

BOROUGH OF PENNS GROVE

WATERFRONT PARK

DEVELOPMENT PLAN

OCTOBER 1987

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BOROUGH OF PENNS GROVE
DEVELOPMENT PLAN

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BOROUGH OF PENNS GROVE
WATERFRONT PARK DEVELOPMENT PLAN

Table of Contents

	<u>Page</u>
I Executive Summary	1
II Introduction	4
III Overview	5
IV Goals and Objectives	6
V Market Analysis for Marina Development	7
VI Site Analysis	14
VII Alternative Concepts (Costs & Phasing)	14
1. General	14
2. Alternative A	17
3. Alternative B	20
4. Design Recommendations	23
VIII Statement of Coastal Policy Compliance	25
IX Project Implementation	28
1. Roles of Public Sector	28
2. Roles of Private Sector	31
3. Public-Private Sector Cooperation	32
4. Recommended Funding Strategy	34
5. State and Federal Permits	35
X Recommendations & Conclusion	36
APPENDIX	
A. Cost Estimates	39
B. Boating Facilities Near Penns Grove	41
C. Map of Penns Grove	42
D. Public Hearing	43

LIST OF TABLES & DRAWINGS

	<u>Page</u>
1. Salem County Developed Recreational Facility Needs	7
2. Philadelphia Area Boat Launch Statistics - 1984	8
3. Projected Boat Ownership	11
4. Comparison of Boat Facility Demand	11
5. Existing Land Use	15
6. Site Analysis	16
7. Alternative A & Phasing	18
8. Alternative B & Phasing	21

Appendix: Preliminary Cost Estimates for Alternatives A & B

BOROUGH OF PENNS GROVE
WATERFRONT PARK DEVELOPMENT PLAN
EXECUTIVE SUMMARY

I EXECUTIVE SUMMARY

The Borough of Penns Grove Waterfront Park Development Plan is intended to be used to guide Borough decision-makers in evaluating the options and alternatives which are feasible and reasonable for the use of a prime vacant parcel of waterfront property at the foot of Main Street on the Delaware River. One of the components of this Plan is a presentation of alternative development concept plans that would provide the Borough with the structure by which to steer future development and growth, should it choose to do so. The Plan is intended to be comprehensive in scope, reflecting the Borough's need for additional public open space and access to the water, as well as its desire for economic revitalization. In addition, the Plan evaluates the market demand for a marina facility in this area and sets forth the cost parameters and the steps related to implementing either of two proposed waterfront development scenarios.

A major objective of the Plan is to address the most commonly asked questions related to the potential acquisition and use of this site. The questions and issues presented below capsulize some of the major findings and recommendations of the Plan:

1. What is the highest and best use of the property?

Given its proximity to the water, this property is well-suited to a multi-use recreational development. The alternative development plans include boating facilities, a dry dock, open air market, amphitheatre, and playing field.

2. What are the steps in developing the Plan?

A waterfront development project of this magnitude is an ambitious undertaking which is rarely undertaken all at one time. Broad development, of necessity, must be staged, as resources allow. A possible plan for phasing this project is proposed in the study. The recommendations in the Waterfront Development Plan are intended to provide the Borough with adequate information to develop a strategy for furthering whatever plan it selects.

3. What are the cost parameters for developing the site?

The Plan intends to clarify the magnitude of the costs for the project, as a useful first step in planning the future use of the area. Cost estimates for each scenario and its individual components are presented in the Study.

4. Who will implement and pay for the project? What are the public and private roles?

The success of a project of this scope relies on effective public-private cooperation. However, the Borough will need to determine its own role and the role, if any, of the private sector. With this Plan as a guide, the Borough is in a position to determine which portions of the total 10.5 acres site to acquire and to steer the development of the site in accordance with the Borough's objectives. A financial plan for the development and operation of this recreation area will need to be established, depending upon whether the project can pay for itself (i.e. be self-liquidating) or whether the municipality must, in some way, share the costs for development.

If the development venture is profitable, as is often the case with a marina, revenue accrued can offset annual debt service and possible operating costs, as well.

5. Are there State or Federal grants available to assist in implementing the Plan?

A variety of government programs offer sources of funds in the form of grants and loans for waterfront development. The most significant of these is the Green Acres Program. Coastal Resources has provided the funds for this study and offers a grant for implementation for which the Borough has applied. Grant funds can also be used to write down project costs and to leverage private resources. Once a specific development scenario is selected, a strategy for the use of various grant and loan programs can be developed in detail. Other programs such as the federal Urban Park and Recreation Recovery Program (UPARR) may also be available.

6. Is there a demand for water-oriented recreation facilities such as a marina in Penns Grove?

Area-wide studies substantiate that there is, indeed, a growing demand for boating facilities along the Delaware River, particularly in the Camden/Philadelphia area and southward toward the bay. It appears that first class marina facilities are quickly filled and acquire waiting lists and that the number of area boat owners far outstrips the number of boat slips available.

7. Do ownership and environmental constraints restrict the use of this site?

The Penns Grove site is well-suited to development of a marina, as evidenced by the previous existence and operation of a ferry service and yacht club at this location. While the Borough does not presently own the site, the property is available for purchase, and the Borough has been awarded a combination grant and loan from the New Jersey Green Trust to acquire the waterfront land for use as a recreation facility.

The site is not a designated wetlands, nor will it require fill to be usable. A riparian grant has already been obtained and accompanies the purchase of the adjacent uplands. Moreover, it appears from preliminary investigation that only a modest amount of dredging would be required to develop a marina.

The Borough of Penns Grove's Waterfront Development Plan represents an exciting opportunity to create the revitalization of a site that is presently underutilized. The property should be viewed as a unique and fortuitous natural resource and not solely as a piece of vacant land. The Plan set forth in this study is intended to serve as a guide, presenting options and alternatives, and, as such, it is flexible in order to accommodate changing municipal needs and demands and to respond to new opportunities. The questions that it answers should provide the Borough with the necessary information to establish its own goals and priorities and the methods by which to achieve them.

BOROUGH OF PENNS GROVE
WATERFRONT DEVELOPMENT PARK PLAN

II INTRODUCTION

The Borough of Penns Grove intends to acquire and develop waterfront property along the Delaware River as a park and recreation area for the benefit and use of its residents. This picturesque site offers a prime opportunity to take full advantage of a wonderful natural resource by maximizing access to the waterfront and to preserve for public usage a portion of the rapidly disappearing open space along the river. Moreover, because of its location adjacent to the Borough commercial district, this waterfront site serves as a key parcel in the planned revitalization of the surrounding area. The waterfront development project is intended to bring a new vitality to the area that will stimulate private commercial activity and economic growth.

In the summer of 1986, the Borough of Penns Grove received a Coastal Planning Grant to explore the development options for this site and to prepare a preliminary development plan to guide the municipality in its use of the area. As a crucial part of the plan, the feasibility of rebuilding the dilapidated pier and developing a marina on this site has been evaluated and significant issues essential to the implementation of the plan have been identified and addressed.

The Borough recognizes that recreation activities and facilities contribute to the well-being of its residents and add to the quality of life of an area. Parks and open space areas not only serve people with active and passive recreational activities but also preserve needed open space in developed areas. These inherent values justify the involvement and expenditures of government in recreational facilities. Recreation does not just occur on the playground or the ballfield. A view of a dramatic sunset over the water and boats floating by provides much pleasure to many people. In addition, an attractive park is frequently conducive to private investment spin-offs which are compatible with the development of water resources and that contribute to the economic life of the community.

III OVERVIEW

The Borough of Penns Grove is a small, predominantly residential community of 5,446 people (US Census 1984 population estimate). It is located on the Delaware River in Salem County less than an hour's drive south of Camden and Philadelphia and directly across the water from Wilmington, Delaware. Before construction of the Commodore Barry Bridge, the Wilson Line Ferry used to shuttle commuters between the pier in Penns Grove and Wilmington. This same pier was once the site of a yacht club, as well. Thus, this site has historically proven to be well-suited to maritime activities and, upon restoration of the pier, can once again become an active boating facility. The development of waterfront recreational facilities at this site will serve not only a local need but an area one, as well. Boaters who face a lack of Class I marina facilities between Philadelphia and the Delaware Bay could find their needs met by a facility at this optimum location and would, in turn, stimulate the development of compatible support services such as a restaurant, shops and dry dock in the area.

The Borough lacks a strong economic base with 64% of all families below the HUD Section 8 low-moderate income level. Therefore, the Borough must maximize its limited financial resources to obtain the greatest economic and social gain from the development of this key parcel.

It is anticipated that development of this waterfront area will have a significant positive impact on development of the surrounding district.

IV. GOALS AND OBJECTIVES

The purpose of this study is to develop a waterfront park plan for the Borough which sets forth the most feasible and best use of the site as an attractive recreation area that will serve the community's open space needs and stimulate private investment in the adjacent commercial area. In particular, the study will evaluate the economic feasibility of developing a marina facility at this site and its anticipated impact on the surrounding area. Several objectives have been established for this study which will guide in the overall comprehensive planning for the waterfront and can be summarized as follows:

- preserve waterfront land
- determine the components which will encourage sound growth of the adjacent areas and uplift the economy
- develop an anchor for this area; to make a statement
- determine if an opportunity exists for commercial interests
- develop an economic foundation based on waterfront use
- determine whether a market exists for a boating facility in Penns Grove on the Delaware River
- set forth alternative development scenarios
- outline an implementation strategy for the selected plan setting forth the procedures enabling full use of the property within the limits of what is feasible, and recommend mechanisms for financing the selected plan.
- determine the optimum size of the parcel needed to assure economic viability of the desired development scenario.

In order to enable full use of the property, several pertinent questions which impact on its use and development potential must be addressed.

1. Given the Borough's objectives, what are the feasible and reasonable uses for the site and what is its capacity to support the recommended uses?
2. What is the anticipated demand for river based recreation facilities, such as a marina?
3. What portion of the site should the Borough purchase through the Green Acres Program.
4. What are the public and private roles in developing the site as a park and a marina? How would a marina be operated?

V MARKET ANALYSIS FOR MARINA DEVELOPMENT

A thorough investigation has confirmed that there is, indeed, a broad based demand which is as yet unmet for boating facilities along the Delaware River between Philadelphia and the Delaware Bay. Penns Grove's location mid-point between Philadelphia and the Delaware Bay make it ideally situated for a marina facility. Prior use of the site for boating is evidence that this riparian area is capable of accommodating a boating facility. Potential users are anticipated to come from throughout Salem County and from the more heavily populated Camden and Philadelphia area.

The success of a boating facility will depend upon a wide variety of factors, the most significant of which are as follows:

- a. Market Size
- b. Access
- c. Site Arrangement and Adequacy of Facilities Being Offered
- d. Promotion of the Facility
- e. Management
- f. Price
- g. Physical Limitations

a. Market Size

According to the State Outdoor Recreation Plan, 1984, Salem County has a deficit of recreational facilities for salt water boating which is expected to increase over the next decade.

TABLE 1: SALEM COUNTY DEVELOPED RECREATIONAL FACILITY NEEDS

		<u>1980</u>	<u>1990</u>	<u>2000</u>
Motorboating and Boat	Freshwater	+668	+396	+48
Fishing	Saltwater	-201	-232	-504

+surplus; -deficits: Represents extent supply can meet estimated peak day demand.

SOURCE: New Jersey Outdoor Recreation Plan, 1984

Many potential users of a marina in Penns Grove would be drawn from the Camden-Philadelphia area which has a large population and insufficient facilities to accommodate the demand and from the more immediate Salem County region. According to the Salem County Economic Development Coordinator, there is tremendous potential for recreational facilities within the County. The County has a population of 64,676 (1980 Census), and experienced a population increase of 7.2% over the previous decade. The 1984 estimated population is 65,688, an increase of 1,000 and an indication that the County's population continues to grow. The economy of the County is quite stable and the unemployment rate is moderate. Farmers in the area make a decent living raising vegetables and have not faced the difficult times of farmers elsewhere. Moreover, there is a substantial population of retirees with secure incomes in the mid \$20,000's and much leisure time. In fact, 44.4% of the county's households have incomes of at least \$20,000. Substantial growth of middle income homes has occurred in the eastern and northern portion of the County to accommodate commuters to Philadelphia, Wilmington and Atlantic County.

Recent studies by the Philadelphia Planning Commission and the Delaware Valley Regional Planning Commission indicate a regional deficit in boat launch facilities and publicly accessed waterfront recreation areas (Table 2). Much of the lands along the Delaware waterfront are privately held, allowing limited access.

TABLE 2: PHILADELPHIA AREA BOAT LAUNCH STATISTICS - 1984

<u>Metropolitan Area</u>	<u>Total Boats</u>	<u>Future Boats</u>	<u>Projected Peak Demand</u>	<u>Proposed Capacity</u>	<u>Deficit</u>
Boats Launched from Ramps	25,500	37,000	7,400	3,800	3,600

SOURCE: Plan for Philadelphia Riverfront, Philadelphia City Planning Commission, February 1984.

According to the Philadelphia River Recreation Plan, river-oriented recreation is popular among Philadelphians but only a small percentage of boat owners are registered in Philadelphia or use the Delaware and Schuylkill Rivers for boating. It appears from the figures in Table 3 that the majority keep their boats elsewhere and constitute a very large potential market for increased use of the river's recreational resources. Several new marina facilities which have opened recently in the Philadelphia/Camden area, such as the one in Penns Landing, were quickly filled and acquired lengthy waiting lists. According to a 1985 "Guide to New Jersey's Marinas and Boat Basins" (Division of Travel and Tourism, See Appendix), only 4 marina facilities are located on the New Jersey side of the Delaware River between Camden and Seabreeze, in Cumberland County. Three others are located on the Cohansey River near Bridgeton. The locations and number of berths of the marinas directly on the Delaware are as follows:

<u>NAME</u>	<u># BERTHS</u>
Bridgeport Boat Yard Bridgeport	25
Marlboro Marina (Barber's Basin) Pennsville	150
River View Marina Pennsville	10
Greenwich Boat Works Seabreeze	300

Several new marina are projected for construction on the New Jersey Side of the Delaware River. These include:

<u>NAME</u>	<u># BERTHS</u>
Wiggins Park, Camden	250 - dry rack storage
Dredge Harbor, Debron	300
Raccoon Creek, Logan Township	150

While it is evident that new marinas have recently been built or are anticipated to be built within reasonable proximity to Penns Grove, recent discussions with a wide variety of knowledgeable agencies and organizations, including the Philadelphia Planning Commission, Delaware Valley Planning Commission, Pennsylvania Boaters Association, the Salem County Economic Development Director, and State Division of Coastal Resources, as well as a survey of marinas operating on the Delaware River all confirm that existing marinas are generally filled, and there is a large, and still unmet demand for boating facilities in this area. According to marina operators and the State Marina Development Handbook, the majority of marinas are operating at capacity. In fact, it appears that as more attractive facilities are made conveniently available, the greater the demand is expected to grow. Decent facilities encourage more boating interest!

The huge demand for boat launching and marina facilities is not expected to subside in the foreseeable future; instead it is likely to increase due to two important factors. The populations in the county and region are growing, and the resource base supporting recreational use of the Delaware River is greatly improving. As sewerage treatment plants in Philadelphia, Camden County and Trenton become fully operational, the improved water quality in the Delaware River will greatly enhance its recreational value by making it safer, more attractive, and richer in fish life.

The following Tables 3 & 4 illustrate the extent to which boat ownership is projected to grow in the Philadelphia SMA and the concurrent increase in demand for boating facilities.

TABLE 3: PROJECTED BOAT OWNERSHIP*

	Registered at Home	Registered Elsewhere	Total	Registered at Home	Registered Elsewhere	Total
New Jersey	6,000	15,000	21,000	8,000	15,000	23,000
In Metropolitan Philadelphia	30,600	47,300	77,900	42,100	47,900	90,000

SOURCE: Philadelphia City Plan Commission Estimates, 1983.

* NOTE: Based on premise rate of ownership would one day approach the average ownership rate for rural counties and towns.

TABLE 4: COMPARISON OF BOAT FACILITY DEMAND . . . EXISTING & PROPOSED CAPACITIES

Philadelphia Metropolitan Area - 1983	Current Capacity	Proposed Capacity	Deficit
Ships & Moorings	3,000	3,175	1,825
Boat Launches	3,100	3,800	3,600

SOURCE: Philadelphia City Plan Commission Estimates, 1983.

b. Access

When feasible, boaters prefer to be within reasonable proximity to their activities in order to participate at times other than weekends. For boaters, a 50 mile distance appears to be the comfortable limit for travel distance. The Philadelphia area and four South Jersey counties all fall within a 50 mile radius of Penns Grove, that is, within approximately one hour's drive.

It appears that Penns Grove is well situated to accommodate them. The Borough is located on the Delaware River mid-point between Camden/Philadelphia and where the River opens into the Delaware Bay. It is approximately 26 miles south of Philadelphia and directly across the River from Wilmington, and is readily accessible via the Walt Whitman and Delaware Memorial Bridges and Routes 130, 295 and the New Jersey Turnpike in New Jersey, and Route 95 in Pennsylvania. For boaters, it is a long run of 30 to 40 river miles from Philadelphia or Camden to the Bay. Docking a boat in Penns Grove would substantially reduce the time it takes a boater to get to the open bay and the ocean.

c. Site Arrangement and Adequacy of Facilities Being Offered

Class I marinas with full facilities are in greatest demand. A location convenient to nearby facilities, such as restaurants, shopping, and other recreational facilities, are highly desirable. This has been optimized in the proposed concept plans which are presented in a later section of this report. Adequate parking will be provided, and provisions for fuel and a pump-out station are recommended.

d. Promotion of the Facility

Promotion of the constructed facility is best left to those who are expert and experienced in this field.

e. Management

Poor management and maintenance have been cited as important reasons why a few marinas failed to fill up rapidly. It is essential that a portion of the revenue from the marina be earmarked for adequately maintaining the facility. While it is possible for the Borough to construct and operate the facility, perhaps under the auspices of a Recreation or Marina Authority, it is preferable to lease the property and riparian right to a private developer who will develop and manage a marina and perhaps other related facilities, and in turn pay rent to the Borough. A private developer would likely have more skill and experience in the operation and management of his commercial interests than would a municipality. Average rental fees tended to be in the \$500-600 range for the year, but others varied considerably.

f. Price

While the cost for use of a marina is a consideration for some boaters, many others recognize that boating is an expensive activity and are prepared to pay the price if the facility is of high quality and offers sufficient amenities and conveniences. The rental of boat slips may not fully cover the debt service and should be supplemented by charges for related services rather than by unreasonable rental fees. Prices should be carefully set so as to be in line with those of comparable facilities in the area.

g. Physical Limitations

A marina facility should be of sufficient size to be economically viable, and ideally have the option for growth and expansion if it proves economically desirable. However, its initial or potential capacity may be limited by the size of the pier, limited parking facilities, and water depth or the need for dredging.

While it has been recommended that the Penns Grove marina be initiated on a somewhat limited scale (60 berths) the site can readily accommodate expansion of the number of boats and available parking.

I. SITE ANALYSIS

The site is situated on the western boundary of Penns Grove where West Main Street meets the Delaware River. It is bordered on the east by Oak Street and Conrail Railroad, and on the south by Railroad Avenue. The existing land uses along West Main Street are a mix of retail, office, and residential uses, while the land uses along Railroad Avenue are predominantly residential.

The existing pier extends some 1,000 feet into the Delaware River at the end of West Main Street. It was used in the past as a car ferry pier to Wilmington, DE. A trolley line once carried passengers to this pier for the ferry rides. The sheet piling at the pier appears to be a recent addition and is in good condition. The backfill at the pier edge, however, shows signs of heavy erosion. The concrete pier supports are in fair condition, although the decking they support is severely deteriorated.

The entire site is relatively open and flat except that there is an old foundation wall running more or less parallel to the northern half of the shoreline. This results in an area west of the wall 2'-3' higher than the area east of the wall.

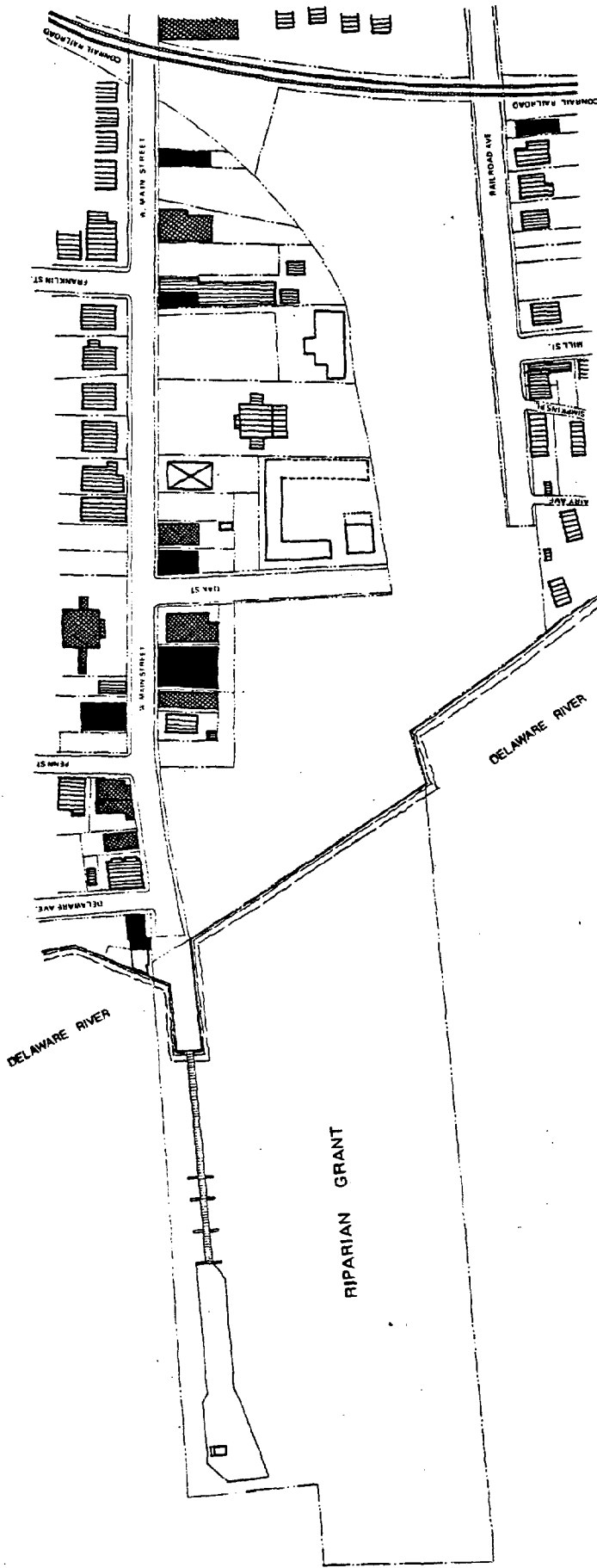
The existing shoreline is relatively stable, protected by pieces of concrete slab ranging from half of a square foot to several square feet in size and 6" thick. The vegetation along the 6 foot high bluff which rises immediately behind the shoreline forms a dense thicket almost impenetrable, both physically and visually. Wherever there is an opening, the views of water are refreshing and the Delaware Memorial Bridge is clearly visible to the south.

II. ALTERNATIVE CONCEPTS

1. General

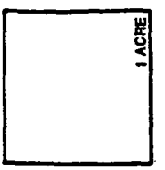
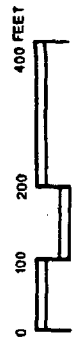
Based on site conditions as well as market/recreation studies, Two alternative concepts were developed, each with a distinctive character. Alternative A emphasizes marina-related facilities.

Alternative B, on the other hand, explores development opportunities under the constraint of a smaller site area. Both of these are options eligible under the Green Acres Program. In all cases, a picnic/fishing pier, a waterfront park and a boat ramp are included to provide waterfront recreation and access for the enjoyment of the Borough's residents as well as the general public.



- VACANT
- RESIDENTIAL
- OFFICE
- RETAIL
- CHURCH

EXISTING LAND USE



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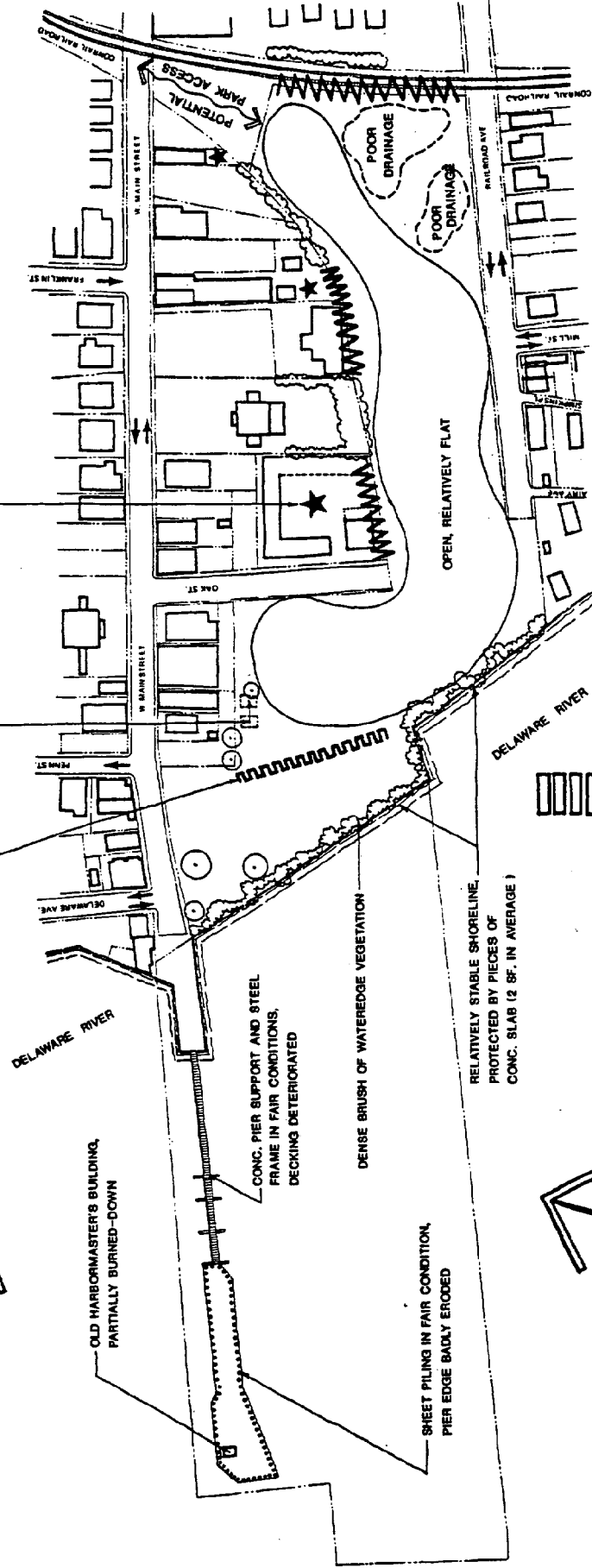
WRT
 William Roberts & Todd
 200 South Broad Street
 Philadelphia, PA 19102
 (215) 752-3075
 * Architecture * Landscape Architecture * Urban Design * Environmental Planning



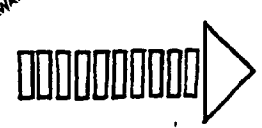
RETENTION WALL, RESULTING IN 2'-3" ELEVATION CHANGE

UNOBTAINABLE REMAINS OF BURNDOWN WAREHOUSE COMPLEX

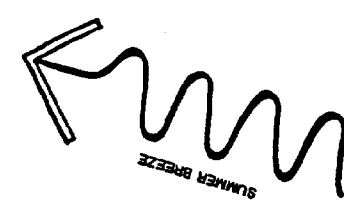
CONC. PADS



- ONE-WAY TRAFFIC
- TWO-WAY TRAFFIC
- EXISTING VEGETATION
- SPECIMEN TREE
- LACK OF SCREEN
- UNOBTAINABLE ACCUMULATION OF RUBBISH

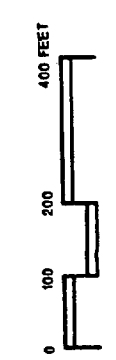


VIEW OF DELAWARE MEMORIAL BRIDGE



SUMMER BREEZE

SITE ANALYSIS



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The phasing of each alternative follows the same sequence as follows:

- To provide immediate facilities at modest cost for greatly needed waterfront recreation to the public, i.e., rehabilitation of the pier for fishing and picnicking.
- To provide places where the borough's residents can relax, have a stroll after a day's work as well as have a place to launch a boat. Again, these should be achieved at modest costs.
- Having completed the first two phases, it is now possible to generate a broader spectrum of interests and supports for the other facilities. These are: floating dock, retail buildings, and a boat rack storage facility. These are more expensive and are likely to require support from all levels of the public sector as well as the private sector.

2. Alternative A: Optimizing Marina Facilities

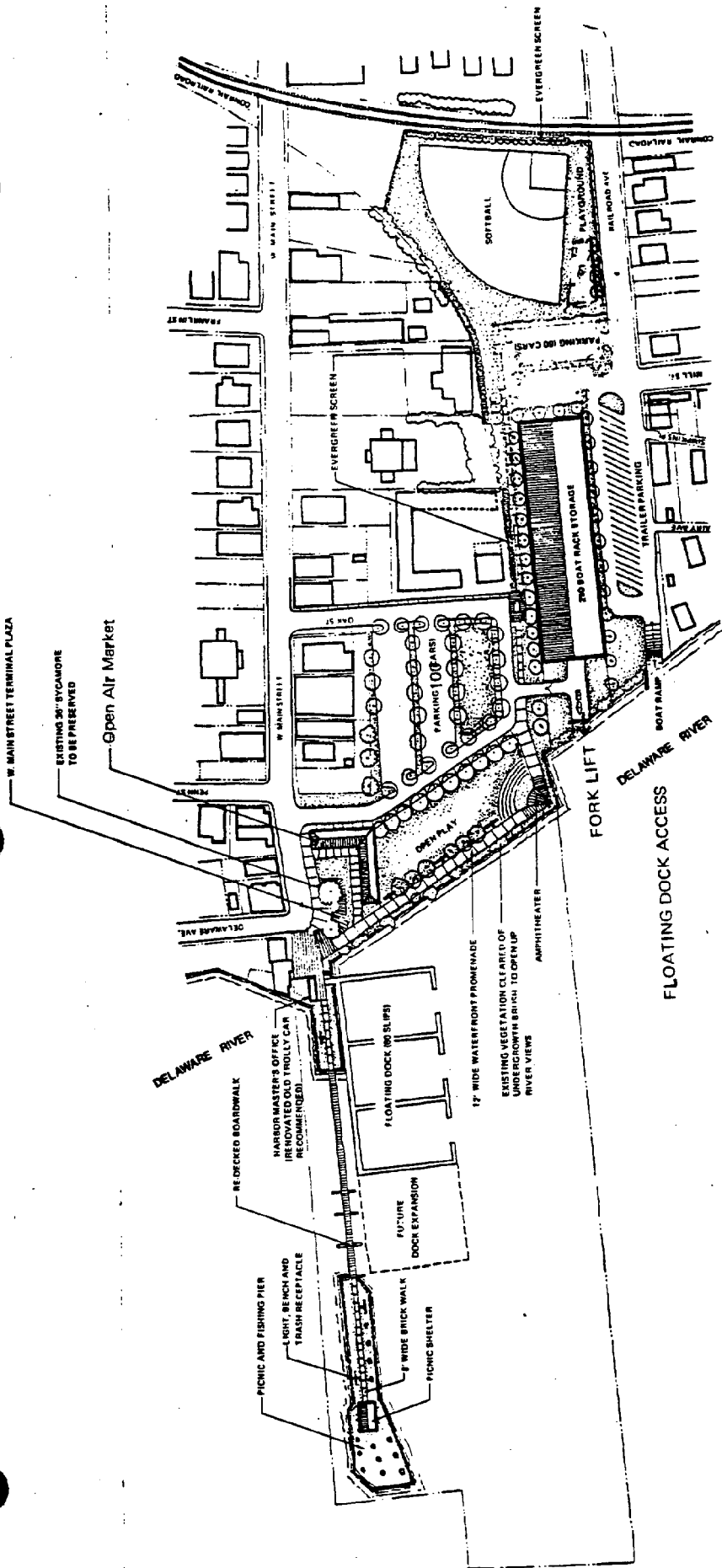
Major Elements

- Marina-Related: Floating Dock (60 slips, Fuel Dock, Harbor Master's Office) 250 Boat Rack Storage Building, Boat Launch (Ramp and Trailer Parking)
- Park-Related: Picnic/Fishing Pier, Waterfront Park (Open Play Area, Promenade, Amphitheater) and Community Park (Playground, Softball Field)

This alternative seeks to optimize marina-related facilities while at the same time providing for the community waterfront recreation.

The 60-Slip floating dock is located to the south of the pier within the riparian grant. Future expansion is possible when the need arises. Boat launching ramps are located away from the dock area to minimize potential conflicts. Trailer parking and rack-storage related parking are accessible via Railroad Avenue in order to separate different user groups. An open-air market sits at the end of West Main Street, forming a plaza space to enhance the retail/commercial atmosphere.

A 12 foot wide promenade runs along the major portion of the waterfront and continues down the pier. This will become a prime location for fishing and picnicking open to the public.

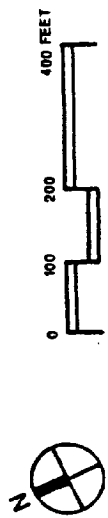


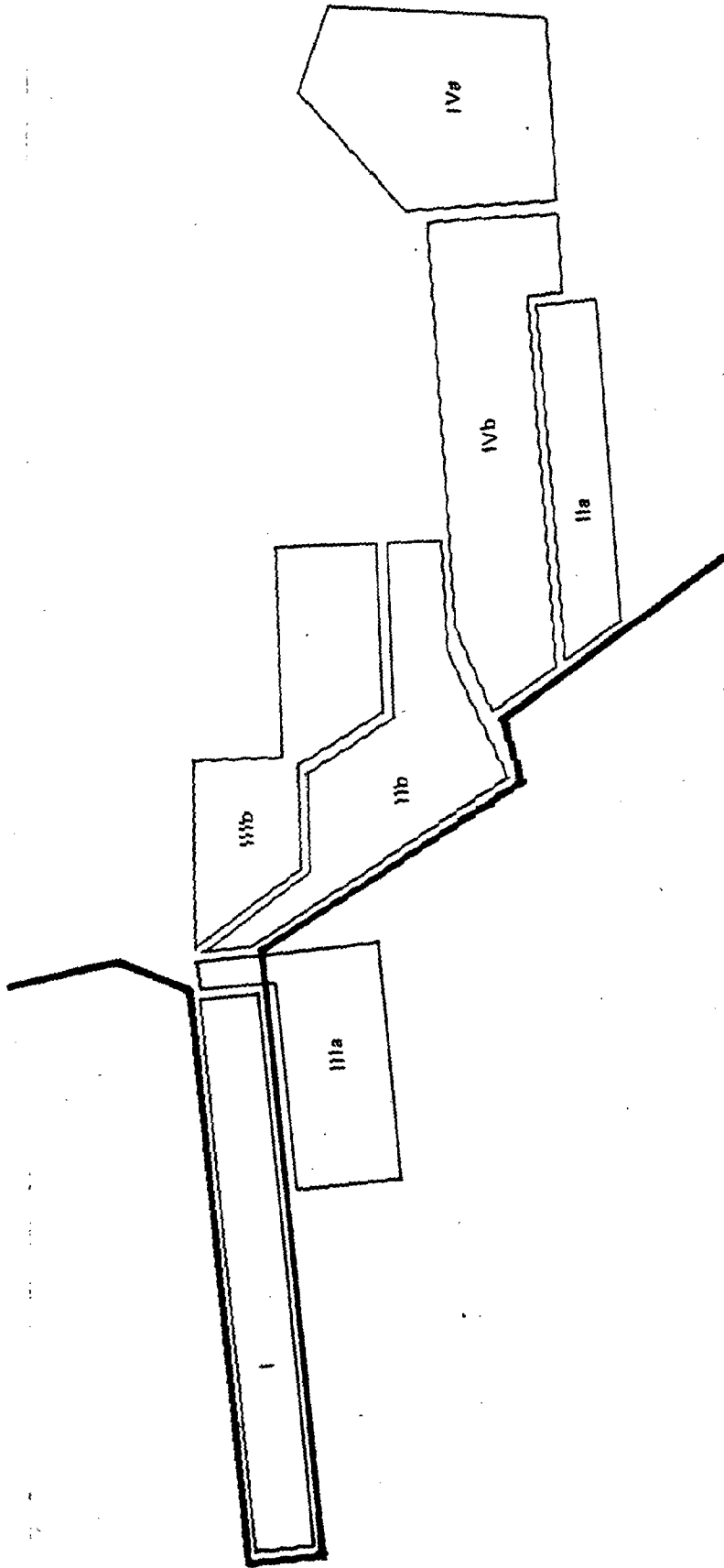
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ALTERNATIVE A





ESTIMATED COSTS

Phase I	205,000	Fishing/Picnic Pier
Phase II	331,000	Boat Ramp/Waterfront Park and Associated Parking
Phase III	919,000	Marina/Retail and Associated Parking
Phase IV	1,778,000	Boat Rack Storage/Community Park and Associated Parking
Total	3,233,000	

PHASING: Alternative A

An amphitheater is proposed at the waterfront for events like popular music or country music concerts. The location will make a summer evening a memorable one under the star-filled sky and with the river and the Delaware Memorial Bridge acting as a scenic back drop.

A community park which includes a softball field and playground facilities will be located at the east end of the site for the neighborhoods' daily recreation needs.

The total estimated cost is \$3,233,000 in 1987 dollars (see appendix for itemized cost estimates).

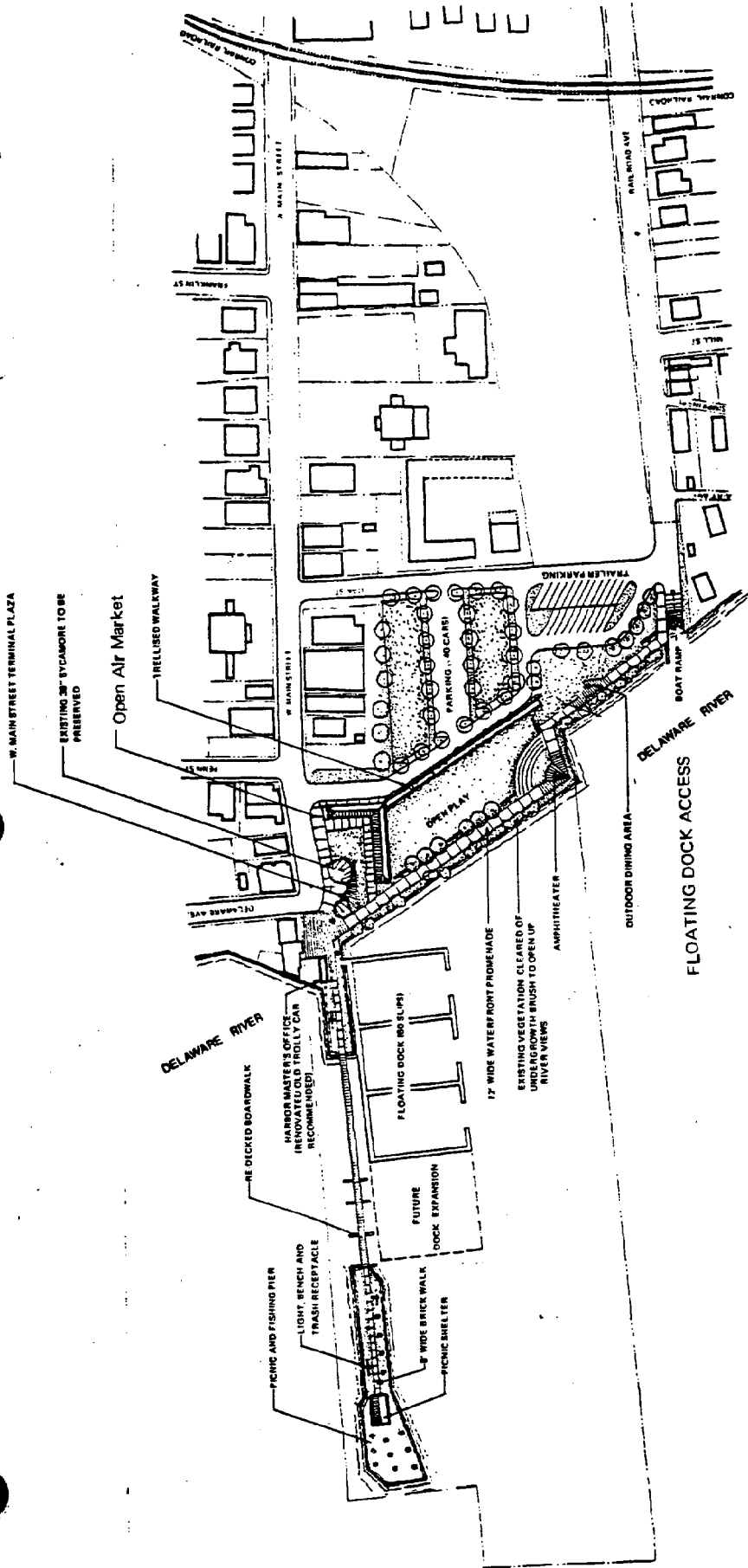
3. Alternative B: A Reduced Site Area

Major Elements

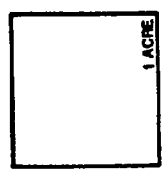
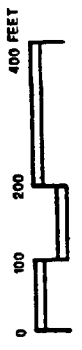
- . Marina-Related: Floating Dock (60 Slips, Fuel Dock, Harbor Master's Office), Boat Launch (Ramp, Trailer Parking)
 - . Park-Related: Picnic/Fishing Pier, Waterfront Park (Open Play Area, Promenade, Amphitheater)
-

Alternative B addresses the possibility of acquiring only a portion of the target site. With a smaller site, a boat rack storage building becomes infeasible. Elements not water-dependent or water-oriented, i.e. community park, are also dropped. Other than these, the overall concept remains much the same as Alternative A. The resultant scheme is a fairly compact one, with smaller buildings, a smaller amount of parking space, and a smaller open play area.

The total estimated cost is \$1,548,000 in 1987 dollars (see appendix for itemized cost estimates).



ALTERNATIVE B

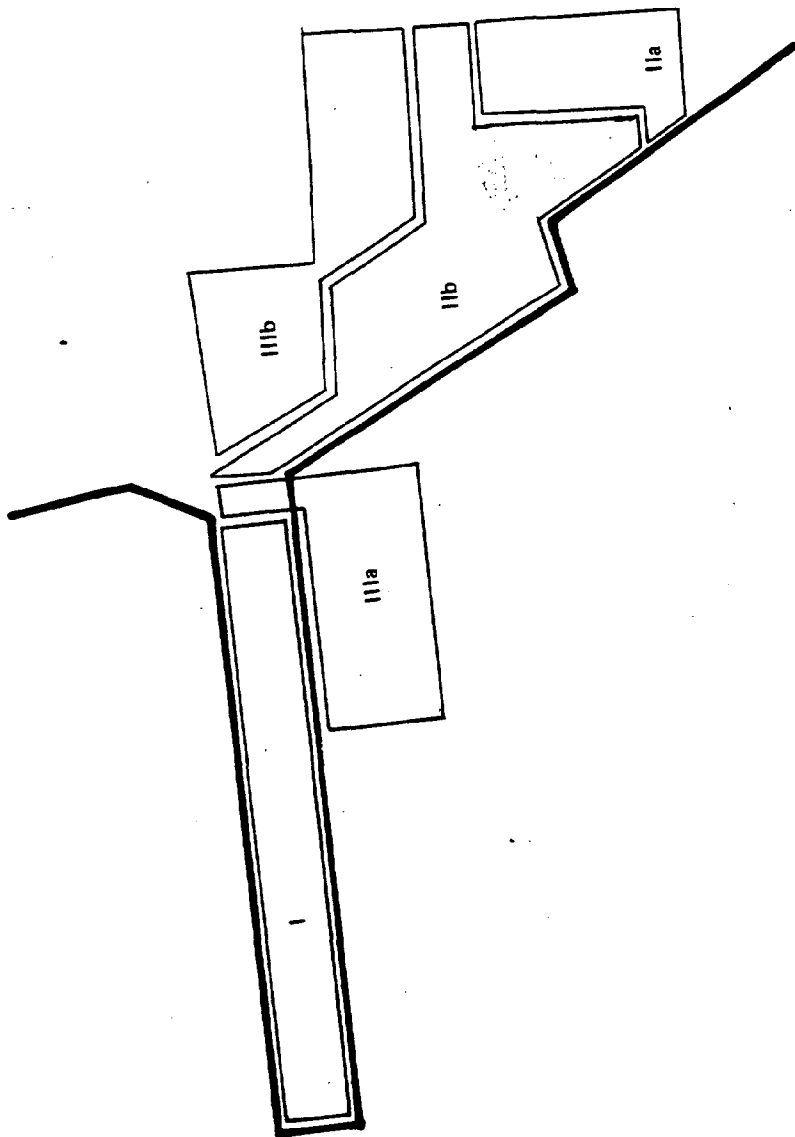


PENNS GROVE

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ESTIMATED COSTS

Phase I	205,000	Fishing/Picnic Pier
Phase II	324,000	Boat Ramp/Waterfront Park and Associated Parking
Phase III	1,019,000	Marina/Retail A and Associated Parking
Phase IV		
Total	1,548,000	

PHASING: Alternative B

5. Recommendations

On close comparison among the alternatives, Alternative A is preferred over Alternative B for the following reasons:

- . It provides the public a more generous and better shaped open space fronting the river's edge, and a well articulated pedestrian/vehicular circulation.
- . It holds greater retail capacity for the spin-off effect to the community's economy.
- . A greater market penetration is available with the additional 250 slip rack storage building.

It is thus recommended that Alternative A be implemented.

Further recommendations include:

- . Engineering investigations on sheet piling should be conducted to determine methods and costs for rehabilitating the pier.
- . An old trolley car (preferably the same model as the ones used in the past) should be purchased whenever possible and renovated into either harbor master's office or a visitors' center to be preserved as a part of the history of the site as well as the borough.
- . Every effort should be made to preserve existing trees. Special attention should be directed to incorporate the existing sycamore at West Main Street into the plaza plan.
- . The existing vegetation along shoreline should be examined carefully. Trees of desired species and size should be tagged and protected when cleaning takes place.
- . Plants native to this region should be planted. They require, generally speaking, less watering and fertilizing. Seeding with native meadow species is also preferred over sodding for the same reasons.
- . Screening with evergreen hedgerows in parts of the site will be necessary to function as buffer between the park and the surrounding land uses.

In general, porous types of pavement are preferred over non-porous pavements to reduce stormwater runoff. For instance, brick paving with butt joints on a sand bed will absorb more runoff and cost less than brick paving constructed with mortar joints on a concrete sub-slab, porous bituminous concrete paving with a 12" stone bed will absorb excessive runoff and is recommended for parking areas. It is suggested that rooftop retention basins be considered in future building designs for the same purpose.

III. STATEMENT OF COASTAL POLICY COMPLIANCE

This section summarizes the important issues for the Penns Grove Waterfront Plan as related to compliance with the use and development policies of the Department of Environmental Protection (DEP). The following material directly addresses The New Jersey Department of Environmental Protection Rules on Coastal Resources and Development, N.J.A.C. 7:7E-1.1 et seq. as of February 3, 1986.

This summary references the policy sub-chapter and combines several related sub-chapters for simplicity. The sub-chapters not addressed are not applicable and will not be affected by the park development.

1. Location Policies

- 3.15 Intertidal and Subtidal Shallows
 - 3.16 Filled Water's Edge
 - 3.18 Natural Water's Edge - Floodplains
 - 4.7 Larger River
-

- . Since the existing shorelines are relatively stable, no alterations or developments are proposed other than limited grading and dredging necessary at boat launch areas. This will preserve most of the intertidal and subtidal shallows and keep the disturbance to the minimum.
- . New uses proposed on filled water's edge are either water-dependent (floating dock, fishing/picnic pier, waterfront promenade, boat ramp, and boat rack storage) on the waterfront portion or water oriented (retail and parking facilities which support and enhance water-dependent uses). Efforts have been made to create a public promenade along the entire length of the water's edge.
- . The site is entirely within the 100-year flood plain. Preservation of this 10.5 acres as a public waterfront park will serve in the storage of flood-water and prevent the encroachment of the adjacent commercial development to the water's edge. Every effort has been made to avoid environmentally sensitive areas. All habitable space will be elevated to a minimum of 1 foot above the 100-year flood elevation delineated by Federal Emergency Management Agency.
- . The Delaware River is designated as a large river. The proposed uses such as boat ramps, recreational dock, new dredging are rated "Conditionally Acceptable," which means these uses are likely to be acceptable provided that conditions specified in the coastal policy are satisfied.

2. Use Policies

- 7.3 Resort/Recreational Use
 - 7.5 Transportation Use
 - 7.10 Commercial Use
-

- . Penns Grove currently does not own any waterfront property for public access to the Delaware River. This project represents the borough's active plan to overcome its shortage in waterfront open space. All the proposed alternatives include a well balanced mixture of marina facilities, park facilities, and supporting retail facilities. The proximity of the site to the borough's residents makes it an even more important recreational resource. In all cases, providing access to the water and quality waterfront open space for the public's enjoyment were made the top priorities.
- . Pedestrian walks will be constructed both perpendicular and parallel to the river to provide linkage between parts of the site as well as between the park and the adjoining neighborhoods. This was designed in a hope that the borough's residents would find it more enjoyable walking to the site than driving. Parking areas were kept to the minimum to reduce paved area. Together with the suggested porous bituminous paving, this will greatly reduce stormwater runoff generated by the parking lots. Wherever feasible, the parking areas will be landscaped and screened from surrounding land uses by indigenous plant material.
- . The proposed open air market/concession is a vital component of this project. It will provide retail services to the marina/park users as well as complement the surrounding commercial area. The location has been carefully sited in order to take the full advantage of a waterfront site and enhance the pedestrian experience along the waterfront promenade without interrupting the circulation.

3. Resource Policies

- 8.4 Water Quality
 - 8.7 Stormwater Runoff
 - 8.8 Vegetation
 - 8.11 Public Access to the Waterfront
-

- . Several guiding principles aimed at reducing stormwater runoff prevailed in the planning of the Penns Grove Waterfront Park.

- a. Minimum Pavement: Wherever possible, widths of roads and walks have been kept to the minimum, as well as the size of the parking area.
- b. Porous Paving: Wherever the installation of pavement becomes inevitable, it has been suggested that porous types of paving be used.
- c. Indigenous Plants: Plants native to the region have been recommended. They require less watering and fertilizing, thus reducing the chance of water pollution induced by overland runoff.
- d. It was also recommended that rooftop detention basins be considered in future building designs to further minimize stormwater runoff.

All the above measures will act to reduce stormwater runoff and will eventually help to minimize the adverse impacts on water quality.

The borough currently does not have any access to the Delaware River. This park will become the only public access to the borough's waterfront. Adequate parking, landscaping and barrier-free trails will further enhance the quality of the site as a public waterfront facility.

IX PROJECT IMPLEMENTATION

1. Roles of Public Sector

Any workable strategy to implement a project of this scope must address the issue of high costs and limited resources. The Borough should establish priorities according to needs, money available, operating budget and development costs, as well as citizen interest. Guided by these priorities, an appropriate financial plan can then be created. Financial limitations may demand that total development of the Waterfront Park be directed by a long-range facilities plan and implemented in phases. Development of a marina is a large, capital intensive business. However, marinas generate a lot of money and usually can pay their own way and offer a return on the investment. A plan to phase the construction of the marina and build it in stages limits the risk to the municipality. By constructing perhaps 60 berths initially and evaluating the user demand in terms of the time needed to rent all the spaces, the Borough can test the market and determine the economic feasibility of additional expansion. Construction of retail facilities and possibly a dry dock for boat storage can also be reserved for a later phase of the park's development.

The development and operation of the recreation area and its facilities can best be financed by assembling into a workable financing package a variety of different funding opportunities which can be grouped into two categories: public and private. They are not mutually exclusive, though, and the best plans involve a workable marriage of both. Appropriate funding strategies can be summarized as follows:

1. Appropriations for recreational purposes
2. General obligation bonds
3. Assistance from the State and Federal Governments
4. Fees and charges
5. Donations
6. Public-Commercial Cooperation

Capital expenditures and operating expenses for Penns Grove's park facility may be met, at least in part, through appropriations by the local and/or county governments which, in turn, are raised by taxation of residents.

The municipality can also raise the funds for major capital projects through the issuance of general obligation bonds backed by the full faith and credit of the government. The debt service on these bonds would affect the debt service capacity of the Borough. Consequently, the ability of the Borough to undertake a project would be influenced by the status of its legal debt reserve and limits and by the competition of other projects for long term financing. Moreover, since the retirement of this debt would be a direct function of the local tax effort, the size of the current tax rate would be important in determining how well a specific project can be afforded.

The quality of the ratings of the bonds issued by the Borough would govern the level of interest charged in the financing of the project.

Recreation and Improvement Authorities

One means by which the Borough can construct and operate a marina is through the establishment of an Authority empowered for this purpose. New Jersey enabling legislation NJSA 40:37B-1 et. seq. empowers local and county governments to create a Recreation Authority as a separate entity to finance, construct and operate a certain public facility. (An authority is a specific type of public corporation generally created to perform some specific function or public purpose outside the regular structure of government.)

An Authority operates apart from the governing body and has, among its powers, the authority to sell bonds for public projects, acquire lands, and receive donations, fees, charges, etc. The advantages of an authority are numerous. The most important of these are:

- a. It ordinarily has a single mission which allows it to focus on a definable range of problems.
- b. It can accumulate very specialized experience and expertise in specific areas.
- c. It is apt to move more quickly than a local or county government.
- d. Given a financeable project (that is, one that meets the test of economic feasibility and for which private financing can be arranged in the municipal bond market), it can raise its own capital through the sale of revenue bonds. When revenue bonds are serviced directly from the income produced by the project, as is generally the case, then no local taxes are used.

e. It operates outside of the debt capacity of a local government. However, if there is a shortfall in revenues, the total agency debt could, under certain circumstances, be charged against the Borough's remaining debt reserve. Nevertheless, the debt incurred by the authority in executing a given project is not directly reflected in the local tax rate.

Some of the disadvantages of an Authority are:

a. It operates outside of the realm of elective politics, bypassing the normal governmental, legislative and executive process. An authority may be less responsive in meeting various public needs.

b. The ability of an authority to finance and construct a project is completely tied to the authority's ability to market its bonds. Since the saleability of revenue bonds is a key factor, a project will need to demonstrate that it will be fully able to generate adequate income to meet its debt service. Consequently, bonding a project may not always be an easy matter. In the financial analysis, therefore, many projects may still necessitate government support (usually by requiring the full faith and credit of the local government behind the bonds of the authority or by securing a commitment to guarantee the payments of any deficits or losses suffered by the authority to the extent that it affects the annual servicing of the authority's bonds). In any event, authority bonds could carry a higher interest rate than those issued by a municipality directly. This could result in higher annualized debt service costs and, consequently, higher annual operating costs than if the project were financed by the Borough solely on its own.

In the case of a marina which tends to be a profitable venture, the revenue raised through user fees could be set at a level to cover the annual debt service as well as the operating costs.

It is interesting to note that while the enabling legislation exists for creating Recreation Authorities, according to the State Division of Local Government Services which oversees all Authorities, no Recreation Authority exists or has been created in New Jersey. Apparently insufficient advantages exist for such an Authority to merit its creation.

Assistance from the State and Federal Governments

The broad array of State and Federal grant and loan programs which once existed has been severely cut back over the last few years, and parks and recreation facilities have been particularly hard hit. Nevertheless, successful applications to those remaining programs can mean a significant financial contribution to the project and can be useful in leveraging additional funds from private sources.

GREEN ACRES PROGRAM

The New Jersey Green Acres Program is one of the remaining State programs supporting parks and open space. The Green Trust fund makes low interest loans and grants available to counties and municipalities for acquisition and development of outdoor public recreation to increase the public use and enjoyment of outdoor recreation areas. One of its top priorities is the development of facilities for public access to the water. Penns Grove has been awarded \$350,000 in Green Acres assistance for the acquisition of the proposed park site. Of this, 25% or \$87,500 is available as a grant and the balance as a low interest loan. Green Acres assistance is also available for development of park projects and is awarded on a competitive basis. The Green Acres Program can also make funds up to \$500,000 available for eligible development programs.

COASTAL RESOURCES

The Division of Coastal Resources, in addition to providing the funds for this Waterfront Planning Study, offers a competitive matching grant program, the Public Access Implementation Program, to assist municipalities in financing a variety of water-related programs and projects which enhance public access to the coastal waterfront. Maximum grant awards are \$50,000. Penns Grove's waterfront project is eminently eligible for assistance under this program and an application has already been submitted.

2. Roles of the Private Sector

Fees and Charges

The trend today is toward requiring that those people who actually use recreational services pay for them. It has been found that there is a willingness by the public to pay for high quality, special facilities. Boating facilities are particularly well-suited to an application of user fees and these fees can be structured so that the facility can pay its own way and be self-supporting. Rents at a public marina can be similar to those of private marinas of comparable quality. These rents can be used to defray the expenses of operating and even constructing the facility. Rental fees also can be used to offset costs to day users, thereby making use of the boating facility affordable to the public at large.

Donations

Donations and contributions from the private sector, including businesses, civic organizations and foundations, are another resource for writing down the costs of acquisition, capital improvements and operating costs for parks. The John Stewart Foundation has agreed to purchase for Penns Grove, a parcel of land for use as a park provided that the land can be purchased at a cost which is no greater than the value determined by the Foundation's appraisal.

3. Public-Private Sector Cooperation

One of the more workable strategies for implementing major municipal revitalization projects has been the use of public funds to leverage private investment. For Penns Grove, joint capital development would involve the combined public and private development of a recreation area and facilities. If the Borough of Penns Grove elects to develop a marina facility as part of its waterfront park plans, its public role might include identification of funding sources, public and private, for acquisition and infrastructure improvements, and the purchase of the site. The municipality has broader opportunities for securing government funding and financial assistance, and can use public money to leverage private investment, and can thereby pass these benefits along to the private developer. The Borough has the option of either building the facility itself and leasing it to a private business to operate and maintain or leasing (or selling) some of the property to a private entrepreneur who would construct the facility as well as operate it. The municipality would, in turn, receive rent and/or a percent of the sales in exchange for leasing the property or facility. Bear in mind that sale of property acquired through the Green Trust Fund is restricted. In this case, parcelization of the site would be necessary for private mixed use. Responsibility for obtaining the required permits and complying with the necessary development constraints can be assigned to the developer or shared.

Contracted facilities and concessions which enable private enterprise to operate a publicly developed facility or to provide a supplementary service offer municipalities opportunities for revenue generation through leasing arrangements and avoid the administrative costs of developing and operating these facilities and services. The terms of the lease are often based on the money required for debt service. A profitable concession might be leased on a

competitive basis. Opportunities for such concessions in Penns Grove include but are not limited to a marina and boat rental facility, food services, such as a snack bar and restaurant, and a bait and tackle shop. Concessions must be able to turn a reasonable profit or few private enterprises would be attracted to them. As mentioned earlier, marinas have generally been self-supporting and profitable through rental fees and the profits made on related supplemental services. The Borough gains by avoiding the additional administrative and operational costs while still providing a desired service to the public and it can share in the profits in accordance with the contract negotiated with the contractor. Choosing to operate concessions oneself may prove to be more profitable in the long run, but is far more difficult. This is a policy decision which must be carefully evaluated by the municipality.

4. Recommended Funding Strategy

A funding strategy for the selected development option will, of necessity, involve a complex financing package comprised of resources from public and private sources. The restaurant and marina facilities are likely candidates for private commercial development. Some of this package has already been assembled and is in place for implementing this project.

The implementation process can be divided into three phases: acquisition, design and development. One possible financing strategy is summarized below. While some of these funds are already in place, this plan is intended to be illustrative of how this project can be financially implemented. It does not present a comprehensive list of programs for revenue generations because the possibilities are unlimited and are best addressed at a later stage in the project.

Estimated Cost for Plan

Phase I - Acquisition of Land

Green Acres Trust Fund	\$ 87,500 Grant
	\$262,500 Loan
Stewart Foundation Grant (approx.)	\$ 70,000

Phase II - Design

Coastal Resources Planning Study- DEP Grant	\$ 10,000
Green Acres-Development Project Engineer & Architectural Costs	13% of award

Phase III - Development

Coastal Implementation Grant (pending)	\$ 50,000
Green Acres-2% loan, to \$500,000 (potential)	

Private Investment

Substantial progress has been made in acquiring funding sources for this project. Others may become available and would be attracted to a project that is implementation-ready and has the benefit of local commitment. The economic return to the Borough will depend on lease arrangements and rental fees (or share thereof). In addition, private investment spin-offs that are created in conjunction with this development will contribute to the economic life of the community.

5. State and Federal Permits

Development of Penns Grove's waterfront site is likely to be regulated under the following coastal statute:

Waterfront Development Law NJSA 12:5-3

In addition, development of this site is likely to require clearance from the Corps of Engineers (Philadelphia Office) for the proposed uses.

To determine which development licenses and permits are necessary for the intended project, a letter requesting an applicability determination may be sent to:

Mr. David Strasser
Division of Coastal Resources
CN401
Trenton, NJ 08625

The letter should include a project description and a location map.

Time permitting, a more complete permit determination can be coordinated through the Department of Commerce, Office of Business Advocacy, by calling Mr. Paul Krane, Permit Coordination Project Manager, 609/292-07000.

X RECOMMENDATIONS & CONCLUSION

The Penns Grove waterfront site is the largest undeveloped and underutilized area of the municipality. It simultaneously offers the greatest potential for open space and recreation opportunities. This is magnified by the scarcity of public waterfront areas offering access to the river. Through the successful implementation of this project, the relationship of the Borough to the river will take on new meaning as a center for recreation, while it improves the fiscal plight of the city and its overall appearance.

The successful development and implementation of Penns Grove's waterfront park plan requires the successful marriage of a meaningful facilities plan which matches the Borough's needs and objectives with broad financial resources. The following recommendations and conclusions are intended to summarize the information presented in this study as well as offer specific steps directed toward the implementation of a workable park plan.

1. Penns Grove's Waterfront Development Plan responds to the Borough's need for adequate recreational facilities and public access to the waterfront, while preserving open space. As such, it is sensitive to and consistent with the policies and regulations of the Division of Coastal Resources and the Department of Environmental Protection.
2. The objectives for Penns Grove's Waterfront Park need to be carefully articulated and politically supported; that is, they should be understood and agreed to by the Borough and supported by the public. Judgements need to be made regarding development costs and operating costs not covered by revenues.
3. Development and operation of park facilities are costly. Accordingly, implementation should occur in increments consistent with the long-range plan and as money and resources become available and needs demand.
4. Efforts to obtain public revenue for park development should focus on the Green Acres program, the primary governmental program available for this purpose. The site plans and maps prepared for this Park Plan will be useful in preparing a Green Acres development application. Additional government grant programs and legislative initiatives should be fully explored, as well, and applications made to those which are appropriate. Senator Gormley's recent bill, for example, merits careful watching. Public money can and should be used to leverage private investment.

5. The use of Green Acres funding to acquire the property imposes certain restrictions on the Borough's subsequent use of that property. Some commercial uses would be ineligible and must be excluded. One recommended alternative would be to designate certain areas or "holes" which are excluded from the property acquired using Green Acres funds. Another would be for the Borough to confine its purchase to the front portion of the property along the water for recreational purposes, and allow the rear section along Railroad Avenue to be developed privately. Since many commercial uses may be recreationally related and thus still eligible under the Green Acres program, each use should be evaluated separately at the appropriate time.
6. Our research indicates that there is a large, as yet unmet demand for boating facilities in the Salem County and in the Camden-Philadelphia area. Wherever possible, private enterprise should be used to construct and operate park facilities of a commercial nature, such as the marina and restaurant. Under a leasing arrangement, rent and/or a share of the user fees are returned to the municipality.
7. The development of an attractive waterfront is expected to enhance the area with an image of new vitality and to stimulate private investment which, in turn, will contribute to the revitalization of the commercial area and the overall growth of the community's economy.
8. The Borough should make every effort to secure its award from the Green Acres Program and from the Stewart Foundation for the acquisition of the property. Delays may jeopardize receipt of these grants and loans. The Borough should, therefore, move ahead with the appraisal and acquisition of the site, or a portion thereof.
9. It is advisable for the Borough to establish a recreation committee which is committed to furthering this plan and moving it along. Such a committee would assure that each phase of the development process is well-orchestrated and would work with the private sector while being sensitive to the concerns of the public.

The Borough of Penns Grove Waterfront project represents an exciting opportunity to introduce much needed recreation opportunities to the area while preserving the limited open space which remains in the Borough. It also offers possibilities for stimulating the growth and economic development of areas adjacent to the park by creating a demand for related facilities and services and by a vital new image for the Borough's waterfront area. The accompanying site plan for the park offers exciting possibilities for physical amenities and facilities. However, the final success of the park revolves around the energetic promotion of the recommended implementation strategies, which are a vital component to the overall workability of the project. We are confident that as the project advances from the planning to development stage, these strategies will provide functional mechanisms for achieving successful results.

APPENDIX

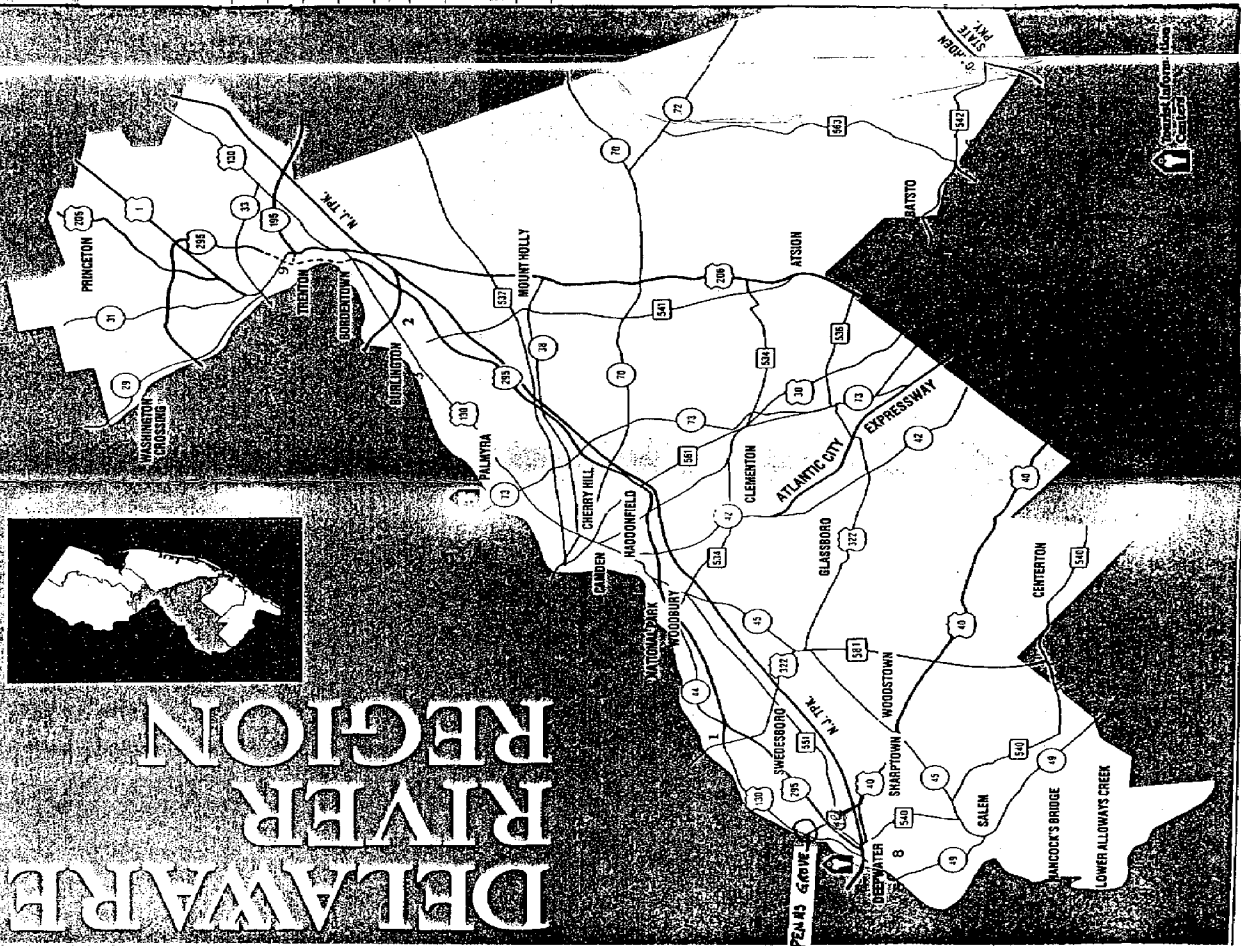
PRELIMINARY COST ESTIMATE
 PENNS GROVE WATERFRONT PARK
 ALTERNATIVE A

Item	Quantity	Unit	Unit Cost	Item Total	Sub Total	Remarks
PHASE I. Pier					205,000	25% General Conditions and Contingencies Included
Brush Clearing		LS		2,000		
Demolish Old Building		LS		1,000		
Gravel Backfill	750	CY	40.00	30,000		
Seeding	22,500	SF	0.35	8,000		
Redecking	3,500	SF	9.00	31,500		
Brick walk	2,400	SF	6.50	15,600		Brick on Sand Bed w/R.R. Tie Edging
Picnic Table	20	EA	800	16,000		
Bollard	80	EA	100	8,000		R.R. Tie w/Chain
Light	4	EA	4,000	16,000		Cable and Conduits Included
Bench	8	EA	1,000	8,000		
Trash Receptacle	8	EA	300	2,400		
Picnic Shelter	1,250	SF	20.00	25,000		
PHASE II.					331,000	
a. Boat Ramp and Trailer Parking					126,000	25% General Conditions and Contingencies Included
Boat Ramp	1,500	SF	5.00	7,500		6" concrete
Trailer Parking	36,000	SF	2.50	90,000		Porous Bit. Concrete
Boarding Dock		LS		3,000		
b. Waterfront Park					205,000	25% General Conditions and Contingencies Included
Brush Clearing		LS		4,000		
Demolish Old Foundation		LS		4,000		
Regarding	1,000	CY	5.00	5,000		
Promenade	5,000	SF	6.50	32,500		Brick on Sand Bed w/R.R. Tie Edging
Seeding	30,000	SF	0.35	10,500		
Tree	20	EA	400	8,000		
Light	5	EA	4,000	20,000		Cable and Conduits Included
Bench	8	EA	1,000	8,000		
Trash Receptacle	4	EA	300	1,200		
Parking	20,000	SF	2.50	50,000		Porous Bit. Concrete
Parking Light	2	EA	5,000	10,000		Cable and Conduits Included
Amphitheater		LS		10,000		
PHASE III.					919,000	
a. Marina					454,000	25% General Conditions and Contingencies Included
Floating Dock	60	Slip	5,000	300,000		
Harbor Master's Office	500	SF	75	37,500		
Fuel Dock		LS		25,000		
b. Open Air Market					404,875	25% General Conditions and Contingencies Included
Building	10,000	SF	15	150,000		
Plaza	10,000	SF	5.00	50,000		
Parking	35,000	SF	2.50	87,500		
Parking Light	4	EA	5,000	20,000		Cable and Conduits Included
Tree	16	EA	400	6,400		
Utilities		LS		10,000		
PHASE IV.					1,778,000	
a. Community Park					183,000	25% General Conditions and Contingencies Included
Regrading	1,700	CY	5.00	8,500		
Softball Backstop	1	EA	1,500	1,500		
Playground		LS		30,000		
Walk	5,600	SF	6.50	36,400		Brick on Sand Bed w/R.R. Tie Edging
Seeding	90,000	SF	0.35	31,500		
Tree	20	EA	400	8,000		
Evergreen	150	EA	200	30,000		
b. Boat Rack Storage					1,595,000	25% General Conditions and Contingencies Included
Storage Building	47,300	SF	25	1,182,000		
Launch Ramp		LS		4,500		
Driveway	4,500	SF	2.00	9,000		
Fence	220	LF	10.00	2,200		
Seeding	5,000	SF	0.35	1,800		
Tree	15	EA	400	6,000		
Parking	20,000	SF	2.50	50,000		
Parking Light	2	EA	5,000	10,000		Cable and Conduits Included
Utilities		LS		10,000		
GRAND TOTAL					3,233,000	

PRELIMINARY COST ESTIMATE
 PENNS GROVE WATERFRONT PARK
 ALTERNATIVE 8

Item	Quantity	Unit	Unit Cost	Item Total	Sub Total	Remarks
PHASE I. Pier					205,000	25% General Conditions and Contingencies Included
Brush Clearing		LS		2,000		
Demolish Old Building		LS		1,000		
Gravel Backfill	750	CY	40.00	30,000		
Seeding	22,500	SF	0.35	8,000		
Redecking	3,500	SF	9.00	31,500		
Brick walk	2,400	SF	6.50	15,600		Brick on Sand Bed w/R.R. Tie Edging
Picnic Table	20	EA	800	16,000		
Bollard	80	EA	100	8,000		R.R. Tie w/Chain
Light	4	EA	4,000	16,000		Cable and Conduits Included
Bench	8	EA	1,000	8,000		
Trash Receptacle	8	EA	300	2,400		
Picnic Shelter	1,250	SF	20.00	25,000		
PHASE II					324,000	
a. Boat Ramp and Trailer Parking					95,000	25% General Conditions and Contingencies Included.
Boat Ramp	1,500	SF	5.00	7,500		6" Conc.
Trailer Parking	26,000	SF	2.50	65,000		Porous Bit. Conc.
Boarding Dock		LS		3,000		
b. Waterfront Park					229,000	25% General Conditions and Contingencies Included.
Brush Clearing		LS		6,000		
Demolish Old Foundation		LS		4,000		
Regrading	800	CY	5.00	4,000		
Promenade	8,000	SF	6.50	52,000		Brick on Sand Bed w/R.R. Tie Edging
Seeding	45,000	SF	0.35	15,800		
Tree	12	EA	400	5,000		
Light	6	EA	4,000	24,000		Cable and Conduits Included
Bench	10	EA	1,000	10,000		
Trash Receptable	6	EA	300	1,800		
Parking	20,000	SF	2.50	50,000		Porous Bit. Conc.
Amphitheater		LS		10,000		
PHASE III					1,018,875	
a. Marina					454,000	25% General Conditions and Contingencies Included.
Floating Dock	60	Slip	5,000	300,000		
Harbor Master's Office	500	SF	75	37,500		
Fuel Dock		LS		25,000		
b. Open Air Market					564,875	25% General Conditions and Contingencies Included.
Building	10,000	SF	15	150,000		
Plaza	10,000	LS	5.00	50,000		
Parking	35,000	SF	2.50	87,500		
Parking Light	4	EA	5,000	20,000		Cable and Conduits Included
Tree	16	EA	400	6,400		
Utilities		LS				
Walk	4,000	SF	6.50	26,000		
Trellis	2,400	SF	5.00	12,000		
					1,548,000	

DELAWARE RIVER REGION



NEW JERSEY AND YOU PERFECT TOGETHER

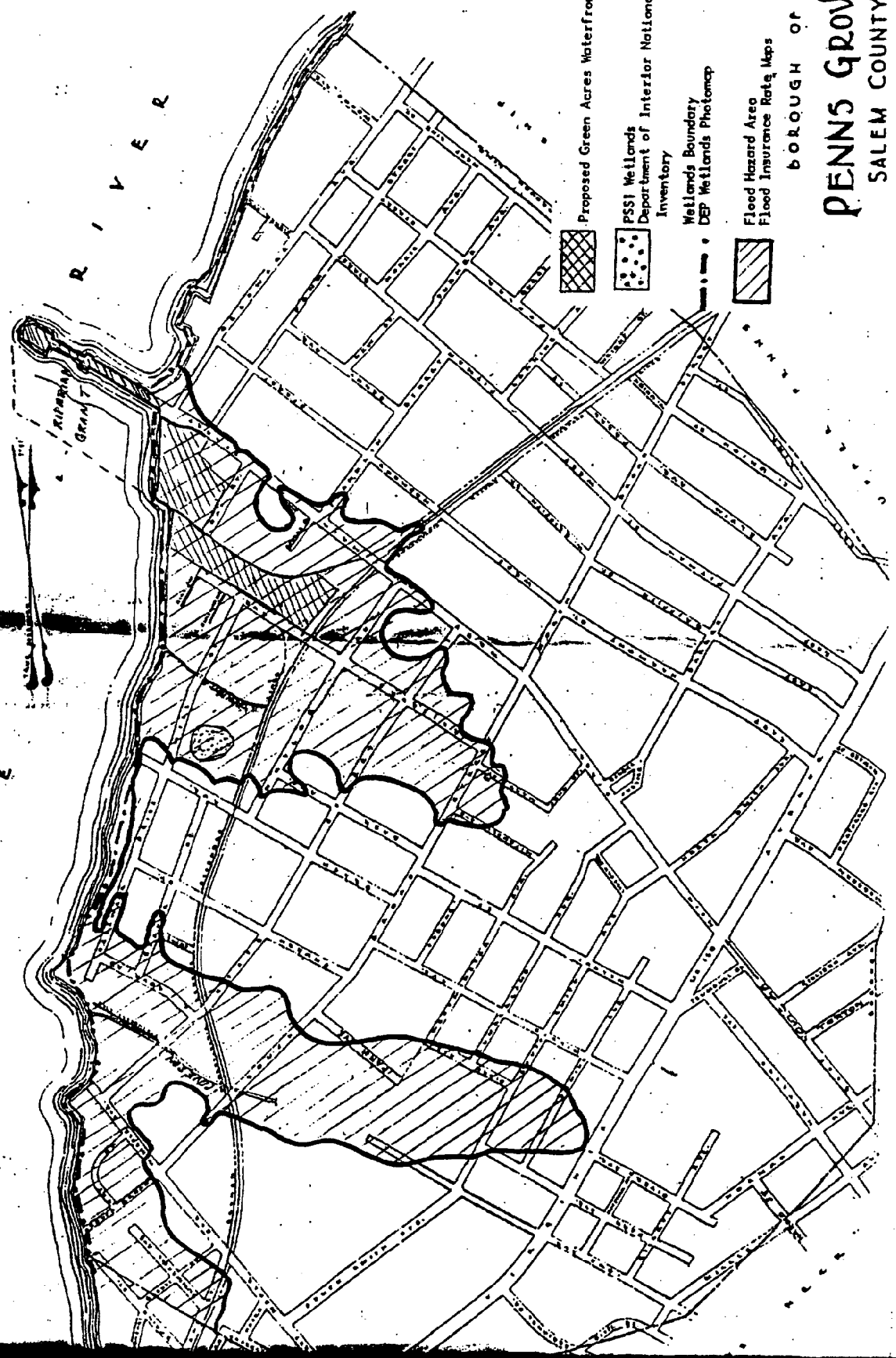
Basin	Address	Phone	Length	Width	Depth	Water	Electric	Gas	Restrooms	Shower	Laundry	Storage	Trailer	Boat	Motor	Other	
1	Bridgeport Boat Yard, 115 Sullivanwood Lane, Bridgeport NJ 08008	(609) 461-1716	25	30'	10'	0	m										
2	Curtin Marina, 2 Pearl St., Burlington 08016	(609) 596-4657	90	50'	5'							167	44'	3		30	
3	Randall Marina, 130 Rancocas Ave., Delanco 08075	(609) 461-5094	100	35'	16'	0	m					107	35'			15'	
4	Dredge Harbor Yacht Basin, Box 1008, River Road, Delran 08075	(609) 461-1194	250	60'	3'												30
5	Mariboro Marina, Inc., Box 188, Salem River, Rt. 49, Pennsville 08070	(609) 935-1010	150	35'	4'	0											15'
6	Multica River Boat Basin, Rt. 242, R.D. 2, Green Bank 08215	(609) 965-2120	36'	4'	0								110	10			30
7	Riverside Marina, Inc., Box 39, Norman Ave., Pennsville 08075	(609) 461-1077	200	60'	6'												30
8	Riverview Marina, Foot of Ferry Rd., Pennsville 08070	(609) 678-6363	10	50'	5'	0											30
9	Ross Marine Service, 2443 Lumbermen Rd., Trenton 08611	(609) 383-2546	17	47'	3'	0											110

G—Gas I—Winter Indoors O—Winter Outdoors R—Restaurant m—Minor —Nearby
 *Facilities within 20 miles of Penns Grove



D E L A W A R E

R I V E R



Proposed Green Acres Waterfront Po.

PSSI Wetlands
Department of Interior National Wet
Inventory

Wetlands Boundary
DEP Wetlands Photomap

Flood Hazard Area
Flood Insurance Rate Maps

BOROUGH OF

PENNS GROVE
SALEM COUNTY

STATE OF NEW JERSEY
COUNTY OF SALEM, ss.

..... Rollin C. Iles of full age,
being duly sworn according to law, on his oath, says that he is
advertising director of TODAY'S SUNBEAM,
a newspaper, printed and published in the City and County of
Salem and State of New Jersey, the same being the county seat
of said county, and that the notice of which the annexed is a
true copy was published one time in the said newspaper on the
29th October
..... day of
19. 87.

Rollin C. Iles.....
.....

**PUBLIC NOTICE
BOROUGH OF
PENNS GROVE
WATERFRONT
DEVELOPMENT PLAN**
A public hearing will be held on Thursday, November 5 at 7:00 PM in the Penns Grove Borough Hall, Main Street, to discuss the proposed Concept Plans for the development of the vacant Waterfront area adjacent to Main Street in Penns Grove as waterfront park and recreation area. The waterfront plan is the product of a study funded by the New Jersey Division of Coastal Resources. Interested residents are invited to the public hearing to present comments. Written comments can also be submitted to Gilde Gill, Borough Clerk, until November 10.
Cost \$11.55
(222093) 10/29/11

Sworn and Subscribed to before me this 29th day of
October 19. 87

Pamela Williams.....

PAMELA J. WILLIAMS
NOTARY PUBLIC OF NEW JERSEY
My Commission expires June 18, 1989

