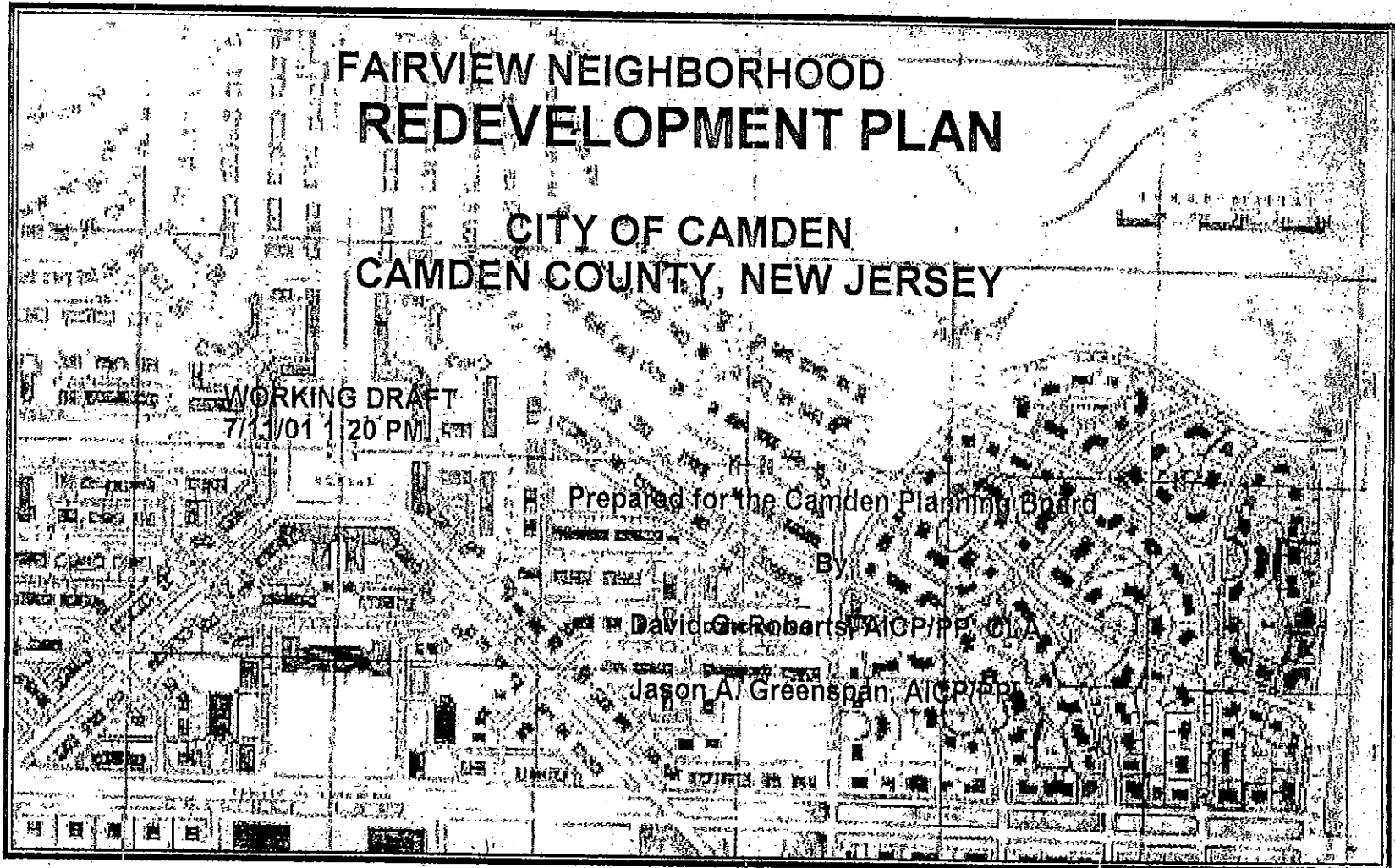




SCHOOR DEPALMA
Engineers and Design Professionals



Introduction

This Redevelopment Plan has been prepared for the City Council and Planning Board of the City of Camden, New Jersey in cooperation with the New Jersey Department of Community Affairs and its preferred redeveloper, the RPM Development Group, and the Fairview Historic Society. It is intended to address and reverse the growing number of vacant buildings, decreasing median housing values, persistent pattern of property tax arrearage and bank foreclosure, and deteriorating buildings and infrastructure within the designated historic district that is the Fairview Neighborhood of Camden, also known as Yorkship Village.

History of Yorkship Village

Excerpted from "A Tribute To A Place Called Yorkship", a web-site hosted and written by Michael P. Kube-McDowell;

The onset of World War I had seen New York Shipbuilding Corporation nearly quadruple in size, with three new self-contained shipyards appearing on the waterfront in a matter of two years. The influx of new workers saturated Camden's housing market and threatened to overwhelm its schools and transportation system.

The War Department's answer to the housing crisis was Yorkship Village--a planned community of a thousand homes just upstream from the shipyard on the South Branch of Newton Creek. The 225-acre parcel, then located in Haddon Township, had formerly been the Old Cooper Farmstead.

The village was designed by Electus Darwin Litchfield, who was influenced by the "garden city" developments popular in England at the time. He envisioned Yorkship Village as "a place of light rooms and clean yards, with adequate playgrounds and amusement fields; a

place of beauty and appropriateness and cleanliness so great that a man returning from his daily toil would receive new strength and recreation; a place where the man who could save a fraction of his income would be able to obtain with it, for himself and for his children, a share of play and education, literature and music, and other uplifting things."

Litchfield's design included narrow, winding residential streets (soon to be tree-lined), a central village square, broad green boulevards, and brick duplexes and row homes with both front and back yards. Architecturally, the village is now considered an example of American Federal style. The original plan provided for a church, but not a school. The "village" character was further emphasized by the waterways bordering and isolating the development.

Construction began with ground-breaking on May 1, 1918. The United States Housing Corporation bore the estimated \$11 million cost of construction, but

required the local community to provide utilities, fire hydrants, and fire and police protection. The cost of those services was beyond the means of Haddon Township, which ceded Yorkship Village to the City of Camden on July 8, 1918. It became Camden's 14th Ward.

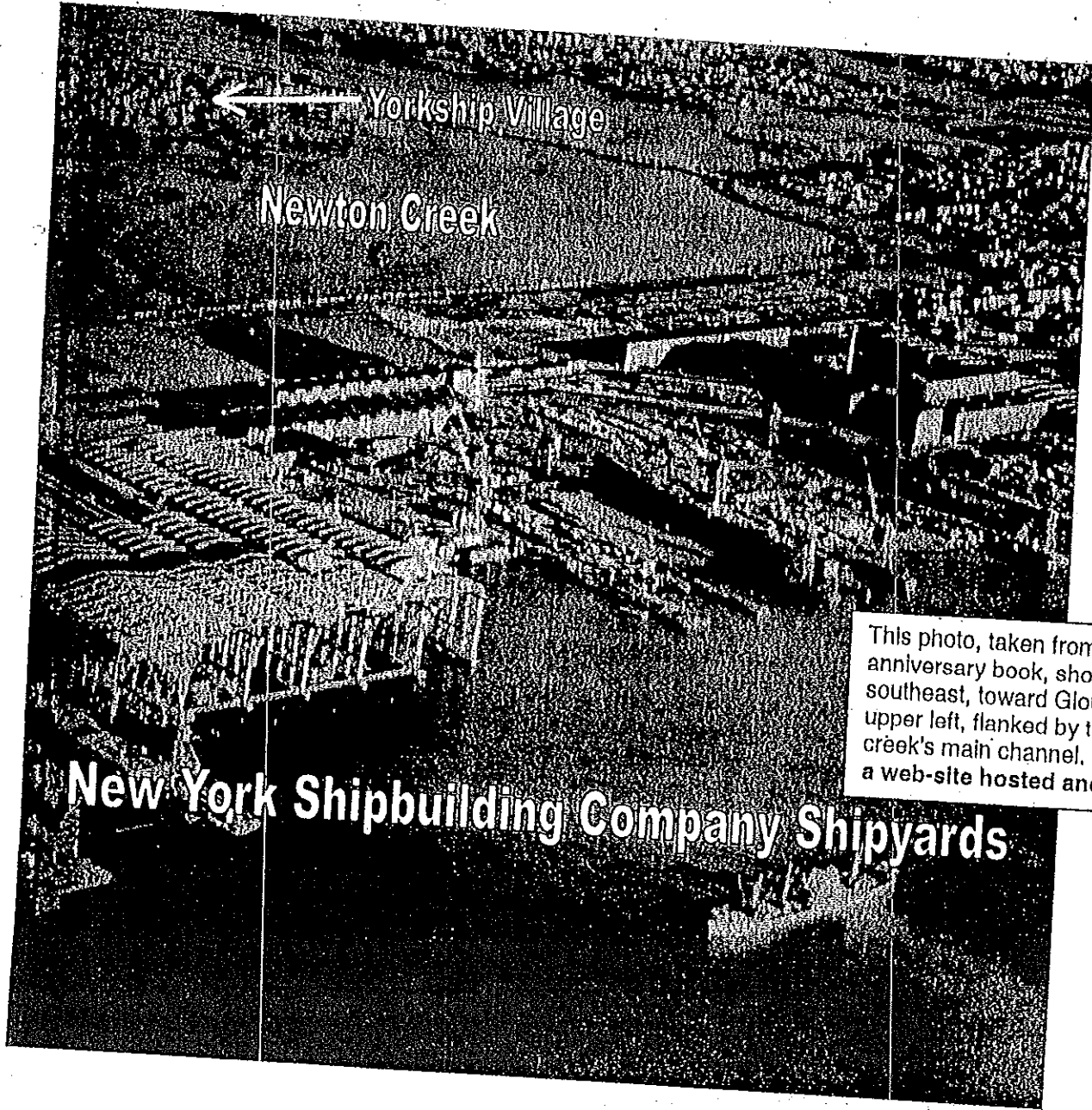
Homes were initially rented to shipyard workers. After the war, however, the homes were sold to New York Ship employees at public auction. The three-day sale in 1921 saw approximately 1500 homes change hands at prices ranging from \$800 to \$1800.

The first school in Yorkship Village was located in a residential quadruplex. Construction of a proper village school began in 1919. When the name of the village was changed to Fairview in 1922, the school--along with the village square--continued to carry the name Yorkship.

Subsequent development on the periphery of Yorkship Village has stolen

some of Litchfield's green spaces, and compromised the village's character and isolation. For example, in the 1950s the brick row homes of Cushing Road were added at the end of Republic Road, taking a bite out of the parkland along the North Branch of Newton Creek. Along the boundary marked by Mt. Ephraim Avenue, a large shopping center, steakhouse, and fast-food restaurants sprang up. Interstate 76 and 676 and the approaches to the Walt Whitman Bridge swallowed up land along the southern and western boundaries of the village, and adding around-the-clock highway noise to the quality-of-life equation. The former Babe Ruth League ballfield adjacent to Hull Road, along with the undeveloped land along Snake Alley, was transformed into a generic apartment complex. The grounds of Yorkship School, once grassy and open, have been completely paved over and surrounded with tall iron fences.

Despite those changes, however, Fairview has been more successful in resisting and escaping the decline of Camden than any other residential neighborhood. Professor Michael Lang, chairman of the department of urban studies at Rutgers University's Camden campus, has been inspired by Fairview's resilience to study the history of its underlying principles of design. "I was intrigued that this community, which was built in 1917 for shipyard workers, has held the loyalty of its citizens amidst the decline and the industrialization of the rest of the city," Lang says. At the 1998 national conference of the American Planning Association, the AICP National Planning Landmark award went to Yorkship Village, New Jersey, "regarded the best of 55 housing developments undertaken by the U.S. federal housing corporations during World War I."



This photo, taken from the endpapers of New York Shipbuilding's 50th anniversary book, shows Newton Creek at high tide. The view is to the southeast, toward Gloucester Heights. Yorkship Village (Fairview) is at the upper left, flanked by the North Branch and the wide tidal floodplain of the creek's main channel. Source: "A Tribute To A Place Called Yorkship", a web-site hosted and written by Michael P. Kube-McDowell

New York Shipbuilding Company Shipyards

**STATUTORY CRITERIA FOR REDEVELOPMENT
AREA DESIGNATION**

- a. *Buildings that are substandard, unsafe, unsanitary, dilapidated or obsolete, or are conducive to "unwholesome" living or working conditions;*
- b. *Vacant, abandoned or untenable buildings previously used for commercial, manufacturing or industrial purposes;*
- c. *Land owned by the municipality, county, housing authority or redevelopment entity; or land that has remained unimproved and vacant for a period of ten years prior to the designation and is not likely to be privately developed due to location, remoteness from developed portions of the municipality, lack of access or soil conditions;*
- d. *Buildings or improvements that adversely impact a designated area because of their dilapidated condition, overcrowding, obsolete arrangement or design, excessive land coverage, deleterious land use or combination thereof;*
- e. *A growing or total lack of proper utilization of areas caused by title restrictions, diverse ownership or other conditions resulting in economic stagnation and lack of productivity;*
- f. *Areas over five contiguous acres where buildings and improvements have been destroyed by fire or natural disaster resulting in material loss of assessed value;*
- g. *An urban enterprise zone designated by the New Jersey Urban Enterprise Zone Authority, except that redevelopment powers are limited to use of long and short term tax abatement/exemption unless separately designated as a redevelopment*

Plan Section 1.0 The Public Purpose

Statutory Reference:

State relationship of redevelopment plan to local objectives regarding appropriate land uses, recreational and community facilities and other public improvements.

1.1 Description of site and findings of need for redevelopment

The subject Redevelopment Area is known as the Fairview Neighborhood Redevelopment Area. It consists of the entire historic Yorkshipp Village north of Collings Avenue, as well as sections to the south of Collings Avenue to the Haddon Township border that were developed in later years. While the area consists of over 2,000 properties, the majority of which are occupied and in reasonable physical condition, the Camden City Council designated the

area to be In Need Of Redevelopment based on a study by Schoor DePalma in July, 2001.

The Schoor DePalma study found approximately 100 totally vacant residential buildings scattered throughout the neighborhood and that 56% of the 88 blocks in the study area contained at least one vacant or dilapidated building. In addition, the upper floors of the mixed-use buildings around Yorkshipp Square were found to be vacant, deteriorating and uninhabitable. Six of the 22 commercial units on the street level of these buildings were also found to be vacant. The overall condition of the buildings around the Square were found to be causing a blighting effect on the rest of the neighborhood and attracting criminal activity around the Square.

The Schoor DePalma study also found that median home values had actually decreased in Fairview between 1990 and 2000 during the most dynamic economic expansion in New Jersey and nationally since the end of World War II. Additionally, the study found that only 70% of the residential units are owner-occupied.

Finally, study also found that the County park on Block 713, Lot 4 was underutilized and had become an area of illegal drug activity and staged pit bull dog fights. A number of commercial properties along Collings Avenue were also found to exhibit a growing or total lack of proper utilization.

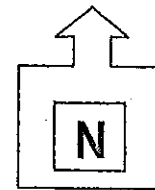
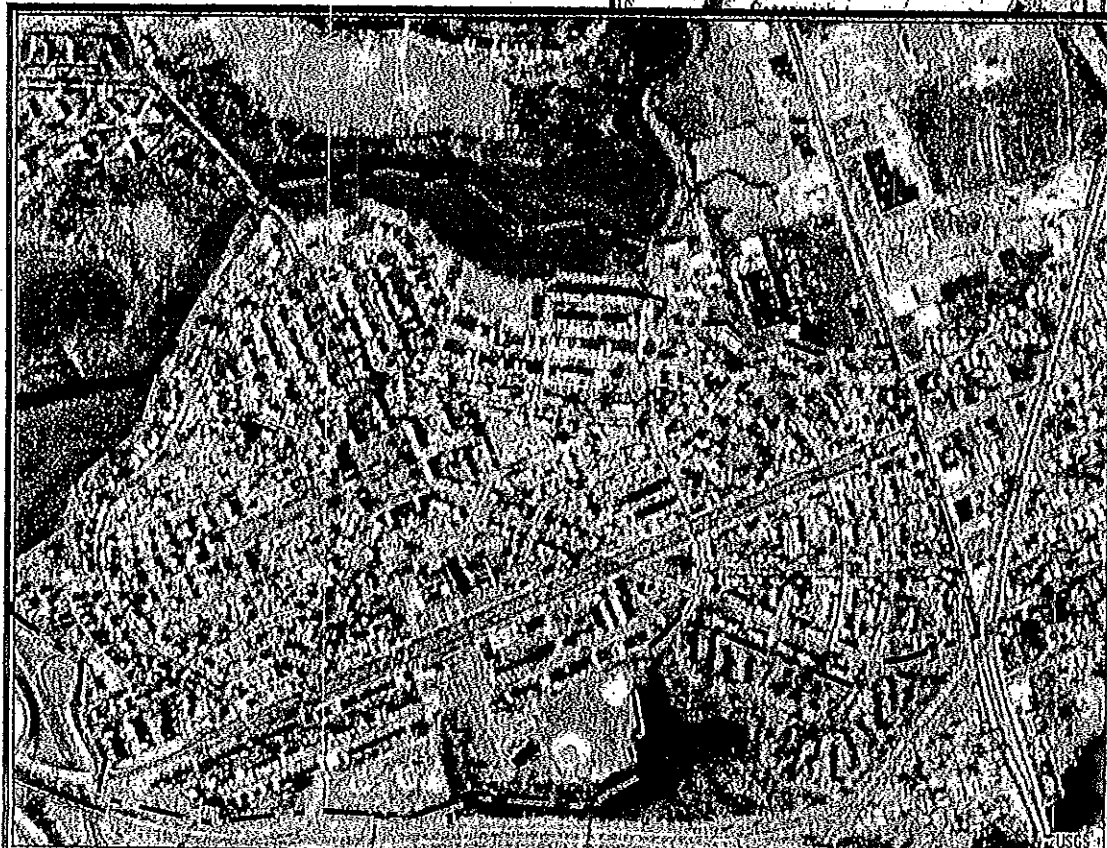
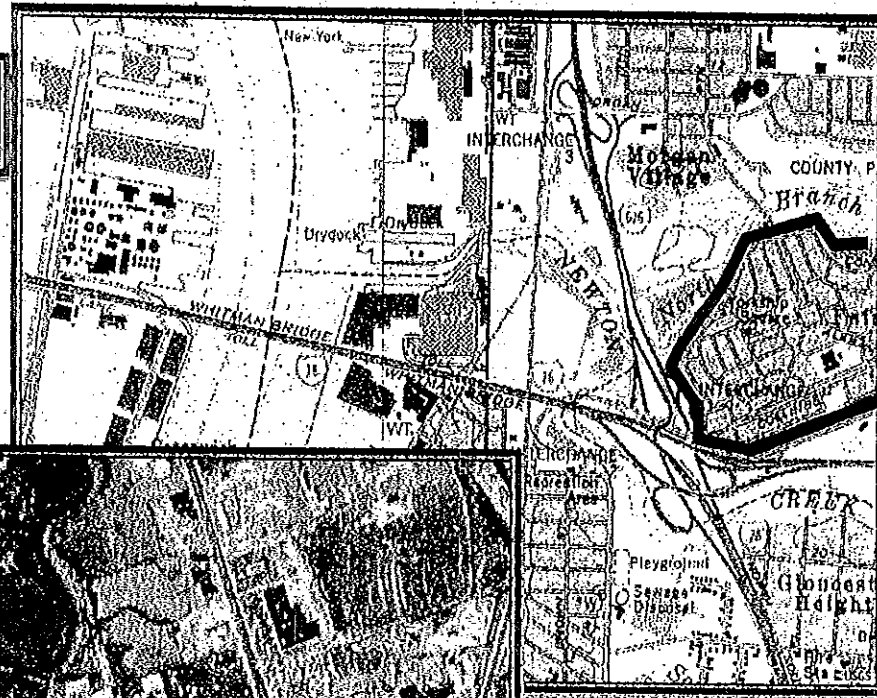
All in all, the Camden Planning Board agreed with the study's conclusion that the Fairview

Neighborhood was an Area In Need of Redevelopment. This conclusion was based on an assessment that the only way to address the deleterious impact of vacant buildings, reverse the overall decline in property values and revitalize the neighborhood was through a coordinated program of acquisition and rehabilitation of existing buildings, combined with the acquisition and redevelopment of infill properties, all as part of a public-private partnership with a designated redeveloper.

Largely vacant and boarded up mixed-use buildings around Yorkship Square



FIGURE 1.0
REDEVELOPMENT AREA MAP



1.1 Definition of site development potential and suitable uses.

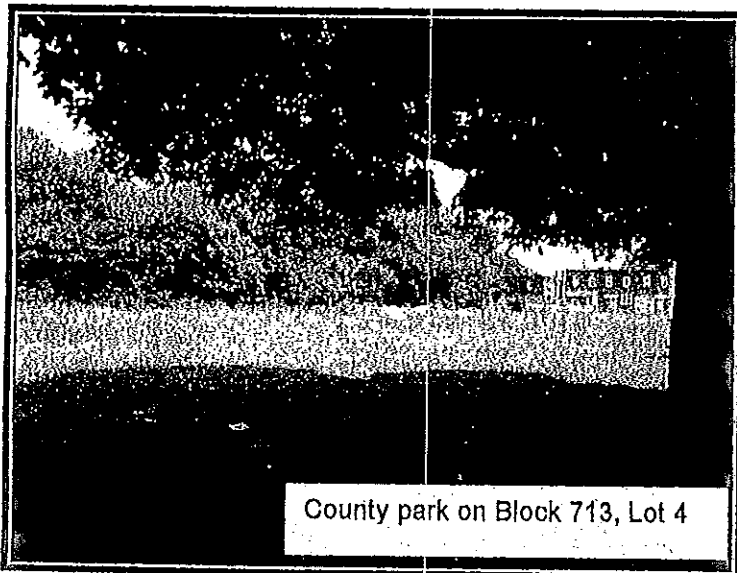
The Redevelopment Area consists of a combination of residential blocks with a variety of attached row houses and duplexes, detached single family homes and multifamily housing types, with neighborhood retail around Yorkship Square and immediate side streets and more highway oriented commercial uses along Collings Avenue.

The majority of the area comprises the original Yorkship Village along and to the north of Collings Avenue, although the adjacent blocks to the south of Collings Avenue are inseparable from the rest of what is now Fairview.

Unlike many more conventional redevelopment plans that propose new land uses to replace the existing, obsolete and economically depressed land use pattern, this Plan seeks to preserve, restore and

reinforce the existing land use pattern through a coordinated program of rehabilitation of existing buildings and redevelopment of several vacant redevelopment parcels.

In addition to the program of rehabilitation and redevelopment of residential and commercial properties, this Plan recommends public improvements to the waterfronts along the North Branch of Newton Creek. Specifically along the southern shoreline of the North Branch, a public waterfront walkway is proposed that would connect Fairview to Reverend Evers Park (45.20 acres), which is located in Camden between Morgan Boulevard, Morgan Street and Mt. Ephraim Avenue along the north shore of the North Branch. These improvements would make the 8 Basketball Courts, 2 Softball Fields, 1 Playground and 1 Multi-Purpose Field of Reverend Evers Park more accessible by foot or bicycle to Fairview residents, provide new opportunity for fishing and boating improvements and compensate for the partial redevelopment of the existing underutilized County park on Block 713, Lot 4 as part of a redevelopment parcel.



1.2 Redevelopment Goals and Objectives

The following Goals and Objectives are provided to advance the public interest in this Redevelopment Plan:

- Reverse the trend of an increasing number of vacant residential buildings within the residential blocks through a coordinated program of acquisition, rehabilitation and resale of *vacant* residential buildings;
- Revitalize Yorkship Square through the acquisition and rehabilitation of the largely vacant mixed-use buildings surrounding the Square, combined with restoration of streets, sidewalks, lighting and landscaping around and within the Square;
- Reverse the trend of declining property values through the infusion of new investment dollars made possible by the creation of several new redevelopment parcels out of underutilized vacant lands for construction of new multifamily residential units consistent with the architectural style, residential density and

scale of the existing multifamily development within the Village;

- Revitalize the Collings Avenue business corridor through the acquisition and redevelopment of existing obsolete or improperly utilized properties into new multifamily housing as well as the rehabilitation or redevelopment of new mixed-use and neighborhood retail goods and service businesses. Landscape and streetscape improvements are needed to visually reinforce the gateway and boulevard functions of Collings Avenue;
- Return the underutilized properties within Fairview to economic productivity and enable the residents and taxpayers of Fairview and the City of Camden to benefit from significant new revenue generated from tax payments and/or payments in lieu of taxes;
- Create new, more usable recreation opportunities for Fairview residents, including the potential for fishing and boating, through the development of a waterfront walkway

"a place of light rooms and clean yards, with adequate playgrounds and amusement fields; a place of beauty and appropriateness and cleanliness so great that a man returning from his daily toil would receive new strength and recreation; a place where the man who could save a fraction of his income would be able to obtain with it, for himself and for his children, a share of play and education, literature and music, and other uplifting things." Electus Darwin Litchfield

connecting connecting the pedestrian walkways of Yorkship Square with Reverend Evers Park (45.20 acres), which is located in Camden between Morgan Boulevard, Morgan Street and Mt. Ephraim Avenue.

1.3 Description of Public & Economic Benefits

The successful redevelopment of Fairview will provide substantial public and economic benefits to the residents and taxpayers of the City of Camden. It will convert land that is a financial liability on the taxpayers of the City into an economic asset and serve as a model for other City neighborhoods to follow.

1.4 Relationship of proposed redevelopment objectives to Camden Master Plan and Zoning Regulations

Master Plan

Based on a review of the Camden County Cross Acceptance Report (1998), which reviewed the City of Camden's Master Plan documents and

accepted comments by the City on the 1998 Preliminary State Development and Redevelopment Plan, there are approximately twenty-four land development regulatory documents adopted by the City of Camden. The first Master Plan was completed in 1962 and the most recent re-examination report was completed in 1995. The City is currently updating their Comprehensive Plan. Specifically, the City Planning Board has addressed or is in the process of addressing the following:

- updating the Comprehensive Plan with the introduction of an Historic Preservation element;
- establishing a more efficient process to implement the plan;
- upgrading of local development regulations;
- streamlining of permitting process;

- Improving communication within and between City departments and agencies;
- Increasing public participation in the decision-making process.

The Cross Acceptance Report states that the City supports the preservation and rehabilitation of its existing housing stock and the creation of new housing opportunities. It asserts that the 50+ year old housing stock can become a revitalization asset through an emphasis on historic preservation planning as a means of urban revitalization. According to the Report, the city believes that Historic Preservation is central to the revitalization process. During the Comparison Phase of the Cross Acceptance Process in the late 1990s, the City reportedly supported the Historic Property Reinvestment Act (Assembly No. 2987) and the proposed creation of Historic Preservation Enterprise Zones to support "Main Street" programs.

Based on the above, the objectives of this Plan to preserve, restore and reinforce the Fairview Neighborhood consistent with its historic "factory

town" heritage is consistent with the land use policies expressed by the City as part of its existing and proposed Master Plan documents, specifically the Historic Preservation Element and its associated preservation regulations.

Existing Zoning Provisions

Currently, the area is located primarily within the R-1 Zone District, with two smaller C-1 Districts around Yorkship Square and along a portion of Collings Avenue (see zoning map).

The stated purpose of the Residence R-1 District is "to establish a zoning district for single-family dwellings at a maximum density of approximately twenty-nine (29) units per acre and garden apartments at a maximum density of approximately twenty-nine (29) units per acre. Permitted uses, buildings and structures shall include uses permitted in Residence R-1-A Districts and, additionally, single-family dwellings of any type". Additional permitted uses are:

- (1) Municipal buildings or uses
- (2) Noncommercial parks, playgrounds or recreation areas
- (3) Churches or houses of worship, provided that such uses receive site plan approval in compliance with Article XXIII.
- (4) Public, private or parochial educational institutions, which uses must receive site plan approval in compliance with Article XXIII.
- (5) Planned unit residential development, as defined by § 577-4
- (6) Planned unit development, as defined by § 577-4
- (7) Home occupations and home professional offices, provided that the use is located within the dwelling, that the dwelling structure is without material exterior alteration and that the primary use of the property is for a single-family dwelling.

Accessory uses to residential uses are limited to the following:

- (1) Parking structures, as defined by §§ 577-30 and 577-31.
- (2) Swimming pools, provided that they do not exceed six (6) feet from the ground to the highest appendage and that they conform to all other applicable ordinances.
- (3) Other customary accessory uses, provided that no such structure shall be closer than three (3) feet to a side or rear property line or shall exceed six (6) feet in height. The construction of this structure shall be subject to the approval of the Construction Official.

The C-1 Zoning District around the Square and along Collings Avenue permits the following:

- (1) Retail and business uses:
 - (a) Groceries, food stores and bakeries.

- (b) Drugstores and pharmacies
- (c) Newspaper, periodical, stationery and tobacco stores.
- (d) Banks.
- (e) Funeral homes.
- (f) Restaurants with seating capacity for not more than fifty (50) people
- (g) Gas stations with the primary purpose of pumping gas.
- (h) Clothing and shoe stores
- (i) Barber- and beauty shops
- (j) Tailor shops, dressmakers and shoe repair shops
- (k) Dry cleaners and laundries.
- (1) Radio and television service.

- (2) Business, professional and governmental offices.
- (3) Clubs and lodges organized for fraternal or social purposes.
- (4) Any use permitted in an R-2 Zone.

B. Although it should be understood that any use not complying with the above specifications is prohibited, the following uses and activities are specifically prohibited

- (1) Automobile and truck sales.
- (2) Wholesale, storage and warehouse facilities
- (3) Lumber and building supply sales and storage.
- (4) Junkyards
- (5) Motels and hotels.
- (6) Automobile body repair and painting.

(7) Adult entertainment uses.

Proposed Zoning Changes

Because the public purpose to be accomplished by this Plan is the cessation of creeping vacancies in both residential and commercial buildings and the rehabilitation of deteriorating buildings for re-occupancy by new households and neighborhood businesses, there are few significant changes proposed in the overall Zoning Plan for Fairview. However, in order to protect the remaining integrity of this nationally registered historic district, the development requirements in the succeeding Sections of this Plan will specify that any new building or addition to an existing building must conform to the prevailing height, bulk and setback from each property line that is present among buildings of the same land use type within the same block on both sides of the street, except along Collings Avenue, where new development requirements will be established for specific redevelopment parcels.

Except for the addition of multifamily residential uses at no more than 50 dwelling units per acre on identified redevelopment parcels within the R1 District and C-1 District, permitted uses will remain unchanged by this Plan within the Fairview Redevelopment Area. Aside from the inclusion of multifamily residential development on identified redevelopment parcels, uses within the C-1 District will change slightly in that gasoline service stations will no longer be a permitted use and the 50 seat restriction for restaurants will be removed from the C-1 District along Collings Avenue. The balance of the land use and development requirements of this Plan will be set forth in Section 2.0.

Plan Section 2.0 The Redevelopment Plan

Statutory Reference:

Describe proposed land uses and building requirements in the redevelopment area.

2.1 Land Use Plan

The Land Use Plan is shown on the Redevelopment Plan Land Use Map on the following page.

2.2 Land Use and Development Requirements

This Redevelopment Plan calls for the following land use and development requirements:

USES PERMITTED

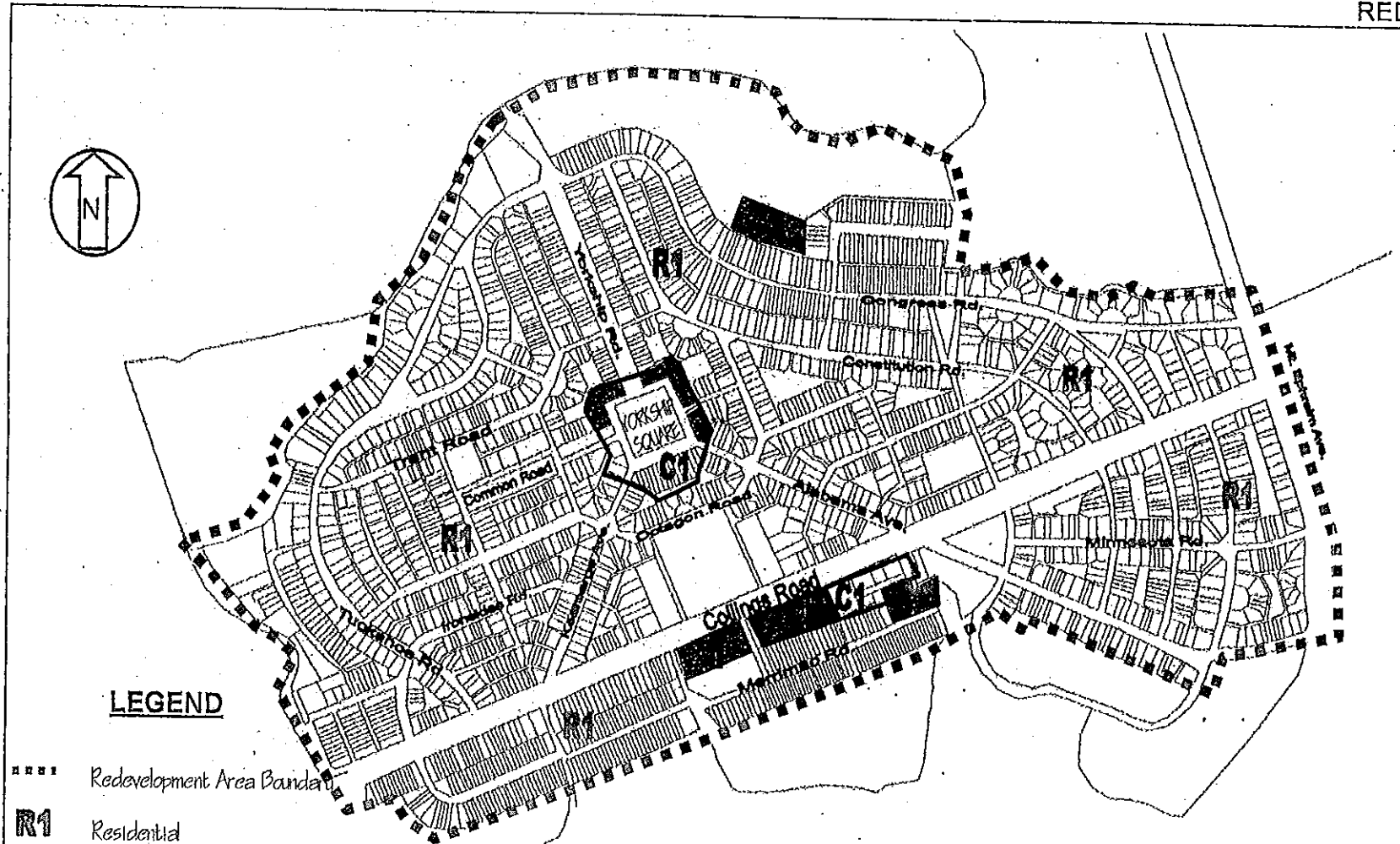
In order to protect the remaining integrity of this nationally registered historic district, the

development requirements in the succeeding Sections of this Plan will specify that any new building or addition to an existing building must conform to the prevailing height, bulk and setback from each property line that is present among buildings of the same land use type within the same block on both sides of the street, except along Collings Avenue, where new development requirements will be established for specific redevelopment parcels.

Except for the addition of multifamily residential uses at no more than 50 dwelling units per acre on identified redevelopment parcels within the R1 District and C-1 District, permitted uses will remain unchanged by this Plan within the Fairview Redevelopment Area. Aside from the inclusion of multifamily residential development on identified redevelopment parcels, uses within the C-1 District will change slightly in that gasoline service stations will no longer be a permitted use and the 50 seat restriction for restaurants will be removed from the C-1 District along Collings Avenue.

FAIRVIEW NEIGHBORHOOD
REDEVELOPMENT PLAN

Revised to: 07/11/01
Page 17



LEGEND

- Redevelopment Area Boundary
- R1 Residential
- C1 Mixed-Use Residential/ Commercial
- To Be Acquired
- ⋯ Acquire Vacant Residential Buildings
- 1 Redevelopment Parcel



SCHOOR DEPALMA
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**FAIRVIEW NEIGHBORHOOD
(YORKSHIP VILLAGE)**

Redevelopment Land Use & Parcel Map
Fairview Neighborhood Redevelopment Plan

Our Project #: A01043 Date: July 2001

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The following uses shall be permitted within the R1 Zoning District portion of the Fairview Redevelopment Area:

- 2.2.1 Single-family dwellings of any type at a maximum density of approximately twenty-nine (29) units per acre;
- 2.2.2 Multifamily apartments at a maximum density of approximately fifty (50) units per acre.
- 2.2.3 Permitted uses, buildings and structures shall include uses permitted in Residence R-1-A Districts;
- 2.2.4 Additional permitted uses are:
 - (1) Municipal buildings or uses
 - (2) Noncommercial parks, playgrounds or recreation areas
 - (3) Churches or houses of worship, provided that such uses receive site plan approval in

compliance with Article XXIII.

- (4) Public, private or parochial educational institutions, which uses must receive site plan approval in compliance with Article XXIII.

Accessory uses to residential uses are limited to the following:

- (1) Customary accessory uses, provided that no such structure shall be closer than three (3) feet to a side or rear property line or shall exceed six (6) feet in height. The construction of this structure shall be subject to the approval of the Construction Official.

The following uses shall be permitted within the C1 Zoning District portion of the Fairview Redevelopment Area:

- 2.2.5 Retail sales and service activities as follows:

- (a) Theaters for cultural entertainment, including motion pictures, except that not more than one production may be facilitated at a time;
- (b) Restaurants, except that restaurants located around Yorkship square shall be limited to 50 seats or less;
- (c) Combination of (a) and (b) above;
- (d) City operated buildings and facilities;
- (e) Groceries, food stores and bakeries.
- (f) Drugstores and pharmacies
- (g) Newspaper, periodical, stationery and tobacco stores.
- (h) Banks.
- (i) Funeral homes.
- (j) Clothing and shoe stores

- (k) Barber- and beauty shops
- (l) Tailor shops, dressmakers and shoe repair shops
- (m) Dry cleaners and laundries.
- (n) Radio and television service.
- 2.2.6 Business, professional and governmental offices.
- 2.2.7 Clubs and lodges organized for fraternal or social purposes.
- 2.2.8 Single-family and multifamily dwellings at a maximum density of approximately fifty (50) units per acre.

2.3 Prohibited Uses:

Although it should be understood that any use not complying with the above specifications is prohibited, the following uses and activities are specifically prohibited

- (1) Automobile and truck sales.
- (2) Wholesale, storage and warehouse facilities
- (3) Lumber and building supply sales and storage.
- (4) Junkyards
- (5) Motels and hotels.
- (6) Automobile body repair and painting.
- (7) Adult entertainment uses.
- (8) Gasoline Service Stations

2.4 HEIGHT, BULK & SETBACK REQUIREMENTS

Any new building or addition to an existing building must conform to the prevailing height, bulk and setback from each property line that is present among buildings of the same land use type within the same block on both sides of the

street, except along Collings Avenue, where a minimum setback of five (5) feet shall be maintained from all property lines, including street lines. A maximum height of 50 feet shall also be maintained for any new buildings constructed within the Fairview Redevelopment Area.

2.5 DESIGN STANDARDS

2.5.1 Parking and Loading

The parking and loading standards for this Plan shall be as provided in Article XVII of the Camden Zoning Ordinance, except that the parking requirement for all residential uses shall be one parking space per dwelling unit. To the extent that the Camden Zoning Ordinance or this Plan, as applicable, is inconsistent with the Residential Site Improvement Standards (RSIS), it is proposed and recommended that, due to the stated public purpose of preserving the historic integrity of the Fairview Historic District, that this Plan be submitted to the Residential Site Improvement Advisory Board of the New Jersey Department of Community Affairs for approval.

as Special Area Standards for the Fairview
Redevelopment Area.

2.5.2 Landscaping

Landscaping and buffering shall be provided as appropriate or where deemed necessary by the Camden Planning Board to improve the visual quality of redevelopment projects and to screen undesirable views.

2.5.3 Signs

All signage shall be in accordance with the provisions for historic districts in Article XIX of the Camden City Zoning Ordinance.

2.5.4 Miscellaneous Provisions

1. Off-tract improvements and performance guarantees shall be determined in a duly executed Redeveloper Agreement between the designated redeveloper and the redevelopment entity as designated by the Camden City Council. The

Redeveloper Agreement shall include a schedule for the construction of the Infill redevelopment parcels.

2. Soil removal and grading plans shall be submitted at the time of site plan application to the Planning Board. Said plans shall be subject to the review and approval of the City Engineer.

Variation from the requirements set forth by this Redevelopment Plan may be necessary in certain unusual circumstances. In such an instance, the Planning Board may waive certain parking, setback, floor area, height, buffer and land coverage requirements if the designated redeveloper demonstrates that such waiver will not substantially impair the intent of the Redevelopment Plan, and will not present a substantial detriment to the public health, safety and welfare or the integrity of the Fairview Historic District.

Plan Section 3.0 Acquisition and Relocation

Statutory Reference:

Identification of property recommended for acquisition;

Plan for temporary and permanent relocation of displaced residents and businesses, including an estimate of available housing in acceptable condition within the existing local housing market.

3.1 Identification of Acquisition Parcels

This Plan calls for the acquisition of residential buildings for rehabilitation only after they become vacant. It does not authorize the acquisition of occupied residential buildings and therefore will not involve the need for relocation of any households. Infill redevelopment will occur on existing vacant redevelopment parcels that are created through subdivision (Parcel 4) or

assembly (Parcels 1, 2 & 3). These parcels are identified on the Redevelopment Parcel Map. Parcel 4 is currently part of a County park and does not require relocation. Parcel 1 will require the acquisition and assembly of Lots 1, 2, 3, 4, and 11 on Block 720 and the relocation of an existing auto body repair business on Block 720 Lot 11. Parcel 2 will require the acquisition and assembly of Lots 11, 13, 14, 15 and 16 on Block 721. The relocation of the office of a nonprofit group on Block 721, Lot 11 and a warehouse on Block 721, Lots 13 – 16 will be required for Parcel 2. Parcel 3 requires the acquisition of Block 721 Lot 66 and Block 727, Lot 20, as well as the possible vacation of New Hampshire Road along the frontage of Block 725 Lot 66. Parcel 3 is currently occupied by masonry and wood attached garages in poor condition that are individually rented as self storage units.

Also identified on the Redevelopment Parcel Map are the existing mixed-use buildings around Yorkship Square, which are identified for acquisition. Some of these buildings are partially occupied by existing businesses on the ground floor. However, in order to gain control of the

property and rehabilitate all of the buildings around the Square in a coordinated manner, it is necessary in the public interest to acquire these properties in order to effectuate this Plan. Yorkship Square is the heart of Fairview, but has become severely underutilized and deteriorated. The classic arched pedestrian entrances through the buildings from outside the Square have become dangerous hangouts for drug dealers and street gangs. The Square is in need of sweeping change that can only be achieved through the control of a redeveloper implementing the dramatic and wholesale rehabilitation recommended in this Plan.

3.2 Plan for Relocation

As was stated in the previous Section, the only anticipated relocation that may be necessary would be the auto body repair, warehouse and self storage businesses and one office tenant on Collings Avenue and a few of the businesses around Yorkship Square. The redevelopment of Parcel 3 will also potentially require the compensation of users of the self storage units.

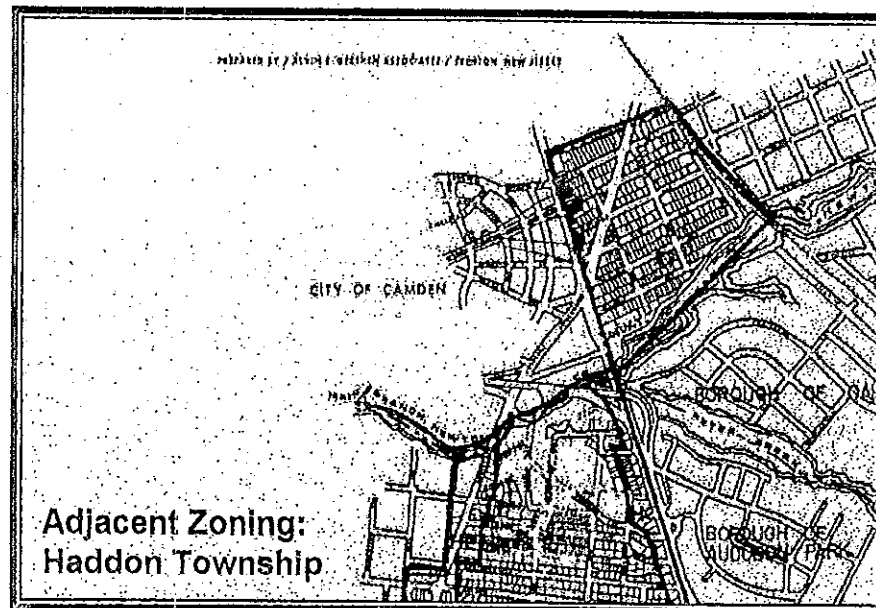
Because of the industrial and highway nature of the auto body, warehouse and self storage use is likely that they will be relocated to suitable sites elsewhere in Camden where those uses are permitted under existing zoning. The office for the nonprofit group currently located in the building on Block 721, Lot 11 is proposed for relocation to one of the available commercial spaces in Yorkship Square after the space is rehabilitated by the designated redeveloper.

Part of the "coordinated program of redevelopment" that is intended in the Local Redevelopment and Housing Law and that justifies the use of redevelopment powers includes the coordination of relocation in a manner that is the least disruptive to the affected businesses. Therefore, the designated redeveloper will be required to develop a strategy for the approval of the redevelopment entity that either enables existing businesses to stay in business during rehabilitation of the buildings around Yorkship Square or be relocated to suitable alternative space elsewhere on Yorkship Square, on either a temporary or permanent basis.

Plan Section 4.0 Plan Consistency Review

Statutory Reference:

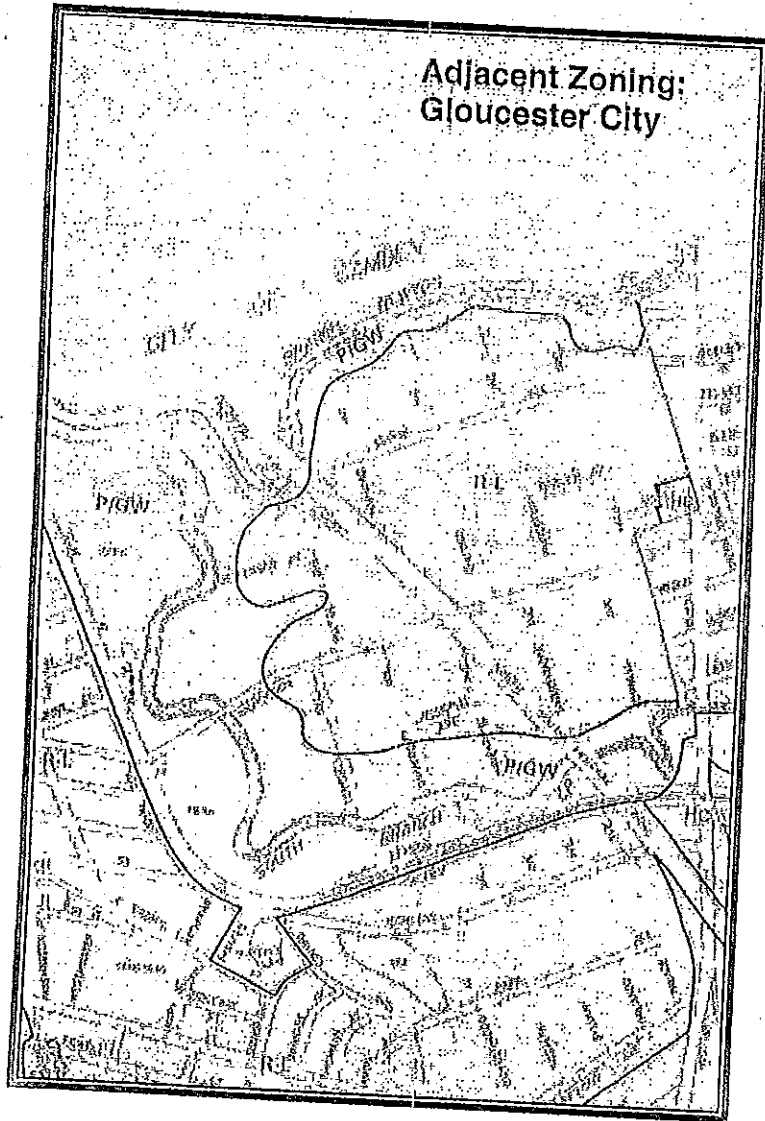
Describe the relationship of redevelopment plan to master plans of contiguous municipalities, county master plan and State Development and Redevelopment Plan.



5.1 Consistency of Redevelopment Plan with Township of Haddon Master Plan

The Fairview Redevelopment Area borders the Township of Haddon to the south and east. To the south, Haddon Township is separated from Fairview by the Black Horse Pike. To the east, Haddon and Camden are separated by US Route 130. Both of these major arteries are significant edges that provide effective boundaries between land uses. While the overall residential development pattern in Fairview, which mixes a significant amount of attached single family and multifamily uses with its single family detached housing, is significantly more dense than the medium density single family residential zoning in Haddon, as well as the single family detached density of the neighboring mobile home community, the presence of this pattern has existed for most of the Twentieth Century and will not be altered by this Plan.

Based on the above, the preservation-based land uses and building requirements proposed



for the Fairview in this Redevelopment Plan are consistent with the overall Zone Plan for the Township of Haddon.

5.2 Consistency of Redevelopment Plan with Township of Gloucester City Master Plan

The City of Gloucester borders the City of Camden on the south side of the Main Branch of Newton Creek along the southwest edge of Fairview. This portion of Gloucester City is zoned Park/Greenway (P/GW) and encompasses the shorelines of both the Main Branch and South Branch of Newton Creek. This P/GW zone forms a natural buffer, reinforced by the Black Horse

Pike, between the low density residential (R-L Zone) neighborhoods south of the P/GW zone in Gloucester City and the nearest portions of Fairview.

Based on the above, the preservation-based land uses and building requirements proposed for the Fairview in this Redevelopment Plan are consistent with the overall Zone Plan for the City of Gloucester.

5.3 Consistency of Redevelopment Plan with Camden County Growth Management Plan (Master Plan)

Based on the Camden County Cross Acceptance Report, the Camden County Division of Planning has focussed on transportation planning issues during the period between the first and second cross-acceptance of the State Development and Redevelopment Plan. During that five year period, the Division prepared a series of transportation related studies and plans that form the transportation

“Protect, enhance, and where appropriate rehabilitate historic, cultural and scenic resources by identifying, evaluating and registering significant historic, cultural and scenic landscapes, districts, structures, buildings, objects and sites, and ensuring that new growth and development is compatible with historic, cultural and scenic values”.

STATEWIDE POLICY ON HISTORIC,
CULTURAL & SCENIC RESOURCES
2001 State Development and
Redevelopment Plan

element of the Camden County Comprehensive Plan. There has also been an intense focus on transportation and the consistent growth management of the area have generated studies to evaluate present and future needs in specific developing areas, around mass transit stations, along specific corridors and at specific intersections. The County's Cross Acceptance Report states that the data collection, analysis and recommendations provided in these plans are consistent with the State Plan's key concepts, the planning area policy objectives, as well as the Resource Planning and Management map.

The emphasis on rehabilitation of an existing historic district is not expected to significantly affect traffic patterns or congestion along Collings Avenue, Route 130 or the Black Horse Pike. Nor are there any alterations to existing intersections, ramps or access points recommended in this Plan.

Based on the above, the Fairview Neighborhood Redevelopment Plan is consistent with the Camden County Growth Management Plan.

5.4 Consistency of Redevelopment Plan with State Development and Redevelopment Plan

The City of Camden has been and remains a designated Urban Center under both the original and recently adopted State Development and Redevelopment Plan. In addition, the fact that Fairview is listed on the National Register of Historic Places should qualify the neighborhood as as a "Historic and Cultural Site". The stated purpose of this Plan to protect, enhance and rehabilitate the residential and commercial buildings within Fairview is completely consistent with the Statewide Policy on Historic, Cultural and Scenic Resources (see insert).

Plan Section 5.0 Implementation & Completion

6.1 Execution of Redeveloper Agreement

This Plan may be amended from time to time in accordance with the procedures of the Redevelopment and Housing Law, except that amendments affecting a redevelopment parcel addressed in an agreement, duly executed by a redeveloper and the City of Camden's redevelopment entity, shall be contingent on the written approval of such redeveloper.

6.2 Certificates of Completion

Upon the inspection and verification by the City of Camden's redevelopment entity that the redevelopment of the Redevelopment Area has been completed, a Certificate of Completion shall be issued to the redeveloper and such parcel

shall be deemed no longer in need of redevelopment.

This Redevelopment Plan shall remain effective until all the Redevelopment Area has been redeveloped and deemed no longer in need of redevelopment by the City Council of the City of Camden.