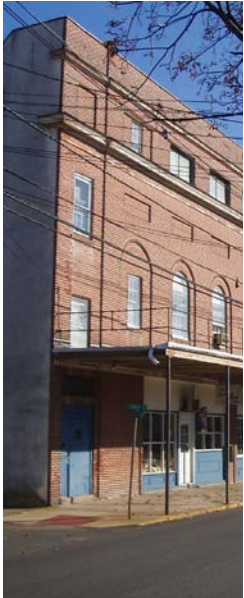


The City of Beverly Redevelopment Plan

BURLINGTON COUNTY, NEW JERSEY



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Prepared for:
THE COMMON COUNCIL OF THE CITY OF BEVERLY

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INTRODUCTION

This redevelopment plan, known as ‘The City of Beverly Redevelopment Plan’ has been prepared for the City of Beverly to provide a coordinated program of development for areas in need of redevelopment.

The Vision

The City of Beverly is a small close knit community seeking a higher quality of life. A traditional Delaware River community, Beverly is surrounded by incredible infrastructure and amenities that can be capitalized upon in order to make this goal a reality. The Train Station and Waterfront flank the city to the north and south while Warren Street and Beverly’s historic downtown act as the hub. By capitalizing on the potential of the train and river, this plan seeks to create a ‘critical mass’ of new housing stock that will infuse life into the downtown and revitalize the city from the outside inward.

Downtown

Downtown Beverly was once a bustling street lined with all of the everyday needs of the community from the barber shop to drugstore. The downtown was where neighbors met to chat, do their daily shopping and simply enjoy the day. This redevelopment plan will strive to return the downtown to its 19th and early 20th century historic character while providing the framework from which a vibrant downtown and ‘Arts District’ can emerge. The first step will be to bring immediate energy to the downtown by relocating both the City Hall and Police Department to existing structures at the 5-Corners. These facilities will be the hub of the new downtown and will sit on the ‘Town Green’ that will be constructed at the intersection of Cooper Street and Warren Street. The green will function as a gathering space for the community and will be the central node linking the newly constructed Light Rail Station and the proposed Delaware River Heritage Trail Promenade. The green along with several traffic calming improvements will make great strides in enhancing pedestrian safety in the downtown. As a positive energy begins to return to the downtown, storefronts will be revitalized to their original character and vacancies will begin to be filled.

The Waterfront

The waterfront is perhaps Beverly’s most important asset. The first step in revitalizing the waterfront will be the relocation of the sewage treatment plant from the waterfront further south to the existing dredge spoils site known locally as ‘The Dunes’. This will allow for the incorporation of the Delaware River Heritage Trail, a trails system planned by the US Park Service that will extend along the Delaware on both the NJ and Pennsylvania sides. A publicly accessible 50’ wide setback will be provided along the entire waterfront to allow ample space to accommodate green space, seating and gathering spaces as well as a paved surface for residents to use for cycling, jogging or simply enjoying an evening stroll. Seating areas tucked into pockets of shade trees and native vegetation will provide passive spaces for residents to relax, have lunch or just enjoy the peaceful environment that the river has to offer. At the terminus of the promenade will be the newly constructed ball fields. Complete with parking facilities, ball fields and other amenities, this area is easily accessible from all adjacent neighborhoods.

In addition to the ample open space, newly constructed townhouses and condominiums will line the waterfront along with marina related retail and restaurants. The existing public housing facility

will be redistributed throughout this area in order to better integrate the residents in the fabric of the city. Multi-family homes will be designed in the same architectural character and scale of the large Victorian style homes prominent in the northern end of town to act as a seamless transition between single-family homes and new townhouses. Conveniently located within walking distance of 5- Corners, these new homes will be critical for the successful revitalization of the downtown.

Train Station

At the other end of town, the train station will be capitalized upon as a catalyst for new development along the rail. A commercial hub will be located across from the train station and will provide local residents and commuters with everyday conveniences such as a dry-cleaning drop-off location, barber shop or delicatessen. Additional ground floor retail located throughout this district will provide space for commercial uses that capitalize on the easy accessibility provided by the train. Industrial uses along the tracks will be removed and replaced with new, diverse housing stock that is compatible with adjacent residential uses. At the edge of this area, a new community park will provide ample space for active and passive recreation for the new and existing residents of the neighborhood.

Beverly is a community with great potential and a strong history. Capitalizing on its existing assets, this redevelopment plan meets and exceeds the goal of a higher quality of life. It respects builds upon the city's rich history while looking towards the future.

Background

Statutory Reference (N.J.S.A. 40A:12A-7.a): “[n]o redevelopment project shall be undertaken or carried out except in accordance with a redevelopment plan adopted by ordinance of the municipal governing body, upon its finding that the specifically delineated project area is located in an area in need of development or in an area in need of rehabilitation, or in both...”

This redevelopment plan, known as ‘The City of Beverly Redevelopment Plan’ has been prepared for the City of Beverly to provide a coordinated program of development for areas in need of redevelopment. The City of Beverly plans to undertake redevelopment activities within the redevelopment area delineated in a Redevelopment Area Preliminary Investigation Study of Beverly.

Pursuant to the resolution of authorization adopted by the Common Council of The City of Beverly on May 13, 1997, the City of Beverly Planning Board prepared a “Preliminary Investigation, ‘Need for Redevelopment’”. On June 18, 1997 the Planning Board held a hearing for public comment and input regarding the Investigation and, upon hearing no objection, adopted a resolution recommending the Common Council determine the area delineated in the investigation to be a redevelopment area.

Subsequent to determining the area delineated in the investigation to be a redevelopment area, the Common Council authorized, by resolution adopted on June 24, 1997, the Planning Board to prepare a redevelopment plan in according to the requirements set forth in N.J.S.A. 40A:12A-1 et seq. The Common Council adopted the redevelopment plan on August 19, 1997.

Since preparing the original redevelopment plan in 1997, the Common Council has undertaken many redevelopment activities and additional planning studies. The “Beverly Waterfront Plan”

dated July 2000 was prepared for improving the waterfront. On November 17, 1999, the City Planning Board adopted a new land use plan element for the master plan. And in August 2000, a Redevelopment Plan was prepared to address the immediate needs of the city.

The redevelopment area was then modified in January 2007 to reflect additional parcels that were deemed in need of redevelopment and the following redevelopment plan was developed accordingly.

Definitions

The following definitions, which are set forth in N.J.S.A. 40A:12A-3 of the RHL, are pertinent to this redevelopment plan:

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

Redevelopment area or area in need of redevelopment — means an area determined to be in need of redevelopment pursuant to sections 5 and 6 of P.L.1992, c.79 (C.40A:12A-5 and 40A:12A-6)... a redevelopment area may include lands, buildings, or improvements which of themselves are not detrimental to the public health, safety or welfare, but the inclusion of which is found necessary, with or without change in their condition, for the effective redevelopment of the area of which they are a part.

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

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

Rehabilitation — means an undertaking, by means of extensive repair, reconstruction or renovation of existing structures, with or without the introduction of new construction or the enlargement of existing structures, in any area that has been determined to be in need or

rehabilitation or redevelopment, to eliminate substandard structural or housing conditions and arrest the deterioration of that area.

Description of Redevelopment Area

The redevelopment area is located in the southeast quadrant and northern central portion of the City of Beverly and extends from the railroad/Railroad Avenue in the south to the Delaware River in the north. The area in need of redevelopment is occupied by a variety of uses, including residential, commercial, mixed residential and commercial, industrial, public and quasi-public uses, vacant parcels, and road rights-of-way. The area along Warren Street and Cooper Street form the commercial district of the city which is occupied by retail and service establishments and commercial establishments with apartments overhead. Industrial buildings are located along Railroad Avenue and Pine Street from Broad Street to Chestnut Street. The balance of the area in need of redevelopment is residential with public and quasi-public uses interspersed among the residential neighborhoods. Public housing is located along Magnolia and Second Streets. City Hall and Hope Hose Company No.2 area located on Broad Street in the vicinity of Oak Street, and Farnum Park is located on Pine, Jennings and Parker Streets. The city's post office is located at Warren and Broad Streets. Beverly Fire company No. 1 is located on Bridge, Laurel and Oak Streets. Memorial Hall Library is located on Cooper Street in the vicinity of Oak Street. Churches are located on Warren Street between Vankirk and Van Sciver Streets at Warren, Wilmerton and Jennings Streets and at Broad and front Streets. One vacant church is located along Locust Street between Second and Third Streets. St. Stephen's Cemetery is located at Oak and Bridge Streets. Memorial Park is located along Veterans Drive between Cooper, Front and Broad Streets.

Phasing of Redevelopment Area

The redevelopment area is divided into Phases. This plan encompasses Phases 1, 2 and 3 as outlined on Exhibit 4. It is anticipated that activities and acquisitions associated with this redevelopment plan will begin in the Phase 1 Areas and gradually progress through Phases 2 and 3. However, as construction commences, an overlap of the timing and 'build-out' of the Phases is anticipated.

Identification of Properties

The following properties identified by block and lot numbers as assigned by the Tax Assessor of the City of Beverly are located within the two phases of the redevelopment area:

Block Number	Lot Number(s)
1	1.01-1.03 2.01-2.03 3.01-3.03
10	18
25	1 2 3 4 5.01 5.02 6.01 6.02 7 8 9 10 11 12 13
28	1 2 3 4 5 6 7 8 8.01 9 10.01 10.02
42	1.01 - 1.16 2
43	3
46	13
57	10 11

Block Number	Lot Number(s)
59	4 5 6 7 8 9 10 11 12
60	4 5 6 7 8 9 10 11 12 13 14 15 16
61	11 12 13 14 15 16 17
62	6 7 8
64	1.01 1.02 3 4 5 6
65	1

Identification of Properties (continued)

Block Number	Lot Number(s)
66	1
	2
	3
	4
	5
	6
	7
67	1
	2.01
	2.02
	3
	4
	5
	6
	7
	8
	9
68	9
69	1
	2
70	1
	2
	3
	4
	5
	6
71	1
	2
	3
	4.01
	4.02
	5
	6
	7
	8
	9
	10

Block Number	Lot Number(s)
72	1
	2
	3
	4
	5
	6
	7
73	1
	2
	3
	4.01
	4.02
	5
	6
	7
	8
	9
	10
	11
74	1
	2
	3
	4
	5
	6
	7
	8
	9
	10
	11
	12
	13
	14
75	1
	2
	3
	4
	5

Identification of Properties (continued)

Block Number	Lot Number(s)
76	1.01
	1.02
	1.03
	2
	3
	4
	5
77	1
	2
	3
	4
	5
	6.01
	6.02
	6.03
	6.04
	7
	8
	9
	10
	11
78	1.01
	1.02
	2
	3
	4
	5
	6
	7
	8
	9
	10
	11.01
	11.02
	12
	13.01
	13.02
	14
	15
	16

Block Number	Lot Number(s)
79	1
	2
	3
	4
	5
	6
	7
	8.01
	8.02
	9
	10
	11
	12
80	1
	2
	3
	4
	5
	7
	8
84	1
	2
85	1
	2
	3
	4.01
	4.02
	5
87	1
	2
	3
	4
	5
	6
	7
	8
	9
	10
	11
	12
	13
	14

Identification of Properties (continued)

Block Number	Lot Number(s)
88	1
	2
	3
	4
	5
	6
	7
	8
	9
	10
	11.01
	11.02
	12.01
	12.02
	12.03
	13
	14
	15
	16
	17
	18
	19
	20
	21
89	1
90	1
	2
	3
	4
	5
	6
	7
	8
	9
	10
	11
	11.01
	12
	13
	14
	15

Block Number	Lot Number(s)
90 (cont)	16.01
	16.02
	17
	18
	19
	20
	21
	22
	23
	24
	25.01
	25.02
	26.01
	26.02
	27.01
	27.02
	27.03
	28
	29
	30.01
	30.02
	31.01
	31.02
	31.03
	32.01
	32.02
	32.03
	33
	34
91	1
55	4
	5
	6
	7
	8
	9
	10

Identification of Properties (continued)

Block Number	Lot Number(s)
56	1
	2
	3
	4
	5
	6
	7
	8.01
	8.02
	9
	10
	11
57	12
	13
	14
	15
	16
	17
59	1
	2
	3
60	1
	2
	3.01
	3.02
61	1
	2
	3
	4
	5
	6
	7
	8
	9
	10
62	1
	2
	3
	4
	5

Block Number	Lot Number(s)
68	1
	2
	3
	4
	5
	6
	7
	8
18	1
	2
19	1
20	1
21	1.01
	1.02
	1.03
	2
	3
	4
22	1
	2
	3
	4
	5
	6.01
	6.02
	7.01
	7.02
23.01	1
	2
	3
	4
	5
	6
	7
	8
	9
	10
	11
	12
	13
	14
	15

Identification of Properties (continued)

Block Number	Lot Number(s)
23.02	1
	2
	3
	4
	5.01
	5.02
	6
	7
	8
	9
	10.01
	10.02
	11
	12
	13
	14
	15
	16
	17
24	1
	2
	3
	4
	5.01
	5.02
	6
	7
	8
	9
	10.01
	10.02
26	1
	2.01
	2.02
	3
	4

Block Number	Lot Number(s)
27	1
	2
	3
	4
	5
	6
	7
	8
	9
	10
	11
47	1
	2
48	1
49	1
	2
	3
	4.01
	4.02
	5
	6
	7
	8
	9
	10
50	11
	12
	1
	2
	3
	4
	5
	6
	7
	8
	9
51	1.01

Identification of Properties (continued)

Block Number	Lot Number(s)
	2.01 2.02 3 4 5 6 7 8 9
53	1 2.01 2.02 3.01 3.02 4 5.01 5.02 6.01 6.02 7 8 9 10 11 12.01 12.02
54	1 2 3 4 5 6 7 8 9 10 11 12.01 12.02
54 (cont)	13

Block Number	Lot Number(s)
	14 15.01 15.02 16 17
55	1.01 1.02 1.03 2.01 2.02 3 11 12 13
57	1 2 3 4 5 6 7 8 9 18 19 20 21
58	1 2 3 4 5 6 7 8

THE REDEVELOPMENT PLAN

Goals & Objectives

The purpose of this redevelopment plan is to capitalize on Beverly's existing resources to deliver a high quality of life to the existing and future residents of the city and surrounding areas. The following are a list of goals and objectives, derived from the City of Beverly Master Plan, which we will strive to achieve within this redevelopment plan:

- Encourage residential development in locations and at densities which are compatible with existing development patterns
- Preserve and Enhance existing residential neighborhoods throughout the redevelopment area and rehabilitate substandard housing.
- Locate or relocate public, commercial, service and office uses at sites and in locations which are most suitable for their use.
- Protect, enhance and capitalize upon natural environmental resources associated with the development of a riverfront community.
- Encourage a development pattern which will protect and enhance the long term economic, social and welfare interests of present and future residents of the city.
- Revitalize the downtown and restore it to its historical 19th century character.
- Capitalize upon the river to enhance development and spur the revitalization of the downtown.
- Provide and maintain access to the waterfront for all of the public to enjoy.
- Bring the small town character back to Beverly and improve the quality of life for all residents.
- Provide a diverse and sufficient housing stock throughout the city that abides by all zoning and building regulations.
- Ensure that all future development provides for sufficient air, light and open space for all residents.

Land-Use Element

The following text outlines proposed modifications to existing zoning and recommended actions for the Redevelopment Area (See Appendix). The redevelopment entity may authorize alternate development scenarios from those listed above provided that the goals and objectives identified herein are not compromised. The commercial space anticipated is supplementary to and reliant upon the residential. Aside from revitalizing existing retail spaces, no more than 100 KSF of new commercial space is projected.

1. C-3 – Waterfront Development District

In order to provide ample open space, air and light and capitalize on this waterfront location, a contiguous waterfront district shall be established. This will allow for the revitalization of the public open space and waterfront, the reconstruction of public ball fields and the ability to create sufficient residential density to recharge and rebuild the downtown commercial district. These zoning revisions anticipate an increase of 300-350 new residential units within this zone.

Recommended Actions

- a. The existing C-3 Zone shall be expanded to include all properties north of 2nd Street between the western redevelopment area boundary and Cooper Street.
- b. This district will capitalize on the waterfront location and act as a catalyst for the revitalization of the downtown by increasing housing density in under-developed or dilapidated areas and rehabilitating and improving existing housing.
- c. The existing HUD Public Housing shall be redistributed throughout redevelopment area within the revised R-3 and C-3 Districts (north of Warren Street) to better integrate them with market rate housing. Groupings shall be in manageable sized groupings of no less than 12 units or as acceptable to HUD. HUD units should be consistent in design and architecture with adjacent Market Rate housing and should visually ‘blend’ with adjacent neighborhoods.
- d. The existing sewage treatment facility shall be relocated to Block 1 Lots 1.01-3.03. A landscaped and bermed buffer of a minimum of 25’ in width shall be provided between the new facility and any adjacent residential neighborhoods. If possible, the new facility should be located below grade. Any above grade components such as offices etc. should be consistent in design and architecture with that of traditional/local riverfront buildings.
- e. Existing street grid shall be maintained and continued through undeveloped parcels. All existing streets perpendicular to the river shall extend to the proposed waterfront promenade.
- f. A 50’ setback shall be required along entire waterfront edge as measured from the existing mean high-water line to be preserved as public open space. This space will accommodate the Delaware River Heritage Trail and shall consist, at a minimum, of the following elements:
 - i. 25’ Clear paved area for bicycle and pedestrian use
 - ii. Vegetative buffers and shade trees
 - iii. Seating, trash receptacles and bicycle racks
 - iv. Pedestrian Scale Lighting (10’-14’ Height)
 - v. Directional and Informational signs
 - vi. Other similar public open space + recreational elements

- vii. A public recreation pier may be located along the waterfront pending feasibility and permitting
- g. The remaining area of Block 1 Lots 1.01-1.03 not required for the relocated sewage treatment plant shall be preserved as public open space and may provide:
 - i. New baseball and recreational fields
 - ii. Direct access from proposed 50' Delaware River Heritage Trail and adjacent neighborhoods.
 - iii. Sufficient parking for proposed uses
 - iv. A "Landmark" tower + viewing station - This is envisioned to be a public, open air tower for viewing the river + birding with a maximum height of 3 stories or 45', whichever or less. This will be an element that will act as a landmark, visible from the River.
- h. Underlying land-use and zoning shall remain in effect with the permitted use overlay as described below.
- i. New Detached Single-Family housing shall NOT be permitted
- j. A restaurant shall be permitted at the north end of Cooper street where it meets the water as shown in exhibit 4 of the appendix.

Permitted Uses

- a. All underlying uses permitted within the C-3 Zone as outlined in The City of Beverly Zoning.
- b. A maximum density of 15 Units/acre will be permitted in this area.
- c. Condominiums – A principle structure containing a combination of flat and duplex residential units accessed either directly from street level or through a common corridor, provided:
 - i. Min. Lot Area: 20000 sf
 - ii. Min. Lot Width: 100'
 - iii. Min. Lot Depth: 200'
 - iv. Maximum Stories – 3.5
 - v. Maximum Height – 50' to mean roof height
 - vi. Side yard Setback – 10'
 - vii. Front Yard Setback – 10'
 - viii. Parking Spaces – 2 spaces on-site/dwelling unit
- d. Townhouses
 - i. Minimum Lot Area 2000 sf
 - ii. Minimum Lot Width: 20'
 - iii. Min. Lot Depth: 100'
 - iv. Maximum Stories – 3.5
 - v. Maximum Height – 50' to mean roof height
 - vi. Side yard Setback – 5'
 - vii. Front Yard Setback – 10'
 - viii. Parking access in rear of unit whenever feasible
 - ix. Parking Spaces – 2 spaces on-site/dwelling unit
 - x. Maximum number of contiguous dwelling units – 9 Units
 - xi. Accessory Apartments - When detached garages are provided in the rear of townhouses and accessed by a vehicular alley, it is encouraged that one affordable accessory rental apartment be provided above the garage structure.
- e. Multi-Family Dwellings – Dwellings containing multiple dwelling units shall be permitted providing:

- i. Maximum Dwelling Units/building: 5 Dwelling Units\
- ii. Compliance with Schedule of Area and Bulk Requirements per City of Beverly Zoning
- iii. Parking Spaces – 2 spaces on-site/dwelling unit

2. R-3 – Single and Multifamily Residential District

The R-3 Zone will act as a transitional buffer between higher density commercial areas and single family residential areas. This will be accomplished by replacing existing, often illegal, multi-family homes with a new multi-family housing type that respects the historic architectural character of the area. An expansion of this zone is required to maintain a transitional zone between the revised C-3 District and the existing R-2 District.

Recommended Actions

- a. The remaining R-3 Zone shall be expanded to include all property between Cooper Street and Walnut Street, west of the existing C-3 Zone.
- b. The R-3 area shall retain and enhance its diverse mix of residential housing types with both single, 2-family and multi-family houses of no more than 5 dwelling units.
- c. Vacant lots shall be infilled with single or multi-family dwellings provided these new buildings match the existing architectural context and scale.
- d. Illegal or sub-standard multi-family dwellings shall be either renovated or reconstructed and brought into compliance with local zoning and housing regulations. A certain number of these units shall be designated as affordable housing units (number and location to be determined) in accordance with COAH and the city's Housing Element and Fair Share Plan or other adopted ordinances.
- e. Underlying land-use and zoning shall remain in effect with the permitted use overlay as described below.
- f. A "medical arts facility" is proposed at the corner of Magnolia Street and Warren Street to accommodate various medical services.

Permitted Uses

- a. Townhouses
 - i. Minimum Lot Area 2000 sf
 - ii. Minimum Lot Width: 20'
 - iii. Min. Lot Depth: 100'
 - iv. Maximum Stories – 3.5
 - v. Maximum Height – 50' to mean roof height
 - vi. Side yard Setback – 5'
 - vii. Front Yard Setback – 10'
 - viii. Parking access in rear of unit whenever feasible
 - ix. Parking Spaces – 2 spaces on-site/dwelling unit
 - x. Maximum number of contiguous dwelling units – 9 Units
- b. Multi-Family Dwellings – Dwellings containing multiple dwelling units shall be permitted providing:
 - i. Maximum Dwelling Units/building: 5 Dwelling Units\
 - ii. Compliance with Schedule of Area and Bulk Requirements per City of Beverly Zoning

- iii. Parking Spaces – 2 spaces on-site/dwelling unit
- c. Houses of Worship/Churches as well as ancillary uses such as day care and school facilities shall be permitted as a conditional use, providing:
 - i. Minimum Lot Size: 1 Acres
 - ii. Parking – All required parking is provided off street
- d. Medical Arts Facility - as noted on Exhibit 4 of the appendix and described above.

3. R-2 – Single Family Residential District

The goal of revitalizing the downtown will be accomplished by maintaining density on Cooper Street. An overlay zone must be created that allows for certain moderately dense housing types along Cooper Street.

Recommended Actions

- a. The remaining R-2 Zone shall allow all underlying permitted uses.
- b. An overlay zone shall be created for all properties fronting on Cooper Street that allows 2-family and multi-family dwelling units provided that they comply with R-3 Zoning regulations.
- c. Streetscape improvements shall be provided along Cooper Street linking the Train Station to the waterfront. These streetscape improvements should include sufficient sidewalks, street trees, lighting, crosswalks and curb ramps and signed and/or designated bicycle lanes.
- d. Retail fronts that have been located on houses along Cooper Street

Permitted Uses

- a. All uses currently permitted in the underlying R-2 Zone.
- b. 2-Family and Multifamily Dwelling Units provided that:
 - i. The property fronts on Cooper Street
- c. Houses or Worship / Churches provided that they comply with R-3 Zoning Regulations.

4. T-1 Transit Oriented Development District

To encourage transit oriented development and capitalize on the presence of the new light rail, a new zone shall be created. This district, known as T-1 Transit Development District will allow for a mixed-use and higher residential density with some ground floor commercial retail.

Recommended Actions

- a. A new district shall be created along the existing rail lines to promote transit oriented development and capitalize on this infrastructure. This district shall include all existing I - Industrial District and C-1 - Commercial District located along the rail line as well as certain parcels currently zoned R-2 and R-3 that are also located in proximity to the rail line. These existing districts shall be replaced by the new T-1 Transit Oriented Development District.

- b. Railroad Avenue shall be widened to accommodate 2-way traffic throughout it's length. Additional widening on the roadway to accommodate NJ Transit 'double tracking' shall be investigated.

Permitted Uses

- a. All residential uses permitted in C-3 District with the following parking provisions due to the relationship to public transit:
 - i. Parking – A reduced parking requirement of 1 space per unit will be permitted due to proximity to train station and shall be per NJ R.S.I.S.
- b. Commercial/Mixed Use Development – Mixed use development with commercial at the ground floor and residential condominiums above shall be permitted on Block 77 Lot 9 and other parcels in this district pursuant to the C-3 District at the discretion of the Planning Board and as market conditions allow, providing:
 - i. Retail shall be convenience/neighborhood retail only (i.e. convenience store, delicatessen, dry cleaning/laundry services etc.
 - ii. Parking for said retail shall be accommodated on-street with short-term parking regulations. No additional retail parking shall be required on-site.
- c. Specialty Food Establishment – A food establishments that allows for production and sales of food products for both wholesale and retail use (i.e. bakery etc.)
- d. Restaurants / Cafes - Restaurants are encouraged to have outdoor dining/sidewalk cafes. Establishments with drive-through pick-up shall not be permitted.
- e. Requirements for Block 77, Lot 9 in the new T-1 Transit Oriented District shall be governed and regulated by the provisions set forth in the previous Redevelopment Plan for the City of Beverly amended and adopted by the City Council in July 2007.

5. C-2 Downtown Commercial District

The goal of revitalizing the Commercial District will require several infrastructure improvements including the construction of a new 'town green' and the relocation of the City Hall and Police Department. In addition, it is critical that sufficient, suitable residential housing be provided to energize the downtown and keep 24/7 eyes on the street. As the downtown begins to reemerge, the development of "arts and Cultural" district and associated uses should be encouraged. As these elements are implemented, retail vitality will improve and the downtown character that is desired will begin to surface.

Actions

- a. The limits of the C-2 District shall remain as it exists
- b. Apartments over first floor retail shall be renovated and expanded. Where possible, groupings of these dwelling shall be designated as affordable housing in accordance with COAH regulations.
- c. Retail storefronts and facades shall be renovated and restored to maintain the historic 'small town' character of downtown Beverly.
- d. Streetscape along Warren and Cooper Streets shall be upgraded to be safe for pedestrian and aesthetically pleasing. Improvements shall include at a minimum:
 - i. Period lighting
 - ii. Benches, trash receptacles, bike racks
- e. A traditional 'Town Green' shall be created at the intersection of Cooper and Warren Streets. This green shall accommodate small gatherings and city events and shall provide at a minimum:

- i. Shade Trees
 - ii. Street furniture
 - iii. Memorial plaque
 - iv. Open lawn
- f. In order to bring ‘eyes’ to the downtown and help to ‘activate’ the new town green, The Police Station shall be relocated to Block 61 Lot 1 and The City Hall shall be relocated to Block 62 Lot 1-3 (In the existing bank building). Both shall occupy existing structures if possible.
- g. Public Parking lots shall be constructed at strategic locations. These needs and locations are to be determined by the redeveloper in coordination with the city. Vacant and dilapidated lots should be investigated.
- h. Traffic calming and pedestrian safety measures for the ‘5-Points’ intersection as outlined in the Beverly/Edgewater Park TOD Study shall be investigated and implemented as determined to be feasible.

Permitted Uses

- a. All uses currently permitted in the underlying C-2 Zone with the exception of Single Family and 2-Family houses
- b. Commercial – Commercial retail space should be located at street level with residential condo apartments above whenever feasible. Retail space should be community oriented retail and commercial goods and services providing:
 - i. Minimum Lot Area 5000 sf
 - ii. Minimum Lot Width: 50’
 - iii. Maximum Stories – 3.5
 - iv. Maximum Height – 50’ to mean roof height
 - v. Side yard Setback – Zero – except 15’ along property lines that abut residential uses.
 - vi. Front Yard Setback – Zero
 - vii. Parking Spaces – 1 space on-site/dwelling unit + 1 space/250 sf of commercial space
 - viii. A solid fence, landscape screen or combination thereof, shall be provided along any property line where commercial use abuts residential use.
- c. Houses of Worship/Churches as well as ancillary uses such as daycare and school facilities shall be permitted as a conditional use, providing:
 - i. Minimum Lot Size: 1 Acres
 - ii. Parking – All required parking is provided off street
- d. Arts and Cultural uses including Art Galleries, Antique Shops, Craft Shops, and the like.

Plan Interpretation

1. Relationship to City Zoning

The Land Use, zoning and development requirements set forth in this redevelopment plan shall supersede the existing zoning standards of the City of Beverly as they apply to the parcels located within the Beverly Redevelopment Area.

2. Zoning Map Revisions

The Land Use Plan included in this redevelopment plan sets forth the limits of the new zone

DESIGN STANDARDS

Building Design & Architecture

It is the intent of this Redevelopment Plan to encourage the exercise of maximum ingenuity, creativity, and freedom of design for redevelopment efforts consistent with the objectives of this Redevelopment Plan.

1. Architectural Styles

- a. Craftsman.
- b. American Colonial (English, Dutch or French).
- c. Federal.
- d. Neo-Classical.
- e. Victorian and Folk or Workman's Victorian.
- f. Queen Anne.
- g. American Gothic.
- h. Early International.

2. Building Size and Mass

- a. Buildings in the Redevelopment Area are envisioned to be three and a half (3.5) stories max. height.
- b. All buildings should be situated with proper consideration of their relationship to other buildings, existing and proposed, in terms of light, air, and usable open spaces, access to public rights-of-way and off-street parking, and bulk requirements.
- c. Groups of related buildings should be designed to present a harmonious appearance in terms of building silhouette; architectural style and scale; massing of building form; surface material, finish and texture; decorative features; window and doorway proportions and modulation; entry way placement and locations; signage; and landscaping.
- d. Buildings shall be designed to have attractive, finished appearances from all public spaces, streets, railroad and adjacent residential uses.
- e. Buildings should have fenestration and design elements including decorative windows, operating windows, louvers, shutters (if architecturally compatible), cornerstones, keystones and wide window frames consisting of a minimum of ten to twenty percent (10-20%) of the upper floor façade area to prevent large expanses of blank walls.
- f. All pedestrian entryways and/or lobbies shall be prominent, well lit and separate from service entrances and shall be at grade with the adjacent sidewalks to the sidewalks to the greatest extent possible. Building entrances should be clearly defined through the use of detailed paving, architectural treatment and site furnishings and shall be oriented towards the primary pedestrian means of access.

Pedestrian Facilities

A comprehensive network of pedestrian facilities should be designed and shall be in the form of sidewalks, trails, alleys and the like. This network should effectively link residential neighborhoods, commercial uses and public spaces with safe, well-lit connections. These facilities should be designed to promote social interaction and offer a viable transportation alternative. Key aspects of this system should include:

1. Ample sidewalk widths clear of obstructions
2. Safe street crossings using various traffic calming techniques including textured crosswalks, pedestrian signals with countdown timers, reduced curb radii, and curb extensions as appropriate.
3. Safe accessible pedestrian routes should be provided to all transit stops.
4. Bicycle facilities including lanes, signage and parking shall be provided on all primary streets as appropriate.
5. All new vehicular streets shall be constructed to provide only the minimum width required per NJRSIS.

Site Layout & Parking Design

1. The site layout and parking design should provide for screened surface parking located behind or underneath dwelling units whenever possible. For parking underneath dwelling units, the parking area should be screened by architectural design elements incorporated into the design of the structure and buildings so as to create the appearance of an integrated, cohesive design that is complementary of the architectural style and design of the dwelling units.
2. Surface parking that is not underneath dwelling units shall be fully screened from public view by walls and landscaping with a minimum height of 5'. This height should be reduced at driveway aprons to allow for sufficient sight triangle.
3. Surface parking shall not be located closer than ten feet (10') to the property line or street line.
4. Surface parking shall be landscaped with shade trees planted thirty feet (30') on center around the perimeter of the parking area. In addition, ample landscape islands should be provided throughout the parking areas to provide sufficient cover and reduce heat island effect.
5. Parking for residential uses shall comply with the New Jersey Residential Site Improvement Standards (RSIS) set forth in N.J.A.C. 5:21-1.1 et seq. The amount of required parking may be reduced by up to twenty-five percent (25%) from RSIS requirements due to close proximity to the light rail transit passenger station stop located at Cooper Street.

6. Safe pedestrian circulation should be provided throughout parking areas. Wherever possible, in larger parking areas sidewalks should be provided within center islands to provide pedestrians protected circulation areas. Textured crosswalks should be provided where main pedestrian routes cross vehicular lanes. Curb ramps should be provided and clearly identified at designated locations to provide safe access to sidewalks for all users.

Site Layout & Parking Design

1. Provide traffic calming improvements along the roadways to include decorative textured crosswalks.
2. Create pedestrian safety curb extensions at the intersections to reduce the crossing distance for pedestrians and protect and screen parallel-parked vehicles.
3. Provide exterior bicycle racks and interior bicycle storage for residents.

Streetscape & Onsite Standards

1. Walkways and sidewalks should complement the architectural style of the buildings. Brick or concrete pavers or textured concrete should be used as deemed appropriate.
2. Street, parking area and pedestrian lighting shall simulate period lighting from the late-nineteenth to early twentieth centuries, consisting of black-colored, ornamental, cast-metal poles with period light standards and fixtures. All lighting shall not exceed fifteen feet (15') in height.
3. Tree grates, waste receptacles and benches shall reflect the period from the late-nineteenth and early-twentieth centuries, consisting of black-colored, ornamental, cast-metal elements.
4. Fences shall simulate black, wrought iron, picket fencing reflective of the period from the late-nineteenth and early-twentieth centuries.
5. Walls shall be constructed of brick or stone finish in a style that complements the architectural style, color and finish of the buildings. Walls may incorporate fencing, as required in design by this Redevelopment Plan, into the design of the wall. The permitted walls shall comply in the following manner:
 - a. Walls in the front yard shall not exceed three feet (3') in height and shall be constructed no closer than six inches (6") to the street line. Walls shall not obstruct sight distances for motorists at intersecting streets.
 - b. Walls in the side yard shall not exceed six feet (6') in height and shall be constructed no closer than six inches (6") to the property line.
 - c. Walls in the rear yard along the railroad right-of-way shall not exceed eight feet (8') in height and shall be constructed no closer than six inches (6") to the property line.
6. Trash enclosures shall be constructed of brick or stone finish with a solid metal or

wooden gate that together complements the architectural style, color and finish of the buildings. The walls of the trash enclosure shall not exceed six feet (6') in height and shall be constructed no closer than ten feet (10') to the property line, except it may be constructed no closer than six inches (6") to the rear property line along the railroad right-of-way.

7. Street trees shall be provided maximum of fifty feet (50') on center and shall be of a species that is suitable as a street tree as defined and recommended by the American Association of Nurserymen.
8. Onsite landscaping, which consists of shade trees, coniferous trees, ornamental trees and shrubs, shall be provided to effectively landscape at least fifty percent (50%) of the required open space areas. The balance of the required open space may be lawn area or approved vegetative groundcover. Required onsite landscaping shall consist of the following elements and percentages (Note: percentages are not additive due to the intention of creating understory layering of plant material):
 - a. Shade trees shall be planted to comprise at least twenty-five percent (25%) of the open space area required to be landscaped.
 - b. Coniferous trees shall be planted to comprise at least ten percent (10%) of the open space required to be landscaped.
 - c. Ornamental trees shall be planted to comprise at least ten percent (10%) of the open space area required to be landscaped.
 - d. An evenly distributed mix of evergreen and deciduous shrubs shall be planted to comprise at least fifty percent (50%) of the open space required to be landscaped.
9. Signage shall be designed to complement the architectural style of the buildings.
10. Loading docks and refuse areas should be placed in the rear or side of buildings in visually unobtrusive locations. Screening of these areas should prevent direct views of the loading areas and their driveways from primary view corridors on adjacent properties or the public R.O.W.

Waterfront Promenade Design

1. A minimum 25' clear area with sufficient width paved to safely accommodate pedestrians, joggers and cyclists (per NJDOT Standards) shall be provided. Trees, vegetative pockets and amenities may be provided within this width assuming that sufficient area is provided for the safe accommodation of each of these uses per NJDOT Standards.
2. The paved surface shall be concrete unit pavers, light in color and shall compliment streetscape furnishings and adjacent Period architecture.
3. Tree grates, waste receptacles and benches shall reflect the period from the late-nineteenth and early-twentieth centuries, consisting of black-colored, ornamental, cast-metal elements.
4. Shaded areas with Trees, structures or canopies with groupings of seating to comfortably

accommodate 8-10 people shall be provided at maximum spacing of 75' and provide sufficient area for users to rest and escape the sun.

5. Shade structures shall be designed to compliment local architecture.
6. Sufficient pedestrian scale lighting shall be provided for the entire length of the promenade. Lighting shall be 'nautical' or 'period' style and should compliment other promenade amenities such as trash receptacles and benches.

Landscape Design

1. Landscaping should be provided as approved by the reviewing agency to provide shade, designate entrances, screen parking from R.O.W., buffer utility areas and provide seasonal aesthetic throughout the year.
2. Landscaping should be integrated with other ornamental site design elements, where appropriate, such as recreational facilities, ground paving materials, paths and walkways, gazebos, walls, street furniture and public art.
3. Plantings should be layed out as a cohesive design with a complimentary variety of textures and colors.
4. Maximum effort should be made to maintain any existing plant material deemed to be of ecological or aesthetic value. This includes but is not limited to trees over 6" caliper, larger groupings of mature vegetation, vegetative buffer areas, and areas that may support localized ecosystems.
5. Planting within the Waterfront Zone within the public Right-of-Way shall be limited to native plant material. Large groupings of native plant material should be clustered and designed to restore the native habitat of the Delaware River to promote bird and wild life habitat.
6. Native plant materials should be used wherever possible throughout the redevelopment area. Plants identified as 'Invasive Species' should not be permitted.
7. All new plant material should be guaranteed for a minimum of 1-year from time of planting and acceptance.
8. Care should be taken to ensure that a clear sight triangle is maintained at all intersections and driveways.

ESTIMATION OF RELOCATION

Current planning studies demonstrate that Public Housing better serves the community when it is integrated into the market rate housing neighborhoods rather than grouped together in the traditional style “Housing Project”. In order to capitalize on the city’s most valuable asset and better integrate Public Housing residents into the fabric of the city, the public housing developments and their residents will be relocated. These households will be relocated in minimum groupings of 12 distributed throughout the districts and integrated into the market rate housing. All efforts will be made to relocate these residents within the C-3 or R-3 Districts west of Warren Street. Approximately 72 dwelling units will require relocation.

The New dwelling units shall be of at least equal size and quality to the original residential unit and reasonable effort will be made to maintain the quality and relationships to open space and amenities. Replacement housing will be constructed for public housing residents before acquisition of existing residential units occurs.

If it is determined by the redeveloper that additional relocation of residents or businesses within the redevelopment area be required in order to meet the goals and objectives of this redevelopment plan, then said relocations shall be done in accordance with all local, state and federal regulations and under the guidance of the redevelopment entity. This plan does not anticipate the relocation of any industrial properties. Should this be required in the future it will be dealt with on a ‘case by case’ basis with individual property owners.

PROPOSED PROPERTY ACQUISITION

There are numerous redevelopment parcels identified on the Proposed Land Use Plan. Acquisition of Parcels within both the C-3 and T-1 Districts are being identified as potential Acquisition Properties. Each parcel within these areas may be subject to rehabilitation or redevelopment in accordance with the requirements set forth in this Redevelopment Plan. In addition, Block 61 Lot 1 and Block 62 Lot 3/2 will be acquired for use as the City Hall and Police Department respectively.

Acquisitions associated with this plan are as follows:

Block	Lot	Disposition
1 park	1.01-3.03	Construct new (relocated) sewage treatment plant and construct and open space.
18	1,2	Demolish and construct new residential units and open space.
19	1	Demolish and construct new residential units and open space.
20	1	Demolish and construct new residential units.
21	1.01,1.02,2,3	Demolish and construct new residential units.
22	1	Demolish existing HUD Housing Complex and construct new residential units.
47	1,1.03	Demolish and construct new residential units and open space.
48	1, 1.02	Demolish and construct new residential units and open space.
61 space.	1	Renovated existing building and Relocate police station to this space.
62	1,2,3	Renovate existing building and relocate City Hall to this space.

Additional properties may be acquired as future phases of this plan are developed. As these properties are identified, they will be acquired in accordance with all local, state and federal regulations.

RELATIONSHIP TO INTERGOVERNMENTAL PLANNING

Statutory Reference (N.J.S.A. 40A: 12A-7a.) Any significant relationship of the redevelopment plan to (a) the master plans of contiguous municipalities, (b) the master plan of the county in which the municipality is located, and (c) the State Development and Redevelopment Plan adopted pursuant to the “State Planning Act,” P.L. 1985, c.398 (C.52:18A-196 et seq.)

1. Contiguous Municipalities

a. Delanco Township

Delanco Township shares Beverly’s western municipal boundary that extends from the Delaware River to the Conrail right-of-way. Delanco’s master plan was updated in 1999. The Delanco master plan recommends the area contiguous to Beverly from the river to the vicinity of Cornell Avenue to be used for M/OS Municipal/Open Spaces purposes. From Cornell Avenue to the southern boundary of the community that is formed by the railroad, the lands are recommended for residential uses, R-5 and R-2 Single-Family Residential, respectively. Within the R-5 area along the northern side of Burlington Avenue, the lands are recommended for C-1 Neighborhood Commercial uses.

The redevelopment area is contiguous to Delanco Township along Block 1. The waterfront park that is recommended for Phase Three is clearly compatible with the M/OS designation in Delanco. The relocated Sewage Treatment plant will be located a significant distance from the boundary and will be screened by existing and proposed vegetative buffers. To that end, the redevelopment area does not impact any of the planning efforts of Delanco.

b. Edgewater Park Township

Edgewater Park Township shares Beverly’s southern and eastern municipal boundaries. Edgewater Park’s master plan was updated in 2000. The area in Edgewater Park that extends from the southwest corner of Beverly along the railroad to the vicinity of Manor Road is recommended for R-2 Single-Family Residential land uses. The area in Edgewater Park that extends to the southeast corner of Beverly and then northerly toward the Delaware River comprises residential land uses, R-1, R-2 and R-4 Single-Family Residential, respectively.

The portion of the redevelopment area that is contiguous to the areas recommended for residential development in Edgewater Park is also recommended for residential development. The redevelopment plan encourages the rehabilitation and preservation of the residential neighborhoods located in this portion of the redevelopment area. To that end, the redevelopment plan comports with the residential development recommendations made by the 2000 Edgewater Park master plan.

In addition, this plan recognizes and facilitates the goals and objectives set forth in the Beverly/Edgewater Park TOD Study. The zone most effected by this plan is the proposed T-1 Zone that borders the train tracks. Both plans envision this zone as

mixed-use hub that capitalizes upon the value generated by the new train station. In addition, all recommendations for '5-Points' area set forth in the TOD study are reinforced and supported by this plan.

2. Burlington County

Burlington County does not have a county master plan. To date, the county has relied upon the 1992 New Jersey State Development and Redevelopment Plan. The county is currently in the process of working with 12 local communities in the Route 130 Delaware River Corridor (Corridor), of which Beverly is one of the communities, to implement a strategic revitalization plan. The Corridor strategic plan was completed in 1998. The following vision for the revitalization of the Corridor, including Route 130 highway and riverfront communities, has been prepared:

The vision recommends retaining viable business and finding ways to upgrade and improve them. The vision also recommends attracting new businesses that want to locate in the Corridor based on the strengths of the Corridor, Burlington County, the region and New Jersey. A Highly prized and closely guarded asset of the Corridor is the number of stable, close-knit neighborhoods existing throughout the Corridor. Preservation of these neighborhoods is a primary goal of the vision. The vision focuses on upgrading and improving physical and social aspects of the neighborhoods and communities in which they are located....

The vision emphasizes that the qualities which give the corridor its quiet, small town character should not be change and stresses that the Corridor needs to change in order to correct the problems which contributed toward the Corridor's decline. The solution embraced in the vision endeavors to balance the needs for retaining the positive qualities of the Corridor and eliminating the negative aspects of the Corridor.

The redevelopment plan wholeheartedly embraces the vision for the Corridor and endeavors to achieve this vision for Beverly. The redevelopment stresses the importance of rehabilitating existing neighborhoods, not modifying or making wholesale changes to the character of the neighborhoods in the redevelopment area. A paramount objective of the redevelopment plan is to improve the redevelopment area by building on existing resources and amenities of the city.

3. State Development and Redevelopment Plan

The New Jersey State Development and Redevelopment Plan (SDRP) was adopted by the New Jersey State Planning Commission June 12, 1992. The SDRP was reexamined, and a new plan adopted in 2001. The SDRP designates City of Burlington as part of the PA1 Metropolitan Planning Area as well as a 'Designated Center', which "...includes a variety of communities that range from large urban centers to post-war suburbs" (187). SDRP policies for the PA1 and Designated Centers encourage growth, maintenance, reinvestment and redevelopment to occur within such areas of the state. The redevelopment plan will promote the following PA1 and Designated Center policy objectives of the 2001 Plan (191, 192):

Designated Center

The New Jersey SDRP categorizes Beverly as a “Town” Designated Center and defines this as “..diverse residential neighborhoods served by a mixed-use Core offering locally oriented goods and services.” This plan promotes and encourages this goal by providing a framework of new housing stock and mixed-use zones as well as the renovation of existing neighborhoods in order to revitalize and renovate the existing downtown core.

Land Use

Promote redevelopment and development in Cores and neighborhoods of Centers and in Nodes that have been identified through cooperative regional planning efforts. Promote diversification of land uses, including housing where appropriate, in single-use developments and enhance their linkages to the rest of the community. Ensure efficient and beneficial utilization of scarce land resources throughout the Planning Area to strengthen its existing diversified and compact nature.

The Redevelopment Plan’s primary focus is to capitalize on the city’s existing assets to provide a diverse range of housing types throughout the city and revitalize the downtown. The Redevelopment Area is well served by sanitary sewers, public water and a complete road network. The intent of the Redevelopment Plan is to capitalize on the efficiencies of the existing infrastructure and the concentrated development patterns that occur throughout the redevelopment area.

Housing

Provide a full range of housing choices through redevelopment, new construction, rehabilitation, adaptive reuse of non-residential buildings, and the introduction of new housing into appropriate non-residential settings. Preserve the existing housing stock through maintenance, rehabilitation and flexible regulation.

The Redevelopment Plan introduces new housing made available on a former industrial sites and along the waterfront. The zoning has been revised to ensure that any redeveloped sites will be compatible with the residential areas. The Redevelopment Area provides for residential and commercial uses that are compatible with the adjacent neighborhoods. Affordable housing will be provided in the Redevelopment Area as part of the City’s growth share obligation as defined by the New Jersey Council on Affordable Housing.

Economic Development

Promote economic development by encouraging strategic land assembly, site preparation and infill development, public/private partnerships and infrastructure improvements that support an identified role for the community within the regional marketplace. Encourage job training and other incentives to retain and attract businesses. Encourage private sector investment through supportive government regulations, policies, and programs, including tax policies and expedited review of proposals that support appropriate redevelopment.

Transportation

Maintain and enhance a transportation system that capitalizes on high-density

settlement patterns by encouraging the use of public transit systems, walking, and alternative modes of transportation to reduce auto dependency, link Centers and Nodes, and create opportunities for transit oriented redevelopment. Facilitate efficient goods movement through strategic investments and intermodal linkages. Preserve and stabilize general aviation airports and, where appropriate, encourage community economic development and promote multi-level uses for airport property such as business centers.

New Jersey Transit has operated the RiverLine, a new light rail transit system in the existing railroad right-of-way that traverses through the City of Burlington with a station stop located within walking distance from the Redevelopment Area. Rezoning to provide new housing in close proximity to the train makes the housing more attractive to new buyers that may desire to utilize the light rail system.

Natural Resource Conservation

Reclaim environmentally damaged sites and mitigate future negative impacts, particularly to waterfronts scenic vistas, wildlife habitats and to Critical Environmental Sites and Historical and cultural Sites. Give special emphasis to improving air quality. Use open space to reinforce neighborhood and community identity, and protect natural linear systems, including regional systems that link to other Planning Areas.

The Redevelopment Plan recommends reusing an area of the City that was previously developed with industrial uses. This reuse directs development away from undeveloped lands thus alleviating pressure to build housing on such lands. Redeveloping the Redevelopment Area will expend less energy because the existing infrastructure will be utilized and consume less resources that are normally used in the construction of housing where such infrastructure does not exist.

Agriculture

Use development and redevelopment opportunities wherever appropriate and economically feasible to meet the needs of the agricultural industry for intensive agricultural production, packaging and processing, adding value operations, marketing, exporting and other shipping. Provide opportunities for farms, greenhouses, farmers markets and community gardens.

The redevelopment area does not contain agricultural uses nor is it contemplated to have agricultural activities.

Recreation

Provide maximum active and passive recreational opportunities and facilities at the neighborhood, local and regional levels by concentrating on the maintenance and rehabilitation of existing parks and open space while expanding and linking the system through redevelopment and reclamation projects.

The redevelopment plan includes the transformation of a former superfund site into a community park. The riverfront will be dedicated to the residents of the city through the development of the Delaware River Heritage Trail Promenade, a 50' wide linear park along the waterfront. In addition, the existing dredge spoils site located on the river will be converted into new community all fields.

Redevelopment

Encourage redevelopment at intensities sufficient to support transit, a broad range of uses and efficient use of infrastructure. Promote design that enhances public safety, encourages pedestrian activity and reduces dependency on the automobile.

The redevelopment plan intends to capitalize on the light rail station stop. The redevelopment plan encourages the creation of new housing in an existing residential neighborhood, which is pedestrian friendly and promotes transit-oriented development in the City.

Public Facilities and Services

Complete, repair or replace existing infrastructure systems to eliminate deficiencies and provide capacity for sustainable development and redevelopment in the region. Encourage the concentration of public facilities and services in Centers and Cores.

The public infrastructure that serves the most of redevelopment area is in relatively fair condition. Streetscape improvements will be required in the downtown and existing roads may require resurfacing, and new sidewalks.

Intergovernmental Coordination

Regionalize as many public services as feasible and economical to enhance the cost effective delivery of those services. Establish multi-jurisdictional policy and planning entities to guide efforts of State, county and municipal governments to ensure compatible and coordinated redevelopment.

The very ideology of this policy is embodied in the spirit and thrust of the redevelopment plan. The redevelopment plan is a progressive initiative undertaken by City of Beverly to facilitate redevelopment and revitalization of the entire city.

AFFORDABLE HOUSING PROVISION

Statutory Reference (N.J.S.A. 40A:12A-7b) “[a] redevelopment plan may include the provision of affordable housing in accordance with the Fair Housing Act, P.L. 1985, c.222 (C.52:27D-301 et seq.) and the housing element of the municipal master plan”.

The city’s 2005 Housing Element and Fair Share Plan is incorporated into the redevelopment plan and the development shall comply with all current COAH requirements.

In addition to these requirements, affordable rental housing units will be created over commercial uses as set forth in the C-2 Recommended Actions and as accessory apartments as set forth in the C-3 Recommended Actions and Permitted Uses section of the redevelopment plan.

Dwelling units rehabilitated, affordable rental housing units created over commercial and accessory apartments created under the redevelopment plan shall comply with and be controlled pursuant to N.J.A.C. 5:93-1 et seq., New Jersey Council on Affordable Housing Substantive Rules.

EXHIBIT 2: PROPOSED ZONING MAP

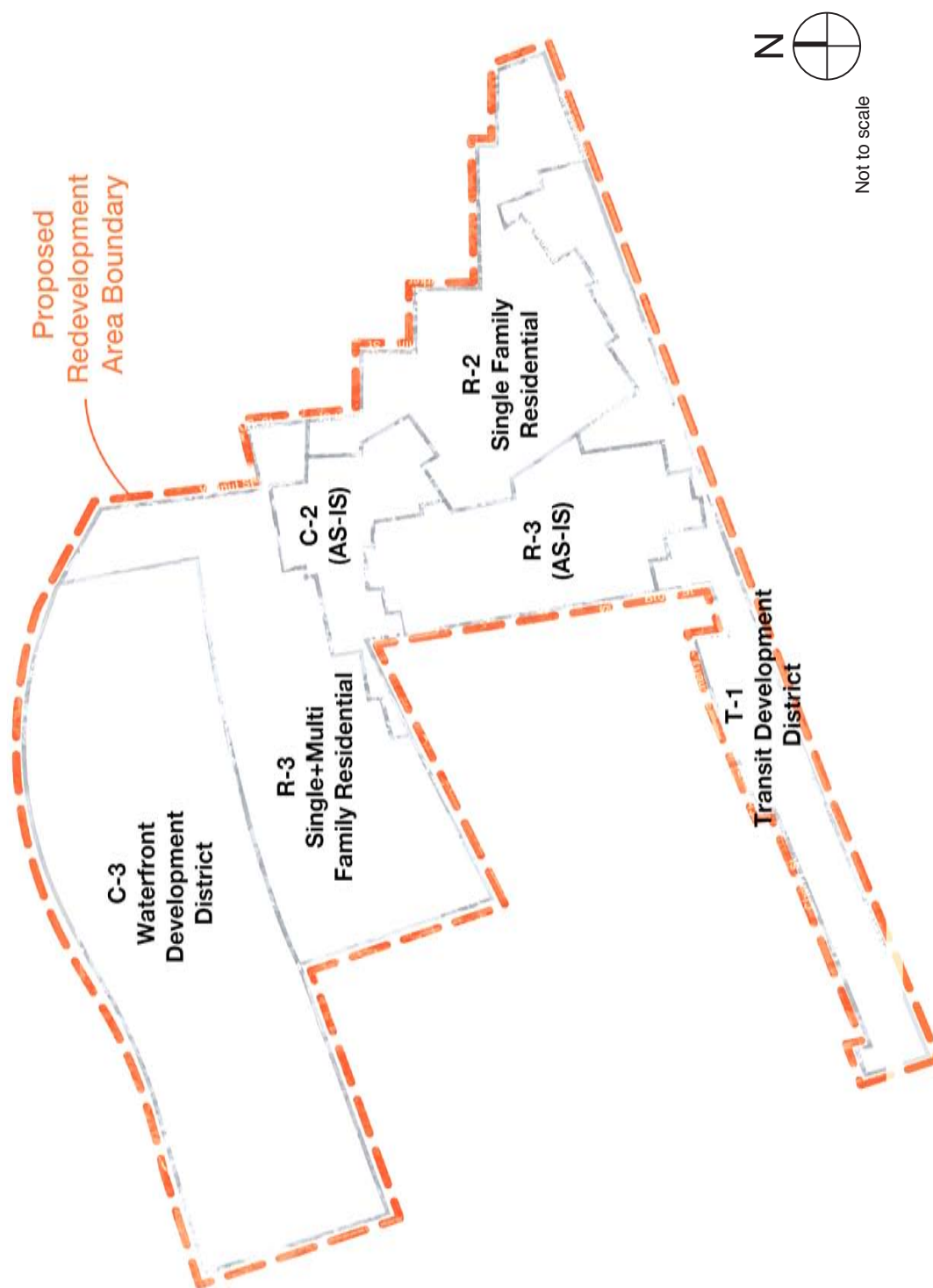


EXHIBIT 3: REDEVELOPMENT VISION PLAN

