

BEESELEY'S POINT

**Township of Upper
County of Cape May, New Jersey**

INVESTIGATION OF AREA IN NEED OF REDEVELOPMENT STUDY

September 2005

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The original of this report was signed and sealed in accordance with N.J.S.A. 45:14A-12

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TABLE OF CONTENTS

INTRODUCTION.....	1
CRITERIA FOR REDEVELOPMENT AREA DETERMINATION	2
DESCRIPTION OF BEESLEY’S POINT STUDY AREA.....	4
OVERVIEW	4
BACKGROUND.....	4
EXISTING LAND USE IN THE STUDY AREA	4
ZONING CHARACTERISTICS IN THE STUDY AREA.....	5
<i>CM Commercial District.....</i>	<i>6</i>
<i>R Moderate Density Residential District</i>	<i>9</i>
<i>U Utility District</i>	<i>10</i>
<i>C Conservation District.....</i>	<i>11</i>
ENVIRONMENTAL CHARACTERISTICS	13
RELEVANT PLANNING STUDIES.....	14
UPPER TOWNSHIP MASTER PLAN	14
CAPE MAY COUNTY COMPREHENSIVE PLAN.....	14
SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION TRANSPORTATION PLAN	14
RELATIONSHIP TO THE STATE DEVELOPMENT AND REDEVELOPMENT PLAN	15
PLAN ENDORSEMENT PETITION	16
COASTAL AREA FACILITIES REVIEW ACT (CAFRA).....	16
GREAT EGG HARBOR RIVER - WILD AND SCENIC RIVER DESIGNATION	17
AREA EVALUATION FOR CONFORMITY WITH REQUIRED REDEVELOPMENT CRITERIA.....	18
STUDY APPROACH	18
STUDY AREA PROPERTY EVALUATION	18
<i>Site #1 Block 479, Lot 76, Lot 94.01 & Block 661, Lot 81</i>	<i>18</i>
<i>Site #2 Block 479, Lot 107 & 107.01</i>	<i>21</i>
<i>Site #3 Block 479, Lot 108 & 108.01</i>	<i>21</i>
<i>Site #4 Block 999, Lot 2</i>	<i>22</i>
<i>Site #5 Block 682, Lot 1 & 2.....</i>	<i>22</i>
<i>Site #6 Block 682, Lot 3 & Block 683, Lot 5.....</i>	<i>23</i>
<i>Site #7 Block 683, Lot 7</i>	<i>24</i>
<i>Site #8 Block 683, Lot 4.....</i>	<i>24</i>
<i>Site #9 Block 683, Lot 3.....</i>	<i>24</i>
<i>Site #10 Block 683, Lot 2</i>	<i>25</i>
<i>Site #11 Block 683, Lot 6.....</i>	<i>25</i>
<i>Site #12 Block 683, Lot 1, Block 684, Lot 5 & the Abandoned GSP Access Right-of-Way</i>	<i>26</i>
<i>Site #13 Block 479, Lot 106.02</i>	<i>26</i>
<i>Site #14 Block 479, Lot 106.01</i>	<i>26</i>
<i>Site #15 Block 479, Lot 105</i>	<i>27</i>



Site #16 Block 479, Lot 99 27
Site #17 Block 479, Lot 98 27
Site #18 Block 479, Lot 97 28

CONCLUSION 29

MAPS

- *Location Map*
- *Study Area*
- *Aerial Photo*
- *Land Use*
- *Environmental Constraints*
- *Marmora-Palemo-Beesley's Point Town Center*
- *Site Locations*

APPENDIX A RESOLUTION OF TOWNSHIP COMMITTEE AUTHORIZING STUDY

APPENDIX B ATLANTIC CITY ELECTRIC COMPANY ENVIRONMENTAL DATA

APPENDIX C ROUTE 9 BEESLEY'S POINT BRIDGE DOCUMENTATION

APPENDIX D PROPERTY SURVEY FORMS AND PHOTO SHEETS



INTRODUCTION

The purpose of this report is to determine whether all or parts of the Township of Upper Beesley's Point Study Area qualify as an Area in Need of Redevelopment as defined by the Local Redevelopment and Housing Law (NJSA 40:12A-1 et seq., herein referred to as LRHL). This analysis has been conducted pursuant to the LRHL, which specifies the conditions that must be met within the delineated areas and the process to be undertaken by the Planning Board during the investigation.

This report is written pursuant to Section 6 of the LRHL that requires the following:

No area of a municipality shall be determined a redevelopment area unless the governing body of the municipality shall, by resolution, authorize the Planning Board to undertake a preliminary investigation to determine whether the proposed area is a redevelopment area according to the criteria set forth in Section 5 of the P.L. 1992(C.40A:12A-5). The governing body of a municipality shall assign the conduct of the investigation and hearing to the Planning Board of a municipality.

(5) After completing its hearing on this matter, the Planning Board shall recommend that the delineated area, or any part thereof, be determined, or not be determined, by the municipal governing body to be a redevelopment area. After receiving the recommendation of the Planning Board, the municipal governing body may adopt a resolution determining that the delineated area, or any part thereof, is a redevelopment area.

The Township Committee, in a resolution dated June 27, 2005 requested that the Planning Board undertake a preliminary investigation as to whether the properties identified in the resolution are in need of redevelopment pursuant to the LRHL. (See Resolution in Appendix A.)

The applicable LRHL statute also requires the Planning Board to hold a hearing on this matter prior to recommending that the delineated area, or any part thereof, be determined or not determined a redevelopment area by the governing body. After obtaining the Planning Board's recommendation, the governing body may adopt a resolution determining that the delineated area, or any part thereof, is a redevelopment area. This report serves as the statement setting forth the basis for the investigation of an area in need of redevelopment, as required under the LRHL.

Before presenting the study area investigation and parcel level analysis, it is important to note that the determination of need presented in this analysis is only the first step of the redevelopment process and does not provide guidance with respect to the planning, development or redevelopment of the project area. The LRHL describes the tool (the redevelopment plan), which specifies how the redevelopment should be planned, in addition to the process through which such a plan is prepared.



A redevelopment plan, which may supercede the zoning of an area or serve as an overlay thereto, specifies the following:

- Relationship of the project area to local objectives as to appropriate land uses, density of population, improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.
- Proposed land uses and building requirements in the project area.
- Adequate provision for the temporary and permanent relocation, as necessary, of residents in the project area, including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing housing market.
- An identification of any property within the redevelopment area which is proposed to be acquired in accordance with the redevelopment plan. (Note: not every property in a redevelopment area must be acquired; the redevelopment plan can specify buildings or uses to remain in the redevelopment area and to be incorporated into the future design and development of the area).
- Any significant relationship of the redevelopment plan to the master plan of contiguous municipalities, the master plan of the county, and the State Development and Redevelopment Plan.

This report and investigation are aimed only at determining whether the Study Area meets the statutory criteria to be identified as an Area in Need of Redevelopment and therefore does not contain any of the specific planning guidance contained in a redevelopment plan.

Criteria for Redevelopment Area Determination

Section 5 of the LRHL outlines the following criteria that were considered in evaluating the Beesley's Point study area. An area may be determined to be in Need of Redevelopment if, after investigation, notice and hearing, the governing body of the municipality concludes by resolution that any one of the following conditions is found:

- A. The generality of buildings are substandard, unsafe, unsanitary, dilapidated, or obsolescent, or possess any of such characteristics or are so lacking in light, air, or space as to be conducive to unwholesome living or working conditions.
- B. The discontinuance of the use of buildings previously used for commercial, manufacturing, or industrial purposes; the abandonment of such buildings; or the same being allowed to fall into so great a state of disrepair as to be untenable.
- C. Land that is owned by the municipality, the county, a local housing authority, redevelopment agency or redevelopment entity, or unimproved vacant land that has remained so for a period of ten years prior to adoption of the resolution, and that by reason of its location, remoteness, lack of means of access to developed sections or portions of the municipality or topography, or nature of the soil is not likely to be developed thought the instrumentality of private capital.



- D. Areas with building or improvements which, but reason of dilapidation, obsolescence, over crowding, faulty arrangement or design, lack of ventilation, light and sanitary facilities, excessive land coverage, deleterious land use or obsolete layout or any combination of these or other factors, are detrimental to the safety, health, morals, or welfare of the community.
- E. A growing lack or total lack of proper utilization of areas caused by the condition of the title, diverse ownership of the real property therein or other conditions, resulting in a stagnant or not fully productive condition of land potentially useful and valuable for contributing to and serving the public health, safety and welfare.
- F. Areas, in excess of five contiguous acres, whereon buildings or improvements have been destroyed, consumed by fire, demolished or altered by the action of storm, fire, cyclone, tornado, earthquake or other casualty in such a way that the aggregate assessed value of the area has been materially depreciated.
- G. In any municipality in which an enterprise zone has been designated pursuant to the “New Jersey Urban Enterprise Zones Act,” P.L.1983, c.303 (C.52: 27H-60 et seq.) the execution of the actions prescribed in that act for the adoption by the municipality and approval by the New Jersey Urban Enterprise Zone Authority of the zone development plan for the area of the enterprise zone shall be considered sufficient for the determination that the area is in need of redevelopment pursuant to sections 5 and 6 of P.L.1992, c.79 (C.40A: 12A-5 and 40A: 12A-6) for the purpose of granting tax exemptions within the enterprise zone district to the provisions P.L.1991, c.431 (C.40A: 20-1 et seq.) or the adoption of a tax abatement and exemption ordinance pursuant to the provisions of P.L.1991, c.441 (C.40A: 21-1 et seq.). The municipality shall not utilize any other redevelopment powers within the urban enterprise zone unless the municipal governing body and planning board have also taken the actions and fulfilled the requirements prescribed in P.L.1992, c.79 (C.40A: 12A-1 et al.) for determining that the area is in need of redevelopment or in need of rehabilitation and the municipal governing body has adopted a redevelopment plan ordinance including the area of the enterprise zone.
- H. The designation of the delineated area is consistent with smart growth planning principles adopted pursuant to law or regulation.

In addition to the above criteria, Section 3 of the LRHL (NJSA 40A:12A-3) allows the inclusion of parcels necessary for the effective redevelopment of the area, by stating “a redevelopment area may include land, buildings, or improvements, which of themselves are not detrimental to the health, safety or welfare, but the inclusion of which is found necessary, with or without change in their condition, for the effective redevelopment of the area in which they are a part.”



DESCRIPTION OF BEESLEY'S POINT STUDY AREA

Overview

The Beesley's Point Study Area is located in the northern section of Upper Township. The 487-acre Study Area abuts by the Great Egg Harbor River to the north and the Garden State Parkway to the east. The tidal marshland and a railroad spur, which are associated with the B.L. England Electric Generation Facility, define the western boundary. State Route 9 traverses the center of the Study Area running south from the Route 9 Beesley's Point Bridge. There are twenty-seven (27) properties in the study area including the Beesley's Point Bridge and an abandoned access road right-of-way. (See Location Map, Study Area Map, Aerial Photo Map)

Background

This Study was initiated by the Township in June 2005 in response to efforts by the Atlantic City Electric Company to decommission the B.L. England Electric Generation Facility which is located in the Beesley's Point area of the Township. The Facility is an identified 'brownfields site' and is currently undergoing remediation studies under the oversight of the New Jersey Department of Environmental Protection.

As stated in the Township's Resolution No 147-2005, which authorized the Township Planning Board to undertake this investigation, the B.L.England Facility is critical to the local economy and has been the source of significant tax revenues over the years. The Township is concerned that the Facility's closure would significantly affect the Township. It wants to initiate a proactive approach to ensure that future development on this property and the surrounding area would be properly planned. This would ensure that any redevelopment be compatible with the surrounding area, continue to provide economic benefits to the Township and be compatible with the area's critical environmental resources and unique scenic and recreational amenities.

Additionally, the Township is concerned about the closure of the Route 9 Beesley's Point Bridge which occurred in 2004. This Bridge provides alternative access from Cape May across the Great Egg Harbor River Bay. As indicated in the 2004 Route 9 Corridor Study undertaken by the South Jersey Transportation Planning Association, the rehabilitation of this Route 9 Bridge is recommended.

Beesley's Point is part of the planned Marmora-Palermo-Beesley's Point Town Center. Its location within a TownCenter identifies this property as being suitable for redevelopment in accordance with the policies of the State Development and Redevelopment Plan. As both a Suburban Planning Area PA2 and as a Town Center, redevelopment of this area would meet smart growth planning goals of the State Plan.

Existing Land Use in the Study Area

As shown in the following table, Existing Land Use, of the study area's 487 total acres, 25.6 acres are in street right-of-way; 6 acres are in municipal ownership, 2.1 acres are owned by the



Beesley's Point Bridge Authority and 445 acres are in private ownership. Public land ownership consists of 8.5% of the study area, while private ownership amounts for 91.5% of the study area. The B.L. England Electric Generation Facility encompasses 80% of the study area. (See Land Use Map).

Existing Land Use

Land Use Type	Total Acres	Percent of Total (Rounded)
Residential	4.3	0.9%
Industrial	389.4	80%
Public - Municipal	6.0	1.2%
Public - State	10.4	2.1%
Bridge	2.1	0.4%
Commercial	10.7	2.2%
Vacant	38.5	8%
Right of Ways	25.6	5.2%
TOTAL	487	100%

Zoning Characteristics in the Study Area

The 27 lots in the study area are located in four (4) zones. Additionally one lot, that of Lot 2, Block 999, being the Route 9 Beesley's Point Bridge, is not included in a zone. A list of the lots and the associated zoning districts are as follows:



Zone	Properties
CM	Block 479, Lots 107, 107.01, 108 & 108.01 Block 682, Lots 1, 3 & 2 Block 683, Lots 2, 3, 4, 5, 6, & 7
R	p/o Block 479, Lot 76 Block 479, Lots 94.01, 97, 98, 99, 105, 106.01, & 106.02 Block 683, Lot 1 Block 684 Lot 5 Block 661, Lot 81
U	p/o Block 479, Lots 76 & 76.01
C	p/o Block 479, Lot 76
N/A	Block 999, Lot 2

The following provides a summary of the zone districts and the permitted uses, area and bulk requirements of each zone. (Zone Districts are shown on the Study Area Map.)

CM Commercial District

As defined in the Zoning Ordinance, the intent of the "CM" Commercial District is to promote the development of commercial uses throughout the Township, recognizing the diversity of each commercial area and permitting flexible standards to achieve the optimal development plan to suit the specific commercial location. The Commercial District is established to promote and protect the amenity and economic stability of the Township of Upper by promoting and protecting the attractiveness, convenience and economic viability of that portion of the Township included within the district. These general goals and objectives include the following specific purposes:

- 1. To maximize the economic potential of the district created by its strategic location within a rapidly growing suburban consumer market.*
- 2. To promote, preserve and protect that quality or characteristic of the district which favorably distinguishes it from other competing commercial centers.*
- 3. To encourage a mixture of retail commercial, office and other land uses which are both compatible and complementary, and which will strengthen the attractiveness of the district to the consumer.*



4. *To encourage a harmonious and unified architectural design relationship of buildings and public areas to one another in accordance with an aesthetic architectural theme developed for the commercial area or shopping center.*
5. *To encourage the complimentary and coordinated development of adjacent properties through the allowance of increased development intensity when combining lots into developable tracts of a larger size.*
6. *To encourage the more efficient use of land through compact development patterns in some commercial areas and through the shared use of common areas for parking and internal walkways, through the provision of common access and drives, pedestrian malls connecting buildings, and coordinated storm drainage and open space areas.*
7. *To promote the beautification of the district by requiring the landscaping of streets, parking areas, and common areas, and the renovation and modernization of buildings and storefronts.*

Permitted uses:

- Retail sales of goods and services;
- Restaurants, bars and taverns;
- Banks, including drive-through and bank machine facilities;
- Offices and office buildings;
- Indoor theaters and bowling alleys;
- Garden centers engaged in retail sale of plant material. Outside storage, sale or display should not exceed four (4) times the building coverage;
- Shopping centers comprised of the preceding uses;
- Automobile sales through franchised new car dealers, and travel trailers and camper sales, when provided on sites of three (3) acres or more;
- Laboratories of an experimental, research or testing nature which carry on processes within completely enclosed buildings and which do not produce noticeable noises, vibration, smoke, dust, odors, heat or glare outside the building(s) when provided on sites of three (3) acres or more;
- Wholesale distribution centers and warehousing provided such activities are conducted entirely within an enclosed structure when provided on sites of three (3) acres or more;
- Auto services as conditional uses;
- Public utility as conditional uses;
- Car washes as conditional uses;
- Hotel(s) and motels, including such ancillary uses as conference halls, banquet rooms, and recreational facilities such as swimming pools as conditional uses;
- Repair garages (automobile and boats), auto body shops, metal working and welding shops as conditional uses;
- Used auto sales when provided on sites of three (3) acres or more and as conditional uses;
- Recreation; exercise and health clubs and facilities when owned and operated by a nongovernmental agency including buildings for indoor court games such as racquetball,



handball, squash, tennis, basketball and other facilities related thereto including indoor swimming and sauna facilities;

- Marinas;
- School of dance, drama, karate, or any similar instructional institution;
- Day care centers;
- Public park and ride facilities;
- Self-service storage facilities as conditional uses; and
- Churches.

Accessory Uses Permitted:

- Off-street parking;
- Signs;
- Fences and walls;
- Garages to house delivery trucks or other commercial vehicles;
- Temporary construction trailers and one (1) sign not exceeding thirty-two (32) square feet...
- One (1) dwelling unit. The minimum gross floor area for the dwelling unit shall be six hundred fifty (650) square feet. The floor area for the dwelling unit shall not be construed to fulfill the minimum gross floor area required for the commercial use. Within the Pinelands Area, such attached dwellings shall be located on a lot of at least three and two-tenths (3.2) acres.
- Detached garages with a maximum height restriction of twenty (20') feet.
- On waterfront properties boat mooring slips, catwalks, piers, docks, landings or observation decks. Such structures shall be built on pilings, and the width of the structure shall not exceed twice the clearance between the structure and the surface of the wetlands (as defined and mapped under the Wetlands Act of 1970 N.J.S.A. 139A-1 et. seq.). These uses will necessitate New Jersey Department of Environmental Protection approval for a type "A" permit pursuant to the Wetlands Act of 1970 (N.J.S.A. 13:9A-1 et seq.). The structure shall meet applicable side yard and building coverage requirements.

Bulk Standards:

- Maximum Building Height. No building shall exceed thirty-five (35) feet in height.
- The bulk standards are variable dependent upon the size of the lot as shown on the attached table:



CM Commercial District Schedule

Lot Area	20,000 sf - < 1 acre	1 acre - < 3 acres	3 acres - < 5 acres	5 acres - < 10 acres	10 acres - < 20 acres	20 acres +
Lot Frontage	100 feet	150 feet	200 feet	250 feet	300 feet	400 feet
Lot Width	100 feet	150 feet	200 feet	250 feet	300 feet	400 feet
Lot Depth	200 feet*	250 feet	250 feet	300 feet	600 feet	800 feet
Side Yard						
Adj. to a Residential District	25 feet	40 feet	50 feet	100 feet	100 feet	100 feet
Adj. to a Nonres. District	10 feet	25 feet	25 feet	50 feet	50 feet	50 feet
Front Yard	40 feet	50 feet	80 feet	100 feet	100 feet	100 feet
Rear Yard						
Adj. to a Residential District	40 feet	50 feet	50 feet	100 feet	100 feet	100 feet
Adj. to a Nonres. District	25 feet	25 feet	25 feet	50 feet	50 feet	50 feet
Building Coverage	25%	30%	30%	35%	35%	35%
(principal and accessory)						
Impervious Coverage	60%	60%	65%	70%	70%	80%
Landscaped Buffer						
Adj. to a Street	10 feet	30 feet	35 feet	50 feet	50 feet	50 feet
Adj. to a Residential District	20 feet	25 feet	25 feet	50 feet	50 feet	50 feet
Adj. to a Nonres. District	10 feet	15 feet	15 feet	20 feet	20 feet	20 feet

R Moderate Density Residential District

The district is designed in response to existing agricultural uses and lands, and in recognition of soil suitability for on-site septic disposal systems. Single-family detached dwellings are principal permitted uses in this district, along with farm, public and quasi-public uses.

Permitted uses:

- Farms on lots with a minimum of five (5) acres in area;
- Detached dwelling units;
- Public playgrounds, conservation areas, parks and public purpose uses;
- Churches and cemeteries;
- Golf courses as a conditional use;
- Public and private day schools of elementary and/or high school grade not operated for profit; and
- Public utility uses as conditional uses.

Accessory Uses Permitted:

- Private residential swimming pools;
- Private residential tool sheds not to exceed ten (10') feet in height;
- Travel trailers and campers to be parked or stored only. Their dimensions shall not be counted in determining total building coverage and they shall not be used for temporary or permanent living quarters while situate on a lot;
- Off-street parking and private garages;
- Signs;
- Fences and walls;
- Residential agriculture on lots of at least two (2) acres;
- Home occupations;



- Temporary construction trailers and one (1) sign not exceeding thirty-two (32) square feet advertising the name of the subdivision, the prime contractor, subcontractor(s), architect, financing institution or similar data.....
- Detached garages with a maximum height restriction of twenty (20') feet;
- On waterfront lots boat mooring slips, catwalks, piers, docks, landings or observation decks. Such structures shall be built on pilings, and the width of the structure shall not exceed twice the clearance between the structure and the surface of the wetlands (as defined and mapped under the Wetlands Act of 1970-N.J.S.A. 13:9A-1 et seq.). The structure shall meet applicable side yard, front yard and building coverage requirements of the ordinance. (Rear yard requirements do not apply.)

Bulk Standards:

- Maximum Building Height. No building shall exceed thirty-five (35) feet in height, except that churches shall not exceed fifty-five (55') feet in height.
- Minimum Gross Floor Area. Single-family detached dwellings -1,000 sq. ft.

Principle Building

- Minimum lot area 40,000 square feet;
- Minimum lot frontage 140';
- Minimum lot width 140';
- Minimum lot depth 175';
- Minimum side yard (each) 25';
- Minimum front yard 50';
- Minimum rear yard 50';
- Maximum building coverage of principal building 10%;
- Maximum percentage of impervious coverage 60%

Accessory Building

- Distance to side line 15';
- Distance to rear line 15';
- Distance to other building 15';
- Maximum building coverage of accessory building(s) 5%

U Utility District

The purpose of the Utility District is to provide a degree of flexibility to the utility to utilize land within the district operation onto the surrounding lands which are located in recreational districts or conservation districts.

Permitted uses:

- Nonnuclear electric generating plant;
- Offices related to and associated with and incidental to the operation of the generating plant;



- Storage facilities related to and associated with and incidental to the operation of the generating plant; and
- Fuel storage facilities.

Accessory Uses Permitted:

- Off-street parking;
- Signs;
- Fences and walls;
- Garages, storage buildings and other customary accessory uses incidental to the principal use;
- Temporary construction trailers, and one (1) sign not exceeding one hundred (100) square feet.....; and
- Employee cafeterias as part of a principal building or as the entire use of a principal building provided the cafeteria is limited in service to the employees of the principal use designated on the site plan as approved by the Planning Board.

Bulk Standards:

- Maximum Building Height. No building or structure shall exceed the maximum height of any building or structure in existence on the effective date of this subsection.
- Area and Yard Requirements. This area is limited in area to that area shown on the Zoning Map of Upper Township, dated January 14, 2004 by Ordinance No. 001-2004. The golf course and park in existence as of January 14, 2004 by Ordinance No. 001-2004 shall be maintained and preserved in their current use as buffer zones.
- Requirement for Site Plan Review. Site plan review in accordance with Chapter XXIII, Site Plan Review, shall be required.

C Conservation District

The purpose of the "C" District is to control development on those lands in the Township which are affected by extreme physiographic impediments which include areas of swamp, tidal marsh and land located within the Flood Hazard Area and upland areas adjacent to those areas which serve as an integral buffer. The uses allowed may be subject to approval by the New Jersey Department of Environmental Protection under provisions of the Wetlands Act (N.J.S.A. 13:9A-1 et seq.) and the Coastal Facilities Review Act (N.J.S.A. 13:9-1 et seq.). Other areas in the Township designated in the "C" District include State forest and wildlife lands. The uses that are permitted include low density single-family home construction and agricultural and recreational uses.

Permitted uses:

- Farms;
- Detached dwelling units.
- Public playgrounds, conservation areas, parks and public purpose uses.



- Marinas and boat yards and boat mooring basins including such ancillary services as boating repair and the sale of motor boat fuel. These uses will be subject to New Jersey Department of Environmental Protection approval.
- Primitive campgrounds as conditional uses.
- Detached dwelling units on lots of at least five (5) acres, provided that:
 - The dwelling unit will be the applicant's principal place of residence;
 - The applicant has not developed a dwelling unit under this subsection within the previous five (5) years; and
 - The applicant can demonstrate a cultural or social link to the Township's Conservation Zone under the following tests:
 - The parcel of land on which the dwelling is to be located was owned by the applicant or a member of his immediate family on January 30, 1986, and
 - The applicant is a member of a two- generation extended family that has resided in the Township for at least ten (10) years.

Accessory Uses Permitted:

- Detached garages with a maximum height restriction of twenty (20') feet.
- On waterfront properties, boat mooring slips, catwalks, piers, docks, landings or observation decks. Such structures shall be built on pilings, and the width of the structure shall not exceed twice the clearance between the structure and the surface of the wetlands (as defined and mapped under the Wetlands Act of New Jersey as amended and supplemented and subject to all required permits). The structure shall meet applicable side yard, front yard and building coverage requirements of the zone.
- Temporary construction trailers and one (1) sign not exceeding thirty-two (32) square feet,
- Trailer for temporary dwelling. A mobile home owned by the property owner, occupied by the owner for one (1) year during the construction of a single-family residence on the same lot. Before occupancy owner must obtain a Certificate of Compliance from the Cape May County Health Department and a Certificate of Occupancy from the Upper Township Construction Department.
- Signs

Bulk Standards:

Principle Building

- Maximum building height. No building shall exceed thirty-five (35') feet in height;
- Minimum lot area 10 acres;
- Minimum lot frontage 400';
- Minimum lot width 400';
- Minimum lot depth 400';
- Minimum side yard (each) 50';
- Minimum front yard 70';
- Minimum rear yard 70';
- Maximum building coverage of principal building 10%;



- Minimum gross floor area for single-family dwellings shall be one thousand (1,000) square feet.

Accessory Building

- Distance to side line 40';
- Distance to rear line 40';
- Distance to other building 20';
- Maximum building coverage of accessory building(s) 5%

Environmental Characteristics

There are a number of environmental constraints affecting the development potential of the Study Area as shown on the Environmental Constraints Map. (See Environmental Constraints Map) Approximately 200 acres of the Study Area are classified as wetlands, with the largest area (approximately 154 acres) located within salt marshes and streams along the Great Egg Harbor River. This area occupies the entire western boundary of the Study Area on the property owned by the Atlantic City Electric Company. There are also a number of finger like wetland areas situated in the golf course and along the Garden State Parkway.

There are C-1 Waters identified along the Great Egg Harbor River to the northeast of the B.L. England Power Plant property. The C-1 Waters and the associated 300' buffers are located outside of the Study Area and do not affect the development potential of the area.

Like most coastal communities, the Beesley's Point Section of Upper Township is prone to occasional flooding. A majority of the Study Area is identified as flood prone. The largest concentration of floodprone areas is located within salt marshes and streams along the Great Egg Harbor River and the salt marshes along the western boundary.

The B.L. England Facility has been identified by the NJDEP as a contaminated site. There are a number of contaminants identified on this property and are discussed further in the Study Area Property Evaluation section of this report. The NJDEP information does not identify any other properties within the Study Area as contaminated. Additional information regarding locations of contaminated properties has been requested from the Cape May County Health Department and has yet to be received.

The Soil Survey of Cape May County indicates that there are 6 different soil types within the study area. The most prevalent soils within the Study Area are classified as Evesboro B (EvB) and Sassafras B (SaB). Both of these soil types have a slight limitation for septic absorption, but are suitable for development when located outside wetlands areas, away from streams and where the depth to ground water exceeds 5 feet.



RELEVANT PLANNING STUDIES

Upper Township Master Plan

The Township Master Plan indicates a number of planning goals and objectives that are relevant to the Beesley's Point Redevelopment Study Area. These goals are consistent with the State Development and Redevelopment Plan as well as the objectives of "Smart Growth".

The Township Master Plan indicates the following Overall Goals for future growth within the community :

- Improve the quality of life in Upper Township through sound land use planning.
- Maintain the Township's rural character and provide for the continued scenic and low density nature of the Township by guiding development and land uses to appropriate areas so as to protect the overall Township character .
- Preserve the Township's natural and cultural resources which contributes to both the positive image and overall strength of the Township.
- Provide diversity and strength to the local tax base. Foster a well intergrated and balanced community with a mix of residential, commercial, agricultural and other types of land uses. A mix is encouraged for convenience of the residents and enhancement of the tax base of the Township. The land use plan and development regulations should be designed to minimize conflicts between activities so that one land use does not adversely affect neighboring land uses.
- Establish and maintain levels of community facilities and public services required to satisfy the needs of present and future residents of Upper Township and allow for the well planned expansion of these public facilities and services.

Cape May County Comprehensive Plan

The 2002 County Comprehensive Plan identifies the County's policies related to topics important to planning and development in Cape May County. There are no specific recommendations for the Beesley's Point area, although the Plan supports municipal efforts to engage in the designation of Centers (page 26). The Plan promotes uses which supports the County's economic base in mainland areas provided they are in accordance with good design and high standard of land use control. Marine development is encouraged in sites having water access, which should include the Study Area (page 27). Under Growth and Density policies, the Plan specifically states that..."Channel growth to areas with greater capacity for development." (page 28).

South Jersey Transportation Planning Organization Transportation Plan

The South Jersey Transportation Planning Organization (SJTPO) is currently conducting a study on the US 9/Garden State Parkway Corridor. The study has targeted an area located in the northern most part of Cape May County and southern Atlantic County. The purpose of the study



is to address the problems at locations of heavy congestion during the summer and weekday peak periods. The areas of concern are as follows¹:

- 10.2-mile section of Route 9 from Route 50 (Upper Twp.) to Route 52 (Somers Point City, Atlantic County).
- Garden State Parkway from interchange 20 (Upper Twp.) to Interchange 30 (Somers Point City, Atlantic County).
- A 2-mile stretch of Roosevelt Boulevard (Upper Twp.) from Route 9 to Bay Avenue (Ocean City).
- A 2.7-mile portion of Bay Avenue in Ocean City between 34th Street and 9th street.

The draft study concluded with a number of long and short-term solutions to relieve the congestion problems. Some of the recommendations that affect the Beesley's Point transportation network are:

- Route 9 from Roosevelt Boulevard to Beesley's Point Bridge
 - Improve pavement
 - Rehabilitation of the Beesley's Point Bridge and the U.S. 9 Over Drag Channel Bridge.
- Improvements to the Garden State Parkway Interchange 25.
 - On ramp acceleration lanes should be lengthened.
 - Pavement Improvements.
 - Signage improvements.

Relationship to the State Development and Redevelopment Plan

As indicated on the adopted 2001 State Plan Policy Map, the proposed redevelopment study area is located within the Coastal Suburban Planning Area, which are generally situated adjacent to the Coastal Metropolitan Planning Area, but can be distinguished by a lack of high-density development. Mixed-use centers are encouraged and development intensities should be highest in the centers. Development in areas not in centers and not in or adjacent to sewer serviceability areas is not encouraged. The policy objectives of the Coastal Suburban Planning Area are as follows²:

- 1) Encourage mixed-use development and redevelopment in compact centers.
- 2) Guide economic opportunities and employment in centers.
- 3) Encourage links from coastal suburban areas to employment centers with public transit.

¹ U.S. 9/Garden State Parkway Corridor Study – Draft Final Report – SJTPO – April 2004

² 2001 New Jersey State Development and Redevelopment Plan



- 4) Ensure adequate wastewater treatment capacity and minimize off-site storm water runoff by encouraging the use of best management practices, which protect the character of the natural drainage systems.

The 2001 State Development and Redevelopment Plan Policy Maps designates a majority of the Study Area as the Suburban Planning Area (PA 2), which is one of the “Smart Growth Planning Areas” designed to accommodate future growth.

Plan Endorsement Petition

The Township is currently pursuing Plan Endorsement as established by the New Jersey Office of Smart Growth (NJOSG) for consistency with the New Jersey State Development and Redevelopment Plan. This process provides for development of a Planning and Implementation Agenda to incorporate planning activities and improvements with State Agencies and to provide priority permitting and funding for these activities.

An important part of this study is the reassessment and refinement of the development centers in the Township. Through the Plan Endorsement process, centers may be established and designated through the State Plan. The centers concept is also strongly forwarded in the State Plan to develop livable, walkable communities of place and to act as a fulcrum for development allowing for preservation and protection of the surrounding environs.

The Township has a number of areas being considered for center designation including the Marmora-Palermo-Beesley’s Point section. It is Upper Township’s intention to include the entire redevelopment study area excepting the western tidal marsh areas on the B.L. England Facility within the Marmora-Palermo-Beesley’s Point Center designation, as shown on Centers Map. Designation of this Center is part of a Plan Endorsement process. The Township together with Dennis and Middle Townships received a Smart Growth grant from the New Jersey Office of Smart Growth to prepare a Plan Endorsement petition. This study has been underway since August 2004.

Coastal Area Facilities Review Act (CAFRA)

The Beesley’s Point section of Upper Township is located within the Coastal Area Facilities Review Act (CAFRA) Zone, where the New Jersey Department of Environmental Protection (NJDEP) regulates development. The CAFRA Zone is divided into different centers and planning areas. CAFRA administers restrictions on the intensity of development in each of the various Planning Areas. Consistent with the State Plan, CAFRA regulations encourage growth within centers and minimize development potential outside these centers by requiring more stringent regulations. Marmora-Palermo-Beesley’s Point is classified as a Coastal Town and thus has a maximum impervious requirement of 70% and a maximum tree preservation requirement of 25%. As of February 2005, coastal centers that had not yet received designation



as Centers by the NJOSG expired. As of that date, Upper Township has not yet had their Centers designated by NJOSG. However, because Upper Township has officially been engaged in the Plan Endorsement petition process with NJOSG, their four original coastal centers will be reinstated if their Plan Endorsement petition is deemed complete by the NJOSG by March 2006. When the State Planning Commission approves the final Township's Centers, these refined Centers will be the determinant.

Great Egg Harbor River - Wild and Scenic River Designation

In 1992 Congress passed a law that designated the Great Egg Harbor River and its tributaries as components of the National Wild and Scenic River System. The river is managed by the National Park Service in cooperation with the local municipalities to ensure the long-term protection. This designation provides a boundary consisting of a quarter mile strip of land from the high water line on both sides of the river corridor and buffers the waterway from incompatible land uses. The boundary has been reviewed and accepted by the local municipalities

A Comprehensive Management Plan and Environmental Impact Statement have been prepared for the 129 miles of river and its surroundings. This plan outlines the goals and objectives for preserving the river corridor as well as provides guidelines for management. The plan also delineates the boundary of the river corridor for each related municipality. The current mapping indicates the jurisdiction of the National Wild and Scenic River System for Upper Township ends at the Route 9 Beesley's Point Bridge, and everything west of the bridge is within the designation. The B.L. England Plant property fronts on a portion of the river designated as "Wild and Scenic", but the entire parcel has essentially been carved out of the boundary. The location of the Study Area does border the Wild and Scenic River designation, but is not within the confines of the boundary.



AREA EVALUATION FOR CONFORMITY WITH REQUIRED REDEVELOPMENT CRITERIA

Study Approach

An analysis of the study area's existing land uses, site layout and physical characteristics was conducted using tax records, physical inspection of the area, review of aerial photographs, Master Plan studies and maps and other municipal records. Photos were taken and a property survey form completed for each property. (Property survey data are included in Appendix D.)

The following provides a detailed assessment of each property and then discussed the property's conformity with the required redevelopment criteria. For the most part, where adjoining lots are in the same property ownership, they are combined in the site assessment evaluation. (See Site Locations Map.)

Study Area Property Evaluation

Site #1 Block 479, Lot 76, Lot 94.01 & Block 661, Lot 81

Description Block 479, Lot 76 is known as the B.L. England Electric Generation Facility. The Atlantic City Electric Company (ACE) owns it. The property contains 297 acres, 154 of which are constrained by wetlands. The property is situated within two zoning districts: the developed plant area and associated improvements together with certain recreational amenities is located within the "I" Industrial District; the remainder of the property is within the "C" Conservation District. For all intents and purposes this property is broken up into three (3) separate areas as follows:

- **B.L. England Electric Generation Facility** This is the largest portion of uplands on the property and is defined by the electrical energy transmission and distribution facilities located along the Great Egg Harbor River. The area contains a number of structures including the cooling towers, two (2) oil tanks each having a capacity of 6.3 million gallons, a coal storage facility, gypsum storage facility, generator and turbine housing and a variety of waste water detainment systems to name a few. The plant services eight southern New Jersey counties and includes approximately 521,000 customers. The plant is a coal and oil generated facility consisting of three steam units and two diesel generators. Steam units #1 and #2 burn coal as their primary fuel and utilize a once-through cooling system with water taken from the the Great Egg Harbor Bay. Steam Unit #3 uses oil as its primary fuel and a closed-loop salt water cooling tower to provide condenser cooling. The necessary fuel is transported into the facility via rail car and is unloaded at various locations on-site. The operation of the plant also includes two riparian areas where water is taken from the bay at one location utilized in the plant's cooling process and outleted back into the bay at another location.



The B.L. England Facility has a number of environmental issues associated with its operation and is continuously monitored for air, water, waste materials as well as for compliance with the Environmental Site Assessment and New Jersey Industrial Site Recovery Act as follows:

- Air Quality – The plant meets all air quality health standards with the exception of ground level ozone emissions including mercury, carbon monoxide (CO), sulfur (SO₂), and Carbon Monoxide (CO₂).
- Fly ash is continuously produced by the boilers, which is transported to a slag settling pond. The slag is shipped off site for beneficial re-use. An abandoned fly ash landfill exists on-site and the NJDEP's and EPA's mercury rules may limit the re-use or increase disposal costs for this material.

There were a total of eighty-three (83) Areas of Concern (AOCs) identified on the property based on various investigations conducted under the Industrial Site Recovery Act (ISRA). ACE has conducted an investigation on these AOCs and submitted a General Information form to the NJDEP on these AOCs. The NJDEP initially granted no further action to seven (7) of the AOCs. A Remedial Investigation Report was prepared by the ACE to address the remaining AOCs. As of June 2005, twenty-eight (28) remaining AOCs were identified for remediation.

ACE has addressed these remaining concerns with a Supplemental Remedial Investigation Report and is currently awaiting a response from the NJDEP. A list of the outstanding AOCs is identified in the document entitled Summary of the ISRA Project (See Appendix B). Soil investigations and groundwater samples were taken to address a number of these issues, and specifically the impacts associated with petroleum hydrocarbon, PH, gasoline, PCBs, waste oil, etc. A Remedial Action Work plan outlining the recovery efforts of the soil and groundwater contamination were also submitted to the NJDEP.

- Environmentally Sensitive and Wetlands Area – This is the largest portion of the property (approximately 154 acres) and is defined by the vast salt marshes and meandering streams that drain into the Great Egg Harbor River. This area occupies the entire western boundary of the lot and is adjacent to Lot 74 also owned by ACE and Lot 75 owned by the NJDEP. The area is constrained by wetlands and is undevelopable.
- Public Recreation and Golf Course Area – The B.L. England facility was developed in the late 1950s and at that time the property was zoned residential. As part of the settlement agreement to build plant, the Township stipulated that the Electric Company must provide an area set aside for public recreation purposes. This recreational area located along the eastern side of the lot extends to the Great Egg Harbor River to the north with a leg extending to Route 9. It contains a nine hole golf course and clubhouse, a softball field, a picnic area and a fishing pier.



It should be noted that a small portion of land approximately one half acre in size, situated between the golf course and the entrance to the plant has not been developed. Historic artifacts have been uncovered in this area and further investigation is required.

Block 479, Lot 94.01 is a former tree farm now owned by the Atlantic City Electric Co. The property contains 17.29 acres with approximately 1/3 constrained by wetlands. The property is situated within the “R” Moderate Density Residential District and is currently vacant.

Block 661, Lot 81 is the rail corridor owned by the Atlantic City Electric Co. This rail line is used for the transport of coal to the B.L. England Plant. The property contains 91.6 acres with approximately 18 acres constrained by wetlands. The property is situated within the “R” Moderate Density Residential District.

Evaluation of Criteria It is the ACE’s desire to retire the B.L. England Plant by December 2007. In the recent years the plant has become financially burdensome and the company has been seeking a potential buyer. The environmental and fiscal constraints of operating the facility have been well documented in the petitions to the Board of Public Utilities, and selections of these documents are included as part of Appendix B.

The discontinuance of the operation of the plant and the abandonment of the associated building used for the industrial purpose would qualify the property to be an area in need of redevelopment per the conditions of Statutory Criteria “B”.

The use of the electric plant has become obsolete and the property owner has gone on record as unwilling to make the improvements required to continue the plant’s operations and meet environmental air quality standards. Without plant improvements, the operation would become a detriment to the health and welfare of the community. The closed plant would be a blight and have a detrimental effect on the surrounding areas. These conditions are consistent with Statutory Criteria “E” of Section 5 of the LRHL.

The lands on the western side of the property are environmentally sensitive due to the existing wetlands, and are included in this redevelopment area. These lands cannot be developed, but as part Block 479, Lot 76, they should be included in the overall plan and will be protected as required.

The Public Recreation and Golf Course Area is also an integral part of Block 479, Lot 76. Any future development of the site for a use other than a Power Plant could either retain the golf course or redesign these areas in accordance with a future Redevelopment Plan. These recreation areas are not part of a Township Recreation and Open Space Inventory (ROSI) and are not constrained by Green Acres restrictions from development.



Site #2 Block 479, Lot 107 & 107.01

Description The property has 97' frontage on Clay Avenue and backs up onto the Great Egg Harbor River. Lot 107 has an area of approximately 2.05 acres. The property is vacant and predominately wooded. Access is provided from Clay Avenue through a gated gravel driveway, which traverses the length of the property. Lot 107.01 has an area of approximately 0.36 acres of beachfront with an abandoned dock. The property is zoned "CM" Commercial District and is deficient in the 150' frontage requirement for a minimum lot area between 1 and 3 acres

Evaluation of Criteria Aerial photographs dating back to 1970 indicate the property has been underutilized for some time. The vacant land and abandoned dock also exhibits conditions consistent with Statutory Criteria "B", since the discontinuance of the site for commercial use has fallen into a state of disrepair as to be unuseable. Also the deficient frontage width and site configuration contributes to the lands lack of potential for being developed and will hinder its contribution to the public health, safety and welfare, therefore exhibiting the Statutory Criteria "E".

Site #3 Block 479, Lot 108 & 108.01

Description Known as Beesley's Point Seadoo, Lot 108, which consists of 5.4 acres, is located at the northeastern corner of the Clay Avenue and Route 9 intersection and has access from both roads. Situated in the "CM" Commercial District, it is currently used as a commercial business renting and storing small watercraft and jet skis. The operation also utilizes the beach front on adjoining Lot 108.01, which as a lot area of approximately 0.36 acres, to launch the water sport vehicles. The property contains a number of outdoor storage racks for water recreational vehicles. The parking area is poorly designed without parking space markings or pavement. There are three separate buildings on the property. Two of the three buildings are associated with the commercial use including a storage building and building used as a sales showroom with an apartment above. The third building is a residential structure in very poor condition. Information from the 1994 Township Master Plan Historic Preservation Plan identifies the structure as being formerly known as the Henry Clay House/Inn/Fishing Club constructed circa 1732. This structure, as viewed only from the exterior, appears in a very poor uninhabitable condition in need of major renovation. The structure has gone through a series of building additions since its construction and as standing today it appears to look like two separate buildings. The building's more historic portion is recognizable from the deteriorating front portico, broken windows, faded siding and a sagging roofline. The portion of the building that was last inhabited is identified by the more contemporary siding, windows and roofing material. This structure has not been inhabited for some time and the entire property has been on the market for over four years.



Evaluation of Criteria The properties exhibit conditions consistent with a number of the Statutory Criteria items. The property is most consistent with item “D”, due to the deteriorated condition of the historic structure. The building is in an advance state of disrepair and poses a risk to the general public. The abandonment and disrepair of the historic building has caused the structure to be to be untenable and consistent with item “B” of the statute.

The property is currently being run as a seasonal recreation sport business. Its layout with poor arranged unmarked parking areas is not consistent with current Township site planning standards. The deteriorating unsafe conditions of the historic structure outweigh the property’s use as a commercial business. The remainder of the property, the commercial business is listed for sale according to a representative from Homeport Realty. The property needs to be considered in its totality. Although the section of the property in business use may be viable and does not meet the specific criteria for an area in need of redevelopment, inclusion of the whole lot is necessary for the effective redevelopment of the area in which it is a part.

Site #4 Block 999, Lot 2

Description The property is known as the Route 9 Beesley’s Point Bridge connecting Upper Township to Somers Point. The bridge is owned by the Beesley’s Point Bridge Company and is approximately 4,000 feet long with 1,800 feet within Upper Township. The bridge has not been operating for automobile or pedestrian traffic for over a year. Although the drawbridge has been operating to allow the passage of watercraft. The bridge is in a state of deterioration associated with severe corrosion of a number of trusses, stringers and floorbeams.

Evaluation of Criteria The bridge exhibits conditions consistent with a number of the Statutory Criteria items, but is most consistent with item “B” and “D”, due to the discontinued use and the bridge’s state of deterioration. The letter dated February 9, 2005 from William Castle, P.E of W.J. Castle, P.E. and Associates indicates a “ball park estimate” for the demolition of the bridge at \$36 million. The letter also indicates that the 1995 Vollmer Associates report entitled, “Study of Beesley’s Point Bridge Traffic Options” estimates rehabilitation of the bridge at \$45.9 million and replacing the bridge with a low level structure at \$61 million. A letter dated May 8, 2000 from Sander J. Greenberg & Co. (Certified Accountants) indicated the bridge has had a history of negative income and the structure is considered to be a liability based on the necessary repairs and required maintenance. The letters from the above professionals indicate the bridge is in such a state of physical and fiscal disrepair that the operation is no longer feasible.

Site #5 Block 682, Lot 1 & 2



Description The properties are owned by Kobe Corp. Lot 1 is known as the Tuckahoe Inn and is located at the northeast corner of the intersection of Harbor Road and Route 9. The property contains a 7,674 square foot restaurant building with an associated deck area used for casual dining located off the rear of the structure. The rear of the property has access to the Great Egg Harbor Bay with a boat dock. Lot 2 is occupied by a 2,460 square foot shed like structure utilized as an office for Christopher Construction Corp. Contractors. The front section of Lot 2 near Harbor Road is utilized as a storage yard for various construction equipment and materials. There are 60 parking stalls provided on Lot 1 with another 30 stalls mostly used for overflow parking for the Tuckahoe Inn, is situated on Lot 2. Access to both lots is provided off of Harbor Road in addition to a driveway connection between both lots. Lot 2 also contains a large mounded septic field utilized by both lots.

Evaluation of Criteria Although these properties are not underutilized and actually function as viable businesses and do not meet the specific criteria for an area in need of redevelopment, inclusion of the lots is necessary for the effective redevelopment of the area in which they are a part. This is due in part to the the location of these lots and the physical state and the need for redevelopment of the surrounding properties. This is consistent with the provisions of Section 3 of the LHRL (NJSA 40A:12A-3).

Site #6 Block 682, Lot 3 & Block 683, Lot 5

Description The property is a municipal recreation facility located on Harbor Road adjacent to the Garden State Parkway Bridge over the Great Egg Harbor Bay. Lot 3 contains a small beachfront, fishing pier, boat ramp, small shed and a portable restroom. Lot 5 is utilized as the parking facility for Lot 3. The lots are situated in the "CM" Commercial District and are separated by Harbor Road. Lot 3 is approximately 1.04 acres and has limited redvelopment potential due to the size, shape and proximity to the Bay. Lot 5 is over 5 acres with much of the land outside of the one-acre parking area constrained by wetlands. Neither of these lots are listed by Green Acres as part of a Recreation and Open Space Inventory and therefore they are not subject to NJDEP Green Acres restrictions should this property be taken out of public use.

Evaluation of Criteria The properties exhibit conditions consistent with Statutory Criteria "C". The lots are publicly owned and are separated by Harbor Road, which is the only means of access for the residential properties located on the eastern side of the Garden State Parkway. Lot 3 currently functions as a public boat launch and beach. The property is constrained by the shallow waters of the Great Egg Harbor Bay, which limits the type and size of vessels able to utilize the boat launch facility.

The parking facility on Lot 5, Block 383 supports the activities at the municipal beach accomodating vehicles and boat trailers alike. The potential development of Lot 5 as a stand alone property would be limited, since more than three-quarters of the property is constrained by wetlands.



According to the Township Engineer, dredging the boat launch area is not a feasible option. The recreation facility would better serve the public if located in an area that is accessible to deeper waters and could accommodate a variety of boats and watercraft as well as provide better opportunities for additional public uses. This property may best be developed for other suitable uses in accordance with the future Redevelopment Plan and the municipal beach and boat launch relocated.

Site #7 Block 683, Lot 7

Description The property has 250' frontage on Harbor Road and is triangular in shape containing 0.22 acres of land. The property is vacant, overgrown and constrained by wetland transition areas. The property is zoned "CM" Commercial District and does not comply to a number of bulk standards in its current state. The property's physical constraints have limited the potential for development as a stand alone lot.

Evaluation of Criteria The vacant state of the property, and the fact the land has been without a building for more than 10 years, exhibits conditions consistent with Statutory Criteria "C". The lot is also consistent with the provisions of Statutory Criteria "E", due to its narrow frontage, irregular shape and is physically undersized per the zone criteria. The lack of proper utilization of land has resulted in a stagnant development condition which limits the land's potential for contributing to and serving the public health, safety and welfare.

Site #8 Block 683, Lot 4

Description The property is an irregularly shaped lot with frontage on Harbor Road. The lot consists of 2.52 acres of land with a small portion constrained by wetlands and floodplain. The lot contains a 4,864 square foot single-family residential dwelling, which is not a permitted use in "CM" Commercial District.

Evaluation of Criteria Although this property may not meet the specific criteria for an Area in Need of Redevelopment, inclusion of the lot is necessary for the effective redevelopment of the area in which it is a part, per Section 3 of the LRHL. This is due to this property's location in relationship to other properties meeting the specific redevelopment criteria.

Site #9 Block 683, Lot 3

Description The property has 160' frontage on Harbor Road and consists of 1.14 acres of land. The lot contains a 2,256 square foot single-family residential dwelling, which is not a permitted use in "CM" Commercial District.



Evaluation of Criteria Although this property may not meet the specific criteria for an area in need of redevelopment, inclusion of the lot is necessary for the effective redevelopment of the area in which it is a part, per Section 3 of the LRHL. This is due to this property's location in relationship to other properties meeting the specific redevelopment criteria.

Site #10 Block 683, Lot 2

Description The property is located on the southeastern corner of the intersection of Harbor Road and Route 9 and consists of 0.79 acres of land. The property is owned by the Atlantic Cape Builders L.L.C and is currently vacant. The lot has 120 feet of frontage on Harbor Road and 338 feet of frontage on Route 9. The property is zoned "CM" Commercial District and appears to be a developable lot. The historic aerial photos of the area indicate the property may have been cleared and farmed in association with a number of adjacent properties.

Evaluation of Criteria The vacant state of the property, and the fact the land has been without buildings for more than 10 years, exhibits conditions consistent with Statutory Criteria "C".

Site #11 Block 683, Lot 6

Description The property is located on the south side of Harbor Road west of the Garden State Parkway right-of-way and consists of 2.12 acres of land. The property is an irregularly shaped lot with 30 feet of frontage on Harbor Road and backs up to the Parkway. The property is zoned "CM" Commercial District and the long narrow shape of the lot would be limited in terms of development, per the zoning criteria. The lot is vacant and currently owned by the Atlantic City Electric Co. R/E/ Dept. The historic aerial photos of the area indicate a portion of the property may have been cleared and farmed in association with a number of adjacent properties.

Evaluation of Criteria The vacant state of the property, and the fact the land has been without a buildings for more than 10 years, exhibits conditions consistent with Statutory Criteria "C". The lot is also consistent with the provisions of Statutory Criteria "E", due to its narrow frontage, irregular shape and lack of proper utilization, which has resulted in a stagnant development condition which limits the land's potential for contributing to and serving the public health, safety and welfare.



Site #12 Block 683, Lot 1, Block 684, Lot 5 & the Abandoned GSP Access Right-of-Way

Description These properties are all owned by the New Jersey Highway Authority and have been vacant for some time. Lot 1, Block 683 is a 9.73 acre developable property with a small portion inhibited by floodplain. This lot backs up the the Garden State Parkway and has over 1,100 feet of frontage along the abandoned access road right-of-way. Lot 5, Block 684 is a 0.64 acres triangular property with 270 feet of frontage on Route 9. The closed access right-of-way has a land area of approximately 4 acres. This right-of-way once linked Route 9 to the southbound lane of the Parkway. The three properties are located in the “R” Moderate Density Residential District and appear to have minimal physical constraints that would limit the development potential.

Evaluation of Criteria The vacant state of the property exhibits conditions consistent with Statutory Criteria “C”, since the land has laid fallow and and unimproved for some time. The property is publicly owned and has remained unimproved for a period of over ten years.

Site #13 Block 479, Lot 106.02

Description The property is located at the southwest corner of the Clay Avenue and Route 9 intersection and consists of 1.62 acres of land. The property is vacant and wooded with 416 feet of frontage on Clay Avenue and 156 feet of frontage on Route 9. The lot is located in the “R” Moderate Density Residential District with most of the land situated within a flood plain which may affect the lot utilization.

Evaluation of Criteria The vacant state of the property, and the fact the land has been without a buildings for more than 10 years, exhibits conditions consistent with Statutory Criteria “C”.

Site #14 Block 479, Lot 106.01

Description The property is located on westerly side of Route 9 about 156 feet south of Clay Avenue and consists of 1.62 acres of land with 156 feet of frontage on Route 9. The property is owned by the Atlantic City Electric Company and is vacant. The lot is located in the “R” Moderate Density Residential District and appears to be developable as per the zone criteria, although a portion of the land is situated within a floodplain.

Evaluation of Criteria The vacant state of the property, and the fact the land has been without a buildings for more than 10 years, exhibits conditions consistent with Statutory Criteria “C”. potential for contributing to and serving the public health, safety and welfare.



Site #15 Block 479, Lot 105

Description The property is located on westerly side of Route 9 and consists of 1.77 acres of land with 182 feet of frontage on Route 9. The property is vacant and contains a small shed. Approximately half the property is wooded and the other half maintained as lawn area. The lot is located in the “R” Moderate Density Residential District and appears to be developable as per the zone criteria, although a portion of the land is situated within a floodplain.

Evaluation of Criteria The vacant state of the property, and the fact the land has been without a principal building for more than 10 years, exhibits conditions consistent with Statutory Criteria “C”.

Site #16 Block 479, Lot 99

Description The property consists of 0.62 acres of land with 120 feet of frontage on westerly side of Route 9 and 212 feet of frontage on a paper street known as Spencer Ave. The lot is located in the “R” Moderate Density Residential District and is undersized in terms of lot area. The lot is owned by the Atlantic City Electric Company.

Evaluation of Criteria The vacant state of the property, and the fact the land has been without a buildings for more than 10 years, exhibits conditions consistent with Statutory Criteria “C”. The lot is also consistent with the provisions of Statutory Criteria “E”, due to its lack of proper utilization and its undersized condition which has resulted in a stagnant development condition which limits the land’s potential for contributing to and serving the public health, safety and welfare.

Site #17 Block 479, Lot 98

Description The property is located on westerly side of Route 9 and consists of 0.64 acres of land with 139 feet of frontage on Route 9. The lot is located in the “R” Moderate Density Residential District and is undersized in terms of lot area and frontage. The lot is owned by the Atlantic City Electric Co. and is occupied by a single-family residence with swimming pool. It appears from the 1994 Township Master Plan Historic Preservation Plan that this property may be an identified historic property.

Evaluation of Criteria Although this property may not meet the specific criteria for an Area in Need of Redevelopment, inclusion of the lot is necessary for the effective redevelopment of the area in which it is a part, per Section 3 of the LRHL. This is due to the physical state and the need for redevelopment of the surrounding properties specifically including other Atlantic City Electric Co. properties.



Site #18 Block 479, Lot 97

Description The property is located on westerly side of Route 9 and consists of 0.78 acres of land with 150 feet of frontage on Route 9. The lot is located in the “R” Moderate Density Residential District and is undersized in terms of lot area. The lot is owned by the Atlantic City Electric Co. and contains an abandoned 4,448 square foot building that once functioned a 6-unit motel. The motel is a pre-existing non-conforming use in the R Zone.

Evaluation of Criteria The properties exhibit conditions consistent with a number of the Statutory Criteria items. The discontinued use and abandonment of the motel building are consistent with the Statutory Criteria associated with item “B”. This motel property because of its deteriorating condition, obsolete layout and nonconformity in a residential zone is also consistent with the Statutory Criteria item “D”.



CONCLUSION

It is the professional opinion of this New Jersey Licensed Professional Planner that the Study Area as a whole meets the criteria to allow the Planning Board to make the determination that the Study Area is an Area in Need of Redevelopment. This determination will permit the property to be utilized in a manner that will protect the public health, safety and welfare.

As detailed in the previous section, a majority of the properties in the Study Area meet one or more of the Statutory Criteria required for determination of an Area in Need of Redevelopment. Many lots in the study area most commonly exhibited characteristics of redevelopment criteria Criteria “C” and “D”. The Atlantic City Electric Company B.L.England Facility constitutes the largest property or 80% of the study area lands and meets Criteria B and D. Eleven of the 27 properties in the Study Area are currently vacant and underutilized. Municipal owned properties should be included in this Redevelopment Area since as part of a future Redevelopment Plan, these properties may be better utilized for other uses and recreation facilities including a boat launch be relocated in an area of deeper water to better serve users. Vacant state owned lands provide an opportunity for better utilization and gives value to these lands.

The Route 9 Beesley’s Point Bridge is a transportation facility needed to provide alternative access to the Cape May Mainland. Its position as part of this Redevelopment Area is critical.

Other properties are included in the study area even through they themselves are not detrimental to the health, safety or welfare, but their inclusion is found necessary, with or without change in their condition, for the effective redevelopment of the area in which they are a part. They have been appropriately included in the Area in Need of Redevelopment according to Section 3 of the LRHL.

Furthermore, when analyzing the Beesley’s Point Redevelopment Area as a whole, Statutory Criteria H. can be applied to the entire property, which states, *“The designation of the delineated area is consistent with smart growth planning principles adopted pursuant to law or regulation.”*

The Office of Smart Growth website lists the following as smart growth principles:

- mixed land uses;
- compact, clustered community design;
- range of housing choice and opportunity;
- walkable neighborhoods;
- distinctive, attractive communities offering a sense of place;
- open space, farmland, and scenic resource preservation;
- future development strengthened and directed to existing communities using existing infrastructure
- and variety of transportation option;
- predictable, fair and cost-effective development decision; and



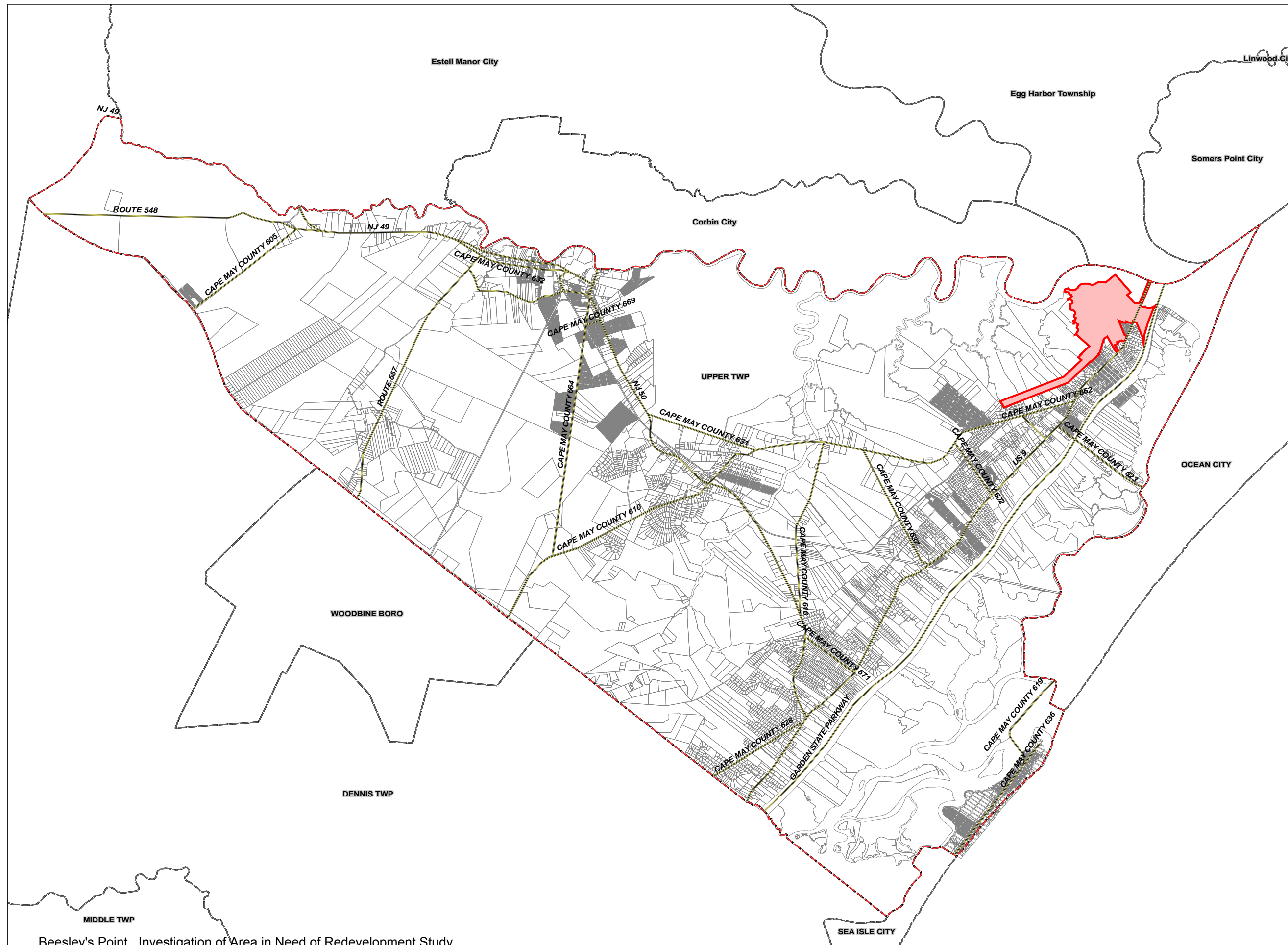
- community and stakeholder collaboration in development decision-making.

The Study Area, provides an opportunity to use redevelopment as a tool to support these smart growth principles. A Redevelopment Plan can be created to address these principles including providing a mix of land uses in a compact design plan focused on the Great Egg Harbor River waterfront, providing transportation options through reconstruction of the Route 9 Beesley's Point Bridge, using the existing sanitary sewer infrastructure of the B.L. England Facility to enable more intense development, all in accordance with Smart Growth principles.



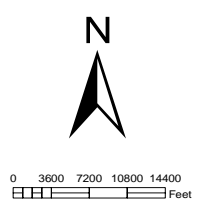
MAPS

BEESELY'S POINT
REDEVELOPMENT AREA
LOCATION MAP
TOWNSHIP OF UPPER
CAPE MAY COUNTY, NEW JERSEY
AUGUST 2005



LEGEND

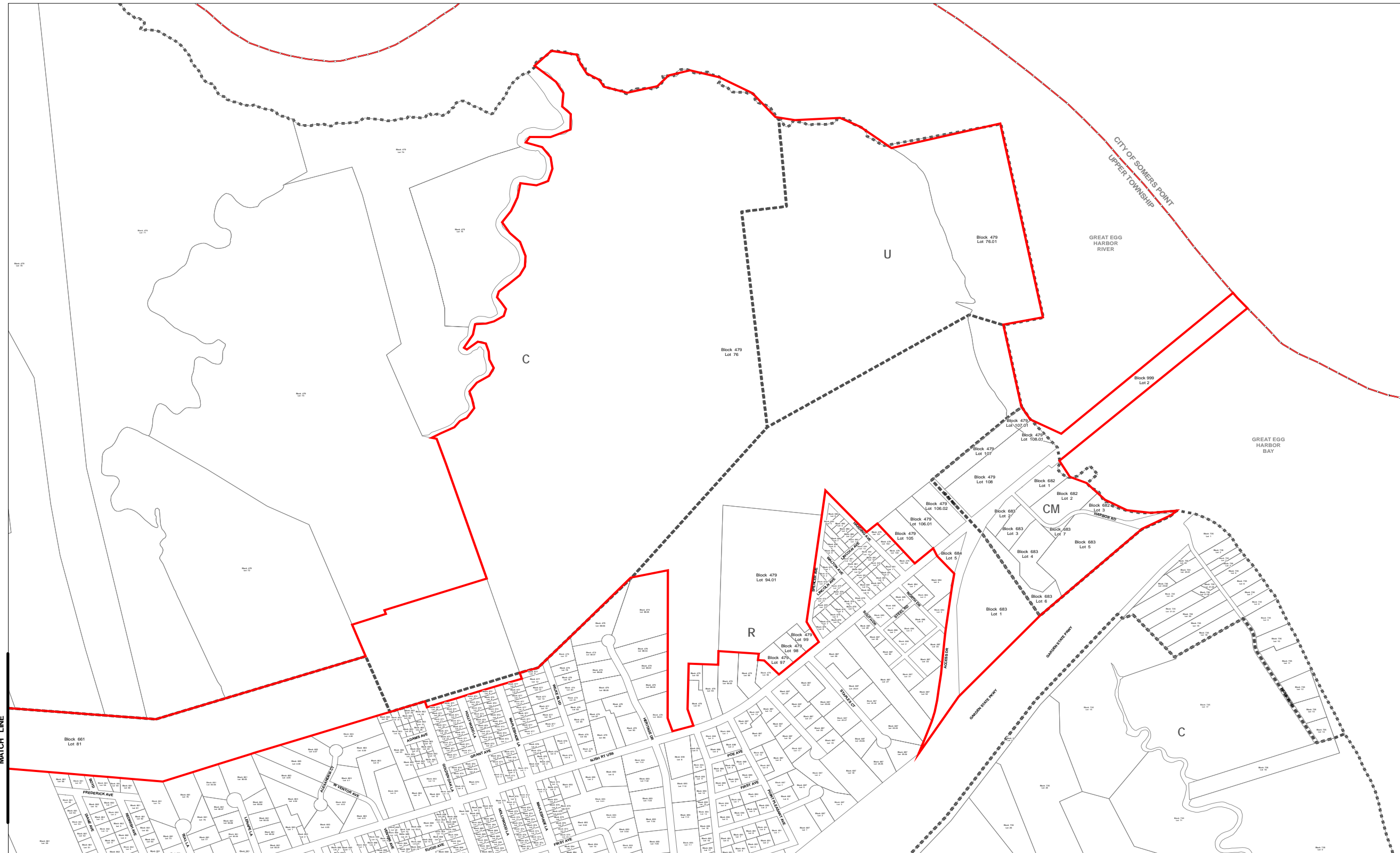
- BEESELY'S POINT REDEVELOPMENT AREA
- UPPER TOWNSHIP MUNICIPAL BOUNDARY
- ADJACENT MUNICIPALITIES
- PARCELS



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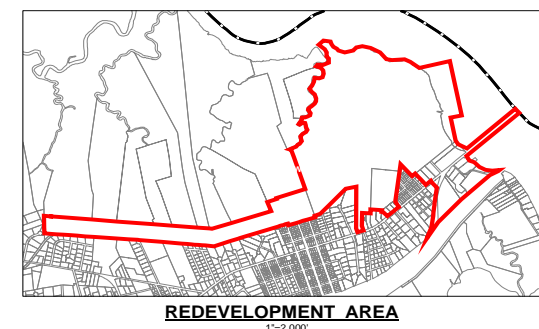
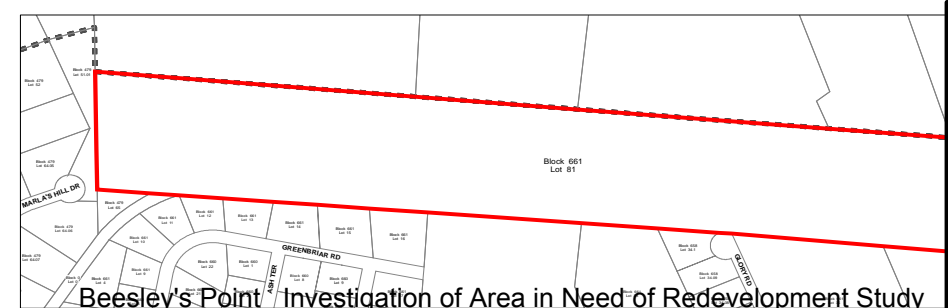
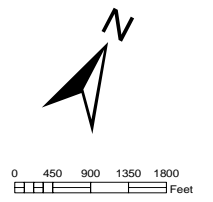


BEESLEY'S POINT
REDEVELOPMENT AREA
STUDY AREA
TOWNSHIP OF UPPER
CAPE MAY COUNTY, NEW JERSEY
AUGUST 2005



LEGEND

- REDEVELOPMENT AREA
- MUNICIPAL BOUNDARY
- PARCELS
- ZONING DISTRICTS



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BEESLEY'S POINT
REDEVELOPMENT AREA
AERIAL PHOTO
TOWNSHIP OF UPPER
CAPE MAY COUNTY, NEW JERSEY
AUGUST 2005

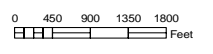


MATCH LINE

MATCH LINE

LEGEND

- MUNICIPAL BOUNDARY
- PARCELS
- REDEVELOPMENT AREA



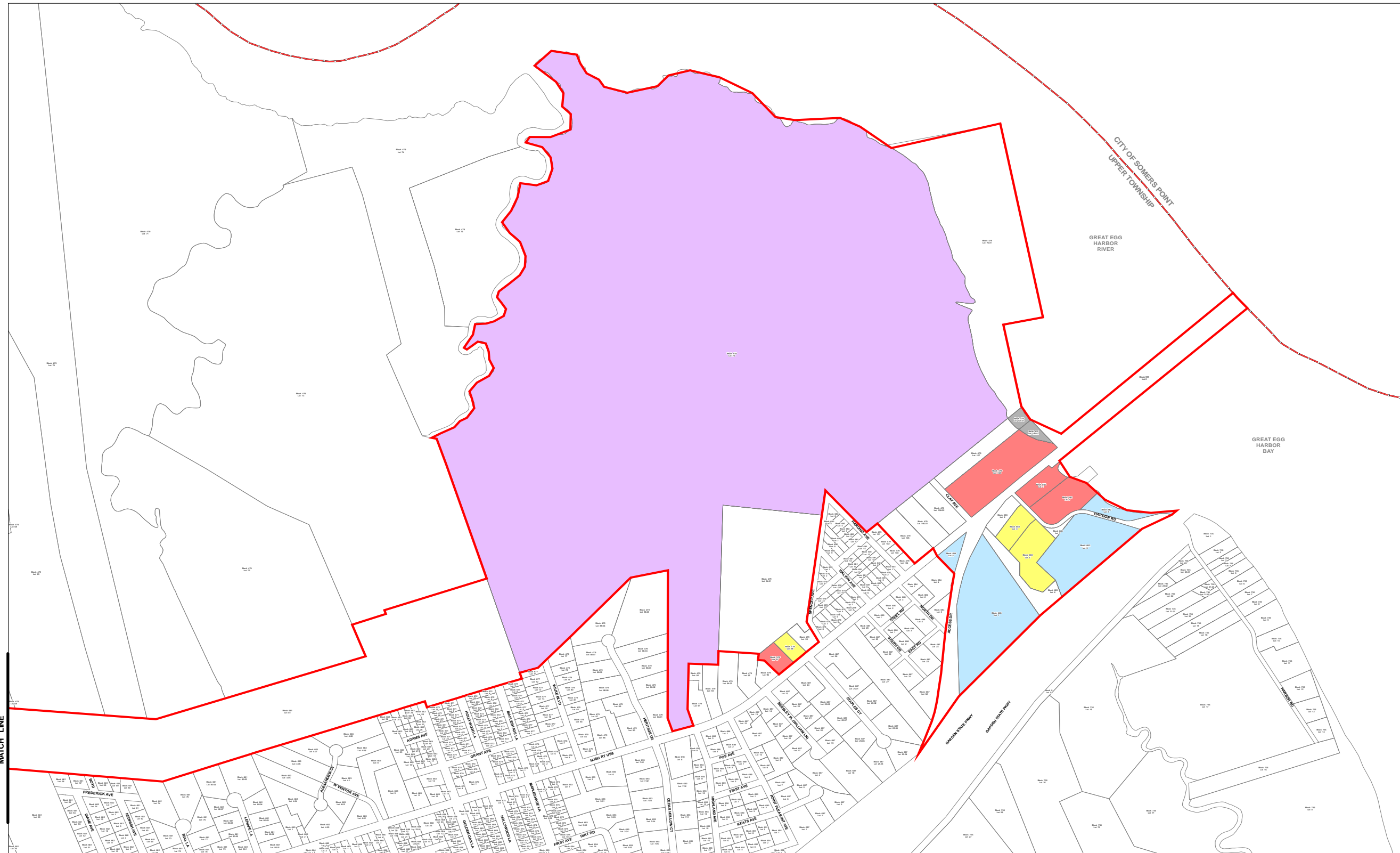
The images used in this map are from the 100,000:1 High Resolution Orthorectified Project prepared by the NJ Office of Information and GIS Systems, AECOM, Inc. on August 12, 2005. Orthorectification was performed using a 10' Shuttle Data Accuracy (SDA), for a 1.0 foot Ground Sample Distance (GSD).

THIS MAP WAS DEVELOPED USING NJDEP AND CAPE MAY COUNTY GIS DIGITAL DATA. THIS SECONDARY PRODUCT WAS NOT BEEN VERIFIED BY THE NJDEP AND IS NOT COUNTY OR STATE AUTHORIZED.



Beesley's Point Investigation of Area in Need of Redevelopment Study

BEESELY'S POINT
REDEVELOPMENT AREA
LAND USE MAP
TOWNSHIP OF UPPER
CAPE MAY COUNTY, NEW JERSEY
AUGUST 2005

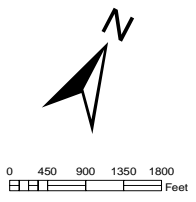


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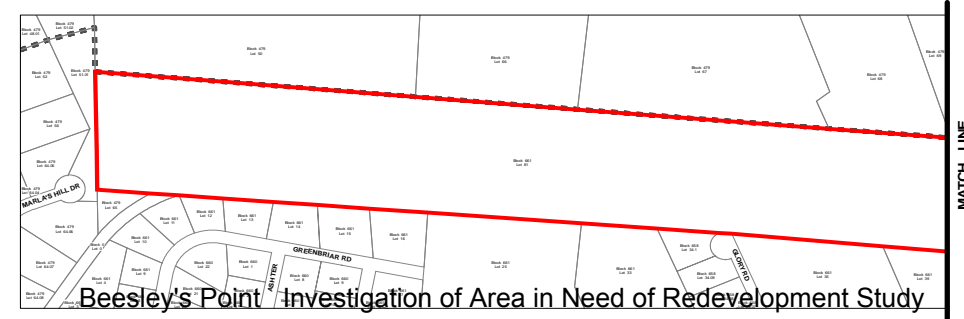
- REDEVELOPMENT AREA
- MUNICIPAL BOUNDARY
- PARCELS

LAND USE

- VACANT LAND
- PUBLIC PROPERTY
- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- NOT CLASSIFIED

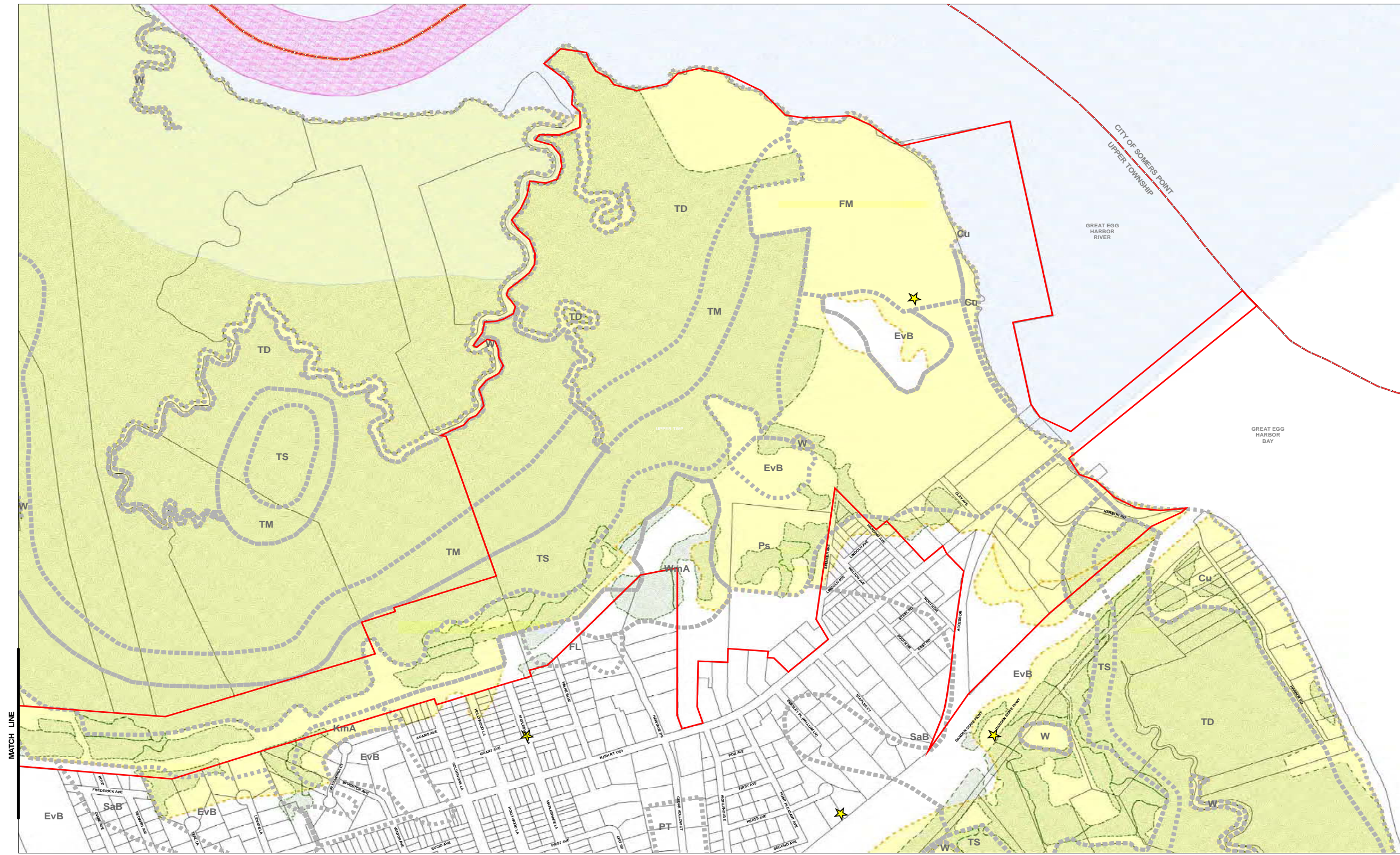


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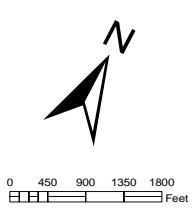
**BEESELY'S POINT
REDEVELOPMENT AREA
ENVIRONMENTAL CONSTRAINTS**

TOWNSHIP OF UPPER
CAPE MAY COUNTY, NEW JERSEY
AUGUST 2005

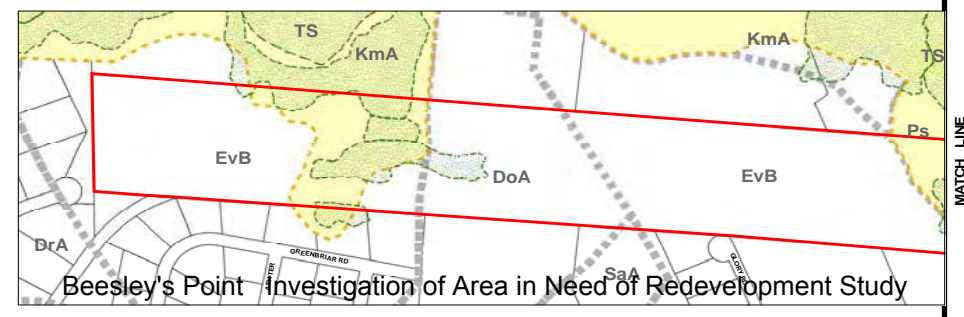


LEGEND

- MUNICIPAL BOUNDARY
- PARCELS
- REDEVELOPMENT AREA
- SOILS
- C-1 WATERS
- 300 FOOT C-1 BUFFER
- CONTAMINATED SITES
- WILD AND SCENIC RIVERS
- FLOODPRONE AREAS
- WETLANDS

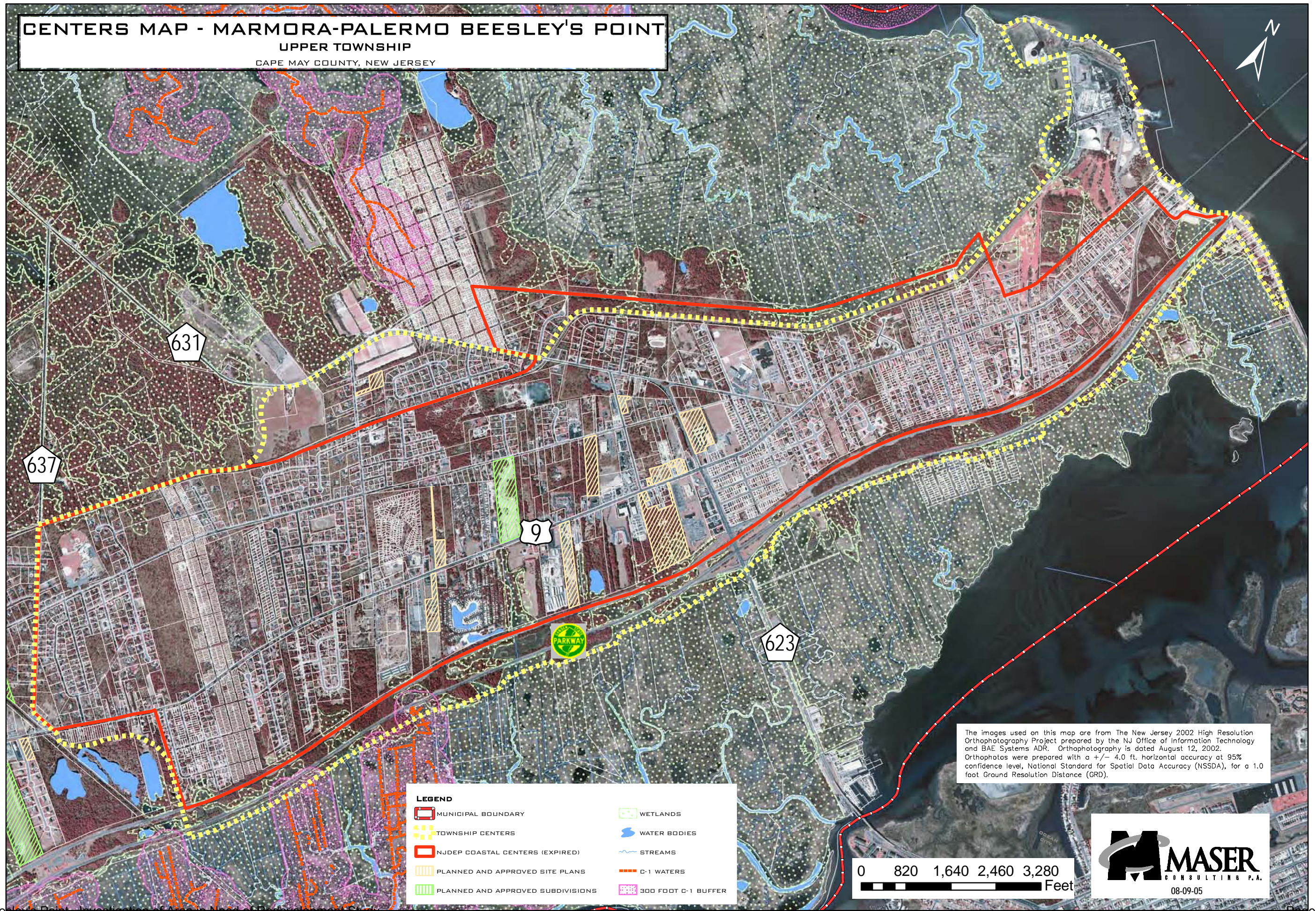


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Beesley's Point Investigation of Area in Need of Redevelopment Study

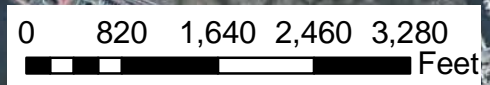
CENTERS MAP - MARMORA-PALERMO BEESLEY'S POINT
 UPPER TOWNSHIP
 CAPE MAY COUNTY, NEW JERSEY



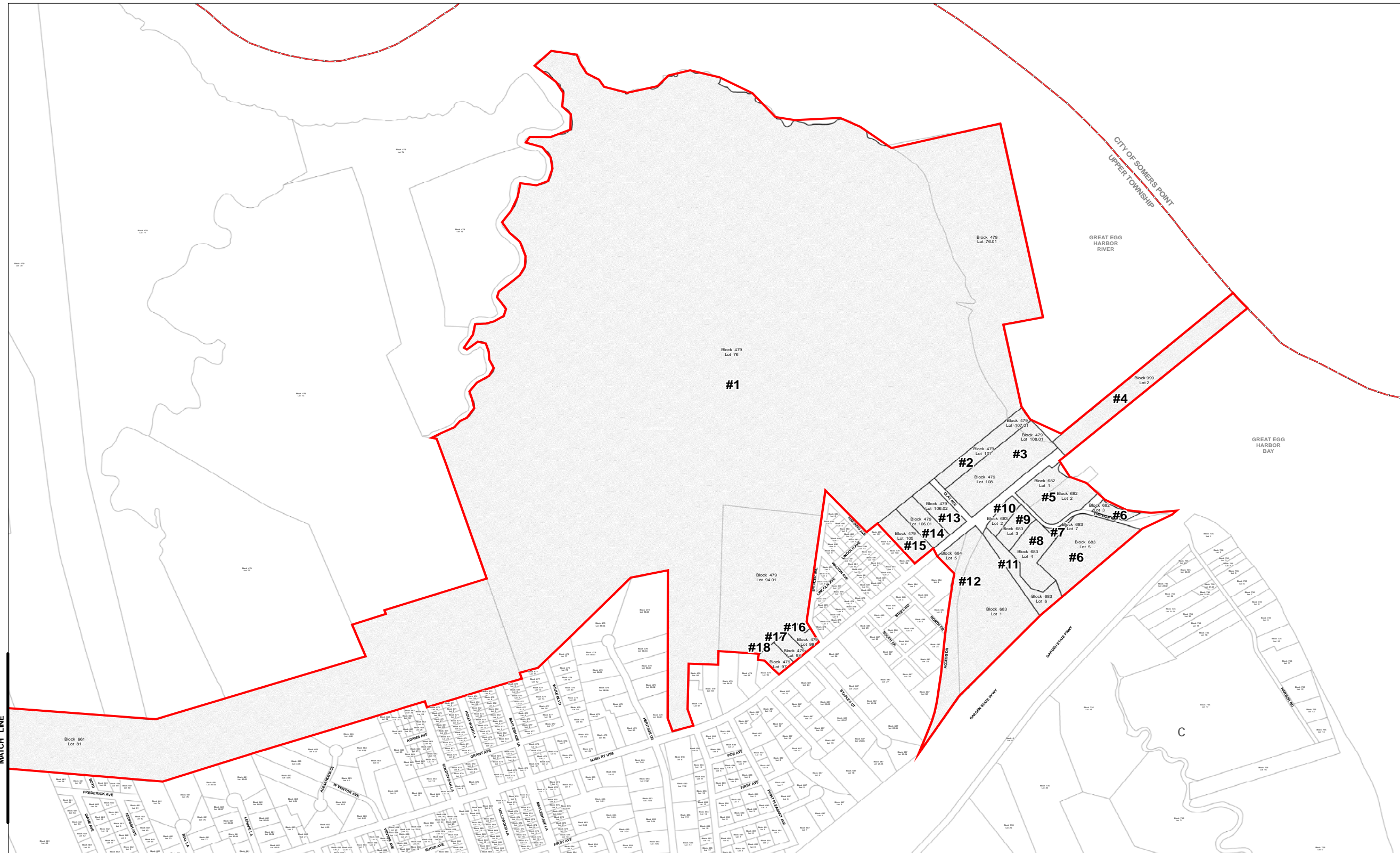
The images used on this map are from The New Jersey 2002 High Resolution Orthophotography Project prepared by the NJ Office of Information Technology and BAE Systems ADR. Orthophotography is dated August 12, 2002. Orthophotos were prepared with a +/- 4.0 ft. horizontal accuracy at 95% confidence level, National Standard for Spatial Data Accuracy (NSSDA), for a 1.0 foot Ground Resolution Distance (GRD).

LEGEND

MUNICIPAL BOUNDARY	WETLANDS
TOWNSHIP CENTERS	WATER BODIES
NJDEP COASTAL CENTERS (EXPIRED)	STREAMS
PLANNED AND APPROVED SITE PLANS	C-1 WATERS
PLANNED AND APPROVED SUBDIVISIONS	300 FOOT C-1 BUFFER

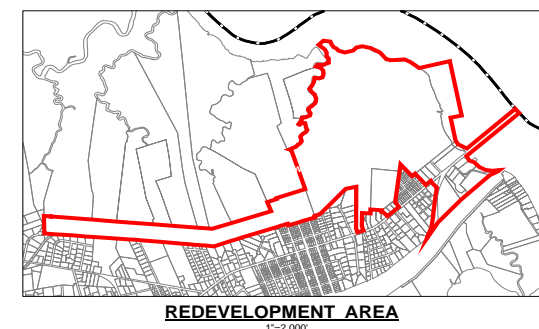
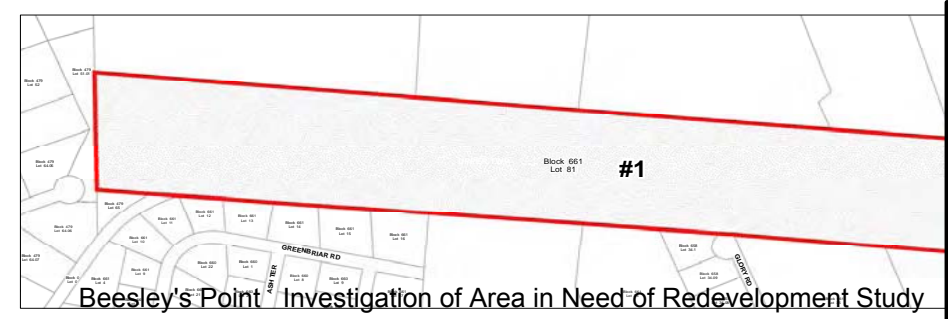
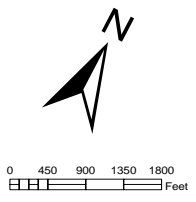


BEESLEY'S POINT
REDEVELOPMENT AREA
SITE LOCATIONS
TOWNSHIP OF UPPER
CAPE MAY COUNTY, NEW JERSEY
AUGUST 2005



LEGEND

- REDEVELOPMENT AREA
- MUNICIPAL BOUNDARY
- PARCELS
- #1 SITE LOCATIONS



THIS MAP WAS DEVELOPED USING NJDEP AND CAPE MAY COUNTY GIS DIGITAL DATA. THIS SECONDARY PRODUCT HAS NOT BEEN VERIFIED BY THE NJDEP AND IS NOT COUNTY OR STATE AUTHORIZED.



APPENDIX A
RESOLUTION OF TOWNSHIP COMMITTEE AUTHORIZING STUDY

TOWNSHIP OF UPPER
CAPE MAY COUNTY

R E S O L U T I O N
RESOLUTION NO. 147-2005

RE: RESOLUTION OF THE TOWNSHIP OF UPPER,
IN THE COUNTY OF CAPE MAY, NEW JERSEY AUTHORIZING AND DIRECTING
THE TOWNSHIP PLANNING BOARD TO UNDERTAKE A PRELIMINARY
INVESTIGATION PURSUANT TO
THE LOCAL REDEVELOPMENT AND HOUSING LAW
OF THE BEESLEY'S POINT SECTION OF THE TOWNSHIP

WHEREAS, the Township of Upper, in the County of Cape May, New Jersey (the "Township") has become aware of efforts by Atlantic City Electric Company ("Atlantic Electric") in connection with the B.L. England Electric Generation Facility (the "Facility"), owned and operated by Atlantic City Electric Company, to decommission the plan located on the Beesley's Point Section of the Township;

WHEREAS, that Facility has been critical to the local economy of the Township and has been the basis for a significant source of tax revenue to the Township over the years; and

WHEREAS, the Township has serious concerns regarding the potential closure of that Facility and its impact on the Township; and

WHEREAS, Atlantic Electric has engaged in various discussions with regulatory agencies of the State of New Jersey with regard to the current and future use of that Facility; and

WHEREAS, the Township desires to be in a position to anticipate those future uses and to better be able to interact with Atlantic Electric, the State and its Agencies, and any other private developers in connection with the use of that Facility or any development of the area where the Facility is located as well as the surrounding area; and

WHEREAS, the Local Redevelopment and Housing Law (N.J.S.A.40A:12A-1 et. seq.) (the "Redevelopment Law") provides broad powers to local governments to enable it to interact in the process of development of property such as this; and

WHEREAS, the Township desires to undertake a preliminary investigation of the property in this area pursuant to the provisions of the Redevelopment Law, to determine whether such area fits within the criteria of the Redevelopment Law.

NOW, THEREFORE, BE IT RESOLVED by the Township Committee of the Township of Upper, in the County of Cape May, New Jersey, as follows:

Section 1. The Township Committee hereby authorizes and directs the Township Planning Board, pursuant the provisions of N.J.S.A. 40A:12A-6, to undertake a preliminary investigation to determine whether the proposed area referenced in the preambles hereof is a redevelopment area in accordance with the criteria set forth in N.J.S.A. 40A:12A-5 and to submit the results of such preliminary investigation and its recommendation in connection therewith to the Township Committee as soon as practical. The Planning Board shall conduct one or more public hearings, as appropriate, to obtain input in connection herewith.

Section 2. To assist the Planning Board in its undertaking the Township Committee authorizes the Mayor and all other appropriate Township officers to negotiate and enter into a professional services agreement with Maser Consulting P.A. to assist the Planning Board in the undertaking of this preliminary investigation, including any modifications to its current activities on behalf of the Township.

Section 3. This resolution shall take effect immediately.



 RICHARD PALOMBO, Mayor



 Wanda Gaglione, Township Clerk

Resolution No. 147-2005
 Offered by: Newman
 Adopted: June 27, 2005

Seconded by: Corson

Roll Call Vote:

<u>NAME</u>	<u>YES</u>	<u>NO</u>	<u>ABSTAINED</u>	<u>ABSENT</u>
Camp	_____	_____	_____	_____
Corson	_____	_____	_____	_____
McCrosson	_____	_____	_____	_____
Newman	_____	_____	_____	_____
Palombo	_____	_____	_____	_____



APPENDIX B
ATLANTIC CITY ELECTRIC COMPANY ENVIRONMENTAL DATA

LEBON 1B, GREENE & MACRAE
L.L.P.

A NEW YORK LIMITED LIABILITY PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS

LAWRENCE E. MILLER
JOSEPH A. TATO
CHARLES M. LIZZA
STEPHEN B. GENZER
REYNOLD NEBEL, JR.
WILLIAM S. TUCKER, JR.
JOHN S. PRUITT
JOHN P. MULHERN
MARIA A. DANTAS
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NEW YORK
WASHINGTON
ALBANY
BOSTON
DENVER
HARRISBURG
HARTFORD
HOUSTON
JACKSONVILLE

LOS ANGELES
NEWARK
PITTSBURGH
SALT LAKE CITY
SAN FRANCISCO
LONDON
IA LONDON-BASED
MULTINATIONAL PARTNERSHIP
PARIS
BRUSSELS
JOHANNESBURG
PTY LIMITED
MOSCOW
RIYADH
(AFFILIATED OFFICE)
TASHKENT
BISHKEK
ALMATY
BEIJING

April 30, 2004

Honorable Kristi Izzo, Secretary
Board of Public Utilities
Two Gateway Center
Newark, NJ 07102

Re: B.L. England Generating Station

Dear Secretary Izzo:

Please accept this filing, which is being made by Atlantic City Electric Company ("Atlantic" or "Company") in compliance with the September 25, 2003 Order of the New Jersey Board of Public Utilities ("BPU" or "Board") in Docket Nos. EO03020091, EO97070455, EO97070456 and EO97070457. In that order, the Board directed "the Company to file, within 6 months of the date of this order, a plan for an alternative or alternatives (a transmission upgrade, for example) that can be feasibly implemented on or before the recently-granted extension in the plant's fuel permit expires (July 30, 2006) to provide continued reliability in the area served by B. L. England." At its agenda meeting of April 28, 2004, the BPU granted the Company's request to extend the date of this filing to April 30, 2004.

As set forth in the enclosed, Atlantic has reached the conclusion that the preferred alternative is to retire B. L. England in December 2007, and build additional transmission

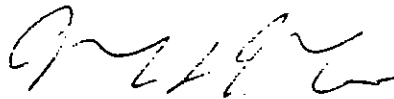
Honorable Kristi Izzo, Secretary
April 30, 2004
Page 2

facilities necessary to maintain reliability in southern New Jersey. In order to implement this alternative, the Company will have to commence preliminary work to obtain the permits necessary for the proposed transmission facilities. As discussed further in the enclosed, prior to commencing such work Atlantic is requesting that the BPU approve, by May 25, the costs of this preliminary work and allow recovery of these costs from New Jersey ratepayers if the transmission alternative is not implemented.

The Company looks forward to working with the Board and the Ratepayer Advocate, to finalize the proposal set forth in the attached, and to obtain the approvals necessary to begin preliminary work for the transmission facilities.

Very truly yours,

LeBOEUF, LAMB, GREENE & MacRAE, LLP



Mark L. Mucci

MLM/jg
cc: Service List

**In the Matter of the Petition of Atlantic City Electric Company
for an Administrative Determination of the Value of
Certain Fossil Generation Assets
BPU Docket No. EO03020091**

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George Riepe, Bureau Chief
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Wilmington, DE 19899

STATE OF NEW JERSEY
BOARD OF PUBLIC UTILITIES

IN THE MATTER OF
ATLANTIC CITY ELECTRIC COMPANY
RATE UNBUNDLING, STRANDED COSTS AND RESTRUCUTURING FILINGS
and
FOR AN ADMINISTRATIVE DETERMINATION OF THE VALUE
OF CERTAIN FOSSIL GENERATING ASSETS

BPU Docket Nos. EO97070455,
EO97070456 & EO97070457
and
EO03020091

Alternatives to the B.L. England Generating Station in its Current Configuration Which
Would be Required to Maintain Continued Reliability in the Area Served by the B.L.
England Generating Station

April 30, 2004

Introduction

In its September 25, 2003 Order in Docket Nos. EO03020091, EO97070455, EO97070456 and EO97070457, the New Jersey Board of Public Utilities ("BPU" or "Board") ordered "the Company to file, within 6 months of the date of this order, a plan for an alternative or alternatives (a transmission upgrade, for example) that can be feasibly implemented on or before the recently-granted extension in the plant's fuel permit expires (July 30, 2006) to provide continued reliability in the area served by B. L. England." This filing is in compliance with the BPU Final Order

On February 9, 1999 the Electric Discount and Energy Competition Act ("EDECA") was signed into law. As a result of this restructuring of the electric industry in New Jersey, Atlantic City Electric Company ("Atlantic" or "Company") undertook the sale of its generating assets. In BPU Docket No. EM99110870, the Board approved the sale of Atlantic's nuclear generating assets. Atlantic signed Purchase & Sale Agreements with NRG for sale of Atlantic's interests in the B.L. England Station ("B.L. England"), Deepwater Station ("Deepwater"), Conemaugh Station ("Conemaugh"), and the Keystone Station ("Keystone") and related assets (jointly "Fossil Assets") on January 18, 2000. Regulatory approval for the sale was sought in a filing made on February 9, 2000. After nearly 18 months of delay, the Board, in BPU Docket No. EM00020106 and, by Order dated February 20, 2002, rejected arguments advanced by Staff and the Ratepayer Advocate for further delays and approved the sale of these assets. The Order, however, was not issued timely enough to become a final, non-appealable order by April 1, 2002. As such NRG had the right, which it exercised, to invoke a "regulatory-out" clause. On that date, NRG notified Atlantic that it would not proceed to purchase the Fossil Assets and terminated the purchase and sale agreement for the Fossil Assets, although Atlantic was prepared to close the transaction.

On May 23, 2002, after consultation with the BPU's Staff, Atlantic announced its intention to re-market these generating assets. On January 13, 2003, Atlantic announced that it had terminated the auction process, stating that the auction had proved unsuccessful in that while there were a number of interested parties, current conditions in

the electric energy market segment hindered Atlantic from reaching agreements for the sale of these assets. Atlantic continues to offer these assets for sale, with the exception of Deepwater which was transferred to a non-utility unregulated affiliate effective, February 29, 2004.

This filing, in accordance with the Board's Order, is focused on alternatives to B.L. England in its current configuration which would be required to maintain continued reliability in the area served by B. L. England. Separate from this filing and related matters before the BPU, the Company has been discussing with the New Jersey Department of Environmental Protection ("NJDEP") and the Attorney General's Office how best to resolve various environmental issues relating to B.L. England among other environmental issues. By this filing, the Company is also giving the Board and its Staff formal notice that, on April 26, 2004, the Company entered into a settlement agreement that, among other things: 1) establishes interim emission limits for B.L.England's operations; and 2) requires the Company to seek necessary approvals from this Board and other agencies that may have jurisdiction to shut-down and permanently cease operations at B.L. England by December 15, 2007, and to obtain approvals to construct necessary substations and transmission facilities.

This agreement with NJDEP and the Attorney General's Office is in writing in short version form that will be expanded upon in a more formal consent decree or final settlement document.

B. L. England

Description of Plant

The B. L. England Generating Station, a 447-MW coal and oil fired generating facility, is located on the Great Egg Harbor Bay in the town of Beesley's Point, Cape May County, New Jersey. The plant is located on approximately 369 acres of land. The station is composed of three steam units (Unit #1 - 129 MWs, Unit #2 - 155 MWs, and Unit #3 - 155 MWs) and four 2 MW diesel generators. Units #1 and #2, commissioned in 1962 and 1964, use Babcock & Wilcox drum-natural circulation wet-bottom cyclone boilers to provide steam to General Electric tandem, compound condensing turbine-

generators. Both Units #1 and #2 burn coal as their primary fuel, with #2 fuel oil being used as their ignition fuel. Unit #1 was recently authorized to burn a blended coal, of which 35% is a western sub-bituminous from the Powder River Basin in Wyoming ("Powder River Basin Coal") and 65% is an eastern bituminous coal. This blended coal, prepared on-site at B.L. England is intended to meet the NJDEP recent Fuel Authorization to burn a coal with a sulfur content of 1.7% annual average and a 1.9% monthly maximum average. The authorization to burn this coal expires in mid-2006. Unit #2 burns an eastern bituminous coal with a sulfur content of approximately 2.6%. In 1989, a wet limestone flue gas desulfurization system (scrubber) was installed on Unit #2, which enables Unit #2 to remove between 90% and 95% of the SO₂ created during the combustion of coal in the cyclone boiler. Both Units #1 & #2 utilize once-through cooling systems with water taken from and returned to Great Egg Harbor Bay. Unit #3, uses #6 oil as its primary fuel, with #2 oil used for ignition purposes, in a Combustion Engineering drum-natural circulation, tangentially fired boiler to provide steam to a General Electric tandem-compound condensing turbine-generator. Unit #3 uses a closed-loop natural draft saltwater cooling tower to provide condenser cooling. All three units have Fuel Tech SNCR (selective non-catalytic reduction) systems added to assist in the control of NO_x emissions. Units #1 & #2 also make use of a Controlled Overfire Air system to provide additional control of NO_x emissions. The four 2 Mw diesels were manufactured by General Motors and along with the other B. L. England units provide system reliability support to the southern New Jersey Transmission system.

Recent BPU Proceedings

On January 31, 2003, Atlantic filed a petition with the BPU seeking an administrative determination of stranded costs associated with the B. L. England Generating Station. The net after tax stranded costs included in the petition were approximately \$151 million. An administrative determination of the stranded costs was needed due to the cancelled sale of the plant. On July 25, 2003 the BPU rendered an oral decision approving the administrative determination of stranded costs at a level of \$149.5 million. The BPU Order on this issue was issued on September 25, 2003.

On February 5, 2003, the BPU issued an order on its own initiative seeking input from Atlantic and the Ratepayer Advocate as to whether and by how much to reduce the 13% pre-tax return that Atlantic was then authorized to earn on B. L. England. Atlantic responded on February 18 with arguments that: (1) reduced costs to ratepayers could be achieved legally through timely approvals by the BPU of the stranded cost filing made by Atlantic on January 31, 2003 and a securitization filing made the week of February 10, 2003; and (2) it would be unlawful, perhaps unconstitutional, and a breach of settlement and prior orders for the BPU to deny a fair recovery on prudently incurred investment and to do so without evidentiary hearings or other due process. On April 21, 2003, the BPU issued an order making the return previously allowed on B. L. England interim, as of the date of the order, and directing that the issue of the appropriate return for B. L. England be included in the stranded cost proceeding. On July 25, 2003, the BPU voted to approve a pre-tax return reflecting a 9.75% ROE for the period April 21, 2003 through August 1, 2003. The rate authorized by the BPU from August 1, 2003, through such time as Atlantic securitizes the stranded costs was 5.25%, which the BPU represented as being approximately equivalent to the securitization rate. On September 25, 2003, the BPU issued a written order memorializing its July 25, 2003 decision.

On February 14, 2003, Atlantic filed a Bondable Stranded Costs Rate Order Petition with the BPU. The petition requested authority to issue \$160 million of Transition Bonds to finance the recovery of stranded costs associated with B. L. England and costs of issuance. On September 25, 2003 the BPU issued a bondable stranded cost rate order authorizing the issuance of up to \$152 million of Transition Bonds. On December 23, 2003, Atlantic Funding LLC (a subsidiary of the Company) issued \$152 million of Transition Bonds.

On December 12, 2003 the BPU issued an Order requiring testimony from the Company on certain carryover issues from earlier B. L. England proceedings. This included further review of the \$2.5 Million in transaction costs associated with B. L. England and the aborted sale to NRG Energy, Inc. to determine the appropriateness of the allocation of these costs between the Company's fossil units and the Delmarva units

successfully sold in the same auction. Potential additional B. L. England stranded costs were also ordered to be addressed in additional testimony by the Company. Other areas in which additional testimony was ordered included the plant's ongoing operating and maintenance ("O&M") expenses, what option for the plant's output and capacity is best for ratepayers, and the effectiveness of the plant in minimizing congestion. Finally, testimony was ordered updating the Company's efforts to market B. L. England. All of the above issues were addressed in the Company's testimony in Phase II of the Company's ongoing base rate case, filed with the BPU on April 15, 2004.

B. L. England Environmental Overview

B. L. England, as an older coal plant has a variety of environmental issues associated with its operation including: Air Quality; Water Quality; Waste Materials; Environmental Site Assessment and New Jersey Industrial Site Recovery Act. As noted above, an initial settlement document among the Company, the NJDEP and the Attorney General's office has been executed. That settlement addresses and resolves certain state-related issues and includes interim limitations on SOx emissions for Unit 1 until December 15, 2007, and additional limitations for SOx, NOx, and particulates emissions for both Units 1 and 2 that would apply after December 15, 2007, in the event that the Company did not obtain necessary approvals, including from this Board, to shut-down B.L. England by then.

Air Quality

B. L. England is located in the southeastern portion of New Jersey, and meets all air quality health standards with the exception of ground-level ozone. Atlantic has made numerous investments in the past several years to reduce emissions to meet future compliance requirements. Investments include flue gas desulfurization technology ("SO₂ scrubber") on Unit #2 and Selective Non-Catalytic Reduction ("SNCR") technology and Over Fire Air ("OFA") dampers on Units #1 and #2. B. L. England's Title V Operating Permit application was submitted to the New Jersey Department of Environmental Protection ("NJDEP") in 1995 and deemed administratively and technically complete.

Mays Landing Complex
5100 Harding Highway
Mays Landing, NJ 08330

REGISTRATION
MANAGEMENT

2004 DEC 22 PM 12:17

December 22, 2004
BOARD OF PUBLIC UTILITIES
NEWARK, N.J.



Honorable Kristi Izzo, Secretary
Board of Public Utilities
Two Gateway Center
Newark, NJ 07102

RECEIVED
MAIL ROOM
2004 DEC 22 AM 9:50
PUBLIC UTILITIES
NEWARK, N.J.

RE: In the Matter of the Petition of Atlantic City Electric Company D/B/A Conectiv
Power Delivery for Approval of Stranded Cost Categories and Findings with
Respect to Prudence of the Decision to Shut-Down the B.L. England Generation
Station and for Other Purposes
BPU Docket No. ER04 12 1754

Dear Secretary Izzo:

Enclosed for filing please find an original and ten (10) copies, plus one (1)
additional copy of the Petition of Atlantic City Electric Company, d/b/a Conectiv Power
Delivery, in the above referenced matter. Please arrange to have the additional copy
marked "filed" and returned to our messenger.

Thank you for your attention to this matter.

Sincerely,

Roger E. Pedersen
Manager, NJ Regulatory Affairs

Enclosure

cc: Attached Service List

CMS
Bestore
DAG
RPA
Energy

**I/M/O Petition of Atlantic City Electric Company ("Atlantic" or "the Company")
Regarding Approval of Alternatives for Providing Reliable Service
in Area Served by B. L. England
BPU Docket No. ER 04121754**

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STATE OF NEW JERSEY
BOARD OF PUBLIC UTILITIES

IN THE MATTER OF THE PETITION
OF ATLANTIC CITY ELECTRIC
COMPANY D/B/A CONECTIV POWER
DELIVERY FOR APPROVAL OF
STRANDED COST CATEGORIES, AND
FINDINGS WITH RESPECT TO
PRUDENCE OF THE DECISION TO
SHUT-DOWN THE B.L. ENGLAND
GENERATION STATION AND FOR
OTHER PURPOSES

PETITION

BPU DOCKET NO. ER04

RECEIVED
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2004 DEC 22 AM 9:50
PUBLIC UTILITIES
NEWARK, N.J.

ER04121754

TO THE HONORABLE NEW JERSEY BOARD OF PUBLIC UTILITIES:

Atlantic City Electric Company, doing business as Conectiv Power Delivery, (hereinafter referred to as "Petitioner", "ACE" or the "Company") having its principal offices at 800 King Street, P.O. Box 231, Wilmington, Delaware, 19899 hereby respectfully petitions the Board of Public Utilities (hereinafter referred to as the "Board") as follows:

1. The Company is a corporation organized and existing under the laws of the State of New Jersey and is presently engaged in the transmission and distribution of electric energy for light, heat and power to residential, commercial and industrial customers. The Company's service territory comprises eight counties located in southern New Jersey and includes approximately 521,000 customers. Atlantic is a direct, wholly-owned subsidiary of Conectiv, and an indirect, wholly-owned subsidiary of Pepco Holdings, Inc., each of which is a Delaware corporation and a registered holding company under the Public Utility Holding Company Act of 1935 ("PUHCA").

REQUESTED FINDINGS AND RULINGS

2. For reasons set forth below and in the testimony accompanying this Petition, ACE is requesting that the outcome of this proceeding include two orders issued in 2005 and subsequent orders beginning about 2008 with the following effects:

A. The initial order requiring notice should also establish that this proceeding will consist of a Phase I and Phase II and that the procedural process for the Phase I proceeding will require intervention and participation by all persons interested in the prudence of the decision to shut-down B.L. England Generating Station ("B.L. England") and the categories of stranded costs associated with shutting down the Station, dismantling the Station and remediation of the site. The Company respectfully submits that this initial order should also establish deadlines and procedural guidelines to ensure that a final order in a Phase I of this proceeding is issued on or before the end of 2005.

B. Expedited treatment, with a final Phase I order issued by the end of 2005 on the issues of the prudence of the decision to shut-down B.L. England, the categories of stranded costs associated with such a shut-down, and other findings, will facilitate the shut-down and dismantling of B.L. England and remediation of the site. ACE is requesting the following findings by the Board in regard to Phase I in this proceeding:

I. ACE is guaranteed recovery of all prudently incurred costs relative to the shut-down, dismantlement, and remediation of B.L. England. The cost categories included in the guaranteed recovery include, but are not limited to:

- a. Fuel Inventories;
- b. Non-Fuel Inventories;
- c. Employee Severance Costs;
- d. Termination of the Scrubber Lease (if prior to January 2007);
- e. ISRA Remediation;

- f. Demolition of the Plant and Related Structures; and
- g. Capital expenditures at B. L. England not included in prior stranded costs determinations.

II. As costs in the above categories are incurred, ACE shall defer such costs for later recovery plus a return on the unamortized balance equal to the rate of return as allowed in the Company's latest base rate case.

III. The market value of B.L. England and its site are approximately zero and the Board will not consider any future argument in Phase II or in any other proceeding that an amount larger than actual proceeds from a sale or donation of B.L. England, equipment, or the site should be imputed as an offset to stranded costs in the event of a donation or future sale.

IV. The sale of inventory, scrap metal, personal property and other property removed from the site in conjunction with the shut-down, dismantling and remediation of B.L. England and its site are sales in the ordinary course of business.

3. Petitioner notes that there is a contemplated Phase II of this proceeding which would be first initiated in the 2008 or 2009 time frame by a filing of the Company to establish the actual level of prudently incurred stranded costs to be recovered in rates. That filing would use actual cost data to the extent known at that time. Subsequent adjustments and periodic additional filings are also contemplated as additional costs are incurred after the initial Phase II filing. Petitioner is not requesting any action at this time by the Board with respect to those future Phase II filings other than to acknowledge that that approach is what is contemplated.

4. In the event that ongoing discussions with the New Jersey Department of Environment ("NJDEP") results in a potential final Administrative Consent Order ("ACO") between ACE and NJDEP, the Company will submit such ACO to the Board and seek an order

from the Board in this proceeding to include the recovery of any additional costs associated with compliance with such an ACO and with no imputed revenue relating to retiring emission allowances or donating the B.L. England site or other property to the NJDEP or other entity designated by the NJDEP or within the ACO.

PRIOR RELEVANT HISTORY AND RELATED PROCEEDINGS

5. Pursuant to the Electric Discount and Energy Competition Act, N.J.S.A. 48:3-49 et seq. (the "Act"), and the Board's decision and order in I/M/O the Request of Atlantic City Electric Company for the Establishment of Auction Standards for the Sale of Certain Generating Units, Docket Nos. EM99080605 and EM99080606, issued January 4, 2000, the Company initiated and completed an auction of many of its generating stations, including B.L. England located in Cape May County, New Jersey.
6. On January 18, 2000, the Company executed two purchase and sales agreements (PSAs) with NRG Energy, Inc., the first of which involved ACE's two fossil fueled plants that were wholly-owned, B.L. England and the Deepwater Generating Station located in Salem County, New Jersey, and the other of which involved the minority interests that ACE owned in the Keystone and Conemaugh Generating Stations located in Pennsylvania.
7. On February 9, 2000, ACE filed a petition pursuant to N.J.S.A. 48:3-7 and N.J.S.A. 48:3-49 et seq. seeking approval of the PSAs, findings regarding the level of stranded costs and the issuance of bonds to securitize those stranded costs, and for other purposes. The subsequent procedural history of that proceeding is described in detail in the Board's Decision and Order issued February 20, 2002, I/M/O the Petition of Atlantic City Electric Company Regarding the Sale of Certain Fossil Generation Assets, Docket No. EM00020106. In brief

synopsis, the Board: found that the Company had substantially complied with the Auction Standards, approved the PSAs, established a level of stranded costs to be adjusted to reflect actual data as of closing of the proposed sale, and deferred a decision as to the amount of stranded costs eligible for securitization. Pursuant to the terms of the PSAs as amended twice to extend the termination dates, the buyer, NRG Energy, Inc., had the right to terminate the PSAs by written notice prior to April 1, 2002, if a final, non-appealable order were not in effect as of the end of February 2002. In accordance with that right, NRG Energy, Inc., terminated the contracts.

8. ACE attempted to re-market B.L. England and its other fossil-fuel plants in 2002, but received only one bid for B.L. England. That bid was associated with an above-market Power Purchase Agreement that made the value of the bid package negative on a net present value basis. After unsuccessful efforts to negotiate with the bidder to obtain an acceptable price, that remarketing process was halted and the Company so communicated to Board Staff on December 5, 2002. These events were concisely summarized by the Board in an order dated February 5, 2003, in I/M/O Atlantic City Electric Company – Rate Unbundling, Stranded Cost and Restructuring Filings, Docket Nos. EO97070455, EO97070456 and EO97070457.

9. On January 31, 2003, the Company filed a petition seeking expedited consideration and the Board's determination of an administrative determined level of stranded costs at B.L. England and approval to securitize that amount.

10. The Board did not grant expedited consideration of that petition, but instead, on its own motion on February 5, 2003, in I/M/O Atlantic City Electric Company – Rate Unbundling, Stranded Cost and Restructuring Filings, Docket Nos. EO97070455, EO97070456 and EO97070457, initiated a proceeding that recognized that there would be continued

ownership by the Company of B.L. England for an indefinite period of time, and directed the Company and others to explore various issues with respect to the future ratemaking treatment of B.L. England.

11. On April 21, 2003, in a Board Order Settling Interim Rates, I/M/O Atlantic City Electric Company - Rate Unbundling, Stranded Cost and Restructuring Filings (BPU Docket Nos. EO97070455, EO97070456, and EO97070457), the Board established an interim return on the Company's investment in B.L. England and ordered hearings to be held. The Company sought reconsideration of this Order, which was denied in an order dated June 20, 2003. A procedural order was issued May 8, 2003, ("May 8 Procedural Order") directing that certain issues to be addressed, including the following two issues directly relevant to the instant Petition:

- i) "the valuation of stranded costs associated with the B.L. England plant;" and
- ii) "measures that can and should be taken by the Company, consistent with its obligation to provide safe, adequate and proper service at just and reasonable rates, to ensure that by a date certain to be determined by the Board, the B.L. England plant will no longer be on the utility's books or recoverable in utility rates."

May 8 Procedural Order at 2.

12. On September 25, 2003, the Board issued a Final Decision and Order in Docket Nos. EO03020091, EO97070455, EO97070456, and EO97070457 that reduced the Company's return on the Company's investment at B.L. England by approximately \$10.0 million annually pending securitization (hereinafter the "9/25/03 B.L. England Rate Order" at 16). The 9/25/03 B.L. England Rate Order also found that there was no dispute among the parties and it was "appropriate to establish a level of stranded costs that presumes B.L. England has no current market value." Id at 17. The Board found that B.L. England's stranded cost balance eligible for financing at that time was approximately \$149.5 million, with \$2.5 million in transaction costs associated with the proposed sale to NRG deferred for later consideration in an ongoing base rate

case (Docket No. ER02080510) and with a deferral until guidance is received from the federal Internal Revenue Service with respect to certain deferred tax balances. Issues relating to B.L. England potential future stranded costs, including future capital costs and ongoing operating costs were also deferred for consideration in the ongoing base rate case. The Board also established a requirement that ACE file for approval of capital expenditures in excess of \$1 million. The Board also directed the Company to file within six months:

“a plan for an alternative or alternatives (a transmission upgrade, for example) that can feasibly be implemented on or before the recently-granted extension in the plant’s fuel permit expires (July 30, 2006) to provide continued reliability of service in the area served by B.L. England.”

9/25/03 B.L. England Rate Order at 19. The Company filed its plan with supporting data on April 30, 2004. The plan, as described therein and also in the testimony attached hereto, is to build two higher-voltage transmission lines along existing rights of way, a new substation, and additional upgrades to other substations and transmission lines, all of which would be in service by December 15, 2007, at which time B.L. England would be retired. While some work at the B.L. England site may take place prior to December 2007, the bulk of the dismantlement and site remediation work would start shortly thereafter.

13. Also on September 25, 2003, in Docket No. EF03020121, the Board issued a Bondable Stranded Costs Rate Order, that approved the securitization of approximately \$149.5 million in stranded costs associated with B.L. England plus \$2.5 million for transaction and capital reduction costs, found that “the Company has taken reasonable measures to date, and has the appropriate incentives or plans in place to take reasonable measures, to mitigate the total amount of its stranded costs”; and other findings and authorizations necessary for the Company to issue securitized “transition” bonds.

14. On December 12, 2003, the Board issued a clarifying order in ACE's ongoing rate case, Docket No. ER02080510, regarding, among other things, the B.L. England issues from the September 9, 2003 Orders that had been deferred for consideration in the rate case. Among other issues, the Board directed that supplemental testimony be filed in that proceeding to address potential additional B.L. England stranded costs (the Company's investment in B.L. England fuel and non-fuel inventories, the expected cost of termination Unit 2's scrubber lease, potential site remediation costs and environmentally required capital expenditures over \$1 million per project).

15. Pursuant to various procedural orders, the ongoing base rate case was divided into two phases and it is in Phase II of the base rate case that the issues relevant to B.L. England were addressed. Hearings in that Phase II have been completed and briefing has been postponed pending discussions regarding a potential settlement of the Phase II issues.

16. On November 1, 2004, the Company filed a petition with the Board seeking the necessary approvals to construct the two transmission lines that are contemplated by the April 30, 2004 Plan and which require Board approval prior to construction. The remaining facilities to be constructed in order to implement the Plan do not require prior Board approval, but the Company will include the capitalized costs of such work in its next base rate case filing. Additionally, other agencies within New Jersey and the Federal government may need to issue permits and authorizations to construct certain of the planned facilities.

DISCUSSION

17. The value of B.L. England has been virtually eliminated as the result of the Electric Discount and Energy Competition Act of 1999 ("EDECA"). Pursuant to EDECA and implementing orders of the Board, retail energy supply has been deregulated and all of the Company's retail customers are eligible to choose alternative suppliers. Additionally, the

Company's entire remaining retail load is supplied under supply contracts entered into pursuant to an auction process administered by the Board. B.L. England has been used and useful in the provision of service to customers since it became operational in the early 1960s, and, from a physical standpoint (i.e., actual flow of electricity) continues to be used and useful in providing reliability of electric supply to southeastern New Jersey. From an economic and contractual standpoint, however, B.L. England's output is sold into the PJM Interconnection at market prices. In some of the last few years, the market value of B.L. England's output did not even cover its fuel and non-fuel operations and maintenance costs. During 2004, the market value of B.L. England's output is recovering such fuel and non-fuel O&M, but with only small returns on an investment that has already been written down to approximately \$23 million. Thus, the current investment in B.L. England is "stranded" as that term is used in EDECA.

18. As described in more detail in the Plan and in the testimony attached hereto, in order to operate B.L. England for the short-term, then shut-down, dismantle and remediate B.L. England and its site, additional costs will be incurred and will be stranded.

19. Under a traditional regulatory regime, the regulatory treatment of a retired asset includes removing the original cost from both the plant account balance and the reserve for depreciation for that plant account, with the result that any undepreciated investment remains in rate base along with all remaining assets in that plant account. After EDECA and the unbundling of rates, that approach is no longer available with respect to generation assets since the generation function has been deregulated and the plant investments are no longer in rate base. The remaining investment in a retired generation asset is stranded and, thus, must be made eligible for recovery through the mechanisms established in EDECA and implementing Board orders.

remained low and, thus, this delay did not have significantly adverse results, there was certainly a potential for interest rates to have moved significantly.

22. In the instant case, delay could have equally consequential results. Delay beyond the end of 2005 in issuing an order finding that the decision to shut-down B.L. England is prudent and to establish the stranded cost categories would place the Company and future ratepayers at risk for the cost consequences of having to order well over \$120 million in emissions control equipment, just in case the Board's final decision will be that the prudent decision is that B.L. England should remain open. The equipment would need to be ordered two to three years in advance because it requires a significant lead time to get required permits and to have such special order equipment manufactured and installed.

23. For similar reasons, an expedited decision in this proceeding is necessary because the Company is already beginning the permitting and engineering work necessary to construct transmission lines to maintain reliability in the region after the shut-down of B.L. England. If the Board were to determine, quickly, that shutting-down B.L. England is not prudent, then many of those costs of permitting, engineering, and site work for the new transmission lines could be avoided. If such a prudence decision were to be made later, however, many such costs will have already been expended.

DESCRIPTION OF THE FILING AND PROCEDURAL MATTERS

24. The proposed findings and rulings sought here are supported by the direct testimony and schedules of the following witnesses for the Company:

J. Mack Wathen	Policy & Case Overview
D. Bruce McClenathan	Capital Additions, Stranded Cost Categories, Ongoing Efforts to Reduce Stranded Costs

20. No rate changes are proposed in this Petition. However, implementation of the Plan filed on April 30, 2004, will reduce rates from where they would otherwise be if B.L. England continued to operate beyond 2007. If B.L. England were to continue to operate beyond 2007, additional investments in environmental equipment may be necessary in an amount of more than \$120 million.¹ None of these investments would improve B.L. England's efficiency or make it more economic to run. To the contrary, there would be additional costs to maintain the new equipment and to recover the additional investment.

NEED FOR EXPEDITED DECISIONS

21. To implement the Plan, the Board must establish firm deadlines that are enforced on the parties to the proceeding so as to allow the Board to act in a timely fashion. The recent history of B.L. England has shown the potential consequences of delay – if the February 9, 2000, petition for approval of a sale to NRG had been approved even five weeks earlier than it was, NRG would not have had the power to terminate the PSA, the sale would have closed, customers would have had the benefit of \$68.5 million as an offset to stranded costs rather than a plant that has a zero or near zero market value now, and customers would not have been charged for the costs to operate a plant that has exceeded the value of its output over much of the last three years. A far less consequential but potentially serious delay occurred with respect to the Company's filing to securitize stranded costs. The filing was made on February 1, 2003, a time which was at or near the low point of interest rates. The order authorizing securitization was not issued until September 25, 2003, and securitization took place about 90 days later. While interest rates

¹ An additional \$5 million to \$12 million in ISRA remediation costs are also estimated to be needed if B.L. England continues to operate. Final incremental remediation costs in the range of \$33 million to \$42 million would be required at some point in the future when B.L. England is ultimately shut-down and dismantled and the site remediated.

25. Copies of this filing are being served on the Ratepayer Advocate and other parties in Docket Nos. EO97070455, EO97070456 and EO97070457.

26. Communications and correspondence concerning this proceeding should be sent to the following:

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P.O. Box 231
Wilmington, Delaware 19899 (via U.S. Mail)
Or
800 King Street
Wilmington, Delaware 19801 (via overnight delivery service)

and

Roger Pedersen
Conectiv – Regulatory Affairs
5100 Harding Highway
Mays Landing, New Jersey 08330

and

Mark Mucci, Esq.
LeBoeuf, Lamb, Greene & MacRae, LLP
One Riverfront Plaza
Newark, New Jersey 07102

WHEREFORE, the Company respectfully requests that the Board make the following procedural determinations and rulings:

A. In the interest of expediting decisions in this matter, the Board shall retain jurisdiction of this proceeding and will not assign the matter to the Office of Administrative Law Judges.

B. A final Phase I order shall be issued no later than December 31, 2005, to address the issues of: the prudence of the decision to shut-down B.L. England; the cost categories for which recovery of prudently incurred costs shall be recovered from ratepayers as stranded costs;

the current market value of B.L. England and how any proceeds from a future sale or disposition will be treated for ratemaking purposes; and whether or not the "sales in the ordinary course" exception applies such that pre-approval is not required for the sale of scrap metal, personal property and other property removed from the site in conjunction with the shut-down, dismantling and remediation of B.L. England and its site. The parties to this aspect of the proceeding, including the Company, Staff, the Ratepayer Advocate and any interveners, are specifically directed to adhere strictly to the Phase I procedural schedule.

AND WHEREFORE, the Company respectfully requests that the Board in its final orders in this proceeding make the following findings and rulings:

- C. The decision to shut-down B.L. England is prudent.
- D. ACE is granted recovery of all prudently incurred costs relative to the shut-down, dismantlement, and remediation of B.L. England.
- E. The categories of stranded costs associated with such a shut-down, dismantlement and remediation of B.L. England and its site that will be recoverable in rates include:

1. Fuel Inventories;
2. Non-Fuel Inventories;
3. Employee Severance Costs;
4. Termination of the Scrubber Lease (if prior to January 2007);
5. ISRA Remediation;
6. Demolition of the Plant and Related Structures; and
7. Capital expenditures at B.L. England not included in the original stranded costs determination.

F. The market value of B.L. England and its site are approximately zero and the Board will not consider any future argument in Phase II or other proceeding that an amount larger than actual proceeds from a sale or donation of B.L. England, equipment, or the site should be imputed as an offset to stranded costs in the event of a donation or future sale before December 2007.

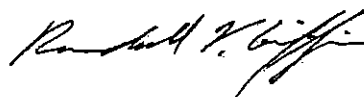
G. The sale of inventory, scrap metal, personal property and other property removed from the site in conjunction with the shut-down, dismantling and remediation of B.L. England and its site are sales in the ordinary course of business.

H. A final Phase II review shall be made in a subsequent proceeding limited solely to a determination of whether the particular level of such costs were prudently incurred as determined by a review of the Company's contracting procedures and its other processes relating to the incurrence of costs to shut-down, dismantle and remediate B.L. England and its site. Neither Phase II nor any other proceeding shall be a forum to relitigate the issue of whether the decision to shut-down, dismantle, or remediate was prudent; nor should any such future proceeding relitigate the categories of costs eligible for recovery.

I. In the event that a final ACO is executed, the Company will seek further Board approvals regarding the prudence of the ACO and the recovery of costs associated with compliance with the ACO, including a recognition that no revenue shall be imputed with respect to the value of emission allowances that may be retired or land donations that may be made in conformance with the ACO.

J. The Company shall have such other and further relief as the Board may determine to be reasonable and appropriate.

Respectfully submitted,



Randall V. Griffin

Dated: December 22, 2004

~~CONFIDENTIAL~~

Summary of the ISRA Project
B.L. England Generating Station
Beesley's Point, NJ

The following document provides a summary of the various investigations conducted under the Industrial Site Recovery Act (ISRA) at the B.L. England Generating Station (B.L. England); ISRA Case # E20000028.

Investigation Summary

Atlantic City Electric Company (ACE) has been conducting investigations at B.L. England since 1999. On January 21, 2000, a General Information Form was submitted to the New Jersey Department of Environmental Protection (NJDEP) and an ISRA case number was issued for the project. The following is a list of the primary documents submitted to the NJDEP to document the findings or to obtain approval for proposed workplans.

- Preliminary Assessment Report (PAR), June 15, 2000;
- Site Investigation Report (SIR), June 15, 2000;
- Remedial Investigation Workplan (RIW), June 15, 2000;
- Remedial Investigation Report (RIR), February 15, 2002;
- Baseline Ecological Evaluation (BEE), February 15, 2002;
- Substation Remedial Investigation Report, February 15, 2002;
- Supplemental Remedial Investigation Workplan (SRIW), September 30, 2002;
- Revised Tier I BEE and the Tier II BEE Workplan, June 18, 2004;
- Supplemental Remedial Investigation Report (SRIR), December 17, 2004;
- Revised Ecological Evaluation Sampling Plan, March 28, 2005; and
- Remedial Action Workplan, AOC 77, Historic Spill #41, July 1, 2005.

A total of eighty-three (83) Areas of Concern (AOCs) have been identified at B.L. England in the PAR, SIR, and RIW and in subsequent correspondence from the NJDEP. The eighty-three (83) AOCs includes the Baseline Ecological Evaluation (BEE) which was given an AOC number (AOC 82) by the NJDEP. The NJDEP initially granted no further action (NFA) to seven (7) of the AOCs (21, 22, 39, 45, 52, 53, and 55).

A remedial investigation (RI) was performed to address the remaining seventy-five (75) AOCs. Seventy-three (73) of the AOCs were addressed in the Remedial Investigation Report (RIR). The facility substation (AOC 67) was addressed independently in the Substation RIR; and the BEE, which was identified as an AOC, was addressed independently under a separate submittal. As of June 30,

2005, the NJDEP has granted no further action (NFA) or conditional NFA to forty-eight (48) of the AOCs in correspondence responding to the RIR, Substation RIR, and BEE.

The twenty-eight (28) remaining AOCs were identified for remedial action or further remedial investigation and were addressed in the Supplemental RIR (SRIR). ACE is currently awaiting correspondence from the NJDEP in response to the SRIR.

Open AOCs

This section provides a list of the AOCs that are currently awaiting comment from the NJDEP with regard to investigations conducted or that are scheduled for further remedial investigation and/or remedial action. A brief summary of the investigation conducted and the contaminants of concern is provided below.

The Company has recommended NFA for the all or a portion of the following AOCs:

- **AOC 1 - Two 6.3-Million Gallon No. 6 Fuel Oil ASTs** – a soil investigation was conducted to identify potential petroleum hydrocarbon impacts, and none were identified. This AOC is proposed for NFA.
- **AOC 6 - 4,600-Gallon Sulfuric Acid AST and 4,600-Gallon Caustic AST for Unit Nos. 1 and 2** – the AOC was investigated for potential pH impacts, and none were identified. This AOC is proposed for NFA.
- **AOC 20 - Former Gasoline UST** – a soil investigation was conducted to identify potential impacts from gasoline, and none were identified. This AOC is proposed for NFA.
- **AOC 24 - Unloading Area for No. 6 Fuel Oil AST** – a soil investigation was conducted to identify potential petroleum hydrocarbon impacts, and none were identified. This AOC is proposed for NFA.
- **AOC 27 - Unloading Area for Diesel Fuel-Handling Tank** – a remedial action was conducted to remove soils impacted by diesel fuel. A post-remediation soil and groundwater investigation was conducted and no further impacts were identified. The unloading area has been upgraded with a new curbed, concrete structure. This AOC is proposed for NFA.
- **AOC 43 - Oily Waste Roll-off** – a soil investigation was conducted to identify potential petroleum hydrocarbon impacts and none were identified. A break in the containment structure was repaired. This AOC is proposed for NFA.
- **AOC 49 - Slag Ponds** – In lieu of a soil investigation, the groundwater analytical data from the annual NJPDES-DGW permit compliance monitoring from 2000 to 2003 was provided to the NJDEP. Elevated arsenic concentrations were detected in the groundwater samples from one or more of the three downgradient wells in three of the four sampling events. Elevated lead concentrations were detected in the samples collected from the 2003 sampling. . Further ecological evaluation of groundwater will be performed according to the Revised Ecological Evaluation Sampling Plan. In addition, continued groundwater monitoring will be performed under the existing facility NJPDES permit.

- **AOC 50 - Dredge Spoil Dewatering Area** – A soil investigation was conducted to identify potential impacts from petroleum hydrocarbons, polychlorinated biphenyls (PCBs), or metals, and none were identified. A groundwater investigation identified elevated concentrations of zinc. Subsequent confirmation sampling identified no elevated metals concentrations. This AOC is proposed for NFA for soil, and NFA appears to be applicable for groundwater and will be proposed in the future.
- **AOC 62 - Former Septic Drain Field** – A soil and groundwater investigation was conducted to identify potential impacts from metals, PCBs, or petroleum hydrocarbons. Elevated arsenic concentrations were detected in three of four groundwater samples collected from one well. An additional investigation is proposed for groundwater.

An elevated concentration of benzo(a)pyrene was detected in one surface soil sample. No other elevated concentrations were detected in the surface or subsurface soil samples. NFA is proposed for soil.

- **AOC 66 - Fill Material** – Information regarding the locations and nature of the fill deposits present at the facility were provided to the NJDEP. Certain metals were detected at elevated concentrations in fill materials during various AOC investigations. A fill model was developed for the site and will be used in future remedial action planning. NFA was proposed for this AOC. Additional soil sampling will be conducted to further characterize the site fill soils to supplement the fill model and support future remedial actions.
- **AOC 67 - Substation** – A soil and groundwater investigation was conducted to identify potential impacts from petroleum hydrocarbons or PCBs. Elevated concentrations of petroleum hydrocarbons and PCBs were identified in certain areas, and interim remedial actions were conducted to remove impacted soils. Some impacted soils remain and are proposed for additional remedial action. No groundwater impacts were identified, and NFA is proposed for groundwater for this AOC.
- **AOC 68 - Transformers** – Soil and groundwater investigations were conducted to identify potential impacts from petroleum hydrocarbons or PCBs. Interim remedial actions were conducted to remove impacted soils. Future remedial actions are proposed to address remaining soil impacts. No groundwater impacts were identified, and NFA was proposed for groundwater for this AOC.
- **AOC 73 - Production Wells** – Information regarding the construction and abandonment of the site production wells was provided to the NJDEP. NFA is proposed for this AOC.
- **AOC 75 - Oil Drum Storage Room** – The associated sump was cleaned for visual inspection and no breaches were detected. NFA is proposed for this AOC.
- **AOC 76 - Slag Pile** – A soil and groundwater investigation was conducted to identify potential impacts from SVOCs or metals. One subsurface soil sample showed an elevated concentration of mercury, for which remedial action is proposed. No groundwater impacts were identified, and NFA is proposed for groundwater for this AOC.
- **AOC 77 - Historical Discharges** – Documentation regarding the 41 reported historical discharges at the facility was provided to the NJDEP and soil investigations were conducted, when necessary, to identify potential impacts. A RAW was submitted to the NJDEP in July

2005 to address the remediation of historic spill # 41. The soil impacts associated with a second historical discharge will be addressed in a future RAW submittal. NFA is proposed for the other 39 reported historic discharges.

- **AOC 78 - Coal Pile Runoff Pipe** – A soil and groundwater investigation was conducted to identify potential impacts from petroleum hydrocarbons or PCBs. Elevated concentrations of total petroleum hydrocarbons (TPH) were identified at one subsurface soil location. Remedial action is proposed to remove the impacted soil. No groundwater impacts were identified, and NFA is proposed for groundwater for this AOC.
- **AOC 84 - Two 150,000-Gallon Settling Ponds** – Information regarding the construction and operation history for this AOC were provided to the NJDEP. No spills or leaks were reported and no potential for impact was identified. NFA is proposed for this AOC.

Additional remedial investigation and/or remedial action is recommended for the following AOCs, or portions thereof:

- **AOC 23 - Railcars/Railroad Tracks** – A soil investigation was conducted to identify potential impacts from petroleum hydrocarbons, and a few areas with elevated concentrations of TPH and SVOCs were detected in soil. The soil impacts for this AOC will be addressed in a future remedial action workplan (RAW) submittal.
- **AOC 33 - Unloading Area for Coal** – A soil investigation was conducted to identify potential impacts from petroleum hydrocarbons or metals, and none were identified. Information regarding typical metals concentrations in the coal used at the facility was provided to the NJDEP. Potential soil impacts related to coal for this AOC will be addressed in a future RAW submittal.
- **AOC 47 - Waste Oil Drum Storage Adjacent to the Rail Unloading Station** – A soil investigation was conducted to identify potential impacts from petroleum hydrocarbons or metals, and one soil sample location showed elevated arsenic concentrations. The soil impacts related to this AOC will be addressed in a future RAW submittal.
- **AOC 51 - Fly Ash Pond** – Soil and groundwater investigations were conducted to identify potential impacts from SVOCs or metals, and elevated metals concentrations in soil and groundwater were detected. Further ecological evaluation is proposed, and the soil and groundwater impacts will be addressed in a future RAW submittal.
- **AOC 54 - Coal Pile** – A groundwater investigation was conducted to identify impacts from metals related to the coal, and elevated metals concentrations were detected. The groundwater impacts will be addressed in a future RAW submittal.
- **AOC 56 - Floor Drains and Trenches** – Information regarding the inputs and discharges of the floor drains were provided, and a soil investigation was conducted to identify potential waste oil impacts. Elevated TPH concentrations in soil were detected in one area. The soil impacts will be addressed in a future RAW submittal.
- **AOC 63 - Sumps** – Soil and groundwater investigations were conducted to identify potential impacts from waste oil, PCBs, or metals from breaches in the sumps that accept process water from the facility. Free-phase product was encountered on the groundwater table and in the soils

near one sump; and elevated concentrations of arsenic, lead, and SVOCs were detected in groundwater in the same location. Elevated concentrations of arsenic were detected in soil and groundwater at another sump. The soil and groundwater impacts will be addressed in a future RAW submittal.

- **AOC 65 - Former Landfill** – Soil and groundwater investigations were conducted to potential identify impacts from construction debris or other materials historically placed in this AOC. Elevated concentrations of metals, PCBs, volatile organic compounds (VOCs), and SVOCs were detected in soil. Elevated concentrations of metals were detected in groundwater. Further ecological evaluation is proposed, and the soil and groundwater impacts will be addressed in a future RAW submittal.
- **AOC 71 - Stressed Vegetation Area** – A soil investigation was conducted to identify impacts from metals associated with the coal pile or PCBs associated with the substation. Elevated concentrations of arsenic and PCBs were detected in sediment and soil samples. The areas with elevated PCBs have been delineated. Further ecological evaluation is proposed, and the soil impacts will be addressed in a future RAW submittal.
- **AOC 79 - Coal Dust** – A soil investigation was conducted where coal dust accumulated to identify metals impacts, and elevated concentrations of arsenic were detected at one sample location. The soil impacts will be addressed in a future RAW submittal.
- **AOC 80 - Diesel Generators** – A soil and groundwater investigation was conducted to identify potential petroleum hydrocarbon impacts. Elevated concentrations of TPH and VOCs were detected in soil and have been delineated. While no individual SVOCs had elevated concentrations detected in groundwater, elevated concentrations of total SVOC tentatively-identified compounds (TICs) were detected. The soil and groundwater impacts will be addressed in a future RAW submittal.

A remedial action is proposed to address number 2 fuel oil contamination associated with a localized (and defined) free-phase product plume located at the site (AOC 77, Historic Spill #41). A Remedial Action Workplan (RAW), which included a Remedial Action Selection Report (RASR), was submitted on July 1, 2005 to the NJDEP for approval. This document outlines the Total Phase Extraction (TPE) system proposed to recover contamination in the soil and groundwater at this AOC.



APPENDIX C
ROUTE 9 BEESLEY'S POINT BRIDGE DOCUMENTATION



W. J. CASTLE, P.E. & ASSOCIATES, P.C.
Consulting Engineers

MAIN STREET, BUILDING 8, SUITE 1
 P.O. BOX 586
 LUMBERTON, NEW JERSEY 08048

(609) 261-2268
 WJC #99-1 (609) 261-2197
 FAX (609) 261-3422

February 28, 2000

Hankin, Sandison & Sandman
 30 South New York Avenue
 Atlantic City, NJ 08401

Attn: Stephen Hankin, Esq.

RE: Estimated Repairs - Beesley's
 Point Bridge

Dear Mr. Hankin:

As per your request, the following is an estimated cost for repairs to the bridge structure for the years 2000, 2001 and 2002. This is based upon all of our previous inspections of the bridge including underwater.

- I. YEAR 2000----- \$950,000.00
 - A. Includes 18 pier repairs and deck replacement on the bascule spans.

- II. YEAR 2001----- \$ 500,000.00
 - A. Includes concrete counter weight repairs at bascule piers, fender repairs and underwater repairs to steel sheeling at bascule foundations.
 - B. Repainting all deteriorated steel on previously constructed repairs (approximately 60 piers).

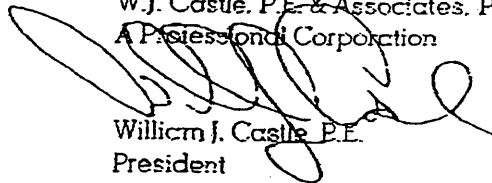
- III. YEAR 2002----- \$ 575,000.00
 - A. Includes repair of operator's building, electric repairs for bascule lift span(s) and miscellaneous repairs at bascule piers (2).
 - B. Repair of deteriorated timber abutments (4) for both bridge structures.
 - C. Placement of Cathodic Protection System on steel piers (120).

TOTAL ESTIMATED COST: \$2,025,000.00
 (Years 2000, 2001 & 2002)

If there are any questions, please contact this office.

Respectfully submitted,

W.J. Castle, P.E. & Associates, P.C.
 A Professional Corporation



William J. Castle, P.E.
 President

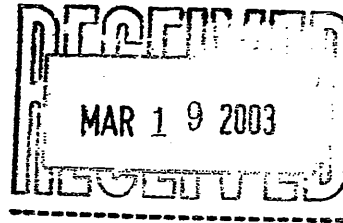
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W. J. CASTLE, P.E. & ASSOCIATES, P.C.
Consulting Engineers

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(609) 261-2268
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FAX (609) 261-3422



WJC Proposal #788

March 18, 2003

Beesley's Point Bridge Company
c/o Hankin, Sandman, Bradley & Palladino
30 South New York Avenue
Atlantic City, NJ 08401

Attn: Mr. Stephen Hankin, Esq.

Re: Beesley's Point Bridge
Repair and Maintenance Schedule

Dear Steve:

Per your letter dated March 13, 2003, attached please find the Repair and Maintenance Schedule for Beesley's Point Bridge. We have also included estimated costs for some of the items.

If you should have any questions or require additional information, please contact this office.

Sincerely,

W.J. Castle, P.E. & Associates, P.C.
A Professional Corporation

William J. Castle, P.E.
President

WJC:kl
Attachments

GREAT EGG HARBOR BRIDGE
MAJOR REPAIR/REPLACEMENT LIST

<u>NO.</u>	<u>YEAR REQUIRED</u>	<u>ITEM</u>	<u>ESTIMATED COST</u>
1	2003	South Bascule Foundation a. Diagonal Brace Replacement (2)	\$ 135,000.00 \$ 20,000.00
2	2003-2004	Repair of deck joints	\$ 500,000.00
3	2004	Painting and cleaning of South side pier bents	\$1,500,000.00
4	2004-2005	Cathodic protection	\$ 125,000.00
5	2005-2006	Electric (controls/gears)	\$ 450,000.00
6	2005	Timber fender system	\$ 250,000.00
7	2004-2009	Removal and disposal of original main bridge (96)	\$1,000,000.00
8	2006	Replacement of toll house	\$ 250,000.00
9	2006	Replacement of bulkheads	\$ 250,000.00
10	2009	Replacement of sub-standard guard rail	\$1,500,000.00
11	2006	Repave roadway (after deck joints are repaired)	\$ 50,000.00
12	2005-2006	Concrete counterweight repairs a. North Bascule b. South Bascule	\$ 150,000.00 \$ 150,000.00
		TOTAL ESTIMATED COST:	\$6,330,000.00

NOTE: Item No. 1 and part of No. 2 are required repairs in 2003.

GREAT EGG HARBOR BRIDGE

MAIN & BEAM LEAF REPAIRS

NORTH & SOUTH BASCULE SPANS

<u>NO.</u>	<u>YEAR REQUIRED</u>	<u>ITEM</u>	<u>ESTIMATED COST</u>
1	2004	Reinforce bottom flanges on floor beams (6)	\$ 30,000.00
2	2004	Main leaf steel plate – repair (2)	\$ 20,000.00
3	2004	Sector gear steel housing – repair (4)	\$ 32,000.00
4	2004	Shaft bearings – repair or replace	\$ 10,000.00
		TOTAL ESTIATED COST:	\$ 92,000.00

GREAT EGG HARBOR BRIDGE

MISCELLANEOUS STEEL REPAIRS

NORTH BASCULE SPAN – (SCHEDULE OVER A 3-YEAR PERIOD STARING IN 2003

<u>NO.</u>	<u>YEAR REQUIRED</u>	<u>ITEM</u>	<u>ESTIMATED COST</u>
1	2003	Trunnion post repair – Westside outboard repair	\$ 25,000.00
2	2003-2004	Manufactured girder – support road beams and repair	\$ 30,000.00
3		Gear shaft support channels – repair West end	\$ 15,000.00
4	2004	Counterweight – concrete & steel repairs	\$ 150,000.00
5	2003	Trunnion post – East inboard concrete repair	\$ 25,000.00
6	2004	Road beams East – Repair beams and bracket to post	\$ 10,000.00
		TOTAL ESTIAMTED COST:	\$ 255,000.00

SOUTH BASCULE SPAN – (SCHEDULE OVER A 3-YEAR PERIOD STARING IN 2003

<u>NO.</u>	<u>YEAR REQUIRED</u>	<u>ITEM</u>	<u>ESTIMATED COST</u>
1	2004	Trunnion post repair – Westside outboard repair	\$ 25,000.00
2	2003-2004	Manufactured girder – support road beams and repair	\$ 30,000.00
3	2004	Counterweight – concrete & steel repairs	\$ 150,000.00
4	2004	Road beams East – Repair beams and bracket to post	\$ 10,000.00
5	2003-2004	Shaft bearing supports – repair	\$ 25,000.00
		TOTAL ESTIAMTED COST:	\$ 240,000.00

II. DRAG CHANNEL BRIDGE

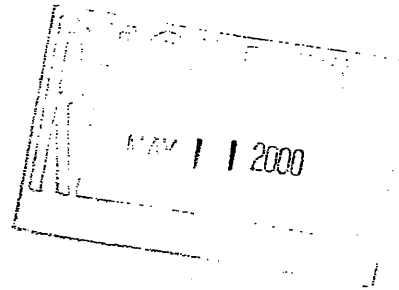
MAJOR REPAIR/REPLACEMENT LIST

<u>NO.</u>	<u>YEAR REQUIRED</u>	<u>ITEM</u>	<u>ESTIMATED COST</u>
1	2003	Repair South Abutment and Bulkhead	\$ 200,000.00
2	2004	Repair North Abutment and Bulkhead	\$ 100,000.00
3	2003	Major repairs to 7 expansion joints	\$ 100,000.00
4	2004	Repair 12 expansion joints	\$ 60,000.00
5	2003-2004	Repair concrete under roadway	\$ 60,000.00
6	2003-2004	Repair concrete diaphragms under roadway	\$ 60,000.00
7	2004-2007	Reinforce guardrails at transition points	\$ 10,000.00
8	2004-2007	Remove old asphalt coating from roadway surface	\$ 25,000.00
9	2004-2007	Repair concrete roadway surface	\$ 50,000.00
10	2004-2007	Replace asphalt coating on roadway surface	\$ 50,000.00
11	2004-2007	Install flexible expansion joint material	\$ 25,000.00
12	2004-2007	Replace curb timbers, where needed	\$ 10,000.00
		TOTAL ESTIMATED COST:	\$ 750,000.00

NOTE: Item No. 1, 3 and 4 are required for repairs in 2003.

Sander J. Greenberg & Co.

Certified Public Accountants
Linwood Professional Plaza
2021 New Road, Suite 14
Linwood, New Jersey 08221
Tel: (609) 927-1400 Fax: (609) 927-6560



May 8, 2000

Stephen Hankin, Esquire
Hankin, Sandson, Sandman, Palladino & Bradley
30 South New York Avenue
Atlantic City, New Jersey 08401

RE: Beesley's Point Bridge

Dear Mr. Hankin:

As you requested, a preliminary investigation has been conducted with respect to the valuation of the subject property described as the Beesley's Point Bridge.

It is the purpose of this letter to estimate the valuation of the site which is operated under a riparian grant from the State of New Jersey. The riparian grant limits the land use for a bridge only and any other use would void the grant and the land would revert to the State.

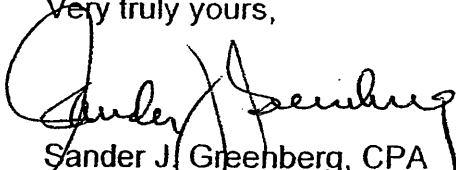
The following comments are relative to my opinion of value:

1. The Beesley's Point Bridge is a privately owned and operated bridge connecting N.J. Route 9 in Atlantic County (Somers Point) and Cape May County (Upper Township). The Bridge spans the Great Egg Harbor and offers a vital alternative link between Cape May and Atlantic Counties.
2. The property as well as its form of ownership make are unique as there are only three privately owned and operated bridges in the State of New Jersey. There are no comparable properties or sales. The Beesley's Point Bridge spans the largest body of water of the three privately owned bridges and as a result is subject to extraordinary maintenance and repair costs associated with the environment in which it is located.
3. The use of the cost approach for the valuation of the site and improvements was deemed to be unreasonable as the bridge cannot be reproduced in its current structural form under today's construction codes and standards. The cost of redesign and construction of the bridge would be cost prohibitive under today's construction standards. The depreciated net book value of the

- bridge is less in 1999 than in 1997 when it was assessed by Somers Point at \$220,000.
4. The Beesley's Point Bridge will require major maintenance and repairs in the years 2000-2002 based on the letter report rendered by W.J. Castle, P.E. & Associates, P.C., consulting engineers amounting to \$950,000, in the year 2000; \$500,000, in the year 2001; and \$575,000 in the year 2002. (EXHIBIT 1). An annual replacement reserve allowance for major repairs and maintenance amounting to \$919,461 in 1999; \$428,911 in 1998; and \$288,924 in 1997 has been assumed in this valuation report (EXHIBIT 3), based on the shortfall in the funds needed to effect the necessary major repairs in accordance with the Engineer's report and consideration of the cash on hand as of December 31 of each year from 1997 to 1999. This reserve is deemed to be in addition to the maintenance and repair costs incurred in 1997, 1998 and 1999.
 5. Attached is a summary of the revenue and expenses based on the corporate tax returns and information provided by the Beesley's Point Bridge Company for the years ended December 31, 1997, 1998 and 1999 (EXHIBIT 2). The summary indicates a negative revenue stream from 1997 to 1999 based on actual expenditures and accruals for the replacement reserves required in order to make the necessary major repairs in the years 2000-2002.

The Bridge is assessed at \$400,000 by the City of Somers Point for the year 2000. Even prior to this assessment, the 1997 assessment of \$220,000, and \$300,000 in 1999 is excessive given the negative income history generated by the bridge, considering an adequate replacement reserve allowance. Based on the income approach the valuation for real estate tax purposes should be \$0 as of October 1, 1999. In fact, we consider the bridge structure to be an actual liability considering the necessary repairs and maintenance required.

Very truly yours,



Sander J. Greenberg, CPA
Sander J. Greenberg & Company



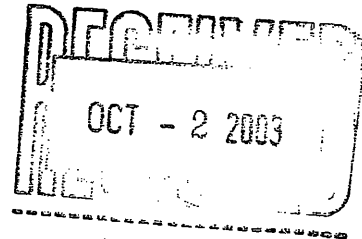
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WJC Proposal #833

September 30, 2003



Hankin, Sandson & Sandman
 30 South New York Avenue
 Atlantic City, NJ 08401

Attn: Mr. Stephen Hankin, Esq.

RE: Emergency Repairs at Beesley's
 Point Bridges over Drag Channel
 and Great Egg Harbor

Dear Mr. Hankin:

Please disregard the previous submitted letter and proposal dated September 24, 2003, concerning the above referenced subject.

In accordance with your recent request, we have reviewed our previous inspection report (2000-2001), the current structural condition of the bridge, repairs performed over the last five (5) years, etc. and have developed the following list of critical repairs with estimated costs required for the above referenced bridges. Some of these repairs are extremely critical and should be performed within the next 9 to 12 months in order to prevent the possibilities of any failures. We have also listed the repairs in order of priorities.

I. MAIN BRIDGE OVER GREAT EGG HARBOR

A. Repair South Main Bascule Pier Foundation----- \$ 125,000.00 to \$ 175,000.00

1. This item is critical to the stability of the South Bascule Foundation and must be started by April-May of 2004. The North Bascule Pier was previously repaired in 2002 and is now stable. (The cost is based upon the condition of the concrete under the steel sheeting.)

B. Repair concrete counterweights for both North & South Bascule Spans- \$ 125,000.00

1. The concrete and steel of these weights are severely deteriorated and must be repaired in order to maintain safe operation of the bridge. These items are critical for lifting and closing of the bridge and need to be repaired within the next 12 to 24 months.

C. Repair severely deteriorated steel support columns, cross beams and all connections and the four (4) main girder beams for both the North & Bascule Spans----- \$ 750,000.00

1. These items were found to be severely deteriorated with extensive loss of section and cracked concrete at various locations. The steel columns support the end of the Main Bascule lifting beams and therefore are as critical as Items A & B for safe operation of the bridge when

- 2. The four (4) main girders support the superstructure of the bascule spans. All of these fabricated steel girders were found to have severe deterioration, loss of section, loose and/or missing bolts, deteriorated connections, loose bearings, etc. We recommend that these girders be repaired over a period of 24 months beginning in 2004. Your maintenance crew has been continuously "spot" repairing and painting these girders, connections, etc. but complete rehabilitation is required and not just "stop-gap" type repairs.

D. Expansion joints (4) and concrete deck repairs----- \$ 175,000.00

- 1. All of the expansion joints are deteriorated and/or damaged and no longer functioning as designed which has also resulted in damage to the concrete deck in these areas. These joint repairs should be started within the next 2 years starting in late 2004 or early 2005.

II. DRAG CHANNEL BRIDGE

A. Repair undermined South Abutment and place new sheeting after repairs have been completed.

1. The undermining of the South Abutment could result in settlement and potential failure of the end span. This repair should be started and completed within the next 12 months.----- \$ 125,000.00

2. The timber sheeting will protect the new undermining repairs, but is not as critical and therefore could be done at a later date.----- \$ 75,000.00

B. Repair deteriorated deck joints and concrete deck

1. 19 Joints @ \$15,000.00 per joint----- \$ 285,000.00

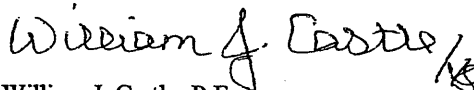
TOTAL ESTIMATED COST FOR ALL EMERGENCY REPAIRS: \$1,710,000.00

Please note that these are only the most critical items and should be repaired as soon as possible in order to prevent any failures or subsequent closing of this bridge. However the bridge is at no danger of collapse as of this date, unless there is external damage as a result of ice flows, collisions, etc. Enclosed please find a copy of our previously submitted "Recommended Repairs" (October 22, 2002), which summarizes additional general maintenance items that should be performed.

As always, if you should have any questions or require additional information, please contact this office.

Respectfully submitted,

W.J. Castle, P.E. & Associates, P.C.
A Professional Corporation



William J. Castle, P.E.
President

RECOMMENDED REPAIRS
FOR
BEESLEY'S POINT BRIDGE(S)

I. BASCULE SPANS (GREAT EGG HARBOR)

- A. Repair South Bascule steel sheeting and diagonal bracing
- B. Repair fender systems at the North and South Piers
- C. Repair concrete counterweight at both spans
- D. Electrical system(s), drive motor(s) controls, brakes, gears, navigational lights, traffic gate controls, etc.
 - 1. These items need to be inspected and evaluated by others, since this type of engineering is not our specialty.
- E. Main bracing steel at the North and South Bascule
 - 1. Columns
 - 2. Cross Beams and all connections
 - 3. Main Girder Beams (4)

II. MAIN BRIDGE (GREAT EGG HARBOR)

- A. All piers repaired on the South side of the bridge are in need of cleaning, painting and/or application of protective taping to the steel pilings within the tidal zone. This steel has started to corrode due to the loss of original paint (Preventive Maintenance.)
- B. Re-paint all new steel beams, cross bracing, etc. at each pier or bent, as required.
 - 1. The material that the pilings and steel were initially painted with was a "coal-tar epoxy paint." Based upon manufacturers description this material cannot be expected to last more than two (2) years due to the harsh marine environment at the bridge (Preventive Maintenance.)
- C. Remove original deteriorated piers that have collapsed or are starting to fail inside the new pier structures.
- D. Repair bulkheads at the North and South Abutment areas.
- E. All guard railings on the bridge do not meet current safety criteria, per NJDOT and AASHTO Specifications.
- F. Repair all deteriorated deck joints, expansion joints and repair deteriorated concrete deck in areas that are starting to fail. This bridge would also need extensive testing due to the asphalt overlay.

III. DRAG CHANNEL BRIDGE

- A. All joints in deck are in need of repair. The deck joints will need to be re-designed for a 1" opening

Beesley's Point Bridge Company
October 22, 2002

Page 2

- B. All areas of deteriorated concrete deck should be repaired. However, due to the fact that the deck has been covered with asphalt, a thorough inspection cannot be performed without extensive testing.
- C. Remove original deteriorated piers that have collapsed or are starting to fail inside the new pier structures.
- D. South Abutment needs to be re-designed and repaired due to severe deterioration and undermining.
- E. Repair or replace Bulkheads in front of both abutments.
- F. Re-paint all new steel beams, cross bracing, etc. at each pier or bent, as required.
 - 1. The material that the pilings and steel were initially painted with was a "coal-tar epoxy paint." Based upon manufacturers description this material cannot be expected to last more than two (2) years due to the harsh marine environment at the bridge (Preventive Maintenance.)
- G. All guard railings on the bridge do not meet current safety criteria, per NJDOT and AASHTO Specifications.

G - BEESLEY'S POINT BRIDGE COMPANY
 LOANS PAYABLE - SHAREHOLDERS
 12/31/05

	<u>TOTAL</u>	<u>LEWIS KATZ</u>	<u>STEVE HANKIN</u>
BALANCE 1/1/05	(551,903.95)	(362,375.36)	(189,528.59)
ADDITIONAL LOANS - 2005	(40,000.00)	(40,000.00)	0.00
REPAYMENTS - 2005	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
BALANCE 12/31/05	<u>(591,903.95)</u>	<u>(402,375.36)</u>	<u>(189,528.59)</u>

G - BEESLEY'S POINT BRIDGE COMPANY
 INTERCOMPANY RECEIVABLES PAYABLES
 FYE 12/31/05

	<u>TOTAL</u>	<u>ESTATE OF SAM RAPPAPORT</u>	<u>21ST & CHEST ST PART</u>	<u>SR LTD PARTNERSHIP</u>
BALANCE 1/1/05	(995,647.05)	(569,647.05)	(128,000.00)	(298,000.00)
1/05	0.00	0.00	0.00	0.00
2/05	0.00	0.00	0.00	0.00
3/05	(50,000.00)	(50,000.00)	0.00	0.00
4/05	0.00	0.00	0.00	0.00
5/05	0.00	0.00	0.00	0.00
6/05	0.00	0.00	0.00	0.00
7/05	0.00	0.00	0.00	0.00
8/05	0.00	0.00	0.00	0.00
9/05	0.00	0.00	0.00	0.00
10/05	0.00	0.00	0.00	0.00
11/05	0.00	0.00	0.00	0.00
12/05	0.00	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
BALANCE 12/31/05	<u>(1,045,647.05)</u>	<u>(619,647.05)</u>	<u>(128,000.00)</u>	<u>(298,000.00)</u>



W. J. CASTLE, P.E. & ASSOCIATES, P.C.
Consulting Engineers

693 MAIN STREET, BUILDING B, SUITE 1
 P.O. BOX 586
 LUMBERTON, NEW JERSEY 08048

WJC #10-1456-04 (609) 261-2268
 (609) 261-2197
 FAX (609) 261-3422

February 9, 2005

Beesley's Point Bridge Company
 c/o Salema, Katz, Ettin
 905 North Kings Highway
 Cherry Hill, NJ 08034

Attn: Mr. Joseph C. Salema

RE: Beesley's Point Bridges over
 Great Egg Harbor and Drag
 Channel

Dear Mr. Salema:

I have received a "ball park" estimate of \$250.00 per Square Foot from one (1) contractor, J.C. Lindstrom & Co., Inc. for the demolition of both of the Beesley's Point Bridges. This translates into an approximately \$36,000,000.00.

In the report entitled "*Study of Beesley's Point Bridge Traffic Options*" prepared for the New Jersey Highway Authority in 1995 by Vollmer Associates, it was estimated that the demolition and removal at that time would cost \$22,000,000.00. Assuming price increases of five percent (5%) yearly, this translates in to \$35,800,000.00 in 2005, which is very close and signifies the reasonableness of the J.C. Lindstrom & Co., Inc. estimate.

Other estimates in Vollmer's report included:

	<u>1995 estimate</u>
Rehabilitation	45.9 million
Replace with in-kind low level structure	61.0 million*
Replace with high level structure	67.0 million*

Using the same estimating process, 2005 estimates are as follows:

	<u>2005 estimate</u>
Rehabilitation	75 million
Replace with in-kind low level structure	100 million*
Replace with high level structure	109 million*

*Includes demolition and removal of existing bridge.

Regarding the report provided to you by Hardesty & Hanover on the Beesley's Point Bridges, we offer the following comments:

1. In order to develop a more accurate analysis of the new steel support bents, the Composite Section properties of the concrete filled pipe piles must be computed. This is common practice in marine applications where the wall thickness of the pile is greater than 1/8". The Hardesty & Hanover analysis only considered two conditions as follows: Steel Pipe Pile without concrete fill & Reinforced Concrete column without a steel shell. The composite section was not considered in their analysis.

February 8, 2005

2. Another item that must be addressed to develop an accurate analysis of the new steel bents is the additional load imposed by the original pier cap and portions of the original 4 foot diameter pier shafts. This is something, which would have never been considered in the original design of the new steel bents and should not be considered in the analysis now.

Castle performed an independent analysis taking into account the composite section of the concrete filled pipe pile and a reduced dead load by removing the loads imposed by the original substructure. Our analysis considered the same four (4) load combinations as Hardesty & Hanover.

The load combinations are as follows:

1. Full Dead Load;
2. Full Dead Load plus Live Load;
3. Full Dead Load plus Live Load plus Transverse Wind Force;
4. Full Dead Load plus Live Load plus longitudinal Wind Force plus Longitudinal Breaking Force.

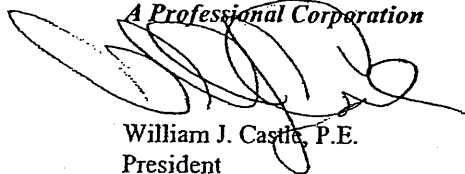
The results of our analysis show significantly lower axial and flexural stresses as compared with the results of the Hardesty & Hanover's analysis. Based on our analysis, the new steel bents can safely carry the intended loads for all load combinations except load combination 3 which exceeds the limit set by AASHTO for members subject to axial and flexural stresses (Refer to the attached summary of analysis results).

In conclusion, we feel the installation of additional lateral bracing between the new steel cap and steel pipe piles will control the lateral displacement and overall stresses. This would be a much more economical solution to the installation of steel caissons on either end of each pier as previously proposed by Hardesty & Hanover.

If you have any questions or require additional information, please contact this office.

Sincerely,

W.J. Castle, P.E. & Associates, P.C.
A Professional Corporation



William J. Castle, P.E.
President

DN/GF/WJC:kl
Enclosures



APPENDIX D
PROPERTY SURVEY FORMS AND PHOTO SHEETS

PROPERTY CONDITION SURVEY

Site No. **1**

Block 479, Lots 76, 94.01
Block 661, Lot 81

Sheet Location _____

<u>CRITERIA A</u>	
<input type="checkbox"/>	1. Zoning Building or Property Maintenance Code enforcement violations.
<input type="checkbox"/>	2. Non-fire resistive
<u>CRITERIA B</u>	
<input checked="" type="checkbox"/>	3. Discontinued Use (Proposed closure of plant)
<u>CRITERIA C</u>	
<input checked="" type="checkbox"/>	4. On NJDEP 2004 List of sites with on-site sources of contamination.
<input type="checkbox"/>	5. Health Department records of contamination
<input type="checkbox"/>	6. Recent Planning Board or Board of Adjustment approvals, permitted building floor area and parking.
<input type="checkbox"/>	7. Is site unimproved with no buildings for more than 10 years?
<input type="checkbox"/>	8. Is the lot publicly owned?
<u>CRITERIA D</u>	
<input type="checkbox"/>	9. Assessors Classification
<input type="checkbox"/>	10. Building in excess of 50 years
<input type="checkbox"/>	11. Zoning Nonconformance
<input type="checkbox"/>	12. Unsightly Façade
<input type="checkbox"/>	13. Deteriorating Conditions: <ul style="list-style-type: none"> <input type="checkbox"/> a.) Peeling paint <input type="checkbox"/> b.) Crumbling foundation, walls <input type="checkbox"/> c.) Damaged brickwork <input type="checkbox"/> d.) Outmoded building design <input type="checkbox"/> e.) Broken windows <input type="checkbox"/> f.) Doors missing or broken parts <input type="checkbox"/> g.) Worn stairs <input type="checkbox"/> h.) Surfaces, eaves, trims: Excrescences, loose material, rusting, rot, stains, no protective covering
<input type="checkbox"/>	14. Deficient in basic utilities
<input type="checkbox"/>	15. Lacking modern amenities
<input type="checkbox"/>	16. Evidence of vandalism

PROPERTY CONDITION SURVEY

1. Block_661__ Lot_81__ Site # __1__
2. Property Address _____ Route 9 _____
3. Name or type of use _____ Rail Corridor _____
4. Owner _____ Atlantic City Electric Co. R/E Dept. _____
5. Assessment: \$371,600 land; \$ 0 improvements
6. Improvement to land ratio _____ 0 _____
7. Lot size 91.6 acres (square feet)
8. Lot dimensions 503' x 7,932' _____
9. Building floor area _____ 0 _____
10. Floor area ratio _____ 0 _____
11. Zoning Conformance: Use, Coverage, FAR, Lot size, Setback, Number of parking spaces: _____ Property located in the "R" Moderate Density Residential District _____
12. Summary Description of Property Condition: This rail line is used for the transport of coal to the B.L. England Plant. The property contains 91.6 acres with approximately 18 acres constrained by wetlands..

PROPERTY CONDITION SURVEY



Cooling Tower #3



Coal Storage Pile

PROPERTY CONDITION SURVEY



Concrete Detention Basin for Coal Pile



Cooling Tower

PROPERTY CONDITION SURVEY



Intake from River



Outflow to River

PROPERTY CONDITION SURVEY



Plant Retention Basin



PROPERTY CONDITION SURVEY



Golf Course Clubhouse



Golf Course

PROPERTY CONDITION SURVEY



Entrance to Fishing Pier



Fishing Pier

PROPERTY CONDITION SURVEY



Picnic Pavilion



PROPERTY CONDITION SURVEY

Softball Field

1. Block 479 Lot 76 Site # 1
2. Property Address 900 Route 9
3. Name or type of use Electrical Power Plant
4. Owner Atlantic City Electric Co. R/E Dept.
5. Assessment: \$1,489,100 land; \$9,659,000 improvements
6. Improvement to land ratio 6.49
7. Lot size 297.84 acres (square feet)
8. Lot dimensions _____
9. Building floor area _____
10. Floor area ratio _____
11. Zoning Conformance: Use, Coverage, FAR, Lot size, Setback, Number of parking spaces: _____

12. Summary Description of Property Condition: The property is located in the I-Industrial and C-Conservation District. It contains an electrical power plant with various stormwater facility, coal storage facilities and wells. There is a large portion of the property that is dedicated to recreational uses consisting of a 9 hole golf course, fishing pier, picnic pavilion and a softball field.

PROPERTY CONDITION SURVEY

1. Block 479 Lot 94.01 Site # 1
2. Property Address Route 9
3. Name or type of use Vacant
4. Owner Atlantic City Electric Co. R/E Dept.
5. Assessment: \$86,500 land; \$ 0 improvements
6. Improvement to land ratio 0
7. Lot size 17.29 acres (square feet)
8. Lot dimensions 738' x 1,138'
9. Building floor area 0
10. Floor area ratio 0
11. Zoning Conformance: Use, Coverage, FAR, Lot size, Setback, Number of parking spaces: Property located in the "R" Moderate Density Residential District
12. Summary Description of Property Condition: Former tree farm now vacant. Contains stands of trees with approximately 1/3 of the site identified as wetlands. The lot has frontage on a paper street known as Spencer Ave.

PROPERTY CONDITION SURVEY



1. Block 479 Lot 107 Site # 2
2. Property Address Clay Avenue
3. Name or type of use Vacant
4. Owner Jean Harriet Grunborg
5. Assessment: \$64,700 land; \$0.00 improvements
6. Improvement to land ratio 0.00
7. Lot size 2.05 acres (square feet)
8. Lot dimensions 97' x 875' x 98 x 950'
9. Building floor area N/A
10. Floor area ratio N/A
11. Zoning Conformance: Use, Coverage, FAR, Lot size, Setback, Number of parking spaces: "CM" Commercial District – Deficient the 150' frontage requirement for a

PROPERTY CONDITION SURVEY

lot size between 1 and 3 acres.

12. Summary Description of Property Condition: Vacant Lot with an abandoned dock.

PROPERTY CONDITION SURVEY



1. Block 479 Lot 107.01 Site # 2
2. Property Address Clay Avenue
3. Name or type of use Vacant
4. Owner Jean Harriet Grunborg
5. Assessment: \$0.00 land; \$0.00 improvements
6. Improvement to land ratio 0.00
7. Lot size 0.36 acres (square feet)
8. Lot dimensions N/A
9. Building floor area N/A
10. Floor area ratio N/A
11. Zoning Conformance: Use, Coverage, FAR, Lot size, Setback, Number of parking spaces: "CM" Commercial District
12. Summary Description of Property Condition: Beach with an abandoned dock.

PROPERTY CONDITION SURVEY

Site No. 3 Block 479 Lot 108 & 108.01 Sheet Location _____

<u>CRITERIA A</u>	
<input type="checkbox"/>	1. Zoning Building or Property Maintenance Code enforcement violations.
<input type="checkbox"/>	2. Non-fire resistive
<u>CRITERIA B</u>	
<input checked="" type="checkbox"/>	3. Discontinued Use
<u>CRITERIA C</u>	
<input type="checkbox"/>	4. On NJDEP 2004 List of sites with on-site sources of contamination.
<input type="checkbox"/>	5. Health Department records of contamination
<input type="checkbox"/>	6. Recent Planning Board or Board of Adjustment approvals, permitted building floor area and parking.
<input type="checkbox"/>	7. Is site unimproved with no buildings for more than 10 years?
<input type="checkbox"/>	8. Is the lot publicly owned?
<u>CRITERIA D</u>	
<input type="checkbox"/>	9. Assessors Classification
<input checked="" type="checkbox"/>	10. Building in excess of 50 years
<input type="checkbox"/>	11. Zoning Nonconformance
<input checked="" type="checkbox"/>	12. Unsightly Façade
<input checked="" type="checkbox"/>	13. Deteriorating Conditions: <input checked="" type="checkbox"/> a.) Peeling paint <input type="checkbox"/> b.) Crumbling foundation, walls <input type="checkbox"/> c.) Damaged brickwork <input type="checkbox"/> d.) Outmoded building design <input checked="" type="checkbox"/> e.) Broken windows <input checked="" type="checkbox"/> f.) Doors missing or broken parts <input checked="" type="checkbox"/> g.) Worn stairs <input checked="" type="checkbox"/> h.) Surfaces, eaves, trims: Excrescences, loose material, rusting, rot, stains, no protective covering
<input type="checkbox"/>	14. Deficient in basic utilities
<input type="checkbox"/>	15. Lacking modern amenities
<input type="checkbox"/>	16. Evidence of vandalism

PROPERTY CONDITION SURVEY

Site No. 3 Block 479 Lot 108 & 108.01 Sheet Location _____

<input type="checkbox"/>	17.	Cracked asphalt or concrete
<input type="checkbox"/>	18.	Weeds, litter or trash
<input type="checkbox"/>	19.	Little or no landscaping
<input type="checkbox"/>	20.	Buffers, fencing, screening inadequate or not maintained
<input type="checkbox"/>	21.	Excessive impervious coverage
<input type="checkbox"/>	22.	Truck trailer used for storage
<input checked="" type="checkbox"/>	23.	Chaotic, poorly designed on-site circulation and parking pattern: <input type="checkbox"/> a.) Undefined curb-out <input type="checkbox"/> b.) No direct access from a public street <input type="checkbox"/> c.) Inadequate aisle width or right-of-way <input type="checkbox"/> d.) Dead-end circulation aisles <input type="checkbox"/> e.) Inadequate turnaround areas
<input type="checkbox"/>	24.	Underparked? Insufficient parking dedicated or available
B	25.	Poor Pedestrian accessibility? <input checked="" type="checkbox"/> a.) Lack of dedicated path to use with an all-weather surface
<u>CRITERIA E</u>		
<input checked="" type="checkbox"/>	26.	Unoccupied Building
<input type="checkbox"/>	27.	Underutilization <input type="checkbox"/> a.) Is the assessed value of the improvements equal or less than the assessed value of the land? <input type="checkbox"/> b.) Building floor area + FAR compared to permitted FAR <input type="checkbox"/> c.) Building height compared to permitted building height?
<input type="checkbox"/>	28.	Odd property shape
<input type="checkbox"/>	29.	Undersized for zone
<input type="checkbox"/>	30.	Narrow frontage
<input type="checkbox"/>	31.	Parking lot occupancy undersized for building floor area?
<input type="checkbox"/>	32.	Lack of access between parking areas
<input type="checkbox"/>	33.	Tax delinquency
<input type="checkbox"/>	34.	Does improvement pattern interfere with Master Plan road proposals?
<input type="checkbox"/>	35.	Title problems?

PROPERTY CONDITION SURVEY



PROPERTY CONDITION SURVEY



PROPERTY CONDITION SURVEY



PROPERTY CONDITION SURVEY

1. Block 479 Lot 108 Site # 3
2. Property Address 901 Route 9
3. Name or type of use Sea Doo
4. Owner Thomas & Helen Innocente
5. Assessment: \$350,000 land; \$170,800 improvements
6. Improvement to land ratio 0.488
7. Lot size 5.44 acres (square feet)
8. Lot dimensions 302' x 848' X 300' x 850'
9. Building floor area Inn/Residence = 8,844 sf
Garage = 558 sf
Commercial Building = 1,344 sf
10. Floor area ratio 0.045
11. Zoning Conformance: Use, Coverage, FAR, Lot size, Setback, Number of parking spaces: "CM" Commercial District – No delineated parking stalls
12. Summary Description of Property Condition: Commercial business renting and storing wet bikes and jet skis. The operation also utilizes the beach front on Lot 108.01 to launch the water sport vehicles.

PROPERTY CONDITION SURVEY



PROPERTY CONDITION SURVEY

1. Block 479 Lot 108.01 Site # 3
2. Property Address 901 Route 9
3. Name or type of use SeaDoo Beach Launching Area
4. Owner Thomas & Helen Innocente
5. Assessment: \$0.00 land; \$0.00 improvements
6. Improvement to land ratio 0.00
7. Lot size 0.42 acres (square feet)
8. Lot dimensions _____
9. Building floor area N/A
10. Floor area ratio N/A
11. Zoning Conformance: Use, Coverage, FAR, Lot size, Setback, Number of parking spaces: "CM" Commercial District
12. Summary Description of Property Condition: Beach area used for launching recreational water crafts.

PROPERTY CONDITION SURVEY

Site No. 4 Block 999 Lot 2 Sheet Location _____

<u>CRITERIA A</u>	
X	1. Zoning Building or Property Maintenance Code enforcement violations.
<input type="checkbox"/>	2. Non-fire resistive
<u>CRITERIA B</u>	
X	3. Discontinued Use
<u>CRITERIA C</u>	
<input type="checkbox"/>	4. On NJDEP 2004 List of sites with on-site sources of contamination.
<input type="checkbox"/>	5. Health Department records of contamination
<input type="checkbox"/>	6. Recent Planning Board or Board of Adjustment approvals, permitted building floor area and parking.
<input type="checkbox"/>	7. Is site unimproved with no buildings for more than 10 years?
<input type="checkbox"/>	8. Is the lot publicly owned?
<u>CRITERIA D</u>	
<input type="checkbox"/>	9. Assessors Classification
<input type="checkbox"/>	10. Building in excess of 50 years
<input type="checkbox"/>	11. Zoning Nonconformance
<input type="checkbox"/>	12. Unsightly Façade
X	13. Deteriorating Conditions: <ul style="list-style-type: none"> <input type="checkbox"/> a.) Peeling paint X b.) Crumbling foundation, walls <input type="checkbox"/> c.) Damaged brickwork <input type="checkbox"/> d.) Outmoded building design <input type="checkbox"/> e.) Broken windows <input type="checkbox"/> f.) Doors missing or broken parts <input type="checkbox"/> g.) Worn stairs <input type="checkbox"/> h.) Surfaces, eaves, trims: Excrescences, loose material, rusting, rot, stains, no protective covering
<input type="checkbox"/>	14. Deficient in basic utilities
<input type="checkbox"/>	15. Lacking modern amenities
<input type="checkbox"/>	16. Evidence of vandalism

PROPERTY CONDITION SURVEY

Site No. 4 Block 999 Lot 2 Sheet Location

<input type="checkbox"/>	17.	Cracked asphalt or concrete
<input type="checkbox"/>	18.	Weeds, litter or trash
<input type="checkbox"/>	19.	Little or no landscaping
<input type="checkbox"/>	20.	Buffers, fencing, screening inadequate or not maintained
<input type="checkbox"/>	21.	Excessive impervious coverage
<input type="checkbox"/>	22.	Truck trailer used for storage
<input type="checkbox"/>	23.	Chaotic, poorly designed on-site circulation and parking pattern: <input type="checkbox"/> a.) Undefined curb-out <input type="checkbox"/> b.) No direct access from a public street <input type="checkbox"/> c.) Inadequate aisle width or right-of-way <input type="checkbox"/> d.) Dead-end circulation aisles <input type="checkbox"/> e.) Inadequate turnaround areas
<input type="checkbox"/>	24.	Underparked? Insufficient parking dedicated or available
<input type="checkbox"/>	25.	Poor Pedestrian accessibility? <input type="checkbox"/> a.) Lack of dedicated path to use with an all-weather surface
<u>CRITERIA E</u>		
<input type="checkbox"/>	26.	Unoccupied Building
<input type="checkbox"/>	27.	Underutilization <input type="checkbox"/> a.) Is the assessed value of the improvements equal or less than the assessed value of the land? <input type="checkbox"/> b.) Building floor area + FAR compared to permitted FAR <input type="checkbox"/> c.) Building height compared to permitted building height?
<input type="checkbox"/>	28.	Odd property shape
<input type="checkbox"/>	29.	Undersized for zone
<input type="checkbox"/>	30.	Narrow frontage
<input type="checkbox"/>	31.	Parking lot occupancy undersized for building floor area?
<input type="checkbox"/>	32.	Lack of access between parking areas
<input type="checkbox"/>	33.	Tax delinquency
<input type="checkbox"/>	34.	Does improvement pattern interfere with Master Plan road proposals?
<input type="checkbox"/>	35.	Title problems?

PROPERTY CONDITION SURVEY



PROPERTY CONDITION SURVEY

1. Block 999 Lot 2 Site # 4
2. Property Address Beesley's Point
3. Name or type of use Route 9 Bridge connecting the City of Somers Point to Upper Township.
4. Owner Beesley's Point Bridge Co.
5. Assessment: \$ 350,000 land; \$ 0 improvements
6. Improvement to land ratio 0
7. Lot size N/A acres (square feet)
8. Lot dimensions N/A
9. Building floor area N/A
10. Floor area ratio N/A
11. Zoning Conformance: Use, Coverage, FAR, Lot size, Setback, Number of parking spaces: N/A
12. Summary Description of Property Condition: Route 9 Bridge connecting Somers Point to Upper Township.

Total Length of Bridge = 4,000 LF
45% in Upper Township
55% in Somers Point

The Bridge Engineer's report provides detailed assessment of bridge conditions. Bridge is currently closed since 2004 due to unsafe structural conditions and lack of funds for improvements.

PROPERTY CONDITION SURVEY

Site No. 5 Block 682 Lot 1 & 2 Sheet Location _____

<u>CRITERIA A</u>	
<input type="checkbox"/>	1. Zoning Building or Property Maintenance Code enforcement violations.
<input type="checkbox"/>	2. Non-fire resistive
<u>CRITERIA B</u>	
<input type="checkbox"/>	3. Discontinued Use
<u>CRITERIA C</u>	
<input type="checkbox"/>	4. On NJDEP 2004 List of sites with on-site sources of contamination.
<input type="checkbox"/>	5. Health Department records of contamination
<input type="checkbox"/>	6. Recent Planning Board or Board of Adjustment approvals, permitted building floor area and parking.
<input type="checkbox"/>	7. Is site unimproved with no buildings for more than 10 years?
<input type="checkbox"/>	8. Is the lot publicly owned?
<u>CRITERIA D</u>	
<input type="checkbox"/>	9. Assessors Classification
<input type="checkbox"/>	10. Building in excess of 50 years
<input type="checkbox"/>	11. Zoning Nonconformance
<input type="checkbox"/>	12. Unsightly Façade
<input type="checkbox"/>	13. Deteriorating Conditions: <ul style="list-style-type: none"> <input type="checkbox"/> a.) Peeling paint <input type="checkbox"/> b.) Crumbling foundation, walls <input type="checkbox"/> c.) Damaged brickwork <input type="checkbox"/> d.) Outmoded building design <input type="checkbox"/> e.) Broken windows <input type="checkbox"/> f.) Doors missing or broken parts <input type="checkbox"/> g.) Worn stairs <input type="checkbox"/> h.) Surfaces, eaves, trims: Excrescences, loose material, rusting, rot, stains, no protective covering
<input type="checkbox"/>	14. Deficient in basic utilities
<input type="checkbox"/>	15. Lacking modern amenities
<input type="checkbox"/>	16. Evidence of vandalism

PROPERTY CONDITION SURVEY

Site No. 5 Block 682 Lot 1 & 2 Sheet Location _____

<input type="checkbox"/>	17.	Cracked asphalt or concrete
<input type="checkbox"/>	18.	Weeds, litter or trash
<input type="checkbox"/>	19.	Little or no landscaping
<input type="checkbox"/>	20.	Buffers, fencing, screening inadequate or not maintained
<input type="checkbox"/>	21.	Excessive impervious coverage
<input type="checkbox"/>	22.	Truck trailer used for storage
<input type="checkbox"/>	23.	Chaotic, poorly designed on-site circulation and parking pattern: <input type="checkbox"/> a.) Undefined curb-out <input type="checkbox"/> b.) No direct access from a public street <input type="checkbox"/> c.) Inadequate aisle width or right-of-way <input type="checkbox"/> d.) Dead-end circulation aisles <input type="checkbox"/> e.) Inadequate turnaround areas
<input type="checkbox"/>	24.	Underparked? Insufficient parking dedicated or available
<input type="checkbox"/>	25.	Poor Pedestrian accessibility? <input type="checkbox"/> a.) Lack of dedicated path to use with an all-weather surface
<u>CRITERIA E</u>		
<input type="checkbox"/>	26.	Unoccupied Building
<input type="checkbox"/>	27.	Underutilization <input type="checkbox"/> a.) Is the assessed value of the improvements equal or less than the assessed value of the land? <input type="checkbox"/> b.) Building floor area + FAR compared to permitted FAR <input type="checkbox"/> c.) Building height compared to permitted building height?
<input type="checkbox"/>	28.	Odd property shape
<input type="checkbox"/>	29.	Undersized for zone
<input type="checkbox"/>	30.	Narrow frontage
<input type="checkbox"/>	31.	Parking lot occupancy undersized for building floor area?
<input type="checkbox"/>	32.	Lack of access between parking areas
<input type="checkbox"/>	33.	Tax delinquency
<input type="checkbox"/>	34.	Does improvement pattern interfere with Master Plan road proposals?
<input type="checkbox"/>	35.	Title problems?

PROPERTY CONDITION SURVEY



PROPERTY CONDITION SURVEY



PROPERTY CONDITION SURVEY



1. Block 682 Lot 1 Site # 5
2. Property Address 1 Harbor Road
3. Name or type of use Tuckahoe Inn Restaurant
4. Owner Kobe Corp.
5. Assessment: \$265,100 land; \$285,300 improvements
6. Improvement to land ratio 1.076
7. Lot size 1.38 acres (square feet)
8. Lot dimensions 165' x 574'
9. Building floor area 7,674 Restaurant
10. Floor area ratio 0.13
11. Zoning Conformance: Use, Coverage, FAR, Lot size, Setback, Number of parking spaces: "CM" Commercial District - Meets lot width and depth requirements for size of property

PROPERTY CONDITION SURVEY

12. Summary Description of Property Condition: Property consists of a large restaurant building along with a rear deck area, which is also used for casual dining. The property also contains a 60 stall parking lot. The property also shares parking and a septic system with the adjacent Lot 2.

PROPERTY CONDITION SURVEY



PROPERTY CONDITION SURVEY

1. Block 682 Lot 2 Site # 5
2. Property Address 1 Harbor Road
3. Name or type of use Construction Office with associated yard
4. Owner Kobe Corp.
5. Assessment: \$357,500 land; \$48,200 improvements
6. Improvement to land ratio 0.135
7. Lot size 2.63 acres (square feet)
8. Lot dimensions 225' x 574'
9. Building floor area 2,460 sf
10. Floor area ratio 0.02
11. Zoning Conformance: Use, Coverage, FAR, Lot size, Setback, Number of parking spaces: _____

12. Summary Description of Property Condition: The property contains a large shed like structure utilized as an office for Christopher Construction Corp. Contractors. A majority of the lot is utilized as a construction yard with storage for various equipment and construction materials. The portion of the lot with frontage on Harbor Road contains a 30 stall parking facility, which is shared with the adjacent restaurant and a large mounded septic field.

PROPERTY CONDITION SURVEY

Site No. **6**

**Block 682, Lot 3,
Block 683, Lot 5**

Sheet Location _____

<u>CRITERIA A</u>	
<input type="checkbox"/>	1. Zoning Building or Property Maintenance Code enforcement violations.
<input type="checkbox"/>	2. Non-fire resistive
<u>CRITERIA B</u>	
<input type="checkbox"/>	3. Discontinued Use
<u>CRITERIA C</u>	
<input type="checkbox"/>	4. On NJDEP 2004 List of sites with on-site sources of contamination.
<input type="checkbox"/>	5. Health Department records of contamination
<input type="checkbox"/>	6. Recent Planning Board or Board of Adjustment approvals, permitted building floor area and parking.
<input type="checkbox"/>	7. Is site unimproved with no buildings for more than 10 years?
<input checked="" type="checkbox"/>	8. Is the lot publicly owned?
<u>CRITERIA D</u>	
<input type="checkbox"/>	9. Assessors Classification
<input type="checkbox"/>	10. Building in excess of 50 years
<input type="checkbox"/>	11. Zoning Nonconformance
<input type="checkbox"/>	12. Unsightly Façade
<input type="checkbox"/>	13. Deteriorating Conditions: <ul style="list-style-type: none"> <input type="checkbox"/> a.) Peeling paint <input type="checkbox"/> b.) Crumbling foundation, walls <input type="checkbox"/> c.) Damaged brickwork <input type="checkbox"/> d.) Outmoded building design <input type="checkbox"/> e.) Broken windows <input type="checkbox"/> f.) Doors missing or broken parts <input type="checkbox"/> g.) Worn stairs <input type="checkbox"/> h.) Surfaces, eaves, trims: Excrescences, loose material, rusting, rot, stains, no protective covering
<input type="checkbox"/>	14. Deficient in basic utilities
<input type="checkbox"/>	15. Lacking modern amenities
<input type="checkbox"/>	16. Evidence of vandalism

PROPERTY CONDITION SURVEY

Site No. **6**

**Block 682, Lot 3,
Block 683, Lot 5**

Sheet Location _____

<input type="checkbox"/>	17.	Cracked asphalt or concrete
<input type="checkbox"/>	18.	Weeds, litter or trash
<input type="checkbox"/>	19.	Little or no landscaping
<input type="checkbox"/>	20.	Buffers, fencing, screening inadequate or not maintained
<input type="checkbox"/>	21.	Excessive impervious coverage
<input type="checkbox"/>	22.	Truck trailer used for storage
<input type="checkbox"/>	23.	Chaotic, poorly designed on-site circulation and parking pattern: <ul style="list-style-type: none"> <input type="checkbox"/> a.) Undefined curb-out <input type="checkbox"/> b.) No direct access from a public street <input type="checkbox"/> c.) Inadequate aisle width or right-of-way <input type="checkbox"/> d.) Dead-end circulation aisles <input type="checkbox"/> e.) Inadequate turnaround areas
<input type="checkbox"/>	24.	Underparked? Insufficient parking dedicated or available
<input type="checkbox"/>	25.	Poor Pedestrian accessibility? <ul style="list-style-type: none"> <input type="checkbox"/> a.) Lack of dedicated path to use with an all-weather surface
<u>CRITERIA E</u>		
<input type="checkbox"/>	26.	Unoccupied Building
<input type="checkbox"/>	27.	Underutilization <ul style="list-style-type: none"> <input type="checkbox"/> a.) Is the assessed value of the improvements equal or less than the assessed value of the land? <input type="checkbox"/> b.) Building floor area + FAR compared to permitted FAR <input type="checkbox"/> c.) Building height compared to permitted building height?
<input type="checkbox"/>	28.	Odd property shape
<input type="checkbox"/>	29.	Undersized for zone
<input type="checkbox"/>	30.	Narrow frontage
<input type="checkbox"/>	31.	Parking lot occupancy undersized for building floor area?
<input type="checkbox"/>	32.	Lack of access between parking areas
<input type="checkbox"/>	33.	Tax delinquency
<input type="checkbox"/>	34.	Does improvement pattern interfere with Master Plan road proposals?
<input type="checkbox"/>	35.	Title problems?

PROPERTY CONDITION SURVEY



1. Block 683 Lot 5 Site # 6
2. Property Address 10 Harbor Road
3. Name or type of use Municipal Beach and Boat Launch Parking Lot
4. Owner Township of Upper
5. Assessment: \$98,500 land; \$0.00 improvements
6. Improvement to land ratio 0.00
7. Lot size 5.71 acres (square feet)
8. Lot dimensions 500' x 920'
9. Building floor area N/A
10. Floor area ratio N/A

PROPERTY CONDITION SURVEY

11. Zoning Conformance: Use, Coverage, FAR, Lot size, Setback, Number of parking spaces: NA

12. Summary Description of Property Condition: Parking lot spaces are not delineated. Property is surrounded by wetland vegetation.

PROPERTY CONDITION SURVEY



PROPERTY CONDITION SURVEY

1. Block 682 Lot 3 Site # 6
2. Property Address 9 Harbor Road
3. Name or type of use Municipal Beach and Boat Launch
4. Owner Township of Upper
5. Assessment: \$200,000 land; \$0.00 improvements
6. Improvement to land ratio 0.00
7. Lot size 1.04 acres (square feet)
8. Lot dimensions 500' x 320'
9. Building floor area N/A
10. Floor area ratio N/A
11. Zoning Conformance: Use, Coverage, FAR, Lot size, Setback, Number of parking spaces: "CM" Commercial District
12. Summary Description of Property Condition: The property contains a small beach, fishing pier, boat ramp, small shed and a portable restroom.

PROPERTY CONDITION SURVEY

Site No. 7 Block 683 Lot 7 Sheet Location

<u>CRITERIA A</u>	
<input type="checkbox"/>	1. Zoning Building or Property Maintenance Code enforcement violations.
<input type="checkbox"/>	2. Non-fire resistive
<u>CRITERIA B</u>	
<input type="checkbox"/>	3. Discontinued Use
<u>CRITERIA C</u>	
<input type="checkbox"/>	4. On NJDEP 2004 List of sites with on-site sources of contamination.
<input type="checkbox"/>	5. Health Department records of contamination
<input type="checkbox"/>	6. Recent Planning Board or Board of Adjustment approvals, permitted building floor area and parking.
<input checked="" type="checkbox"/>	7. Is site unimproved with no buildings for more than 10 years?
<input type="checkbox"/>	8. Is the lot publicly owned?
<u>CRITERIA D</u>	
<input type="checkbox"/>	9. Assessors Classification
<input type="checkbox"/>	10. Building in excess of 50 years
<input type="checkbox"/>	11. Zoning Nonconformance
<input type="checkbox"/>	12. Unsightly Façade
<input type="checkbox"/>	13. Deteriorating Conditions: <ul style="list-style-type: none"> <input type="checkbox"/> a.) Peeling paint <input type="checkbox"/> b.) Crumbling foundation, walls <input type="checkbox"/> c.) Damaged brickwork <input type="checkbox"/> d.) Outmoded building design <input type="checkbox"/> e.) Broken windows <input type="checkbox"/> f.) Doors missing or broken parts <input type="checkbox"/> g.) Worn stairs <input type="checkbox"/> h.) Surfaces, eaves, trims: Excrescences, loose material, rusting, rot, stains, no protective covering
<input type="checkbox"/>	14. Deficient in basic utilities
<input type="checkbox"/>	15. Lacking modern amenities
<input type="checkbox"/>	16. Evidence of vandalism

PROPERTY CONDITION SURVEY

Site No. 7 Block 683 Lot 7 Sheet Location

<input type="checkbox"/>	17.	Cracked asphalt or concrete
<input type="checkbox"/>	18.	Weeds, litter or trash
<input type="checkbox"/>	19.	Little or no landscaping
<input type="checkbox"/>	20.	Buffers, fencing, screening inadequate or not maintained
<input type="checkbox"/>	21.	Excessive impervious coverage
<input type="checkbox"/>	22.	Truck trailer used for storage
<input type="checkbox"/>	23.	Chaotic, poorly designed on-site circulation and parking pattern: <input type="checkbox"/> a.) Undefined curb-out <input type="checkbox"/> b.) No direct access from a public street <input type="checkbox"/> c.) Inadequate aisle width or right-of-way <input type="checkbox"/> d.) Dead-end circulation aisles <input type="checkbox"/> e.) Inadequate turnaround areas
<input type="checkbox"/>	24.	Underparked? Insufficient parking dedicated or available
<input type="checkbox"/>	25.	Poor Pedestrian accessibility? <input type="checkbox"/> a.) Lack of dedicated path to use with an all-weather surface
<u>CRITERIA E</u>		
<input type="checkbox"/>	26.	Unoccupied Building
<input checked="" type="checkbox"/>	27.	Underutilization <input checked="" type="checkbox"/> a.) Is the assessed value of the improvements equal or less than the assessed value of the land? <input type="checkbox"/> b.) Building floor area + FAR compared to permitted FAR <input type="checkbox"/> c.) Building height compared to permitted building height?
<input checked="" type="checkbox"/>	28.	Odd property shape
<input checked="" type="checkbox"/>	29.	Undersized for zone
<input checked="" type="checkbox"/>	30.	Narrow frontage
<input type="checkbox"/>	31.	Parking lot occupancy undersized for building floor area?
<input type="checkbox"/>	32.	Lack of access between parking areas
<input type="checkbox"/>	33.	Tax delinquency
<input type="checkbox"/>	34.	Does improvement pattern interfere with Master Plan road proposals?
<input type="checkbox"/>	35.	Title problems?

PROPERTY CONDITION SURVEY

1. Block 683 Lot 7 Site # 7
2. Property Address 8 Harbor Road
3. Name or type of use Vacant
4. Owner Hartines Inc.
5. Assessment: \$51,000 land; \$0.00 improvements
6. Improvement to land ratio 0.00
7. Lot size 0.22 acres (square feet)
8. Lot dimensions Triangular shape lot 250' x 238' x 123'
9. Building floor area N/A
10. Floor area ratio N/A
11. Zoning Conformance: Use, Coverage, FAR, Lot size, Setback, Number of parking spaces: Property is situated in the "CM" Commercial District and does not meet the minimum lot area requirements.
12. Summary Description of Property Condition: Vacant wooded lot

PROPERTY CONDITION SURVEY

Site No. 8 Block 683 Lot 4 Sheet Location

<u>CRITERIA A</u>	
<input type="checkbox"/>	1. Zoning Building or Property Maintenance Code enforcement violations.
<input type="checkbox"/>	2. Non-fire resistive
<u>CRITERIA B</u>	
<input type="checkbox"/>	3. Discontinued Use
<u>CRITERIA C</u>	
<input type="checkbox"/>	4. On NJDEP 2004 List of sites with on-site sources of contamination.
<input type="checkbox"/>	5. Health Department records of contamination
<input type="checkbox"/>	6. Recent Planning Board or Board of Adjustment approvals, permitted building floor area and parking.
<input type="checkbox"/>	7. Is site unimproved with no buildings for more than 10 years?
<input type="checkbox"/>	8. Is the lot publicly owned?
<u>CRITERIA D</u>	
<input type="checkbox"/>	9. Assessors Classification
<input type="checkbox"/>	10. Building in excess of 50 years
<input type="checkbox"/>	11. Zoning Nonconformance
<input type="checkbox"/>	12. Unsightly Façade
<input type="checkbox"/>	13. Deteriorating Conditions: <ul style="list-style-type: none"> <input type="checkbox"/> a.) Peeling paint <input type="checkbox"/> b.) Crumbling foundation, walls <input type="checkbox"/> c.) Damaged brickwork <input type="checkbox"/> d.) Outmoded building design <input type="checkbox"/> e.) Broken windows <input type="checkbox"/> f.) Doors missing or broken parts <input type="checkbox"/> g.) Worn stairs <input type="checkbox"/> h.) Surfaces, eaves, trims: Excrescences, loose material, rusting, rot, stains, no protective covering
<input type="checkbox"/>	14. Deficient in basic utilities
<input type="checkbox"/>	15. Lacking modern amenities
<input type="checkbox"/>	16. Evidence of vandalism

PROPERTY CONDITION SURVEY

Site No. 8 Block 683 Lot 4 Sheet Location

<input type="checkbox"/>	17.	Cracked asphalt or concrete
<input type="checkbox"/>	18.	Weeds, litter or trash
<input type="checkbox"/>	19.	Little or no landscaping
<input type="checkbox"/>	20.	Buffers, fencing, screening inadequate or not maintained
<input type="checkbox"/>	21.	Excessive impervious coverage
<input type="checkbox"/>	22.	Truck trailer used for storage
<input type="checkbox"/>	23.	Chaotic, poorly designed on-site circulation and parking pattern: <input type="checkbox"/> a.) Undefined curb-out <input type="checkbox"/> b.) No direct access from a public street <input type="checkbox"/> c.) Inadequate aisle width or right-of-way <input type="checkbox"/> d.) Dead-end circulation aisles <input type="checkbox"/> e.) Inadequate turnaround areas
<input type="checkbox"/>	24.	Underparked? Insufficient parking dedicated or available
<input type="checkbox"/>	25.	Poor Pedestrian accessibility? <input type="checkbox"/> a.) Lack of dedicated path to use with an all-weather surface
<u>CRITERIA E</u>		
<input type="checkbox"/>	26.	Unoccupied Building
<input type="checkbox"/>	27.	Underutilization <input type="checkbox"/> a.) Is the assessed value of the improvements equal or less than the assessed value of the land? <input type="checkbox"/> b.) Building floor area + FAR compared to permitted FAR <input type="checkbox"/> c.) Building height compared to permitted building height?
<input type="checkbox"/>	28.	Odd property shape
<input type="checkbox"/>	29.	Undersized for zone
<input type="checkbox"/>	30.	Narrow frontage
<input type="checkbox"/>	31.	Parking lot occupancy undersized for building floor area?
<input type="checkbox"/>	32.	Lack of access between parking areas
<input type="checkbox"/>	33.	Tax delinquency
<input type="checkbox"/>	34.	Does improvement pattern interfere with Master Plan road proposals?
<input type="checkbox"/>	35.	Title problems?

PROPERTY CONDITION SURVEY



1. Block 683 Lot 4 Site # 8
2. Property Address 6 Harbor Road
3. Name or type of use Single Family Residential Dwelling
4. Owner Henry & Justine C. De Cinque
5. Assessment: \$83,000 land; \$252,000 improvements
6. Improvement to land ratio 3.037
7. Lot size 2.52 acres (square feet)
8. Lot dimensions Irregular shape 185' x 338'
9. Building floor area 4,864 sf
10. Floor area ratio 0.04
11. Zoning Conformance: Use, Coverage, FAR, Lot size, Setback, Number of parking spaces: Single-family residential not a permitted use in the "CM"

PROPERTY CONDITION SURVEY

Commercial District -

12. Summary Description of Property Condition: Well maintained single family residential dwelling
-

PROPERTY CONDITION SURVEY

Site No. 9 Block 683 Lot 3 Sheet Location

<u>CRITERIA A</u>	
<input type="checkbox"/>	1. Zoning Building or Property Maintenance Code enforcement violations.
<input type="checkbox"/>	2. Non-fire resistive
<u>CRITERIA B</u>	
<input type="checkbox"/>	3. Discontinued Use
<u>CRITERIA C</u>	
<input type="checkbox"/>	4. On NJDEP 2004 List of sites with on-site sources of contamination.
<input type="checkbox"/>	5. Health Department records of contamination
<input type="checkbox"/>	6. Recent Planning Board or Board of Adjustment approvals, permitted building floor area and parking.
<input type="checkbox"/>	7. Is site unimproved with no buildings for more than 10 years?
<input type="checkbox"/>	8. Is the lot publicly owned?
<u>CRITERIA D</u>	
<input type="checkbox"/>	9. Assessors Classification
<input type="checkbox"/>	10. Building in excess of 50 years
<input type="checkbox"/>	11. Zoning Nonconformance
<input type="checkbox"/>	12. Unsightly Façade
<input type="checkbox"/>	13. Deteriorating Conditions: <ul style="list-style-type: none"> <input type="checkbox"/> a.) Peeling paint <input type="checkbox"/> b.) Crumbling foundation, walls <input type="checkbox"/> c.) Damaged brickwork <input type="checkbox"/> d.) Outmoded building design <input type="checkbox"/> e.) Broken windows <input type="checkbox"/> f.) Doors missing or broken parts <input type="checkbox"/> g.) Worn stairs <input type="checkbox"/> h.) Surfaces, eaves, trims: Excrescences, loose material, rusting, rot, stains, no protective covering
<input type="checkbox"/>	14. Deficient in basic utilities
<input type="checkbox"/>	15. Lacking modern amenities
<input type="checkbox"/>	16. Evidence of vandalism

PROPERTY CONDITION SURVEY

Site No. 9 Block 683 Lot 3 Sheet Location

<input type="checkbox"/>	17.	Cracked asphalt or concrete
<input type="checkbox"/>	18.	Weeds, litter or trash
<input type="checkbox"/>	19.	Little or no landscaping
<input type="checkbox"/>	20.	Buffers, fencing, screening inadequate or not maintained
<input type="checkbox"/>	21.	Excessive impervious coverage
<input type="checkbox"/>	22.	Truck trailer used for storage
<input type="checkbox"/>	23.	Chaotic, poorly designed on-site circulation and parking pattern: <input type="checkbox"/> a.) Undefined curb-out <input type="checkbox"/> b.) No direct access from a public street <input type="checkbox"/> c.) Inadequate aisle width or right-of-way <input type="checkbox"/> d.) Dead-end circulation aisles <input type="checkbox"/> e.) Inadequate turnaround areas
<input type="checkbox"/>	24.	Underparked? Insufficient parking dedicated or available
<input type="checkbox"/>	25.	Poor Pedestrian accessibility? <input type="checkbox"/> a.) Lack of dedicated path to use with an all-weather surface
<u>CRITERIA E</u>		
<input type="checkbox"/>	26.	Unoccupied Building
<input type="checkbox"/>	27.	Underutilization <input type="checkbox"/> a.) Is the assessed value of the improvements equal or less than the assessed value of the land? <input type="checkbox"/> b.) Building floor area + FAR compared to permitted FAR <input type="checkbox"/> c.) Building height compared to permitted building height?
<input type="checkbox"/>	28.	Odd property shape
<input type="checkbox"/>	29.	Undersized for zone
<input type="checkbox"/>	30.	Narrow frontage
<input type="checkbox"/>	31.	Parking lot occupancy undersized for building floor area?
<input type="checkbox"/>	32.	Lack of access between parking areas
<input type="checkbox"/>	33.	Tax delinquency
<input type="checkbox"/>	34.	Does improvement pattern interfere with Master Plan road proposals?
<input type="checkbox"/>	35.	Title problems?

PROPERTY CONDITION SURVEY

Commercial District -

12. Summary Description of Property Condition: Well maintained single family residential dwelling
-

PROPERTY CONDITION SURVEY



1. Block 683 Lot 3 Site # 9
2. Property Address 4 Harbor Road
3. Name or type of use Single Family Residential Dwelling
4. Owner Laurence Grossman
5. Assessment: \$76,500 land; \$65,300 improvements
6. Improvement to land ratio 0.854
7. Lot size 1.14 acres (square feet)
8. Lot dimensions 160' x 338'
9. Building floor area 2,256 sf
10. Floor area ratio 0.05
11. Zoning Conformance: Use, Coverage, FAR, Lot size, Setback, Number of parking spaces: Single-family residential not a permitted use in the "CM" Commercial

PROPERTY CONDITION SURVEY

District - _____

12. Summary Description of Property Condition: Well maintained single family residential dwelling

PROPERTY CONDITION SURVEY

Site No. 10 Block 683 Lot 2 Sheet Location _____

<u>CRITERIA A</u>	
<input type="checkbox"/>	1. Zoning Building or Property Maintenance Code enforcement violations.
<input type="checkbox"/>	2. Non-fire resistive
<u>CRITERIA B</u>	
<input type="checkbox"/>	3. Discontinued Use
<u>CRITERIA C</u>	
<input type="checkbox"/>	4. On NJDEP 2004 List of sites with on-site sources of contamination.
<input type="checkbox"/>	5. Health Department records of contamination
<input type="checkbox"/>	6. Recent Planning Board or Board of Adjustment approvals, permitted building floor area and parking.
<input checked="" type="checkbox"/>	7. Is site unimproved with no buildings for more than 10 years?
<input type="checkbox"/>	8. Is the lot publicly owned?
<u>CRITERIA D</u>	
<input type="checkbox"/>	9. Assessors Classification
<input type="checkbox"/>	10. Building in excess of 50 years
<input type="checkbox"/>	11. Zoning Nonconformance
<input type="checkbox"/>	12. Unsightly Façade
<input type="checkbox"/>	13. Deteriorating Conditions: <ul style="list-style-type: none"> <input type="checkbox"/> a.) Peeling paint <input type="checkbox"/> b.) Crumbling foundation, walls <input type="checkbox"/> c.) Damaged brickwork <input type="checkbox"/> d.) Outmoded building design <input type="checkbox"/> e.) Broken windows <input type="checkbox"/> f.) Doors missing or broken parts <input type="checkbox"/> g.) Worn stairs <input type="checkbox"/> h.) Surfaces, eaves, trims: Excrescences, loose material, rusting, rot, stains, no protective covering
<input type="checkbox"/>	14. Deficient in basic utilities
<input type="checkbox"/>	15. Lacking modern amenities
<input type="checkbox"/>	16. Evidence of vandalism

PROPERTY CONDITION SURVEY

Site No. 10 Block 683 Lot 2 Sheet Location _____

<input type="checkbox"/>	17.	Cracked asphalt or concrete
<input type="checkbox"/>	18.	Weeds, litter or trash
<input type="checkbox"/>	19.	Little or no landscaping
<input type="checkbox"/>	20.	Buffers, fencing, screening inadequate or not maintained
<input type="checkbox"/>	21.	Excessive impervious coverage
<input type="checkbox"/>	22.	Truck trailer used for storage
<input type="checkbox"/>	23.	Chaotic, poorly designed on-site circulation and parking pattern: <input type="checkbox"/> a.) Undefined curb-out <input type="checkbox"/> b.) No direct access from a public street <input type="checkbox"/> c.) Inadequate aisle width or right-of-way <input type="checkbox"/> d.) Dead-end circulation aisles <input type="checkbox"/> e.) Inadequate turnaround areas
<input type="checkbox"/>	24.	Underparked? Insufficient parking dedicated or available
<input type="checkbox"/>	25.	Poor Pedestrian accessibility? <input type="checkbox"/> a.) Lack of dedicated path to use with an all-weather surface
<u>CRITERIA E</u>		
<input type="checkbox"/>	26.	Unoccupied Building
<input type="checkbox"/>	27.	Underutilization <input type="checkbox"/> a.) Is the assessed value of the improvements equal or less than the assessed value of the land? <input type="checkbox"/> b.) Building floor area + FAR compared to permitted FAR <input type="checkbox"/> c.) Building height compared to permitted building height?
<input type="checkbox"/>	28.	Odd property shape
<input type="checkbox"/>	29.	Undersized for zone
<input type="checkbox"/>	30.	Narrow frontage
<input type="checkbox"/>	31.	Parking lot occupancy undersized for building floor area?
<input type="checkbox"/>	32.	Lack of access between parking areas
<input type="checkbox"/>	33.	Tax delinquency
<input type="checkbox"/>	34.	Does improvement pattern interfere with Master Plan road proposals?
<input type="checkbox"/>	35.	Title problems?

PROPERTY CONDITION SURVEY



1. Block 683 Lot 2 Site # 10
2. Property Address 901 Route 9
3. Name or type of use Vacant
4. Owner Atlantic Cape Builders L.L.C
5. Assessment: \$75,000 land; \$0.00 improvements
6. Improvement to land ratio 0.00
7. Lot size 0.79 acres (square feet)
8. Lot dimensions 120' x 338'
9. Building floor area N/A
10. Floor area ratio N/A
11. Zoning Conformance: Use, Coverage, FAR, Lot size, Setback, Number of parking spaces: "CM" Commercial District

PROPERTY CONDITION SURVEY

12. Summary Description of Property Condition: Vacant wooded lot

PROPERTY CONDITION SURVEY

Site No. 11 Block 683 Lot 6 Sheet Location

<u>CRITERIA A</u>	
<input type="checkbox"/>	1. Zoning Building or Property Maintenance Code enforcement violations.
<input type="checkbox"/>	2. Non-fire resistive
<u>CRITERIA B</u>	
<input type="checkbox"/>	3. Discontinued Use
<u>CRITERIA C</u>	
<input type="checkbox"/>	4. On NJDEP 2004 List of sites with on-site sources of contamination.
<input type="checkbox"/>	5. Health Department records of contamination
<input type="checkbox"/>	6. Recent Planning Board or Board of Adjustment approvals, permitted building floor area and parking.
<input checked="" type="checkbox"/>	7. Is site unimproved with no buildings for more than 10 years?
<input type="checkbox"/>	8. Is the lot publicly owned?
<u>CRITERIA D</u>	
<input type="checkbox"/>	9. Assessors Classification
<input type="checkbox"/>	10. Building in excess of 50 years
<input type="checkbox"/>	11. Zoning Nonconformance
<input type="checkbox"/>	12. Unsightly Façade
<input type="checkbox"/>	13. Deteriorating Conditions: <ul style="list-style-type: none"> <input type="checkbox"/> a.) Peeling paint <input type="checkbox"/> b.) Crumbling foundation, walls <input type="checkbox"/> c.) Damaged brickwork <input type="checkbox"/> d.) Outmoded building design <input type="checkbox"/> e.) Broken windows <input type="checkbox"/> f.) Doors missing or broken parts <input type="checkbox"/> g.) Worn stairs <input type="checkbox"/> h.) Surfaces, eaves, trims: Excrescences, loose material, rusting, rot, stains, no protective covering
<input type="checkbox"/>	14. Deficient in basic utilities
<input type="checkbox"/>	15. Lacking modern amenities
<input type="checkbox"/>	16. Evidence of vandalism

PROPERTY CONDITION SURVEY

Site No. 11 Block 683 Lot 6 Sheet Location _____

<input type="checkbox"/>	17.	Cracked asphalt or concrete
<input type="checkbox"/>	18.	Weeds, litter or trash
<input type="checkbox"/>	19.	Little or no landscaping
<input type="checkbox"/>	20.	Buffers, fencing, screening inadequate or not maintained
<input type="checkbox"/>	21.	Excessive impervious coverage
<input type="checkbox"/>	22.	Truck trailer used for storage
<input type="checkbox"/>	23.	Chaotic, poorly designed on-site circulation and parking pattern: <ul style="list-style-type: none"> <input type="checkbox"/> a.) Undefined curb-out <input type="checkbox"/> b.) No direct access from a public street <input type="checkbox"/> c.) Inadequate aisle width or right-of-way <input type="checkbox"/> d.) Dead-end circulation aisles <input type="checkbox"/> e.) Inadequate turnaround areas
<input type="checkbox"/>	24.	Underparked? Insufficient parking dedicated or available
<input type="checkbox"/>	25.	Poor Pedestrian accessibility? <ul style="list-style-type: none"> <input type="checkbox"/> a.) Lack of dedicated path to use with an all-weather surface
<u>CRITERIA E</u>		
<input type="checkbox"/>	26.	Unoccupied Building
<input checked="" type="checkbox"/>	27.	Underutilization <ul style="list-style-type: none"> <input type="checkbox"/> a.) Is the assessed value of the improvements equal or less than the assessed value of the land? <input type="checkbox"/> b.) Building floor area + FAR compared to permitted FAR <input type="checkbox"/> c.) Building height compared to permitted building height?
<input checked="" type="checkbox"/>	28.	Odd property shape
<input type="checkbox"/>	29.	Undersized for zone
<input checked="" type="checkbox"/>	30.	Narrow frontage
<input type="checkbox"/>	31.	Parking lot occupancy undersized for building floor area?
<input type="checkbox"/>	32.	Lack of access between parking areas
<input type="checkbox"/>	33.	Tax delinquency
<input type="checkbox"/>	34.	Does improvement pattern interfere with Master Plan road proposals?
<input type="checkbox"/>	35.	Title problems?

PROPERTY CONDITION SURVEY

1. Block 683 Lot 6 Site # 11
2. Property Address Route 9
3. Name or type of use Vacant
4. Owner Atlantic City Electric Co. R/E/ Dept
5. Assessment: \$10,600 land; \$0.00 improvements
6. Improvement to land ratio 0.00
7. Lot size 2.12 acres (square feet)
8. Lot dimensions Irregular shaped lot 30' x 841' x 205' x 161'
9. Building floor area N/A
10. Floor area ratio N/A
11. Zoning Conformance: Use, Coverage, FAR, Lot size, Setback, Number of parking spaces: "CM" Commercial District
12. Summary Description of Property Condition: Vacant wooded lot of irregular shape

PROPERTY CONDITION SURVEY

Site No. **12** **Block 683, Lot 1,**
 Block 684, Lot 5

Sheet Location _____

<u>CRITERIA A</u>	
<input type="checkbox"/>	1. Zoning Building or Property Maintenance Code enforcement violations.
<input type="checkbox"/>	2. Non-fire resistive
<u>CRITERIA B</u>	
<input checked="" type="checkbox"/>	3. Discontinued Use
<u>CRITERIA C</u>	
<input type="checkbox"/>	4. On NJDEP 2004 List of sites with on-site sources of contamination.
<input type="checkbox"/>	5. Health Department records of contamination
<input type="checkbox"/>	6. Recent Planning Board or Board of Adjustment approvals, permitted building floor area and parking.
<input checked="" type="checkbox"/>	7. Is site unimproved with no buildings for more than 10 years?
<input checked="" type="checkbox"/>	8. Is the lot publicly owned?
<u>CRITERIA D</u>	
<input type="checkbox"/>	9. Assessors Classification
<input type="checkbox"/>	10. Building in excess of 50 years
<input type="checkbox"/>	11. Zoning Nonconformance
<input type="checkbox"/>	12. Unsightly Façade
<input type="checkbox"/>	13. Deteriorating Conditions: <ul style="list-style-type: none"> <input type="checkbox"/> a.) Peeling paint <input type="checkbox"/> b.) Crumbling foundation, walls <input type="checkbox"/> c.) Damaged brickwork <input type="checkbox"/> d.) Outmoded building design <input type="checkbox"/> e.) Broken windows <input type="checkbox"/> f.) Doors missing or broken parts <input type="checkbox"/> g.) Worn stairs <input type="checkbox"/> h.) Surfaces, eaves, trims: Excrescences, loose material, rusting, rot, stains, no protective covering
<input type="checkbox"/>	14. Deficient in basic utilities
<input type="checkbox"/>	15. Lacking modern amenities
<input type="checkbox"/>	16. Evidence of vandalism

PROPERTY CONDITION SURVEY

Site No. **12** **Block 683, Lot 1,**
 Block 684, Lot 5

Sheet Location _____

<input type="checkbox"/>	17.	Cracked asphalt or concrete
<input type="checkbox"/>	18.	Weeds, litter or trash
<input type="checkbox"/>	19.	Little or no landscaping
<input type="checkbox"/>	20.	Buffers, fencing, screening inadequate or not maintained
<input type="checkbox"/>	21.	Excessive impervious coverage
<input type="checkbox"/>	22.	Truck trailer used for storage
<input type="checkbox"/>	23.	Chaotic, poorly designed on-site circulation and parking pattern: <input type="checkbox"/> a.) Undefined curb-out <input type="checkbox"/> b.) No direct access from a public street <input type="checkbox"/> c.) Inadequate aisle width or right-of-way <input type="checkbox"/> d.) Dead-end circulation aisles <input type="checkbox"/> e.) Inadequate turnaround areas
<input type="checkbox"/>	24.	Underparked? Insufficient parking dedicated or available
<input type="checkbox"/>	25.	Poor Pedestrian accessibility? <input type="checkbox"/> a.) Lack of dedicated path to use with an all-weather surface
<u>CRITERIA E</u>		
<input type="checkbox"/>	26.	Unoccupied Building
<input type="checkbox"/>	27.	Underutilization <input type="checkbox"/> a.) Is the assessed value of the improvements equal or less than the assessed value of the land? <input type="checkbox"/> b.) Building floor area + FAR compared to permitted FAR <input type="checkbox"/> c.) Building height compared to permitted building height?
<input type="checkbox"/>	28.	Odd property shape
<input type="checkbox"/>	29.	Undersized for zone
<input type="checkbox"/>	30.	Narrow frontage
<input type="checkbox"/>	31.	Parking lot occupancy undersized for building floor area?
<input type="checkbox"/>	32.	Lack of access between parking areas
<input type="checkbox"/>	33.	Tax delinquency
<input type="checkbox"/>	34.	Does improvement pattern interfere with Master Plan road proposals?
<input type="checkbox"/>	35.	Title problems?

PROPERTY CONDITION SURVEY



PROPERTY CONDITION SURVEY

1. Block 683 Lot 1 Site # 12
2. Property Address Route 9 Beesley's Point
3. Name or type of use Vacant
4. Owner New Jersey Highway Authority
5. Assessment: \$112,000 land; \$0.00 improvements
6. Improvement to land ratio 0.00
7. Lot size 9.73 acres (square feet)
8. Lot dimensions 1,500 x 1,100
9. Building floor area N/A
10. Floor area ratio N/A
11. Zoning Conformance: Use, Coverage, FAR, Lot size, Setback, Number of parking spaces: Property located in the "R" Residential District
12. Summary Description of Property Condition: Vacant wooded lot

PROPERTY CONDITION SURVEY

1. Block 684 Lot 5 Site # 12
2. Property Address Route 9 Beesley's Point
3. Name or type of use Vacant
4. Owner New Jersey Highway Authority
5. Assessment: \$5,500 land; \$0.00 improvements
6. Improvement to land ratio 0.00
7. Lot size 0.64 acres (square feet)
8. Lot dimensions 270' x 330' x 150' (Triangle shaped)
9. Building floor area N/A
10. Floor area ratio N/A
11. Zoning Conformance: Use, Coverage, FAR, Lot size, Setback, Number of parking spaces: Property located in the "R" Residential District
12. Summary Description of Property Condition: Vacant

PROPERTY CONDITION SURVEY

Site No. 13 Block 479 Lot 106.02 Sheet Location _____

<u>CRITERIA A</u>	
<input type="checkbox"/>	1. Zoning Building or Property Maintenance Code enforcement violations.
<input type="checkbox"/>	2. Non-fire resistive
<u>CRITERIA B</u>	
<input type="checkbox"/>	3. Discontinued Use
<u>CRITERIA C</u>	
<input type="checkbox"/>	4. On NJDEP 2004 List of sites with on-site sources of contamination.
<input type="checkbox"/>	5. Health Department records of contamination
<input type="checkbox"/>	6. Recent Planning Board or Board of Adjustment approvals, permitted building floor area and parking.
<input checked="" type="checkbox"/>	7. Is site unimproved with no buildings for more than 10 years?
<input type="checkbox"/>	8. Is the lot publicly owned?
<u>CRITERIA D</u>	
<input type="checkbox"/>	9. Assessors Classification
<input type="checkbox"/>	10. Building in excess of 50 years
<input type="checkbox"/>	11. Zoning Nonconformance
<input type="checkbox"/>	12. Unsightly Façade
<input type="checkbox"/>	13. Deteriorating Conditions: <ul style="list-style-type: none"> <input type="checkbox"/> a.) Peeling paint <input type="checkbox"/> b.) Crumbling foundation, walls <input type="checkbox"/> c.) Damaged brickwork <input type="checkbox"/> d.) Outmoded building design <input type="checkbox"/> e.) Broken windows <input type="checkbox"/> f.) Doors missing or broken parts <input type="checkbox"/> g.) Worn stairs <input type="checkbox"/> h.) Surfaces, eaves, trims: Excrescences, loose material, rusting, rot, stains, no protective covering
<input type="checkbox"/>	14. Deficient in basic utilities
<input type="checkbox"/>	15. Lacking modern amenities
<input type="checkbox"/>	16. Evidence of vandalism

PROPERTY CONDITION SURVEY

Site No. 13 Block 479 Lot 106.02 Sheet Location _____

<input type="checkbox"/>	17.	Cracked asphalt or concrete
<input type="checkbox"/>	18.	Weeds, litter or trash
<input type="checkbox"/>	19.	Little or no landscaping
<input type="checkbox"/>	20.	Buffers, fencing, screening inadequate or not maintained
<input type="checkbox"/>	21.	Excessive impervious coverage
<input type="checkbox"/>	22.	Truck trailer used for storage
<input type="checkbox"/>	23.	Chaotic, poorly designed on-site circulation and parking pattern: <ul style="list-style-type: none"> <input type="checkbox"/> a.) Undefined curb-out <input type="checkbox"/> b.) No direct access from a public street <input type="checkbox"/> c.) Inadequate aisle width or right-of-way <input type="checkbox"/> d.) Dead-end circulation aisles <input type="checkbox"/> e.) Inadequate turnaround areas
<input type="checkbox"/>	24.	Underparked? Insufficient parking dedicated or available
<input type="checkbox"/>	25.	Poor Pedestrian accessibility? <ul style="list-style-type: none"> <input type="checkbox"/> a.) Lack of dedicated path to use with an all-weather surface
<u>CRITERIA E</u>		
<input type="checkbox"/>	26.	Unoccupied Building
<input type="checkbox"/>	27.	Underutilization <ul style="list-style-type: none"> <input type="checkbox"/> a.) Is the assessed value of the improvements equal or less than the assessed value of the land? <input type="checkbox"/> b.) Building floor area + FAR compared to permitted FAR <input type="checkbox"/> c.) Building height compared to permitted building height?
<input type="checkbox"/>	28.	Odd property shape
<input type="checkbox"/>	29.	Undersized for zone
<input type="checkbox"/>	30.	Narrow frontage
<input type="checkbox"/>	31.	Parking lot occupancy undersized for building floor area?
<input type="checkbox"/>	32.	Lack of access between parking areas
<input type="checkbox"/>	33.	Tax delinquency
<input type="checkbox"/>	34.	Does improvement pattern interfere with Master Plan road proposals?
<input type="checkbox"/>	35.	Title problems?

PROPERTY CONDITION SURVEY



1. Block 479 Lot 106.02 Site # 13
2. Property Address 850 Route 9
3. Name or type of use Vacant Wooded Lot
4. Owner Thomas Tower
5. Assessment: \$35,000 land; \$0.00 improvements
6. Improvement to land ratio 0.00
7. Lot size 1.62 acres (square feet)
8. Lot dimensions 156' x 418'
9. Building floor area N/A
10. Floor area ratio N/A
11. Zoning Conformance: Use, Coverage, FAR, Lot size, Setback, Number of parking spaces: Property located in the "R" Moderate Density Residential District and

PROPERTY CONDITION SURVEY

meets the zoning criteria for lot area, width and depth. Most of the lot is located in a flood plain.

12. Summary Description of Property Condition: Vacant wooded lot

PROPERTY CONDITION SURVEY

Site No. 15 Block 479 Lot 105 Sheet Location _____

<u>CRITERIA A</u>	
<input type="checkbox"/>	1. Zoning Building or Property Maintenance Code enforcement violations.
<input type="checkbox"/>	2. Non-fire resistive
<u>CRITERIA B</u>	
<input type="checkbox"/>	3. Discontinued Use
<u>CRITERIA C</u>	
<input type="checkbox"/>	4. On NJDEP 2004 List of sites with on-site sources of contamination.
<input type="checkbox"/>	5. Health Department records of contamination
<input type="checkbox"/>	6. Recent Planning Board or Board of Adjustment approvals, permitted building floor area and parking.
<input checked="" type="checkbox"/>	7. Is site unimproved with no buildings for more than 10 years?
<input type="checkbox"/>	8. Is the lot publicly owned?
<u>CRITERIA D</u>	
<input type="checkbox"/>	9. Assessors Classification
<input type="checkbox"/>	10. Building in excess of 50 years
<input type="checkbox"/>	11. Zoning Nonconformance
<input type="checkbox"/>	12. Unsightly Façade
<input type="checkbox"/>	13. Deteriorating Conditions: <ul style="list-style-type: none"> <input type="checkbox"/> a.) Peeling paint <input type="checkbox"/> b.) Crumbling foundation, walls <input type="checkbox"/> c.) Damaged brickwork <input type="checkbox"/> d.) Outmoded building design <input type="checkbox"/> e.) Broken windows <input type="checkbox"/> f.) Doors missing or broken parts <input type="checkbox"/> g.) Worn stairs <input type="checkbox"/> h.) Surfaces, eaves, trims: Excrescences, loose material, rusting, rot, stains, no protective covering
<input type="checkbox"/>	14. Deficient in basic utilities
<input type="checkbox"/>	15. Lacking modern amenities
<input type="checkbox"/>	16. Evidence of vandalism

PROPERTY CONDITION SURVEY

Site No. 15 Block 479 Lot 105 Sheet Location _____

<input type="checkbox"/>	17.	Cracked asphalt or concrete
<input type="checkbox"/>	18.	Weeds, litter or trash
<input type="checkbox"/>	19.	Little or no landscaping
<input type="checkbox"/>	20.	Buffers, fencing, screening inadequate or not maintained
<input type="checkbox"/>	21.	Excessive impervious coverage
<input type="checkbox"/>	22.	Truck trailer used for storage
<input type="checkbox"/>	23.	Chaotic, poorly designed on-site circulation and parking pattern: <ul style="list-style-type: none"> <input type="checkbox"/> a.) Undefined curb-out <input type="checkbox"/> b.) No direct access from a public street <input type="checkbox"/> c.) Inadequate aisle width or right-of-way <input type="checkbox"/> d.) Dead-end circulation aisles <input type="checkbox"/> e.) Inadequate turnaround areas
<input type="checkbox"/>	24.	Underparked? Insufficient parking dedicated or available
<input type="checkbox"/>	25.	Poor Pedestrian accessibility? <ul style="list-style-type: none"> <input type="checkbox"/> a.) Lack of dedicated path to use with an all-weather surface
<u>CRITERIA E</u>		
<input type="checkbox"/>	26.	Unoccupied Building
<input type="checkbox"/>	27.	Underutilization <ul style="list-style-type: none"> <input type="checkbox"/> a.) Is the assessed value of the improvements equal or less than the assessed value of the land? <input type="checkbox"/> b.) Building floor area + FAR compared to permitted FAR <input type="checkbox"/> c.) Building height compared to permitted building height?
<input type="checkbox"/>	28.	Odd property shape
<input type="checkbox"/>	29.	Undersized for zone
<input type="checkbox"/>	30.	Narrow frontage
<input type="checkbox"/>	31.	Parking lot occupancy undersized for building floor area?
<input type="checkbox"/>	32.	Lack of access between parking areas
<input type="checkbox"/>	33.	Tax delinquency
<input type="checkbox"/>	34.	Does improvement pattern interfere with Master Plan road proposals?
<input type="checkbox"/>	35.	Title problems?

PROPERTY CONDITION SURVEY

--

1. Block 479 Lot 106.01 Site # 14
2. Property Address 840 Route 9
3. Name or type of use Vacant Wooded Lot
4. Owner Atlantic City Electric Co. R/E Dept.
5. Assessment: \$10,600 land; \$0.00 improvements
6. Improvement to land ratio 0.00
7. Lot size 1.91 acres (square feet)
8. Lot dimensions 156' x 418'
9. Building floor area N/A
10. Floor area ratio N/A
11. Zoning Conformance: Use, Coverage, FAR, Lot size, Setback, Number of parking spaces: Property located in the "R" Moderate Density Residential District. And meets the zoning criteria for lot area, width and depth
12. Summary Description of Property Condition: Vacant wooded lot

PROPERTY CONDITION SURVEY

Site No. 15 Block 479 Lot 105 Sheet Location _____

<u>CRITERIA A</u>	
<input type="checkbox"/>	1. Zoning Building or Property Maintenance Code enforcement violations.
<input type="checkbox"/>	2. Non-fire resistive
<u>CRITERIA B</u>	
<input type="checkbox"/>	3. Discontinued Use
<u>CRITERIA C</u>	
<input type="checkbox"/>	4. On NJDEP 2004 List of sites with on-site sources of contamination.
<input type="checkbox"/>	5. Health Department records of contamination
<input type="checkbox"/>	6. Recent Planning Board or Board of Adjustment approvals, permitted building floor area and parking.
<input checked="" type="checkbox"/>	7. Is site unimproved with no buildings for more than 10 years?
<input type="checkbox"/>	8. Is the lot publicly owned?
<u>CRITERIA D</u>	
<input type="checkbox"/>	9. Assessors Classification
<input type="checkbox"/>	10. Building in excess of 50 years
<input type="checkbox"/>	11. Zoning Nonconformance
<input type="checkbox"/>	12. Unsightly Façade
<input type="checkbox"/>	13. Deteriorating Conditions: <ul style="list-style-type: none"> <input type="checkbox"/> a.) Peeling paint <input type="checkbox"/> b.) Crumbling foundation, walls <input type="checkbox"/> c.) Damaged brickwork <input type="checkbox"/> d.) Outmoded building design <input type="checkbox"/> e.) Broken windows <input type="checkbox"/> f.) Doors missing or broken parts <input type="checkbox"/> g.) Worn stairs <input type="checkbox"/> h.) Surfaces, eaves, trims: Excrescences, loose material, rusting, rot, stains, no protective covering
<input type="checkbox"/>	14. Deficient in basic utilities
<input type="checkbox"/>	15. Lacking modern amenities
<input type="checkbox"/>	16. Evidence of vandalism

PROPERTY CONDITION SURVEY

Site No. 15 Block 479 Lot 105 Sheet Location _____

<input type="checkbox"/>	17.	Cracked asphalt or concrete
<input type="checkbox"/>	18.	Weeds, litter or trash
<input type="checkbox"/>	19.	Little or no landscaping
<input type="checkbox"/>	20.	Buffers, fencing, screening inadequate or not maintained
<input type="checkbox"/>	21.	Excessive impervious coverage
<input type="checkbox"/>	22.	Truck trailer used for storage
<input type="checkbox"/>	23.	Chaotic, poorly designed on-site circulation and parking pattern: <ul style="list-style-type: none"> <input type="checkbox"/> a.) Undefined curb-out <input type="checkbox"/> b.) No direct access from a public street <input type="checkbox"/> c.) Inadequate aisle width or right-of-way <input type="checkbox"/> d.) Dead-end circulation aisles <input type="checkbox"/> e.) Inadequate turnaround areas
<input type="checkbox"/>	24.	Underparked? Insufficient parking dedicated or available
<input type="checkbox"/>	25.	Poor Pedestrian accessibility? <ul style="list-style-type: none"> <input type="checkbox"/> a.) Lack of dedicated path to use with an all-weather surface
<u>CRITERIA E</u>		
<input type="checkbox"/>	26.	Unoccupied Building
<input type="checkbox"/>	27.	Underutilization <ul style="list-style-type: none"> <input type="checkbox"/> a.) Is the assessed value of the improvements equal or less than the assessed value of the land? <input type="checkbox"/> b.) Building floor area + FAR compared to permitted FAR <input type="checkbox"/> c.) Building height compared to permitted building height?
<input type="checkbox"/>	28.	Odd property shape
<input type="checkbox"/>	29.	Undersized for zone
<input type="checkbox"/>	30.	Narrow frontage
<input type="checkbox"/>	31.	Parking lot occupancy undersized for building floor area?
<input type="checkbox"/>	32.	Lack of access between parking areas
<input type="checkbox"/>	33.	Tax delinquency
<input type="checkbox"/>	34.	Does improvement pattern interfere with Master Plan road proposals?
<input type="checkbox"/>	35.	Title problems?

PROPERTY CONDITION SURVEY



PROPERTY CONDITION SURVEY

1. Block 479 Lot 105 Site # 15
2. Property Address 830 Route 9
3. Name or type of use Vacant Lot
4. Owner John & Marline L. Delarna
5. Assessment: \$58,700 land; \$0.00 improvements
6. Improvement to land ratio 0.00
7. Lot size 1.77 acres (square feet)
8. Lot dimensions 182' x 416'
9. Building floor area N/A
10. Floor area ratio N/A
11. Zoning Conformance: Use, Coverage, FAR, Lot size, Setback, Number of parking spaces: Property located in the "R" Moderate Density Residential District. And meets the zoning criteria for lot area, width and depth
12. Summary Description of Property Condition: Vacant lot partially wooded and contains a small shed.

PROPERTY CONDITION SURVEY

Site No. 16 Block 479 Lot 99 Sheet Location _____

<u>CRITERIA A</u>	
<input type="checkbox"/>	1. Zoning Building or Property Maintenance Code enforcement violations.
<input type="checkbox"/>	2. Non-fire resistive
<u>CRITERIA B</u>	
<input type="checkbox"/>	3. Discontinued Use
<u>CRITERIA C</u>	
<input type="checkbox"/>	4. On NJDEP 2004 List of sites with on-site sources of contamination.
<input type="checkbox"/>	5. Health Department records of contamination
<input type="checkbox"/>	6. Recent Planning Board or Board of Adjustment approvals, permitted building floor area and parking.
<input checked="" type="checkbox"/>	7. Is site unimproved with no buildings for more than 10 years?
<input type="checkbox"/>	8. Is the lot publicly owned?
<u>CRITERIA D</u>	
<input type="checkbox"/>	9. Assessors Classification
<input type="checkbox"/>	10. Building in excess of 50 years
<input type="checkbox"/>	11. Zoning Nonconformance
<input type="checkbox"/>	12. Unsightly Façade
<input type="checkbox"/>	13. Deteriorating Conditions: <ul style="list-style-type: none"> <input type="checkbox"/> a.) Peeling paint <input type="checkbox"/> b.) Crumbling foundation, walls <input type="checkbox"/> c.) Damaged brickwork <input type="checkbox"/> d.) Outmoded building design <input type="checkbox"/> e.) Broken windows <input type="checkbox"/> f.) Doors missing or broken parts <input type="checkbox"/> g.) Worn stairs <input type="checkbox"/> h.) Surfaces, eaves, trims: Excrescences, loose material, rusting, rot, stains, no protective covering
<input type="checkbox"/>	14. Deficient in basic utilities
<input type="checkbox"/>	15. Lacking modern amenities
<input type="checkbox"/>	16. Evidence of vandalism

PROPERTY CONDITION SURVEY

Site No. 16 Block 479 Lot 99 Sheet Location _____

<input type="checkbox"/>	17.	Cracked asphalt or concrete
<input type="checkbox"/>	18.	Weeds, litter or trash
<input type="checkbox"/>	19.	Little or no landscaping
<input type="checkbox"/>	20.	Buffers, fencing, screening inadequate or not maintained
<input type="checkbox"/>	21.	Excessive impervious coverage
<input type="checkbox"/>	22.	Truck trailer used for storage
<input type="checkbox"/>	23.	Chaotic, poorly designed on-site circulation and parking pattern: <input type="checkbox"/> a.) Undefined curb-out <input type="checkbox"/> b.) No direct access from a public street <input type="checkbox"/> c.) Inadequate aisle width or right-of-way <input type="checkbox"/> d.) Dead-end circulation aisles <input type="checkbox"/> e.) Inadequate turnaround areas
<input type="checkbox"/>	24.	Underparked? Insufficient parking dedicated or available
<input type="checkbox"/>	25.	Poor Pedestrian accessibility? <input type="checkbox"/> a.) Lack of dedicated path to use with an all-weather surface
<u>CRITERIA E</u>		
<input type="checkbox"/>	26.	Unoccupied Building
<input checked="" type="checkbox"/>	27.	Underutilization <input checked="" type="checkbox"/> a.) Is the assessed value of the improvements equal or less than the assessed value of the land? <input type="checkbox"/> b.) Building floor area + FAR compared to permitted FAR <input type="checkbox"/> c.) Building height compared to permitted building height?
<input type="checkbox"/>	28.	Odd property shape
<input type="checkbox"/>	29.	Undersized for zone
<input type="checkbox"/>	30.	Narrow frontage
<input type="checkbox"/>	31.	Parking lot occupancy undersized for building floor area?
<input type="checkbox"/>	32.	Lack of access between parking areas
<input type="checkbox"/>	33.	Tax delinquency
<input type="checkbox"/>	34.	Does improvement pattern interfere with Master Plan road proposals?
<input type="checkbox"/>	35.	Title problems?

PROPERTY CONDITION SURVEY

1. Block 479 Lot 99 Site # 16
2. Property Address 716 Route 9
3. Name or type of use Vacant Lot
4. Owner Atlantic City Electric Co. R/E Dept.
5. Assessment: \$55,000 land; \$0.00 improvements
6. Improvement to land ratio 0.00
7. Lot size 0.62 acres (square feet)
8. Lot dimensions 120' x 212' (Irregular)
9. Building floor area N/A
10. Floor area ratio N/A
11. Zoning Conformance: Use, Coverage, FAR, Lot size, Setback, Number of parking spaces: Property located in the "R" Moderate Density Residential District and does not meets the zoning criteria for lot area.
12. Summary Description of Property Condition: Vacant lot

PROPERTY CONDITION SURVEY

Site No. 17 Block 479 Lot 98 Sheet Location _____

<u>CRITERIA A</u>	
<input type="checkbox"/>	1. Zoning Building or Property Maintenance Code enforcement violations.
<input type="checkbox"/>	2. Non-fire resistive
<u>CRITERIA B</u>	
<input type="checkbox"/>	3. Discontinued Use
<u>CRITERIA C</u>	
<input type="checkbox"/>	4. On NJDEP 2004 List of sites with on-site sources of contamination.
<input type="checkbox"/>	5. Health Department records of contamination
<input type="checkbox"/>	6. Recent Planning Board or Board of Adjustment approvals, permitted building floor area and parking.
<input type="checkbox"/>	7. Is site unimproved with no buildings for more than 10 years?
<input type="checkbox"/>	8. Is the lot publicly owned?
<u>CRITERIA D</u>	
<input type="checkbox"/>	9. Assessors Classification
<input type="checkbox"/>	10. Building in excess of 50 years
<input type="checkbox"/>	11. Zoning Nonconformance
<input type="checkbox"/>	12. Unsightly Façade
<input type="checkbox"/>	13. Deteriorating Conditions: <ul style="list-style-type: none"> <input type="checkbox"/> a.) Peeling paint <input type="checkbox"/> b.) Crumbling foundation, walls <input type="checkbox"/> c.) Damaged brickwork <input type="checkbox"/> d.) Outmoded building design <input type="checkbox"/> e.) Broken windows <input type="checkbox"/> f.) Doors missing or broken parts <input type="checkbox"/> g.) Worn stairs <input type="checkbox"/> h.) Surfaces, eaves, trims: Excrescences, loose material, rusting, rot, stains, no protective covering
<input type="checkbox"/>	14. Deficient in basic utilities
<input type="checkbox"/>	15. Lacking modern amenities
<input type="checkbox"/>	16. Evidence of vandalism

PROPERTY CONDITION SURVEY

Site No. 17 Block 479 Lot 98 Sheet Location _____

<input type="checkbox"/>	17.	Cracked asphalt or concrete
<input type="checkbox"/>	18.	Weeds, litter or trash
<input type="checkbox"/>	19.	Little or no landscaping
<input type="checkbox"/>	20.	Buffers, fencing, screening inadequate or not maintained
<input type="checkbox"/>	21.	Excessive impervious coverage
<input type="checkbox"/>	22.	Truck trailer used for storage
<input type="checkbox"/>	23.	Chaotic, poorly designed on-site circulation and parking pattern: <ul style="list-style-type: none"> <input type="checkbox"/> a.) Undefined curb-out <input type="checkbox"/> b.) No direct access from a public street <input type="checkbox"/> c.) Inadequate aisle width or right-of-way <input type="checkbox"/> d.) Dead-end circulation aisles <input type="checkbox"/> e.) Inadequate turnaround areas
<input type="checkbox"/>	24.	Underparked? Insufficient parking dedicated or available
<input type="checkbox"/>	25.	Poor Pedestrian accessibility? <ul style="list-style-type: none"> <input type="checkbox"/> a.) Lack of dedicated path to use with an all-weather surface
<u>CRITERIA E</u>		
<input type="checkbox"/>	26.	Unoccupied Building
<input type="checkbox"/>	27.	Underutilization <ul style="list-style-type: none"> <input type="checkbox"/> a.) Is the assessed value of the improvements equal or less than the assessed value of the land? <input type="checkbox"/> b.) Building floor area + FAR compared to permitted FAR <input type="checkbox"/> c.) Building height compared to permitted building height?
<input type="checkbox"/>	28.	Odd property shape
<input type="checkbox"/>	29.	Undersized for zone
<input type="checkbox"/>	30.	Narrow frontage
<input type="checkbox"/>	31.	Parking lot occupancy undersized for building floor area?
<input type="checkbox"/>	32.	Lack of access between parking areas
<input type="checkbox"/>	33.	Tax delinquency
<input type="checkbox"/>	34.	Does improvement pattern interfere with Master Plan road proposals?
<input type="checkbox"/>	35.	Title problems?

PROPERTY CONDITION SURVEY



PROPERTY CONDITION SURVEY

1. Block 479 Lot 98 Site # 17
2. Property Address 712 Route 9
3. Name or type of use Two Single-Family Residences
4. Owner Atlantic City Electric Co. R/E Dept.
5. Assessment: \$55,000 land; \$78,200 improvements
6. Improvement to land ratio 1.42
7. Lot size 0.64 acres (square feet)
8. Lot dimensions 139' x 212'
9. Building floor area 2,149 sf
10. Floor area ratio 0.08
11. Zoning Conformance: Use, Coverage, FAR, Lot size, Setback, Number of parking spaces: Property located in the "R" Moderate Density Residential District and does not meets the zoning criteria for lot area or frontage.
12. Summary Description of Property Condition: Single family residence in good condition with swimming pool.

PROPERTY CONDITION SURVEY

Site No. 18 Block 479 Lot 97 Sheet Location _____

<u>CRITERIA A</u>	
<input type="checkbox"/>	1. Zoning Building or Property Maintenance Code enforcement violations.
<input type="checkbox"/>	2. Non-fire resistive
<u>CRITERIA B</u>	
<input checked="" type="checkbox"/>	3. Discontinued Use
<u>CRITERIA C</u>	
<input type="checkbox"/>	4. On NJDEP 2004 List of sites with on-site sources of contamination.
<input type="checkbox"/>	5. Health Department records of contamination
<input type="checkbox"/>	6. Recent Planning Board or Board of Adjustment approvals, permitted building floor area and parking.
<input type="checkbox"/>	7. Is site unimproved with no buildings for more than 10 years?
<input type="checkbox"/>	8. Is the lot publicly owned?
<u>CRITERIA D</u>	
<input type="checkbox"/>	9. Assessors Classification
<input type="checkbox"/>	10. Building in excess of 50 years
<input checked="" type="checkbox"/>	11. Zoning Nonconformance
<input type="checkbox"/>	12. Unsightly Façade
<input checked="" type="checkbox"/>	13. Deteriorating Conditions: <ul style="list-style-type: none"> <input type="checkbox"/> a.) Peeling paint <input type="checkbox"/> b.) Crumbling foundation, walls <input type="checkbox"/> c.) Damaged brickwork <input type="checkbox"/> d.) Outmoded building design <input type="checkbox"/> e.) Broken windows <input type="checkbox"/> f.) Doors missing or broken parts <input type="checkbox"/> g.) Worn stairs <input type="checkbox"/> h.) Surfaces, eaves, trims: Excrescences, loose material, rusting, rot, stains, no protective covering
<input type="checkbox"/>	14. Deficient in basic utilities
<input type="checkbox"/>	15. Lacking modern amenities
<input type="checkbox"/>	16. Evidence of vandalism

PROPERTY CONDITION SURVEY

Site No. 18 Block 479 Lot 97 Sheet Location _____

<input type="checkbox"/>	17.	Cracked asphalt or concrete
<input type="checkbox"/>	18.	Weeds, litter or trash
<input type="checkbox"/>	19.	Little or no landscaping
<input type="checkbox"/>	20.	Buffers, fencing, screening inadequate or not maintained
<input type="checkbox"/>	21.	Excessive impervious coverage
<input type="checkbox"/>	22.	Truck trailer used for storage
<input checked="" type="checkbox"/>	23.	Chaotic, poorly designed on-site circulation and parking pattern: <input type="checkbox"/> a.) Undefined curb-out <input type="checkbox"/> b.) No direct access from a public street <input type="checkbox"/> c.) Inadequate aisle width or right-of-way <input type="checkbox"/> d.) Dead-end circulation aisles <input type="checkbox"/> e.) Inadequate turnaround areas
<input type="checkbox"/>	24.	Underparked? Insufficient parking dedicated or available
<input type="checkbox"/>	25.	Poor Pedestrian accessibility? <input type="checkbox"/> a.) Lack of dedicated path to use with an all-weather surface
<u>CRITERIA E</u>		
<input checked="" type="checkbox"/>	26.	Unoccupied Building
<input type="checkbox"/>	27.	Underutilization <input type="checkbox"/> a.) Is the assessed value of the improvements equal or less than the assessed value of the land? <input type="checkbox"/> b.) Building floor area + FAR compared to permitted FAR <input type="checkbox"/> c.) Building height compared to permitted building height?
<input type="checkbox"/>	28.	Odd property shape
<input checked="" type="checkbox"/>	29.	Undersized for zone
<input type="checkbox"/>	30.	Narrow frontage
<input type="checkbox"/>	31.	Parking lot occupancy undersized for building floor area?
<input type="checkbox"/>	32.	Lack of access between parking areas
<input type="checkbox"/>	33.	Tax delinquency
<input type="checkbox"/>	34.	Does improvement pattern interfere with Master Plan road proposals?
<input type="checkbox"/>	35.	Title problems?

PROPERTY CONDITION SURVEY



PROPERTY CONDITION SURVEY

1. Block 479 Lot 97 Site # 18
2. Property Address 708 Route 9
3. Name or type of use vacant 6 unit motel
4. Owner Atlantic City Electric Co. R/E Dept.
5. Assessment: \$55,000 land; \$122,100 improvements
6. Improvement to land ratio 2.22
7. Lot size 0.78 acres (square feet)
8. Lot dimensions 150' x 212 (Irregular Shape)
9. Building floor area 4,448 sf
10. Floor area ratio 0.13
11. Zoning Conformance: Use, Coverage, FAR, Lot size, Setback, Number of parking spaces: Property located in the "R" Moderate Density Residential District and does not meet the zoning criteria for lot area. Motel use not permitted in zone.
12. Summary Description of Property Condition: The property contains a vacant six room motel building.