

**CAMDEN NORTH GATEWAY
REDEVELOPMENT PLAN**

Prepared for:
City of Camden Redevelopment Agency
New Jersey Urban Development Corporation
Camden County Board of Freeholders

Prepared by:
Wallace Roberts & Todd
December 11, 1991

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CAMDEN GATEWAY NORTH REDEVELOPMENT PLAN

I. INTRODUCTION

Wallace Roberts & Todd, in conjunction with Urban Engineers has been retained by the Camden Redevelopment Agency to prepare a Redevelopment Plan for the Gateway North Study Area. This plan follows a Survey of Physical Conditions of the Gateway North by Chilton Engineering which determined that the area was blighted as defined by New Jersey Statute. This Blight Study and Redevelopment Planned was undertaken with the support of the New Jersey Urban Development Corporation and Camden County.

The Gateway North Redevelopment Area is located in North Camden to the east of the Benjamin Franklin Bridge and separated from Downtown Camden by Route 30 (Admiral Wilson Boulevard). From Seventh Street, the redevelopment area extends east to the Cooper River. The total area covered under the Redevelopment Plan is 61 acres. The central defining feature of the redevelopment area is Linden Street, a heavily travelled westbound arterial that provides access to downtown Camden from Route 30 and Interstate 676. The Redevelopment area is predominantly residential in nature although this use occupies only a small percentage of the total area with 211 occupied two story row houses. The redevelopment area also contains the Northgate II highrise residential tower, the Woodlands Care Center, a day care center and a large warehouse.

The problems in the Redevelopment Area center on the significant tracts of vacant land formally occupied by residential structures: 16.84 acres owned by the State adjacent to highways and arterials, 8.25 acres owned by the City and .66 acres owned by other entities. This is 42.2% of the total land available in the Redevelopment Area. In addition, of the 276 residential structures remaining in the Redevelopment Area, 65 are vacant. This dramatic underutilization of the land coupled with the poor environmental conditions caused by large tracts of trash strewn vacant lots and deteriorating vacant structures is the basis for the blight determination. The area also suffers from two additional environmental conditions. Linden Street, as a deteriorated four lane westbound arterial, has served to isolate the southern portion of the Redevelopment Area and may have contributed to residential abandonment. The existing quality of Linden Street and Seventh Street has also served to isolate this neighborhood from the Downtown. The Redevelopment Area and the surrounding areas in North Camden and Downtown Camden also do not contain the retail establishments that are necessary for a large residential community. According to a 1990 market study conducted by Urban Partners, the Gateway North Area could support up to 75,000 SF. retail development anchored by a 30,000 SF. supermarket. Such development would make this area and adjacent areas more attractive to residential redevelopment.

The purpose of the Gateway North Redevelopment Plan is to guide development within the redevelopment area. The plan provides for development objectives that will assure the remedy of existing blighting conditions and promote future development that will be both appropriate and beneficial to the surrounding neighborhoods and to the City of Camden. The plan will include specific recommendations as to the infrastructure improvements that are required to bring about such development. The plan is also intended to regulate future development activities within the redevelopment area to assure that such activities promote public health, safety and welfare.

II. BOUNDARY DESCRIPTION

The Gateway North Redevelopment Area is defined by Elm Street to the North, the Cooper River to the east, Route 30 to the south and Seventh Street to the west. The Area includes all tax lots within blocks: 85, 86, 87, 88, 89, 90, 91, 92, 104, 105, 106, 107, 108, 109, 110, 114, 115, 795, 801, 802, 803, 804, 805, and 806. All tax lots that are not owned by the City or the State are listed below by block.

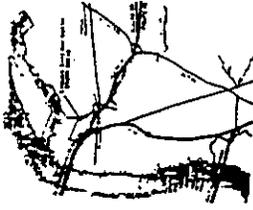
Block	Lot
85	None
86	None
87	1, 2, 3, 4, 5, 6, 7, 11, 12, 20, 26, 27, 34, 43, 44, 50, 52, 56, 63, 64, 65
88	4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 41, 42, 43, 44, 45, 46, 47, 48, 50, 51, 52, 53, 54, 55, 56, 56, 57, 58, 59, 60, 61, 62, 65, 66, 67, 68, 69, 74, 79
89	69, 70, 73, 75, 79, 81, 83, 84, 97, 105, 116, 110, 111, 112, 116
90	2, 22, 23, 24, 32, 84, 85, 86, 91
91	None
92	2
104	18, 19, 21, 23, 24, 25, 26, 27, 28, 29, 31, 33
105	56, 57, 58, 59, 61, 62, 63, 64, 65, 66, 67, 72, 92, 93
106	11, 13, 14, 14, 15, 16, 17, 18, 19, 20, 21, 23, 29, 30, 31, 32, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46
107	1, 3, 4, 7, 8, 17, 40, 41, 42
108	48, 54, 86
109	92, 93, 111, 122, 124, 131, 136, 137, 138

110	8, 51
114	None
115	None
795	4
801	2, 3, 4, 5, 7, 9, 28, 29, 30, 31, 32, 34, 38, 39, 40, 42, 43, 44, 46, 47, 48, 50, 51, 52, 53, 54, 102, 103, 104, 105, 106, 107, 108, 110, 111, 112 113, 114
802	16, 17, 20, 23, 24, 25, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 94, 97
803	1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 30, 31, 33, 34, 40, 41, 46
804	88, 93, 92
805	14, 15, 41, 42, 43, 44, 45
806	None

CAMDEN, GATEWAY NORTH

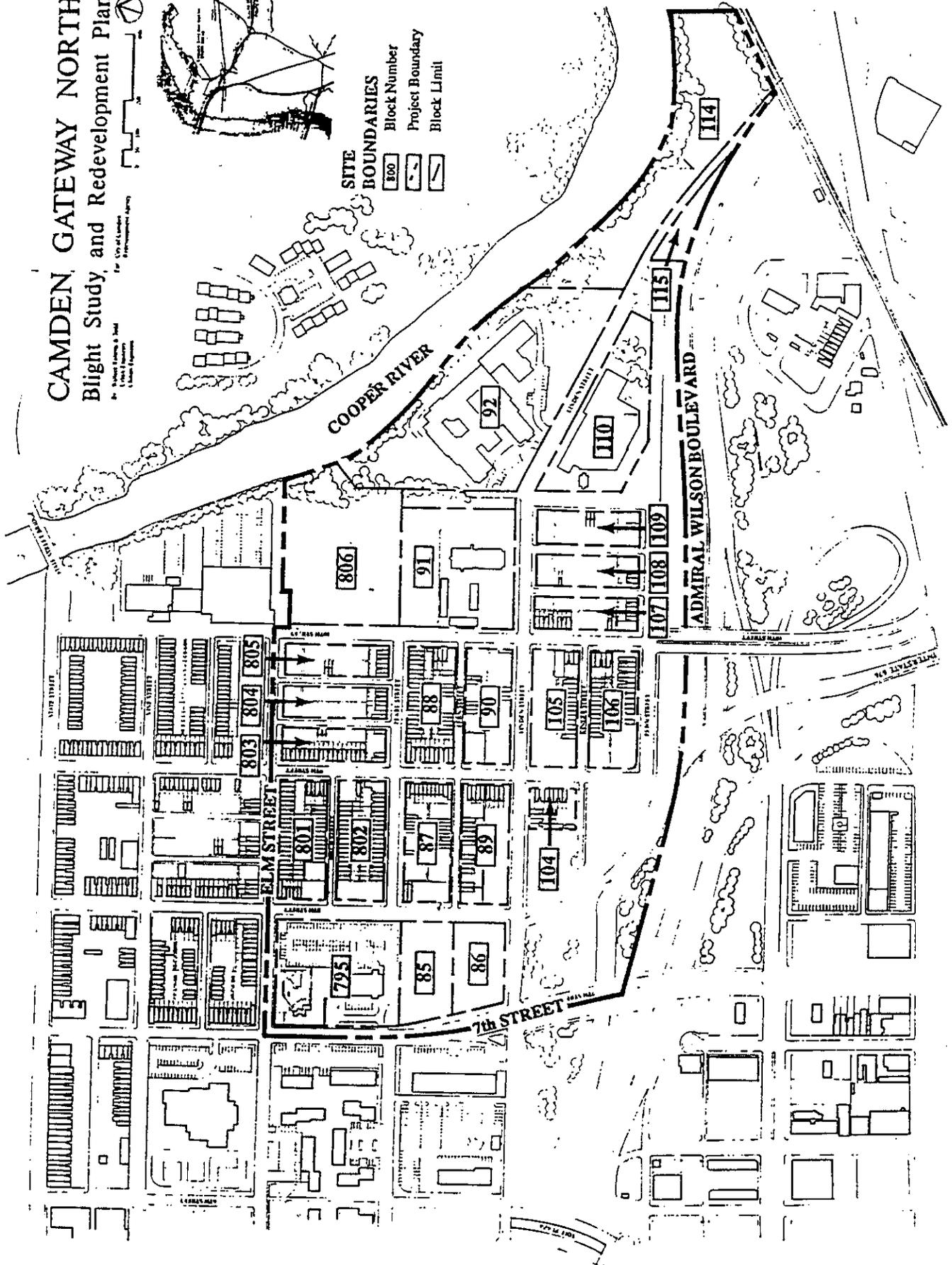
Blight Study, and Redevelopment Plan

For City of Camden
 Prepared by
 Urban Planning & Design
 1000 Market Street
 Camden, NJ 08102



SITE BOUNDARIES

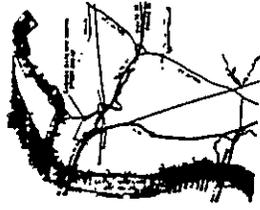
- Block Number
- Project Boundary
- Block Limit



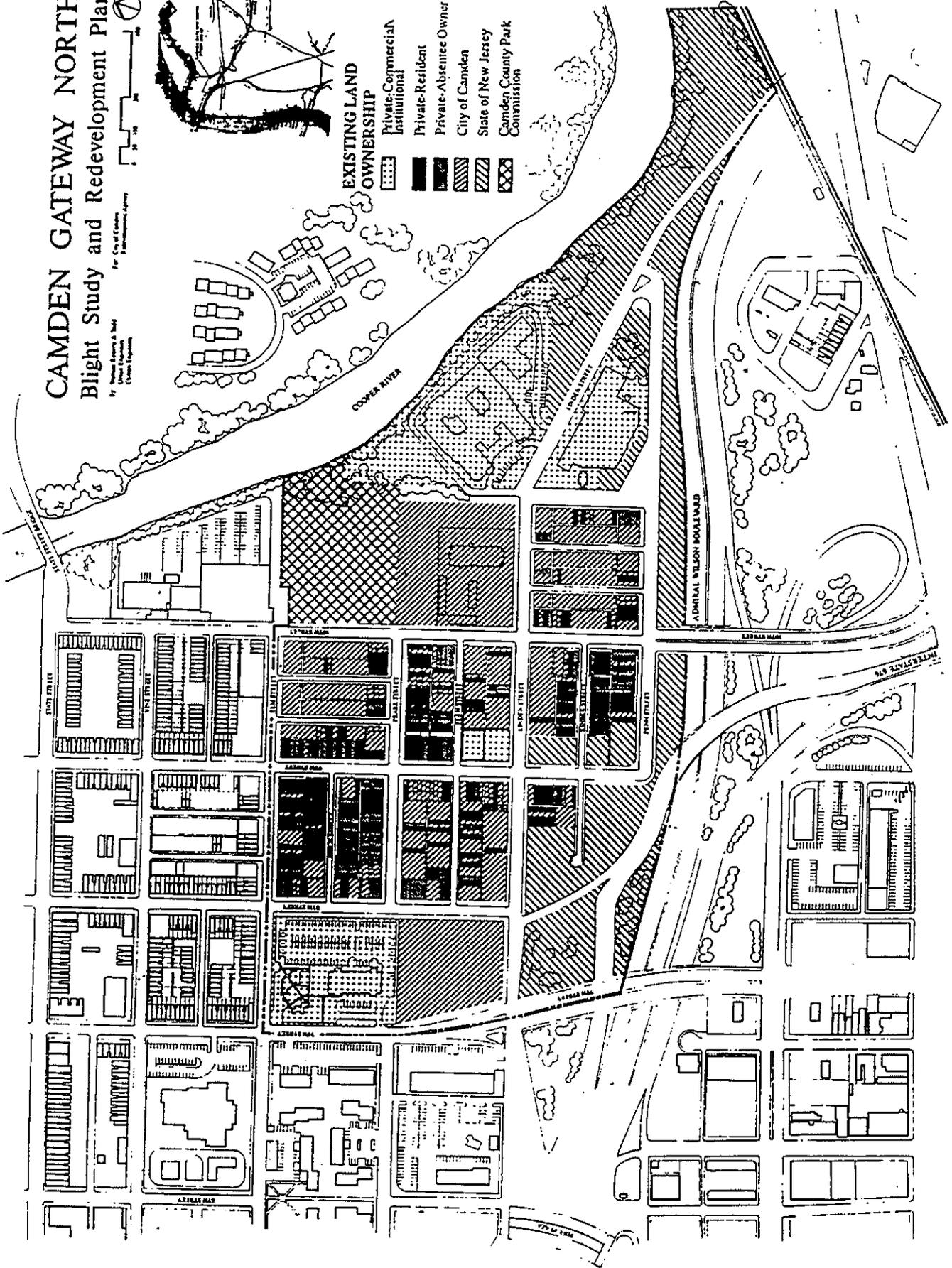
CAMDEN GATEWAY NORTH

Blight Study and Redevelopment Plan

By Thomas Adams & Sons
 City of Camden
 Planning Agency



- EXISTING LAND OWNERSHIP**
- Private-Commercial Institutional
 - Private-Resident
 - Private-Absentee Owner
 - City of Camden
 - State of New Jersey
 - Camden County Park Commission



III. REDEVELOPMENT PLAN OBJECTIVES

Development activities within the North Gateway Redevelopment Area will be undertaken in conformity with, and will be designed to meet the following objectives:

- . To eliminate blighting influences which undermine the environmental quality for existing residents and institutions.
- . To provide development that enhances the economic and environmental conditions of both the neighborhood and the City of Camden. Proposed development shall be compatible with existing residential and institutional uses to remain.
- . To provide much needed retail and community services both to this neighborhood and adjacent areas in the City of Camden.
- . To provide for the improvement of the physical/ functional plan of the area so as to support redevelopment actions, removing impediments to land improvements.
- . To improve and modify the existing infrastructure serving the area including utilities and roads so as to support other redevelopment actions. Recognizing the importance of Linden Street to the Redevelopment Area, special emphasis will be placed on its improvement.
- . To stabilize and increase the tax base in the study area through the redevelopment of non-revenue producing underutilized or abandoned tracts in the study area. Quality development will in turn have the effect of improving investment confidence in this area for both existing and potential stakeholders.
- . To promote the development of projects in the area that will create jobs for residents of the neighborhood and the City of Camden.
- . To provide quality new and renovated housing units that meets current market standards and that is affordable to a range of income groups so as to encourage greater diversity in this area of the City.
- . To significantly expand the total number of quality housing units within the redevelopment area.
- . To improve the housing condition of existing residents through the renovation of existing occupied units or through relocation to new or renovated units.
- . To encourage development that adheres to the highest design standards and utilizes materials and fenestration that establishes a unified quality in the redevelopment area and provides for an attractive gateway to Downtown Camden.

- . To support the development of a continuous waterfront park along the Cooper River to the Delaware River which would provide an attractive recreational amenity for existing and potential residents of the area.
- . To promote a successful partnership of the public and private sector in the revitalization of this neighborhood and in other areas of the City.
- . To improve security and policing of the area in order to minimize the incidence of crime.

IV. TYPES OF PROPOSED REDEVELOPMENT ACTIONS

- . Improvement of the infrastructure and streetscape on Linden Street to promote the redevelopment of the corridor.
- . Improve vehicular circulation in the Redevelopment Area through improved signal timing, signage and paving.
- . Improvement of the infrastructure and streetscape on adjacent streets as new residential development or renovations take place.
- . Acquisition of privately held parcels to allow for the assembly of a tract of sufficient size to support a community retail center.
- . Acquisition of privately held parcels to allow for the development of a hotel.
- . Acquisition of privately held vacant dwellings and lots to permit the development of new residential structures.
- . Demolition of acquired housing units that cannot be renovated in a cost effective manner or units that are located so as to impede the development of new retail services.
- . Rehabilitation of existing vacant housing that can be cost effectively renovated for residential use.
- . Development of residential prototypes for new block construction and infill housing.
- . Development and adoption of design of design guidelines and a design review process that will govern all new development in the redevelopment area.
- . Formulation of a public/ private partnership for the construction of a 75,000 SF. retail center with additional second level business and community services.

- . Dedication of a portion of the tax revenue from development in the Redevelopment Area for increased security.
- . Formulation of a public/ private partnership for the construction of new residential units in the Redevelopment Area.
- . Promote the improvement of the existing Powell Elementary School.
- . To minimize displacement of neighborhood residents due to the redevelopment of the Agency by:
 - . Acquiring only occupied residential properties which are essential to the execution of the non-residential segments of the plan.
 - . Encouraging the rehabilitation of vacant residential properties in the Redevelopment Area.
 - . Offering residents displaced by the redevelopment activity in the Gateway North Redevelopment Area , residences comparable to those which were acquired by the Agency, at a site proximate to their "previous" residence and holding them harmless as to equity positions as is reasonably possible.

V. THE PLAN CONCEPT

The plan concept is focused on the renewal of the Linden Street Corridor for primarily commercial and institutional uses which will act as a catalyst for the redevelopment of the remainder of the study area. The presence of Northgate II and the Woodlands Care Center at either end of the corridor are viewed as important components of this concept. Given the multiple objectives of this Redevelopment Plan coupled with the potential for significant levels of new development, the Plan has been broken down into five (5) distinct projects.

Project 1

The lead action in the Redevelopment Plan should be the funding of the proposed Linden Street construction. This project, which requires no additional land acquisition, will provide the utilities and the vehicular access necessary for redevelopment of the corridor to occur. The creation of a two way circulation system coupled with the implementation of attractive lighting and streetscape will greatly enhance the marketability of the designated redevelopment projects. This project will also fundamentally change the way Linden Street functions in the North Gateway Area. Linden Street will be transformed from a 3-4 lane one way high speed arterial used principally to access the downtown and the Benjamin Franklin Bridge to a two directional landscaped boulevard with limited on-street parking and signal timing to permit maximum speeds of 25 miles per hour. Instead of acting as divider between the northern and southern halves of the North Gateway area, the proposed improvements will strengthen the linkage between the sections.

Two other actions should be taken concurrently with the Linden Street project to improve vehicular circulation in the Redevelopment Area. Tenth Street, from Linden Street south to Penn Street, should be converted to two way circulation from its current one way northbound circulation. This will require the elimination of one lane of on-street parking. Penn Street should be converted from its present one-way eastbound circulation to two way circulation from Linden Street to Ninth Street. Sufficient width exist with the existing cartway so as not to require road widening. Ninth Street should also be converted to two way circulation between Linden Street and Penn Street. These changes to the circulation system in the Redevelopment Area will greatly improve accessibility between this area and other areas of the City and the region. It is expected that funding for this important first project will be provided by a number of public sector agencies on the local, county and State level.

Project 2a

With the commitment of funding for the Linden Street construction, a development team and a funding strategy should be formulated for the community retail center. The North Camden Neighborhood Development Corporation, The New Jersey Urban

Development Corporation, Camden County and the Camden Redevelopment Agency are key sponsors of this redevelopment effort and will be invaluable in bringing this project to fruition. Once the development strategy and team is in place, the Camden Redevelopment Agency would begin the land acquisition process in order to assemble a site large enough to accommodate the projected program. It is recommended that the build-out of the project occur in two phases. The first phase would be located on blocks 85, 86, 89 and 50% of block 87. Parcels on block 87 fronting on Pearl Street and on 9th Street would be retained for residential new construction and rehabilitation. This development should include a 30,000 SF supermarket located at the intersection of Linden Street and 7th Street for maximum visibility. An additional 25,000 SF. of service retail establishments should be developed with the supermarket. This development would require the closure of Eight Street south of Pearl Street to Linden Street and Fern Street from Eight Street to Tenth Street. The ancillary retail should be developed with a maximum of one parking bay between the storefronts and Linden Street. It is also recommended that 20,000 SF. of unfinished flexible office space should be developed above the smaller retail stores to provide space for community services and professional offices. It is estimated that nine occupied dwellings will require acquisition for this project. A minimum eighteen foot wide utility easement should be maintained along the right-of-way of Eight Street from Pearl Street to Linden Street to allow for access and maintenance of a 30 inch water main that passes under the existing street.

As part of this development project, nine vacant City owned units will be renovated to currently acceptable standards on 9th Street between Pearl Street and Linden Street. These renovation of these units should be completed before acquisition of required units is completed. The residents of these existing units will be given right of first refusal on the newly renovated units. The intent of the redevelopment strategy is that no existing resident should be forced to relocate outside the study area to make way for new development. To the contrary, every effort will be made to accommodate residents on the same block where possible.

In addition to the provision of renovated single family housing units, Camden County is also seeking to provide a transitional housing facility for County residents in this area. The current plan calls for the renovation of four vacant row house units at the corner of Eight and Pearl Street to provide housing for men who would reside in this location for up to a year before moving into permanent residences. This plan is compatible with the overall plan for the Gateway North Redevelopment Area.

Project 2b

A second smaller retail phase is recommended for block 90 and the southern half of block 88. 20,000 SF. to 30,000 SF. of ground floor retail could be constructed on this block allowing for one full bay of parking between the retail fronts and Linden Street. This retail center would require a home improvement center or an expanded format

pharmacy as an anchor. Second level office or residential uses are desirable in this location if it is proven to be supportable in the market. The existing day care center would remain with improved parking and landscape on Linden Street. It is recommended that a playground should be provided north of the center in the Fern Street right-of-way. Fern Street would require closure in order for this project to proceed.

As part of the development of this project, 9 owner occupied and 4 renter occupied residential units would require acquisition. In keeping with the policy of resident retention, 13 presently vacant residential units on Pearl Street stretching from 8th Street to 10th Street, will be renovated to currently acceptable standards. These units are similar to in size and type to the units that require acquisition. Residents to be relocated will be given right of first refusal on these renovated units. As in the first phase of the retail center, acquisition and demolition of existing units will not commence until renovation on replacement units is substantially complete. The implementation of both phases of the retail center will have a substantially positive effect on the residential neighborhood. Upon completion of the project, the housing units on 9th Street and Pearl Street should be fully occupied with no vacant units and few open lots. Many of these units will have been renovated, sidewalks replaced and street trees planted. On both streets, units occupied by home owners will predominate adding an greater degree of stability to these blocks.

Project 3

The third project in the redevelopment strategy which will compliment the Linden Street improvements program and the community retail center is the residential redevelopment of the area south of Linden Street between 9th Street and 11th Street. Upon successful completion of the housing renovations as part of the retail project, it is recommended that the same coalition should be called in to undertake this larger project. Approximately 50 to 55 existing residential units would be retained in this area. As part of this redevelopment, Kimber Street should be extended from 10th Street to 11th Street. Chester Street and Summit Street should be closed. New single family residential development targeted for moderate income to middle income residents, is targeted for these blocks. It is recommended that a minimum of 90 two and three bedroom units be constructed on these blocks to establish a sufficient residential nucleus south of Linden Street. Units fronting onto Linden Street should be provided with a garage accessible from the planned service alley and should be three stories in height. Other units on these blocks may be two to three stories with or without garage.

To support this substantial increase in housing units and households in the Gateway North Redevelopment Area, it is recommended that the Powell Elementary School, located at the southwest corner of Tenth Street at Linden Street be significantly upgraded. This action will require active participation by the Camden Board of

Education. The school currently utilizes three temporary trailers to provide necessary classroom space. A new two story classroom wing should be constructed to provide permanent expanded classrooms and other needed facilities at the school. The Powell Elementary School is at the center of proposed residential development both to the north and south of Linden Street. The school also benefits from its location adjacent to an expanded waterfront park and an upgraded Linden Street Corridor.

Project 4

Block 104 on the south side of Linden Street between the Interstate 676 off ramps and Ninth Streets presents special opportunities for redevelopment. Given the site's potential views of the Benjamin Franklin Bridge above the second level and its high visibility from Interstate 676, Route 30, Linden Street, and Seventh Street, this site is recommended for greater development intensity than the existing 11 units residential units. Either a midrise apartment building or quality hotel development would be compatible with adjacent development. A private developer should be sought to develop this project. With the scheduled completion of the Philadelphia Convention Center in the fall of 1993 and the relatively high hotel room taxes in Philadelphia, a hotel geared toward conventions with moderately priced rooms located on an attractive redeveloped Linden Street corridor could be highly successful and would generate a significant number of jobs. It is desirable for a hotel development at this location, to provide limited conference/ banquet facilities and a restaurant.

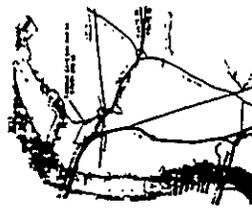
Project 5

Project 5 of the redevelopment concept is the provision of new infill housing for blocks 87, 801, 802, 803, 804 and 805. Single family attached or semi-attached units are recommended for this area with the provision of off street parking where feasible. It is estimated that between 50 and 60 new units could be provided on these blocks. As part of this redevelopment project, Ray Street and Borton Street should be closed to allow for the development of parking areas and a common garden for existing and proposed residential units. This phase of development would be greatly enhanced by the implementation of the planned linear park extension along Cooper River from Route 30 the State Street Bridge.

CAMDEN GATEWAY NORTH

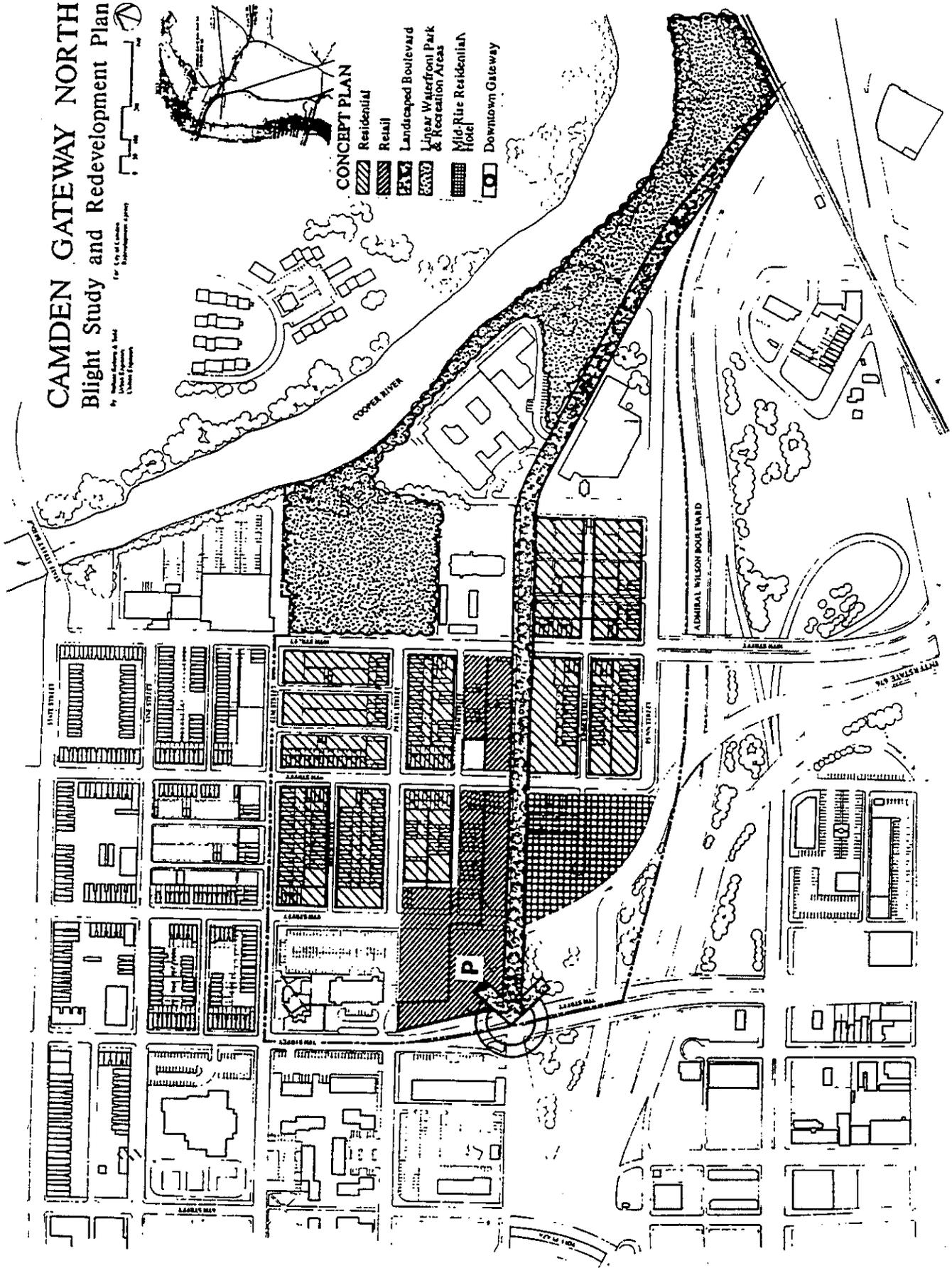
Blight Study and Redevelopment Plan

By **Urban Systems & Associates**
 For **City of Camden**
 Transportation Agency

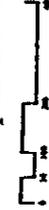


CONCEPT PLAN

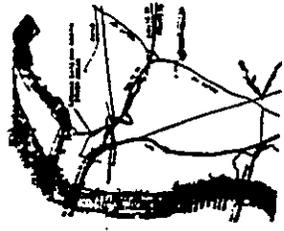
- Residential
- Retail
- Landscaped Boulevard
- Linear Waterfront Park & Recreation Areas
- Mid-Rise Residential
- Hotel
- Downtown Gateway



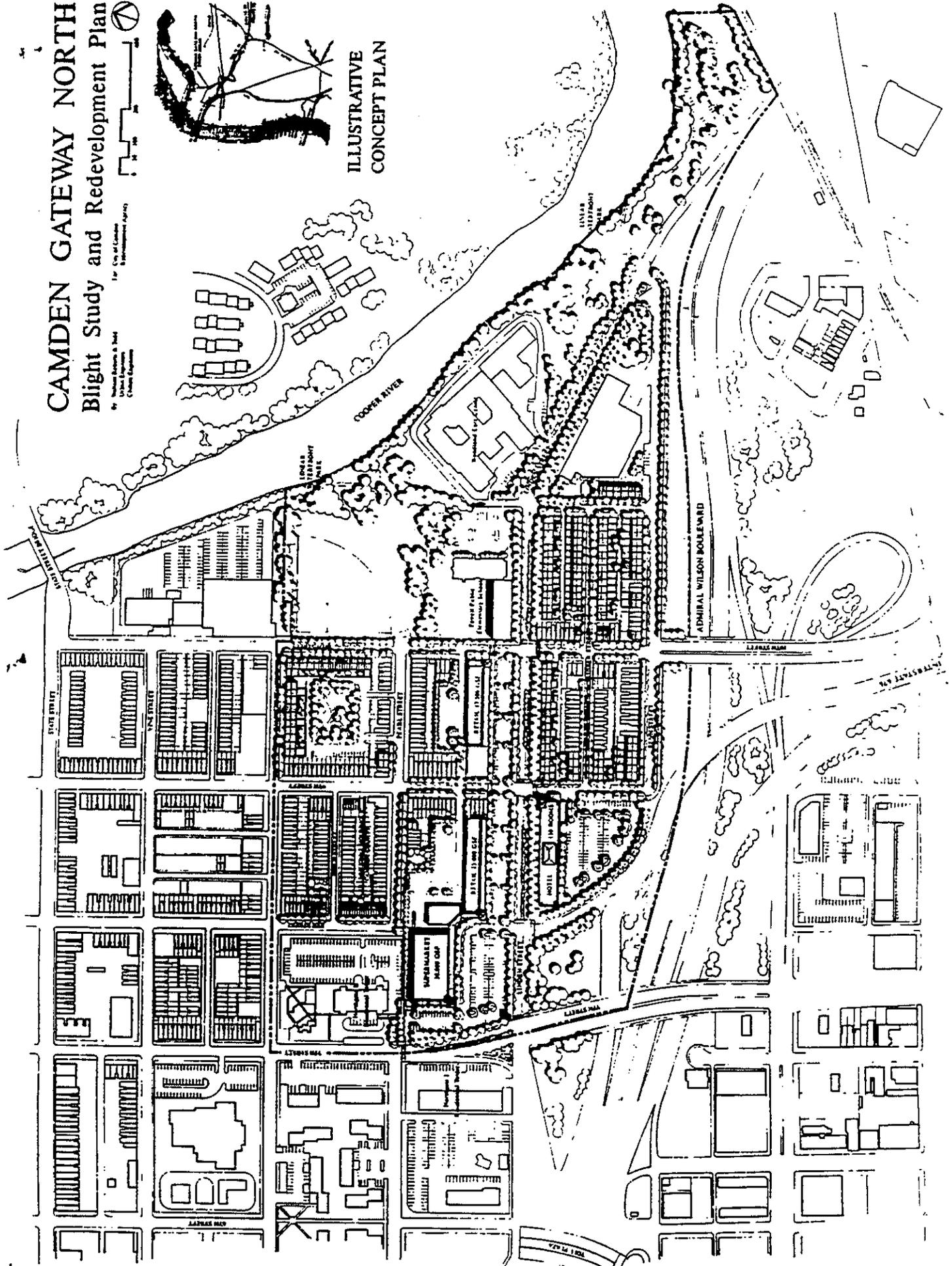
CAMDEN GATEWAY NORTH Blight Study and Redevelopment Plan



By Thomas Anderson & Sons
City of Camden
Urban Redevelopment Agency
City Engineer



ILLUSTRATIVE
CONCEPT PLAN



GENERAL PROVISIONS

- . The regulations and controls in this section will be implemented where applicable and appropriate covenants, or other provisions, or agreements for land disposition and conveyance executed thereof.
- . The redeveloper of a specified project within the redevelopment area shall begin and complete the development of the land and construction of improvements agreed upon in the disposition contract within a reasonable amount of time as determined in the disposition contract between the Camden Redevelopment Agency, or other designated agency, and the designated private, private not-for profit, quasi-public, or public sector developer(s).
- . The redeveloper(s) shall agree to retain the interest acquired in the project land until the completion of construction and development of the specific project phase as required by this plan and the disposition instruments. The developer shall further agree not to sell, lease, or transfer the interest acquired or any part thereof without prior written approval of the Camden Redevelopment Agency or other designated agency or agencies.
- . No building shall be constructed over an easement in the Project Area without prior written approval of the Camden Redevelopment Agency, or other designated agency and the City of Camden Department of Engineering.
- . The redeveloper of a specified project within the Redevelopment Area shall submit a storm water management plan as part of the design submission for review by the City of Camden Department of Engineering. The intent of storm water management in the Redevelopment Area is to minimize the quantity of storm water entering the municipal sewer system or flowing directly into adjacent streams.
- . The Camden Redevelopment Agency and the City of Camden Planning Board specifically reserve the right to review and approve the redeveloper's plan and specifications with respect to their conformance to the Redevelopment Plan. Such a review shall be on the basis of the following submissions submitted to both agencies: a site context plan showing the proposed project in the context of the Redevelopment Area at 1"=100' scale; a site plan illustrating all site features including building location, building entrances, service areas, parking, walkways, planting and signage locations; and 1'=1/8" building elevations for all facades facing primary, secondary streets and elevations that are clearly visible from said streets. If design changes are made after submission, no construction related to the changed project features can take place until a site plan and other pertinent drawings reflecting such additions or changes have been submitted and approved by both agencies. This pertains to revisions and additions prior to, during and after completion of such improvements.

. No use or reuse shall be permitted, which, when conducted under proper and adequate conditions and safeguards, will produce corrosive, toxic or noxious fumes, glare, electromagnetic disturbances, radiation, smoke, cinders, odors, dust or waste, undue noise or vibration, or other objectionable features to the extent that they are detrimental to the public health, safety or general welfare.

. No covenant, lease conveyance or other instrument shall be affected or executed by the Camden Redevelopment Agency, or other designated agency, or by the developer or any of his/her successors or assignees, whereby land within the project area is restricted by the Camden Redevelopment Agency or other designated agency or the developer upon the basis of race, creed color, marital status, gender, age, handicap, familial status, or national origin in the sale, lease, use, or occupancy thereof. Appropriate covenants, running with the land forever, will prohibit such restrictions and shall be included in the disposition agreements.

. The provisions of this plan specifying the redevelopment of the Study Area and the requirements and restrictions with respect thereto shall be in effect for a period of 25 years from the date of approval of this plan by the City Council of the City of Camden. The termination of this plan shall in no way permit the project land or any part thereof to be restricted on the basis of race, creed, color, marital status, gender, age, handicap, familial status, or nation of origin in the sale, lease or occupancy thereof.

VII. PROPERTY ACQUISITION

Acquisition of select properties are indicated on the Acquisition Map and are also listed below. Those properties designated "not to be acquired" shall be encouraged to be maintained and/or rehabilitated in accordance with all applicable provisions of this plan. Acquisition is essential for this redevelopment plan to fulfill its multiple objectives as enumerated in section III and will allow for the provision of quality retail and residential development. Given the extensive scope of the redevelopment effort, acquisition is presented on a project and phase basis. Only properties that are not owned by the City of Camden or the State of New Jersey are listed. Properties to be acquired:

Project 1 - Linden Street Improvements	- None
Project 2a - Phase 1 Community Retail Center	
Block 87	1, 2, 3, 4, 5, 6, 7, 11, 12, 50, 52, 56, 63, 64, 65
Block 89	69, 70, 73, 75, 79, 81, 83, 84, 97, 105, 116
Project 2b - Phase 2 Community Retail Center	
Block 88	40, 41, 42, 65, 66, 67, 68, 69, 74, 79
Block 90	22, 23, 24, 32, 84, 85, 86, 91
Project 3 - South Neighborhood Residential Development	
Block 105	72
Block 107	17
Block 108	48, 54
Block 109	92, 93, 111, 122, 124, 131, 136, 137, 138
Project 4 - Midrise Residential or Hotel	
Block 104	18, 19, 21, 23, 24, 25, 26, 27, 28, 29, 33
Project 5 - North Neighborhood Infill Housing	
Block 801	9
Block 802	16, 17, 20, 22, 23, 24, 25, 94
Block 803	30, 31, 33, 34
Block 805	14, 15

VIII PROPOSED USE REGULATIONS

A. Corridor Mixed Use Center (Block 85, 86, 90, 87 lots 1-12 and lots 55-65, and Block 88 lots 40-43 and lots 64-79)

1. Purpose

The Corridor Mixed Use Center District is intended to provide for concentrated retail, service and office uses that could benefit from a highly visible and accessible location within the redevelopment area.

2. Permitted Principal Uses

a. Retail and business uses

- (1) Groceries, food stores and bakeries;
- (2) Drugstores and pharmacies;
- (3) Newspaper, periodical, stationary and tobacco stores;
- (4) Banks;

. Restaurants with seating capacity for not more than fifty people;

. Clothing and shoe stores;

. Barber and beauty shops;

. Tailor shops, dressmakers, shoe repair shops, dry cleaners and laundries;

. Radio and television service

b. Business, professional and governmental offices

c. Clubs and lodges organized for fraternal or social purposes

d. General retail and service establishments of all types, provided that uses are not automobile related

Prohibited Uses

Although it should be understood that any use complying with the above specifications is prohibited, the following uses are specifically prohibited:

- a. Automobile and truck sales
- b. Wholesale, storage, and warehouse facilities
- c. Lumber yards
- d. Junkyards
- e. Automobile body repair and painting
- f. Adult entertainment uses
- g. Amusement centers of any type
- h. Drive-in banking or drive-thru food services
- i. Beer or liquor sales

3. Area, Bulk and Yard Requirements

- a. Maximum Gross Floor Area of Building - 150% of total site area.
- b. Maximum Height - 65 feet
- c. Minimum Height - 30 feet
- d. Minimum Building Site Coverage - 30%
- e. Maximum Setbacks -
 - 150 feet from arterial streets for supermarkets
 - 90 feet from arterial streets for all other retail uses
 - (All retail establishments must front onto a primary arterial street)
 - 25 feet from adjacent residential structures

4. Off Street Parking Requirements

- a. One parking space for every 250 sf. of sales area shall be provided for all retail establishments in this district.
- b. One parking space for every 500 sf. of office or professional space provided in this district.
- c. One parking space for every residential unit provided in this district.
- d. For off-street loading requirements, refer to section VIII.F of this Plan.

5. Landscape Treatments and Pedestrian Access

- a. A minimum six ft. landscape buffer strip shall be provided between all development in this district and adjacent residential districts.
- b. All truck docks and dumpster areas shall be screened from all primary and secondary streets and from residential properties so as not to be visible.
- c. A minimum 15 foot wide landscaped walkway shall be provided adjacent to all store fronts to permit easy pedestrian movement between retail establishments. Trees in this location should be spaced at a maximum of 30 ft. on center along this walkway.
- d. In addition, development in this district shall provide one street tree for every 24 feet of parcel frontage on primary and secondary streets.
- e. Development in this district must also meet the detailed landscape requirements as specified in section VIII.H of this Plan.

6. Signage

Developments in this district shall meet the detailed signage requirements as specified in section VIII.I of this plan.

7. Design Review

Developments in this district shall follow the plan review process as specified in section VIII.J of this plan in addition to standard review procedures as required under existing City of Camden regulations.

B. Residential/ Commercial District (Block 104, 110, 795)

1. Purpose

The Residential/Commercial District is intended to permit limited commercial uses accessory to large apartment or hotel development at highly visible and accessible locations within the redevelopment area.

2. Permitted Uses

- a. Group dwellings - structures intended for single family, two family or multiple family occupancy on a lot.
- b. Hotels.
- c. Private dwelling garages as an accessory use.
- d. Commercial Uses. In any structure of five stories or more in height, the commercial uses listed below shall be permitted subject to the limitations set forth:
 - . such uses shall be permitted only in structures containing 25 or more dwelling units and shall be limited to 50 square feet of commercial space for each dwelling units.
 - . The minimum gross floor area of any commercial use shall be 500 square feet and the maximum gross floor area for any commercial use shall be 6,000 square feet.
 - . No commercial use shall be above the ground floor of the structure.
 - . The only commercial uses permitted shall be: sales at retail, separately or in any combination, in completely enclosed stores or shops, on the premises, and dealing directly with consumers: apparel, confections, drugs, flowers, foods, gift shop goods and greeting cards, jewelry, reading material, variety good stores, beauty shop, barber shop, custom tailoring or dressmaking, laundry pick-up agency (provided that no laundering or dry cleaning shall be done on the premises), restaurant, and soda or ice cream shop, and any accessory uses customarily incidental to any of the above permitted uses.

3. Area Bulk, Height and Yard Requirements

- a. Maximum Gross Floor Area of Building - 150% of total site area.
- b. Maximum Height - 65 feet
- c. Minimum Height - 30 feet
- d. Minimum Site Coverage - 30%
- e. Setbacks
 - 25 feet from the Linden Street curb line
 - A Minimum of 25 feet from adjacent residential structures.
- f. Build-to Lines
 - 50% on Linden Street setback line

4. **Off-Street Parking and Loading**
 - a. One parking space for every residential unit provided in this district.
 - b. No additional parking is required for ancillary ground floor retail uses.
 - c. For off-street loading requirements refer to section VIII.F of this Plan.

5. **Landscape**
 - a. All truck docks and dumpster areas shall be screened from streets, walkways and adjacent residential areas so as not to be readily visible.
 - b. One street tree shall be provided for every 24 feet of parcel frontage on primary and secondary streets.
 - c. In addition, one street tree shall be provided for every 20 parking spaces.
 - d. Development in this district must also meet the detailed landscape requirements as specified in section VIII.H of this Plan.

6. **Signage**
 - a. Developments in this district shall meet the detailed signage requirements as specified in section VIII.I of this Plan.

7. **Design Review**
 - a. Developments in this district shall follow the plan review process as specified in section VIII.J of this Plan in addition to standard review procedures required under existing City of Camden regulations.

- C. **Single Family Residential District** (Block 87 lot 13 through lot 44, Block 88 lot 4 through 13 and lot 44 through 63, Blocks 105, 106, 107, 108, 109, 801, 802, 803, 804 and 805).
1. **Purpose**
The Single Family Residential District is intended to provide for the development of single family attached or detached units at a maximum density of twenty five (25) dwelling units per acre.
 2. **Permitted Uses**
 - a. **Residential single family dwellings.** Structures may be attached, semi-attached or detached. Mobile homes and multi apartment homes are expressly prohibited
 - b. **Accessory Uses**
 - . Parking structures in accordance with Section 605 of Article VI of the Zoning Ordinance
 - . Swimming pools that permitted provided that they are installed in-ground and are properly fenced and screened.
 - . Other customary accessory uses provided that no such structure shall be closer than three feet to a side or rear property line or shall not exceed six feet in height. The construction of such structures shall be subject to the approval of the construction inspector.
 3. **Area Bulk, Height and Yard Requirements**
 - a. **Maximum Density - 25 dwelling units per acre**
 - b. **Maximum Height - 35 feet**
 - c. **Minimum Lot Area - 1400 square feet**
 - d. **Minimum Lot Width - 18 feet**
 - e. **Minimum Lot Depth - 65 feet**
 - f. **Minimum Rear Yard Depth - 20 feet**
 - g. **Minimum Front Yard Setback - 5 feet**
 - h. **Side Yard where provided - 12 feet**
 4. **Off Street Parking**
 - a. **All new construction shall provide one off-street parking space accessible from an alley internal to the block. No garages or parking lots should be directly accessible from primary or secondary streets. In cases where infill housing is developed on lots not affronting an alley, on street parking is acceptable.**
 - b. **All parking for new residential units should be provided in close proximity to such units.**

5. **Landscape**
 - a. Trees shall be provided for every 24 feet of parcel frontage on primary and secondary streets.
 - b. Development in this district must adhere to the detailed landscape requirements specified in section VIII.H of this Plan.
6. **Signage**
 - . Development in this district shall meet the detailed signage requirements as specified in section VIII.I of this Plan.
7. **Design Review**
 - . Developments in this district shall follow the plan review process as specified in section VIII.J of this plan in addition to standard review procedures as required under existing City of Camden Regulations.

D. Institutional District (Block 91, 92)

1. **Purpose**
The Institutional District is intended to provide for the location and expansion of community institutions such as schools, life care centers, day care centers and other such publicly oriented community services.
2. **Permitted Uses**
 - a. Primary and secondary public and private schools
 - b. Community recreation and arts centers
 - c. Life care centers
 - d. Community health clinics
 - e. Police substations and other community service uses
3. **Area, Bulk, and Yard Requirements**
 - a. Maximum Gross Floor Area of Building - 150% of total site area.
 - b. Maximum Height - 65 feet
 - c. Minimum Site Coverage - 30%
 - d. Setbacks -
27 feet from adjacent arterial streets
20 feet from adjacent secondary streets
30 feet from the mean high water mark of the Cooper River
 - e. Build-to-lines - 60% on Linden Street setback line
4. **Parking and Loading**
 - a. One parking space for every 500 square feet of institutional space provided in this district.
 - b. Off-street loading requirements will be evaluated on a case by case basis for proposed uses in this district.
5. **Landscape**
 - a. All truck docks and dumpster areas shall be screened from all primary streets, secondary streets and all adjacent residential properties.
 - b. One street tree shall be provided for every 24 feet of parcel frontage on a primary and secondary street.
 - c. In addition, on street tree shall be provided for every 20 surface parking spaces provided on the parcel.
 - d. For detailed landscape guidelines, refer to section VIII.H of this Plan.
6. **Signage**
Developments in this district shall meet the detailed signage requirements as specified in section VIII.I of this Plan.

7. **Design Review**

Developments in this district shall follow the plan review process as specified in section VIII.J of this Plan in addition to standard review procedures as required under existing City of Camden Regulations.

E. **Open Space District (Block 114, 115, 806)**

1. **Purpose**

The Open Space district is intended to provide for the visual benefit and recreational needs of the residents of the surrounding community.

2. **Permitted Uses**

All passive and active recreational facilities including: walking/jogging trails, bike paths, softball fields, tennis courts, basketball courts and other uses ancillary to such recreational facilities are permitted.

3. **Area, Bulk, Height and Yard Requirements**

- a. No permanent structures with the exception of those public facilities that would support the above listed uses are permitted in this district.
- b. Maximum Gross Floor Area of Building - 5% of total site area
- c. Maximum Height - 15 feet
- d. Setbacks - 30 feet from the mean high water mark of the Cooper River.

4. **Parking and loading**

Parking for active and passive recreational uses shall not exceed 5% of the total site area.

5. **Landscape**

One street tree shall be provided for every 24 feet of parcel frontage on primary and secondary streets.

For detailed landscape guidelines, refer to section VIII.H of this Plan.

6. **Signage**

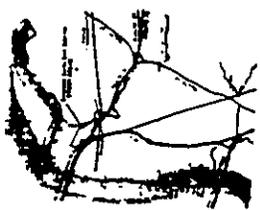
- a. All signage is expressly prohibited within the Open Space District with the exception of signs marking the entrance to the recreational area, and signage related to on-site recreational activities.
- b. No sign shall be more than 20 square feet in area or more than 5 feet in height.
- c. Existing non conforming signs shall be removed from these districts within a period of 12 months after plan approval.

7. **Design Review**

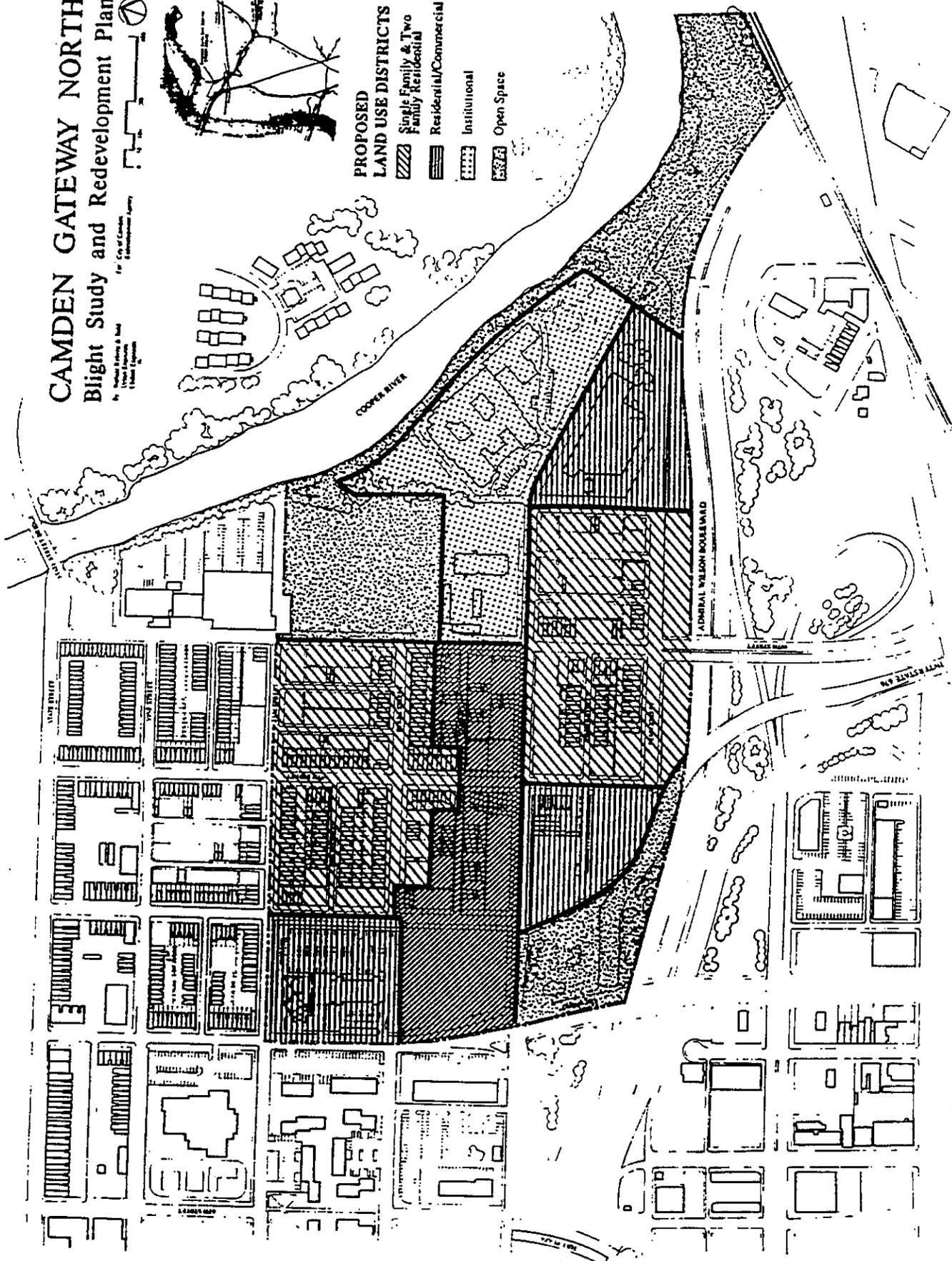
Development of passive and active recreational uses in this district shall follow the plan review process as specified in section VIIIJ of this Plan in addition to standard review procedures as required under existing City of Camden regulations.

CAMDEN GATEWAY NORTH

Blight Study and Redevelopment Plan



- PROPOSED LAND USE DISTRICTS**
-  Single Family & Two Family Residential
 -  Residential/Commercial
 -  Institutional
 -  Open Space



F. Off-Street Loading Requirements

Type of Use	Required Number of Off-Street Loading Berths
RESIDENTIAL	
Garden Apartments	1 berth for each complex of buildings
High-Apartments	1 berth for each freestanding building
COMMERCIAL RETAIL	
- 20,000 - 40,000 sq. ft. of floor area	1 berth
- 40,001 -100,000 sq. ft. of floor area	2 berths
- 160,000 -240,000 sq. ft. of floor area	3 berths
COMMERCIAL OFFICE	
- 50,000 -150,000 sq. ft. of floor area	1 berth
- 150,000 -400,000 sq. ft. of floor area	2 berths

G. Architectural Guidelines

An important goal of the Gateway North Redevelopment Plan is the creation of a cohesive built environment where existing and proposed commercial, residential and institutional development are integrated. The existing architectural character of the ranges from turn of the century utilitarian two story row houses with and without porches to more recent high rise residential structures and the sprawling one story Woodlands Care Center. The common use of brick is the only feature that serves to tie these disparate building types together. The following are recommended architectural guidelines for all new construction and major renovations within the Gateway North Redevelopment Area.

1. The predominant material of all street walls on Linden Street and secondary residential streets should be brick, limestone, cast stone. Other materials may be used for decorative purposes and on building walls and on building faces internal to blocks. These include: precast, stucco and finished cmu block.
2. A variety of window forms and sizes is recommended to add visual interest to the Redevelopment Area. Variation of windows is especially relevant at the base of buildings which face onto principal streets and pedestrian ways. Large areas of glass curtain wall or strip windows of more than 15 feet in length is discouraged on building faces fronting on primary and secondary streets. Tinted and highly reflective glass is also discouraged. Window openings should have sills and heads of masonry or stone. These may be of precast concrete, limestone, granite, brick soldier courses or slabs exposed only for the length of the window.
3. Brightly colored canvas awnings are encouraged for all commercial store fronts along the Linden Street Corridor. The appropriate use of awnings could add visual richness to the corridor while enhancing the quality of the public walkways. Awnings made of aluminum or other permanent non-retractable material are not encouraged.
4. Buildings that are located at the corner of Linden Street and residential cross streets should incorporate special corner treatments which may include: window bays, towers, corner color and material changes.
5. Articulated building cornice lines are recommended for all new construction in the Redevelopment Area. This can be achieved through a change in plane, a change in material, a change in articulation or color. Cornices that extend out from the plane of the building street wall are desirable.
6. Mechanical equipment located on building roofs should be screened so as not to be visible from the ground level or from adjacent developments.

H. Detailed Streetscape/Landscape Design Standards

The following standards describe the streetscape and landscape elements to be used within the Urban Renewal Area, and proper methods of installation. Standards have been established for the following: grading, paving, planting, lighting, benches and trash receptacles.

1. Grading

a. Cross-Sectional Grading Controls

- . The cross-sectional minimum slope of sidewalks shall be one and one-half (1-1/2) percent.
- . Steps are not permitted within the paved area designated as sidewalks.
- . Steps are permitted in the remaining right-of-way only if handicapped access is also provided as an integral part of the design.
- . Steps shall have a maximum user height of 6 inches and a minimum tread width of 12 inches.

b. Horizontal Grading Controls

Grade changes are permissible along the length of public walkways according to the following regulations:

- . Ramps shall be provided for handicapped access according to BOCA and local municipality codes as appropriate.
- . Steps are permitted only if handicapped access is provided. Risers shall be a maximum of 6 inches high. Treads can be a minimum of 12 inches wide.

c. Code Requirements

- . All construction shall conform to BOCA and municipal building codes.

2. Paving

All designated sidewalks within the Urban Renewal Area shall consist of paving with modular units of pressed concrete, bituminous concrete, brick, stone, or poured-in-place concrete. All unit pavers shall be a minimum of 2" thick and a maximum of 4 square feet in area.

Due to the importance of the public walkway that serves to link the planned retail development with other key developments in the Linden Street Corridor, it is recommended that an upgraded paving treatment of brick and concrete unit pavers be used.

The surface of all paving material shall be a non-skid texture safe for outdoor application.

3. Planting

All plant species shall be selected for tolerance of the specific conditions in which they are to be planted. All plants shall be hardy in Zone 6 or colder.

All plants shall be grown and installed according to standards set forth by the American Association of Nurserymen.

Required street trees are defined as trees greater than 30 feet high when fully grown.

The trunk caliper shall be 4 to 4-1/2 inches minimum at the time of planting.

Limbs or trees adjacent to public walkways or streets shall be pruned from the trunk to a minimum height of 7'-0".

All plant materials shall be planted at grade so that the tops of the root ball is level with the adjacent ground level or paved surface. Street trees in above ground containers will not be permitted.

When street trees are to be planted in paved areas, the soil in the tree pit shall be protected from compaction through the use of tree grates or cobbles.

Tree planting pits shall contain a minimum of 100 cubic feet of planting soil per tree. A continuous trench of prepared planting soil is strongly recommended for street tree planting.

Planting pits shall have provisions for drainage.

A recommended list of street trees for planting within the Urban Renewal Area is as follows:

4. Lighting

Lighting levels along paved portions of public walks shall be an average of no less than .9 foot candles for commercial areas and .5 foot candles for residential areas at the ground level.

- . An average to maximum uniformity ratio shall be no greater than 4 to 1 within paved public walkways in residential areas and 3 to 1 in commercial areas,
- . Light standards shall be placed in a single line at a consistent position relative to the edge of streets and public walkways.
- . The light center of fixtures serving to light both streets and walks shall be mounted at a height of no greater than 20'-0" above the adjacent roadway surface. The light center of a fixture for a pedestrian walkway shall be mounted at a height of 12'-0" to 14'-0" above the adjacent surface of the walkway.
- . The light poles for vehicular/pedestrian lights and pedestrian lights shall be spaced at a maximum of 60 feet apart.
- . The fixture type for the Urban Renewal Area shall be the "Old New York" - type luminaire with a "Redondo Beach" crossarm where required and a "Newburyport" pole for both commercial and residential areas. The "Bega" - type luminaire and non tapered pole may be substituted for the above specified street light in residential areas.
- . The luminaire shall be equipped with metal halide or high pressure sodium lamps.
- . The Old New York and Bega luminaire lenses and globes shall be polycarbonate.

5. Benches and Trash Receptacles

a. Seating

- . Seating shall be provided adjacent to commercial/ retail uses. A minimum of one bench shall be provided for every 100 lineal feet of frontage.
- . Benches are also considered desirable in community tot lots and playgrounds.
- . The following benches are recommended for commercial areas:
 - . Canterbury "Bowery" metal bench
 - . Columbia Cascade "Timberform Renaissance" metal bench

- . For residential areas, the following bench is recommended:
 - . Lister "Mendip" wood bench or equivalent
- b. Trash Receptacles
 - . Trash receptacle for all commercial/ retail areas. One trash receptacle shall be provided for every 100 lineal feet of retail frontage.
 - . The following trash receptacles are recommended for commercial areas:
 - . Canterbury "Pennsylvania" metal trash receptacle
 - . Victor Stanley "Ironsides" metal trash receptacle

6. Color of Streetscape Elements

- . The choice of colors for streetscape elements shall be restricted to the following:
 - . Midnight Green (glossy)
 - . Black (glossy)

I. Signage and Billboards

All areas in the Redevelopment area shall be subject to the following sign regulations:

1. All signs are subject to the approval of the Architectural Review Committee and the City of Camden Planning Board.
2. Signs not directly related to the project are prohibited. The temporary display of signs in connection with special events or activities of a public or nonprofit nature shall be permitted.
3. The location of signs shall be limited to the disposition parcel on which the principal use is located
4. The design and size of signs shall be compatible with the uses served and the surrounding area. Adjacent uses of sites shall coordinate the design, size and location of their signs.
5. A sign shall not project above the roof of a building or structure to which it is affixed or project more than two feet from the facade of a building unless attached beneath a permanent arcade or canopy adjoining the building.
6. Floodlighting illuminating signs shall be shielded so that the light source shall not be visible from any point off the lot on which the sign is erected.
7. No flashing or rotating signs are permitted.
8. A sign for a single shop, store or other use shall be limited in size or to a total area to a ratio of one square foot of sign area for every two lineal feet of building street frontage with an uppermost limit of 40 square feet for any individual store.
9. Multiple directory signs are permitted for developments with more than five business establishments on the parcel. Such directories shall be located a minimum of ten feet from the right-of-way. The maximum height of such directories shall be twenty feet.
10. Billboards and off premise signs are expressly prohibited within this district.
11. Any development where the total proposed signage exceeds 30 square feet in area shall be required to submit a signage plan to the Architectural Review Committee and the City of Camden Planning Board. Signage erected without the proper review and approval of the Planning Board shall be removed.

J. Design Review

Due to the importance of the Gateway North Area both in terms of its potential positive economic impact to the city and to its function as a gateway to downtown Camden, additional effort must be dedicated to assuring an attractive and cohesive development. The Architectural Review Committee, established to review design proposals in the downtown and along the waterfront is well suited to assume a review role in this critical area and would be a significant aid to the City of Camden Planning Board which must review all such plans.

All developers undertaking new developments and major renovations in the Camden North Gateway Redevelopment Area shall submit necessary site plans, building plans, sections, building elevations and perspectives to comprehensively convey the architectural or landscape proposal. It is recommended that such developments should be reviewed both in the concept plan stage as well as at the beginning of the construction documentation phase. Upon a review of the designed project, the ARC will then submit a letter of findings and recommendations to the Planning Board for their consideration. The development shall be reviewed and approved by the Planning Board and shall receive all other necessary approvals and permits before construction shall commence.

IX. PROVISIONS NECESSARY TO MEET STATE AND LOCAL REQUIREMENTS

The "Redevelopment Agencies Law" N.J.S.A. 40:55C-1 et seq., specifically, 40:55C-32 requires that a redevelopment plan shall:

"Conform to the general plan for the municipality as a whole; and shall be sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, conservation or rehabilitation as may be proposed to be carried out in the area of the project, zoning and planning changes if any, land uses, maximum densities, building requirements, and the plan's relationship to definite local objectives in respect appropriate land use, improved traffic, public transportation, public utilities, recreational and community facilities, and other public improvements."

In accordance with the State requirements, the following statements are made:

The proposals of this Plan conform with the intent of the general plan for the municipality, as is consistent with the Camden Master Plan.

This Plan provides an outline for the development or redevelopment of the Gateway North Redevelopment Area and is sufficiently complete to indicate such land acquisition, demolition, and removal of structures, redevelopment, improvements as proposed, planning changes, land uses, maximum densities, building requirements, and its relationship to definite local objectives respecting appropriate land uses, improved traffic conditions, public transportation, public utilities, community facilities, and other public improvements."

If necessary, the City of Camden, through the services of the Camden Redevelopment Agency staff, will provide displaced families, businesses and individuals with the opportunity of being relocated into decent, safe, and sanitary facilities which are within their financial means within the Redevelopment Area, where feasible. This office will be staffed by qualified personnel who will actively assist the families and individuals being displaced in finding adequate accommodations. All families, business and individuals being displaced will be interviewed to determine their relocation requirements.

The Camden Redevelopment Agency agrees to assert leadership within the community and to put forth the maximum effort to assure compliance with Title VI of the Civil Service Rights Act of 1964, and Title VII as amended in March 1972.

The Agency agrees further to assert leadership within the community to ensure compliance with all the affirmative action requirements of the State of New Jersey, including those required by P.L. 1975, C.127 and the rules and regulations issued by the State of New Jersey and the City of Camden pursuant thereto.

X. PROCEDURES FOR AMENDING THE PLAN

This Redevelopment Plan may be amended from time to time upon compliance with the requirements of all applicable laws; provided that with respect to any change in use of a particular parcel in the project area previously conveyed to the Camden Redevelopment Agency and restricted as to its use in accordance and conformance with the Redevelopment Plan, the Camden Redevelopment Agency first receives the consent of the owner of such a parcel.

APPENDIX A

Survey of Physical Conditions in the Camden Gateway North Project Area
Chilton Engineering, Inc.

PART I. BACKGROUND OF THE STUDY

A. PURPOSE OF THE STUDY

This study of the Camden Gateway North Project Area was undertaken to provide the City of Camden Planning Board with specific information on the physical conditions of buildings and the environmental factors concerning this area as they affect the safety, health, morals, and general welfare of the community. This information is intended to aid the Planning Board in determining whether the Camden Gateway North Project Area, as presently constituted, is a blighted area as defined by New Jersey Statute (N.J.S.A. 40:55-21 and R.S. 55:14A-31, et. seq.)

B. DESCRIPTION OF THE CAMDEN GATEWAY NORTH PROJECT AREA

The Camden Gateway North Project Area is located to the north and east of the Benjamin Franklin Bridge Plaza and is dominated by the Northgate II Apartment Complex, which is along the westernmost boundary of the area.

The project area is just north of the city's central business district and abuts the north side of Admiral Wilson Boulevard. The boundaries of the project area are described in the boundary description which follows and as shown in the "Exhibit" section of this report.

BOUNDARY DESCRIPTION

BEGINNING at a point for the northern Right-of-Way line, projected, or Admiral Wilson Boulevard, and the centerline of north Seventh Street,

thence northerly along the centerline of north Seventh Street to a point of intersection with the centerline of Elm Street,

thence easterly along the centerline of Elm Street to a point on the easterly curb line of north Tenth Street,

thence, jogging and going southerly along the easterly curb line of north Tenth Street approximately 50 feet to a point,

thence jogging at right angles to the easterly curb line of north Tenth Street a distance of approximately 120 feet along the northerly boundary line of Block 806, Lot 2 to a point,

thence jogging at a right angle and going a distance of approximately 30 feet

along an easterly property line of Block 806, Lot 2, to a point on the northerly property line of Block 806, Lot 2.

thence, following the northerly property line of Block 806, Lot 2, a distance of approximately 340 feet to a point on the west bank of the Cooper River,

thence meandering along the west bank of the Cooper River approximately 1990 feet to a point on the northerly property line, also being on the bank of the Cooper River, of Block 114, Lot 27,

thence cutting across Block 114, Lot 27 at approximately a right angle to the Cooper River approximately 210 feet to a point on the northerly right-of-way line of Federal Street,

thence, along the northerly right-of-way line of Federal Street approximately 290 feet to a point on the northerly right-of-way line of Admiral Wilson Boulevard,

thence, following the northerly right-of-way line of Admiral Wilson Boulevard back to the point and place of BEGINNING, containing approximately 61 acres.

C. HISTORY AND DEMOGRAPHICS OF THE AREA

The area is and has been since the 1940's a predominantly residential area, of single family dwelling units, mostly two-story, with some three-story units. During the mid 1940's until the early 1970's the population of the area was predominantly middle class, lower middle class, professional, and business people.

Since the early to mid 1970's the physical nature of the dwelling units and the demographics have changed. Today there are no longer any three-story dwelling units in the area, and the predominant population has shifted to lower-middle class working people, working poor, and welfare recipients. Large blocks of houses have been razed leaving areas that can best be described as devastated.

There has been progressive development in the area. Northgate II is a modern high-rise apartment complex, that is well maintained, and dominates the area. More recently, at the easternmost end of the area, the Woodland Care Center was completed, and dominates that end of the area.

D. LAND USE

Table 1 shows the basic distribution of land use and status.

TABLE 1
EXISTING LAND USE AND STATUS
CAMDEN GATEWAY NORTH PROJECT AREA
CAMDEN, NEW JERSEY

Total area contained in Camden Gateway North 61.00 Acres

<u>USE</u>	<u>AREA IN ACRES</u>	<u>% OF TOTAL</u>
Highway, Streets, and Alleys	15.81	25.92
State Land Adjacent to Highways and Open Land by Design	16.84	27.61
Recreational Land	3.50	5.74
School Land	2.89	4.74
Private Land (Well developed Northgate II, Woodland Care Center)	5.90	9.67
Industrial Land (Warehouse)	1.57	2.57
Net Land Area in Project	<u>14.49</u>	<u>23.75</u>
	61.00	100.00

Land in residential or residentially related uses accounts for 100 percent of the net project area and is delineated below.

Vacant Land City Owned (formerly residential)	8.25 acres	56.94%
Vacant Land State Owned (formerly residential)	0.64 acres	4.42%
All Other Vacant Land (formerly residential)	0.66 acres	4.55%
Current Residential Land	<u>4.94 acres</u>	<u>34.09%</u>
TOTAL PROJECT AREA	14.49 acres	100.00%

Therefore, the percentage of the project area in residential or residentially related uses is 100%. Within the project area, vacated buildings account for 23.55% of the total number of buildings as follows:

a. Total number of buildings (residential)	276	
Number occupied	211	76.45%
Number vacant	65	23.55%
b. Total number of buildings	276	
Occupied and vacant	49	17.75%

The City of Camden and the State of New Jersey collectively own 61.36% of the vacant land in the project area, and the City of Camden owns 17.75% of the residential housing in the project area.

E. DESCRIPTION OF THE REDEVELOPMENT PROGRAM FOR THE CAMDEN GATEWAY NORTH PROJECT AREA

A redevelopment project is proposed which will result in the use of approximately 30,000 square feet for a supermarket and an additional 45,000 square feet for ancillary business, and the building of low rent, single unit dwellings with off-street parking. This proposal is being made under the applicable laws of city, state, and federal governments. Therefore, under these laws, the component activities of a redevelopment project may include the acquisition of the land in the area; the demolition or removal of buildings and improvements; the rehabilitation of buildings in accordance with the standards of the Redevelopment Plan; the installation, construction or reconstruction of streets, utilities, and other site improvements

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The City of Camden and the State of New Jersey collectively own 61.36% of the vacant land in the project area, and the City of Camden owns 17.75% of the residential housing in the project area.

E. DESCRIPTION OF THE REDEVELOPMENT PROGRAM FOR THE CAMDEN GATEWAY NORTH PROJECT AREA

A redevelopment project is proposed which will result in the use of approximately 30,000 square feet for a supermarket and an additional 45,000 square feet for ancillary business, and the building of low rent, single unit dwellings with off-street parking. This proposal is being made under the applicable laws of city, state, and federal governments. Therefore, under these laws, the component activities of a redevelopment project may include the acquisition of the land in the area; the demolition or removal of buildings and improvements; the rehabilitation of buildings in accordance with the standards of the Redevelopment Plan; the installation, construction or reconstruction of streets, utilities, and other site improvements

essential to the preparation of the site for uses in accordance with the Redevelopment Plan; the sale of the land for development by private enterprise or public agencies.

F. DEFINITION OF THE TERM BLIGHTED AREA

New Jersey Statute (N.J.S.A. 40:55-21.1) sets forth five alternative qualifications for a blighted area. When the conditions in an area of a municipality conform to any of the five qualifications, that area can properly be designated as a blighted area by the Planning Board and the local governing body. The five statutory qualifications are quoted below from the Statute:

"As used in this act, the term "blighted area" shall mean an area in any municipality wherein there exists any of the conditions hereinafter enumerated:

- (a) The generality of buildings used as dwelling or the dwelling accommodations there in are substandard, unsafe, insanitary, dilapidated, or obsolescent, or possess any of such characteristic, or are so lacking in light, air, or space, as to be conducive to unwholesome living.
- (b) The discontinuance of the use of buildings previously used for manufacturing or industrial purposes, the abandonment of such buildings or the same being allowed to fall into so great a state of disrepair as to be untenable;
- (c) Unimproved vacant land, which has remained so for a period of ten years prior to the determination hereinafter referred to, and which land by reason of its location, or remoteness from developed sections or portions of such municipality, or lack of means of access to such other parts thereof, or topography, or nature of the soil, is not likely to be developed through the instrumentality of private capital;
- (d) Areas (including slum areas), with building or improvements which by reason of dilapidation, obsolescence, overcrowding, faulty arrangement or design, lack of ventilation, light and sanitary facilities, excessive land coverage, deleterious land use or obsolete layout, or any combination of these or other factors, are detrimental to the safety, health, morals, or welfare of the community;
- (e) A growing or total lack of proper utilization of areas caused by the conditions of the title, diverse ownership of the real property therein and other conditions, resulting in a stagnant and unproductive condition of land potentially useful and valuable for contributing to and serving the public health, safety, and welfare."

G. APPLICABILITY OF STATE STATUTES TO THE AREA

The information gathered for this report is intended to help the Planning Board determine whether the Camden Gateway North Project Area, as it exists, is described by at least one of the above noted qualifications, and is therefore a blighted area as the term is defined by the Statute.

This report presents an analysis of the data obtained to aid the Planning Board in making its determination. The data is arranged in the following order in accordance with the State Statute definition of blighted area.

- condition of buildings
- dilapidated or obsolete buildings and detrimental environmental or other factors
- growing lack of proper utilization of area

PART II. CONDITION OF BUILDINGS

A. METHOD AND PROCEDURE

During February 1991, each of the structures within the boundaries of the Camden Gateway North Project Area was visibly inspected. This inspection was performed by CHILTON ENGINEERING, INC.

The inspection form used in the survey was a single sheet arranged so as to facilitate comments on the status of the buildings observed and the use or uses to which the buildings were dedicated. The work sheets used were for residential structures, and relates only to the structures external conditions, and such internal conditions as could be observed without entering the buildings.

The exterior conditions of every structure within the area was surveyed and photographed. Additionally, the interior conditions of structures which were abandoned, and which could be observed without entering were noted.

Access was not attempted to inhabited buildings, out of consideration to the occupants, and to forestall negative or adverse reaction. Vacant buildings were observed from outside because of possible conflicts that could arise due to the illegal use of some of these buildings.

The lack of internal observations of the inhabited dwellings does not measurably affect the conclusions of this report in as much as the most significant aspects of the survey were to be found in the external conditions, and the general environment of the area. In fact, the majority of inhabited dwellings were rated from good to excellent. Of the occupied dwellings observed, only 23 deserved a rating of fair to poor.

All information pertaining to ownership and property division was obtained from the City Tax Assessors office, which included tax maps, and computer printouts of the tax rolls covering the area. If needed, copies of these tax rolls can be obtained from CHILTON ENGINEERING, INC.

B. ANALYSIS OF CONDITION OF RESIDENTIAL BUILDINGS

The survey revealed that the Camden Gateway North Project Area contains a total of 276 structures, 211 of which are occupied and 65 vacant. While the majority of the houses occupied were reasonably maintained, the integrity of each block of houses is compromised by the presence of vacant, burned-out, dilapidated, and vandalized houses. These houses constitute both an attractive nuisance and health hazard. When the vacant houses are not properly sealed or the seals are violated, they attract children, derelicts, and serve as a depository for garbage. Furthermore, some vacant houses are used as "shooting galleries" by drug addicts, and "stash houses" by drug dealers. Particularly noteworthy, is the area bounded by Eight Street on the west, Pearl Street on the north, Ninth Street on the East, and Linden Street on the south. This area originally consisted of 114 single family units, 33 single family units remain. Nineteen are vacant, severely dilapidated and vandalized, 14 are occupied, and the remainder of the units have been razed.

C. ANALYSIS OF CONDITION OF NONRESIDENTIAL BUILDINGS

Within the project area here are three corner grocery stores which are also partially used as residences; three churches; two care centers, one being situated in one of the churches; a public school; a playground; and a warehouse. All are in good to excellent condition and very well maintained.

D. DILAPIDATED, OBSOLETE, OVERCROWDED BUILDINGS AND DETRIMENTAL ENVIRONMENTAL OR OTHER FACTORS

1. Dilapidated, Obsolete and Overcrowded Buildings

The Camden Gateway North Project Area is an area which contains numerous dwellings that are dilapidated and obsolete by virtue of having had fires or vandalism. These conditions were cited in the sections above, dealing with the conditions of the structures. There was no observable overcrowding of buildings.

2. Detrimental Environmental Factors

The Camden Gateway North Project Area is subject to a number of detrimental environmental factors. These factors have an adverse effect on the project area, and a pernicious effect upon its inhabitants. Some of these conditions are:

a. A major arterial city street and a major state highway are on the south side of the area. The public grammar school is located on this major city street, that being Linden Street.

b. The large areas of devastated land, i.e. land once occupied by dwellings but now vacant, constitutes an unattractive nuisance and potential health hazard. There are indications that these vacant areas are collecting debris and detritus by

natural agents such as wind and storm, and by the deliberate illegal dumping by residents. Experience has shown that this practice will continue and increase as the weather grows warmer if nothing is done to deter it. In time these lots will be natural breeding grounds for rodents and vermin.

c. The area lacks sufficient and convenient off-street parking for the existing population, thus causing vacant areas to be used for parking. An outgrowth of this problem is broken down and abandoned vehicles being placed in the vacant areas, creating an eyesore and hazard.

PART III. GROWING LACK OF PROPER UTILIZATION OF AREA

The Camden Gateway North Area contains a large number of vacant boarded-up, and burned-out houses, along with vacant lots. Many of the houses have not been occupied or maintained in years and the lots have had nothing positive done, either in terms of maintenance or development.

The 65 currently vacant buildings show no signs that anything of a positive nature is being considered in the near future. The lots are overgrown with weeds and littered with debris. By summer, the lots will not only be unsightly but will constitute a fire and health hazard of sizeable proportions.

As shown in the statistical analysis, 61.36% of the vacant land is collectively owned by the city and State and 17.75% of the vacant houses are owned by the City, therefore the city has the greatest opportunity, as well as the greatest obligation to act to remove these real and potential hazards. The proposed redevelopment plan presents an excellent opportunity to make a significant contribution to the upgrading of this area and signal improvement in the quality of life for its inhabitants.

PART IV. CONCLUSIONS AND RECOMMENDATIONS

The Camden Gateway North Project Area as it exists, particularly with regard to the hard core of the area, the 14.49% of the area dedicated to residential living, appears to be a blighted area within the definition of such an area as set forth in the New Jersey Statute for the following reasons:

1. The definition specified under subparagraph (a) of the Statute appears to be satisfied in that, while the generality of buildings are not substandard, there are sufficient substandard buildings interspersed amongst, to detract from the worth of the others and to have a negative impact upon the quality of life of those inhabitants attempting to maintain good living quarters for their families, and also to reduce the desirability of living in the area sufficiently to discourage investment by others, to warrant the application of substandard to the entire core area.

2. The definition specified under subparagraph (c) "unimproved vacant land, which has remained so for a period of ten years prior to the determination hereinafter referred to, and which land by reason of its location is not likely to be developed through the instrumentality of private capital" appears to be completely satisfied.

3. The definition under subparagraph (d) and (e) both appear to be satisfied, with respect to provisions in which there are numerous environmental and other adverse factors, detrimental to the safety, health and welfare of the community, and a growing lack of proper utilization of the project area caused by the high proportion of vacant, unused and boarded-up properties therein.

An area within any municipality in New Jersey can be considered a blighted area if it is determined that there exists any one of the conditions cited in the Statute. This report demonstrates that the Camden Gateway North Project Area is reasonably and accurately described by four of the conditions set forth in the Statute.

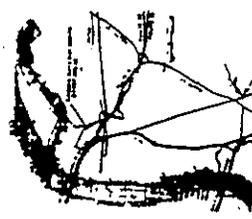
While there are some slight variations in conditions that could mitigate the severity of any one definition, the overall conditions in the core area fulfill all the pertinent conditions.

It is the conclusion and recommendation of CHILTON ENGINEERING, INC. that the City of Camden Planning Board can properly define and declare the Camden Gateway North Project Area a blighted area in accordance with the requirements of the cited New Jersey Statute.

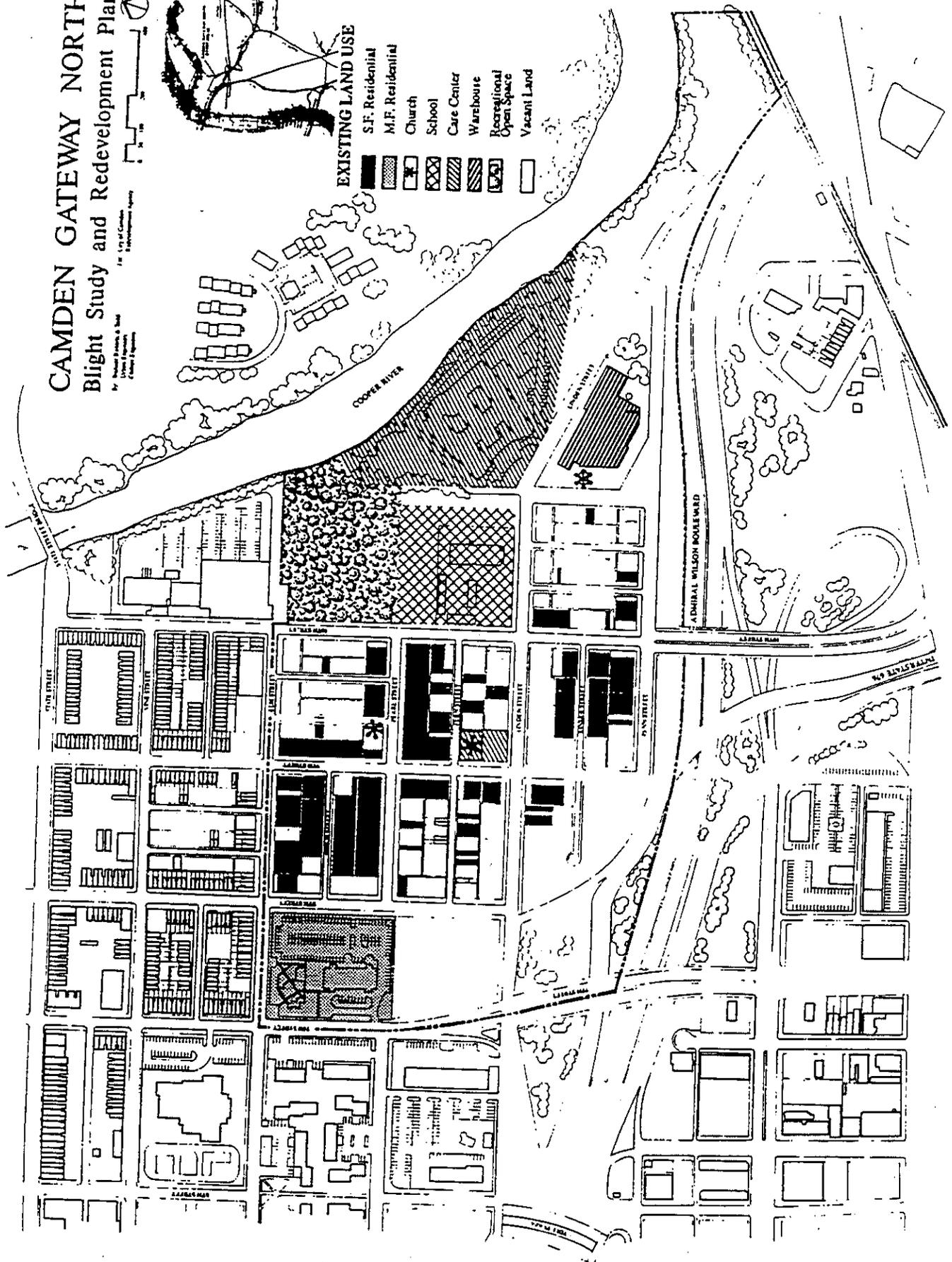
CAMDEN GATEWAY NORTH

Blight Study and Redevelopment Plan

By: **Urban Planning & Design**
 City of Camden
 Planning Department



- EXISTING LAND USE**
- S.F. Residential
 - M.F. Residential
 - Church
 - School
 - Care Center
 - Warehouse
 - Recreational Open Space
 - Vacant Land

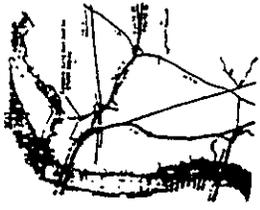


CAMDEN GATEWAY NORTH

Blight Study and Redevelopment Plan

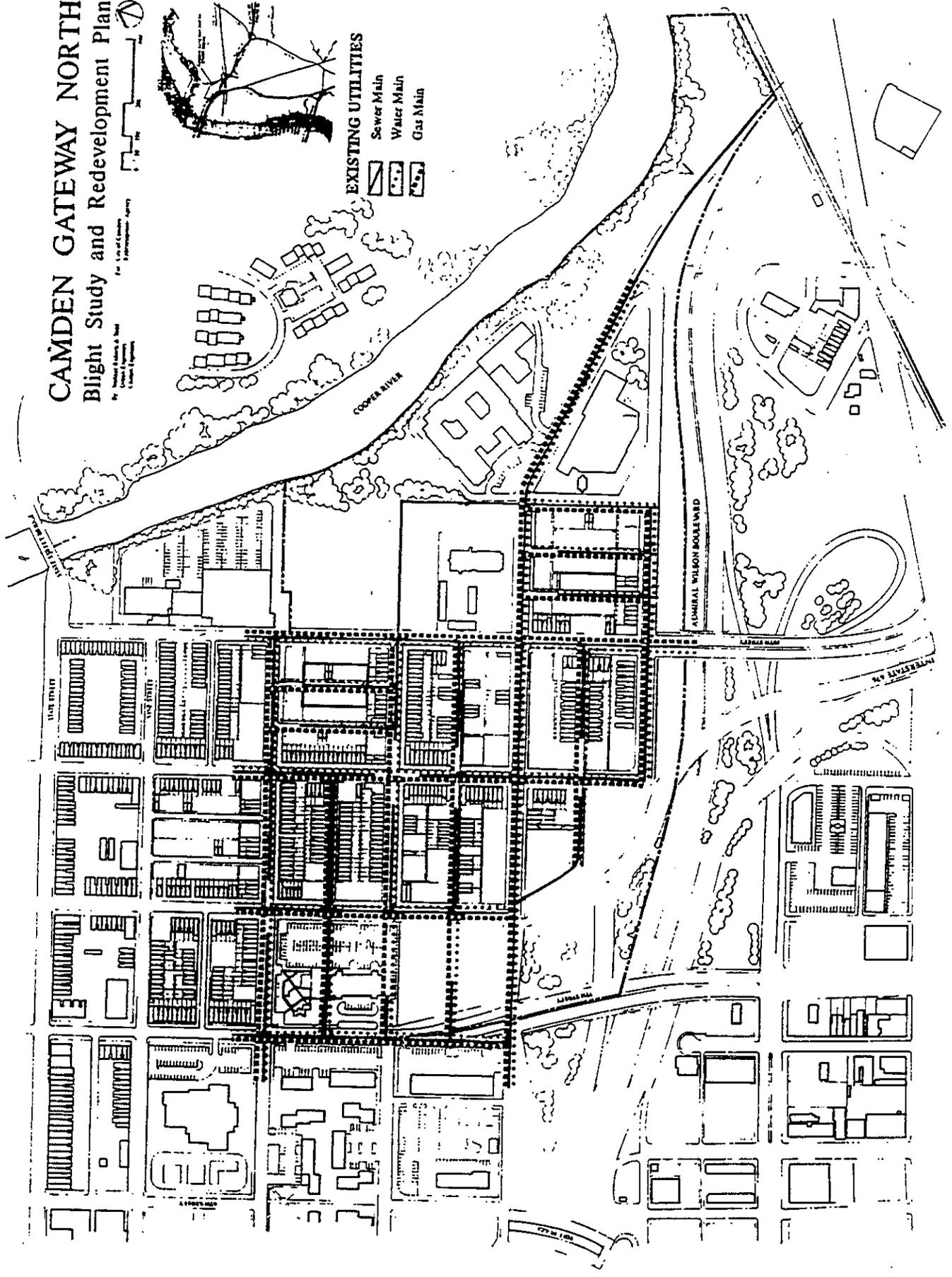


Prepared by
Camden Gateway North
Blight Study and Redevelopment Plan



EXISTING UTILITIES

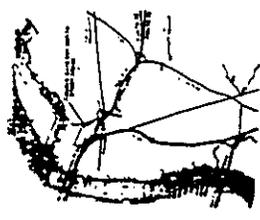
- Sewer Main
- Water Main
- Gas Main



CAMDEN GATEWAY NORTH

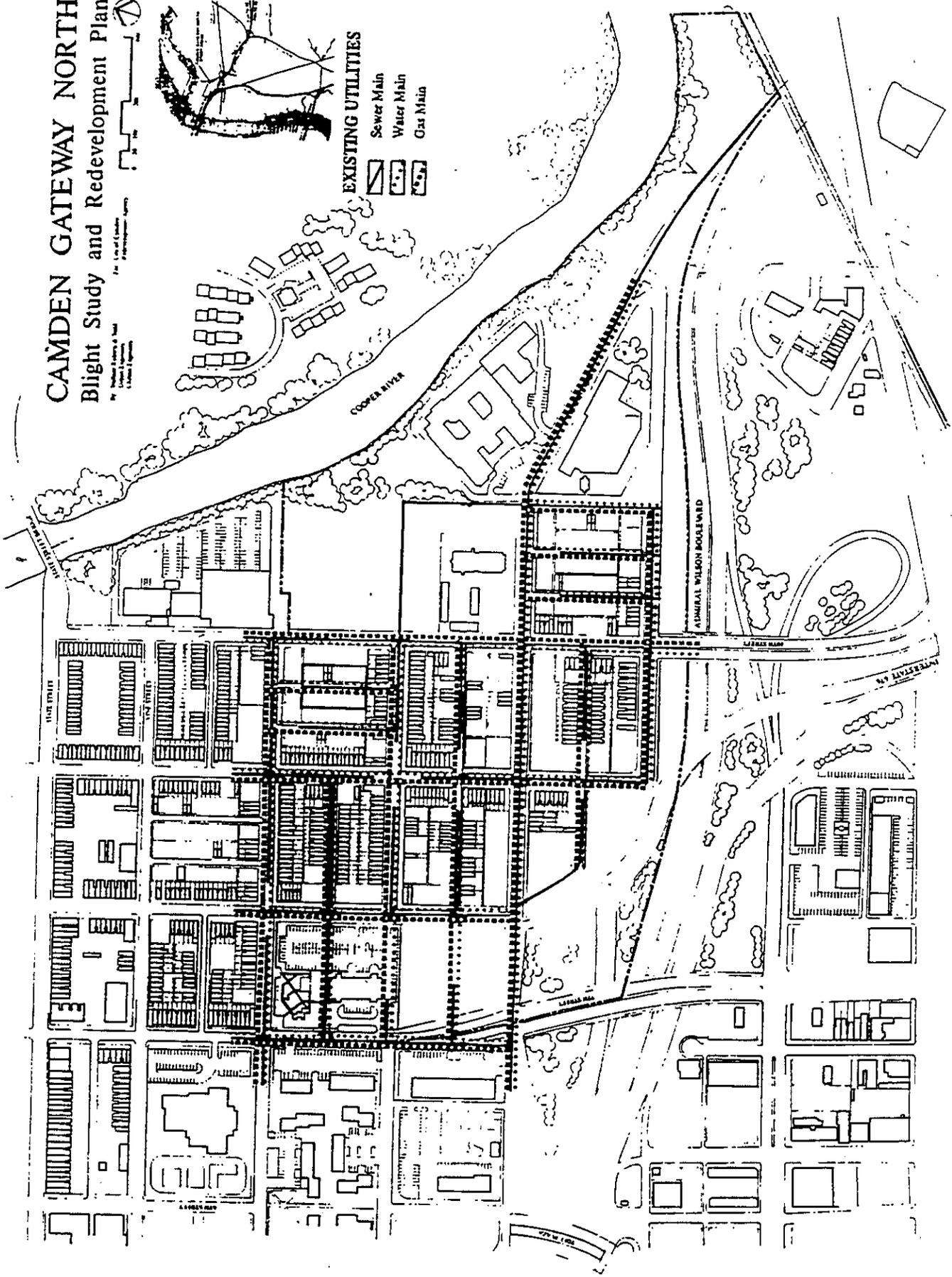
Blight Study and Redevelopment Plan

By
The City of Camden
Prepared by
The City of Camden
1998



EXISTING UTILITIES

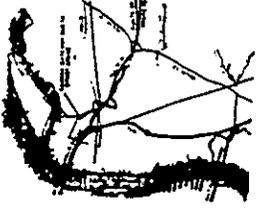
- Sewer Main
- Water Main
- Gas Main



CAMDEN GATEWAY NORTH

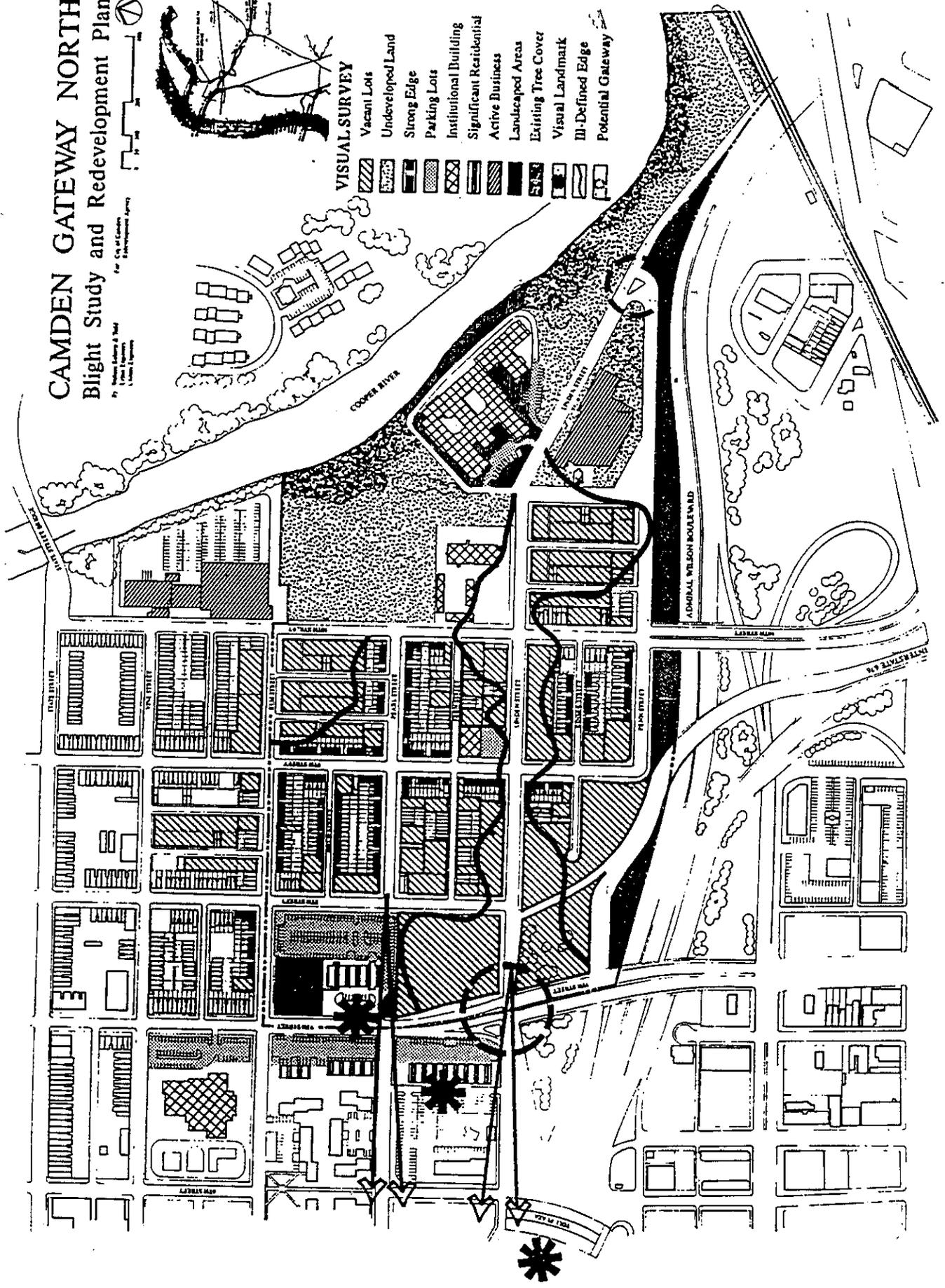
Blight Study and Redevelopment Plan

By Thomas Adams & Paul
 For the City of Camden
 Planning Agency
 1971



VISUAL SURVEY

- Vacant Lots
- Undeveloped Land
- Strong Edge
- Parking Lots
- Institutional Building
- Significant Residential
- Active Business
- Landscaped Areas
- Existing Tree Cover
- Visual Landmark
- Ill-Defined Edge
- Potential Gateway



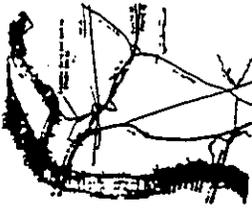
CAMDEN GATEWAY NORTH

Blight Study and Redevelopment Plan



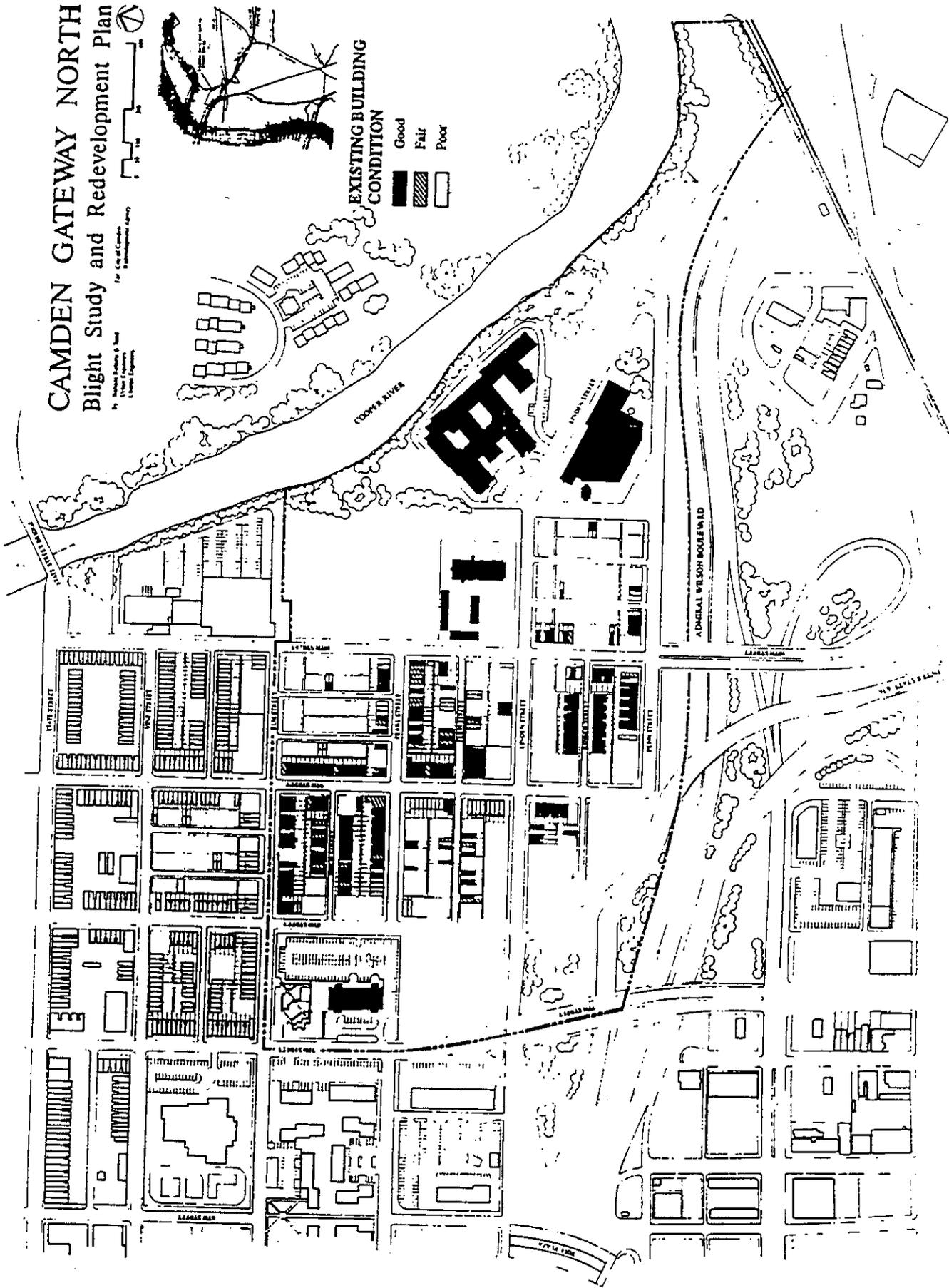
For the City of Camden

Prepared by: [Faint text]



**EXISTING BUILDING
CONDITION**

- Good
- Fair
- Poor



ANDREAS WILSON BOGREN

17th Street

18th Street

19th Street

20th Street

21st Street

22nd Street

23rd Street

24th Street

25th Street

26th Street

27th Street

28th Street

29th Street

30th Street

31st Street

32nd Street

33rd Street

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88th Street

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90th Street

91st Street

92nd Street

93rd Street

94th Street

95th Street

96th Street

97th Street

98th Street

99th Street

100th Street

APPENDIX B
Traffic Operational Analysis
Urban Engineers, Inc.

Existing Conditions

Peak hour turning movement counts were conducted along Linden Street, between 10th Street and Seventh Street between the hours of 6:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. The volumes are provided in Figure 1. Existing timing plans for the four signalized intersection were obtained from New Jersey Department of Transportation (NJDOT).

Observations made during the data collection effort are as follows:

- Linden Street has a forty (40) foot width and stripped for four lanes. Throughout its length it operates as three lanes due to the poor condition of the curb lanes (pot holes were observed) and the restricted lane width (10 feet) for a four lane width.
- At the intersection of Linden and Seventh Streets, Linden operated as four lanes in the westbound direction except when buses were in the right curb lane.
- During the AM peak period, westbound Linden Street at Seventh Street frequently has excessive queues which influence the operation of the intersection of Linden Street, Eighth Street and the I-676 off ramp. When this occurs, queues do not typically clear during a signal cycle.
- Queues during the AM peak hour occasionally do not clear on the I-676 ramp.
- Signal progression which ties together the I-676 ramp left turn movement onto Linden Street with westbound Linden Street at Seventh Street would have a strong positive impact on the operation of both the Seventh and Eighth Street intersections with Linden Street.

Using this information, capacity analyses were conducted using the Highway Capacity Software (HCS) which applies the 1985 Highway Capacity Manual methods for determining delays and level of service.

The only intersection to have quantified operational problems was the intersection of Linden Street with 7th Street during the AM peak hour. The westbound movement from Linden Street was found to fail causing the approach to fail. This confirms field observations.

HCS was not able to confirm the failure of the intersection of Linden Street, Eighth Street and the I-676 off ramp since the software only examines isolated intersections and cannot

detect spill back queues from downstream intersections. The southbound movement from the I-676 ramp was found to operate at a level of service D.

All other intersection on Linden Street were found to operate successfully (level of service C or B).

Results of the investigation are described in the Figure 2.

Proposed Conditions/Preferred Alternative.

The proposed conditions assume that Linden Street operates in both the westbound (existing) direction and eastbound. The street is widened to 54 feet to carry four lanes (12 foot curb lanes and 10 foot center lanes) and provide a ten foot median. At Seventh Street, dual left turn lanes are provided and only one through and right turn lane is provided. Exclusive left turn lanes will be provided at major intersecting streets.

As a result of various meetings, including the public meeting at Holy Name Church, additional traffic changes are proposed:

1. Improve Linden Street from Penn Street west to 7th Street.
2. Provide for two way operations on Penn Street, 10th Street between Penn and Linden and on 9th Street between Penn and Linden.

The above alterations provide for better circulation within the Gateway North Project and better allow for the use of the Tenth Street Bridge as an alternate route to Downtown Camden for Commuters thereby alleviating traffic at Seventh Street and Linden Street.

Trips were generated for the proposed retail and residential development using the ITE Trip Generation Manual. The resulting AM and PM peak hour volumes are provided in Figure 3. The turn movement volumes were used in a capacity analysis using HCS. Results of the capacity analyses (AM peak hour and PM peak hour) are provided in Figure 4.

AM Peak Period

Revised timing plans were developed to resolve the operational problems identified during the AM peak hour, existing conditions. The revised AM Peak period timing plan for Seventh and Linden Street uses a 70 second cycle length with two phases, 40.7 seconds of green time is allocated to Linden Street and 17.3 seconds of green are allocated to northbound and southbound Seventh Street.

The revised timing plan results in a level of service C during the AM peak period for the intersection. The westbound through and right turn movement is the critical movement for Linden Street and it experiences a level of service D. Better performance can be achieved if

coordination is developed with the intersection of Linden and Eight Streets.

A revised timing plan was also developed for the intersection of Linden Street, Eighth and the I-676 off-ramp which maintains a 70 second cycle; Linden Street is allocated 28 seconds of green time and the I-676 off-ramp is allocated 32 seconds of green time. Level of service is improved to a B on the off-ramp and a C on Linden Street.

The Ninth Street and Tenth Street intersections with Linden Street operate at good levels of service using the existing timing plans.

PM Peak Period

All intersections are found to operate at a B level of service during the PM peak hour.

Two phase operation of Linden and Seventh Street is maintained with a 70 second cycle length. Green time is allocated as follows: 18.5 seconds of green to westbound Linden Street; and 39.5 seconds of green is allocated to northbound and southbound Seventh Street. With this timing plan the intersection operates at a B level of service.

The AM peak period timing plan is retained during the PM peak period for the intersection of Linden Street and the I-676 off-ramp. The intersection is found to operate at a B level of service with this timing plan during the PM peak hour.

The intersections of Ninth and Tenth Street with Linden Street are also found to operate at a B level of service with the existing PM period timing plans.

Conclusions

The preferred alternative, which converts Linden Street to two-way operation and closes Eight Street, does not result in any operational deficiencies. Westbound Linden Street operates at a C level of service or better during both the AM peak and PM peak hours. Revised timing plans will be required to achieve this performance.

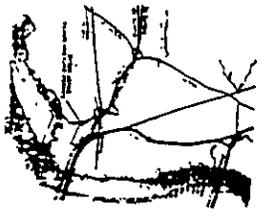
The anticipated operating conditions of Linden Street appears to allow additional traffic if higher trip generation rates are experienced for the area or if additional development occurs (e.g. economy hotel).

CAMDEN GATEWAY NORTH

Blight Study and Redevelopment Plan

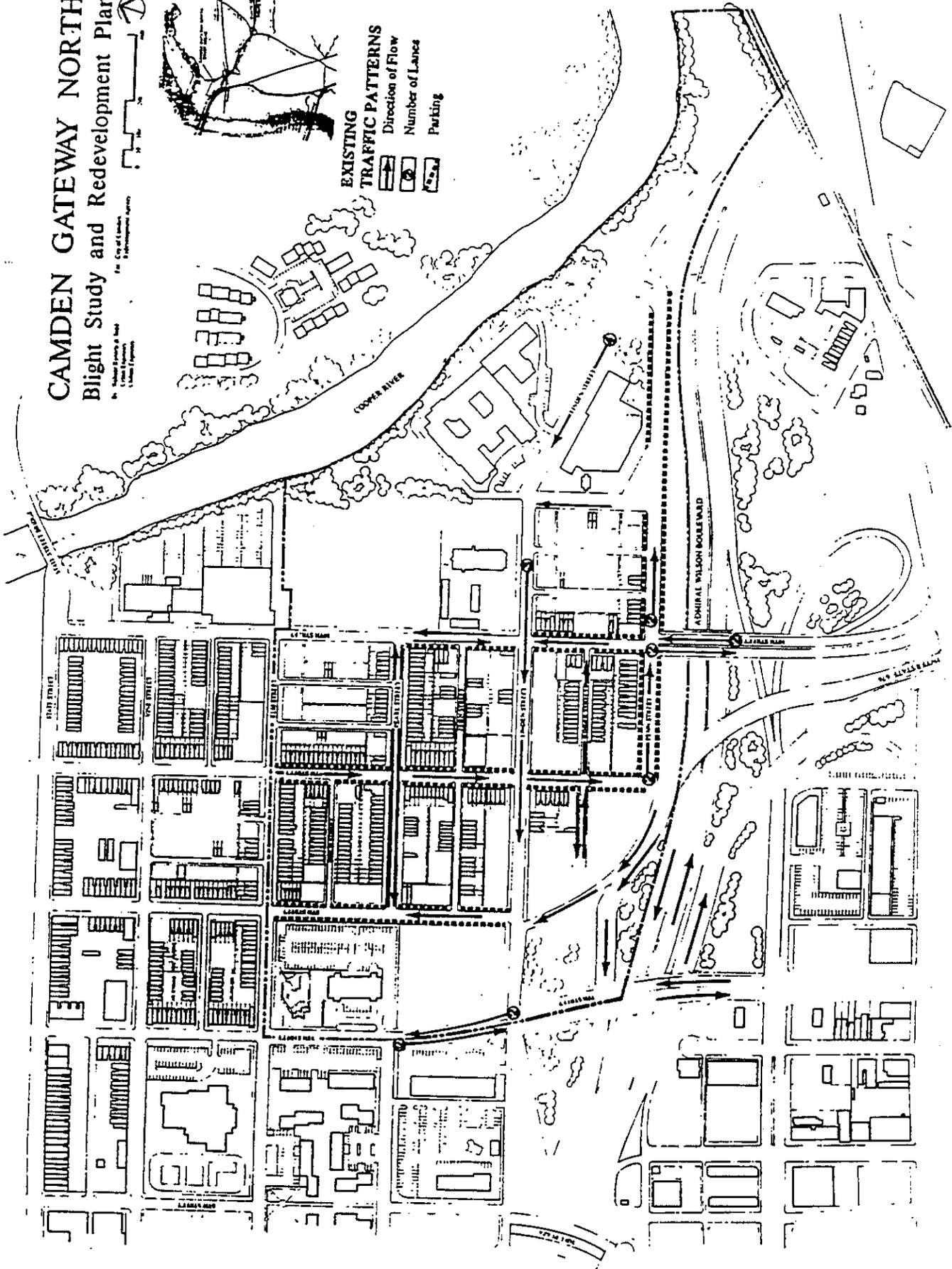


Prepared for the City of Camden
 by the Camden Gateway North
 Study Committee



EXISTING TRAFFIC PATTERNS

Direction of Flow
 Number of Lanes
 Parking



APPENDIX C
Evaluation of Existing Utilities
Urban Engineers

1. Sewer Condition

Approximately ninety (90%) percent of the existing combined sewer system located in the study area is constructed of brick. The City of Camden does not know the age and/ or condition of these sewers, but it can be assumed that they are very old and replacement is warranted.

The remaining ten (10%) percent of the combined sewer system is constructed of terra cotta and vitrified clay pipe.

Records from the City of Camden show existing sewers on two streets, Ray Street and Borton Street, constructed of twelve (12) inch T. C. (Terra cotta). In addition, sections of 10th Street, 11th Street, Pearl Street and Linden Street have sewers constructed of twelve (12) inch and eighteen (18) inch VCP (Vitrified Clay Pipe). These materials have not been in used for sewer construction since the early to mid 1960's.

Sections of two (2) other streets, 7th Street and 8th Street, indicate the use of eighteen (18) inch and fifteen (15) inch RCP (Reinforced Concrete Pipe). RCP is presently used in sewer construction, hence the condition should be adequate.

2. Combined Sewer System

The existing sewer system in the City of Camden is a combined system of storm and sanitary. The City of Camden Utilities Department has stated that the replacement of the sewer systems in this area does not require these systems to be separated at this time. Therefore, in areas where the sewer system is replaced, construction of a combined system is recommended for reasons of overall project costs. Litigation is pending that may require separate sewer system for reconstructed areas in the future. Further investigation of these two options should be made at the time of design for upgraded utilities as part of planned projects.

3. Water Mains

Record of the condition of water mains in the study area are not available from the City of Camden. Repairs are made to the existing water mains as the situation warrants.

4. Gas Mains

Gas mains in the study area are constructed of cast iron and steel and are owned by Public Service Electric and Gas (PSE&G). Mains were installed between 1910 and 1920. The condition of these mains is not known. PSE&G conducts leak surveys

twice a year to determine if repairs are required.

Since the projected development of the study area will reduce the number of residential dwellings a minimum of 50% from the original dense neighborhood development pattern and with significant areas of planned commercial development, the sizing of existing gas, water, and sewer services should be adequate to handle the proposed development in the area. However, since the conditions of the utilities are not known by the City of Camden, a physical inspection of said utilities should be conducted to determine if replacement is required.