
**PRELIMINARY INVESTIGATION
&
REDEVELOPMENT PLAN**

for
Determination of an Area in Need of Redevelopment

**COLLINGSWOOD BOROUGH
CAMDEN COUNTY, NEW JERSEY**

NORTH ATLANTIC AVENUE EXTENSION "C" STUDY

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August 2003

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Part I: Preliminary Investigation

- I. INTRODUCTION
- II. REDEVELOPMENT PROCESS
- III. OVERVIEW
- IV. POPULATION & EMPLOYMENT TRENDS
- V. STUDY AREA
- VI. MAPS OF STUDY AREA
- VII. STATUTORY CRITERIA
- VIII. APPLICABILTY OF STATUTORY CRITERIA
- IX. CONCLUSION

I. INTRODUCTION

As an initiative to redevelop East Haddon Avenue, the Collingswood Borough Committee authorized the Township's Planning Board to conduct a Preliminary Redevelopment Investigation to determine whether the area of the Township designated as the Study Area* – Block 94 Lots 2-19 inclusive and 20.01; Block 67 Lots 1-10 inclusive and 15-16 inclusive; Block 66 Lots 1-4; Block 65 Lots 1-10 inclusive; Block 64 Lots 1-2.01 inclusive; Block 63 Lots 1-3 inclusive, 6.01 and 6.07; Block 62 Lots 2 and 2.01; Block 60 Lots 2-5.02 inclusive; Block 61 Lots 6-6.04 inclusive; Block 52 Lots 6, 6.01, 6.02, 7, 7.03; Block 51 Lots 11-17 inclusive; Block 50 Lots 7-10 inclusive; Block 38 Lots 12.02, 12.03, 13, 15, 16, and 17 – qualifies under the statutory criteria to be declared an area in need of redevelopment. The Planning Board commissioned Remington and Vernick Engineers, licensed professional planners in the State of New Jersey, to undertake the Preliminary Redevelopment Investigation on its behalf.

The study was conducted in accordance with the Local Redevelopment and Housing Law. Enacted in 1992, the *Local Redevelopment and Housing Law* P.L. 1992, c.79 (C40A:12A-1 et seq.) provides municipalities with a means to address conditions of deterioration and lack of proper land use for lands and/or buildings which are abandoned, decayed, undeveloped/underdeveloped, or non-productive/under-productive and to actively redevelop such areas into productive assets for the community.

Additionally, the redevelopment statute gives municipalities the power to acquire private property for the purposes of redevelopment (through negotiation or condemnation); to clear and reprogram said lands; to install infrastructure and/or other site improvements; and to negotiate and enter into partnerships with public and private entities in order to accomplish a municipality's redevelopment goals and objectives.

An area may be deemed in need of redevelopment given the applicability of certain criteria and undertaking of appropriate procedures outlined in the Local Redevelopment and Housing Law. If the Study Area is deemed an area in need of redevelopment, this would then permit the preparation and execution of a Redevelopment Plan, the acquisition of buildings and land through condemnation, the leasing or selling of property without public bidding, and allow the area to qualify for financial incentives.

*Though advertised, Block 67 Lots 13 and 14 were previously declared to be In Need of Redevelopment as part of the 24 Lees Avenue Redevelopment Area Study, for which a Redevelopment Plan was adopted.

II. REDEVELOPMENT PROCESS

The redevelopment statute requires a multi-step process that must be adhered to in order for the municipal governing body and planning board to exercise those powers lawfully. This process is outlined below.

- (1) The governing body must authorize the planning board, by resolution, to undertake an investigation of the delineated area to determine whether it meets the criteria set forth in section 5 of P.L.1992, c.79 (C.40A:12A-5).
- (2) The planning board must then prepare and post a map showing the boundaries of the area and the location of the various parcels therein. The map must also include a statement setting forth the basis for the investigation.
- (3) The planning board must conduct a preliminary investigation and hold a duly noticed public hearing in order to discuss the findings of the investigation and to hear persons who are interested in or would be affected by the contemplated action. The results and recommendations of the hearing are then referred to the governing body in the form of a planning board resolution for formal action.
- (4) Upon receipt of the recommendation from the planning board, the governing body may act to adopt a resolution designating the area in question, or any part thereof, as an area in need of redevelopment.
- (5) Upon designation, the planning board or redevelopment entity is then required to prepare a redevelopment plan, which establishes the goals and objectives of the municipality and outlines the actions to be taken to accomplish these goals and objectives.
- (6) The redevelopment plan, after review by the planning board, is referred to the governing body.

- (7) Upon receipt of the redevelopment plan from the planning board, the governing body may act to adopt the plan by ordinance. The adopted redevelopment plan may become an amendment to the municipality's zoning district map and zoning ordinance or may be treated as an overlay to existing zoning.

Only after completion of this public process is a municipality able to exercise the powers granted under the Redevelopment Statute.

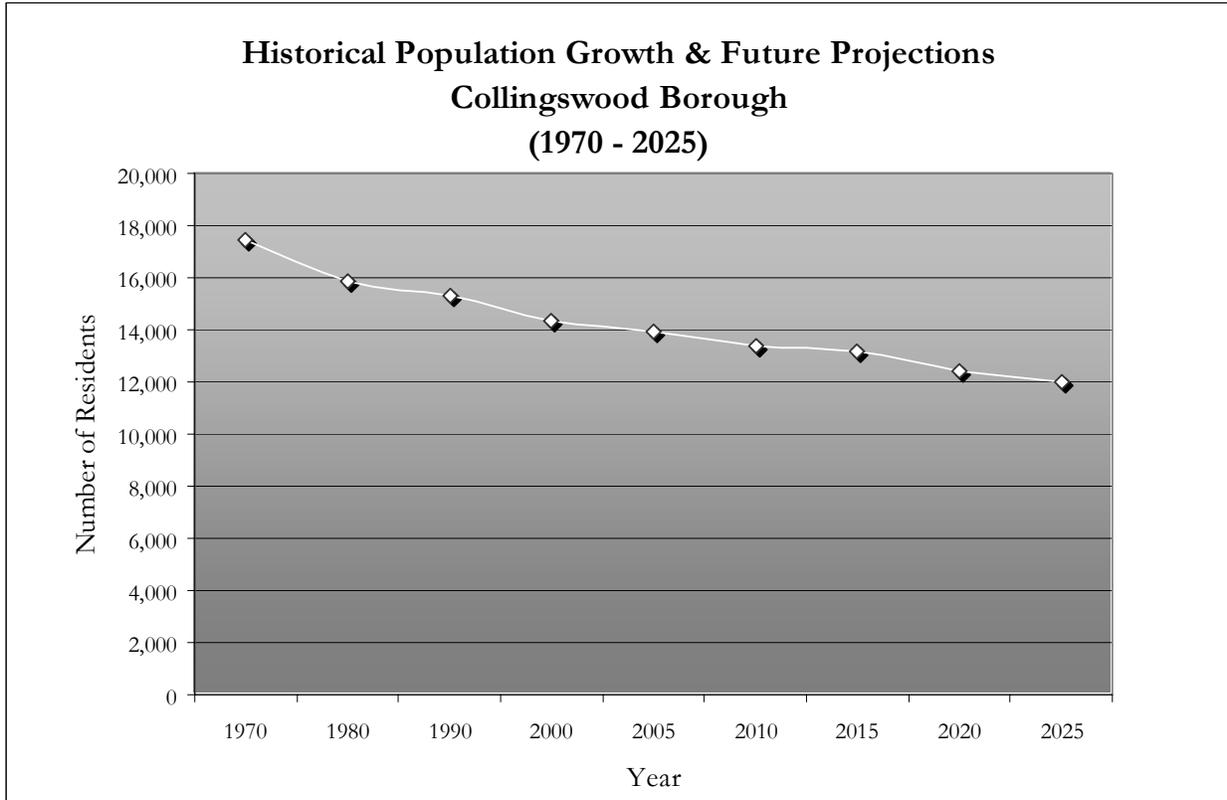
III. OVERVIEW

The Borough of Collingswood was established in 1888 and is 1,190 acres in area. The Township is located Camden County. It is bordered to the west by the Borough of Woodlynne, to the east by Haddon Township, to the south by the Borough of Oaklyn and Haddon Township, and to the north by Pennsauken Township and the City of Camden. The Township is also conveniently situated in an area with connections to regional access routes and in close proximity to the City of Philadelphia.

The population of Collingswood Borough recorded by the 2000 Census is 14,326 persons. This is a decrease of 963 persons from the population recorded by the 1990 Census. In the previous two decades the Township has experienced a decrease in population and a fluctuating growth in housing construction. In addition, population and employment forecasts published by the Delaware Valley Regional Planning Commission (DVRPC) project a steady decrease for the Township between 2000 and 2025.

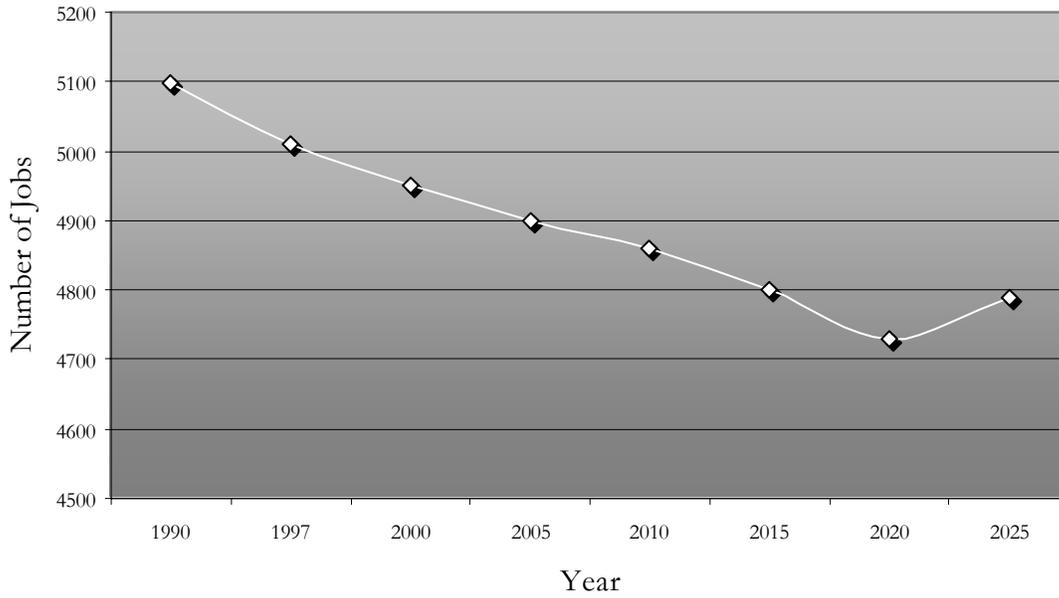
The “New Jersey State Development and Redevelopment Plan” categorizes the entirety of the Township as PA1 – Metropolitan Planning Area, which the State has prioritized as an area for redevelopment and reinvestment.

IV. POPULATION & EMPLOYMENT TRENDS



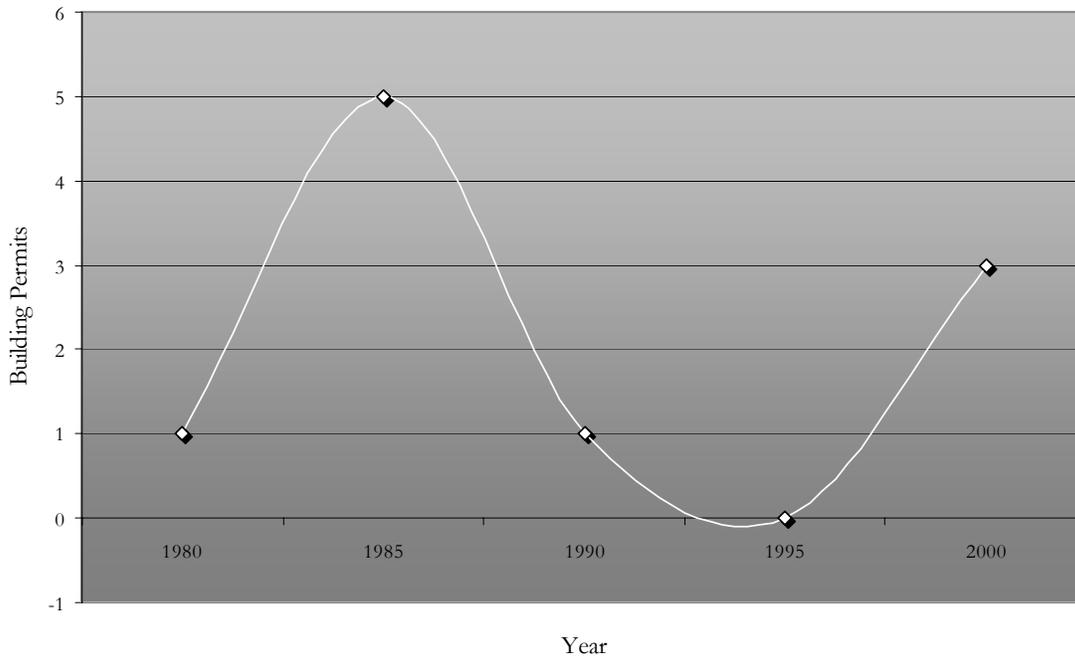
Source: Bureau of the US Census; DVRPC data bulletin, No. 73 (March 2002)

Historical & Projected Number of Jobs Collingswood Borough (1990 - 2025)



Source: DVRPC data bulletin, No. 73 (March 2002)

**Number of Building Permits for All Housing Units
Collingswood Borough
(1980 - 2000)**



Source: New Jersey Department of Labor at <http://www.wnjp.in.net/OneStopCareerCenter/LaborMarketInformation/lmi18/>

V. STUDY AREA & BASIS FOR INVESTIGATION

Study Area Delineation

Included in the study area are*:

Block 94 Lots 2-19 inclusive and 20.01; Block 67 Lots 1-10 inclusive and 15-16 inclusive; Block 66 Lots 1-4; Block 65 Lots 1-10 inclusive; Block 64 Lots 1-2.01 inclusive; Block 63 Lots 1-3 inclusive, 6.01 and 6.07; Block 62 Lots 2 and 2.01; Block 60 Lots 2-5.02 inclusive; Block 61 Lots 6-6.04 inclusive; Block 52 Lots 6, 6.01, 6.02, 7, 7.03; Block 51 Lots 11-17 inclusive; Block 50 Lots 7-10 inclusive; and Block 38 Lots 12.02, 12.03, 13, 15, 16, and 17

Description & Background

The North Atlantic Avenue Extension “C” Project Area is located on the east side of Collingswood’s Haddon Avenue commercial corridor. Haddon Avenue is the major east-west street in the Borough and functions as Collingswood’s Main Street. The project area essentially includes all that land and improvements fronting each side of Haddon Avenue between Irvin Avenue and Bryant Avenue, within the CBD (Central Business District) and POD (Professional Office District).

Significant neighboring uses include: single-family detached residential uses to the north and southeast of the project area; the Bible Presbyterian Church and Admiral Realty Redevelopment Area to the east; the Collingswood PATCO Station and surface parking lots to the southwest; and the downtown Collingswood Retail Business district to the west. Significant uses within the project area include the 6 story Station House Office Building and adjacent parking areas, three auto repair uses, numerous mixed use properties with first floor office or retail uses and above ground level apartments, an abandoned bank building, the local post office, a commercial store block with second floor apartments, and several single-family detached and semi-detached homes.

The boundaries of the Study Area were determined by the Township due to conditions that appear as a lack of proper utilization of land. Lands and buildings that are potentially useful and valuable for contributing to and serving the health, safety and welfare of the community are not fully productive in their present state. The Township also recognizes that such conditions have existed in the Study Area for some time and that such conditions may be altered with the concerted effort of responsible public bodies. Without such public efforts the conditions are not likely to improve solely through private initiatives.

*Though advertised, Block 67 Lots 13 and 14 were previously declared to be In Need of Redevelopment as part of the 24 Lees Avenue Redevelopment Area Study, for which a Redevelopment Plan was adopted.

Zoning

The Study Area is included in the POD and CBD zones. Uses permitted in the POD, or Professional Office District, include single family detached units, bed and breakfasts, home personal and professional offices, offices, funeral homes, public buildings, studios, clubs. Uses permitted in the CBD, or Central Business District, include retail stores, service establishments, financial institutions, restaurants, real estate, travel and optician offices, funeral homes, parking, drugstores, and libraries.

The following is a detailed description of the blocks within the Study Area:

Block 61

This portion of the block east of Penn Avenue is composed of two pairs of semi-detached dwellings and a former single-family detached home converted to a duplex. They are flanked by the Bible Presbyterian Church complex to the east. The homes are in good to fair condition considering their age and are in need of moderate rehabilitation to bring them up to code compliance.

Block 52

The major use on this block is a one story professional office building which comprises about one-third of the blockface. Other uses include a duplex structure, a former single-family detached home converted into an office and apartment, and an auto repair station. The latter use is a pre-existing, non-conforming use in poor condition and has become a deleterious use on the Borough's main street. It is also listed by NJDEP as having on-site contamination. It therefore meets criterion "a" and "d" for an area in need of redevelopment.

Block 51

This block contains a series of former single-family detached dwellings, which have been converted to first floor office uses with above ground level apartments. The office uses include doctors, realtors, and engineers, while the property at the corner of Homestead Avenue and Haddon Avenue is a funeral parlor. The properties are in good condition and most have sufficient off-street parking in the rear. On-street parking is also available for customer use. The funeral home has a corner parking lot with a landscaped area and gazebo fronting Haddon Avenue.

Block 50

In the center of this block are two former single-family detached dwellings, which have been converted to first floor office uses with above ground level apartments. On the corner Homestead Avenue and East Haddon Avenue is a modern two-story office building with multiple tenants. On the corner of Stiles Avenue and Haddon Avenue is a satellite parking lot for the modern 6 story tall Station House Office Building. All of the properties are in good condition. Each of the three office properties has sufficient off-street parking in the rear.

Block 38

The primary use on this blockface is two former single-family homes which have been converted into office uses or first floor office and above ground level apartments. Both are in good condition, and appear from exterior inspection to be structurally sound. Each use has ample off-street parking in the rear. On the corner of Stiles Avenue and Haddon Avenue is another satellite parking lot for the Station House Office Building. Although this parking lot and the one on Block 50 are in good condition, pedestrian circulation across Haddon Avenue at rush hours is problematic.

The key problem area on this blockface is a former gas station and factory building in the center of the block, which are now used as an auto repair shop and auto detailing business. These service garage uses are obsolete in terms of zoning and are not permitted uses. They are also deleterious uses in the center of the Borough's downtown office and residential area and therefore meets criterion "d" of an area in need of redevelopment.

Block 60

This block contains a vacant lot, two single-family semi-detached buildings, several of which have commercial uses on the first floor and apartment uses above ground. The property at the corner of Ogden Avenue and Haddon Avenue is a single story commercial property. The properties appear to be in average to good condition and appear from exterior inspections to be structurally sound.

Block 62

The entire blockface is comprised of a bank building and parking area. The one story bank has a walk-up ATM machine. The surface parking area begins at the corner of Linden Avenue and Haddon Avenue and wraps around the back of the bank building.

Block 63

This block contains three pre-existing, non-conforming uses that have become overcrowded and deleterious uses within the Borough's downtown office and residential district. This includes an obsolete and dilapidated factory building in terms of zoning. This building also has limited off-street parking. Adjacent to this building is an auto repair facility with excessive coverage and storage of parts and damaged and broken vehicles awaiting repair. Much of the auto repair business lacks a buffer between adjacent residential uses, producing a faulty arrangement and design. In addition, repair work takes place outside producing a nuisance condition for the adjoining residential property. The center of the block contains a one-story, on-site dry cleaning establishment, which is in a dilapidated condition, with little available room for customer parking producing a faulty arrangement and design. In addition, the building appears to need façade and code upgrades. All of these properties appear to be in such a poor condition where the working conditions are unwholesome. These properties, therefore, meet criteria "a" and "d" for an area in need of redevelopment. The remainder of the block is comprised of a single-family semi-detached dwelling in good to average condition for its age.

Block 64

This block contains a vacant lot, a single-family detached home with an accessory office use, and one pair of single-family semi-detached houses with first floor commercial uses and above ground level apartments. The last property on the blockface is the local post office at the corner of Homestead Avenue. All of these properties are in good to average condition and appear from exterior inspection to be structurally sound.

Block 65

The major use on this block is the 6 story Station House Office Building and associated parking areas. The block also contains several former single-family dwellings. One is a single-family home converted to offices and apartments. Another is a pair of semi-detached structures which have been similarly converted. The rear of the block contains a parking lot for the adjacent PATCO station. A dilapidated house fronts on Homestead Avenue which appears to be substandard in terms of living conditions due to exterior façade and roof dilapidation. This residential property satisfied criterion “a” and “d” for an area in need of redevelopment because of its current condition and its being surrounded by parking lots for PATCO and the Station House Office Building. Another mixed-use property at the corner of Stiles Avenue is currently housing a first floor fitness center in a modern storefront.

Block 66

This short block contains a single-family semi-detached home. The block also contains parking for the PATCO station. The remainder of this short block consists of a set of five row structures with first floor business uses and second floor apartments. These properties have had a high vacancy rate recently, which has been a particular concern in an area immediately adjacent to the Collingswood PATCO Station, one of the Borough’s highest business traffic areas. Some of the reasons for this condition are the properties’ proximity to parking areas and what appears to be a utility service area, producing a faulty arrangement and design. These properties, therefore, meet criterion “d” for areas in need of redevelopment.

Block 67

This block contains two large banks with attached surface parking lots. There is also a parking lot in the rear of the block for PATCO customers. Given the importance and location in Collingswood's Central Business District, surface parking lots are an excessive land coverage and are not the highest and best use of land, meeting criterion "d" for areas in need of redevelopment. There are also several semi-detached homes on the block. A large, several story funeral home is on the lot corner of Lees Avenue and Haddon Avenue and is served by a surface parking lot. The active Mohrfeld, Inc. site, on Lees Avenue, is listed by the New Jersey DEP as having an on site source of contamination, which meets criterion "d" for areas in need of redevelopment. Though advertised, Block 67 Lots 13 and 14 were previously declared to be In Need of Redevelopment as part of the 24 Lees Avenue Redevelopment Area Study, for which a Redevelopment Plan was adopted.

Block 94

This block is within the Borough's Central Business District. The majority of the blockface fronting on Haddon Avenue contains a series of former single-family dwellings that have been converted to retail/office space on the lower floor with above ground level apartments. While these buildings appear to be in good condition, there are instances of small garages in the rear of the properties that have been allowed to fall into disrepair (for example, behind Sir Speedy Printing Company), meeting criterion "d" for areas in need of redevelopment. Other uses on this block include several pairs of semi-detached dwellings and a former single family residential unit converted into office space. One of the semi-detached residential units contains a front yard addition for a ceramics store. Because of the lack of buffering and obsolete layout this meets criterion "d" for areas in need of redevelopment. Finally, the rear of the block contains a vacant building that has fallen into disrepair with broken and boarded windows. This property, therefore, meets criterion "a", "b", "d", and "e" for areas in need of redevelopment.

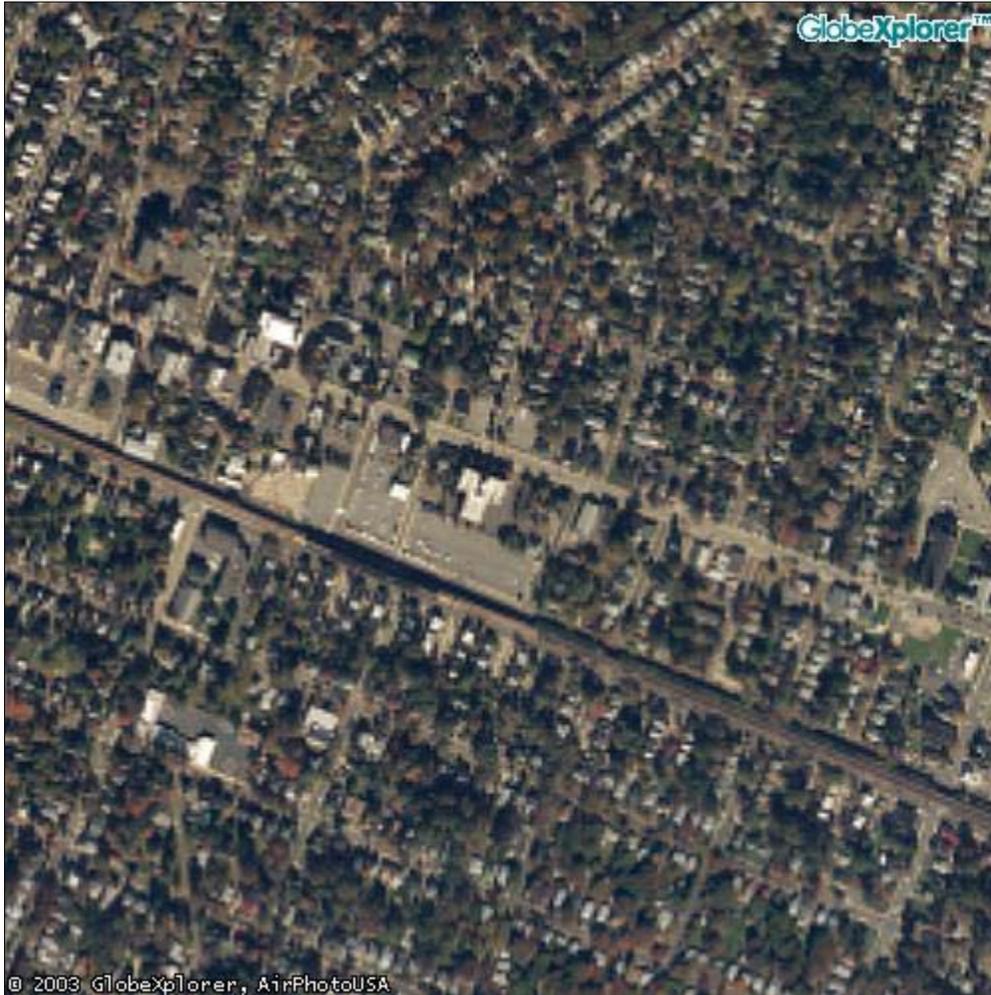
Access

Haddon Avenue (also known as "Main Street") runs through the entire length of the Study Area and provides access to adjacent municipalities and State Route 130. Haddon Avenue provides pedestrian, vehicular, and bicycle access to the study area. The Study Area is also served by New Jersey Transit bus routes as well as the PATCO Hi-Speed Line.

Infrastructure

The site is serviced by public water, sewer, electric and gas.

Aerial Map of Parcel



Preliminary Investigation and Redevelopment Plan
Borough of Collingswood, Camden County, New Jersey

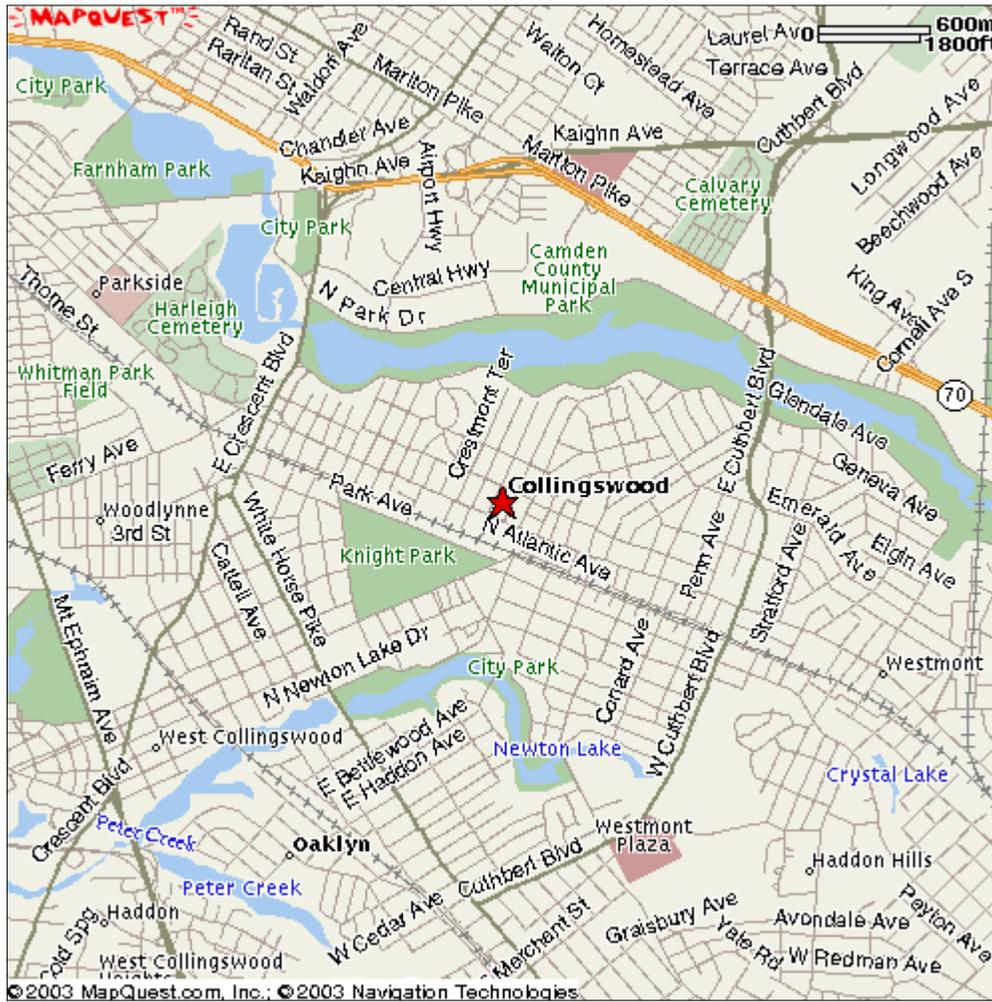
North Atlantic Avenue Extension "C"



Preliminary Investigation and Redevelopment Plan
Borough of Collingswood, Camden County, New Jersey

North Atlantic Avenue Extension "C"

Access Routes



Preliminary Investigation and Redevelopment Plan
Borough of Collingswood, Camden County, New Jersey

North Atlantic Avenue Extension “C”

VII. STATUTORY CRITERIA

Under 40A:12A-5, a delineated area may be declared in need of redevelopment if, after investigation, notice and hearing, the governing body of the municipality, by resolution, concludes that within the delineated area any 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 through the instrumentality of private capital
- d. Areas with buildings or improvements which, by reason of dilapidation, obsolescence, overcrowding, faulty arrangement or design, lack of ventilation, light and sanitary facilities, excessive land coverage, deleterious land use or obsolete layout, or any combination of these or other factors, are detrimental to the safety, health, morals, or welfare of the community
- e. A growing lack or total lack of proper utilization of areas caused by the condition of the title, diverse ownership of the real property, therein or other conditions, resulting in a stagnant or not fully productive condition of land potentially useful and valuable for contributing to and serving the public health, safety, and welfare
- f. Areas, in excess of five contiguous acres, whereon buildings or improvements have been destroyed, consumed by fire, demolished or altered by 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. c. 303 9C52:27H-60 et. seq.), said designation and prescribed related action are, in and of themselves, sufficient basis for the determination that an area is in need of redevelopment for the purpose of granting tax exemption within the enterprise zone or the adoption of a tax abatement and exemption ordinance.

In addition to the criteria, the Redevelopment Statute states:

“A redevelopment area may include lands, buildings, or improvements, which of themselves are not detrimental to the public health, safety, or welfare, but the inclusion of which is found necessary, with or without change in their condition, for the effective redevelopment of the area of which they are a part.¹”

¹ N.J.S.A. 40A:12A-3

VIII. APPLICABILITY OF STATUTORY CRITERIA

The information gathered for this report is intended to assist the Planning Board to determine whether the North Atlantic Avenue Extension “C” Project Area is described by at least one of the qualifications "(a)" through "(g)" mentioned in the previous section and is therefore an Area in Need of Redevelopment, as the term is defined by the Local Redevelopment and Housing Law. Standard “g” of the qualifications for Area in Need of Redevelopment is not applicable to Collingswood because the Borough does not include a State-designated Urban Enterprise Zone.

The majority of the commercial, residential, and mixed-use properties within the project area are in good to average condition considering their age. There are, however, some sections along the corridor which now manifest existing or a trend toward physical and/or economic deterioration. If left unabated, such problems may spread to adjacent properties along the corridor and to the adjacent residential neighborhoods. Therefore, it has become necessary to apply the statutory provisions of the State redevelopment law to stem conditions having a detrimental impact on to the public health, safety, and general welfare of the community.

The following properties have been determined to meet the statutory criteria for an area in need of redevelopment:

- Block 38, Lots 12.02 and 12.03 – Criterion D
- Block 52, Lots 6-6.01 – Criterion A and D
- Block 63 – Criterion A and D
- Block 65, Lot 9 – Criterion A and D
- Block 66, Lots 1.01-1.05 – Criterion D
- Block 67—Criterion D
- Block 94—Criterion A, B, D, and E

IX. CONCLUSION

Given the presence of conditions suggestive of physical as well as economic deterioration, it is submitted that the parcels comprising the Study Area meet the statutory definition for an “Area in Need of Redevelopment” based on criteria A, B, D and E:

- Faulty Design
- Faulty Arrangement
- Excessive Land Coverage
- Discontinuance of Commercial Use
- Instances of Dilapidation
- Contaminated Sites
- Less than Fully Productive Utilization of Land

Therefore, it is recommended that the Borough of Collingswood Mayor and Committee and the Planning Board take action necessary, after public notice and hearing, to make that determination according to law.

Part II: Redevelopment Plan



I. REDEVELOPMENT PLAN

II. PLAN IMPLEMENTATION

III. APPENDIX

Appendix A: Contaminated Sites Information

Appendix B: New Jersey Finance and
Incentive Programs

Appendix C: Photographic Documentation

I. REDEVELOPMENT PLAN

From a strategic standpoint, this redevelopment plan for the Haddon Avenue corridor study envisions the promotion of economic growth through a fully productive condition of land realized from the establishment and integration of operating diverse retail-commercial uses, residential uses, open space creation and enhancement, and transit-oriented development.

The Borough of Collingswood Board of Commissioners will serve as the redevelopment entity responsible for the execution of the Redevelopment Plan.

The redevelopment plan shall include an outline for the planning, development, redevelopment, or rehabilitation of the project area in accordance with section 6 of P.L. 1992, c. 79 (C.40A:12A-7).

1. LOCAL GOALS

The Borough of Collingswood has identified several goals that have guided this redevelopment plan, and these are as follows:

- Promote new community and economic development opportunities through the redevelopment of existing surface parking lots with transit-related land uses
 - Increase ridership on the PATCO Hi-Speedline
 - Provide land uses that will generate and encourage ridership on the PATCO Hi-Speedline
 - Better integrate the station area into the business district through the provision of enhanced pedestrian linkages and pedestrian-oriented land uses
 - Concentrate a mix of retail, office, residential, public, and open space uses within walking distance of each other and the PATCO station in order to create an aesthetically attractive, pedestrian-oriented environment that will be convenient to residents
 - Encourage a combination of land uses with different peak parking demands or non-overlapping operating hours that will support the sharing of parking
 - Provide improvements and enhancements, including new public spaces, that will transform the station area into a community gateway
-

2. OBJECTIVES

The promotion of the Redevelopment Plan to achieve the above mentioned goals, as well as to enhance the tax base and produce local economic benefits will be best achieved by:

- Permit only those land uses that generate pedestrian traffic and support transit uses
- Adopt area and bulk standards, as well as architectural design standards, that encourage the development of a pedestrian-oriented environment
- Adopt off-street parking requirements that minimize surface parking spaces, allowing for various reductions and shared parking arrangements
- Adopt comprehensive signage and awning aesthetic regulations

3. PERMITTED LAND USES

To support the goals and objectives of this Redevelopment Plan, only land uses that generate pedestrian traffic and support transit uses shall be permitted in the Redevelopment Zone, including the following:

- a) Single-family attached townhouses
- b) Multi-family dwelling units, including apartments and condominiums
- c) Retail sales, excluding the sale of building materials, plumbing supplies, motor vehicles, boats, swimming pools, saunas, hot tubs and similar items; and furniture and large appliances such as refrigerators and washing machines
- d) Personal service establishments
- e) Restaurants, cafes, and similar establishments selling food and beverages, except drive-thru restaurants
- f) Day care centers including nursery schools
- g) Banks and savings and loan institutions
- h) Upper story apartments, when located above one of the uses listed in sections 3(a) – 3(g) above
- i) Corporate office, including research and development, provided that the first floor of such buildings shall be deed-restricted for one or more of the uses indicated in Sections 3(a) – 3(g) above
- j) Public buildings, including government offices, post offices, libraries, public and private schools, and similar uses that serve the public, but excluding public works garages, sewer/water treatment facilities and uses of a similar nature
- k) Publicly and privately owned public spaces such as parks, plazas, and outdoor recreation facilities that are available to the public

- l) Mixed use developments combining two or more permitted and/or conditional uses

4. CONDITIONAL USES

- a) Parking structures, provided that

1. For any parking located on a street, the entire first floor street frontage shall be deed-restricted for one or more of the uses indicated in sections 3(a) – 3(g) above.
2. Any portion of any garage structure that is visible from any public street shall incorporate architectural design treatments and landscaping that will largely screen and/or visually diminish the size, scale, and function of the structure and which are compatible and complimentary to existing or proposed adjoining structures
3. A detailed traffic analysis has been performed by a licensed transportation planner or engineer verifying the adequacy of access and circulation to the garage and that the location and accesses of the garage will not have a deleterious effect on pedestrian or vehicular circulation in adjoining streets or roadways
4. If the garage will contain PATCO commuter parking, the written approval of the location and design of the parking facility has been obtained from the Delaware River Port Authority prior to approval by the Borough of Collingswood
5. The parking structure shall be prohibited along Haddon Avenue

- b) College or university satellite campus, or medical center, provided

1. A site plan, indicating the location, function and conceptual design of all proposed and anticipated future facilities to be developed. This plan shall specifically address all anticipated local impacts on traffic, pedestrian circulation, community services and infrastructure and the manner in which the proposal will further the goal and implement the recommendations of this Redevelopment Plan
2. The buildings and facilities of the college, university, or medical center shall be fully integrated into the existing built form of the community campus pathways, open spaces, and ancillary services, such as retail or personal services, shall be designed so as to encourage their use by the general public. Self contained services, such as cafeterias, are prohibited. Boundary walls,

fences, or other physical means used to separate the buildings and grounds of college or university facilities are also expressly prohibited

- c) Theaters, playhouses, and places of public entertainment, excluding auto-oriented multi-screen cinemas, provided
 - 1. The off-street parking requirement for such uses is provided via a shared parking arrangement with another use that has a different peak parking demand or non-overlapping operating hours
 - 2. The street façade of such facilities is visually and architecturally interesting and contributes to the development of a pedestrian-oriented streetscape

5. RESIDENTIAL DESIGN STANDARDS

- a) Area and bulk requirements for residential land uses shall be as follows:
 - 1. Maximum Density
 - Townhouse: 25-30 dwelling units per acre
 - Multi-family: 50-75 dwelling units per acre
 - 2. Lot Size
 - Townhouse: 2,000 square feet min./5,000 square feet max.
 - Multi-family: 8,800 square feet min.
 - 3. Lot Width
 - Townhouse: A minimum of 20' and a maximum of 30'
 - Multi-family: A minimum of 80' and a maximum of 115'
 - 4. Lot Depth
 - Townhouse: A minimum of 100'
 - Multi-family: A minimum of 110' and a maximum of 150'
 - 5. Build-to Line
 - Townhouse: 10' minimum
 - Multi-family: 15' minimum
 - 6. Front Yard Setbacks
 - Townhouse: 5' min./ 20' maximum
 - Multi-family: 10' min./ 20' maximum

7. Side Yard
 - Townhouse: 8' min./ 12' maximum
 - Multi-family: 10' minimum

8. Rear Yard
 - Townhouse: 25' minimum
 - Multi-family: 40' minimum

9. Maximum Building Height
 - Townhouse: 35'
 - Multi-family: 42'

10. Maximum Building Coverage
 - Townhouse: 60%
 - Multi-family: 60%

11. Minimum Non-impervious Surface
 - Townhouse: 30%
 - Multi-family: 30%

12. Off-Street Parking
 - All off-street parking must be located in the rear yard. Alleys are recommended, the minimum width of which should be 8 ft.

b) Architectural Design

1. Residential Buildings shall incorporate design features, materials, and aesthetic treatments that encourage the development of a pedestrian-oriented environment, including:
 1. The principal façade and primary access to residential buildings shall be oriented to the street. Internally oriented or court-style residential development are prohibited

 2. All building elevations that face a public street shall contribute to the development of pedestrian oriented streetscape by incorporating doorways, entranceways, windows, porches, stoops, balconies, terraces, etc. and other similar features

3. Garage doors shall be prohibited along a public street frontage. Parking and garage entrances shall be provided by way of alleys or separate access drives.

4. The design of residential buildings shall be complimentary to adjoining and adjacent existing development.

6. NON-RESIDENTIAL DESIGN STANDARDS (COMMERCIAL/OFFICE/MIXED-USE)

a) Area and bulk requirements for non-residential uses shall be as follows:

- 1. Minimum Lot Size: 10,000 sq. ft.
- 2. Minimum Lot Width: 80'
- 3. Minimum Lot Depth: 110'
- 4. Build-to Line: 0'
- 5. Front Yard: 0'
- 6. Side Yard:
 - Attached Structure: 0'
 - Unattached: 5' minimum/20' maximum
- 7. Minimum Rear Yard: 25'
- 8. Maximum Height: 45'
- 9. Maximum Building Coverage: 70%
- 10. Minimum Pervious Surface: 10%
- 11. Off-Street Parking

No parking shall be permitted in a front yard. All off-street parking must be located in the rear yard. Alleys are recommended.

7. NON-RESIDENTIAL DESIGN STANDARDS (INSTITUTIONAL)

a) Area and bulk requirements for non-residential uses shall be as follows:

- 1. Minimum Lot Size: 10,000 sq. ft.
- 2. Minimum Lot Width: 80'
- 3. Minimum Lot Depth: 110'
- 4. Build-to Line: 20'
- 5. Front Yard: 20' minimum/ 30' maximum
- 6. Side Yard: 15' minimum/30' maximum

7. Minimum Rear Yard: 75' minimum
8. Maximum Height: 45' (steeple/towers may be 75')
9. Maximum Building Coverage: 70%
10. Minimum Pervious Surface: 20%
11. Off-Street Parking
No parking shall be permitted in a front yard. All off-street parking must be located in the rear yard. Alleys are recommended.

b) Architectural / Site Design

1. Non-residential buildings shall incorporate design features, materials, and aesthetic treatments that encourage the development of a pedestrian-oriented environment, including;
 1. All building elevations that face a public street shall contribute to the development of a pedestrian oriented streetscape by incorporating numerous doorways, entranceways, shop windows, building articulation, plazas, courtyards, open spaces, attractive signage, and other similar features
 2. Design features, such as arcades, colonnades, building overhangs, and permanent awnings that promote all-weather pedestrian communication between buildings shall be incorporated to the greatest extent possible
 3. The design of all non-residential buildings shall be sympathetic and complimentary to the design, scale, and materials of adjacent existing development

8. OFF-STREET PARKING REQUIREMENTS

The parking requirements set forth in the following table shall be considered the maximum number of parking spaces required for uses in the redevelopment area. Subject to the approval of the Planning Board, the maximum parking requirement calculation may be reduced based on the calculation contained in Section 9 of this Redevelopment Plan. Furthermore, considering the uses' proximity to mass transit, the use of de minimus RSIS exceptions will be encouraged with respect to residential development.

9. PARKING REDUCTION SCHEDULE

Reflecting the important linkage between land use and transportation planning, subject to the review and approval of the Planning Board, the parking requirements for any development proposal in the redevelopment area may be reduced as follows:

Land Use	% Reduction
Residential	25-30%
Non-Residential	10-15%
Office	5-25%

10. SHARED PARKING REQUIREMENTS FOR MIXED USE DEVELOPMENTS

For mixed-use development, a shared parking approach to the provision of off-street parking shall be required where feasible as determined by the Planning Board. The methodology used by the developer to calculate the number of required parking spaces shall take into consideration the methods recommended in *Shared Parking*, published by the Urban Land Institute (1984) or other recognized standards, acceptable to the Planning Board.

Any developer of a place of employment or public assembly shall undertake a study conducted by a licensed transportation planner or engineer, to determine the modal split for travel by its employers and /or visitors. Based on the expected distribution of travel modes, a parking requirement shall be determined and approved by the Planning Board. The Planning Board shall require the developer to pave only the number of parking spaces determined to be necessary, based on the agreed-upon results of the modal split study. From time to time, the Collingswood building inspector may conduct site visits to confirm that the amount of parking provided is being utilized by the development, and, in fact, that the parking remains sufficient to meet the needs of the development. If at any time it is determined that this is no longer the case, the construction of additional parking spaces may be required to meet the demand.

11. SIGNS, AWNINGS AND CANOPIES

In order to produce a sense of unity while allowing for visual interest, the regulations in the section shall apply to signs, awnings and canopies for business and office use in the North Atlantic Avenue Extension “C” Redevelopment Area. These regulations shall supersede current regulations as to permitted business and office signs, sign dimensions and placement, and awnings and canopies.

a) Permitted Signs—Only the following signs are permitted:

1. Principal Signs

One principal sign for the purpose of advertising the use of the premises is permitted on the front façade of the premises. Where there is a use with an entrance other than the front façade, facing a parking lot, that parking lot façade may have a second principal sign. Where a use is located at the corner of a building and the use has frontage on two streets, two principal signs are permitted, one on each street frontage, provided, however, that a second sign shall not be permitted on a street facing a residential zone.

2. Signs required by Law

Any sign, including license or permit, required by law to be exhibited by the occupant of the premises, is permitted and such sign shall not count in the total permitted sign area.

3. Window Signs

A sign painted on, attached to or placed within two feet of the inside window glass is permitted on each window on the first floor of any business premises, provided that such sign shall be limited to 20% of the area of each window and that there shall be no more than one sign in each window. A window within a frame consisting of head, jambs and sill or equivalent members shall be considered one window, whether or not divided by muntins, mullions, or dividers placed on one side of the window glass.

4. Arcade Signs

Where the first floor of a building has a permanent architectural overhanging shelter, arcade, or colonnade, a sign no larger than one foot high by four feet long shall be permitted. Such signs shall be hung below the overhand or arcade, perpendicular to the building. The sign area of such arcade sign shall be included in the total sign area permitted by ordinance for a particular use.

5. Directory Signs

Office or other uses above the first floor of a building or any use on the first floor which does not have frontage on a street or parking lot, shall be permitted a directory or tenant identification sign for each such use. All such signs shall be placed on the wall at the entrance to the use and all signs shall be grouped together at such entrance, abutting each other, and shall be uniform in appearance

and materials. Each such sign shall not be more than two square feet in area or more than eight inches in height.

6. Banners

One banner is permitted for each retail or service use located at the first floor level of a building. Such banner shall not exceed three feet by three feet in outside dimension and shall not bear the business name of the business logo, only an image symbolizing the business; a banner may also be purely decorative, with no image of copy. Such banners shall be hung on a pole attached to the building, such pole to be either parallel to the ground or projecting upward at an angle to the building wall. The lowest part of any banner shall be no lower than seven feet from the ground level at the building façade. Such banners are in addition to any limits on sign size.

7. Signs Above the First Floor

Where there is a business or office floor above the first floor not the same as the business below, each business shall be permitted one sign not more than 18 inches high nor more than three feet long, such sign to be placed or painted on the window of the business of office.

8. Signs Permitted in Residential Zones

Signs permitted in residential zones are permitted as regulated in the Collingswood Borough Zoning Ordinance.

b) Placement of Principal Signs

A principal sign shall be attached securely to the façade of the storefront of the business advertised, installed parallel to the wall to which it is attached and shall not extend more than 12 inches from the structural face of such wall. The bottom of a principal sign shall be at least eight feet from the ground wall beneath the sign and the top of the sign shall be no higher than one foot above the first floor ceiling of the premises.

c) Sign Dimensions

The maximum vertical dimension of a principal sign shall be two feet. The maximum width of a principal sign shall not exceed 90% of the width of the building premises to which it is attached. When a sign is permitted on the face of an awning or canopy, the area of the awning or canopy shall be reduced by the area of the principal sign. The area of all other permitted signs shall be in addition to the permitted area of principal signs.

d) Awnings and Canopies

Awnings shall be permitted to be attached to a building façade, provided that no awning shall extend more than six feet from the wall to which it is attached nor extend more than six feet from the wall to which it is attached nor extend over the sidewalk within the right-of-way more than four feet nor extend closer to the curb line than one foot.

Awnings shall be made of fabric such as canvas, exclusive of structural members and shall be retractable, with a mechanism capable of being operated on a daily basis. The lowest part of any awning shall be a minimum of seven feet above the walkways or other surface below the awning.

e) Awning Signs

An unlighted horizontal sign on the flap or vertical portion of an awning is permitted provided that such sign does not exceed a height of one-half of the length of the flap or vertical portion of the awning.

f) Canopies

Canopies shall be permitted to be attached to a building façade provided that no canopy shall extend more than four feet from the wall of the building to which it is attached nor closer than one foot to the curb line. Canopies may be constructed of rigid building material or of a plastic or fabric on a rigid, fixed frame. The lowest part of any canopy shall be a minimum of seven feet above the walkway or other surface below the canopy.

g) Awning and Canopy Placement

If an awning or canopy is pre-existing on a building or a group of attached buildings with their facades in the same place, any awning or canopy subsequently attached to such building or group of attached buildings shall be of the same vertical dimension and placement on the building as the existing awning or canopy to extent practicable. If this is not practicable, then the top of the awning or canopy shall be the same height as the top of the existing canopy.

ADDITIONAL RECOMMENDATIONS

In order to spur economic development, consolidation and/or subdivision of land for flexible accommodation of various uses is recommended under this plan.

LAND ACQUISITION

As authorized by the Local Redevelopment and Housing Law, lands and/or buildings not owned by the Borough of Collingswood, necessary for the effective execution of the redevelopment plan, may be acquired by condemnation in accordance with the provisions of the Eminent domain Act of 1971.

RELOCATION ASSISTANCE

The Redevelopment Agency shall undertake all appropriate relocation measures as required by law pursuant to the Relocation Assistance Law of 1967, P.L. 1967, C. 79 (c. 52:31B-1 et. seq.) and the Relocation Assistance Act, P.L. 1971, C. 362 (c. 20:4-1 et. seq.) in the event of displacement of any resident from the redevelopment area.

PLAN CONFORMANCE

This Redevelopment Plan compliments the goals of the State Planning Act (N.J.S.A. 52: 18A-196 et. seq.) relating to the revitalization of the State's cities and towns as well as promotion of beneficial economic growth and development. The plan is also in concert with strategies and policies of the New Jersey State Development and Redevelopment Plan relating to infrastructure investment and economic development. The "New Jersey State Development and Redevelopment Plan" (2001) categorizes the township as PA1—Metropolitan Planning Area.

Pertinent goals of the State Plan with the Metropolitan Planning Areas are:

- I. Provide for much of the state's future redevelopment
 - II. Revitalize cities and towns
 - III. Promote growth in compact forms
 - IV. Stabilize older suburbs
 - V. Protect the character of existing stable communities
-

II. IMPLEMENTATION OF REDEVELOPMENT PLAN

Upon the adoption of a redevelopment plan pursuant to section 7 of P.L. 1992, c. 79 (C.40A:12A-7), the municipality or redevelopment entity designated by the governing body may proceed with the clearance, replanning, development and redevelopment of the area designated in that plan. In order to carry out and effectuate the purposes of this act and the terms of the redevelopment plan, the municipality or designated redevelopment entity may:

- 1) Undertake redevelopment projects, and for this purpose issue bonds in accordance with the provisions of section 29 of P.L. 1992, c. 79 (C.40A:12A-29) and issue bonds.
- 2) Acquire, by condemnation, any land or building which is necessary for the redevelopment project, pursuant to subsection i. of section 22 of P.L. 1992, c. 79 (C:40A-12-22).
- 3) Acquire, by condemnation, any land or building which is necessary for the redevelopment project, pursuant to the provisions of the “Eminent Domain Act of 1971,” P.L. 1971, c. 361 (C. 20:3-1 et. seq.).
- 4) Clear any area owned or acquired and install or reconstruct infrastructure
- 5) Prepare or arrange by contract for the provision of professional services and the preparation of plans by licensed professionals and/or other consultants for the carrying out of redevelopment projects.
- 6) Arrange or contract with public agencies or redevelopers.
- 7) Lease or convey property or improvements without public bidding.
- 8) Enter upon buildings or property for conduct of investigations or surveys.
- 9) Provide for relocation assistance
- 10) Carry out a voluntary rehabilitation program and develop plans for the enforcement of codes and regulations relating to use and occupancy, rehabilitation, demolition, and removal of buildings or improvements.
- 11) Request the designation of particular areas as areas in need off redevelopment or rehabilitation.

SITE PLAN AND SUBDIVISION APPLICATIONS

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

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

AGREEMENTS WITH (RE-)DEVELOPER

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

EQUAL OPPORTUNITY

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

PERIOD OF APPLICABILITY

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

III. APPENDIX

Appendix A: Contaminated Sites Information

Appendix B: New Jersey Finance and Incentive Programs

Appendix C: Photographic Documentation

APPENDIX A

Contaminated Sites Information

Preliminary Investigation and Redevelopment Plan
Borough of Collingswood, Camden County, New Jersey

North Atlantic Avenue Extension "C"

A SITES WITH ON-SITE SOURCE(S) OF CONTAMINATION

Site Name Contact	Case Number	Site Address Case Status	- Status Date	Control/Remedial Action Type	Site Identifier
KHALSA SERVICE STATION COLLINGSWOOD BUST	0243948	RTE 130 & CATDELL AVE ACTIVE	- 5/6/98		NJL800044346
MORRFIELD INC BFD-S	005406000752	24 LEEB AVE ACTIVE	- 4/19/00		NJ0011191640
PETER LUMBER COMPANY BFD-S	991116113753	616 HADDON AVE ACTIVE	- 12/19/00		NJ0011191648
ROUTE 30 & ROUTE 130 SECTION IJ BFD-S	99030135621	RTES 30 & 130 ACTIVE	- 9/19/95		NJL000072314
SUTTON TOWERS BUST	0175331	WHITEHORSE PK ACTIVE	- 1/1/99		NJL800030165
SUTTON TOWERS APARTMENTS BUST	940217133657	700 BROWNING RD ACTIVE	- 2/17/94		NJL800039554
WHISTLE CLEAN BUST	9903358	RTE 130 & CLAY AVE PENDING	- 3/18/99		NJL800028512

22 SITES WITH ON-SITE SOURCE(S) OF CONTAMINATION IN COLLINGSWOOD BOROUGH

B SITES WITH UNKNOWN SOURCE(S) OF CONTAMINATION

Site Name Contact	Case Number	Site Address Case Status	- Status Date	Control/Remedial Action Type	Site Identifier
COLLINGSWOOD BOROUGH WD WELLFIELD CONT BSM	NJL000049643	COMLY & NEWTON AVES ACTIVE	- 11/18/92		NJL000049643

1 SITES WITH UNKNOWN SOURCE(S) OF CONTAMINATION IN COLLINGSWOOD BOROUGH

C SITES WITH CLOSED CASE(S) WITH RESTRICTIONS

Site Name Contact	Case Number	Site Address Case Status	- Status Date	Control/Remedial Action Type	Site Identifier
FIRST UNITED METHODIST CHURCH BUST	0250102	201 DAYTON AVE NFA-A	- 3/30/98	CEA	NJL800060021
SERVICE STATION COLLINGSWOOD BOROUGH BUST	0073406	RTE 130 & HARRISON AVE NFA-A	- 6/30/98	CEA	NJL800073423

2 SITES WITH CLOSED CASE(S) WITH RESTRICTIONS IN COLLINGSWOOD BOROUGH

County: CAMDEN
 Municipality: COLLINGSWOOD BOROUGH

A SITES WITH ON-SITE SOURCE(S) OF CONTAMINATION

Site Name Contact	Case Number	Site Address Case Status	- Status Date	Site Identifier Control/Remedial Action Type
135 BROWNING ROAD CEHA	950622093929	135 BROWNING RD ACTIVE	- 5/22/95	NJL500183941
15 WHITEHORSE PIKE BFO-S	981111005314	15 WHITEHORSE PK ACTIVE	- 12/30/98	NJL500449852
22 LINDEN AVENUE EAST BFO-S	980513120336	22 LINDEN AVE E ACTIVE	- 9/18/95	NJL500242422
228 WHITEHORSE PIKE BFO-S	980920143945	228 WHITEHORSE PK ACTIVE	- 10/14/99	NJL500253353
24 FRAZER AVE CEHA	010116142614	24 FRAZER AVE ACTIVE	- 1/16/01	NJL500620486
267 PARK AVE CEHA	000307083654	267 PARK AVE ACTIVE	- 3/7/00	NJL500565260
602 PARK AVENUE CEHA	950306085037	602 PARK AVE ACTIVE	- 3/9/95	NJL500117067
711 MERRICK AVENUE BFO-S	001003093640	711 MERRICK AVE ACTIVE	- 1/8/01	NJL500603581
916 GRANT AVENUE CEHA	990331095603	916 GRANT AVE ACTIVE	- 3/31/99	NJL500480733
BOB ENGINES SERVICE STATION BUST	0312923	300 HADDON AVE ACTIVE	- 3/21/00	NJL500566771
BOBS EXTRA SERVICE STATION BFMCR	9409138	505 HADDON AVE PENDING	- 9/23/94	NJL500018436
BROWNING ROAD STORM SEWER BUST	NJL500192207-001	BROWNING RD E PENDING	- 10/23/92	NJL500192207
CHURCH OF TRANSFIGURATION BUST	0229971	445 WHITEHORSE PK ACTIVE	- 5/2/00	NJL500098196
CIRCLE VILLAGE AUTO REPAIRS INCORPORATED BUST	459	505 HADDON AVE ACTIVE	- 9/25/89	NJL500188582
CRESTWOOD AUTO SALES BUST	NJL500099899	RTE 130 & HADDON AVE ACTIVE	- 11/9/00	NJL500099899

APPENDIX B

New Jersey Finance and Incentive Programs

Preliminary Investigation and Redevelopment Plan
Borough of Collingswood, Camden County, New Jersey

North Atlantic Avenue Extension “C”

New Jersey Financing and Incentive Programs

Business Employment Incentive Fund:

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

Bond Financing:

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

Statewide Loan Pool for Business:

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

Local Development Financing Fund:

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

Fund for Community Economic Development:

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

Real Estate Development

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

Sustainable Loan Fund:

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

Brownfields Incentive for Industrial Cleanup

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

Hazardous Discharge Site Remediation Loan & Grant Program:

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

Customized Training Program:

The New Jersey Department of Labor's Customized Training Program promotes the creation and retention of high-skill, high-wage jobs through comprehensive workforce training. Financial assistance in the form of matching grants may be available to qualified businesses to offset some of the costs of occupational training in the workplace. Training plans are largely designed by the employer. Training may be classroom based or on the job. Applicants may select a third party training vendor such as New Jersey community colleges, four-year colleges/universities, county vocational schools, or private training organizations.

Urban Enterprise Zone Program

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

Benefits to Qualified Businesses Include:

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

NJ Redevelopment Authority:

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

The Authority offers:

low and no interest loans
equity investments loan guarantees
technical assistance

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

Technology Certification Program:

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

Technology Transfer & Commercialization Program:

This competitive investment program administered by the Commission on Science & Technology is a funding source for small, for-profit technology companies, to conduct product or process development projects with a near-term commercial outcome. Loans range from \$50,000

to \$250,000 and companies are required to repay only the principal amount of the loan. Companies eligible for this funding must be New Jersey based or plan to relocate to New Jersey.

Early Stage Enterprise (ESE) Seed Investment Fund:

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

SBIR Bridge Loan Program:

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

Edison Venture Finance Fund:

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

R & D Tax Credit Carry Forward Extension:

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

NJ Manufacturing Extension Program:

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

R & D Excellence Program:

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

Advanced Technology Centers:

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

Technology Business Incubators:

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

Technology Centre of New Jersey:

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

Washington Technical Liason:

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

www.njbrc.org/finance/fin.doc

APPENDIX C

Photographic Documentation

Preliminary Investigation and Redevelopment Plan
Borough of Collingswood, Camden County, New Jersey

51

North Atlantic Avenue Extension “C”