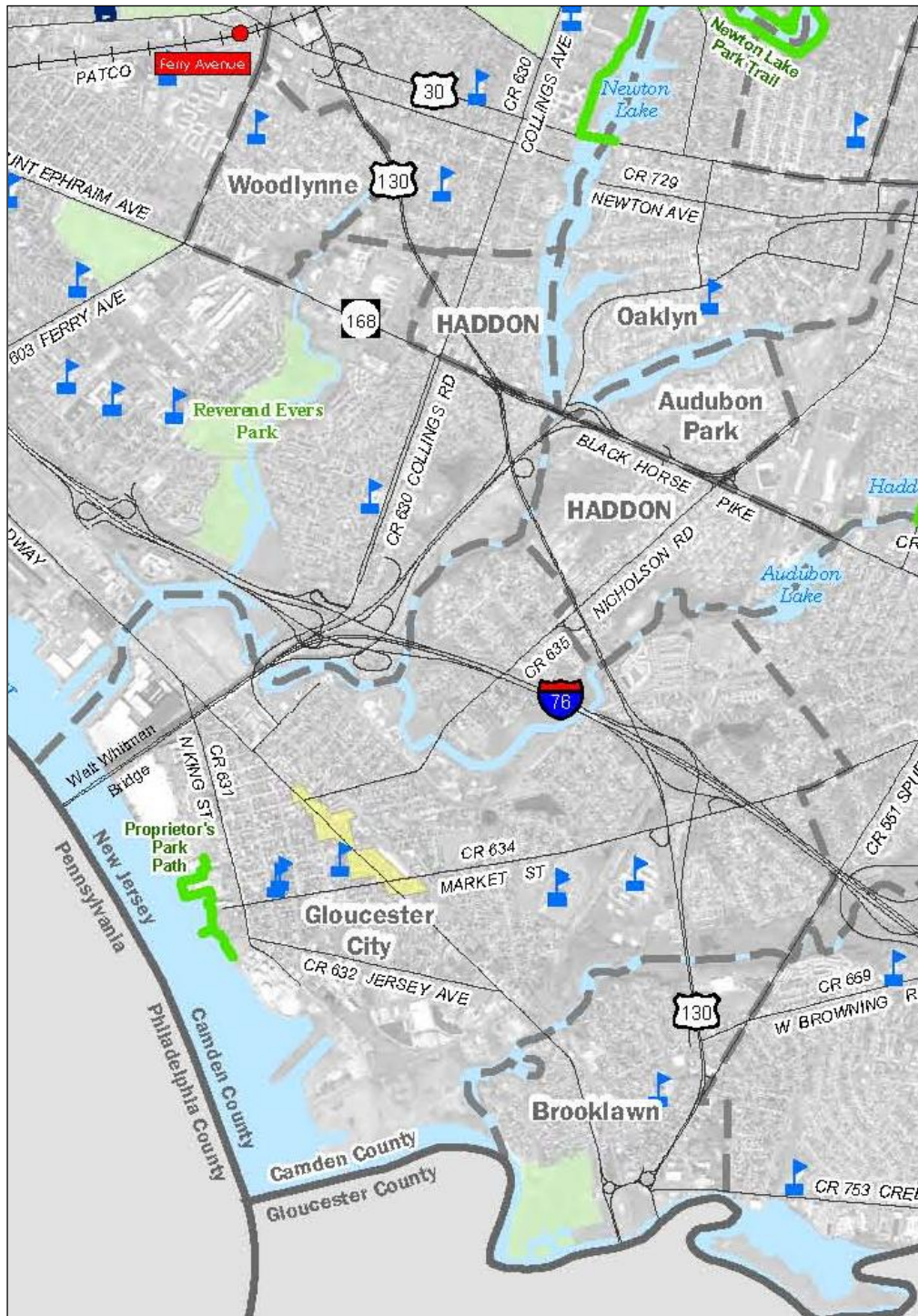
Off-Road Multi-Use Facility Circuit Trails To Be Considered include one along the proposed Gloucester-Camden Light Rail with Trail route which follows the Conrail rail line and one that is referred to as West Jersey and Seashore Rail Line that in the City, follows the PSE&G high tension transmission lines. An Off-Road Multi-Use Facility Greenway Trail To Be Considered is situated in Brooklawn along its border with Gloucester City and an On-Road Facility Recommended Route To Be Considered is located at the southern end of Gloucester City in Brooklawn which would continue south to intersect with an east-west route also in Brooklawn.

The City currently has a 0.56 mile trail along the Delaware River. The DVRPC Plan recommends a 3.1 mile Circuit Trail, a 3.31 mile Bicycle Facility and a 1.83 mile Recommended Route for a total of 8.24 miles of Trails, Facilities and Routes.

The Bicycling and Multi-Use Trails Plan provides implementation strategies and tools to build the plan network. On the municipal side, this involves incorporating development regulations to enhance bicycle and pedestrian comfort and mobility into their zoning, development ordinance regulations and their Master Plans. Suggested regulations or plans include:

- Providing bike racks for bicycles to be secured to appropriate structures and not traffic signs and street trees.

Figure 43. Existing Facilities



Off-Road Multi-Use Facilities:

- Circuit Trail
- Other Route

On-Road Facilities:

- Bicycle Lane

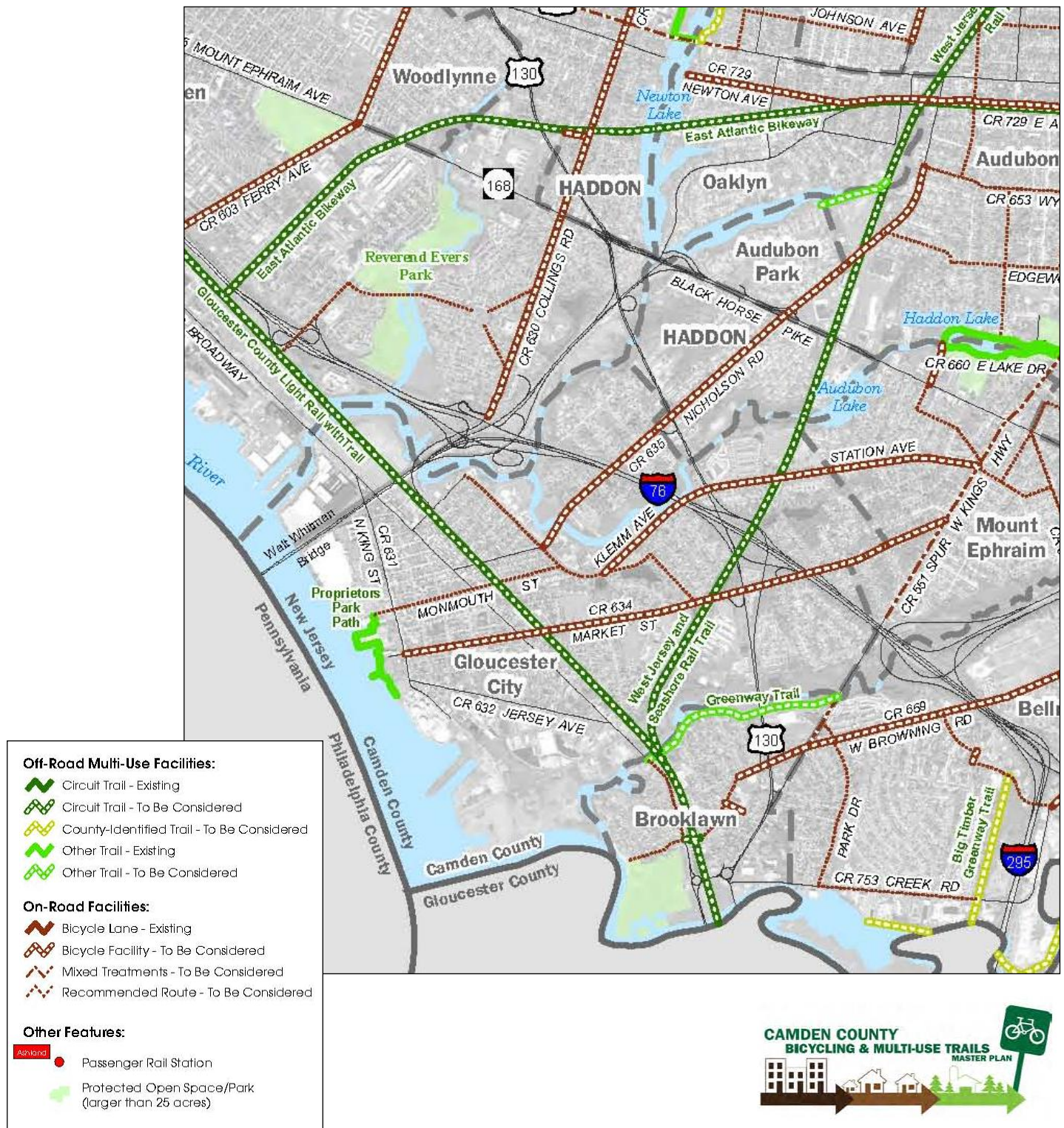
Other Features:

- Ashtand** Passenger Rail Station
- Employer (with 500 or more employees)
- College/University
- Elementary/Secondary School (public & private)
- Downtown Retail District
- Protected Open Space/Park (larger than 25 acres)



dvrpc

Figure 44: Network Recommendations



- Providing parking at shopping centers, offices or garages for people to use when running errands and commuting so that adequate, secure and accessible parking is available.
- Including and prioritizing bicycle and pedestrian facility networks and policies in the transportation element of the Master Plan to ensure the provision of higher-quality facilities over time. By including the County Plan in the City's Plan, the City recognizes and supports efforts to build a network of bicycle and pedestrian routes.
- Adopting network signage which is clear and consistent with the Bicycling and Multi-Use Trails Plan and the Manual on Uniform Traffic Control Devices.

The Camden County Highway Plan also contained a map of Bike Facilities on County Routes (Existing, Proposed and Planned). In Gloucester City, there are no existing bicycle lanes on County roadways. Bicycle facilities to be considered include one along County Route 634 (Market Street) along its entire length through the City; one on County Route 635 (Nicholson Road) at King Street east to the City border and beyond; and one at County Route 630 (Collings Avenue) continuing north into Collingswood. A short stretch of a recommended route to be considered is shown at the southern end of County Route 551 (Broadway) leading into Brooklawn.

2. Pedestrian Circulation

Proprietor's Park Walkway



The majority of the City's streets contain sidewalks for pedestrian use. However, all City streets and sidewalks should be inventoried and a program instituted to maintain and to provide safe City streets, sidewalks, ADA ramps and cross-walks where appropriate.

The 1995 Master Plan recommended a Gloucester City Historic Walking Tour Loop be developed to add to the City's education, cultural awareness and recreation programs.

Historic sites along the Delaware River, King Street, Burlington Street, Monmouth Street and Jersey Avenue would be identified with trail markers and plaques and their locations would be shown on an Historic Trail Map. Because the Trail would be a loop, it could start at any point but Proprietor's Park and the Railroad Station were two recommended starting points. The first would draw attention to the waterfront park and existing walkway along the river and the second would attract visitors to the downtown commercial area. Historical awareness is a primary benefit of the tour but secondary benefits could be economic redevelopment by attracting new recreationists and shoppers to the City.

The previous section on Bicycle and Multi-Use Trail Circulation identified existing and proposed facilities that were contained in the Camden County Bicycling and Multi-Use Trails Plan. The majority of those are On-Road Facilities To Be Considered. Extensions to Proprietor's Park walkway and at other locations along the Delaware River should be considered where conflicts between recreational users and industrial users can

Gloucester City Train Station



be avoided or minimized. Development along the riverfront will require a Waterfront Development Permit from the New Jersey Department of Environmental Protection (NJDEP). A primary goal of NJDEP is to provide public access to the waterfront. Every application for a Waterfront Development Permit has to demonstrate access will be provided or demonstrate why access is not appropriate. So while it may take time to achieve additional access points and linear walkways, there is potential for achieving the goal.

E. Water Facilities

1. Gloucester Marine Terminal

The City benefits from Delaware River waterfront access including Port Facilities at Gloucester Marine Terminal as shown on *Figure 45. Regional Transportation Facilities*. Gloucester Marine Terminal is located at King and Essex Streets and the Delaware River. Gloucester Terminals operates one of the largest dockside complex of refrigerated and frozen warehouses on the East Coast of the United States. The Terminal has convenient access to I-95, I-76, Rte. 295, and NJ Turnpike and rail access to Norfolk Southern and CSX Railroads. The Terminal contains 12 buildings totaling 800,000 square feet of dry/heated space and 13 buildings totaling 15,000,000 cubic feet of refrigerated/frozen space. Water depth at the port is 45 feet and water depth in the Delaware River Channel is 40 feet. Gloucester Marine Terminal handles specialized cargos including perishable products, steel, forest products, heavy lift, project cargo and containers.

2. Gloucester City Marina

The Gloucester City Marina of Camden County was developed for recreational boating and is located at King Street and Jersey Avenue at the Delaware River. The Marina is officially open from April to October and offers 24 slips that are available for rent on a seasonal, monthly, overnight, or transient basis. The marina includes a ramp for launching boats or jet skis, recreation

Gloucester City Marina



Figure 45. Regional Transportation Facilities



Facilities

- Airport
- Public Transit Station (NHS)
- Port Terminal (NHS)
- +— Passenger Rail
- +— Freight Rail

National Highway System (NHS) Highways

- Interstate
- Map-21 Principal Arterial
- Other NHS Route
- Intermodal Connector

Source: FHWA, October 2012

dvrpc

 **CAMDEN COUNTY**
HIGHWAY PLAN

Source: Camden County Highway Plan, March 2015, Figure 6.

area, restroom facilities, shore power, vending machines and water hookup.

3. The North Wind of Gloucester City

Gloucester City's Freedom Pier



Gloucester City Sail, Inc. is a non-profit all volunteer organization whose mission is to serve the youth of the area through maritime training programs. The schooner "North Wind" is an educational schoolship and serves as the flagship for Gloucester City. North Wind is berthed at Freedom Pier, the old Coast Guard Station at the foot of Cumberland Street and the Delaware River. North Wind is also available for private charter

F. Freight Centers - Port and Rail Lines

In 2012, DVRPC prepared, *The Delaware Valley Freight Center Inventory, Taking Stock of a Vital Regional Asset*. The document was prepared to inventory and categorize Freight Centers in the Delaware Valley Region. By identifying Freight Centers, DVRPC can highlight the importance of freight activity to the regional economy. By clustering freight related uses, development on identified centers will minimize the need to devote new, unused lands to freight-related purposes. The study categorizes Freight Centers into Mega Centers, Major Centers or Intermediate Centers. A Major Freight Center contains 700 to 1,499 acres or 250+ acres and over 3,000 manufacturing jobs. The Camden/Gloucester City Freight Center was reported to contain 735 acres and 4,072 in 2012. The Camden/Gloucester City Waterfront contains historic industrial areas along the waterfronts of the two cities. The land in the Freight Center is split between transportation and areas of light manufacturing and utility which surround the ports. Three port terminals are the focal point of the center. Joseph A. Balzano, Broadway and Gloucester Marine Terminals, attract ships carrying products from all over the world. The center also has two heavy manufacturing sites, both of which receive ships carrying bulk materials. In Gloucester City, BlueKnight Energy Partners, which imports a byproduct of the process of refining crude petroleum in order to make liquid asphalt is located in Gloucester City. In the surrounding light manufacturing areas are a series of facilities that manufacture, store, and distribute an array of goods. Local and Connector Roadways include Broadway and King Street. The Marine Terminal is located less than a mile from an Interstate Highway. Rail access to Gloucester Marine Terminals is along the Vineland Secondary rail line which feeds into the Delair Bridge, which connects into the North American rail network.

Rail Crossing



The study identifies the next steps for DVRPC, County planning and economic development agencies, and the greater DVRPC planning community can take to advance Freight Centers includes:

- Integrating the Concept of Freight Centers into Regional and County Plans
- Creating and Track Freight Activity Indicators
- Studying Access to Freight Centers
- Advancing Freight Center Designation methodology

Action Steps for Local Government include:

- Protecting Freight Centers through Zoning and Comprehensive Planning
- Encouraging Re-Use of Brownfields

Action Steps for Private Businesses within Freight Centers includes:

Participating in Freight as a Good Neighbor Strategies

- Develop truck-only access routes
- Identify truck parking locations and encourage their usage
- Create incident management programs
- Expand sustainability measures such as:
 - Encourage use of alternative fueled vehicles
 - Use vacant land or rooftops to install solar panels
 - Encourage the use of anti-idling technology
- Hire locally
- Share Services and Amenities such as:
 - Marketing
 - Snow Removal
 - Lawn Care
 - Security
 - Day Care
 - Cafeteria
 - Gym / Workout Areas
 - Lounge / Community Room
 - Park / Picnic Area
 - Transit / Shuttle Bus Service

G. Freight Rail Lines

Figure 39. NJ Transit Bus Routes and Railroad Map shows Freight Rail Lines in Gloucester City. The north-south rail line is owned by Conrail Shared Assets Organization (CSAO) with CSX and Norfolk Southern Railroads having

CSX Train along Railroad Avenue



Trackage Rights to utilize the rail lines. Rail sidings from the mainline provide access to Gloucester Terminals in the north and Southport and other locations along Charles Street and Stinsman Avenue in the southern portion of the City.

Peanut Line



Figure 39 also shows a rail line coming off the main Conrail line heading east to the eastern and southern side of Johnson Boulevard and Klemm Avenue, crossing U. S. Route 130 eastward to the City limits. This rail line is identified on the City Tax Maps as Conrail (Formerly PRSL) – Gloucester and Mt. Ephraim Branch. In 1873, a group from Gloucester City wanted a rail line to link the busy passenger ferry landing at Kaighn’s Point in Camden to the Gloucester City industrial area 3.9 miles

away, then from that point another 1.3 miles to Mt. Ephraim Borough. A 3’, narrow gauge was required since much of the right of way used existing city streets with sharp curves. Work on the railroad began in 1873. The line from Kaighn’s Point to Gloucester City opened in 1874 and the line to Mt. Ephraim opened in 1876. In 1884, the Philadelphia and Reading Railway acquired the Camden, Gloucester & Mt. Ephraim Railway. The Philadelphia and Reading Railway reworked the track to standard gauge in 1885. This originally narrow-gauge railroad was called the Peanut Line. Today the rail line is still used, primarily on Monday, Wednesday and Friday, six to eight trips per day taking flour to the Amoroso’s Baking Co., now operating under the name of 151 Foods LLC in Bellmawr, NJ.

VI. Economic Plan Element

A. Introduction

The Economic Plan Element considers all aspects of economic development and sustained economic vitality, including (a) a comparison of the types of employment expected to be provided by the economic development to be promoted with the characteristics of the labor pool resident in the municipality and nearby areas and (b) an analysis of the stability and diversity of the economic development to be promoted.

Data from the U.S. Census Bureau, the New Jersey Department of Labor, and City of Gloucester City were utilized for information on the labor pool and current businesses. The Gloucester City Economic Development Corporation also provided input into this Economic Plan Element.

Gloucester City was established by Dutch traders as the major trading post on the South (Delaware) River. Fort Nassau initially mirrored the trading post on the North (Hudson) River that later became New York. The settlement around Gloucester Point changed hands between the Dutch and Swedish colonists until the English seized control in the 1660's. English Quakers arrived in the area and soon made Gloucester their primary government, transportation and trading center.

Before the advent of roads and the automobile, the City was easily accessible by ships and canoes. Ferry traffic to Philadelphia was an essential part of the City's development. After good roads were constructed, settlers moved to the interior portions of the City and Camden City's ferries to Philadelphia gained in popularity at the expense of Gloucester City.

In the 1840's, the City's economic rebirth occurred as an industrial boomtown when Washington Mills was constructed by David Brown. After opening the mill, Brown built the Ancona Printing Company. Other industries and factories were located along the City's three waterways: Delaware River, Newton Creek and Timber Creek. Worker housing, commercial uses and churches, schools and social clubs followed. All types of products from terracotta to radioactive isotopes were manufactured in the City during this time. In the twentieth century, shipbuilding employed a substantial portion of the work force. But the City began its decline after World War II when suburban development in more rural areas drew residents, jobs and commerce away from the City's center.

In order to reinvent itself economically, the City needs to look at its work force and capitalize on it. To do this, City resident earnings, educational attainment, and economy wide key statistics were obtained, reviewed and compared to Camden County. Data is provided, as available for 2000 to 2014 to characterize the City workforce and to determine whether there were any major changes in the last fourteen years. For 2006-2010 and 2010-2014 the information was only available from American Community Survey 5-Year Estimates.

B. Earnings and Educational Attainment

Gloucester City residents have lower median and mean earnings within the population 16 years and over as compared to Camden County as shown in Table VI-1. Full-time, year round workers with earnings in the \$1 to \$34,999 range included approximately 32.4% of City residents compared to 29.9% of County residents. In the \$35,000 to \$49,999 range, 44.3% of City residents were in this earnings range as compared to 35.8% in the County. In the \$65,000 to \$100,000 or more range, only 23.2% of City as compared to 34.2% of County earnings were in this range.

Median earnings by educational attainment indicates that the City population, in general, is less than those of the County. All categories are lower in the City with the exception of high school graduates (includes equivalency) than those of the County.

Table VI-2 shows 2006-2010 City and County earnings with similar findings. Median earnings are less in the City as are earnings in the \$1 to \$34,999 range (32.3% in the City compared to 31.0% in the County). Again, there are more City earnings in the \$35,000 to \$64,999 range than the County (46.2% compared to 38.4% respectively) and less City earnings in the higher range of \$65,000 to \$100,000 or more than the County (21.6% compared to 29.7% respectively).

Again in this time period, City earnings for high school graduates (includes equivalency) were higher than the County. Additionally, City earnings for those with some college or associate's degree were also higher than County earnings. The difference in earnings of City versus County with Bachelor's degree or Graduate or professional degree is significantly less than in the 2010-2014 period.

The number of full time, year-round City workers with earnings increased by only 6 in the years 2006-2010 and 2010-2014 (3,470 and 3,476 respectively). However, the County figures indicate a decrease of 5,280 workers during this time period.

Median Earnings by Educational Attainment statistics show that the overall increase in the population 25 years and over with earnings was 5.1%, the same as the population 16 years and over with earnings. Tables 1 and 2 indicate that earnings growth occurred in the population with some college or associate's degree which is a commonly understood economic trend. The less than high school graduate group suffered the largest decrease in earnings, at 3.6% and, although the high school graduates in the City still earn more than the County, they also show a 1.2% decrease in earnings from 2010 to 2014.

Table VI - 1
Earnings in the Past 12 Months (In 2014 Inflation-Adjusted Dollars)
2010-2014 American Community Survey 5-Year Estimates
City of Gloucester City and Camden County, NJ

Subject	Gloucester City	Camden County
	Estimate ¹	Estimate ¹
Population 16 years and over with earnings	5,589	267,070
Median Earnings Population 16 years and over	\$32,147	\$35,431
Full-Time, year-round workers with earnings	3,476	164,904
\$1 to \$9,999 or less	2.5%	1.5%
\$10,000 to \$14,999	1.8%	3.0%
\$15,000 to \$24,999	15.0%	11.3%
\$25,000 to \$34,999	13.1%	14.1%
\$35,000 to \$49,999	27.1%	19.2%
\$50,000 to \$64,999	17.2%	16.6%
\$65,000 to \$74,999	5.3%	7.7%
\$75,000 to \$99,999	10.5%	12.6%
\$100,000 or more	7.4%	13.9%
Mean Earnings	\$51,832	\$64,175
Median Earnings By Educational Attainment		
Population 25 years and over with earnings	\$37,166	\$41,408
Less than high school graduate	\$22,266	\$23,014
High school graduate (includes equivalency)	\$36,143	\$32,231
Some college or associate's degree	\$37,522	\$38,243
Bachelor's degree	\$51,740	\$53,942
Graduate or professional degree	\$70,506	\$74,616

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates, Camden County and Gloucester City, NJ, Table S2001. ¹Estimates do not consider the Margin of Error of Data resulting from sampling variability.

Table VI - 2
Earnings in the Past 12 Months (In 2010 Inflation-Adjusted Dollars)
2006-2010 American Community Survey 5-Year Estimates
City of Gloucester City and Camden County, NJ

Subject	Gloucester City	Camden County
	Estimate ¹	Estimate ¹
Population 16 years and over with earnings	5,706	278,366
Median Earnings Population 16 years and over	\$33,553	\$34,669
Full-Time , year-round workers with earnings	3,470	170,184
\$1 to \$9,999 or loss	0.7%	1.3%
\$10,000 to \$14,999	2.6%	3.4%
\$15,000 to \$24,999	8.0%	11.3%
\$25,000 to \$34,999	21.0%	15.9%
\$35,000 to \$49,999	28.6%	21.7%
\$50,000 to \$64,999	17.6%	16.7%
\$65,000 to \$74,999	8.2%	7.4%
\$75,000 to \$99,999	9.2%	11.1%
\$100,000 or more	4.2%	11.2%
Mean Earnings	\$49,199	\$59,148
Median Earnings By Educational Attainment		
Population 25 years and over with earnings	\$39,144	\$40,673
Less than high school graduate	\$21,468	\$21,883
High school graduate (includes equivalency)	\$38,524	\$32,233
Some college or associate's degree	\$42,870	\$39,246
Bachelor's degree	\$41,429	\$54,728
Graduate or professional degree	\$56,528	\$72,803

Source: U.S. Census Bureau, 2006-2010 American Community Survey, Camden County and Gloucester City, NJ, Table S2001.

¹*Estimates do not consider the Margin of Error of Data resulting from sampling variability.*

C. Educational Attainment, 2010-2014 and 2006-2010, City and County

Tables VI-3 and VI-4 show the difference in educational attainment from 2010-2014 and 2006-2010 between Gloucester City and Camden County. The City population is generally more highly educated than Camden County for the age range of 18 and 24 years of age for the 2010-2014 period. Camden County residents are shown to have higher educational attainment than the City in the population that is 25 years and over for both time periods. The population in Camden County that is 25 years and over with a bachelor's degree or higher comprises 27.9% of the population in 2006-2010 and 33.0% in 2010-2014. In the City, the population with the same educational attainment is 11.9% in 2006-2010 and 15.6% in 2010-2014. Generally, the City population has experienced an increase in educational attainment in the years 2006-2010 to 2010-2014. City and County Educational Attainment is also shown on graphically on *Figure 46*.

D. Economy Wide Key Statistics: 2012 Gloucester City

Table VI-5 shows Economy-Wide Key Statistics: 2012 for the City of Gloucester City. The various types of industries, the number of establishments, annual payroll and number of employees are included in the Table. The City has a significant number of employees (856) in the Transportation and Warehousing Industry with the second highest number of employees in Retail Trade (212). Annual Payroll (\$1,000) in Transportation and Warehousing, is 28,516 with the second highest annual payroll in Retail (4,098). The third highest number of employees is in Accommodation and Food Service, however, the third highest payroll is in Manufacturing. The industry with the lowest number of employees is Administrative and Support and Waste Management and Remediation Services with Finance and Insurance with the lowest annual payroll.

E. Economy Wide Key Statistics: 2012 Camden County

Table VI-6 shows the same Economy-Wide Key Statistics: 2012 for Camden County. This table also contains the value of sales, shipments, receipts, revenue, or business conducted along with annual payroll and number of employees. Camden County has the largest number of employees in Health Care and Social Assistance with Retail second. Third in number of employees is Administrative and Support and Waste Management and Remediation Services with Accommodations and Food Services fourth. Value of Sales, Shipments, Receipts, Revenues or Business Conducted is highest for Retail Trade with Wholesale Trade second and Health Care and Social Assistance third.

Table VI - 3
Educational Attainment
2010-2014 American Community Survey 5-Year Estimates
City of Gloucester City and Camden County, NJ

Subject	City of Gloucester City	Camden County
	Estimate ¹	Estimate ¹
Population 18 to 24 years	865	45,838
Less than high school graduate	7.2%	13.9%
High school graduate (includes equivalency)	37.0%	33.6%
Some college or associate's degree	42.5%	41.3%
Bachelor's degree or higher	13.3%	11.3%
Population 25 years and over	7,551	345,007
Less than 9 th grade	4.4%	4.6%
9 th to 12 th grade, no diploma	11.8%	7.8%
High school graduate (includes equivalency)	48.8%	31.7%
Some college, no degree	15.4%	19.2%
Associate's degree	3.9%	7.1%
Bachelor's degree	12.3%	19.1%
Graduate or professional degree	3.3%	10.5%
Percent high school graduate or higher	83.7%	87.6%
Percent bachelor's degree or higher	15.6%	29.7%
Population 25 to 34 years	1,773	68,651
High school graduate or higher	90.8%	90.9%
Bachelor's degree or higher	23.4%	33.0%
Population 35 to 44 years	1,389	66,769
High school graduate or higher	87.6%	90.1%
Bachelor's degree or higher	14.7%	33.7%
Population 45 to 64 years	3,101	140,338
High school graduate or higher	83.5%	89.8%
Bachelor's degree or higher	15.4%	30.2%
Population 65 years and over	1,288	69,249
High school graduate or higher	70.4%	77.4%
Bachelor's degree or higher	6.3%	21.3%

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates, Camden County and Gloucester City, NJ, Table S1501. ¹Estimates do not consider the Margin of Error of Data resulting from sampling variability.

Table VI - 4
Educational Attainment
2006-2010 American Community Survey 5-Year Estimates
City of Gloucester City and Camden County, NJ

Subject	City of Gloucester City	Camden County
	Number ¹	Number ¹
Population 18 to 24 years	1,036	46,179
Less than high school graduate	14.3%	17.8%
High school graduate (includes equivalency)	41.0%	35.2%
Some college or associate's degree	39.9%	36.2%
Bachelor's degree or higher	4.8%	10.9%
Population 25 years and over	7,550	339,797
Less than 9 th grade	6.5%	5.2%
9 th to 12 th grade, no diploma	14.6%	9.4%
High school graduate (includes equivalency)	45.7%	32.5%
Some college, no degree	16.0%	18.8%
Associate's degree	5.4%	6.3%
Bachelor's degree	8.8%	17.8%
Graduate or professional degree	3.1%	10.0%
Percent high school graduate or higher	79.0%	85.4%
Percent bachelor's degree or higher	11.9%	27.9%
Population 25 to 34 years	1,869	66,810
High school graduate or higher	89.9%	88.2%
Bachelor's degree or higher	15.4%	30.6%
Population 35 to 44 years	1,266	73,390
High school graduate or higher	80.9%	90.1%
Bachelor's degree or higher	15.0%	30.8%
Population 45 to 64 years	2,975	135,239
High school graduate or higher	80.4%	87.8%
Bachelor's degree or higher	11.9%	29.6%
Population 65 years and over	1,440	64,358
High school graduate or higher	60.1%	72.0%
Bachelor's degree or higher	4.4%	18.0%

Source: U.S. Census Bureau, 2006-2010 American Community Survey, Camden County and Gloucester City, NJ, Table S1501. ¹Estimates do not consider the Margin of Error of Data resulting from sampling variability.

Table VI - 5
Economy Wide Key Statistics
2012 City of Gloucester City, NJ

2012 NAICS Code and Meaning	Meaning of Type of Operation or Tax Status Code	Year	Number of Establishments	Value of Sales, Shipments, Receipts, Revenue, or Business Done (\$1,000)	Annual Payroll (\$1,000)	Number of Employees
31-33 Manufacturing	Total	2012	16	22,008	4,098	99
42 Wholesale trade	Merchant wholesalers, except manufacturers' sales and branches and offices	2012	12	D	D	c
44-45 Retail trade	Total	2012	32	64,866	6,188	212
48-49 Transportation and warehousing ⁽¹⁰⁴⁾	Total	2012	14	94,067	28,516	856
51 Information	Total	2012	2	N	D	a
Finance and Insurance	Total	2012	3	N	803	26
53 Real estate and rental and leasing	Total	2012	4	D	D	b
54 Professional, scientific, and technical services	All establishments	2012	11	D	D	b
56 Administrative and support and waste management and remediation services	Total	2012	7	3,243	1,210	23
61 Educational services	All Establishments	2012	2	D	D	b
62 Health care and social assistance	All establishments	2012	14	5,149	2,408	104
72 Accommodation and food services	Total	2012	28	8,206	2,408	176
81 Other services (except public administration)	All establishments	2012	10	5,689	1,516	69

D: Withheld to avoid disclosing data for individual companies; data are included in higher level totals

N: Not available or not comparable

a: 0 to 19 employees

b: 20 to 99 employees

c: 100 to 249 employees

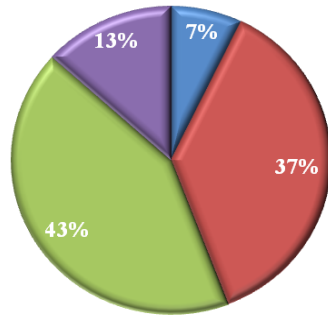
(104) Railroad transportation and U.S. Postal Service are out of scope for the 2012 Economic Census.

Source: 2012 Economic Census of the U.S., Table EC1200A1.

Figure 46.
Educational Attainment: 2010-2014

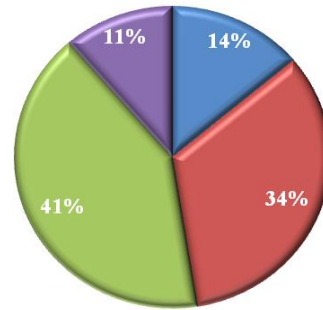
Population 18-24 Years

City of Gloucester City



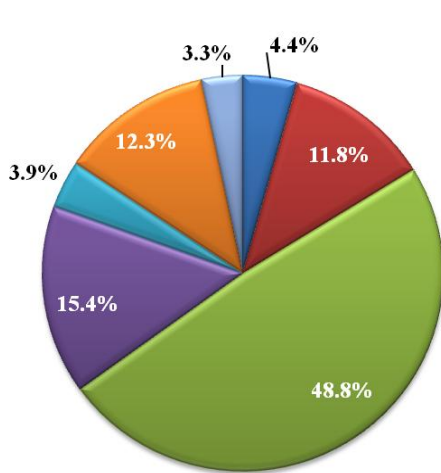
Population 18 - 24 years: 865

Camden County



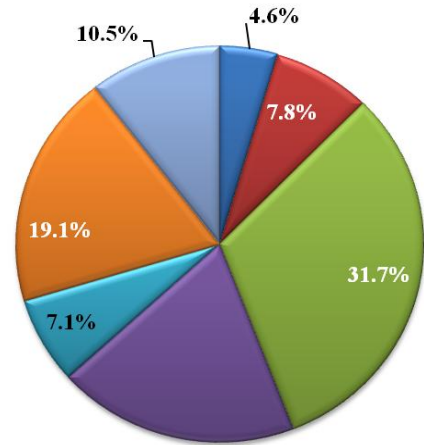
Population 18-24 years: 45,838

Population 25 Years and Over



Population 25 years and over: 7,551

- Less than 9th grade
- 9th to 12th grade, no diploma
- High school graduate (includes equivalency)
- Some college, no degree
- Associate's degree
- Bachelor's degree
- Graduate or professional degree



Population 25 years and over: 345,007

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates, Camden County and Gloucester City, NJ, Table S1501.

Table VI - 6
Economy-Wide Key Statistics
2012 Camden County

2012 NAICS Code and Meaning	Meaning of Type of Operation or Tax Status Code	Year	Number of Establishments	Value of Sales, Shipments, Receipts, Revenue, or Business Conducted (\$1,000)	Annual Payroll (\$1,000)	Number of Employees
22 Utilities	Total	2012	29	Q	120,899	1,435
31-33 Manufacturing	Total	2012	389	D	613,894	11,340
42 Wholesale trade	Merchant wholesalers, except manufacturers' sales branches and offices	2012	572	4,906,711	442,335	8,133
44-45 Retail trade	Total	2012	1,730	6,445,832	593,886	23,577
Transportation and warehousing ⁽¹⁰⁴⁾	Total	2012	301	860,699	259,597	7,318
51 Information	Total	2012	165	N	208,058	4,023
52 Finance and Insurance	Total	2012	538	N	375,852	4,862
53 Real estate and rental and leasing	Total	2012	398	601,134	116,261	2,660
54 Professional, scientific, and technical services	All establishments	2012	1,444	D	D	j
56 Administrative and support and waste management and remediation services	Total	2012	677	1,006,430	452,499	15,764
61 Educational services	All Establishments	2012	120	D	D	g
62 Health care and social assistance	All Establishments	2012	1,535	4,238,421	1,821,499	38,296
71 Arts, entertainment, and recreation	All establishments	2012	146	181,255	44,502	2,108
72 Accommodation and food services	Total	2012	998	789,366	210,880	14,598
81 Other services (except public administration)	All establishments	2012	920	478,058	149,443	5,873

D: Withheld to avoid disclosing data for individual companies; data are included in higher level totals

N: Not available or not comparable

Q: Revenue not collected at this level of detail for multi-establishment firms

c: 100 to 249 employees

g: 1,000 to 2,499 employees

j: 10,000 to 24,999 employees

(104) Railroad transportation and U.S. Postal Service are out of scope for the 2012 Economic Census.

Source: 2012 Economic Census of the U.S., Table EC1200A1

F. Economy Wide Key Statistics: 2007 Gloucester City

Table VI-7 shows the Economy-Wide Key Statistics: 2007 for the City of Gloucester City. Various industries, the type of operation, and the number of establishments, the value of sales, shipments, receipts, revenue, or business conducted along with annual payroll and number of employees is provided in the table. For the City of Gloucester City the industries with the highest number of establishments are Retail Trade and Accommodation and Food Services with 29 in each. These industries have the most establishments and the highest number of employees but the industry with the highest employer value of sales, shipments, receipts, revenue, or business conducted is Wholesale Trade with Retail Trade significantly less in second place.

G. Economy Wide Key Statistics: 2007 Camden County

Table VI-8 shows the same Economy-Wide Key Statistics for 2007 for Camden County. Retail Trade has the highest number of establishments and the highest employer value of sales shipments, receipts, revenue or business conducted. Retail Trade is second in the number of employees and third in annual payroll. Health Care and Social Assistance leads other industries in annual payroll and number of employees but is third in revenues and number of establishments. Manufacturing is second in revenues and payroll but third in number of employees. Arts, Entertainment and Recreation are the lowest in revenues, annual payroll and employees.

H. Economy Wide Key Statistics: 2002 Gloucester City

As shown in Table VI-9, Wholesale Trade had the highest value of sales, shipments, receipts, revenue or business conducted in the City in 2002 with Retail Trade second and Real Estate and Rental and Leasing third. However, Retail Trade had the highest payroll and number of employees with Wholesale Trade second in payroll and third in number of employees.

I. Economy Wide Key Statistics: 2002 Camden County

Table VI-10 shows Economy-Wide Key Statistics for Camden County in 2002. Retail Trade had the highest number of establishments with Professional, Scientific, and Technical Services second and Health Care and Social Assistance third. The highest value of sales, shipments, receipts, revenue, or business conducted is in Wholesale Trade, then Retail Trade. The highest number of paid employees is in the Health Care and Social Assistance field with Administrative Support and Waste Management and Remediation Services next highest. Health Care and Social Assistance has the highest annual payroll with the third highest number of establishments. Arts, Entertainment and Recreation is lowest in value of sales, revenue and business conducted and annual payroll.

Table VI - 7
Economy-Wide Key Statistics
2007 City of Gloucester City, NJ

2007 NAICS Code and Meaning	Meaning of Type of Operation or Tax Status Code	Year	Number of Establishments	Employer Value of Sales, Shipments, Receipts, Revenue, or Business Conducted (\$1,000)	Annual Payroll (\$1,000)	Number of Paid Employees for Pay Period Including March 12
42 Wholesale trade	Merchant wholesalers, except manufacturers' sales and branches and offices	2007	14	130,256	7,224	189
44-45 Retail trade	Total	2007	29	67,416	5,973	196
51 Information	Total	2007	3	N	243	14
53 Real estate and rental and leasing	Total	2007	4	D	D	b
54 Professional, scientific, and technical services	All establishments	2007	12	14,169	6,875	140
56 Administrative and support and waste management and remediation services	Total	2007	9	5,126	1,985	39
61 Educational services	All establishments	2007	1	D	D	b
62 Health care and social assistance	All establishments	2007	12	D	D	b
71 Arts, entertainment, and recreation	All establishments	2007	2	D	D	a
72 Accommodation and food services	Total	2007	29	9,450	2,857	198
81 Other services (except public administration)	All establishments	2007	12	2,614	621	37

D: Withheld to avoid disclosing data for individual companies; data are included in higher level totals

N: Not available or not comparable

a: 0 to 19 employees

b: 20 to 99 employees

Table VI - 8
Economy-Wide Key Statistics:
2007 Camden County

2007 NAICS Code and Meaning	Meaning of Type of Operation or Tax Status Code	Year	Number of Establishments	Employer Value of Sales, Shipments, Receipts, Revenue, or Business Conducted (\$1,000)	Annual Payroll (\$1,000)	Number of Paid Employees for Pay Period Including March 12
31-33 Manufacturing	Total	2007	486	4,150,100	819,315	17,283
42 Wholesale trade	Merchant wholesalers, except manufacturers' sales branches and offices	2007	645	D	D	i
44-45 Retail trade	Total	2007	1,911	5,859,348	601,754	24,858
51 Information	Total	2007	176	N	D	h
53 Real estate and rental and leasing	Total	2007	457	575,667	118,032	3,080
54 Professional, scientific, and technical services	All establishments	2007	1,620	1,835,967	746,157	13,518
56 Administrative support and waste management and remediation services	Total	2007	726	1,075,427	501,786	16,146
61 Educational services	All establishments	2007	121	D	D	f
62 Health care and social assistance	All establishments	2007	1,580	3,701,129	1,521,474	35,383
71 Arts, entertainment, and recreation	All establishments	2007	152	146,372	41,001	2,088
72 Accommodation and food services	Total	2007	1,019	678,828	185,064	13,550
81 Other services (except public administration)	All establishments	2007	939	479,254	157,149	6,051

D: Withheld to avoid disclosing data for individual companies; data are included in higher level totals

N: Not available or not comparable

c: 100 to 249 employees

f: 500 to 999 employees

h: 2,500 to 4,999 employees

i: 5,000 to 9,999 employees

j: 10,000 to 24,999 employees

Source: U.S. Census Bureau, 2007 Economic Census, 2007 Economic Census of Island Areas, and 2007 Nonemployer Statistics, Camden County, Table EC0700A1.

Table VI - 9
Economy-Wide Key Statistics
2002 City of Gloucester City, NJ

2002 NAICS Code and Meaning	Meaning of Type of Operation or Tax Status Code	Year	Number of Establishments	Value of sales, shipments, receipts, revenue, or Business Conducted (\$1,000)	Annual Payroll (\$1,000)	Paid Employees for Pay Period Including March 12 (number)
42 Wholesale trade	Wholesale trade	2002	20	84,025	4,076	108
42 Wholesale trade	Merchant wholesalers, except manufacturers' sales branches and offices	2002	17	D	D	b
42 Wholesale trade	Manufacturers' sales branches and offices	2002	1	D	D	a
44-45 Retail trade	Total	2002	32	46,220	4,663	217
51 Information	Total	2002	3	N	D	b
53 Real estate and rental and leasing	Total	2002	7	8,000	980	30
54 Professional, scientific, and technical services	All establishments	2002	16	D	D	e
56 Administrative and support and waste management and remediation services	Total	2002	8	3,652	1,267	44
61 Educational services	All establishments	2002	2	D	D	b
62 Health care and social assistance	All establishments	2002	10	3,118	1,389	58
71 Arts, entertainment, and recreation	All establishments	2002	1	D	D	a
72 Accommodation and food services	Total	2002	26	7,784	2,301	160
81 Other services (except public administration)	All Establishments	2002	14	3,925	1,102	50

D: Withheld to avoid disclosing data for individual companies; data are included in higher level totals

N: Not available or not comparable

a: 0 to 19 employees

b: 20 to 99 employees

e: 250 to 499 employees

Source: 2002 Economic Census of the United States, Gloucester City, NJ, Table EC0200A1.

Table VI - 10
Economy-Wide Key Statistics
2002 Camden County

2002 NAICS Code and Meaning	Meaning of Type of Operation or Tax Status Code	Year	Number of Establishments	Value of sales, shipments, receipts, revenue, or Business done (\$1,000)	Annual Payroll (\$1,000)	Paid Employees for Pay Period Including March 12 (number)
31-33 Manufacturing	Total	2002	590 ^(r)	3,892,646 ^(r)	703,176 ^(r)	17,008 ^(r)
42 Wholesale trade	Wholesale trade	2002	859	6,495,060	479,171	11,534
42 Wholesale trade	Merchant wholesalers, except manufacturers' sales branches and offices	2002	761	3,989,932	422,819	10,288
42 Wholesale trade	Manufacturers' sales branches and offices	2002	27	D	D	f
44-45 Retail trade	Total	2002	1,959	4,797,754	511,562	23,896
51 Information	Total	2002	177	N	143,202	4,385
Real estate and rental and leasing	Total	2002	398	517,472	101,951	3,184
54 Professional, scientific, and technical services	All establishments	2002	1,644	1,813,095	726,057	15,243
56 Administrative support and waste management and remediation services	Total	2002	717	1,048,799	573,367	24,261
61 Educational services	All establishments	2002	95	D	D	f
62 Health care and social assistance	All establishments	2002	1,375	2,288,028	948,861	28,809
71 Arts, entertainment, and recreation	All establishments	2002	149	111,926	38,266	2,133
72 Accommodation and food services	Total	2002	893	528,833	143,392	11,949
81 Other services (except public administration)	All establishments	2002	971	447,220	138,948	6,304

D: Withheld to avoid disclosing data for individual companies; data are included in higher level totals

N: Not available or not comparable

(r): Revised

c: 100 to 249 employees

e: 250 to 499 employees

f: 500 to 999 employees

j: 10,000 to 24,999 employees

Source: 2002 Economic Census of the United States, Camden County, NJ, Table EC0200A1.

J. Occupation by Median Earnings, 2010-2014 City and County

Table VI-11 shows Occupation by Median Earnings in the Past 12 Months (In 2014 Inflation-Adjusted Dollars) for the Civilian Employed Population 16 Years and Over in the City and County. The median earnings estimate indicates City earnings (\$35,734) are less than the County (\$38,990). However, in several occupations the City earnings are higher than the County. These include Management, Business, Science and Arts Occupations (\$64,130 for the City versus \$61,004 for the County). Within this larger category, Management, Business and Financial Occupations; Education, Legal, Community Service, Arts and Media Occupations; and Healthcare Practitioner and Technical Occupations have higher earnings in the City than the County. City earnings are also higher than the County in Sales and Office Occupations, Production Occupations and Material Moving Occupations. Sales and Office Occupations employ the largest number of City earners with Service and Office Occupations second and Management, Business, Science and Arts Occupations third.

K. Occupation by Median Earnings, 2006-2010 City and County

Occupation by Median Earnings in the Past 12 Months (In 2010 Inflation-Adjusted Dollars) for the Civilian Employed Population 16 Years and Over is provided in Table VI-12. Sales and Office Occupations have the largest number of City earners with Management, Business, Science and Arts Occupations second and Service Occupations third. Table 12 shows that in a number of Occupations, City earnings are higher than in the County and some of these are significantly higher. These occupations include Computer, Engineering, and Science Occupations, Healthcare Practitioner and Technical Occupations, Protective Service Occupations, Construction and Extraction Occupations, Production Occupations and Materials Moving Occupations. The median earnings estimate for civilian employed population 16 years and over was lower for the City at \$35,762 versus \$38,080 for Camden County.

L. Industry and Median Earnings, 2010-2014, City and County

In Table VI-13, Educational Services, Health Care and Social Assistance is the industry with the most City earnings. Retail trade is second and Professional, Scientific, Management and Administrative and Waste Management Services is third, and Transportation and Warehousing and Utilities is fourth. The highest earnings in the City, however, are in Utilities, Information, Public Administration, Educational Services, Manufacturing and Construction occupations.

M. Industry and Median Earnings, 2006-2010, City and County

Table VI-14 provides the same type of information as Table 13 but for the 2006-2010 time period. The ranking of number of earners in each industry remains the same with Educational Services, Health Care and Social Assistance first, Retail Trade second, Professional, Scientific, Management and Administrative and Waste Management Services third, and Transportation and Warehousing and Utilities fourth. The highest earnings in the City, remains in Utilities but Real Estate and Rental Leasing is now second. Information, Public Administration, and Construction occupations generate median earnings over \$50,000 in the City.

Table VI - 11
Occupation by Median Earnings in the Past 12 Months
(In 2014 Inflation-Adjusted Dollars)
For The Civilian Employed Population 16 Years and Over
2010-2014 American Community Survey 5-Year Estimates
City of Gloucester City and Camden County, NJ

Subject	City of Gloucester City		Camden County	
	Estimate ¹	Median Earnings Estimate ¹	Estimate ¹	Median Earnings Estimate ¹
Civilian employed population 16 years and over	5,115	\$35,734	239,788	\$38,990
Management, business, science and arts occupations:	1,084	\$64,130	92,097	\$61,004
Management, business, and financial occupations:	380	\$70,156	34,015	\$67,706
Computer, engineering, and science occupations:	196	\$62,778	12,018	\$74,065
Education, legal, community service, arts, and media occupations:	337	\$51,689	29,668	\$47,488
Healthcare practitioner and technical occupations	171	\$81,553	16,376	\$64,913
Service occupations:	1,090	\$19,094	41,405	\$20,121
Healthcare support occupations	190	\$36,838	7,627	\$25,595
Protective service occupations	90	\$21,750	5,972	\$46,219
Food preparation and serving related occupations	293	\$19,234	12,209	\$14,067
Building and grounds cleaning and maintenance occupations	167	\$21,094	6,930	\$22,834
Personal care and service occupations	350	\$16,912	8,667	\$17,211
Sales and office occupations:	1,418	\$33,598	63,121	\$31,493
Sales and related occupations	446	\$19,348	26,091	\$26,533
Office and administrative support occupations	972	\$35,828	37,030	\$32,854
Natural resources, construction, and maintenance occupations:	618	\$42,344	17,008	\$44,774
Farming, fishing and forestry occupations	0	-	256	\$15,431
Construction and extraction occupations	418	\$42,288	9,822	\$42,813
Installation, maintenance, and repair occupations	200	\$52,604	6,930	\$48,244
Production, transportation, and material moving occupations:	905	\$37,039	26,157	\$29,955
Production occupations	274	\$51,875	10,042	\$32,094
Transportation occupations	305	\$21,328	9,796	\$31,783
Material moving occupations	326	\$39,808	6,319	\$23,873

An “-” following a median estimate means the median falls in the lowest interval of an open-ended distribution.

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates, Camden County and Gloucester City, NJ, Table S2401. ¹Estimates do not consider the Margin of Error of Data resulting from sampling variability.

Table VI - 12
Occupation by Median Earnings in the Past 12 Months
(In 2010 Inflation-Adjusted Dollars)
For The Civilian Employed Population 16 Years and Over
2006-2010 American Community Survey 5-Year Estimates
City of Gloucester City and Camden County, NJ

Subject	City of Gloucester City		Camden County	
	Estimate ¹	Median Earnings Estimate	Estimate ¹	Median Earnings Estimate
Civilian employed population 16 years and over	5,061	\$35,762	246,454	\$38,080
Management, business, science and arts occupations:	1,131	\$51,128	90,916	\$56,999
Management, business, and financial occupations:	539	\$51,921	33,672	\$63,682
Computer, engineering, and science occupations	85	\$96,250	12,336	\$70,085
Education, legal, community service, arts, and media occupations	360	\$42,721	28,240	\$46,019
Healthcare practitioner and technical occupations	147	\$63,000	16,668	\$57,371
Service occupations:	1,072	\$21,500	41,270	\$20,965
Healthcare support occupations	150	\$36,639	6,956	\$23,726
Protective service occupations	198	\$66,337	6,166	\$51,710
Food preparation and serving related occupations	256	\$12,500	12,784	\$14,812
Building and grounds cleaning and maintenance occupations	320	\$20,637	7,143	\$23,527
Personal care and service occupations	148	\$18,682	8,221	\$17,206
Sales and office occupations:	1,463	\$30,281	68,072	\$31,849
Sales and related occupations	484	\$29,375	28,206	\$30,922
Office and administrative support occupations	979	\$30,372	39,866	\$32,094
Natural resources, construction, and maintenance occupations:	530	\$51,926	18,225	\$43,192
Farming, fishing and forestry occupations	0	-	305	\$14,180
Construction and extraction occupations	313	\$53,250	10,857	\$42,223
Installation, maintenance, and repair occupations	217	\$51,571	7,063	\$46,456
Production, transportation, and material moving occupations:	865	\$34,097	27,971	\$28,646
Production occupations	298	\$45,217	11,880	\$33,238
Transportation occupations	294	\$26,667	9,698	\$33,875
Material moving occupations	273	\$26,435	6,393	\$18,681

An “-” following a median estimate means the median falls in the lowest interval of an open-ended distribution.

Source: U.S. Census Bureau, 2006-2010 American Community Survey, Camden County and Gloucester City, NJ, Table S2401. ¹Estimates do not consider the Margin of Error of Data resulting from sampling variability.

Table VI - 13
Industry and Median Earnings in the Past 12 Months
(In 2014 Inflation-Adjusted Dollars)
For The Civilian Employed Population 16 Years and Over
2010-2014 American Community Survey 5-Year Estimates
City of Gloucester City and Camden County, NJ

Subject	City of Gloucester City		Camden County	
	Estimate ¹	Median Earnings Estimate ¹	Estimate ¹	Median Earnings Estimate ¹
Civilian employed population 16 years and over	5,115	\$35,734	239,788	\$38,990
Agriculture, forestry, fishing and hunting, and mining:	5	-	522	\$23,641
Agriculture, forestry, fishing and hunting	0	-	443	\$21,788
Mining, quarrying, and oil and gas extraction	5	-	79	\$47,917
Construction	420	\$42,379	12,724	\$44,676
Manufacturing	394	\$48,452	17,657	\$46,393
Wholesale trade	148	\$40,600	7,506	\$41,368
Retail trade	764	\$24,107	30,034	\$22,179
Transportation and warehousing, and utilities:	492	\$37,885	13,911	\$43,447
Transportation and warehousing	457	\$33,750	12,288	\$40,411
Utilities	35	\$77,375	1,623	\$68,850
Information	77	\$73,194	4,925	\$54,982
Finance and insurance, real estate and rental and leasing:	263	\$35,509	17,527	\$51,078
Finance and insurance	163	\$31,518	13,529	\$55,507
Real estate and rental leasing	100	\$36,667	3,998	\$38,028
Professional, scientific, and management, and administrative and waste management services:	536	\$27,344	27,729	\$47,631
Professional scientific, and technical services	259	\$37,361	18,145	\$59,058
Management of companies and enterprises	0	-	280	\$66,667
Administrative and support and waste management services	277	\$22,939	9,304	\$29,637
Educational services, and health care and social assistance:	1,087	\$39,276	65,290	\$40,471
Educational services	433	\$50,532	24,291	\$44,872
Health care and social assistance	644	\$36,762	40,999	\$38,449
Arts, entertainment, and recreation, and accommodation and food services:	472	\$18,681	19,967	\$16,444
Arts, entertainment, and recreation	101	\$18,814	4,738	\$20,797
Accommodation and food services	371	\$18,523	15,229	\$15,507
Other services, except public administration	259	\$19,349	10,684	\$25,916
Public administration	198	\$58,043	11,312	\$64,608

An “-” following a median estimate means the median falls in the lowest interval of an open-ended distribution.

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates, Camden County and Gloucester City, NJ, Table S2403. ¹Estimates do not consider the Margin of Error of Data resulting from sampling variability.

Table VI - 14
Industry and Median Earnings in the Past 12 Months
(In 2010 Inflation-Adjusted Dollars)
2006-2010 American Community Survey 5-Year Estimates
For The Civilian Employed Population 16 Years and Over
City of Gloucester City and Camden County, NJ

Subject	City of Gloucester City		Camden County	
	Estimate ¹	Median Earnings Estimate	Estimate ¹	Median Earnings Estimate
Civilian employed population 16 years and over	5,061	\$35,762	246,454	\$38,080
Agriculture, forestry, fishing and hunting, and mining:	0	-	612	\$17,365
Agriculture, forestry, fishing and hunting	0	-	521	\$16,098
Mining, quarrying, and oil and gas extraction	0	-	91	\$68,672
Construction	352	\$53,314	14,276	\$43,266
Manufacturing	399	\$49,583	20,508	\$44,948
Wholesale trade	274	\$37,929	9,310	\$40,643
Retail trade	859	\$17,861	30,230	\$24,555
Transportation and warehousing, and utilities:	394	\$32,429	13,837	\$42,271
Transportation and warehousing	364	\$31,357	12,356	\$40,403
Utilities	30	\$71,154	1,481	\$68,899
Information	134	\$55,132	5,495	\$49,869
Finance and insurance, real estate and rental and leasing:	289	\$49,567	18,835	\$45,599
Finance and insurance	203	\$49,087	13,732	\$49,101
Real estate and rental leasing	86	\$58,393	5,103	\$37,413
Professional, scientific, and management, and administrative and waste management services:	450	\$20,022	28,895	\$46,743
Professional scientific, and technical services	251	\$37,958	19,104	\$57,023
Management of companies and enterprises	24	14,643	264	\$56,400
Administrative and support and waste management services	175	\$21,801	9,527	\$28,146
Educational services, and health care and social assistance:	925	\$36,467	62,128	\$39,695
Educational services	393	\$32,165	22,820	\$43,852
Health care and social assistance	532	\$37,029	39,308	\$37,085
Arts, entertainment, and recreation, and accommodation and food services:	404	\$19,313	19,575	\$17,470
Arts, entertainment, and recreation	97	\$19,073	4,436	\$25,830
Accommodation and food services	307	\$20,179	15,139	\$16,064
Other services, except public administration	237	\$21,913	11,024	\$26,015
Public administration	344	\$54,923	11,729	\$59,139

An “-” following a median estimate means the median falls in the lowest interval of an open-ended distribution.

Source: U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Estimates, Camden County and Gloucester City, NJ, Table S2403. ¹Estimates do not consider the Margin of Error of Data resulting from sampling variability.

N. Commuting Characteristics: 2010-2014, 2006-2010, City and County

Commuting Characteristics in the City and County for 2010-2014 are shown on Table VI-15 and for 2006-2010 the information is provided in Table VI-16. In the City and County, approximately three quarters or greater of workers drove alone in a car, truck or van. Less than 10% carpooled and less than 9% used public transportation, although a greater percentage of City workers used public transportation in the 2010-2014 period than in the 2006-2010 time period. Over 80% of workers work in New Jersey and approximately half of them work in their County of residence. The majority of workers leave home to go to work between 7:00 am and 7:29 am and travel less than 10 minutes to 20 to 24 minutes to work. The mean travel time for City residents increased from 22.1 minutes in 2006-2010 to 26.1 minutes in 2010-2014, Travel time for County residents remained relatively constant during the time periods.

O. Economic Outlook for the City of Gloucester City

The Delaware Valley Regional Planning Commission (DVRPC) prepared a County and Municipal-Level Employment Forecasts, 2010-2014 Map for the Tri-County region of Camden, Gloucester and Burlington Counties. An enlargement of that map is included as *Figure 47*. The map portrays a stagnant economic outlook for the City of only 25 jobs or a 0.6% increase in employment between 2010 to 2040. Meanwhile, Camden City to the north is projected to have an additional 3,974 jobs or a 7.7% increase between 2010 and 2040. The City needs to take a proactive approach to redevelopment to capitalize on and share in the forecasts for its northern neighbor.

Table VI - 15
Commuting Characteristics: 2010-2014
Workers 16 Years and Over
2006-2010 American Community Survey 5-Year Estimates
Camden County and Gloucester City, NJ,

Subject	City of Gloucester City	Camden County
	Estimate ¹	Estimate ¹
Workers 16 years and over	5,022	233,984
MEANS OF TRANSPORTATION TO WORK		
Car, truck, or van	84.1%	86.2%
Drove alone	75.0%	77.5%
Carpooled	9.1%	8.7%
In 2-person carpool	8.0%	7.0%
In 3-person carpool	0.8%	1.1%
In 4-or-more person carpool	0.3%	0.6%
Workers per car, truck, or van	1.06	1.06
Public transportation (excluding taxicab)	8.5%	7.7%
Walked	4.8%	1.9%
Bicycle	0.0%	0.2%
Taxicab, motorcycle, or other means	0.7%	0.8%
Worked at home	2.0%	3.2%
PLACE OF WORK		
Worked in state of residence	81.6%	80.3%
Worked in county of residence	54.0%	51.5%
Worked outside county of residence	27.5%	28.8%
Worked outside state of residence	18.4%	19.7%
Workers 16 years and over who did not work at home	4,923	226,468
TIME LEAVING HOME TO GO TO WORK		
12:00 a.m. to 4:59 a.m.	3.1%	3.4%
5:00 a.m. to 5:29 a.m.	3.4%	2.9%
5:30 a.m. to 5:59 a.m.	4.9%	4%
6:00 a.m. to 6:29 a.m.	8.5%	8%
6:30 a.m. to 6:59 a.m.	12.1%	9.7%
7:00 a.m. to 7:29 a.m.	16.1%	14.2%
7:30 a.m. to 7:59 a.m.	15.4%	12.8%
8:00 a.m. to 8:29 a.m.	8.3%	13.3%
8:30 a.m. to 8:59 a.m.	4.2%	6.9%
9:00 a.m. to 11:59 p.m.	24.0%	24.7%
TRAVEL TIME TO WORK		
Less than 10 minutes	15.6%	10.1%
10 to 14 minutes	16.3%	12.4%
15 to 19 minutes	18.3%	14.7%
20 to 24 minutes	14.6%	14.9%
25 to 29 minutes	5.7%	6.2%
30 to 34 minutes	9.2%	15.0%
35 to 44 minutes	6.7%	7.0%
45 to 59 minutes	5.0%	9.8%
60 or more minutes	8.6%	9.9%
Mean travel time to work (minutes)	26.1	27.9

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates, Camden County and Gloucester City, NJ, Table S0801. ¹Estimates do not consider the Margin of Error of Data resulting from sampling variability.

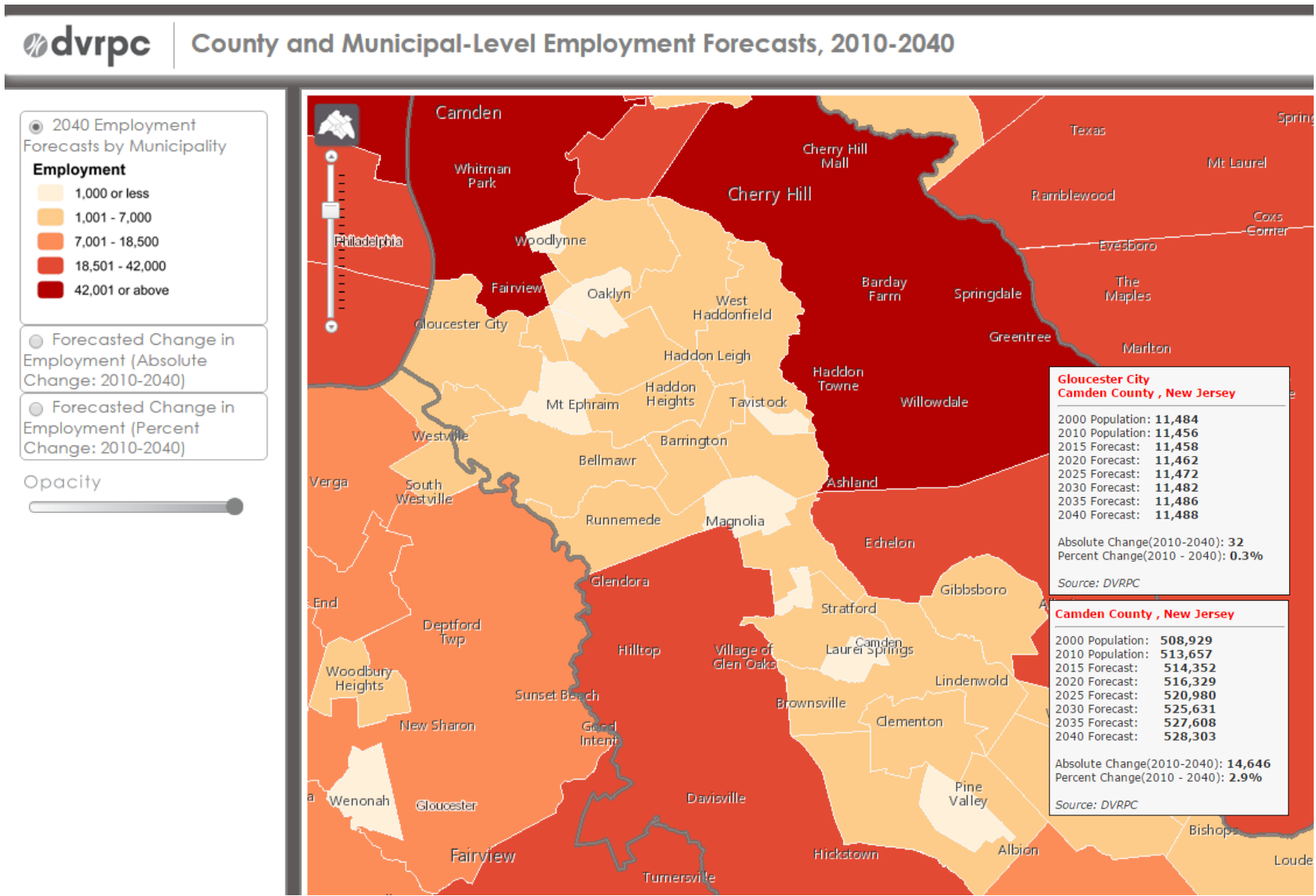
Table VI - 16
Commuting Characteristics: 2006-2010
Workers 16 Years and Over
2006-2010 American Community Survey 5-Year Estimates
Camden County and Gloucester City, NJ,

Subject	City of Gloucester City	Camden County
	Estimate ¹	Estimate ¹
Workers 16 years and over	4,958	239,660
MEANS OF TRANSPORTATION TO WORK		
Car, truck, or van	85.4%	85.7%
Drove alone	73.6%	75.9%
Carpooled	11.8%	9.9%
In 2-person carpool	9.4%	7.6%
In 3-person carpool	1.0%	1.3%
In 4-or-more person carpool	1.3%	1.0%
Workers per car, truck, or van	1.08	1.07
Public transportation (excluding taxicab)	6.2%	7.9%
Walked	4.0%	2.3%
Bicycle	0.4%	0.3%
Taxicab, motorcycle, or other means	0.8%	1.0%
Worked at home	3.2%	2.8%
PLACE OF WORK		
Worked in state of residence	83.8%	81.6%
Worked in county of residence	55.5%	52.8%
Worked outside county of residence	28.4%	28.8%
Worked outside state of residence	16.2%	18.4%
Workers 16 years and over who did not work at home	4,799	232,839
TIME LEAVING HOME TO GO TO WORK		
12:00 a.m. to 4:59 a.m.	3.8%	2.8%
5:00 a.m. to 5:29 a.m.	1.0%	2.5%
5:30 a.m. to 5:59 a.m.	3.1%	4.2%
6:00 a.m. to 6:29 a.m.	12.3%	8.7%
6:30 a.m. to 6:59 a.m.	9.6%	10.3%
7:00 a.m. to 7:29 a.m.	16.4%	14.7%
7:30 a.m. to 7:59 a.m.	11.8%	12.9%
8:00 a.m. to 8:29 a.m.	8.9%	12.7%
8:30 a.m. to 8:59 a.m.	8.6%	7.3%
9:00 a.m. to 11:59 p.m.	24.6%	23.8%
TRAVEL TIME TO WORK		
Less than 10 minutes	15.2%	12.1%
10 to 14 minutes	19.4%	12.8%
15 to 19 minutes	15.8%	14.6%
20 to 24 minutes	15.6%	14.4%
25 to 29 minutes	8.8%	6.4%
30 to 34 minutes	8.7%	13.9%
35 to 44 minutes	5.6%	7.5%
45 to 59 minutes	5.1%	9.2%
60 or more minutes	5.7%	9.0%
Mean travel time to work (minutes)	22.1	27.0

Source: U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Estimates, Camden County and Gloucester City, NJ, Table S0801.

¹Estimates do not consider the Margin of Error of Data resulting from sampling variability.

Figure 47. County and Municipal-Level Employment Forecasts, 2010-2014



VII. HISTORIC PRESERVATION PLAN ELEMENT

A. Introduction

The Historic Preservation Plan Element is intended to indicate the location and significance of historic sites and historic districts, identify the standards used to assess worthiness for historic site or district identification, and analyze the impact of each component and element of the master plan on the preservation of historic sites and districts.

The Historic Preservation Plan Elements contained in the 1985 and 1995 Master Plans provided an inventory of historic sites and districts. As a result of those plans, the City adopted a Historic District as shown on *Figure 23. City of Gloucester Historic Area* and a Historic District Ordinance. This plan element utilizes the 1985 and 1995 Master Plans Historic Preservation Plan Elements and the Historic Preservation Commission to revisit the current Historic District boundaries and approval processes.

In addition, the City is one of only 45 municipalities in the State that are listed as a New Jersey Certified Local Government by the New Jersey Department of Environmental Protection Historic Preservation Office. Inclusion in this program affords the Commission access to technical assistance through the State Historic Preservation Office, and inclusion as a “partner” with the State Historic Preservation Office in the review of any Section 106 applications (under the National Historic Preservation Act of 1966) made for projects within the City. Further, inclusion in this program permits the City and Commission to apply to the State Historic Preservation Office for grant funds to help develop special studies or reports pertaining to the history of the City or the historic district, undertake an intensive historic site inventory, development of a comprehensive educational program and numerous other outreach programs that could be sponsored by the Commission.

B. Historic Area

Gloucester City's history dates back to the 1620's when Dutch traders erected a trading post at Fort Nassau on Gloucester Point. Many years prior, Native Americans occupied and traded in the area. As a result, the City contains numerous historic and architecturally significant places, structures and neighborhoods. The City's Historic Area is generally situated along a portion of South King Street, South Burlington Street and Willow Street which run in a southwest to northeast direction. Cross streets included in the Historic Area include the following that run

*Historic Structure at
King and Burlington Streets*



in an southeast to northwest direction: Mercer, Middlesex, Hudson, Bergen, Monmouth, Somerset, Cumberland, Ridgeway, Market, Powell, Hunter, Orange and Water and Jersey and Ridge Avenues. Properties along the cross streets typically include Delaware waterfront properties in Blocks 48 and 76 or properties to the east of Ellis Street in Blocks 27, 33, 38 and 43 east to the first property to the east of South Burlington Street with the exception of Monmouth Street where the Historic Area extends eastward to Broadway. The Historic Area includes all or portions of Blocks 22-25, 27-30, 33-36, 38-41, 43-56, 59-60, 63-64, 69-71, 76-78, 83-84, 100.01 and 102 as shown on the City of Gloucester Historic Area map.

C. 1985 Master Plan

The 1985 Master Plan identifies a Goal of Shifting the Image of the City from an Industrial Town to a Desirable Residential Community. Objectives in order to achieve that goal include:

- Refurbish and beautify older homes and enforce codes.
- Preserve and accentuate historic structures.

In order to Refurbish and Beautify Older Homes and Enforce Codes, the following Means to achieve the Objective were identified:

- Identify and inventory homes of specific architectural periods;
- Develop specific exterior design and color guidelines for the exterior renovation of each architectural style;
- Develop a brochure to educate home owners and exterior remodeling contractors as to the most cost effective ways to achieve an appearance of exterior authenticity when remodeling each architectural style;
- Develop prototypical layouts for interior renovations of common architectural styles;
- Develop a brochure to educate home owners and interior remodelers how to achieve a cost effective and livable modern room layout for each architectural style; and
- Require conformity to exterior renovation guidelines as an eligibility criteria for participation in the State Loan Program.

As a Means to Achieve the Objective to Preserve and Accentuate Historic Structures, the following were identified:

- Identify, classify and inventory structures in the City according to architectural style and period;
- Designate one or more historic districts to encompass the bulk of the historic or architecturally significant structures;
- Develop appropriate exterior architectural design and renovation guidelines for the historic district(s);

- Form an historic district commission or committee to review all development and building permit applications within the historic district to facilitate conformity to the design/renovation guidelines;
- Educate building owners within each historic district as to the purpose, and mechanics of the program;
- Consider giving priority in the State Loan Program to those owners of historic or architecturally significant structures who are willing to renovate their exteriors in accordance with the guidelines;
- Give public recognition to owners who successfully follow the exteriors in accordance with the guidelines;
- Where possible, seek additional low interest funding to assist owners with their renovation work.

The City's 1985 Housing and Land Use Element analyzed the City into "Analysis Zones" from 1 to 17. Analysis Zone 2 was bounded by Ellis Street and the Delaware River on the west; Linden Street on the north; Willow Street and Jersey Avenue on the east; and what is now the southern limit of Proprietor's Park on the south.

Analysis Zone 2 contained several assets, the most outstanding of which was the historic nature of the area. Historic Mill Lot Houses, dating from approximately 1840 are at the northern end of the zone. These houses were built for employees of one of Gloucester's first factories. Almost the entire zone is from the pre-1900 era and had the potential for government and private cooperation directed at rehabilitating the area for mixed use historic renovation similar to Head House Square in Philadelphia or Main Street in Burlington City. It was at this time that the Master Plan recommended the City's Zoning Code be amended to provide for an Historic District for the entire zone. The Proposed Historic District Map in 1985 included areas south of Mercer Street between Ellis Street on the west and Burlington Street on the east. At Monmouth Street, the proposed Historic District included properties west to the River and south to Proprietor's Park, then east along Jersey Avenue and north on Burlington Street to its intersection with Mercer Street.

D. 1995 Master Plan

The 1995 Master Plan expanded upon the 1985 recommendations with an Historic Preservation Plan Element that identified an Existing Local Historic District similar to that proposed in 1985. A "History Loop" with markers was shown surrounding properties between King Street and Burlington Street from Jersey Avenue to Mercer Street. The area between King Street and Burlington Street from Mercer Street north to Linden Street was identified as a recommended addition to the local Historic District. The plan also outlined a larger area outlined as a potential boundary of a future National Register Historic District. The future National Register Historic District included the existing and proposed local district and areas east to Broadway, north of Division Street to Fifth Street and Sixth Street, then northwest to the Delaware River. The plan identified 56 Historically/Architecturally Significant Sites and Place Names. The plan also included a Preliminary Survey of Historic and Architecturally Significant Structures

and Sites and identified whether or not they were contained in the current Historic District. The Survey of Historic and Architecturally Significant Structures and Sites identified included the following:

<u>Site Name</u>	<u>Location</u>	<u>In Historic District</u>
West Jersey Railroad Station	701 Monmouth Street	No
Brown Street School	NW Corner Brown & Somerset	No
Stites House	830 Chambers	No
Three English Twin cottages	800-816 Chambers	No
Chambers Farmhouse	939 Paul	No
Brown's Row	801-831 Paul	No
Broadway School	126 North Broadway	No
Mill Manager House	NW Corner Broadway & Somerset	No
Friedman's Store	218 King Street	Yes
Twin Houses	213-215 South King Street	Yes
House	208 Market Street	No
House	26 North King Street	Yes
House	420 Monmouth Street	Yes
Judge Blandy's House	NW Corner Sussex & Monmouth	Yes
St. Mary's Rectory	West of Church on Monmouth	Yes
Camden Trust Bank	SE Corner Atlantic & Monmouth	Yes
Patrick Stewart's Commercial Bank	SE Corner Broadway & Monmouth	No
West House	512 Monmouth	Yes
St. Mary's Roman Catholic Church	SW Corner Atlantic & Monmouth	Yes
House	308 Broadway	No
Second Methodist Church	NW Corner 8th and Division	No
Bethany Evangelical Lutheran Church	241 South 4th	No
House	222 South 4th	No
Twin Houses	227-229 Cumberland	No
St. Mary's School	SW Corner Sussex & Cumberland	No
Episcopal Church of the Ascension	NE Corner Sussex & Ridgeway	No
St. Mary's Convent	NE Corner Sussex & Ridgeway	No
Rowhouses	104-108 South Sussex	No
Costello School	NE Corner Joy & Cumberland	No
Rowhouses	116-118 South King	Yes
Rowhouses	207-213 Cumberland	Yes
First Methodist Church	309 Monmouth	Yes
West House	SW Corner Sussex & Monmouth	Yes
Rowhouses	215-221 Monmouth	Yes
Methodist Parsonage	307 Monmouth	Yes

<u>Site Name</u>	<u>Location</u>	<u>In Historic District</u>
First Methodist Church	309 Monmouth	Yes
A. J. Green House	SE Corner King & Monmouth	Yes
Security Trust	SW Corner King & Monmouth	Yes
Old Telephone Exchange	10 South King	Yes
First Presbyterian Church	NE Corner Burlington & Monmouth	Yes
House	318 Monmouth	Yes
Rowhouses	12-20 S. Burlington	Yes
House	314 Monmouth	Yes
First Baptist Church	SE Corner Sussex & Monmouth	Yes
Waterworks Building	NE Corner Johnson & Hudson	No
Gloucester Heights Methodist Church	301 Nicholson	No
Dobbs Farmhouse	409-411 Highland	No
Highland Park Methodist Church	601 Nicholson	No
Blackwood's Farmhouse	1634 Market	No
Highland Park School	SW Corner Park & Highland	No
7 Up Bottling Company	SW Corner Broadway & Ferry	No
Party Hut	SE Corner Broadway & Market	No
Cook's Bungalow	162 Broadway	No
Quigley's Lumberyard	NE Corner Railroad & Market	No
Millard Memorials	864 Market	No
Dooley's Tavern	SW Corner Broadway & Cumberland	No
Post Office	SW Corner Broadway & Ridgeway	No
Mill Blocks	W of King, between Mercer & Hudson	Yes
Stores	104 North King	Yes
Stores	100-102 North King	Yes
Washington Hotel	103 Hudson	Yes
City Hall & Fire Building	313 Monmouth	Yes
House	506-508	No
Gary Bee's Tavern	157 Burlington	Yes
House	NW Corner Broadway & Mercer	No

E. New Jersey and National Registers of Historic Places

In 1995, the Master Plan stated there were no properties in the City listed on the State or National Registers of Historic Places. The Master Plan indicated that some properties such as the Mill Blocks, Judge Blandy House, Railroad Station, City

Historic City Waterworks Building



Waterworks, and the Dobbs and Blackwood farmhouses were individually eligible for listing.

The current New Jersey and/or National Register of Historic Places includes a number of Historic or Prehistoric sites listed below. A number of the sites listed do not contain addresses.

- Joseph Ellis Homestead Site
- Gloucester City Native American Archaeological Historic District
- Gloucester City Mill Blocks (Ellis, King, Hudson, and Mercer Streets)
- Gloucester City Water Works (Johnson Boulevard at the foot of Gaunt Street)
- Gloucester City Water Works Engine House (Johnson Boulevard at foot of Gaunt Street)

Historic Mill Homes



- 401 Monmouth Street
- Prehistoric Archaeological Site
- Prehistoric-Historic Occupation Site
- St. Mary's Roman Catholic Church (Monmouth and Atlantic Street)
- Three Timber Crib Wharves
- U. S. Coast Guard Training and Immigration Detention Center (King Street at Cumberland Street)
- Walt Whitman Bridge (Sherman Street and N. Railroad-also located in Camden City)

F. Historic District Ordinance

Gloucester City's Historic District was established in 1985 and is regulated under Article VII of the Development Ordinance. The purpose of the Ordinance is to:

- Safeguard the heritage of the City of Gloucester City by preserving that part of the City which reflects elements of its cultural, social, economic and architectural history;
- Preserve the integrity of design of the 18th, 19th and early 20th century buildings and streetscapes within the Historic District;
- Preserve historic and architecturally significant buildings;
- Maintain and improve property values;
- preserve and promote the Historic District as an essential element of municipal character and identity, as an important factor in the economy of the City and the property values therein
- Foster civic pride;
- Promote the use of the District for education, pleasure and welfare of the citizens of the City and its visitors;

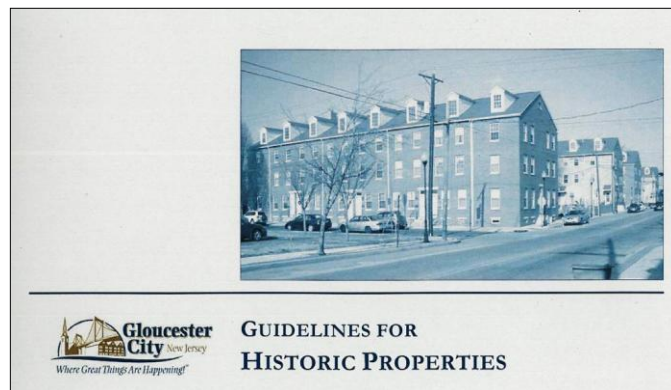
- Assure that construction, alterations, repairs, replacements such as lighting, fences, walkways, signs, color and landscaping are compatible with the City's historic, cultural, aesthetic and architectural heritage.

The Historic District Ordinance establishes the Historic Preservation Commission, its powers and responsibilities, review procedures for applications, standards for review of applications, design criteria, descriptions of styles and checklists of exterior design elements, guidelines for interpretation, additions to the Historic District, criteria for designations, signs, historical marker signs, and enforcement.

G. Design Guidelines

An August, 2008 publication entitled, "Design Guidelines," A Guide for Maintaining and Rehabilitating Historic Buildings and Settings, was prepared by Preservation Design Partnership in collaboration between the City's Urban Enterprise Zone and Historic Preservation Commission in order to enhance the visual aesthetics in the City's commercial and historic districts. The document was funded by a Smart Future grant provided by the New Jersey Department of Community Affairs (NJDCA). "Design Guidelines" provides guidelines for Historic Properties, Exterior Maintenance, Roofing, Exterior Woodwork, Masonry and Stucco, Wood Windows and Doors, Additions and New Construction, Landscape Elements, Storefronts, Signs and Awnings, and the UEZ (Urban Enterprise Zone). Design Guidelines is an excellent resource for property maintenance, repairs and replacement, alterations and renovations, adaptive reuse, additions and new construction, demolition, or moving structures.

Gloucester City Guidelines for Historic Preservation



H. Issues and Threats

The 1995 Master Plan identified two major threats to the protection of historic resources in the City. These are economic constraints of local property owners and inappropriate development in the historic district. These economic concerns of historic property owners are not unique to Gloucester City; they are commonly heard in most historic urban areas at the preliminary stages of revitalization. However, in Gloucester City, the concerns identified in the 1995 Master Plan still remain a concern. The 1995 Master Plan recommended expanding the Historic Preservation Zone but the 2016 Master Plan Sub-Committee initially recommended the Historic District Area be reduced in size.

I. Recommendations

1. The Historic Preservation Commission should conduct an inventory of all of the buildings and structures within the designated historic district if this has not previously or recently been performed. This will permit the Commission and the City to determine:
 - What buildings and structures should remain from the 1995 Preliminary Survey of Historic and Architecturally Significant Structures and Site inventory.
 - What condition these structures and buildings are in.
 - What new intrusions have been constructed during the intervening time period.
 - What classification all of the buildings and structures should be given based upon this new information, if a Tier System (described below) is adopted.
 - Where or if there is any justifiable need for an adjustment to the boundaries of the locally designated historic district.
2. The Commission should conduct an inventory of the remainder of the City, again, if this has not previously or recently been performed. Such an inventory would provide the Commission and other City agencies with information on:
 - What buildings, structures, sites or districts in the area of the city (outside of the locally designated historic district) would qualify for designation as having architectural and/or historic significance.
 - Whether any of those buildings, structures, site or districts are immediately adjacent to the existing historic district and if those should then be incorporated into that district.
3. Based upon the information obtained from the new inventory of the neighborhoods within the existing historic district, it is recommended that the Historic Preservation Commission develop a tier system for the review of rehabilitation, restoration and renovation projects proposed within these areas.

The establishment of a tier system would accomplish a number of objectives. First, in neighborhoods that have experienced the physical decline of buildings and structures, a less restrictive rating in a lower tier

category would permit property owners to allocate limited available resources into compliance efforts in a cost effective manner.

With a tier system in place, tier standards could factor in, where declining neighborhoods find themselves at present, the use of carefully applied, but less restrictive standards, that would ultimately help bring that area into a higher or more restrictive category. Any tier system could have a ‘sunset’ clause, possibly of five years, which would require a full reassessment and the possibility of the application of new tiers as improvements are made.

The least restrictive tier would be designated as “Tier 3” and employ the least restrictive standards. “Tier 2: would have moderately restrictive standards, while “Tier 1” would be the most restrictive using current and updated standards. Obviously, all efforts would go to ultimately have all neighborhoods in the historic district brought up to a “Tier 1” classification.

239 Monmouth Street Renovations



would receive appropriate treatments regardless of where they are located in the community. These buildings or structures could serve as an “anchor” within a given neighborhood or tier.

An additional component to a “tier system” would also include a tier rating for specific buildings or structures within a given classification. For example, there may be a building or structure in a Tier 3 neighborhood that would be designated as a, “anchor” or “key” property because of the historic or architectural importance and/or physical condition. This would ensure that special buildings or structures

Further, the tier system could be used to address issues pertaining to demolition or redevelopment in the most critical or needy neighborhoods. Obviously, a Tier 1 neighborhood or section, as well as “anchor” or “key” buildings or structures, would maintain the same standards when considering demolition that currently exist. However, a Tier 2 classification would contain slightly modified requirements, while a Tier 3 rating would have still further modifications to the existing requirements.

The tier system should also be closely coordinated with the development and implementation of any existing or proposed design guidelines that may be developed or modified for the historic district by the City or the Commission.

4. The City Historic Preservation Commission should become involved and familiar with the strategies for implementation of code enforcement as it relates to the existing housing stock within the historic district. This will be a critical matter, especially if Commission is going through the development of the new tier system ordinance, as recommended.
5. The Guidelines developed in collaboration between the Gloucester City Urban Enterprise Zone and the Gloucester City Historic Preservation Commission should always be consulted for recommendations and examples of proper rehabilitation and restoration techniques and materials, particularly for redevelopment and enhancement of the Business District facades and signage.
6. The Historic Preservation Commission should develop a comprehensive educational outreach program within the City. Education of the community about the need to preserve the rich and diverse cultural heritage that still exists here is critical to the future of Gloucester City. Another outreach component that is very critical is to address the informational needs of the individual property owners. The outreach to property owners should not be limited to the Historic District, rather, it should be more broadly based to reach all owners of homes and businesses that were built from just after World War II and earlier.

These outreach programs should include, but not be limited to: published fliers geared to each of the targeted population; illustrated lectures; hands-on demonstrations and seminars on the numerous preservation, rehabilitation and restoration techniques that would help home and commercial property owners alike. These seminars can also showcase some of the new and ever expanding number of materials that can be used on a historic building, while still maintaining the proper appearance of the structure.

Yet another part of a comprehensive outreach program could be to develop a series of articles that could run in the local newspapers. These articles could address a wide variety of historical facts about the City, including historic images. Historical information could also be placed in the official newsletters that the City sends to property owners. The Commission should explore as many avenues as possible for disseminating information that will help educate the public and taxpayers of the City about the importance of saving and restoring the historic buildings and structures that are the tangible remains of Gloucester City's historic past.

VIII. EDUCATIONAL FACILITIES PLAN ELEMENT

A. Purpose

The Educational Facilities Plan Element of the Master Plan incorporates the purposes and goals of the "Long-Range Facilities Plan" required to be submitted to the Commissioner of Education by a school district pursuant to section 4 of P. L. 2004, c.272 (C.18A:7G-4). This Educational Facilities Plan Element provides a review of existing and proposed Gloucester City Schools, proposed improvements to existing and proposed schools, enrollment comparisons and enrollment data, facility efficiency standards and district practices capacity, and functional capacity.

B. Existing Schools and Administrative Facilities

Total Spending in Gloucester City Schools for 2013-2014 was \$50,923,997. Average Daily Enrollment plus Sent Pupils was 2,150.5 for a cost or total spending of \$23,680.00 per pupil.

The Gloucester City Public Schools consist of the following existing or proposed educational or administrative facilities:

1. Cold Springs School (Pre K through Grade 3)

1194 Market Street, Block 221.01, Lot 1
Gloucester City, NJ 08030

Cold Springs School originally contained 117,000 square feet of Grades K to 3 educational space and was opened in 1995. An addition containing a 44,294 square foot Early Childhood Center was opened in 2005. Cold Springs contains fifty-six classrooms in 161,294 square feet of space. The School is situated on a 16.05 acre parcel on Market Street (County Route 634) to the northeast of U.S. Route 130.

Cold Springs School, 1194 Market Street, Gloucester City



2. Mary Ethel Costello School (Grades 4-6)

520 Cumberland Street, Block 62, Lot 1
Gloucester City, NJ 08030

Mary Ethel Costello School contains 59,000 square feet of space. The last addition to the school was constructed in 1923. As of August 2017, the school has closed for students.

The property is 1.14 acres in size and is located on Cumberland, Joy, Atlantic and Ridgeway Streets.

Aerial View of Cold Springs School.

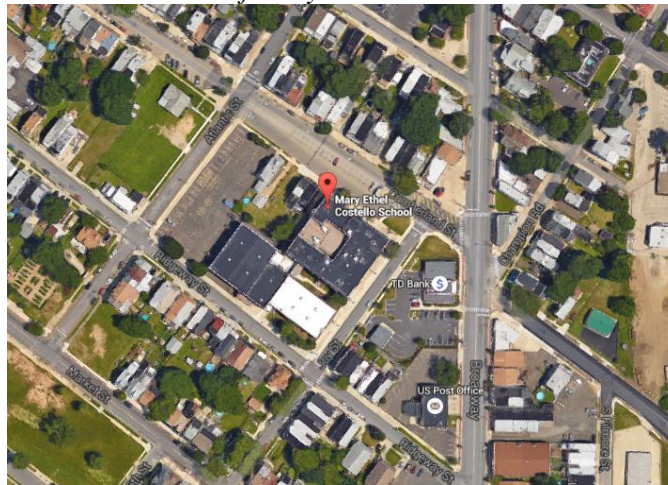


2016 Google Map

Mary Ethel Costello School



Aerial View of Mary Ethel Costello School



2016 Google Map

3. Gloucester City Junior-Senior High School (Grades 7-12)

1300 Market Street, Block 222, Lot 6
Gloucester City, NJ 08030

The Junior-Senior High School contains 147,868 square feet of space and opened in 1960. District Central offices will be relocated to the High School by 2018 once the New Elementary/Middle School opens. Renovations to the High School to accommodate staff will occur once Grades 7 and 8 are relocated to the new School in September, 2017. The school site is 32.70 acres in size.



Junior-Senior High School Aerial View and School Sign



2016 Google Map

An additional Board of Education property is situated on Block 285.04, Lot 1 to the southwest of the Junior-Senior High School site as shown on the 2016 Aerial View. The 10.43 acre parcel is wooded and located within the floodplain and wetlands adjacent to Little Timber Creek.

4. Highland Park (School Closed)

940 Highland Boulevard, Block 264.01, Lot 8
Gloucester City, NJ 08030

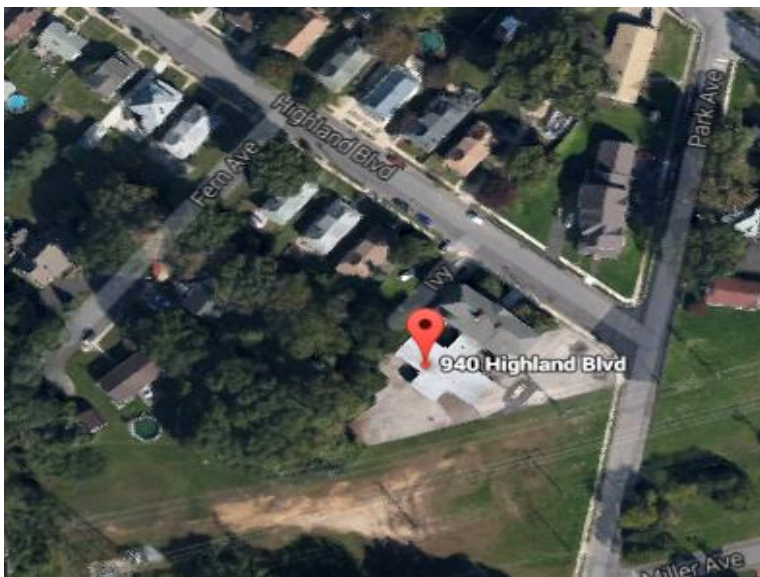
Highland Park School

Highland Park contains 13,367 square feet of space. The 2013-2014 NJ Department of Education, School Performance Report indicated that the Highland Park Program for success was relocated to the High School and continues to address the needs of selected students through the alternative educational process. Highland Park is offline as a school as approved by the Department of Education. The Board of Education is discussing transferring the building to the City of Gloucester City at no cost.



The property is 0.59 acres in size and is located on Highland Boulevard between Ivy Avenue and the PSE & G high tension electric transmission lines.

Aerial view of Highland Park School



2016 Google Map

5. New Elementary/Middle School (Grades 4-8)

500 Market Street, Block 73, Lot 6; 80, Lots 1, 13, 22 & 39; Block 86, Lots 1, 6 & 14; Part of Block 94.01
Gloucester City, NJ 08030

The New Elementary/Middle School opened for students in September, 2017. With the opening of the New Elementary/Middle School, Mary Ethel Costello School will close for students in August, 2017. The school is located between Fifth and Sixth Streets and Market Street and Jersey Avenue. Powell, Hunter, and Division Streets are no longer through streets and have been consolidated into the New Elementary/Middle School property. Block 73 contains 1.27 acres; Block 80 contains 2.33 acres; Block 86 contains 2.41 acres and a portion of Block 94.01 that is part of the school property contains approximately 0.5 acres of land. The New Elementary/Middle School will contain approximately 7.8 acres. The school will be 122,000 square feet in size and contain the following amenities:

Instructional Area

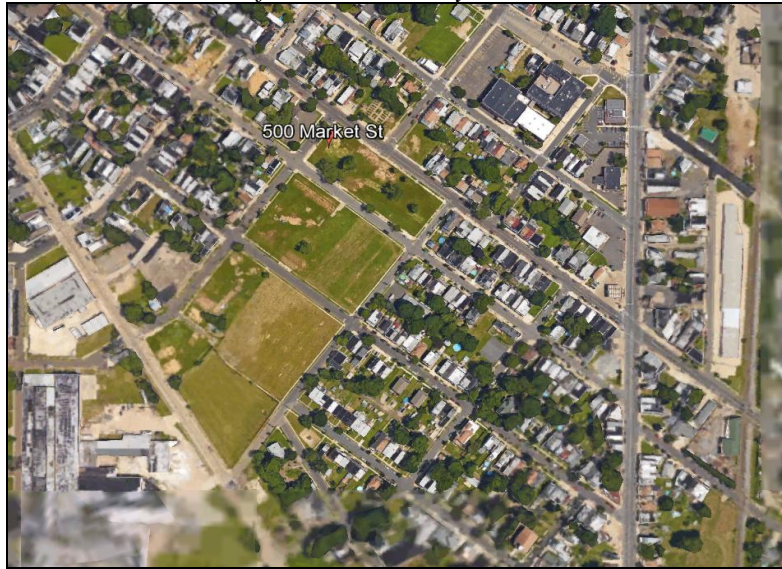
- 27 General Classrooms
- 8 Self Contained Special Education Rooms
- 2 Art Rooms
- 1 Technology Lab
- 1 Music Room
- 2 Teacher Work Rooms
- 4 Offices
- 2 Materials Storage Rooms
- 2 Science Labs
- 1 Science Demonstration Room
- 7 Small Group Instruction Rooms (Speech, Occupational Therapy/Physical Therapy, Autistic, SGI's)



Large Group Area

- 1 Cafetorium/Auxiliary Gym Area
- 1 Stage/Instrumental Music
- 4 Storage Rooms (Chairs, Tables, Supplies)
- 1 Kitchen
- 1 Faculty Dining
- 1 Gymnasium
- 2 Locker Rooms/Showers/Lavatories
- 2 Physical Education Offices
- 2 Gym Storage Rooms
- 1 Music Room, Storage and Office
- 1 Building Support Services-Custodial Supervisor, Lockers, Receiving, Storage, 2nd Command Center

Aerial View of New Elementary/Middle School Site



Outside Areas

- Synthetic Track and Turf Field Inside Track; Concrete Pad for Bleachers
- Outside Learning Courtyard - WiFi Area, Weather Station, Gardens for Each Class, Learning Area, Covered Picnic Table Area, Math Learning Area, Exterior Lavatory
- Playground for 4-5 Grade Students; Basketball Courts for Junior High and 4-5 Grade Students
- Covered Walk Between Large Group Area and Instructional Areas
- Emergency Access Paved Area
- Outside Teacher Dining Area
- Parking for 142 Vehicles-Secured Access; Plus Lot on 5th Street
- School Signs on Market Street and Jersey Avenue
- Parent Drop Off Area, Bus Entrance and Parking Lot Access - 5th and Jersey
- Deliveries - 5th Street

Core Area

- Main Entrance
- Emergency Control Center (Security)
- Main Office
 - Principal Office, Reception, Secretary, Conference Room, Staff Lavatories, Supply and Record Storage
- Media Center
 - Book Stacks, Workroom, Office, Conference, Storage
- Student Services
 - Reception, Secretary, CST Offices (4), 2 Offices, Conference Room, Testing Room, Guidance Office
- Computer Lab
- Nurses Office
- Life Skills/Community Room

C. Long Range Facilities Plans

The most recent Approval of Long-Range Facilities Plan (LRFP) Major Amendment was obtained for the Gloucester City School District from the New Jersey Department of Education website. The Amended Approval letter is dated August 12, 2014 and it amends the prior September 12, 2007 Long-Range Facilities Plan Final Determination. The information contained in items 1 through 7 below was provided from the Summary of the Long-Range Facilities Plan, as amended August 12, 2014 unless otherwise indicated.

1. Inventory Overview

The Summary of the Long-Range Facilities Plan, as Amended August 12, 2014, contains Table VIII-1. Inventory Summary, in which five Existing Sites and four Proposed Sites are listed. Two Existing and one Proposed Site contain no Instructional Buildings. Table VIII-1 also contains three Existing and three Proposed School Buildings for Instruction and one Standalone Administrative Building. The Department of Education (DOE) states that incomplete school facility projects that are under construction or are funded by the New Jersey Schools Development Authority (NJ SDA) are represented as “existing” in the LRFP so the New Upper Elementary/Middle School is identified as an existing Site.

Table VIII - 1. Inventory Summary	Existing	Proposed
Sites:		
Total Number of Sites	5	4
Number of Sites with no Buildings	0	0
Number of Sites with no Instructional Buildings	2	1
Schools and Buildings:		
Total Number of Schools (Assigned DOE School Code)	3	3
Total Number of Buildings for Instruction	3	3
Total Number of Administrative Buildings (Standalone)	1	1

2. K-12 Enrollment

Kindergarten to Grade 12 Enrollments for 2013-14 and five year projected enrollments are included in Table VIII-2. K-12 Enrollment Comparisons.

Table VIII - 2. K-12 Enrollment Comparison

	2013-2014 Enrollments	District Projected Enrollments
Grades PK*	228	252
Grades K-5*	890	925
Grades 6-8*	377	421
Grades 9-12*	559	542
District PK-12 Totals	2,054	2,140
<i>*Includes Special Education</i>		

3. Facility Efficiency Standards (FES) and District Practices Capacity

The proposed room inventories for each school were analyzed to determine whether the LRFP provides adequate capacity for the proposed enrollments.

A capacity utilization factor in accordance with the FES is included in both capacity calculations. A 90% capacity utilization rate is applied to classrooms serving grades K-8. An 85% capacity utilization rate is applied to classrooms serving grades 9 to 12. No capacity utilization factor is applied to preschool classrooms.

Table VIII-3 provides a summary of proposed enrollments and District-wide capacities.

Table VIII - 3. Proposed Enrollments and Capacity Summary

	Proposed Enrollment	Proposed FES Capacity	Deviation*	Proposed District Practices Capacity	Deviation*
Preschool (PK)	252	344.56	92.56	253.08	1.08
Elementary (K-5)	925	850.50	-74.50	927.20	2.20
Middle (6-8)	421	353.70	-67.30	420.02	-0.98
High (9-12)	542	492.84	-49.16	720.80	178.80
District Totals	2,140	2,041.6	-98.40	2,321.10	181.10

**Positive numbers signify surplus capacity; negative numbers signify inadequate capacity. Negative values for District Practices capacity are acceptable if proposed enrollments do not exceed 100% capacity utilization.*

The 2014 LRFP Summary concluded that:

- The District has adequately coordinated proposed school capacities and enrollments in the LRFP for grade groups with proposed new construction.
- Adequate justification has been provided by the District if capacity for a school with proposed work in the LRFP deviates from the proposed enrollments by more than 5%.

4. Functional Capacity and Unhoused Students Prior to Proposed Work

Functional Capacity was calculated and compared to proposed enrollments to provide a preliminary estimate of Unhoused Students and new construction funding eligibility. Functional Capacity is the adjusted gross square feet of a school building (*total gross square feet minus excluded space*) divided by the minimum area allowance per Full-time Equivalent student for the grade level contained therein. Unhoused Students is the number of students projected to be enrolled in the District that exceeds the Functional Capacity of the District's schools.

“*Excluded Square Feet*” in the LRFP Functional Capacity calculation includes (1) square footage exceeding the FES for any pre-kindergarten, kindergarten, general education, or self-contained special education classroom; (2) grossing factor square footage (*corridors, stairs, mechanical rooms, etc.*) that exceeds the FES allowance, and (3) square feet proposed to be demolished or discontinued from use. Excluded square feet may be revised during the review process for individual school facilities projects.

Table VIII-4 provides a preliminary assessment of Functional Capacity, Unhoused Students, and Estimated Maximum Approved Area for the various grade groups in accordance with the FES.

Table VIII - 4. Functional Capacity and Unhoused Students Prior to Proposed Work

	A Proposed Enrollment	B Estimated Existing Functional Capacity	C = A-B Unhoused Students	D Area Allowance (gsf/students)	E = C x D Estimated Maximum Approved Area for Unhoused Students
Preschool (PK)	252	304.19	0.00	125.00	0.00
Elementary (K-5)	925	1094.10	0.00	125.00	0.00
Middle (6-8)	421	472.50	0.00	134.00	0.00
High (9-12)	542	968.66	0.00	151.00	0.00
District Totals	2,140	2,839.45			

The LRFP Summary concluded that the calculations for “Estimated Existing Functional Capacity” includes incomplete school facilities projects that are under construction and/or funded by the New Jersey School Development Authority.

5. Proposed Work

The District was instructed to review the condition of its facilities and sites and to propose corrective “*system*” and “*inventory*” actions in its LRFP. “*System*” actions upgrade existing conditions without changing spatial configuration or size. Examples of system actions include new windows, finishes, and mechanical systems. “*Inventory*” actions address space problems by removing, adding, or altering sites, schools, buildings and rooms. Examples of inventory actions include building additions, the reconfiguration of existing walls, or changing room use.

Table VIII-5 summarizes the type of work proposed in the District’s LRFP for instructional buildings that are proposed to be maintained. The 2014 LRFP Summary concluded that the District has proposed systems work in one or more instructional buildings.

Table VIII - 5. Proposed Schools and Scope of Work

School Name	Proposed Grades	Proposed Scope of Work
Cold Springs	PK-3	Systems
New Upper Elementary/Middle	4-8	Site upgrades (lighting, tree removal, signs, etc.)
Gloucester City High School	9-12	Systems; Room reassignments

Table VIII-5.1 provides additional information on specific action items, year and estimated costs for Cold Springs, Mary Ethel Costello, the New Upper Elementary/Middle School and the High School. The information in Table 5.1 was provided on 10/8/2015 by John Kenny, Gloucester City Facilities Director.

Table VIII - 5.1. Action Descriptions, Year and Estimated Costs By School

<u>Cold Springs School Action Description</u>	<u>Year</u>	<u>Estimated Cost</u>
Carpet Replacement-Hallways	2017-18	\$175,000.00
HVAC Room Unit Replacement	2016-17	\$500,000.00
Humidity Controls, Front End Replacement	2017-18	\$500,000.00
ECC ¹ Playground Equipment Replacement	2016-17	\$ 15,000.00
ECC ¹ Playground Equipment Replacement	2017-18	\$ 15,000.00
ECC ¹ Playground Surface Repair	2018-19	\$ 30,000.00
Replace Flooring (4) Rooms	2016-17	\$ 20,000.00
Replace Flooring (4) Rooms	2017-18	\$ 20,000.00
Sidewalk Replacement	2017-18	\$ 15,000.00
Message Sign Replacement	2016-17	\$ 15,000.00

¹ ECC = Early Childhood Center

<u>Mary Ethel Costello School Action Description</u>	<u>Year</u>	<u>Estimated Cost</u>
Repair Kitchen Floor	2016-17	\$ 10,000.00

<u>New Middle School Action Description</u>	<u>Year</u>	<u>Estimated Cost</u>
(2) School Message Signs*	2017-18	\$ 35,000.00
Bleachers for Athletic Fields*	2017-18	\$100,000.00
Fencing for 5th/Market Lot*	2017-18	\$ 25,000.00
Sidewalk Lighting along 5th and 6th Streets*	2017-18	\$ 20,000.00

**The Schools Development Administration advised the District that these items will not be part of the Construction Contract.*

<u>High School Action Description</u>	<u>Year</u>	<u>Estimated Cost</u>
Renovate Classroom and Office Space Required Due to New Middle School Move	2017-18	\$150,000.00
Emergency Access Road Paving	2016-17	\$ 75,000.00
Turf Athletic Field Area	2018-19	\$750,000
Repair Asphalt Path-North Side of Track	2016-17	\$ 35,000.00
Replace Light Fixtures in Classrooms (Reduce Cost-9 Rooms Not Finished by SDA)	2016-17	\$ 30,000.00
Replace Existing Asbestos Floor Tiles-4 Rooms	2017-18	\$ 25,000.00
Security System Upgrade	2017-18	\$ 35,000.00

6. Functional Capacity and Unhoused Students After Completion of Proposed Work

The *Functional Capacity* of the District's schools *after* completion of the scope of work proposed in the LRFP was calculated to highlight any remaining Unhoused Students. Table VIII-6 provides a preliminary assessment of the proposed work.

Table VIII - 6. Functional Capacity and Unhoused Students After Completion of Proposed Work

	Estimated Maximum Approved Area for Unhoused Students	Total Proposed New GSF	Proposed Functional Capacity after Construction	Unhoused Students after Construction	Estimated Maximum Area for Unhoused Students Remaining
Pre-Kindergarten	0.00	0	304.19	0.00	0.00
Elementary (K-5)	0.00	0	1,094.10	0.00	0.00
Middle (6-8)	0.00	0	472.50	0.00	0.00
High (9-12)	0.00	0	968.66	0.00	0.00
District Totals		0	2,839.45		

The assessment concluded that the District will not have Unhoused Students after completion of proposed work.

7. Proposed Room Inventories and the Facilities Efficiency Standards

The District's proposed room inventories for instructional buildings, or programmatic models, were evaluated to assess general educational adequacy and compliance with the FES area allowance. The LRFP Summary concluded that the District is not proposing school(s) that will provide less square feet per student than the FES allowance and that the District is proposing school(s) that exceed the FES square foot per student allowance.

D. School Enrollment

School Enrollment by School, Grade and Year was obtained from the New Jersey Department of Education, NJ School Performance Reports. Tables VIII-7 and VIII-8 show enrollment for various time periods as indicated.

Table VIII - 7. School Enrollment, 2009 to 2015.

	School Enrollment, 2009 - 2015						
School		2014- 2015	2013- 2014	2012- 2013	2011- 2012	2010- 2011	2009- 2010
Cold Springs School	PreK	270	235	244	277	251	247
	K	129	166	158	141	146	165
	1	170	166	142	143	143	128
	2	151	137	132	128	110	155
	3	130	138	124	110	141	149
Mary Ethel Costello School	4	134	118	98	114	123	105
	5	119	104	116	119	103	140
	6	99	118	121	97	133	124
Junior-Senior High School	7	109	114	103	118	116	106
	8	100	92	119	112	105	98
	9	114	142	129	135	125	172
	10	143	126	135	143	157	146
	11	137	129	132	144	123	141
	12	117	129	132	111	135	155
	Ungraded	142	141	142	158	132	84
		2,064	2,055	2,027	2,050	2,043	2,115

Source: NJ DOE website, DOE Data, 2009 to 2015 Enrollments.

Table VIII - 8. Enrollment By School, 2010-2014.

Enrollment By School, 2010-2014	
Cold Springs	
2010-2011	833
2011-2012	842
2012-2013	833
2013-2014	876
Mary Ethel Costello	
2010-2011	386
2011-2012	374
2012-2013	377
2013-2014	375
Junior/Senior High School	
2010-2011	824
2011-2012	834
2012-2013	817
2013-2014	804

Source: NJ DOE website, NJ School Performance Reports, 2011-2012, 2012-2013, 2013-2014.

IX. INTERRELATIONSHIPS OF PLAN TO MUNICIPAL, COUNTY, STATE PLANS

A. Introduction

Gloucester City's Master Plan and Zoning Districts were reviewed in relationship to adjoining municipalities that include Camden City, Haddon Township, Mt. Ephraim Borough, and Brooklawn Borough in Camden County and Westville Borough in Gloucester County. Adjacent zoning is shown on *Figure 48. Regional Zoning Map*.

B. Adjoining Municipalities

Camden City, along the northern boundary with Gloucester City, has a similar zoning district to Gloucester City which is PRI-Port Related Industries making it consistent with Gloucester's PCH-Port Cargo Handling District. To the east, Camden's zoning is R-2, consistent with Gloucester City's R-L, Residential Low Density and P/GW Park/Greenway Districts.

Haddon Township's zoning along the Gloucester City border is L-1 Light Industrial and PCR Public Conservation/Recreation. The Light Industrial District is inconsistent with Gloucester City's R-L Residential Low Density Zoning but the City's land use has been established for years.

Mount Ephraim Borough to the east has R-1 Residential zoning adjacent to the City's R-L zoning so this is a consistent land use.

Bellmawr Borough is located to the southeast of the City. Bellmawr's R-1 Residential zone is adjacent to the City's P/GW District which is a consistent usage.

Brooklawn Borough is located to the south of the City and contains a mixture of zoning districts adjacent to a mixture of City zoning districts. Parks Playground and Light Industrial are located adjacent to the City's PPID District. Brooklawn's Commercial district is located adjacent to the City's RC&S District and Residential uses adjoin residential uses in a portion of the City and Borough. Along Route 130, the City's Highway Commercial District adjoins Brooklawn's Shopping Center District. With the exception of the Park Playground zone adjacent to the City's PPID District, zoning is relatively consistent. The floodplain and wetlands along Big Timber Creek, however, provide a buffer between the uses.

Westville Borough is located to the south of the City and their P-2 Park and Conservation Area adjoins the City's PPID District. Again, the wide floodplain and wetlands along Big Timber Creek provide a buffer.

C. State, Regional and County Plans

Gloucester City's compatibility with the State Development and Redevelopment Plan, DVRPC and Camden County plans was previously discussed in various sections of this Master Plan. In fact, many of the State, Regional and County plans have been incorporated into the City's 2016 Master Plan to ensure further compatibility with these plans.

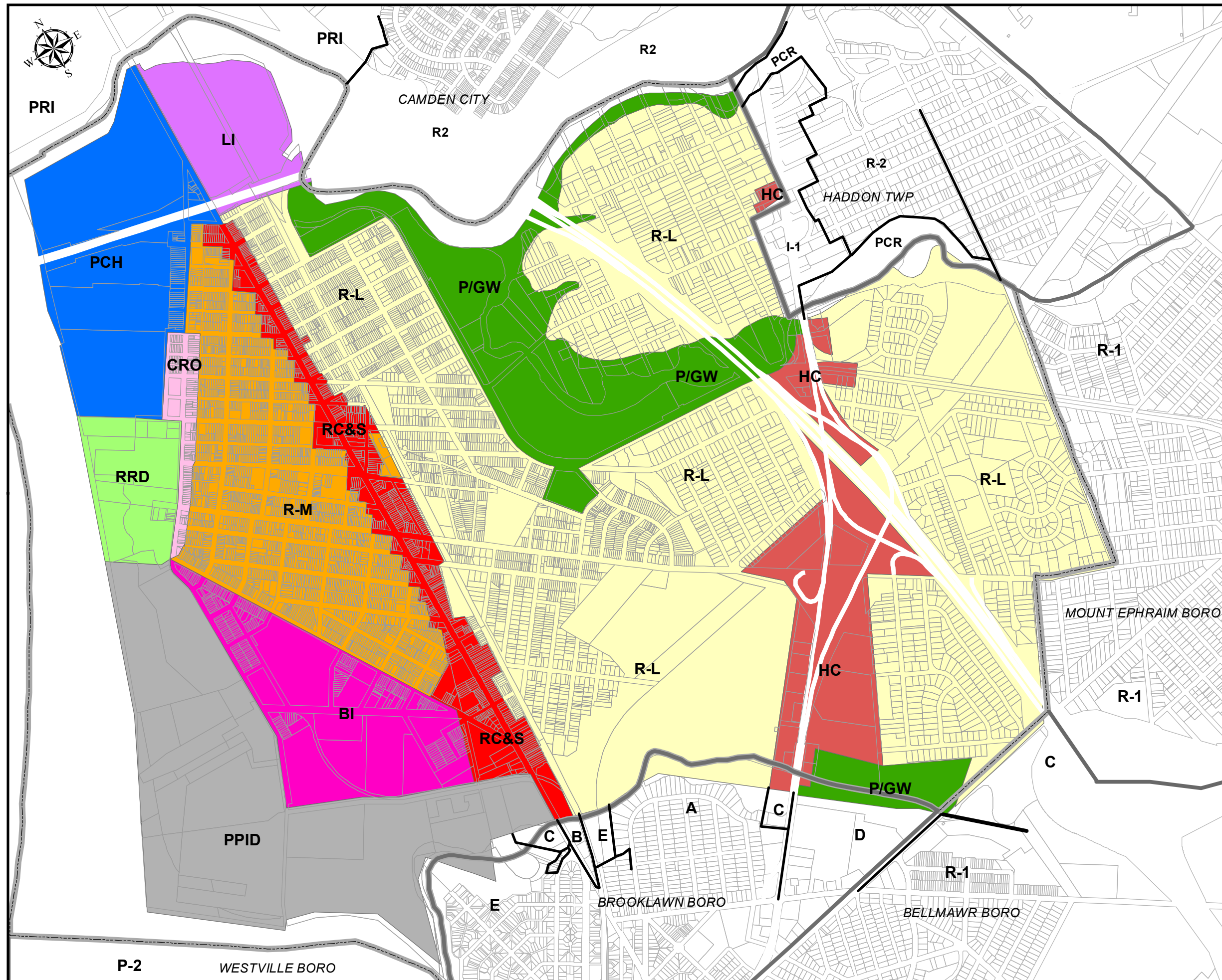


Figure 48. Regional Zoning Map

Legend

- BELLMAWR BOROUGH
 - C □ COMMERCIAL
 - R-1 □ RESIDENTIAL
- MOUNT EPHRAIM BOROUGH
 - R-1 □ RESIDENTIAL
- WESTVILLE ZONING DISTRICTS
 - P-2 □ PARK & CONSERVATION AREAS
- BROOKLAWN ZONING DISTRICTS
 - A □ RESIDENTIAL
 - B □ COMMERCIAL
 - C □ LIGHT INDUSTRIAL
 - D □ SHOPPING CENTER
 - E □ PARK PLAYGROUND
- CITY OF CAMDEN ZONING DISTRICTS
 - PRI □ PORT RELATED INDUSTRIAL
 - R2 □ RESIDENTIAL
- HADDON TOWNSHIP ZONING DISTRICTS
 - PCR □ PUBLIC CONSERVATION / RECREATION
 - L-1 □ LIGHT INDUSTRIAL
 - R-2 □ SINGLE FAMILY RESIDENTIAL (6,000 S.F.)

GLOUCESTER CITY ZONING DISTRICTS

- BI - Business Industrial
- CRO - Commercial-Residential-Office Mixed Use
- HC - Highway Commercial
- LI - Light Industrial
- P/GW - Park/Greenway
- PCH - Port Cargo Handling
- PPID - Port Planned Industrial Development
- R-L - Residential Low Density
- R-M - Residential-Medium Density
- RC&S - Retail Commercial and Service
- RRD - Riverfront Recreational



**ENVIRONMENTAL
RESOLUTIONS, INC.**

Engineers • Planners • Scientists • Surveyors

A. Community Facilities

The Community Facilities Element identifies and examines the current inventory of the publicly owned buildings that are located in Gloucester City. The Community Facilities include government offices, public service buildings, public safety buildings, educational facilities and recreational facilities. Gloucester City's educational facilities are discussed within the Master Plan's Educational Facilities Element.

B. Government Offices

Gloucester City's government offices consist of the Gloucester City Municipal Building and the Gloucester City Building & Housing Office. The Municipal Building is located at 512 Monmouth Street. Moreover, the building is also located along the City's Broadway corridor. The building houses a majority of the City's departments including Community Development, Office of Emergency Management, and Tax Collecting and water & sewer collection departments. Additional City departments are located at other government offices throughout Gloucester City. Throughout the years, the Municipal Building has been renovated to become ADA compliant and equipped to handle technological advancements. The Municipal Building's parking lot is located behind the building along Somerset Street. The Municipal Building is also accessible by mass transit since Broadway also serves as a major route for NJ Transit buses that traverse the City.

The Gloucester City Building & Housing Office is located at 700 Somerset Street. The Building & Housing Office is a single story building. The department is responsible for issuing building, electrical, plumbing, and construction permits. In addition, the Building & Housing Department is also responsible for inspecting for building, electrical, plumbing and fire permits to confirm that all construction is in compliance with the Uniform Construction Code (UCC) of New Jersey and its adopted codes.

C. Public Services

The City's Public Utility Buildings consist of the Gloucester City Department of Utilities and Gloucester City Public Works Department. The Gloucester City Department of Utilities and Gloucester City Public Works Department are located at 100 North Johnson Blvd and 615 Brick Street, respectively. The Department of Utilities consists of multiple brick façade single-story structures. The site is also listed on the National Register of Historic Places and the New Jersey State Register of Historic Places. The Department of Utilities currently houses the City's water and sewer departments. The utilities staff consist of two individuals. The City also maintains a combined sewer system. The Department works to ensure quality drinking water for the City's residents and responds to water and sewer service issues that occur throughout Gloucester City. The Gloucester City Public Works Department consists of a series of single-story structures on a 2.5 acre site along Brick Street. The Gloucester City Public Works Department is responsible for providing sanitation services and maintaining the City's street system.

D. Public Safety

The City's Public Safety Buildings consist of the Police Department and the Fire Department. Gloucester City's Police Department is located at 313 Monmouth Street. The 8,800 square foot building is also known as City Hall. City Hall also serves as the location for the City's Council Members' Chambers and Municipal Court Facilities. The site's parking lot is located behind and adjacent to the building.

The Gloucester City Fire Department is located at 1 North King Street. The brick façade single-story building has four garages. In addition, the Gloucester City Fire Department is the City's largest fire station. The City's additional fire station is known as Gloucester Heights Fire Association. The fire station is located at 230 Nicholson Road. The facility is a two-story structure. The Fire Association is not part of the Gloucester City Fire Department. However, the Fire Association does provide fire and rescue services to Gloucester City residents.

E. Educational Facilities

There are three public schools that are located in Gloucester City. The City's three schools are Cold Springs School, Gloucester City Middle School, and Gloucester City High School. The Cold Springs School is located at 1194 Market Street. The school provides elementary education to children ranging from preschool through the third grade. The Gloucester City Middle School is the City's newest public school. The school opened in August 2017. The school is located at 500 Market Street. The school's grade levels range from the fourth grade through the eighth grade.

The Gloucester City High School is located at 1300 Market Street. The school's grade levels range from the ninth grade through the twelfth grade. Gloucester City's Public Schools will be discussed in greater detail in the Master Plan's Educational Facilities Plan Element. The City's additional educational facilities consist of the Gloucester City Board of Education and the Gloucester City Library. The Gloucester City Board of Education is also located at 1300 Market Street. The Board of Education houses the City's public school administration staff. The Gloucester City Library is located at 50 North Railroad Ave. The Library is a masonry single-story building. The facility provides residents of Gloucester City access to audiovisual media, books, and an assortment of additional publications. At this present time, there is no information regarding expanding or relocating the facility.

F. Recreational Facilities

Gloucester City maintains a series of recreational spaces that range from tot lots to larger parks that provide an assortment of recreational amenities. Moreover, according to the Green Acres Program Open Space Database there are over ten parks and playgrounds that are located in Gloucester City. The City's largest parks are Proprietors Park along the Delaware River and Johnson Park along the Newton Creek. Overall, the City is committed to ensuring that City residents have access to adequate recreational spaces. The objective also includes continuously maintaining and enhancing existing recreational facilities.

Gloucester City residents have also expressed the need for additional recreational space including an outdoor hockey rink, dog park, skate park, and community gardens. In fact, the Action Plan recommends the rehabilitation of Sherman Neighborhood Playground to improve the site's recreational offerings. It is recommended that the City consider preparing a comprehensive Recreation and Open Space Plan subsequent to the adoption of this Master Plan, which will provide detailed information about recreational facilities and needed improvements. It will also serve as the basis for potential grants and funding for facilities improvements.

ACTION PLAN

The City of Gloucester's Master Plan includes a wide range of recommendations within each planning element such as land use, transportation, and economic development to name but a few. In order to adequately implement each recommendation, this action plan has been prepared to establish a road map for all Master Plan recommendations. Each item in the action plan has a suggested time frame, responsible parties, priority status, and a comments section to elaborate on a recommendation if necessary. In addition the recommendations already narrated in each Master Plan element are supplemented by the following recommendations and are included herein.

- Implement a Transit Oriented zone or overlay district, or similar zoning district such as an urban center or core zone, for the area near and around Broadway and Market Street. It is anticipated the light rail will be extended to Gloucester City so any transit related rezoning or overlay should be coordinated with this effort. The overlay or zone should extend a 1/2 mile radius from any future transit or light rail station.
- Address vacant lots by encouraging infill housing, community gardens, small community pocket parks, or other uses that fit into the neighborhood and improve the public welfare.
- Investigate the feasibility of an 'adopt-a-lot' program to help address vacant properties.
- Develop and implement a specific set of design standards for new commercial and mixed use construction along Broadway and Monmouth Streets.
- Prohibit car-oriented commercial development along the Broadway Corridor such that pedestrian activity is promoted and require parking be placed in the rear of a property for new development applications.
- Consider amending permitted uses in the Retail Commercial and Service District to specifically permit larger scale grocery stores and retail businesses that are consistent with the character of the neighborhood.
- Identify appropriate densities, bulk, and height standards to allow for planned commercial establishments without adversely impacting the character of the existing community.
- Add crosswalks along City's major thoroughfares where needed, and restripe as needed going forward, and prohibit truck traffic on certain residential streets.
- Consider a large section of the R-M district west and east of Broadway between Powell and Somerset Streets as an "Area In Need of Redevelopment"
- Prohibit new construction of ground floor residential uses along the Broadway corridor. Single family residential uses should no longer be permitted in the RC&S district and residential units should only be permitted above the ground floor of a structure.

- Ensure that the City's one way streets have appropriate alternating traveling directions.
- Continue to investigate the conditions of City-owned roadways and bridges as part of an on-going capital improvements planning. Coordinate with State and County agencies for improvements as needed.
- Pursue grants to fund and implement complete streets projects. Including bicycle route delineation along key corridors. Coordinate with State and County agencies for projects along State and County owned roadways, such as Broadway.
- Rehabilitate the Sherman Neighborhood Playground to improve recreational facilities.
- Develop additional Master Plan Elements and/or supplemental studies that were not included in this document as separate documents to focus on key issues. Suggested elements for further study include:
 - Sustainability,
 - Commercial Corridor Economic Development/Improvement Studies,
 - Parks & Recreation Planning,
 - Bicycle/Pedestrian Planning,
 - Utilities Planning.
- Pursue grants to prepare neighborhood specific economic development plans that provide detailed implementation plans and enabling ordinances.
- Ensure that existing and historic land use patterns that are desirable, particularly mixed use commercial and residential structures, be consistent with any updated zoning regulations, to avoid establishing non-conforming uses and structures. Desired structures and uses should be permitted by right.

The table below outlines the City's Action Plan to effectively implement its Master Plan.

City of Gloucester Action Plan				
Recommendation/Project	Priority	Responsible Party	Start Time	Comments
Prioritize redevelopment areas, starting with the Southport redevelopment initiatives to stimulate economic development.	High	City; Redevelopers	2 nd Half of 2018	This should be the City's highest priority to effectuate and implement the existing Southport Redevelopment Plans and get construction started ASAP.
Continue efforts through redevelopment and grants to revitalize Broadway, Monmouth Street, Route 130, and King Street.	High	City; Redevelopers; NJEDA; NJDOT	2018	Evaluate existing redevelopment plans and potentially consolidate existing plans into revised and updated redevelopment plans. Pursue grant opportunities for redevelopment or streetscape improvements.
Implement all recommendations relating to fixing or revising the City's Zoning Code and overall Code book. A thorough revision is necessary.	High	City	2 nd Half of 2018	The City will work with its professionals and staff to significantly revise the City's Code where needed, in accordance with the recommendations herein, to be more efficient and effective not only in zoning and land use but all aspects of City administration.
Identify appropriate densities, bulk, and height standards to allow for planned commercial establishments without adversely impacting the character of the existing community.	High	City	2018	As a part of the zoning ordinance update, the City should ensure that new development such as planned commercial centers are permitted, but in a way that the scale of the buildings do not overwhelm the residential character of most of the City.
Conduct an In Need of Redevelopment investigation for four vacant lots adjacent to the Walt Whitman Bridge within the PCH-Port Cargo Handling District.	High	City	1 st Half of 2018	The City has already directed the Planning Board to investigate Block 2.01 Lot 3, Block 5 Lot 8, Block 211 Lot 1, and Block 212.01 Lot 2 to see if they qualify as an Area In Need of Redevelopment. The City is highly encouraged to continue and complete the redevelopment process for these lots to bring in additional revenue for the City.
Implement the proposed zone changes on Figure 26 of the Master Plan.	High	City	2 nd Half of 2018	The City is encouraged to immediately implement the zoning map changes recommended in the Master Plan to effectuate key land use policies and also encourage economic development.

Clean up all brownfield and known contaminated sites.	High	City; EPA (Federal and State)	Ongoing	Pursue grant opportunities to assess known contaminated sites and begin the process of remediation to turn brownfields into economically viable sites.
Continue to rehabilitate and redevelop older housing stock and structures through grants and utilization of the Local Redevelopment and Housing Law.	High	City; Federal, State, and County or Local grants	Ongoing	Pursue grant opportunities to assist with rehabilitation, have City staff & the City planner identify abandoned properties to create a City action list, & use the Local Redevelopment & Housing Law tools to redevelop where needed.
Seek out all and any economic development opportunities that are consistent with the goals and objectives of the Master Plan and that can increase jobs and educational attainment.	High	City	Ongoing	Support any local apprenticeships, trade schools, or other educational projects that can increase jobs and education in the City.
Relocate the American Legion to Block 95 Lot 30 including Lots 31 to 38, on Jersey Avenue for redevelopment purposes. The relocation will be beneficial to the City and the American Legion.	High	City; Redeveloper	2 nd Half of 2018	Benefits of the relocation include more parking options & space for the American Legion. Relocation to Jersey Avenue is appropriate, beneficial, and consistent with the goals & objectives of this Master Plan.
Prepare an Open Space and Recreation Plan	High	City	2 nd Half of 2018	Adopt such a Plan and pursue grants and funding to improve recreation and open space properties and facilities, and acquire additional properties.
Consider a transit oriented zoning district or overlay zone for the potential new light rail station via the Glassboro-Camden Line.	Moderate	NJDOT; DVRPC; Camden County; City	2019	Coordination with NJDOT, DVRPC, the County, and other appropriate stakeholders is highly recommended to adopt an effective transit oriented zoning district in the coming years.
Improve streetscapes, particularly at gateways to the City, along Broadway, and in Business Districts. Add way finding, street lights, etc. for a more pedestrian walkable environment. Revise ordinances to additional permit outdoor dining and cafes areas to expand the pedestrian outdoor experience. Require parking lots to be in the rear of retail establishments along key corridors.	Moderate	City; NJDOT; Other Grant Opportunities	2018 and 2019	This can be accomplished through State grants for sidewalks and general streetscape improvements. The outdoor dining and cafes can be done in concert with the overall zoning code revisions. Additionally requirements for parking in the rear of new retail establishments can be implemented through zoning code revisions.
Pursue grants to fund and implement complete streets projects. Including bicycle route delineation along key corridors. Coordinate with State and County agencies for	Moderate	City	Ongoing	Funding opportunities through grants, or low-interest loans through state agencies fluctuate annually. As opportunities arise, the City should pursue them

projects along State and County owned roadways, such as Broadway.				while having a plan ready to submit for grant applications.
Develop additional Master Plan Elements or supplemental studies to address specific issues such as Sustainability, Corridor Planning, Bike/Ped Planning, Utilities,	Moderate	City	Ongoing	Future studies to focus on and address important issues that are deemed to require further review than is provided in this Plan can be adopted later as additional MP Elements or supplemental materials.
Pursue grants to prepare neighborhood specific economic development plans that provide detailed implementation plans and enabling ordinances.	Moderate	City	Ongoing	There are grants available through the State, or regional agencies such as DVRPC which can help fund additional planning elements and neighborhood level improvement studies.
Address vacant lots through innovative uses.	Moderate	City; NJEDA; Public-Private Partnerships	Ongoing	Any opportunities to turn vacant lots into productive uses such as infill housing consistent with surrounding architectural and historical styles or community gardens should be implemented ASAP. If not in a historical area, consider non-traditional infill housing such as mini housing or container apartments.
Investigate the feasibility of an ‘Adopt-A-Lot’ program	Moderate	City	Middle 2018	An ‘adopt a lot’ program can help to utilize vacant properties by allowing private persons or organizations use them for gardening, play, or a pocket park. This uses empty space and places the responsibility for maintenance on private organizations.
Revise RC&S zone to include larger commercial sites such as a grocery store that fits in with the character of the zone and neighborhood.	Moderate	City	Middle 2018	This can be accomplished during zoning ordinance revisions.
Implement a specific design standard for new commercial/mixed use construction along Broadway and Monmouth Street. Consider alleys in new construction designs to increase on-site parking for new residential or mixed uses.	Moderate	City	Middle 2018	This can also be accomplished during zoning ordinance revisions.
Prohibit truck traffic on certain residential streets. Modify Essex Street’s existing traffic flow to become a one way street that prohibits truck traffic.	Moderate	City	2019	The City can identify streets that trucks cannot travel on and use signage or traffic impediments to ensure adherence. The City can conduct a traffic feasibility study to determine whether it is viable for the

				roadway to become a one-way street that prohibits truck traffic.
Work with the private sector to encourage a supermarket to locate in the City to provide better access to organic produce and high quality food.	Moderate	City & Private Sector	2019	Work with private sector for and non-profit organizations.
Provide bike racks secured to appropriate structures along streetscapes.	Moderate	City; NJDOT; TMA; DVRPC	2019	Work with State and other entities to get funding to install bike racks along major corridors.
Ensure appropriate parking at new uses is provided especially along commercial corridors for those running errands and commuters. Also revise parking standards within the ordinance.	Moderate	City	Ongoing	Ensure all new applications are providing parking in some capacity. Revise parking standards in ordinance during ordinance revisions.
Prioritize bicycle and pedestrian facility networks including the County Plan for bicycle and pedestrian routes.	Moderate	City; Camden County; DVRPC	Ongoing	Work with DVRPC and the County to install effective bicycle routes, look into a trail along the railroad, and implement effective pedestrian networks through installation of sidewalks, crosswalks, and streetscapes. Seek funding where available.
Consider consolidating the North Burlington Street, North King Street, and Coast Guard & Freedom Pier Redevelopment plans into an updated redevelopment plan.	Moderate	City	2019	These plans have similar planning objectives but also have conflicts. Combining them into a comprehensive redevelopment plan that is more cohesive and aligned in its purpose and goals is recommended. Also these redevelopment plans should keep a potential ferry transportation option in mind for the vision and redevelopment of the area.
Study the area along Jersey Avenue between 7 th and 8 th Streets for potential In Need of Redevelopment and contemplate appropriate uses for the area.	Moderate	City	2019	This area has a significant amount of vacant land and is precariously placed between the existing R-M zone and the City's Business Industrial district. Thereby making existing land uses such as residential not ideal. Alternative land uses should be considered when drafting a redevelopment plan.
Study the existing area east of Broadway, west of Broadway to the River, and from Somerset to Powell as an Area In Need of Redevelopment.	Moderate	City	2018	Begin the analysis and investigation to determine if this area is in need of redevelopment to take advantage of the tools the Local Redevelopment and Housing Law offers to improve the City and expand economic development.

Conduct a parking survey to determine the need for and capacity required for additional parking in commercial and residential areas that do not provide on-site parking for retail and local establishments.	Moderate	City	2019	The City can take advantage of any redevelopment opportunities to increase public parking by including public parking spaces through new construction and redevelopment. A parking study is recommended to identify City & privately owned properties that have proper access and egress to be potentially used as public parking areas.
Prohibit the construction of ground floor residential uses along the Broadway corridor including single family uses.	Moderate	City	Ongoing	The City's Planning and Zoning should make attempts to enforce the corridor's zoning code once amended.
Implement alternating directions for the City's one way streets.	Moderate	City	2019	The City's Planning Board should make attempts to modify the existing directions of one way streets.
Install additional street lights and repair existing street lights	Moderate	City	2019	The City should work to evaluate the City's street light network. Moreover, the City should determine whether additional street lights are necessary, existing street lights need to be repaired and if street light levels are sufficient.
Expand the City's open space and recreational space offerings. The additional recreational spaces include hockey rink, dog park(s), and skate park(s). Pursue grant opportunities to provide funding for parks and open space.	Moderate	City; County; NJDEP	2019	The City should with corresponding State Agency to identify and create additional recreational space to address the City's residents' requests for more recreational outlets.
Increase residential and commercial density between King Street and Broadway. Also, improve parks to address any safety issues, graffiti and other issues that have or may occur.	Moderate	City	2019	This can be accomplished during zoning ordinance revisions.
Open a Community Center that caters to the City's youth population	Moderate	City	2019	The City should work to identify a site that is suitable to open a youth-oriented Community Center.
Identify space to open a farmer's market	Moderate	City	2019	The City should work to identify a space to open a farmer's market to provide the City's residents with additional access to locally sourced and organic fruits and vegetables.
Rehabilitate the Sherman Neighborhood Playground to improve recreational facilities.	Low	City	2019	The City should work to rehabilitate the Sherman Neighborhood Playground for the benefit of the City.
Discourage conversion of large existing homes to apartments or rentals.	Low	City	Ongoing	The City's Planning and Zoning Board should make attempts to keep existing single family homes in

				residential districts & not change their use. Include a provision in the zoning code.
Add crosswalks throughout the City along major thoroughfares where needed, and re-stripe crosswalks as needed going forward.	Low	City; County; NJDOT	2019	The City should stripe crosswalks to increase pedestrian safety for school children, citizens, and visitors to the City's retail areas. If a State or County road needs crosswalks, the City should work with both to improve those roads.
Continue to investigate the conditions of City-owned roadways and bridges as part of an on-going capital improvements planning. Coordinate with State and County agencies for improvements as needed.	Low	City, County, NJDOT	Ongoing	Roadways and bridges are vital pieces of infrastructure that need periodic maintenance in order to function properly. Delayed maintenance can require more costly repairs or replacement at a later date.
Implement Historic Preservation Plan Recommendations.	Low	City	Ongoing	Work with the Historic Preservation Commission to revise historic structures list, determine condition of each, create a tier system, implement necessary ordinances, and preserve or rehab historic structures during redevelopment to keep the character of the City intact.
Remove unnecessary or completed Redevelopment Plans from zoning map & code.	Low	City	2019	Remove redevelopment plans that have been completed. Also consider removing redevelopment plans that have stalled.
Add the neighborhood revitalization plan to the Master Plan when it is completed.	Low	City	2018	The City is in the process of drafting a neighborhood revitalization plan through a volunteer planning program. Once plan is completed, it may be included in the Master Plan.

Closing Statement Regarding Public Participation:

Many thanks are due to the City of Gloucester, its public officials, residents and business owners for input obtained for the preparation of this Master Plan. Valuable input was received from all stakeholders involved. The most recent input was received from the Planning Board and members of the public at the February, March, and April 2018 public hearings for this Plan. This input built off of the input received from the Master Plan Subcommittee and other stakeholder groups in 2016 and 2017.

Appendix A

Remediated Contaminated Sites

The City has been proactive regarding remediating its contaminated sites. Moreover, while the City has facilitated the remediation of numerous sites, the following sites are examples of parcels that have been fully remediated and received no further action letters from the New Jersey Department of Environment Protection:

Parks and Recreation Areas

Much of the City's parks and recreation areas along Newton Creek have been developed on lands that were historic fill of the creek, using material originally from the Welsbach/General Gas Mantle Superfund site. This historic fill that made the lands included contaminated material from the production of gas lamps. The City, along with the US EPA through the use of the Superfund, were able to remove almost 40,000 tons of contaminated material and restore the land into active recreation space and playing fields for use by City residents.

Interstate Pallet Company (541 Brick Street)

The address of 541 Brick Street was formerly associated with the Interstate Pallet Company. The site was previously identified as a contaminated site. However, as of 2018, the site has been remediated and it is no longer known as a contaminated site within Gloucester City.

Holt Cargo Systems Inc. (King & Essex Streets)

Portions of the site were formerly identified as a contaminated site. Moreover, a portion of the site was identified by the NJDEP as a hazardous waste generator. As of 2018, those portions of the site have been remediated and it is no longer featured on the NJDEP known contaminated site list. However, additional remediation may be needed on this property in the future.

New Jersey Bell Telephone (1190 Market Street)

The former New Jersey Bell Telephone site on Market Street was identified as a hazardous waste generator by NJDEP in 1991. Remediation of the property was deemed closed in soon after. The site is now used by Verizon.

Table 2				
NJDEP Known Contaminated Sites - Active Sites - Gloucester City, Camden County				
Site ID	PI Number	Site Name	Address	Homeowner
574501	719726	212 ESSEX STREET	212 ESSEX ST	Yes
564557	707206	707 WATER STREET	707 WATER ST	No
230235	301284	905 JERSEY AVENUE	905 JERSEY AVE	Yes
14395	G000000415	AMSPEC CHEMICAL COMPANY	751 WATER ST	No
75959	G000000630	ATLANTIC RICHFIELD COMPANY	WATER ST	No
57098	033070	CARPENTER REALTY CORP	549 S BROADWAY	No
64955	G000025394	FORMER RUG FACTORY	POWELL ST & 6TH ST & HUNTER ST	No
50113	031648	FORMER THE POPCORN FACTORY	HUNTER ST & 6TH ST	No
45991	005843	GAF BUILDING MATERIALS CORP	CHARLES ST & WATER ST	No
538124	751934	GLOUCESTER CITY ELEMENTARY & MIDDLE SCHOOL	500 MARKET ST	No
46199	007115	GLOUCESTER CITY TITANIUM CO INC	851 WATER ST	No
51015	015202	GLOUCESTER CITY WWTP	615 BRICK ST	No
63914	G000005455	GLOUCESTER COAL GAS (PSE&G)	6TH ST & JERSEY AVE	No
10106	032689	GLOUCESTER COASTAL	145 S BROADWAY	No
10097	023652	INDCO INC	611 ESSEX ST	No
64458	G000013534	LIQUID CARBONIC SPECIALTY GAS CORP	560 S BROADWAY	No
10104	007859	MULTANI BROTHERS INC	174 BROADWAY	No
28287	G000015572	O S JOHNSON & COMPANY INCORPORATED	450 N KING ST	No
15706	005016	SEMIMATERIALS LP	3RD ST & WATER ST	No
39677	G000042480	THERMOSEAL GLASS CORPORATION	400 418 WATER ST	No
63972	G000006282	VANGUARD VINYL SIDING INC	651 WATER ST	No

Table 3				
NJDEP Known Contaminated Sites - Pending Sites - Gloucester City, Camden County				
Site ID	PI Number	PI Name	Address	Homeowner
379194	470237	1125 MILLER AVENUE	1125 MILLER AVE	Yes
230349	301418	30 RAILROAD AVENUE	30 RAILROAD AVE	Yes
402579	503706	34 TEMPLE AVENUE	34 TEMPLE AVE	Yes
215618	281717	4 SOUTH KING STREET	4 S KING ST	Yes

Table 4				
NJDEP Known Contaminated Sites - Closed Sites - Gloucester City, Camden County				
Site ID	PI Number	PI Name	Address	Homeowner
144185	190956	1004 MILLER AVENUE	1004 MILLER AVE	Yes
396637	496237	1104 MILLER AVENUE	1104 MILLER AVE	Yes
380221	471574	1105 MILLER AVENUE	1105 MILLER AVE	Yes
387085	483494	1108 MILLER AVENUE	1108 MILLER AVE	Yes
509646	641052	1116 MILLER AVENUE	1116 MILLER AVE	Yes
379194	542444	1125 MILLER AVENUE	1125 MILLER AVE	Yes
378952	469921	1129 MILLER AVENUE	1129 MILLER AVE	Yes
226624	295801	1141 MILLER AVENUE	1141 MILLER AVE	Yes
396105	495633	1149 MILLER AVENUE	1149 MILLER AVE	Yes
526175	660819	19 CEDARWOOD AVENUE	19 CEDARWOOD AVE	Yes
514791	646879	201 WESTON AVENUE	201 WESTON AVE	Yes
442887	556752	208 WESTON AVENUE	208 WESTON AVE	Yes
202107	265768	210 WESTON AVENUE	210 WESTON AVE	Yes
230243	301293	224 NICHOLSON ROAD	224 NICHOLSON RD	Yes
175143	229635	334 GREENWOOD AVENUE	334 GREENWOOD AVE	Yes
411478	515478	36 TEMPLE AVENUE	36 TEMPLE AVE	Yes

371300	459453	401 HIGHLAND BOULEVARD	401 HIGHLAND BLVD	Yes
185774	244311	411 OTTER BRANCH DRIVE	411 OTTER BRANCH DR	Yes
468844	591748	419 CUMBERLAND STREET	419 CUMBERLAND ST	Yes
200127	290629	54 CLOVER AVENUE	54 CLOVER AVE	Yes
610997	770539	80 PRINCETON AVENUE	80 PRINCETON AVE	Yes
456319	575153	913 MERCER STREET	913 MERCER ST	Yes
393098	491800	914 HIGHLAND BOULEVARD	914 HIGHLAND BLVD	Yes
55124	025192	ARMM GROUP INC	401 KING ST	No
50041	031235	B&F TIRE REPAIR	S CRESCENT BLVD	No
130416	173102	CARPENTERS SQUARE	430 S BROADWAY	No
52846	020414	CATHERINE RAGEN PROPERTY	860 CHARLES ST	No
52407	019242	CHATHAM SQUARE APARTMENTS	CRESCENT BLVD & READING AVE	No
42311	002490	COAST GUARD BASE GLOUCESTER CITY	KING ST & CUMBERLAND ST	No
205989	331568	ERIAL ROAD	UNKNOWN	No
52523	019584	ESTATE OF LEO A RITCHIE	1331 CRESCENT BLVD	No
613862	776014	FERNWOOD AVE @ CRESCENT MOBILE HOME PARK	FERNWOOD AVE & CRESCENT BLVD	Yes
48216	017809	GLOUCESTER CATHOLIC HIGH SCHOOL	1 S BURLINGTON ST	No
10127	009878	GLOUCESTER JR SR HS	1300 MARKET ST	No
50619	013639	HIGHLAND PARK APARTMENTS	2 HUGHES AVE	No
38619	G000005605	HOLT CARGO SYSTEMS	KING ST & ESSEX ST	No
14657	023373	HOLT CARGO SYSTEMS INC	701 N BROADWAY	No
14657	020500	HOLT HAULING & WAREHOUSE	701 N BROADWAY	No
65683	G000031446	HUNTER STREET SCHOOL	HUNTER ST	No
22601	425156	INTERSTATE PALLET COMPANY	541 BRICK ST	No
295568	014485	JILCO EQUIPMENT LEASING CO INC	750 CHARLES ST	No
51377	016830	JOHNNY'S FLYING "A"	BROADWAY & SOMERSET ST	No

499344	629367	LIQUOR BARN	111 CRESCENT BLVD	No
10121	006847	NJ BELL TELEPHONE	1190 MARKET ST	No
408373	511172	NORTH BROADWAY PROPERTY	115 N BROADWAY	No
14658	001827	PRC-DESOTO INTL FORMERLY COUTAULDS AERO	410 JERSEY AVE	No
55697	026872	RIVERPOINTE HOLDINGS LLC	5TH ST & WALNUT ST	No
50204	032129	RT 130 SERVICE STATION	1430 CRESCENT BLVD	No
50411	012951	S F PEDRICK CONST CO INC	800 MARKET ST	No
53558	021801	ST MARYS CONVENT	115 SUSSEX ST	No
64098	G000008901	UNIVERSITY AVENUE	UNIVERSITY AVE & MEMORIAL AVE	No
52950	020627	WAREHOUSE 1331	1331 CRESCENT BLVD	No