



REDEVELOPMENT & REHABILITATION STUDY

PRELIMINARY INVESTIGATION

Borough of Haddon Heights, New Jersey

Redevelopment:

Block 21, Lots 1, 2, 3, 3.01, 4, 5, 6
Block 24 Lots 1, 2, 3
Block 25 Lots 1, 5, 6, 7, 8, 14, 15, 16, 17, 17.01, 18, 19, 20, 20.01, 21, 22, 23, 24, 25
Block 29 Lots 1, 2, 3, 3.01, 4, 5, 6, 7, 8, 8.01, 9, 10, 10.01, 11
Block 36 Lots 10, 11, 23
Block 38 Lots 1, 1.01, 1.02, 2, 3, 3.01, 3.02, 3.03
Block 39 Lots 1, 2, 2.01, 3, 4
Block 39.01 Lots 13, 14, 15, 15.01, 15.02
Block 41 Lots 17.01, 35, 36, 37, 38, 39
Block 128 Lots 1, 1.01, 1.02, 2, 3, 3.01, 4, 5, 6, 11
Block 131 Lot 1, 11
Block 134 Lots 1, 2, 3, 4, 5
Block 137 Lots 1, 2, 3, 4, 5, 6, 14
Block 140 Lots 1, 2, 4, 4.01, 4.02
Block 143 Lots 1, 2, 3, 4
Block 146 Lots 1, 2, 3, 4
Block 149 Lots 1, 2, 3, 4
Block 152 Lots 1, 3, 25.02

Rehabilitation:

Block 22 Lots 9, 10, 11, 12, 13, 14, 15, 16, 19, 19.01, 20
Block 23 Lots 10, 12, 13, 14, 15, 16, 17
Block 25 Lots 2, 3, 4, 4.01
Block 26 Lots 1, 2, 2.01, 3, 4, 5, 6, 7, 7.01, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21
Block 28 Lots 27, 28, 29, 30, 31, 32, 33, 34, 34.01, 34.02
Block 33 Lots 7, 8, 9, 10, 11, 12, 13
Block 34 Lots 15, 15.01, 16, 17, 18, 19, 20, 21, 22, 23
Block 35 Lots 17, 18, 19, 20, 21.01, 21.02, 22, 23, 24, 25, 26, 26.01, 27, 28, 29, 30, 31, 32, 33, 34, 35
Block 36 Lots 1, 2, 3, 4, 5, 6, 7, 8, 9
Block 37 Lots 1, 1.01, 2, 3, 4, 5, 6, 7, 8
Block 51 Lots 1, 2, 10, 11, 11.01, 12



FINAL FOR ADOPTION BY THE PLANNING & ZONING BOARD

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I. REDEVELOPMENT

1.0 OVERVIEW

This report provides an evaluation of a series of parcels located within the Borough of Haddon Heights, to determine if some or all of the parcels qualify as Areas in Need of Redevelopment according to NJSA 40A:12A-1 (the Local Redevelopment and Housing Law or LRHL). We have investigated parcels in Blocks 21, 24, 25, 29, 36, 38, 39, 39.01, 41, 128, 131, 134, 137, 140, 143, 146, 149, and 152. The Blocks are located in two distinct areas, one along S. Black Horse Pike (herein after referred to as “Study Area 1”) and a second along S. White Horse Pike and Station Avenue (herein after referred to as “Study Area 2”). A full list of Blocks and Lots can be found in **Figure 2**. Pennoni was contracted to conduct this parcels analysis.

1.1 STUDY AUTHORIZATION

This study was authorized by Resolution #2022-55 passed on February 1, 2022 by the Haddon Heights Borough Council.

1.2 NON-CONDEMNATION

As of 2013, the LHRL requires that when undertaking a Preliminary Investigation, the municipality must state whether the redevelopment area determination shall authorize the municipality to use eminent domain. Resolution #2022-55 states that should the Study Area qualify as an Area in Need of Redevelopment, it shall be a “**Non-condemnation Redevelopment Area**”. Therefore the municipality may use all those powers provided in the designated area in need of redevelopment excluding only the use of eminent domain.

1.3 STUDY AREA DESCRIPTION

The Redevelopment Area is divided into two Study Areas to simplify categorization. **Figure 1** shows the Borough map with inset maps of Study Areas 1 and 2. **Figure 2** lists the Block and Lots, address, ownership, and acreage of each parcel within both Study Areas.

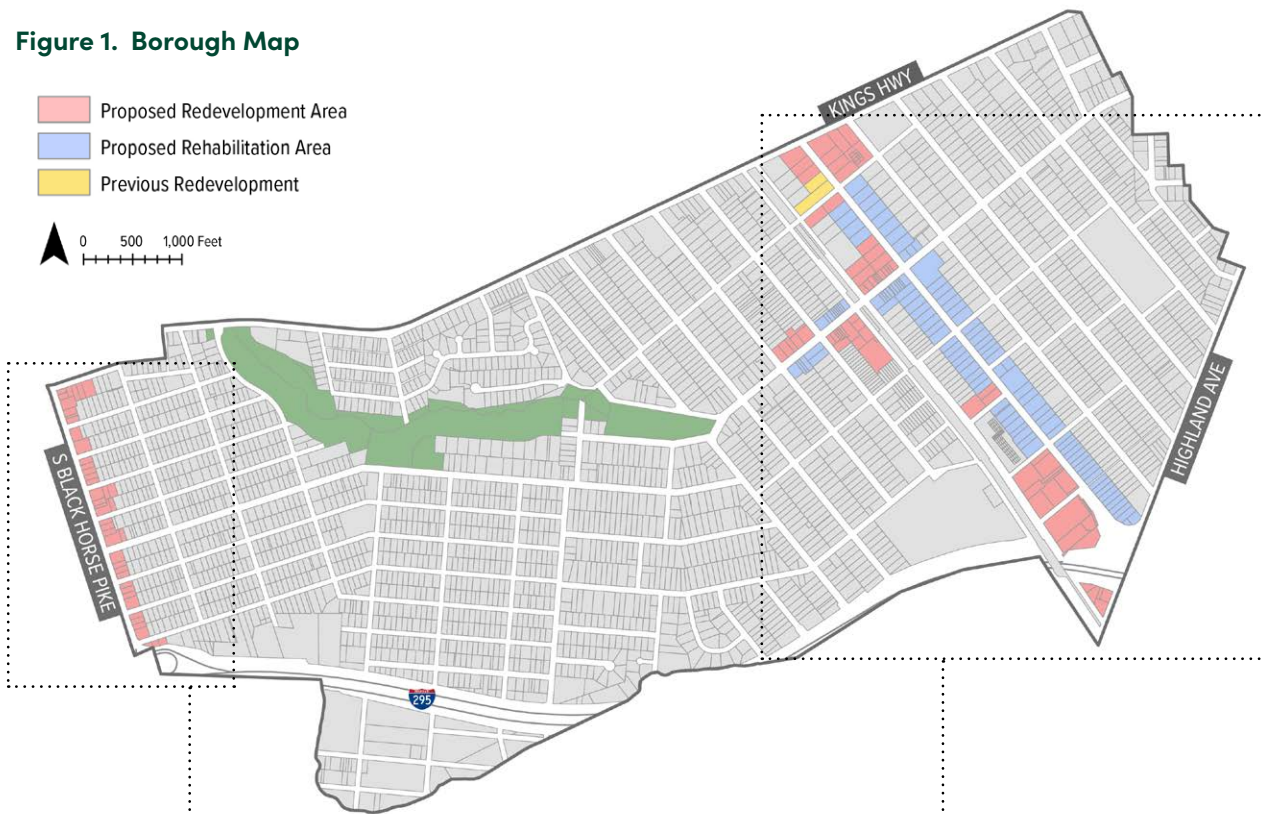
Study Area 1 is along the east side of S Black Horse Pike, at the Western edge of the Borough, and stretches from New Jersey Avenue in the north to Maple Avenue in the south. Study Area 2 stretches along S. White Horse Pike from Kings Highway to Highland Avenue and along Station Avenue from 8th Avenue to 3rd Avenue. Most of the included parcels have frontage on the listed streets, but this Study Area also includes all parcels between E High Street and I-295 and S. White Horse Pike and E. Atlantic Avenue. Study Area 2 also includes a triangle of parcels at the corner of E. Atlantic Avenue and Highland Avenue.

1.4 OWNERSHIP

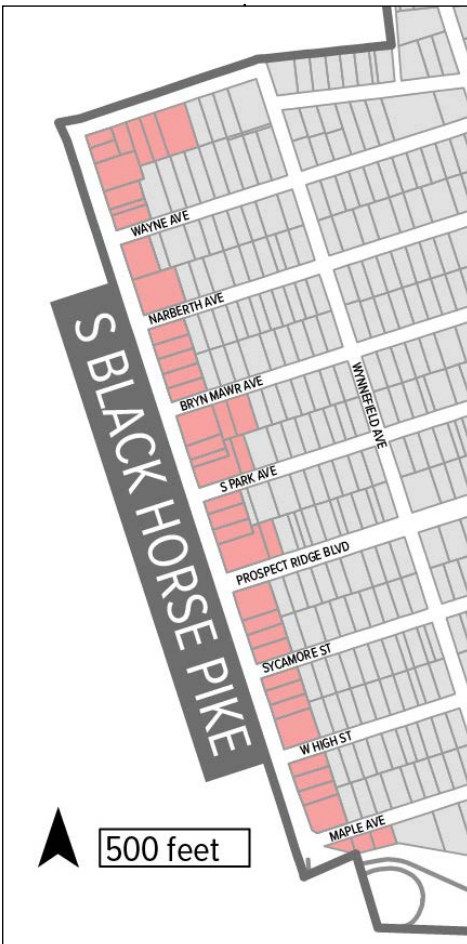
Figure 2 on page 4 shows a summary of the ownership of all parcels within the Study Areas. Ownership data was collected via a tax record search conducted through the Haddon Heights Tax Assessors website.



Figure 1. Borough Map



STUDY AREA 1



STUDY AREA 2



Figure 2. REDEVELOPMENT Block and Lot Location, Ownership, and Acreage

Block	Lot	Address	Owner	Acres	Area	Criteria
21	1	400 Kings Highway	Costel White Horse LLC C/O CVS Pharmacy	0.48	2	D
21	2	17 White Horse Pike	Various	0.85	2	D
21	3	400 Kings Highway	Costel White Horse LLC C/O CVS Pharmacy	0.54	2	D
21	3.01	400 Kings Highway	Costel White Horse LLC C/O CVS Pharmacy	0.77	2	D
21	4	9 White Horse Pike	Healey Funeral Service, LLC	0.46	2	D
21	5	17 White Horse Pike Unit 10	Medical Heights Associates, LLC	0.44	2	D
21	6	17 White Horse Pike Unit 10	Medical Heights Associates, LLC	0.51	2	D
24	1	2 White Horse Pike	Haddon Heights Equities, LLC	0.66	2	D
24	2	6 White Horse Pike	W.H.P. Properties, Inc.	0.47	2	D
24	3	10 White Horse Pike	10 WHP Associates, LLC	0.47	2	D
25	1	100 White Horse Pike	Noodle Station LLC	0.46	2	D
25	5	118 White Horse Pike	Station Court Partners, LLC	0.46	2	D
25	6	129 E Atlantic Ave	Cor V Properties Llc	0.45	2	D
25	7	126 White Horse Pike	Gosse, Thomas J.	0.44	2	D
25	8	101 E Atlantic Ace	VSOP Realty Corp	0.49	2	Sec 3
25	14	129 E Atlantic Ave	Cor V Properties Llc	0.49	2	D
25	15	129 E Atlantic Ave	Cor V Properties Llc	0.47	2	D
25	16	501 Station Ave	Corelli, Craig & Julia	0.13	2	A, B, D
25	17	505 Station Ave	RAUSCH, NICHOLAS J	5.40	2	D
25	17.01	503 Station Ave	Turkot Victor A & Romanelli Cynthia	5.53	2	D
25	18	505 Station Ave	RAUSCH, NICHOLAS J	7.89	2	D
25	19	511 Station Ave	GRADWELL HOUSE RECORDING, LLC	0.11	2	D
25	20	513 Station Ave	Wise George & Melinda K	3.64	2	D
25	20.01	515 Station Ave	Knowlton Lesa & Curatola John	6.58	2	D
25	21	515 Station Ave	Knowlton Lesa & Curatola John	3.89	2	D
25	22	517 Station Ave	HIP Enterprises LLC	3.11	2	D
25	23	519 Station Ave	519 Station Llc	0.12	2	D
25	24	523 Station Ave	Robriana Station Llc	0.13	2	D
25	25	531 Station Ave	Lin, Hui Zhong	0.12	2	D
29	1	600 Station Ave	63 Hutton Ventures, LLC & ETAL	0.14	2	A, D
29	2	202 W Atlantic Ave	GMMW, LLC	0.21	2	D
29	3	210 W Atlantic Ave	Cor Iv, L.L.C.	0.33	2	D
29	3.01	208 Atlantic W-Rear	Boro Of Haddon Heights	0.26	2	C, D
29	4	222 W Atlantic Ave	William A & K M Steele Living Trust	1.26	2	D
29	5	608 Station Ave	Boro Of Haddon Heights	0.39	2	D
29	6	610 Station Ave	Schmidt, John H Sr & Phyllis	7.46	2	D
29	7	612 Station Ave	612 Station Avenue, LLC	0.05	2	D
29	8	614 Station Ave	614 Station, LLC	0.05	2	D
29	8.01	614 Station Ave	614 Station, LLC	>0.01	2	D

Block	Lot	Address	Owner	Acres	Area	Criteria
29	9	616 Station Ave	Goodis, Gladys G	5.35	2	D
29	10	618 Station Ave	Pole, David A. & Karen G.	0.10	2	D
29	10.01	622 Station Ave	John's Friendly Market, LLC	0.10	2	D
29	11	203 Seventh Ave	Boro Of Haddon Heights	0.27	2	D, Sec 3
36	10	322 & 324 White Horse Pk	SAS WHP, LP % The Bancorp-Dan Cohen	0.27	2	B, D
36	11	322 & 324 White Horse Pk	SAS WHP, LP % The Bancorp-Dan Cohen	0.33	2	B, D
36	23	323 E Atlantic Ave	Boro Of Haddon Heights	0.66	2	C
38	1	500 White Horse Pike	J B Investments A Penna Partnership	0.94	2	D
38	1.01	500 White Horse Pike	J B Investments A Penna Partnership	0.21	2	Sec 3
38	1.02	500 White Horse Pike	J B Investments A Penna Partnership	0.49	2	D
38	2	500 White Horse Pike	J B Investments A Penna Partnership	0.73	2	Sec 3
38	3	515 Grove St	515 Grove Street Associates, LLC	0.78	2	D
38	3.01	515 Grove St	515 Grove Street Associates, LLC	0.86	2	D
38	3.02	504 White Horse Pike	NG 19, LP	0.60	2	D
38	3.03	500 White Horse Pike	J B Investments A Penna Partnership	0.16	2	Sec 3
39	1	500 Grove St	500 Grove Associates LLC	2.05	2	D
39	2	611 E Atlantic Ave	Public Serv Elec&Gas Co Tax Dept	0.84	2	D
39	2.01	500 Grove St	500 Grove Associates LLC	0.38	2	D
39	3	615 E Atlantic Ave	Haddon Heights Post 1958, V F W	0.67	2	D
39	4			0.10	2	D, Sec 3
39.01	13	621 E Atlantic Ave	Cooper Paul & Joanne	0.17	2	D
39.01	14	621 E Atlantic Ave	Cooper Paul & Joanne	0.25	2	D
39.01	15	523 Highland Ave	Cooper Paul & Joanne	0.24	2	D
39.01	15.01	533 Highland Ave	Gilfesis, Anthanasios & Alexandria	0.30	2	D
39.01	15.02	523 Highland Ave	Cooper Paul & Joanne	8.37	2	D
41	17.01	134 Seventh Ave	New Heights Property Group LLC	0.19	2	D
41	35	701 Station Ave	United States Government	0.37	2	D
41	36	705 Station Ave	New Heights Property Group LLC	0.22	2	D
41	37	711 Station Ave	EJM Investments LLC	0.16	2	D
41	38	713 Station Ave	Fisher Real Estate LLC	0.27	2	D
41	39	715 Station Ave	Robert Klien, Laura Kotler	0.26	2	Sec 3
128	1	1-3-5 Black Horse Pike	Jackson, Kenneth	8.85	1	D
128	1.01	2036 New Jersey Ave	Jackson, Kenneth	0.11	1	Sec 3
128	1.02	1-3-5 Black Horse Pike	Jackson, Kenneth	0.11	1	D
128	2	11 Black Horse Pike	S A J Management LLC	0.32	1	D
128	3	17 Black Horse Pike	S A J Management LLC	0.18	1	D
128	3.01	25 Black Horse Pike	Donohoe, Eugene V & Martha J	5.88	1	D
128	4	1032 New Jersey Ave	Jackson, Kenneth	0.17	1	Sec 3
128	5	2028 New Jersey Ave	Haddon Heights Properties LLC	0.18	1	B, D

Block	Lot	Address	Owner	Acres	Area	Criteria
128	6	2020 New Jersey Ave	Haddon Heights Properties LLC	0.37	1	B, D
128	11	25 Black Horse Pike	Donohoe, Eugene V & Martha J	0.14	1	D
131	1	101 Black Horse Pike	The Mastrando Group LLC	0.28	1	D
131	11	115 Black Horse Pike	115 Black Horse Pike, LLC	0.42	1	D
134	1	201-203 Black Horse Pike	Cipparone Rocco C Sr & Kathleen & R	0.16	1	D
134	2	205 Black Horse Pike	Cipparone, Rocco C Sr Et Al	0.14	1	D
134	3	209 Black Horse Pike	Greenspon Jerry	0.15	1	B, D
134	4	217-219 Black Horse Pike	The Whitman Five LLC	0.14	1	D
134	5	217-219 Black Horse Pike	The Whitman Five LLC	0.13	1	D
137	1	303 Black Horse Pike	The Whitman Five LLC	0.30	1	D
137	2	325 S Black Horse Pike	The Whitman Five LLC	0.14	1	D
137	3	319 S Black Horse Pike	The Whitman Five LLC	7.66	1	D
137	4	319 S Black Horse Pike	The Whitman Five LLC	0.27	1	D
137	5	303 Black Horse Pike	The Whitman Five, LLC	0.14	1	D, Sec 3
137	6	2021 Bryn Mawr Ave	Whitman, Thomas & Larissa	0.21	1	Sec 3
137	14	2033 S Park Ave	Whitman, Thomas	0.13	1	Sec 3
140	1	401 Black Horse Pike	The Whitman 5, LLC	0.13	1	D
140	2	405 Black Horse Pike	Pilla, Bennett R	0.16	1	D
140	4	405 Black Horse Pike	Pilla, Bennett R	0.15	1	D
140	4.01	411 Black Horse Pike	RLD Holding LLC	0.14	1	D, Sec 3
140	4.02	411 Black Horse Pike	RLD Holding LLC	0.35	1	D
143	1	501-523 Black Horse Pike	Rettner, Ron Cherry Plazas, LLC	0.29	1	D
143	2	501-523 Black Horse Pike	Rettner, Ron Cherry Plazas, LLC	0.14	1	D
143	3	501-523 Black Horse Pike	Rettner, Ron Cherry Plazas, LLC	0.15	1	D
143	4	501-523 Black Horse Pike	Rettner, Ron Cherry Plazas, LLC	0.15	1	D
146	1	601 Black Horse Pike	Sycamore Apartments, LLC	0.13	1	D
146	2	605 Black Horse Pike	Sycamore Apartments, LLC	0.14	1	D
146	3	613 Black Horse Pike	Down The Pike Investment Group LLC	0.15	1	B, D
146	4	613 Black Horse Pike	Down The Pike Investment Group LLC	0.30	1	D
149	1	701 Black Horse Pike	M.I.S.I., LP	0.14	1	B, D
149	2	705 Black Horse Pike	M.I.S.I., LP	0.15	1	D
149	3	709 Black Horse Pike	Pramukhkrupa Realty INC	0.14	1	D
149	4	709 Black Horse Pike	Pramukhkrupa Realty INC	0.28	1	D
152	1	2032 Maple Ave	JVSN Maple Ave, LLC		1	D
152	3	2032 Maple Ave	JVSN Maple Ave, LLC	0.09	1	D
152	25.02	2032 Maple Ave	JVSN Maple Ave, LLC	0.11	1	D

1.5 PREVIOUS REDEVELOPMENT INVESTIGATIONS

Figure 1 on page 3 shows, in yellow, that Block 24 Lots 4 and 5 have been subject to previous Redevelopment Investigations, and have already been designated as Areas in Need of Redevelopment. This report makes no changes to that conclusion.

2.0 REDEVELOPMENT LAW

2.1 PURPOSE OF THE ACT

New Jersey's Local Redevelopment and Housing Law (LRHL), N.J.S.A. 40A:12A-1, empowers municipalities and local governments with the ability to initiate a process to transform underutilized or poorly designed properties into healthier, more vibrant, or economically productive land areas. The process has been used successfully across New Jersey to transform distressed properties, meeting statutory redevelopment criteria, into economically viable and productive neighborhoods and centers of activity. Projects approved for redevelopment are often eligible for certain types of technical and financial assistance from local and county governments, as well as the State. The ability to grant incentives is an essential part of a comprehensive strategy to attract new development into areas exhibiting decline and blight.

2.2 REDEVELOPMENT PROCEDURE

The LRHL requires municipalities to engage in a series of steps before it may exercise its redevelopment powers. This process is meant, in part, to ensure that the Governing Body acts in concert with the goals and objectives of the Borough's Master Plan. Recognizing the Planning Board's role as the steward of the Master Plan, these steps require the Planning Board to make recommendations to the Borough Council. The required steps are as follows:

- The Governing Body must adopt a resolution directing the Planning Board to perform a preliminary investigation to determine whether a specified area is in need of redevelopment according to criteria set forth in the LRHL (N.J.S.A. 40A:12A-5). The Borough Council has adopted Resolution No. #2022-55.
- The Planning Board must prepare and make available a map delineating the boundaries of the proposed redevelopment area, specifying the parcels to be included therein. This map should be accompanied by a statement setting forth the basis of the investigation.
- The Planning Board must then conduct the investigation and produce a report presenting the findings. The Board must also hold a duly noticed hearing to present the results of the investigation and to allow interested parties to give testimony. The Planning Board may then adopt a resolution recommending a course of action to the Governing Body.
- The Governing Body may act on this recommendation by adopting a resolution designating the area an "Area in Need of Redevelopment". The Governing Body must make the final determination as to the Redevelopment Area boundaries.
- A Redevelopment Plan must be prepared establishing the goals, objectives, and specific actions to be taken with regard to the "Area in Need of Redevelopment."
- The Governing Body may then act on the Plan by passing an ordinance adopting the Plan as an amendment to the Borough's Zoning Ordinance or as an overlay to that ordinance.

Only after completion of this process is the Borough able to exercise the powers granted to it under the State Redevelopment Statute.

2.3 NON-CONDEMNATION

Pursuant to the 2013 amendments to the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1, et seq., authorization for a Preliminary Investigation must state whether the redevelopment area determination shall authorize the municipality to use all those powers provided in the LHRL for use in a redevelopment area, including or excluding the power of eminent domain.

Resolution No. 2022-55 has authorized a preliminary investigation to determine whether the Study Area qualifies as a **“Non-condemnation Redevelopment Area”**. Therefore eminent domain shall not be authorized pursuant to NJSA 40A: 12A-1, et seq.

2.4 STATUTORY CRITERIA

A study area qualifies as being an “Area in Need of Redevelopment” if it meets at least one of the eight statutory criteria listed in Section 40A:12A-5 of the Local Redevelopment and Housing Law:

- A. The generality of buildings are substandard, unsafe, unsanitary, dilapidated, or obsolescent, or possess any of such characteristics, or are so lacking in light, air, or space, as to be conducive to unwholesome living or working conditions.
- B. The discontinuance of the use of a building or buildings previously used for commercial, retail, shopping malls, or plazas, office parks, manufacturing, or industrial purposes; the abandonment of such building or buildings; significant vacancies of such building or buildings for at least two consecutive years; or the same being allowed to fall into so great a state of disrepair as to be untenable.
- C. Land that is owned by the municipality, the county, a local housing authority, redevelopment agency or redevelopment entity, or unimproved vacant land that has remained so for a period of ten years prior to adoption of the resolution, and that by reason of its location, remoteness, lack of means of access to developed sections or portions of the municipality, or topography, or nature of the soil, is not likely to be developed solely through the instrumentality of private capital.
- D. Areas with buildings or improvements which, by reason of dilapidation, obsolescence, overcrowding, faulty arrangement or design, lack of ventilation, light and sanitary facilities, excessive land coverage, deleterious land use or obsolete layout, or any combination of these or other factors, are detrimental to the safety, health, morals, or welfare of the community.
- E. A growing lack or total lack of proper utilization of areas caused by the condition of the title, diverse ownership of the real properties therein or other similar conditions which impede land assemblage or discourage the undertaking of improvements, resulting in a stagnant and unproductive condition of land potentially useful and valuable for contributing to and serving the public health, safety and welfare, which condition is presumed to be having a negative social or economic impact or otherwise being detrimental to the safety, health, morals, or welfare of the surrounding area or the community in general.

- F. Areas, in excess of five contiguous acres, whereon buildings or improvements have been destroyed, consumed by fire, demolished or altered by the action of storm, fire, cyclone, tornado, earthquake or other casualty in such a way that the aggregate assessed value of the area has been materially depreciated.
- G. In any municipality in which an enterprise zone has been designated pursuant to the “New Jersey Urban Enterprise Zones Act,” P.L.1983, c.303 (C.52:27H-60 et seq.) the execution of the actions prescribed in that act for the adoption by the municipality and approval by the New Jersey Urban Enterprise Zone Authority of the zone development plan for the area of the enterprise zone shall be considered sufficient for the determination that the area is in need of redevelopment pursuant to sections 5 and 6 of P.L.1992, c.79 (C.40A:12A-5 and 40A:12A-6) for the purpose of granting tax exemptions within the enterprise zone district pursuant to the provisions of P.L.1991, c.431 (C.40A:20-1 et seq.) or the adoption of a tax abatement and exemption ordinance pursuant to the provisions of P.L.1991, c.441 (C.40A:21-1 et seq.). The municipality shall not utilize any other redevelopment powers within the urban enterprise zone unless the municipal governing body and planning board have also taken the actions and fulfilled the requirements prescribed in P.L.1992, c.79 (C.40A:12A-1 et al.) for determining that the area is in need of redevelopment or an area in need of rehabilitation and the municipal governing body has adopted a redevelopment plan ordinance including the area of the enterprise zone.
- H. The designation of the delineated area is consistent with smart growth planning principles adopted pursuant to law or regulation.

N.J.S.A. 40A:12A-3 further states that “A redevelopment area may include lands, buildings, or improvements which of themselves are not detrimental to the public health, safety or welfare, but the inclusion of which is found necessary, with or without change in their condition, for the effective development of the area of which they are a part.” This is commonly referred to as the “Section 3 Criteria.”

According to the Redevelopment Handbook¹, this section allows for the inclusion of properties that do not meet the statutory criteria but are, “essential to be included in the designation to effectively redevelop the area.” Examples of such properties include properties located within and surrounded by otherwise blighted areas, property that is needed to provide access to an area to be redeveloped, areas needed for infrastructure or utilities, or properties that otherwise could be determined to be critical to the Study Area's successful redevelopment.

2.5 REDEVELOPMENT QUALIFICATION SUMMARY

Lots in the Study Area qualify as being an “Area in Need of Redevelopment” according to **Figure 2 on page 4.**

¹ Slachetka, Stan, et al. *The Redevelopment Handbook : A Guide to Rebuilding New Jersey's Communities.* New Jersey, New Jersey Dept. Of Community Affairs, New Jersey Chapter Of The American Planning Association, 2012.

3.0 BACKGROUND

3.1 REGIONAL CONTEXT

Approximately 11 miles from Center City Philadelphia by car, the Borough of Haddon Heights is located in Camden County. It is bordered by Mt. Ephraim to the west, Haddonfield Township to the east, Audubon to the north, and Barrington and Bellmawr to the south. The northern border of the Borough travels along County Rd 551 Spur, the western edge runs along N Black Horse Pike, along I-295 and Highland Avenue on the southern edge and extends several blocks past S White Horse Pike to the east. Haddon Heights has a land area of 1.6 square miles.

According to the 2020 US Census, Haddon Heights has an estimated population of 7,495 with 2,941 total households. For residents of Haddon Heights, 94.4% work outside of the Borough. Only 5.6% of the Borough's population both live and work in Haddon Heights. 90.7% of those working in the Borough are commuting in from elsewhere. These numbers are based on American Community Survey (ACS) 2019 estimates.

The Black Horse Pike (State Route 168) corridor has a mix of land uses but is predominantly comprised of retail and professional office uses. Residential uses begin immediately after the lots that line Black Horse Pike. Some of the businesses along this corridor include Del Buono's Bakery and Carmen's Deli, Kenny's World, Dunkin' Donuts, and the Martial Arts Super Market. The shape and size of lots vary from some larger, squarer shaped properties to some which are generally longer and narrower. This corridor is heavily trafficked, with higher speeds, making it less comfortable for people walking or biking along the corridor. It is especially difficult to cross while walking—the only signaled pedestrian crossing is at the intersection with Prospect Ridge Boulevard.

The portion of the Study Area around Station and Atlantic Avenues is more retail focused with a walkable downtown character. Lots are various shapes and sizes, but the corridor is generally characterized by very narrow long lots. Buildings are also generally older in age and character.

3.2 QUALITY OF LIFE - MAIN STREETS

Unlike many communities, Haddon Heights has a built-in downtown area that presents an opportunity for improvements to the area. An investigation into what improvements are needed, and for what blocks and lots, is necessary to create a healthy efficient downtown area that contributes to the welfare of the community. This section reviews the fundamental attributes of a successful main street and the aspects of downtown Haddon Heights' built environment – its streets, parking, and land use patterns – that present opportunities to ensure the Borough has a healthy, thriving, and enduring main street. These attributes provide the underpinnings, the planning approach, and the design solutions for the Redevelopment Plan.

Good planning themes suggest that successful main streets exhibit four quality of life attributes which in turn, are supported by three related physical attributes.

3.2.1 Quality of Life Attributes of Successful Main Streets

1. **Safety.** Successful main streets are acknowledged as having pedestrian activity occurring on a 24/7 basis. This contributes to a sense of real and perceived safety. In a safe environment, streets, pedestrian paths, public spaces, and parking areas are well lit. An appropriate balance of office uses provides a strong weekday pedestrian presence, particularly during commuting and lunch hours, while restaurants, shops and entertainment venues draw pedestrians out during evening hours. A healthy main street also includes residential units. Residents in flats above ground floor retail are ever-present eyes on the street, not only during the weekday, but also on the weekends and at night. Taken together, these conditions generate a heightened sense of security and comfort among residents, visitors, and merchants which in turn reinforces activity and street life throughout the week.
2. **Vibrancy.** Successful main streets exhibit vitality when they are activated throughout the day and evening, weekdays, and weekends. For this to occur, there must be multiple destinations and diverse activities made available to residents and visitors alike.
3. **Convenience and Accessibility.** In our fast paced, modern lifestyles where people have multiple options as to where they can live, work, and shop, convenience and accessibility are considered essential for a successful main street. Travel routes must be designed so that various activity centers and destinations are connected in a direction manner. Vehicular circulation should be designed in a predictable, logical manner, providing multiple routes in a highly interconnected network. Parking areas must be equally predictable, easy to locate and readily accessed from the street. An adequate inventory of parking must be available and located within a reasonable distance of establishments' front doors. Sidewalks must be continuous sufficiently wide, attractively landscaped, and lighted. Pedestrian paths should link parking areas to buildings and to the main street for direct, safe, and convenient travel.
4. **Flexibility.** Successful main streets are not static. While the integrity of walkable streets with predictable urban store fronts must be maintained in a successful downtown it is also true that, land uses, building footprints, and building lots must be able to change and configured, in response to evolving economic conditions.

3.2.2 Physical Attributes of Successful Main Streets

1. **Mix of Uses.** A balanced mix of uses, both residential and non-residential, is essential to create a sustainable main street. A mix of residential and nonresidential uses in a concentrated area brings destinations closer together, contributing to convenience and accessibility. This mix facilitates more foot traffic during the day and evening, which in turn, contributes to a safe and vibrant main street. A diverse range of uses also contributes to sustainability allowing main streets to adapt to changing economic conditions. It is recommended that approximately one-third of the uses be retail, one-third office, and one-third residential.
2. **Density.** A successful main street maintains not only a mix of uses but a sufficient density of each of these uses. Sufficient residential density provides other related benefits as well. Reduced private outdoor space in denser conditions encourages

people to “take to the streets” for outdoor activity, enhancing social interaction and main street vibrancy. Homes above ground floor main street businesses offer built-in security, with more people present on a 24/7 basis to keep an eye on the street.

3. **Public Spaces.** Streets, plazas, and parks collectively comprise public spaces. These spaces must be strategically designed to ensure that they draw people in to socialize, relax, or engage in activities. They must be designed with safety, convenience, and accessibility in mind. To that end, they should be well lighted and highly porous, with plenty of open accessible connections to the street. They should be appropriately scaled and sized to support the resident population. They should be designed to accommodate varied activities that are proactively programmed and managed on an ongoing basis. Finally, they should be well-maintained and offer a comfortable, clean environment, with landscaping, pedestrian furniture and features that offer diverse visual interest.

3.2.3 Physical Improvements for a Successful Main Street

The seven prerequisites to a successful main street suggest the nature of physical improvements needed to create sustained revitalization in downtown Haddon Heights. Based on our evaluation, the following three conditions were identified as integral to this outcome:

1. **Parking and Circulation.** Excessively large blocks can increase traffic issues by limiting the alternative travel routes available to divert local trips. Parking areas are too often perceived as vacant lots that are poorly maintained and isolated. To overcome this, they need to be well marked, well lighted and landscaped. They need to be accessible from a logical system of streets to feel safe and convenient. The buildings that they serve should be attractively designed, with inviting rear entrances. Wayfinding signage is also an important consideration, directing traffic to designated parking areas. Pedestrian circulation demands safer intersection crossings and well-maintained and landscaped sidewalks. Separated pedestrian paths which are currently lacking could provide safe, direct alternate route for those on foot, linking key activity centers. All of this will contribute to a predictable and comprehensive network of roads, parking, and pedestrian facilities, thus leading to a heightened sense of safety. Vehicular and pedestrian circulation, parking, and land uses must all be accommodated in an integrated manner.
2. **Block and Lot Configuration.** A review of Haddon Heights’ tax parcel maps reveals a pattern of antiquated tax parcel configurations. Excessively long, narrow lots or structures limit the ability of existing or future buildings and their associated parking and loading areas to meet contemporary commercial and mixed-use development needs. This is a fundamental obstacle to economic revitalization. Block 29 Lots 6 through 9 along Station Avenue display this configuration ([Figure 3](#)).
3. **Adaptive Reuse of Buildings.** While historic preservation is a laudable goal, it must be balanced against the need for sustainable economic revitalization. Sometimes, the design of older buildings does not lend itself to contemporary solutions, particularly for office and residential development. It is not unusual to find buildings in downtown Haddon Heights that are 25 to 35 feet wide and significantly deeper, up to 160 feet in

depth. Redevelopment can be accomplished in a manner that preserves the traditional form of downtown Haddon Heights; however, this demands a careful balance between preservation of older buildings and the flexibility to adapt these buildings and the lots on which they reside to new configurations, accommodating changes that address today's commercial and residential needs.

3.3 AREA IN NEED OF REDEVELOPMENT

For the purposes of this report, the Study Area has been divided into two distinct areas.

Study Area 1, shown in **Figure 1 on page 3**, is made up of the blocks and lots with frontage along Black Horse Pike from New Jersey Avenue to Maple Avenue, with a small number of additional lots located directly behind those. This predominantly commercial corridor is auto-oriented, and features an incomplete sidewalks network, many undefined curb cuts, and limited presence of planted verge spaces to separate the sidewalk from the roadway. Traffic along Black Horse Pike is also heavier than most areas of the Borough, with automobiles traveling at higher speeds without clear pedestrian crossings. These situations combine to create safety issues that are detrimental to the safety and welfare of the community

Study Area 2, also shown in **Figure 1 on page 3**, is located along Station Avenue between 8th Avenue and White Horse Pike, as well as a few other scattered parcels on White Horse Pike between Kings Highway and Highland Avenue, and the collection of parcels at the corner of E Atlantic Avenue and Clements Bridge Road. The area along Station Avenue is largely a traditional, compact downtown, with a historic development pattern that includes a mix of uses, an interconnected street system, and public spaces. Study Area 2 hosts a range of businesses, but also some prominent vacant properties, obsolete block and property configurations, and some significantly underutilized properties.



Figure 3. Block Configuration featuring deep, narrow buildings and lots

4.0 APPLICABILITY OF CRITERION “A”

4.1 STATUTORY CRITERIA

“The generality of buildings are substandard, unsafe, unsanitary, dilapidated, or obsolescent, or possess any of such characteristics, or are so lacking in light, air, or space, as to be conducive to unwholesome living or working conditions.”

4.2 APPLICABILITY OF CRITERION “A”

Criterion A is applicable to Block 29 Lot 1 and Block 25 Lot 16.

4.2.1 Masonry Falling from Façade: Block 29 Lot 1

The lot is located on the southeast corner of Station Avenue and West Atlantic Avenue. Flaws in the exterior construction of the building are visible to passersby and maintenance issues are evident. Gaps in masonry and brick can be seen where pieces have fallen from the façade, an unsafe condition along a sidewalk with frequent pedestrian traffic. Issues such as this qualify the property for inclusion, particularly as this is a centrally located structure in a busy downtown area where pedestrians may be struck by falling debris.

4.2.2 Obsolescent and unsafe: Block 25 Lot 16

This prominent property on the southwest corner of Station Avenue and White Horse Pike has had difficulty finding a ground floor tenant due to an obsolete layout, including a mid-floor elevation change, that is not compatible with modern retail needs. Mold is also suspected as a result of persistent flooding on this block, which can have adverse respiratory impacts on occupants. These combined issues qualify for Criterion A, as they are directly detrimental to the health, safety, and welfare of those utilizing the building.

5.0 APPLICABILITY OF CRITERION “B”

5.1 STATUTORY CRITERIA

“The discontinuance of the use of a building or buildings previously used for commercial, retail, shopping malls, or plazas, office parks, manufacturing, or industrial purposes; the abandonment of such building or buildings; significant vacancies of such building or buildings for at least two consecutive years; or the same being allowed to fall into so great a state of disrepair as to be untenable.”

5.2 APPLICABILITY OF CRITERION “B”

Criterion B is applicable to Block 25 Lot 16; Block 36 Lot 10 and 11; Block 128 Lots 5 and 6; Block 134 Lot 3; Block 146 Lot 3; and Block 149, Lot 1.

5.2.1 Vacancy

Block 25 Lot 16 was formerly used as a cell phone store and is located at 501 Station Avenue, at the southwest corner of Station Avenue and White Horse Pike. Imagery shows that the property has been vacant since at least 2016. The property has been vacant for at least six consecutive years, which means it meets the qualifications of Criterion B and should be included in this redevelopment plan.

For Block 36 Lot 10 and 11, the former Jefferson Bank property, imagery indicates that the building has been vacant since at least 2011, likely due to the unique shape of the building as well as its age, and therefore qualifies under this criteria.

The next five lots are along or near Black Horse Pike. There is one building at 2020 New Jersey Ave that covers Block 128 Lots 5 and 6. It has been vacant since 2019, according to Google Street Imagery. Block 134 Lot 3 is the former Pretzel Factory building located at 209 Black Horse Pike. Google Street View imagery shows that the property has been vacant since 2017 (**Figure 4**). Block 146 Lot 3 is a vacant building at 613 Black Horse Pike that is attached to an active laundromat. Google Street View imagery shows that the property has been vacant since 2015 (**Figure 5**). Block 149 Lot 1 is a vacant building at 701 Black Horse Pike. It has the main building fronting Black Horse Pike and a small shed behind fronting High Street. Google Street View imagery shows that the property has been vacant since 2018 (**Figure 6**) and the building today is in a state of disrepair (**Figure 7**). All of these properties have been vacant for over two consecutive years and qualify under this criteria.



Figure 4. Block 134 Lot 3 in 2017



Figure 5. Block 146 Lot 3 in 2015



Figure 6. Block 134 Lot 3 in 2018

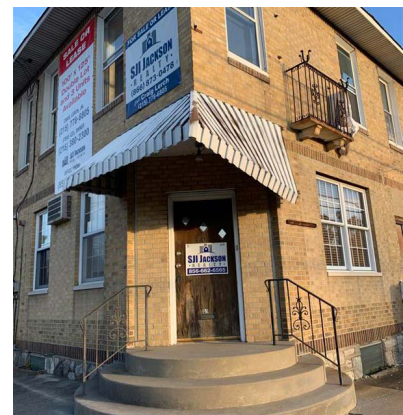
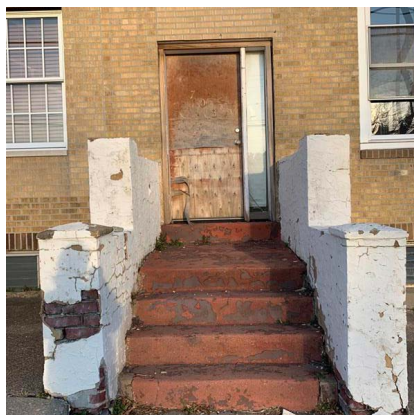


Figure 7. Block 134 Lot 3; Existing conditions of the building today

6.0 APPLICABILITY OF CRITERION “C”

6.1 STATUTORY CRITERIA

“Land that is owned by the municipality, the county, a local housing authority, redevelopment agency or redevelopment entity, or unimproved vacant land that has remained so for a period of ten years prior to adoption of the resolution, and that by reason of its location, remoteness, lack of means of access to developed sections or portions of the municipality, or topography, or nature of the soil, is not likely to be developed through the instrumentality of private capital.”

6.2 APPLICABILITY OF CRITERION “C”

Criterion C is applicable to Block 29, Lots 3.01, and Block 36 Lot 23.

Block 29, Lots 3.01 is the parking lot behind the firehouse. It is municipally owned and also lacks direct access to either Station Avenue or 7th Avenue. This makes it difficult to develop alone through private capital. Block 36 Lot 23 is located at 323 East Atlantic Avenue and is a municipally owned unimproved field located behind the Jefferson Bank property (Block 36 Lots 10 and 11). This is a prime location whose redevelopment would benefit the surrounding community.

7.0 APPLICABILITY OF CRITERION “D”

7.1 STATUTORY CRITERIA

"Areas with buildings or improvements which, by reason of dilapidation, obsolescence, overcrowding, faulty arrangement or design, lack of ventilation, light and sanitary facilities, excessive land coverage, deleterious land use or obsolete layout, or any combination of these or other factors, are detrimental to the safety, health, morals, or welfare of the community."

7.2 APPLICABILITY OF CRITERION “D”

Criterion D is applicable to the following blocks and lots:

Block 21 Lots 1, 2, 3, 3.01, 4, 5, and 6; Block 24 Lots 1, 2, and 3; Block 25 Lots 1, 5, 6, 7, 14, 15, 16, 17, 17.01, 18, 19, 20, 20.01, 21, 22, 23, 24, and 25; Block 29 Lots 1, 2, 3, 3.01, 4, 5, 6, 7, 8, 8.01, 9, 10, 10.01, and 11; Block 36 Lots 10 and 11; Block 38 Lots 1, 1.02, 3, 3.01, and 3.02; Block 39 Lots 1, 2.01, 3, and 4; Block 39.01 Lots 13, 14, 15, 15.01, and 15.02; Block 41 Lots 17.01, 35, 36, 37, and 38; Block 128 Lots 1, 1.02, 2, 3, 3.01, 5, 6, and 11; Block 131 Lot 1 and 11; Block 134 Lots 1, 2, 3, 4, and 5; Block 137 Lots 1, 2, 3, 4, and 5; Block 140 Lots 1, 2, 4, 4.01, and 4.02; Block 143 Lots 1, 2, 3, and 4; Block 146 Lots 1, 2, 3, and 4; Block 149 Lots 1, 2, 3, and 4; Block 152 Lots 1, 3, and 25.02.

7.2.1 Obsolete Layout:

Of those blocks and lots that fall within Criterion D, the following meet the criteria through having an obsolete layout:

Block 21, Lot 1, 2, 3, 3.01, 4, 5, 6, Block 24, Lot 1, 2, 3, Block 25, Lot 17, 18, 23, 24, 25; Block 29, Lot 2, 3, 3.01, 4, 6, 7, 8, 9, 10, 10.01, 11; Block 36 Lot 10, 11; Block 41 Lot 35, 36, 37, 38; Block 128 Lot 1, 1.02, 2, 3, 3.01, 11; Block 131 Lot 1, 11; Block 137 Lot 1, 2, 3, 4, 5; Block 140 Lot 1, 2, 4, 4.01, 4.02; Block 143 Lot 1, 2, 3, 4; Block 146 Lot 1, 2, 3, 4; and Block 149 Lot 1, 2, 3, 4

The faulty arrangement of the above mentioned lots varies depending on the Study Area. For areas along Black Horse Pike, such as Block 143 and Lots 1 through 4, many parking areas create a dangerous environment for vehicles and pedestrians as drivers need to back out onto the highway to exit parking lots. Black Horse Pike also has deteriorating sidewalks and oversized curb cuts creating additional challenges for pedestrians and conditions that are detrimental to the health, safety and welfare of the community (Figure 9 on page 18).

Blocks and Lots at the North end of White Horse Pike have seen some renovation to office uses from former use as single family homes (Block 24, Lots 1, 2, and 3 and Block 21 Lot 2) and institutional/religious use (Block 21 Lot 2), but due to the obsolete lot configurations they have experienced difficulty retaining tenants. Imagery indicates that Block 24 Lot 1 and 2 have had vacancies since 2016 and 2017, respectively. The property of Block 24 Lot 3 has increased in disrepair, both building and landscaping, indicating that the building may not be in use.

The layout of lots within the Station Avenue downtown area present different challenges with rear parking issues and narrow deep lots and structures. Rear lots lack circulation striping and signage and on street parking is minimal. This may lead drivers to park on side neighborhood



Figure 8. Example of an obsolete site layout complicating ingress/egress along Black Horse Pike



Figure 9. Mid-block parking access along Black Horse Pike

streets, as the commercial corridor is generally surrounded by residential uses. Drivers also may need to circle streets in the area several times until they are able to find a spot, whether that be on Station Avenue or on a neighborhood side street. The layout of lots and building coverage prevents the necessary amenities for those traveling to the area, which is detrimental to the safety and welfare of the community.

These issues connect to the discussion on parking and circulation and block and lot configuration in the previous section. Parking areas should be accessible from a logical system of streets to feel safe and convenient and well-marked in order for drivers to easily identify them. As stated above, vehicular circulation should be designed in a predictable, logical manner, providing multiple routes in a highly interconnected network. Parking areas must be equally predictable, easy to locate and readily accessed from the street. An adequate inventory of parking must be available and located within a reasonable distance of establishments' front doors. Sidewalks must be continuous sufficiently wide, attractively landscaped, and lighted. Pedestrian paths should link parking areas to buildings and to the main street for direct, safe, and convenient travel.

In addition, the layouts of the parking lots in Block 29, Lots 3.01 and 11 are hazardous to residents because of the conflict between pedestrians and the firehouse. The response out of the firehouse jeopardizes all pedestrian traffic in this area. Close by in Haddonfield, in February of 2020, a fire truck struck a pedestrian crossing Kings Highway. In this area, the sidewalks on 7th Ave and



Figure 10. Mid-block parking access along Station Avenue that's impacted by access to the public parking and the firehouse

Station Ave are exposed to both people accessing the public lots as well as volunteers rapidly coming into and out of the lot when they receive a call dispatched. In addition, the trucks are required to and frequently races out of the parking lot into areas where civilians may be walking or perhaps turning into the lot with a vehicle. These are high hazard blind spots due to the building layouts that front on Station Ave (**Figure 10**).

The US Post Office Property and surrounding area on Station Avenue (Block 41 Lots 35, 36, 37, 38) is lacking the appropriate level of parking for the service it provides. Because of the interconnected nature of the properties on this block, surrounding properties should be treated as a single circulation and parking network due to structure size and shape, excessive lot coverage, and parking. Designation of the entire area is necessary to the overall redevelopment of the delineated Study Area.

7.2.2 Excessive Land Coverage:

The following blocks and lots qualify under Criterion D due to excessive land coverage:

Block 25 Lots 17.01, Block 29 Lots 1, 3, 6, 7, 8, 9, 10, 10.01, Block 39 Lots 1, 2.01, Block 39.01 Lots 13, 14, 15, 15.01, 15.02, and Block 152 Lots 1, 3, 25.02

Excessive land coverage is an issue of particular concern in the Station Avenue area (see **Figure 11**). Some lots are entirely covered by buildings and impervious area. When these buildings are in a row, this leads to challenges in pedestrian and vehicular flow, along with challenges to appropriate levels of ventilation and lighting. These lots typically contain older buildings, which bring character to the main street area. Many of these lots have no parking, leading drivers to come up with creative solutions to find a place to park, such as parking in residential neighborhoods.



Figure 11. Excessive land coverage resulting in narrow alleyways, limiting access

Outside of the Station Avenue area, Block 39.01 contains a tightly-packed collection of buildings and outdoor storage activities that restrict the amount of parking that can be provided. As they are outside of the walkable portions of the Borough, the parking limitations will hinder safe and efficient redevelopment, so the parcels on this block also qualify.

7.2.3 Areas with Faulty Arrangement and Design:

The following blocks and lots qualify under Criterion D due to faulty arrangement or design and excessive land coverage that causes flooding on Station Avenue:

Block 25 Lots 5, 6, 7, 14, 15, 16, 17, 18, 19, 20, 20.01, 21, 22, 23, 24, 25; and Block 39 Lots 1, 2, 2.01, 3, and 4.

Several areas along Station Avenue experienced severe flooding that has caused property damage to the structures on the corridor. Interviews with property owners, as well as the Stormwater Drainage Summary prepared for the Borough by Pennoni in 2010 and the 2012 report prepared by Bach Associates, identify the issues and the affected areas. Flooding at the intersection of East Atlantic Avenue and Station Avenue (Block 25 Lots 20 through 25) occurs during high intensity, short duration storms. Stormwater often converges at this intersection and drainage improvements are needed to prevent health and safety issues from continuing and potentially increasing in force.

Verified through interviews with property owners and operators, the area located behind businesses Knowlton Associates (Block 25 and Lot 21), located at 515 Station Avenue, and Wise Jewelers (Block 25 and Lot 20), located at 513 Station Avenue, experiences an enormous amount of stormwater runoff from roof drains and parking lots on surrounding properties. To resolve this issue, inlets and storm sewer piping should be installed to convey the water to existing mains in Station Avenue.

In addition, discussions with property owners have also identified flooding issues at Block 39, Lots 2 and 3. Lot 2, where the substation is, had to shut down for a period of time after flooding, and the building on Lot 3 lost its entire basement to flooding.



Figure 12. An individual site intervention contributing to off-site flooding issues on Block 25

The flooding experienced by lots in each of these blocks has been recorded as significant and can lead to structural issues and mold, sometimes making the buildings unusable and uninhabitable. This can be detrimental to the economic and physical welfare of members of the community.

7.2.4 Faulty Arrangement, Deleterious Land Use:

The following block and lot qualify under Criterion D due to Faulty Arrangement and Deleterious Land Use: Block 36 Lot 10 and 11

Block 36 Lot 10 and 11 contain the former Jefferson Bank property, which is two Victorian office buildings connected by a modern structure (**Figure 13**). Much of the building has been demolished and the second floor of one of the former Victorian buildings is inaccessible due to stair removal. These factors contribute to a faulty arrangement and deleterious land use that will make the parcels difficult to redevelop.

7.2.5 Obsolescence:

The following block and lots qualify under Criterion D due to Obsolescence: Block 38, Lots 1, 1.02, 3, 3.01, and 3.02.

Information gathered from owner/occupant interviews revealed that the office building on Block 38 Lot 3 has outdated environmental features. It will be cost-prohibitive to make improvements that guarantee long term tenants will remain. Without replacement of single-pane windows and the addition of insulation, the building will continue to be difficult to heat in the winter and cool in the summer, a safety and welfare issue for the occupants. Portions of the HVAC system were replaced under a state program, but not all. Full replacement of these systems, as well as the replacement of single-pane windows and the addition of ample insulation, will not be financially feasible to replace without additional assistance.

Block 38, Lot 1 currently uses the loading dock and significant portions of the parking area for storage due to building obsolescence and the layout challenges of the block, overall. This



Figure 13. Former Jefferson Bank on White Horse Pike

results in unsecured merchandise being stored in the open just off of Atlantic Avenue along an oversized curb cut, a condition that is unsafe to motorists and pedestrians and is unsightly for neighbors. These reasons justify inclusion of the parcels in the Redevelopment Area, since altering the building and site arrangement to improve this condition is not financially feasible without assistance.

7.2.6 Dilapidation

In addition, many of the Block and Lots that qualify under Criteria D for previously listed reasons, further qualify because of their dilapidated building conditions. This includes, but is not limited to, exposed wood, loose bricks, masonry deterioration, roof tiles missing, and more. These issues, in addition to obsolescence, faulty arrangement or design, excessive land coverage, deleterious land use or obsolete layout, can be detrimental to the safety and health of the community (Figure 14).



Figure 14. Example of dilapidated building conditions along Station Avenue and Black Horse Pike

8.0 SECTION 3 CRITERIA

8.1 STATUTORY LANGUAGE

"A redevelopment area may include lands, buildings, or improvements which of themselves are not detrimental to the public health, safety, or welfare, but the inclusion of which is found necessary, with or without change in their condition, for the effective development of the area of which they are a part" (N.J.S.A. 40A:12A-3).

According to the New Jersey Redevelopment Handbook, "Section 3" allows for the inclusion of properties that do not meet the statutory criteria but are, "essential to be included in the designation to effectively redevelop the area."

8.1.1 Applicability

Block 38 Lots 1.01, 2, and 3.03 currently contain a relatively new TD Bank and do not meet the criteria for designation. However, the bank property is surrounded by lots that do qualify under Criterion D. The bank lots should be included to ensure effective redevelopment.

Block 41 Lot 39 is a residential property located at the end of a row commercial properties on Station Ave. Alone, this does not qualify, but if assembled with the commercial properties, the redevelopment would be more effective. Block 25, Lot 8 is also a residential property. Alone it does not qualify, but its location near other redevelopment properties makes it so it would be effective to include for future redevelopment.

Block 137 Lots 6 and 14 are adjacent to the Del Buono's Bakery property and are necessary for the effective redevelopment of those parcels.

Block 29 Lot 11 is a borough-owned parking lot is a lot located on 7th Avenue behind John's Friendly Market. It functions marginally well as a standalone parcel despite its designation under Criteria D for its connection to the safety issues caused by the Firehouse traffic. It also qualifies under Section 3 because it is surrounded by other lots included in the redevelopment area and is therefore necessary for the effective redevelopment of the area overall.

Similar to Block 29 Lot 11, Block 137 Lot 5 and Block 140 Lot 4.01, these parcels alone function marginally well, but are listed under Criteria D for obsolete layout as they are attached to adjoining lots that qualify. They are critical to the effective redevelopment of the area overall area (**Figure 15 on page 24**) and are included in Section 3.

Block 128 Lots 1.01 and 4 are single-family homes that do not meet the criteria. However, both sit between two properties that qualify under Criteria D for obsolete layout and vacancy. Also, the neighboring property at Block 128 Lot 1 is encroaching on Lot 1.01 (**Figure 16 on page 24**). Therefore, they both qualify under Section 3.

Block 39 Lot 4 is also included in Criteria D because of obsolete layout as it is currently undevelopable as a single lot, but it does not impact the welfare of the community. It qualifies here under Section 3 because its is critical to the redevelopment of the entire group of parcels (**Figure 17 on page 24**).

8.1.2 Conclusion

The lots described in this section may not qualify on their own as areas in need of redevelopment, but would be beneficial to include in the Redevelopment Area due to their integral role in the effective redevelopment of the surrounding parcels.



Figure 15. Block 137 Lot 5 and Block 140 Lot 4.01 are critical to the larger redevelopment (Lots in red)



Figure 16. The impacts of Block 128 Lot 1 encroachment on Lot 1.01



Figure 17. Block 39 Lot 4 is critical to the larger redevelopment (Lot in red)

II. REHABILITATION

9.0 OVERVIEW

This report provides an evaluation of a series of parcels located within the Borough of Haddon Heights, to see if some or all of the parcels qualify as Areas in Need of Rehabilitation according to NJSA 40A:12A-1. Included are parcels in Blocks 22, 23, 25, 26, 28, 33, 34, 35, 36, 37, and 51. A full list of Blocks and Lots can be found in **Figure 19 on page 26**.

9.1 STUDY AUTHORIZATION

This study was authorized by Resolution #2022-55 passed on February 1, 2022 by the Haddon Heights Borough Council. Pennoni was contracted to conduct the parcel analysis.

9.2 STUDY AREA DESCRIPTION

The investigation focuses on parcels along S. White Horse Pike from Green Street to Highland Avenue and along Station Avenue from 8th Avenue to 3rd Avenue. Most of the included parcels have frontage on the listed streets, but this study area also includes all parcels between E High Street and I-295 and S. White Horse and E. Atlantic Avenue. **"Figure 1. Borough Map" on page 3** shows the full study area and **Figure 18** shows an inset with the rehabilitation parcels. **Figure 19 on page 26** identifies in detail the Block and Lots, address, ownership, and acreage of each parcel.

9.3 OWNERSHIP

Figure 19 on page 26 shows a summary of the ownership of all parcels within the Study Areas. Ownership data was collected via a tax record search conducted through the Haddon Heights Tax Assessors website.

Figure 18. Rehabilitation parcels



Figure 19. REHABILITATION Block and Lot Location, Ownership, and Acreage

Block	Lot	Address	Owner	Acres
22	9	101 White Horse Pike	FDA Investments, LLC	0.56
22	10	103 White Horse Pike	Berryhill, Stephen D. & Carpenter	0.42
22	11	105 White Horse Pike	Paul & Denise Kossis, LLC	0.40
22	12	111 White Horse Pike	Helmer Realty LLC	0.47
22	13	115 White Horse Pike	South Jersey Partners LLC	0.45
22	14	119 White Horse Pike	South Jersey Partners LLC	0.47
22	15	125 White Horse Pike	125 Whp, Llc	0.46
22	16	129 White Horse Pike	Banasz, Jeffrey T & Colleen E	0.46
22	19	131 White Horse Pike	131 White Horse Pike, LLC	0.17
22	19.01	131 White Horse Pike	131 White Horse Pike, LLC	0.16
22	20	131 White Horse Pike	131 White Horse Pike, LLC	0.18
23	10	201 White Horse Pike	Haddon Savings Bank	1.44
23	12	207 White Horse Pike	Mindful Soul Properties, LLC	0.34
23	13	209 White Horse Pike	209 White Horse Pike, LLC	0.32
23	14	211 White Horse Pike	Lose, Mark F. & Kathryn T.	0.33
23	15	213 White Horse Pike	Cam Holdings, Llc	0.33
23	16	215 White Horse Pike	Sommerville, David	0.33
23	17	217 White Horse Pike	217 Whp LLC	0.42
25	2	104 White Horse Pike	Professional Medical Association	0.44
25	3	106 White Horse Pike	Uliase Limited Liability Company	0.45
25	4	112 White Horse Pike	Lopresti, P & Paparone S	0.47
25	4.01	116 White Horse Pike	116 White Horse Pike LLC	0.46
26	1	500 Station Ave	Heights Real Estate LLP	0.16
26	2	504 Station Ave	Segal, Randall & Sheryl	0.04
26	2.01	504 Station Ave	Segal, Randall & Sheryl	5.03
26	3	506 Station Ave	Bottos George N & Vasiliki	0.05
26	4	508 Station Ave	Hilfiker, Arline J.	0.06
26	5	510 Station Ave	Bodacious Investments, LLC	8.06
26	6	512 Station Ave	Iannone Anthony	6.24
26	7	514 Station Ave	Najimi, Hassan & Afsan P & Payrow,J	8.99
26	7.01	Station Ave	Boro Of Haddon Heights	1.14
26	9	516 Station Ave	516 Station Ave, LLC	7.27
26	10	518-520 Station Ave	520 Station Ave, LLC	5.97
26	11	522 Station Ave	Diverse Media Properties, LLC	0.06
26	12	524 Station Ave	Midlantic Natl Bank Ntl Tax Search	0.26
26	13	202 White Horse Pike	Boro Of Haddon Heights	0.34
26	14	204 White Horse Pike	Levin Jay F & Michele A	0.35
26	15	206 White Horse Pike	Kossis, Paul & Denise LLC	0.38
26	16	208 White Horse Pike	Kossis, Paul & Denise R	0.33

Block	Lot	Address	Owner	Acres
26	17	210 White Horse Pike	Kearney, John B & Bernadette	0.35
26	18	212 White Horse Pike	Compaine, Bruce C	0.35
26	19	214 White Horse Pike	Severance Properties LLC	0.29
26	20	216 White Horse Pike	Mc Laughlin, Jas J Jr & Jo Anne	0.42
26	21	700 E Atlantic Ave	Midlantic Natl Bank Ntl Tax Search	0.34
28	27	601 Station Ave	Ciervo, Patric	0.13
28	28	605 Station Ave	W C Davis Inc	5.30
28	29	607 Station Ave	Dhulipalla, Anil K & Battula, Madhuri	4.27
28	30	609 Station Ave	Dc Property Management, LLC	4.30
28	31	611 Station Ave	Chen, Jian Wen & Lin, Ping	4.22
28	32	613 Station Ave	Trinity Capital Group, LLC	4.01
28	33	615 Station Ave	Rose & Thorn, LLC	5.05
28	34	617 Station Ave	Station Avenue Property Group, LLC	8.81
28	34.01	625 Station Ave	Boro Of Haddon Heights	0.24
28	34.02	617 Station Ave	Station Avenue Property Group, LLC	7.07
33	7	301 White Horse Pike	Collegium Center For Faith & Culture	0.28
33	8	303 White Horse Pike	Reynolds Properties, LLC	0.27
33	9	305 White Horse Pike	305 White Horse Pike, LLC	0.33
33	10	307 White Horse Pike	LLAB LLC	0.25
33	11	309 White Horse Pike	Hagen Properties LLC	0.23
33	12	311 White Horse Pike	Jones Stephen A & Marjorie F	0.25
33	13	313 White Horse Pike	Demichele Realty, LLC	0.29
34	15	401 White Horse Pike	Hintz, Charles E & Hannah Rose	0.24
34	15.01	401 High St	Haddon Knolls Apts LLC	0.23
34	16	405 White Horse Pike	Haddon Knolls Apartments LLC	0.89
34	17	409 White Horse Pk	Oswald, Mark	0.35
34	18	411 White Horse Pike	Haddon Heights Senior Housing II	0.32
34	19	417 White Horse Pike	Una Voce LLC	0.54
34	20	421 White Horse Pike	Smedley, Charles F & Ellen M	0.30
34	21	423 White Horse Pike	Wright Family, LLC	0.29
34	22	425 White Horse Pike	Westfield Michael & Margaret	0.45
34	23	429 White Horse Pike	Luszcz, Chester A.	0.25
35	17	501 White Horse Pike	Hill, Douglas R & Noreen C	0.20
35	18	503 White Horse Pike	Norbeck, Robert Jr	0.24
35	19	505 White Horse Pike	Scarpato, Amelia	0.23
35	20	507 White Horse Pike	Severance, Randall K Jr & Maryann & Etal	0.23
35	21.01	509 White Horse Pike	Tran, An X & Truong, Kim-Oanh	0.23
35	21.02	511 White Horse Pike	Weikel Gary	0.22
35	22	513 White Horse Pike	513 Building LLC	0.24
35	23	515 White Horse Pike	Tran, An X & Truong, Kim-Oanh	0.22

Block	Lot	Address	Owner	Acres
35	24	517 White Horse Pike	Darwin Capital Mgmt Group, LLC	0.24
35	25	519 White Horse Pike	Helmer Realty LLC	0.24
35	26	603 White Horse Pike	Silberman, James & Diane G	0.23
35	26.01	601 White Horse Pike	Thor's Hammer, LLC	0.22
35	27	605 White Horse Pike	Kramer, Andrea M	0.22
35	28	607 White Horse Pike	607 Whp LLC	0.24
35	29	609 White Horse Pike	Staffiera, Thelma K	0.22
35	30	611 White Horse Pike	Selim, Marilyn	0.24
35	31	613 White Horse Pike	Timber Development, LLC	0.24
35	32	615 White Horse Pike	Palese, Joseph A	0.22
35	33	617 White Horse Pike	Van-Will Investments, LLC	0.27
35	34	621 White Horse Pike	Van-Will Investments, LLC	0.23
35	35	621 White Horse Pike	Van-Will Investments, LLC	7.46
36	1	300 White Horse Pike	Bach Properties LLC	0.26
36	2			0.26
36	3	304 White Horse Pike	Bach Properties LLC	0.26
36	4	306 White Horse Pike	Bach Properties LLC	0.26
36	5	308 White Horse Pike	Zuckerman, Jessica G	0.26
36	6	314 White Horse Pike	Mazzo, Daniel & Jana	0.35
36	7	318 White Horse Pike	Heights Management Group LLC	0.26
36	8			0.27
36	9	320 White Horse Pike	Saultz, James & Deborah D	0.27
37	1	400 White Horse Pike	Kalogeras Properties LLC	0.28
37	1.01	402 White Horse Pike	Terranova Leonard Sr & Kathleen	5.84
37	2	402 White Horse Pike	Terranova Leonard Sr & Kathleen	0.34
37	3	404 White Horse Pike	Haddon Heights Senior Housing II	0.26
37	4	406 White Horse Pike	Dnt Holdings LLC	0.32
37	5	408 White Horse Pike	Dimedio, Adele	0.20
37	6	410 White Horse Pike	410 Whp Associates LLC	0.33
37	7	412 White Horse Pike	Haddon Heights Senior Housing II	0.28
37	8	414 White Horse Pike	Una Voce, LLC	0.47
51	1	700 Station Ave	Haddon Realty Associates LLC	0.31
51	2	202 Seventh Ave	Williams, Christopher J & Dana M	0.32
51	10	708 Station Ave	Bruce Henry E Jr - Revocable Trust	0.17
51	11	712 Station Ave	Keeley, John P	8.90
51	11.01	710 Station Ave	Leenman, Elizabeth	8.29
51	12	714 Station Ave	Cardillo, Dennis	0.28

10.0 REHABILITATION LAW

10.1 PURPOSE OF THE ACT

New Jersey's Local Redevelopment and Housing Law (LRHL) defines rehabilitation as the repair, reconstruction, or renovation of an existing structure, with or without new construction or the enlargement of the structure. A rehabilitation program may be an effective strategy to arrest and reverse patterns of decline and disinvestment in a residential neighborhood or commercial district. It can also support and complement other redevelopment and revitalization efforts.

Areas approved for rehabilitation allow municipalities to grant five-year tax abatements or exemptions that may encourage private-property owners to rehabilitate or invest in their properties.

10.2 REDEVELOPMENT PROCEDURE

No formal investigation or public hearing is required to designate an area in need of rehabilitation. The governing body must only adopt a resolution designating the area in need of rehabilitation. In addition, no special public notice is required to publicize any meeting of the governing body.

Prior to adoption of the resolution, the governing body is required to submit the resolution to the municipal planning board for its review. The planning board has up to 45 days to submit its recommendations on the designation to the governing body, including any proposed revisions.

Thereafter, or after the expiration of the 45 days if the municipal planning board does not submit recommendations, the governing body may adopt the resolution, with or without modification. The resolution shall not become effective without the approval of the commissioner pursuant to section 6 of P.L.1992, c.79 (C.40A:12A-6), if otherwise required pursuant to that section.

10.3 STATUTORY CRITERIA

A study area qualifies as being an "Area in Need of Rehabilitation" if it is determined that the area exhibits one of the following conditions:

- A significant portion of structures in the area are deteriorated or substandard; there is a continuing pattern of vacancy, abandonment, or underutilization of properties in the area, and a "persistent arrearage" of property-tax payments, or
- More than half of the housing stock in the delineated area is at least 50 years old, or a majority of the water and sewer infrastructure in the delineated area is at least 50 years old and is in need of repair or substantial maintenance, and

- A program of rehabilitation, as defined in section 3 of P.L.1992, c.79 (C.40A:12A-3), may be expected to prevent further deterioration and promote the overall development of the community.

A rehabilitation-area designation may cover a specifically defined area within a municipality or, if conditions warrant, the entire municipality.

10.4 REHABILITATION QUALIFICATION SUMMARY

The entire study area qualifies as being an “Area in Need of Rehabilitation” as more than half of the infrastructure in the delineated area is at least 50 years old.

11.0 BACKGROUND

11.1 REGIONAL CONTEXT

Approximately 11 miles from Center City Philadelphia by car, the Borough of Haddon Heights is located in Camden County. It is bordered by Mt. Ephraim to the west, Haddonfield Township to the east, Audubon to the north, and Barrington and Bellmawr to the south. The northern border of the Borough travels along County Rd 551 Spur, the western edge runs along N Black Horse Pike, along I-295 and Highland Avenue on the southern edge and extends several blocks past S White Horse Pike to the east. Haddon Heights has a land area of 1.6 square miles.

According to the 2020 US Census, Haddon Heights has an estimated population of 7,495 with 2,941 total households. For residents of Haddon Heights, 94.4% work outside of the Borough. Only 5.6% of the Borough’s population both live and work in Haddon Heights. 90.7% of those working in the Borough are commuting in from elsewhere. These numbers are based on American Community Survey (ACS) 2019 estimates.

The portion of the study area around Station and Atlantic Avenues is more retail focused with a walkable downtown character. Lots are also of various shapes and sizes, but the corridor is generally characterized by very narrow long lots. Buildings are also generally older in age and character.

11.2 AREA IN NEED OF REHABILITATION

As shown on **Figure 18 on page 25**, the study area is located primarily along Station Avenue and White Horse Pike.

12.0 APPLICABILITY OF REHABILITATION DESIGNATION

12.1 STATUTORY REQUIREMENT

“More than half the housing stock in the delineated area is at least 50 years old, or a majority of the water and sewer infrastructure in the delineated area is at least 50 years old and is in need of repair or substantial maintenance.”

12.2 APPLICABILITY

Block 22 Lots 9, 10, 11, 12, 13, 14, 15, 16, 19, 19.01, 20; Block 23 Lots 10, 12, 13, 14, 15, 16, and 17; Block 25 Lots 2, 3, 4, 4.01; Block 26 Lots 1, 2, 2.01, 3, 4, 5, 6, 7, 7.01, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, and 21; Block 28 Lots 27, 28, 29, 30, 31, 32, 33, 34, 34.01, 34.02; Block 33 Lots 7, 8, 9, 10, 11, 12, 13; Block 34 Lots 15, 15.01, 16, 17, 18, 19, 20, 21, 22, 23; Block 35 Lots 17, 18, 19, 20, 21.01, 21.02, 22, 23, 24, 25, 26, 26.01, 27, 28, 29, 30, 31, 32, 33, , 34, and 35; Block 36 Lots 1, 2, 3, 4, 5, 6, 7, 8, 9; Block 37 Lots 1, 1.01, 2, 3, 4, 5, 6, 7, 8; and Block 51 Lots 1, 2, 10, 11, 11.01, 12

12.2.1 Age of Buildings and Infrastructure

All applicable blocks and lots in the study area have structures that are at least 50 years old and much of the infrastructure servicing these lots is also in need of maintenance. According to 2019 American Community Survey Census data, approximately 87% of the housing stock is greater than 50 years old with a median year of 1947. This information has been confirmed through census data and site visits. Through designation as “in need of rehabilitation”, these properties can be appropriately improved and rehabilitated to improve the quality of life of a community.

13.0 CONCLUSION

As per the statutory requirements, the blocks included in this investigation qualify for rehabilitation.

III. APPENDIX A: FACADE COLLAGES



Figure 20. Black Horse Pike - New Jersey Ave to Park Ave



Figure 21. Black Horse Pike - Park Ave to Maple Ave



Figure 22. New Jersey Ave to Park Ave



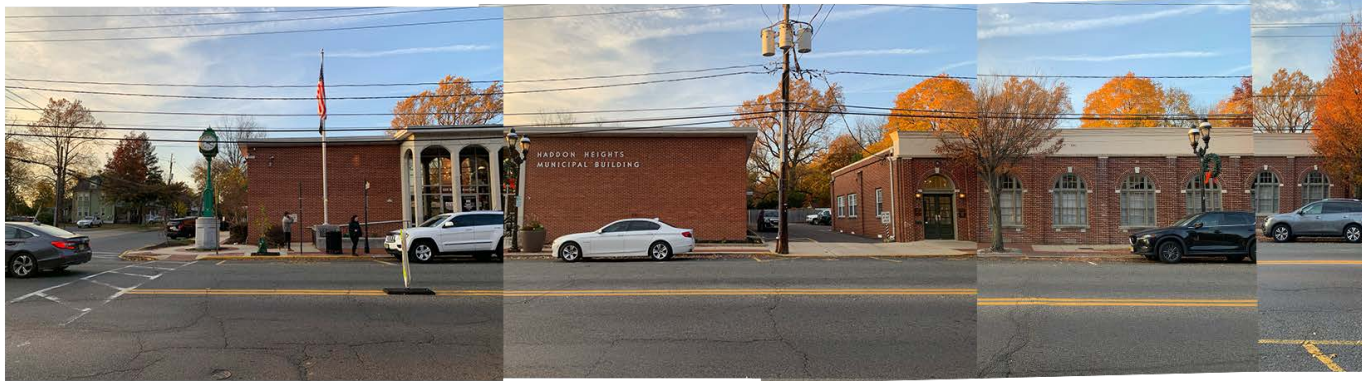


Figure 23. Station Ave, North Side - 7th Ave to E Atlantic Ave



Figure 24. Station Ave, North Side - E Atlantic Ave to White Horse Pike



Figure 25. Station Ave, South Side - E Atlantic Ave to 7th Ave

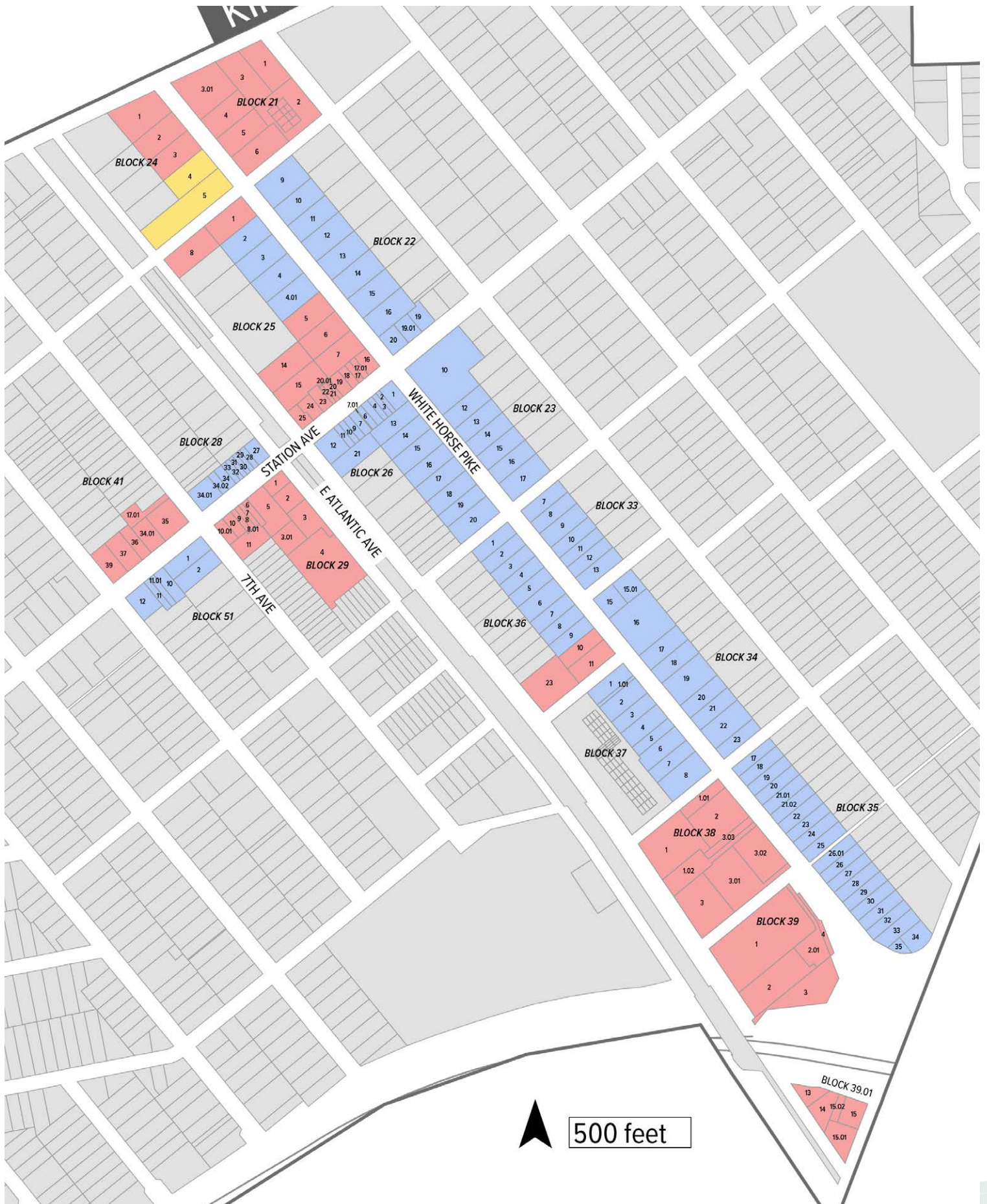


Figure 26. Station Ave, South Side - White Horse Pike to E Atlantic Ave



IV. APPENDIX B: BLOCK AND LOT REFERENCE MAPS





V. APPENDIX B: RESOLUTION

**BOROUGH OF HADDON HEIGHTS
RESOLUTION 2022:55**

**A RESOLUTION OF THE BOROUGH OF HADDON HEIGHTS, COUNTY OF
CAMDEN, DIRECTING THE BOROUGH PLANNING BOARD TO CONDUCT A
PRELIMINARY INVESTIGATION TO DETERMINE WHETHER CERTAIN AREAS
AND PROPERTIES IDENTIFIED HEREIN ARE AREAS IN NEED OF
REDEVELOPMENT OR REHABILITATION AS DEFINED IN N.J.S.A. 40A:12-5,
WITHOUT THE POWER OF EMINENT DOMAIN
(NON-CONDEMNATION REDEVELOPMENT AREAS)**

WHEREAS, the Borough Council of the Borough of Haddon Heights seeks to undertake a redevelopment effort within the Borough; and

WHEREAS, N.J.S.A. 40A:12A-6 authorizes the governing body of any municipality, by Resolution, to have its Planning Board conduct a preliminary investigation to determine whether any area of the municipality is a redevelopment area pursuant to the criteria contained in N.J.S.A. 40A:12A-5; and

WHEREAS, the Borough Council of the Borough of Haddon Heights considers it to be in the best interest of the Borough to have the Borough Planning Board conduct such an investigation; and

WHEREAS, the Borough Council of the Borough of Haddon Heights adopted Resolution 2021:120 directing the Planning Board to undertake an investigation of certain properties to determine whether such properties meet the criteria of an area in need of redevelopment or an area in need of rehabilitation; and

WHEREAS, the Borough Council of the Borough of Haddon Heights wishes to refine and restate the list of properties to be investigated by the Planning Board; and

WHEREAS, the Borough Council of the Borough of Haddon Heights hereby authorizes the Planning Board of the Borough of Haddon Heights to undertake a preliminary investigation to determine whether the following areas and properties as described and delineated on the official

Tax Map of the Borough of Haddon Heights are an area in need of redevelopment or an area in need of rehabilitation:

Area 1 (Station Ave)

- Block 25 - Lots 5, 6, 7, 14, 15, 16, 17, 17.01,18, 19, 20, 20.01, 21, 22, 23, 24, 25
- Block 26 - Lots 1, 2, 2.01, 3, 4, 5, 6, 7, 7.01, 9, 10, 11, 12, 13, 21
- Block 28 - Lots 27, 28, 29, 30, 31, 32, 33, 34, 34.01, 34.02
- Block 29 - Lots 1, 2, 3, 3.01, 4, 5, 6, 7, 8, 8.01, 9, 10, 10.01, 11
- Block 41 - Lots 17.01, 35, 36, 37, 38, 39
- Block 51 - Lots 1,2,10,11,11.01, 12

Area 2: (White Horse Pike West of Station)

- Block 21 (Entire Block) - Lots 1, 2, 3, 3.01, 4, 5, 6
- Block 22 - Lots 9, 10, 11, 12, 13, 14, 15, 16, 19, 19.01, 20
- Block 24 - Lots 1, 2, 3,
- Block 25 - Lots 1, 2, 3, 4, 4.01, 5, 8

Area 3: (White Horse Pike East of Station)

- Block 23 - Lots 10,12,13,14,15,16,17
- Block 26 - Lots 14,15,16,17,18,19,20
- Block 33 - Lots 7,8,9,10,11,12,13
- Block 34 - Lots 15,15.01,16,17,18,19,20,21,22,23
- Block 35 - Lots 17,18,19,20, 21.01, 21.02, 22, 23, 24, 25,26,26.01,27,28,29,30,31,32,33, 34,35
- Block 36 - Lots 1,2,3,4,5,6,7,8,9,10,11,23
- Block 37 - Lots 1,1.01,2,3,4,5,6,7,8

- Block 38 (Entirety) - Lots 1, 1.01, 1.02, 2, 3, 3.01, 3.02, 3.03
- Block 39 (Entirety) - Lots 1, 2, 2.01, 3, 4
- Block 39.01 (Entirety) - Lots 13, 14, 15, 15.01, 15.02

Area 4: (Black Horse Pike)

- Block 128 - Lots 1, 1.01, 1.02, 2, 3, 3.01, 4, 5, 6, 11
- Block 131 - Lots 1, 11
- Block 134 - Lots 1, 2, 3, 4, 5
- Block 137 - Lots 1, 2, 3, 4, 5, 6, 14
- Block 140 - Lots 1, 2, 4, 4.01, 4.02
- Block 143 - Lots 1, 2, 3, 4
- Block 146 - Lots 1, 2, 3, 4
- Block 149 - Lots 1, 2, 3, 4
- Block 152 - Lots 1, 3, 25.02

WHEREAS, such preliminary investigation will be designed to evaluate such areas to determine whether the designation of these areas and properties as an “area in need of redevelopment” or an area in need of rehabilitation is in conformance with statutory criteria and the Borough efforts toward redevelopment, pursuant to the Master Plan.

NOW, THEREFORE, BE IT RESOLVED by the Borough Council of the Borough of Haddon Heights, County of Camden, that:

1. The Planning Board of the Borough of Haddon Heights is hereby directed to conduct a preliminary investigation to determine whether the aforementioned areas and properties

are areas in need of redevelopment or an area in need of rehabilitation according to the criterion set forth in N.J.S.A. 40A:12A-5 and/or N.J.S.A. 40A:12A-14.

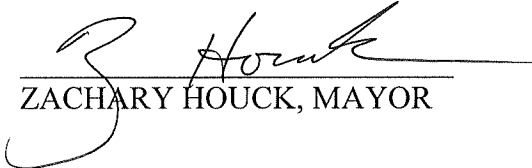
2. The Planning Board of the Borough of Haddon Heights is hereby directed to study the aforementioned parcels, to develop a map showing the boundaries of the proposed redevelopment areas, to provide public notice and conduct public hearings pursuant to N.J.S.A. 40A:12A-6, and to draft a Report/Resolution containing its findings.

3. Pursuant to N.J.S.A. 40A:12A-6 the redevelopment area determinations shall authorize the municipality to use all those powers provided by the Legislature for use in a redevelopment area **other** than the use of eminent domain (“**Non-Condemnation Redevelopment Area**”) as to all property within the redevelopment areas.


4. The results of such preliminary investigation shall be submitted to the Borough Council for review and approval in accordance with the provisions of the New Jersey Redevelopment and Housing Law, N.J.S.A. 40A:12A-1, et seq.

ADOPTED at a meeting of the City Council of the Borough of Haddon Heights, Camden County, on FEBRUARY 1, 2022;

BOROUGH OF HADDON HEIGHTS


ZACHARY HOUCK, MAYOR

ATTEST:


KELLY SANTOSSUSSO, RMC, CMR
Borough Clerk

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DRAFTED FOR THE BOROUGH OF HADDON HEIGHTS BY: 