Intended for

New Jersey Economic Development Authority

Document type

Report

Date

March 3, 2023

IDENTIFICATION AND ASSESSMENT OF ADDITIONAL POTENTIAL OFFSHORE WIND PORTS IN NEW JERSEY

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Project name	**New Jersey Ports_EDA_PDA_OW (US)**
Project no.	**REN2022N01168**
Recipient	**New Jersey Economic Development Authority**
Document type	**Report**
Version	**1.0**
Date	**March 3, 2023**
Prepared by	**SIRELAND, BBURKE**
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Description	**Identification and Assessment of Additional Potential Offshore Wind Ports in New Jersey**

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EXECUTIVE SUMMARY

As part of the 2020 New Jersey Offshore Wind Strategic Plan (OWSP), Ramboll conducted an evaluation of waterfront properties suitable for offshore wind marshalling, manufacturing, and operations and maintenance. A number of sites were identified as potentially suitable, with 13 sites selected for further evaluation. Ramboll's final report summarized existing conditions, discussed potential offshore wind uses, and provided estimated costs associated with reuse scenarios for the 13 sites.

In the three years since this initial assessment, the offshore wind market has seen major developments in New Jersey and beyond. The New Jersey Board of Public Utilities awarded two additional offshore wind projects totaling 2,600+ megawatts (MW); the State broke ground on the New Jersey Wind Port; EEW commenced construction of a monopile fabrication facility at the Port of Paulsboro; six new lease areas, located in the New York/New Jersey Bight, were auctioned off to developers for a record-setting $4.37 billion; Governor Murphy signed an executive order increasing New Jersey's offshore wind energy target from 7.5 gigawatts (GW) by 2035 to 11 GW by 2040; and the Biden Administration announced a national goal of 30 GW of offshore wind by 2030. As the market continues to develop and mature, the demand for sites suitable for the offshore wind supply chain facilities will continue to intensify.

In anticipation of the release of New Jersey's third offshore wind solicitation, the New Jersey Economic Development Authority (NJEDA) requested that Ramboll perform additional analysis building upon the initial ports study. The objective of the update was to identify additional waterfront properties in New Jersey that could potentially be developed for large-scale offshore wind manufacturing and provide a status update on the 13 sites initially identified in the OWSP.

Ramboll completed a comprehensive screening analysis of waterfront properties in New Jersey to identify sites with potential suitability for offshore wind uses. The analysis resulted in the selection of eleven sites for deeper evaluation. Nine of the sites are potentially suitable for offshore wind manufacturing uses (except for offshore substations and jacket foundations, which require sites without air draft restrictions) and two sites are potentially suitable for operations and maintenance ports. This analysis confirmed that the New Jersey Wind Port remains the state's primary port under development for offshore wind uses without air draft restrictions.

Note that Ramboll's analysis focused on identifying potentially suitable sites from a perspective of technical viability. Nothing in this report should be interpreted, construed, or relied upon as a representation or guarantee by NJEDA or Ramboll concerning the availability, commercial viability, or likelihood of securing permitting approval for redevelopment of any site contained herein. Additionally, a site's absence from this report should not be interpreted as a conclusion that the site does not have potential for offshore wind usage. Rather, the eleven sites contained in this report were identified as worthy of further investigation following a multi-phase collaborative screening process.

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FIGURES

LIST OF ABBREVIATIONS

ac	Acres
ACUA	Atlantic County Utilities Authority
CTV	Crew Transfer Vessel
ENC	Electronic Navigation Chart
FAA	Federal Aviation Administration
ft	Feet
HRG	High resolution geophysical
KCSNJ	Known Contaminated Sites of New Jersey
km	Kilometers
LLC	Limited Liability Company
mi	Miles
MLLW	Mean Lower Low Water
MW	Megawatt
nm	Nautical mile
NJ	New Jersey
NJBPU	New Jersey Board of Public Utilities
NJEDA	New Jersey Economic Development Authority
NOAA	National Oceanic and Atmospheric Administration
OCS	Outer Continental Shelf
OWSP	Offshore Wind Strategic Plan
O&M	Operations & Maintenance
PSEG	Public Service Enterprise Group
PV	Photovoltaic
SOV	Service Operations Vessel
T&E	Threatened and Endangered
U.S.	United States

1. INTRODUCTION

The mission of the New Jersey Economic Development Authority (NJEDA) is to grow New Jersey's economy and expand access to opportunities in a variety of key sectors, including offshore wind. NJEDA, working in partnership with other New Jersey state agencies, has been instrumental in the establishment of New Jersey as a leading market for offshore wind in the United States.

The New Jersey Board of Public Utilities (NJBPU) is key to New Jersey's offshore wind program and works closely with NJEDA. In early 2019, NJBPU tasked Ramboll with conducting an initial evaluation of New Jersey facilities which could potentially be utilized as offshore wind marshalling, manufacturing, and/or operations and maintenance (O&M) ports. The initial assessment, titled the Preliminary Ports and Harbors Evaluation Report, supported both New Jersey's 1,100 megawatt (MW) first offshore wind solicitation and NJBPU's development of the New Jersey Offshore Wind Strategic Plan (OWSP) to deploy 3,500 MW of New Jersey offshore wind capacity by 2035.

In November 2019, New Jersey raised its offshore wind goal to 7,500 MW by 2035. NJBPU was directed by New Jersey Governor Phil Murphy to complete the OWSP to account for this increased 7,500 MW offshore wind goal. Based on the 7,500 MW goal, Ramboll prepared an updated New Jersey Ports and Harbors Evaluation, which was included as Appendix D to the OWSP. The updated New Jersey Ports and Harbors Evaluation examined 38 properties which could potentially be developed for offshore wind use, with 13 properties selected for deeper detailed evaluation. Section 4 of this report provides updates regarding the 13 properties evaluated in detail in the OWSP.

In anticipation of the Q1 2023 release of New Jersey's third offshore wind solicitation, NJEDA requested that Ramboll perform an additional ports investigation, this time with a particular focus on identifying sites with potential for Tier 1 and Tier 2 manufacturing. The objective of this study was to identify new waterfront properties in New Jersey, other than those considered in the OWSP, which could potentially be developed for offshore wind use. Note that Ramboll's analysis focused on identifying potentially suitable sites from a perspective of technical viability. Nothing in this report should be interpreted, construed, or relied upon as a representation or guarantee by NJEDA or Ramboll concerning the availability, commercial viability, or likelihood of securing permitting approval for redevelopment of any site contained herein. Additionally, a site's absence from this report should not be interpreted as a conclusion that the site does not have potential for offshore wind usage. Rather, the eleven sites contained in this report were identified as worthy of further investigation following a multi-phase collaborative screening process.

Section 2 of the report outlines the screening methodology employed in this study. Section 3 of the report provides maps and tabular data for the eleven selected sites of interest. Finally, Section 4 provides updates regarding the 13 sites studied in the OWSP.

2. METHODOLOGY

2.1 Overview

This section details the methodology employed to identify new waterfront properties within New Jersey – other than those examined in the OWSP – with potential to be developed for offshore wind uses. This analysis was primarily focused on identifying sites with potential for offshore wind component manufacturing. Major offshore wind project components are too large to be transported by rail or road and therefore must be fabricated at waterfront facilities, so this study focused on identifying potential sites located along navigable waters in New Jersey.

The site screening process proceeded in three phases – macro screening, micro screening, and final screening.

2.2 Macro Site Screening Analysis

The analysis commenced with New Jersey's publicly-available tax parcel data, which can be accessed via NJ-GeoWeb (**njdep.maps.arcgis.com**). In this study, NJEDA tasked Ramboll with investigating four coastal areas of New Jersey: the Delaware River, Raritan Bay/Sandy Hook Bay, Greater New York Harbor, and Atlantic County. The study area is depicted in Figure 2.1.

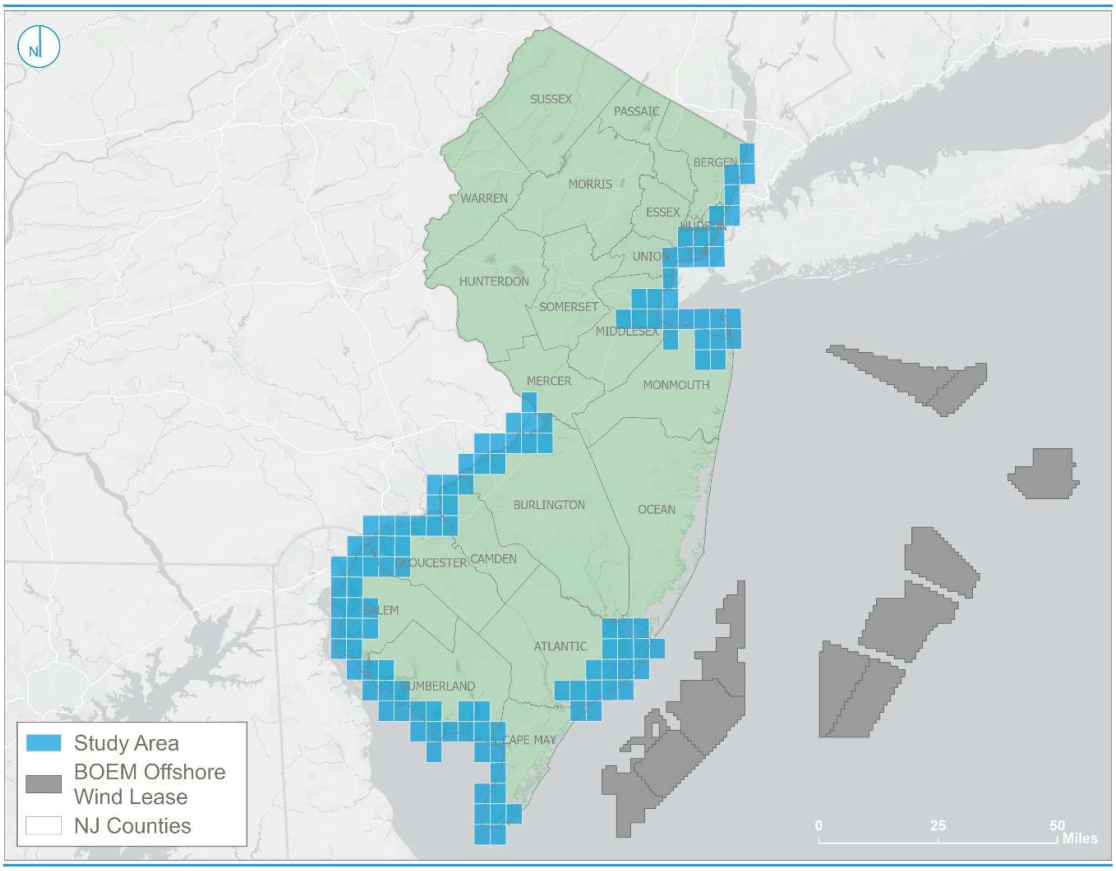

Figure 2.1 Study Area

During the macro site screening process, thousands of parcels within the four coastal geographies were screened against assumed minimum criteria for an offshore wind manufacturing base case scenario. These minimum criteria are detailed in Table 2.1 and include parcel size, air draft (vertical restrictions), and depth of navigation channel. Ramboll utilized these criteria as indicative of minimum technical requirements for offshore wind manufacturing in terms of size and accessibility only. Note that, in some cases, adjacent tax parcels individually smaller than 20 acres were grouped together.

Table 2.1 Minimum Manufacturing Criteria for Macro Screening Analysis

Activity/Use	Size (acres)	Air Draft (feet)	Depth of Channel (feet)
Manufacturing (base case)	20	100	25

As a result of the macro screening analysis, parcels too small (excluding grouped adjacent tax parcels), restricted by low bridges, or located along shallow waterways were screened out from further analysis in this study.

2.3 Micro Site Screening Analysis

Following the completion of the macro site screening, a micro site screening was conducted. This analysis involved manual review of additional quantitative and qualitative criteria to assess current, former, and in some cases future parcel uses. Parcels with residential, conservation, or public uses were excluded. Parcels located on submerged lands, in undevelopable estuarine areas, or on islands with no road access were excluded. Parcels with industrial or commercial activity, and those parcels appearing previously disturbed, but apparently unutilized, were prioritized for further investigation during the final site selection and evaluation phase. At the conclusion of the micro site screening, the adjacent parcels that remained in the analysis were grouped together into potential sites based on current use, ownership, or perceived availability.

2.4 Final Site Selection & Evaluation

At the start of the final site selection process, NJEDA and Ramboll reviewed the sites that remained following the micro site screening phase and collaboratively prioritized sites for outreach and further evaluation.

NJEDA and Ramboll then engaged in dialogue with local stakeholders, generally starting with outreach to the county-level economic development offices. Ramboll incorporated feedback received during conversations with local/county stakeholders regarding site availability and interest in development for offshore wind manufacturing in order to prioritize and select sites for evaluation in Section 3 of this report.

Eleven potential offshore wind sites were ultimately selected for further evaluation – nine with potential for manufacturing and two possible operations & maintenance sites. Further research and information gathering was conducted about each of these locations, and these findings are found in Section 3. Additionally, the evaluations of the nine potential manufacturing sites include consideration of a site's potential suitability for different offshore wind manufacturing use cases. The criteria for the different manufacturing use cases are detailed in Table 2.2 below and include parcel size, air draft, and depth of navigation channel. Note that jacket manufacturing and offshore substations are excluded from Table 2.2 because these use cases have air draft restrictions so cannot be located behind bridges.

Note that Ramboll's analysis focused on identifying potentially suitable sites from a perspective of technical viability. Nothing in this report should be interpreted, construed, or relied upon as a representation or guarantee by NJEDA or Ramboll concerning the availability, commercial viability, or likelihood of securing permitting approval for redevelopment of any site contained herein. Additionally, a site's absence from this report should not be interpreted as a conclusion that the site does not have potential for offshore wind usage. Rather, the eleven sites contained in this report

were identified as worthy of further investigation following a multi-phase collaborative screening process.

Table 2.2 Offshore Wind Use Case Criteria

Activity/Use	Size (acres)	Air Draft (feet)	Depth of Channel (feet)
Monopile Manufacturing	80-100	100	35
Blade Manufacturing	80	100	30
Tower Manufacturing	45	100	30
Transition Piece Manufacturing	45	100	30
Nacelle Manufacturing	40	100	30
Cable Manufacturing	45	100	30
O&M (SOV)	10	100	25
O&M (CTV)	3	20	10

2.5 O&M Sites

For this assessment, two types of O&M sites were considered: service operations vessel (SOV) ports and crew transfer vessel (CTV) ports. SOV ports generally need to support larger vessels that return to port infrequently (e.g. every 2 weeks), whereas CTV ports support smaller vessels that depart and return to port on a daily basis. CTV ports are generally located within approximately 50 nautical miles (nm) of offshore wind lease areas because greater distances create daily vessel transit times that are excessively long.

Evaluation of new potential CTV sites was focused on Atlantic County given the proximity to offshore wind lease areas. Sites in Atlantic County that met minimum CTV use requirements were identified based upon review of GIS data. Based on transit times, bridge restrictions, and navigation channel depth, a small number of candidate site were identified and reviewed with NJEDA to select one for further analysis. Results are discussed in Section 3.

3. SELECTED SITES EVALUATION

The following eleven sites were selected for further evaluation.

1. Camp Pedricktown – Oldmans Township
2. Sun Oil – Logan Township
3. Valtris Chemical – Logan Township
4. Raccoon Creek – Logan Township
5. Eagle Point – West Deptford Township
6. Gloucester Titanium - Gloucester City
7. Fisher Point - Pennsauken Township
8. Burlington Generating Station – Burlington Township
9. Port Reading Hess – Woodbridge Township

10. Exxon Bayonne – Bayonne
11. Atlantic County Utilities Authority (ACUA) – Atlantic City

The locations of the eleven sites within New Jersey are depicted in Figure 3.1, and a summary of the selected sites is presented in Table 3.1.

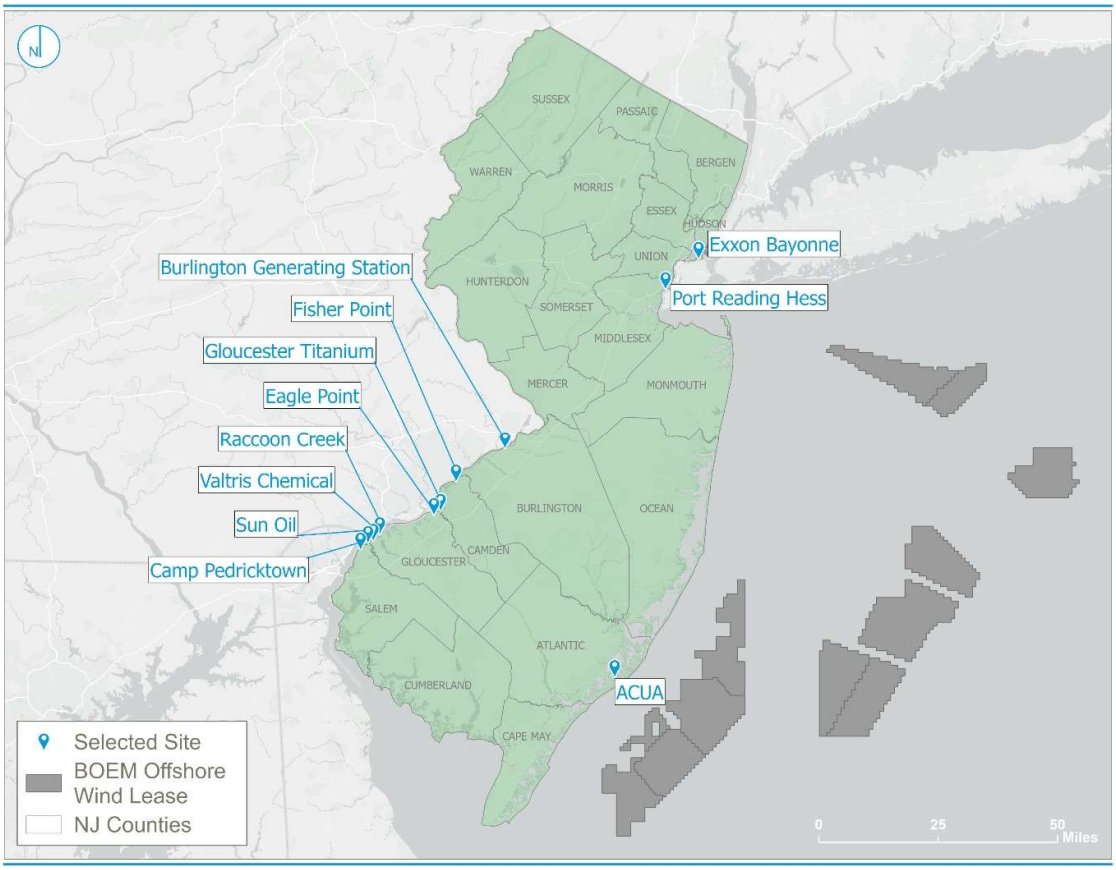

Figure 3.1 Selected Sites

Table 3.1 Summary of Selected Sites

Site Name	Size of Upland (acres)	Air Draft (feet)	Minimum Navigation Channel Depth (feet)	Site Description
Camp Pedricktown	1,771	188	42	• Largest of the eleven selected sites (nearly 2,000 acres) • Located in a less-densely populated area of the state • Former U.S. military base, property is still owned by United States of America • No existing quayside/berthing area
Sun Oil	220	188	42	• No existing quayside/berthing area; presence of pump station/pipeline infrastructure on site could impact development of berth and other quayside improvements • Attractiveness of this site could be enhanced if there was interest in creating a multi-technology (offshore wind and battery storage) clean energy hub comprised of portions of the Sun Oil, former Logan Generating Plant (not one of the eleven selected sites), and Valtris Chemical sites
Valtris Chemical	275	188	42	• Ongoing active industrial operations by Valtris Chemical, with on-site rail connection, no existing quayside/berthing area • Considerable amount of apparently unutilized waterfront space with historic marine use • Site could be even more attractive if there was interest in creating a multi-technology (offshore wind and battery storage) clean energy hub comprised of portions of the Sun Oil, former Logan Generating Plant (not one of the eleven selected sites), and Valtris Chemical sites
Raccoon Creek	275	188	42	• Site has considerable frontage along the Delaware River • No existing quayside/berthing area; presence of cable and pipeline infrastructure on the site could impact development of berth and other quayside improvements • Logan Township's Raccoon Island Redevelopment Plan zones this property as light industrial, which permits "limited light machinery manufacturing, fabrication and assembly of metal products excluding the processing of metals from raw materials." • Redevelopment plan includes several million square feet of building space
Eagle Point	1,065	181	42	• Site has fully industrialized waterfront with existing deep-water berths and on-site rail connection • Current marine activities involve liquid transloading operations conducted via several piers which extend to the edge of the Delaware River navigation channel • Investigation has revealed a high level of interest in redevelopment of this location for industrial uses other than as a fuel terminal, but engagement with property owner has been limited

Site Name	Size of Upland (acres)	Air Draft (feet)	Minimum Navigation Channel Depth (feet)	Site Description
Gloucester Titanium	90	181	42	• Site has historic marine infrastructure, including a former vessel berth and an earthen pier • Presence of cable and sewer infrastructure on the site could impact development of berth and other quayside improvements • At least part of the site is owned by Gloucester City's municipal government • Site appears to have rail infrastructure, though the condition is unknown
Fisher Point	209	135	40	• Site has existing deep-water berths, and is bordered to the north by an active fuel terminal • Unoccupied portion of the site has plans for redevelopment for solar photovoltaic (PV) use • Site is located along major rail line and has on-site rail connection.
Burlington Generating Station	146	135	40	• Site has existing deep-water berths and is well-connected by electrical and road infrastructure • Located along major rail line and has some on-site rail infrastructure, though the condition is unknown • Active peaker power plant occupies a portion of the site
Port Reading Hess	59	143	35	• Site has existing deep-water berth, improved quayside, and on-site rail connection • Upland portion is clear of vegetation, leveled, and partially asphalted
Exxon Bayonne	70	215	51	• Site has historic marine infrastructure, with existing deep-water berth that has potential to support roll-on/roll-off operations, depending on quayside condition • On-site rail connection • Current redevelopment plans include a logistics center with a building that will occupy majority of site, making it unsuitable for large-scale manufacturing uses • Property owner interested in offshore wind opportunities; combined with close proximity to the highly concentrated cluster of industrial ports in the Arthur Kill/Newark Bay/Greater New York Harbor area, it has potential as an SOV site
Atlantic County Utilities Authority (ACUA)	7.4	60	see Table 3.13	• Site is within the footprint of the active Atlantic County Utilities Authority (ACUA) Wastewater Treatment Facility • No existing quayside/berthing area; no on-site rail connection • ACUA considering development of a multi-use building, which would be used for ACUA employee trainings and as a museum/public education center for the site's thousands of visitors each year

Table 3.2 Summary of Site Suitability and Readiness

Site Name	Monopile Manufacturing	Blade Manufacturing	Tower Manufacturing	Transition Piece Manfacturing	Nacelle Manufacturing	Cable Manufacturing	O&M (SOV)	O&M (CTV)
Camp Pedricktown	O	O	O	O	O	O	LG	R
Sun Oil	O	O	O	O	O	O	LG	R
Valtris Chemical	Y	Y	Y	Y	Y	Y	LG	R
Raccoon Creek	O	O	O	O	O	O	LG	R
Eagle Point	LG	LG	LG	LG	LG	LG	LG	R
Gloucester Titanium	Y	Y	Y	Y	Y	Y	LG	R
Fisher Point	LG	LG	LG	LG	LG	LG	LG	R
Burlington Generating Station	Y	Y	Y	Y	Y	Y	LG	R
Port Reading Hess	R	R	LG	LG	LG	LG	LG	R
Exxon Bayonne	R	R	R	R	R	R	G	R
Atlantic County Utilities Authority	R	R	R	R	R	R	R	LG

Table 3.2 Summary of Site Suitability and Readiness summarizes the suitability and readiness of the selected sites to support the various offshore wind use cases. The readiness of each site is rated green (G), light green (LG), yellow (Y), orange (O), and red (R). Sites rated red have physical constraints - such as inadequate space, insufficient air draft, or excessive distance from offshore wind lease areas – that make it unlikely for the site to be able to support the use case in question.

Sites that meet manufacturing criteria but have no existing quayside/berthing area (and therefore would require very significant upgrades to meet manufacturing requirements) are rated orange. Sites that meet manufacturing criteria, have a historical quayside or marine use, and would require dredging and/or reconstruction of aging piers or quayside are rated yellow.

The light green rating applies to both manufacturing and O&M use cases. Potential manufacturing sites rated light green have existing industrialized waterfronts including deep-water berths; the quayside may require reconfiguration and improvement, but upgrades would be less significant relative to what would be needed to prepare sites rated orange or yellow for offshore wind manufacturing uses. Potential O&M sites rated light green would require upgrades which are considerable but less extensive than for a manufacturing use. Sites rated green have existing deep-water berths presently accessible for the use case in question.

3.1 Camp Pedricktown – Oldmans Township, NJ

This site is located on the Delaware River in Salem County. It was the location of a military munitions depot starting in 1918. Originally named the Delaware Ordinance Depot, it was later known as Camp Pedricktown. From 1960 to 1966, it was the location of the Camp Pedricktown Air Defense Base, and provided command and control for all Nike missile sites in the Philadelphia area. The installation was closed in September 1997, with the exception of the 39-acre parcel that adjoins to the southeast, which contains the Sievers-Sandberg U.S. Army Reserve Center. The U.S. General Services Administration has publicized its interest in auctioning this upland property during 2023. The riverfront parcels are currently owned by the United States of America and U.S. Army Corps of Engineers. There is some dilapidated pier infrastructure, but no other apparent quayside improvements.

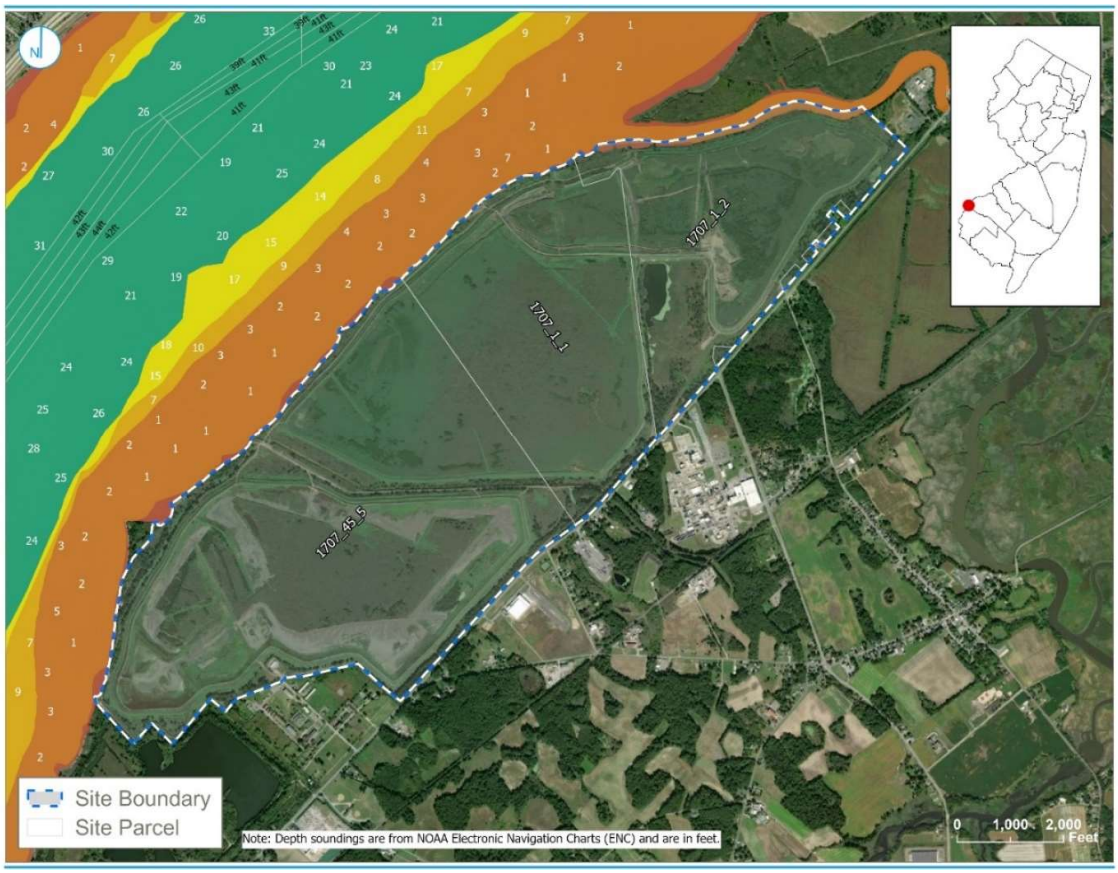

Figure 3.2 Camp Pedricktown Site Location Map

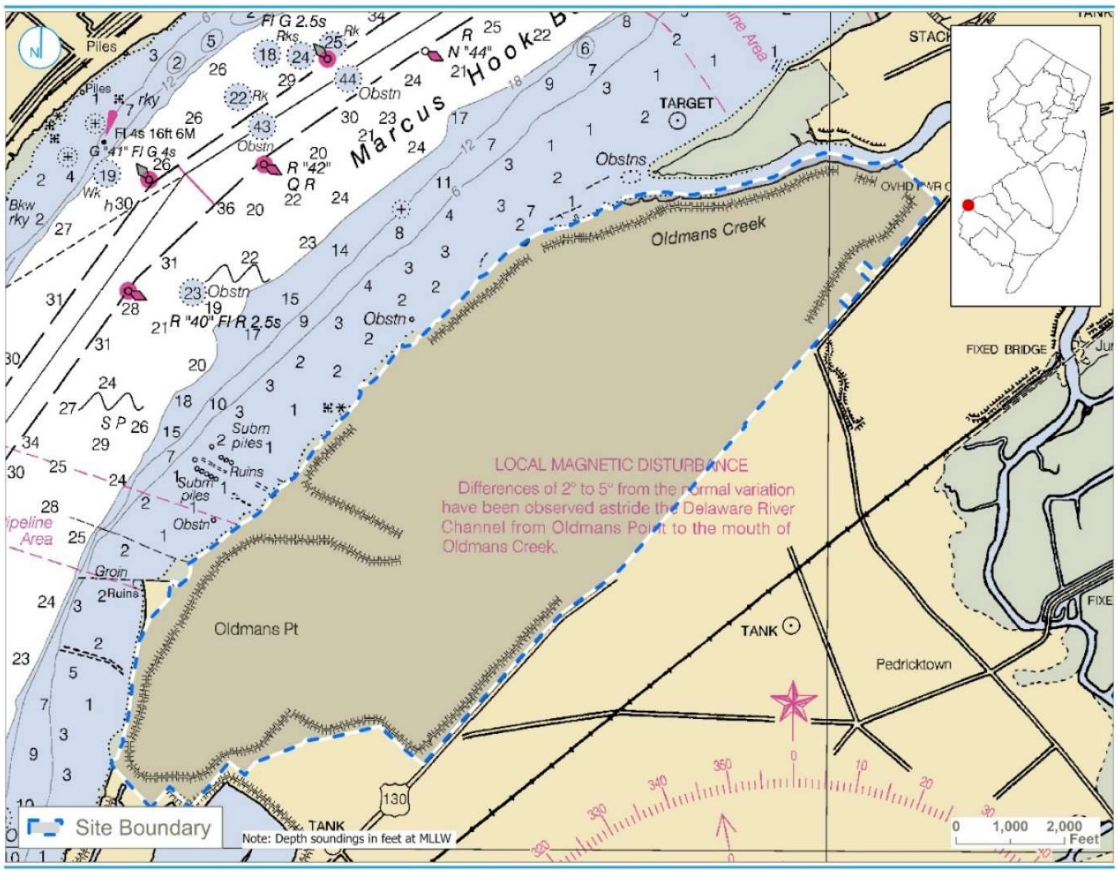

Figure 3.3 Camp Pedricktown Navigation Chart

Table 3.3 Camp Pedricktown Site Summary

	Value	Description
Location	Oldmans Township (Salem County)	--
Approx. Size	Parcels: 1,771 acres Upland: 1,771 acres	Acreage is based on the NJ parcels database boundaries and includes areas owned or operated by different entities.
NJ Parcel IDs	1707_1_1 1707_1_2 1707_45_5	Site includes total of 3 parcels.
Buildings	None	No notable buildings at site.

	Value	Description
Quayside Type, Length, Capacity	None identified	Historical pier extended approximately 1,600 feet into the Delaware River but no longer exists.
Depth at Berth	Approx. 1ft	Property's waterfront is very shallow. Historical pier may have extended into deeper waters, though exact location and extent is not known.
Minimum Navigation Channel Depth	42ft	Value represents the shallowest reach of the federal navigation channel between the site and the open ocean.
Distance to Navigation Channel	3,798ft	Value represents shortest distance from site boundary to edge of navigation channel.
Vertical Restrictions	188ft	Delaware Memorial Bridge (188ft) Powerlines over Delaware River (223ft)
Distance to Lease Areas	77nm (142km)	Measured to nearest lease area (OCS-A 0482, Garden State Offshore Energy)
Rail Connection	None identified	--
Environmental Conditions	See description	• Known T&E habitat present at site (1) • Site contains 1,319 acres of mapped NJ Wetlands (2) • Listed on the Known Contaminated Sites of NJ (KCSNJ). Remediation activities currently active at site (3)
Approx. Distance to Airport	8.9 miles	Philadelphia International Airport
Site Description	See description	• Largest of the eleven selected sites (nearly 2,000 acres) • Located in a less-densely populated area of the state • Former U.S. military base, property is still owned by United States of America • No existing quayside/berthing area

3.2 Sun Oil – Logan Township, NJ

The Sun Oil parcel is located on the Delaware River in Gloucester County. It lies immediately to the south of the former Logan Generating Plant, which was demolished in late 2022. Plans have been announced to convert the generating plant site into a battery storage facility (4). The Logan Township Master Plan document shows this location to be partially comprised of fill material, with some portions utilized for agriculture (5). There are some indications of pipeline infrastructure on-site. There are no visible quayside improvements or waterfront upgrades to this parcel.

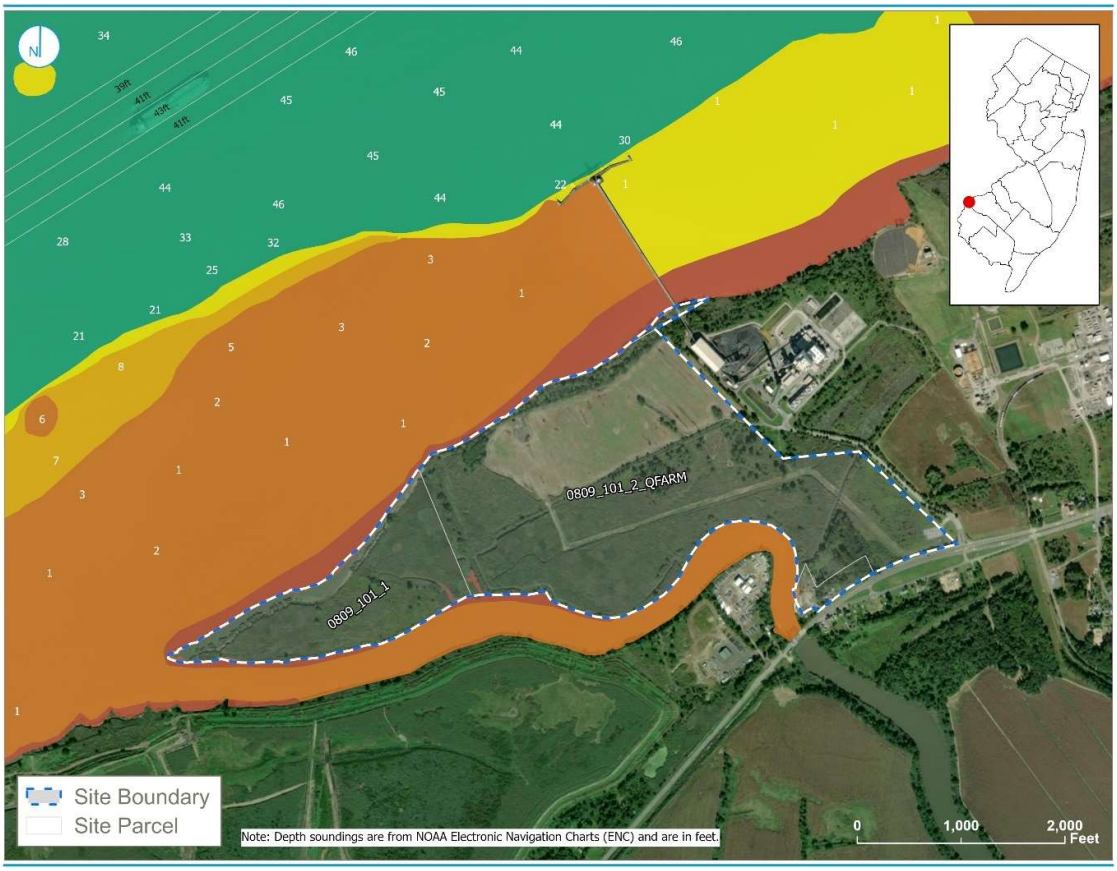

Figure 3.4 Sun Oil Site Location Map

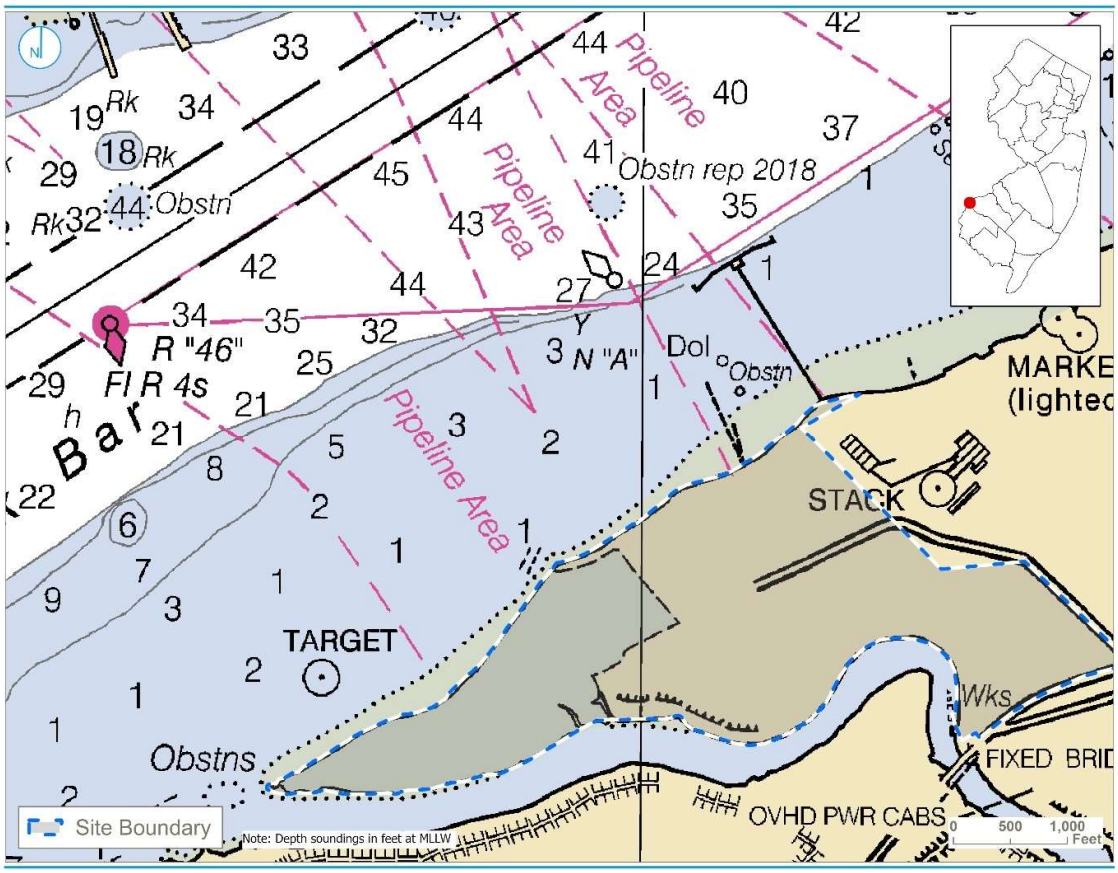

Figure 3.5 Sun Oil Navigation Chart

Table 3.4 Sun Oil Site Summary

	Value	Description
Location	Logan Township (Gloucester County)	--
Approx. Size	Parcels: 220 acres Upland: 220 acres	Acreage is based on the NJ parcels database boundaries and may include areas owned or operated by different entities.
NJ Parcel IDs	0809_101_1 0809_101_2_QFARM	Site includes total of 2 parcels.
Buildings	None	No notable buildings at site.

	Value	Description
Quayside Type, Length, Capacity	None identified	--
Depth at Berth	Approx. 1ft	No identified berth. Waterfront is very shallow.
Minimum Navigation Channel Depth	42ft	Value represents the shallowest reach of the federal navigation channel between the site and the open ocean.
Distance to Navigation Channel	3,889ft	Value represents shortest distance from site boundary to edge of navigation channel.
Vertical Restrictions	188ft	Delaware Memorial Bridge (188 ft) Powerlines over Delaware River (223 ft)
Distance to Lease Areas	80nm (147km)	Measured to nearest lease area (OCS-A 0482, Garden State Offshore Energy)
Rail Connection	None identified	--
Environmental Conditions	See description	• Known T&E habitat present at site (1) • Site contains 161 acres of mapped NJ Wetlands (2)
Approx. Distance to Airport	8.4 miles	Philadelphia International Airport
Site Description	See description	• No existing quayside/berthing area; presence of pump station/pipeline infrastructure on site could impact development of berth and other quayside improvements • Attractiveness of this site could be enhanced if there was interest in creating a multi-technology (offshore wind and battery storage) clean energy hub comprised of portions of the Sun Oil, former Logan Generating Plant (not one of the eleven selected sites), and Valtris Chemical sites

3.3 Valtris Chemical – Logan Township, NJ

The Valtris Chemical site is located on the Delaware River in Gloucester County. It lies to the north of the former Logan Generating Station and houses a chemical manufacturing facility (6). This site has a considerable amount of apparently unutilized waterfront space along the Delaware River and has rail access. A pier was once present but the site no longer has any visible quayside improvements or waterfront infrastructure.

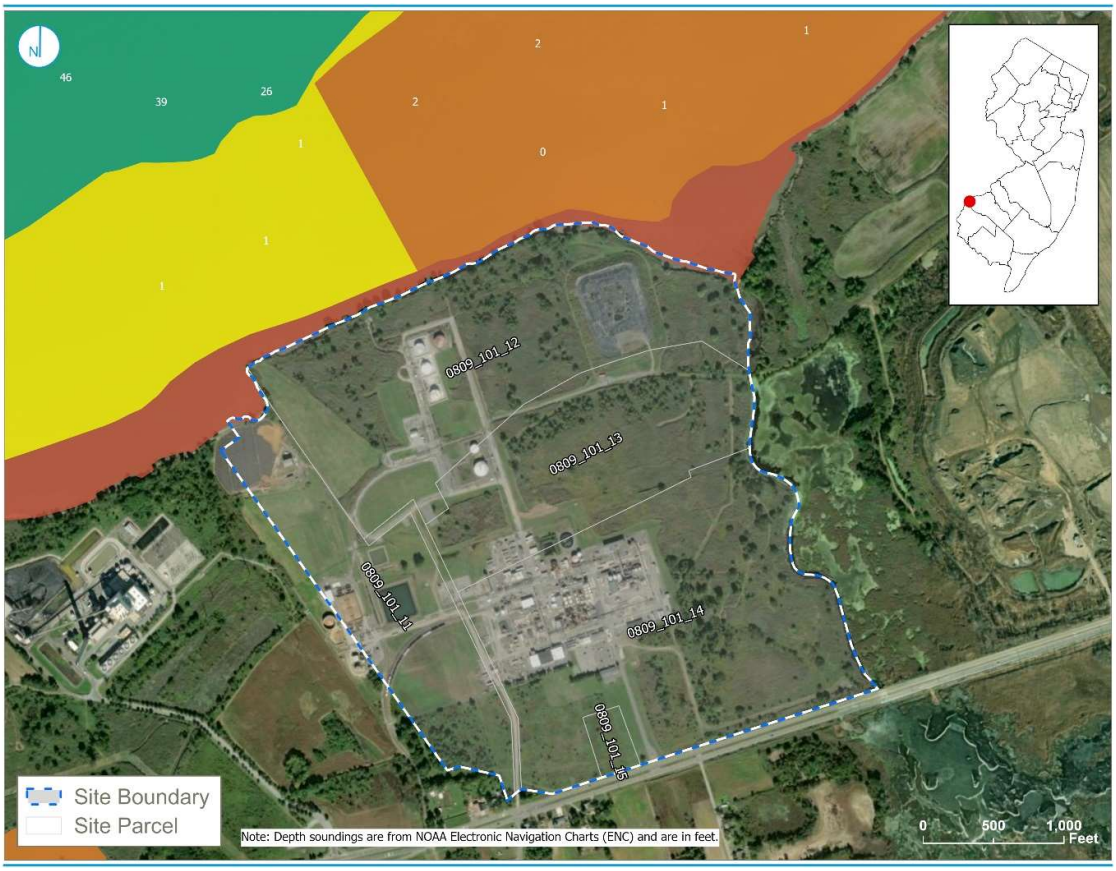

Figure 3.6 Valtris Chemical Site Location Map

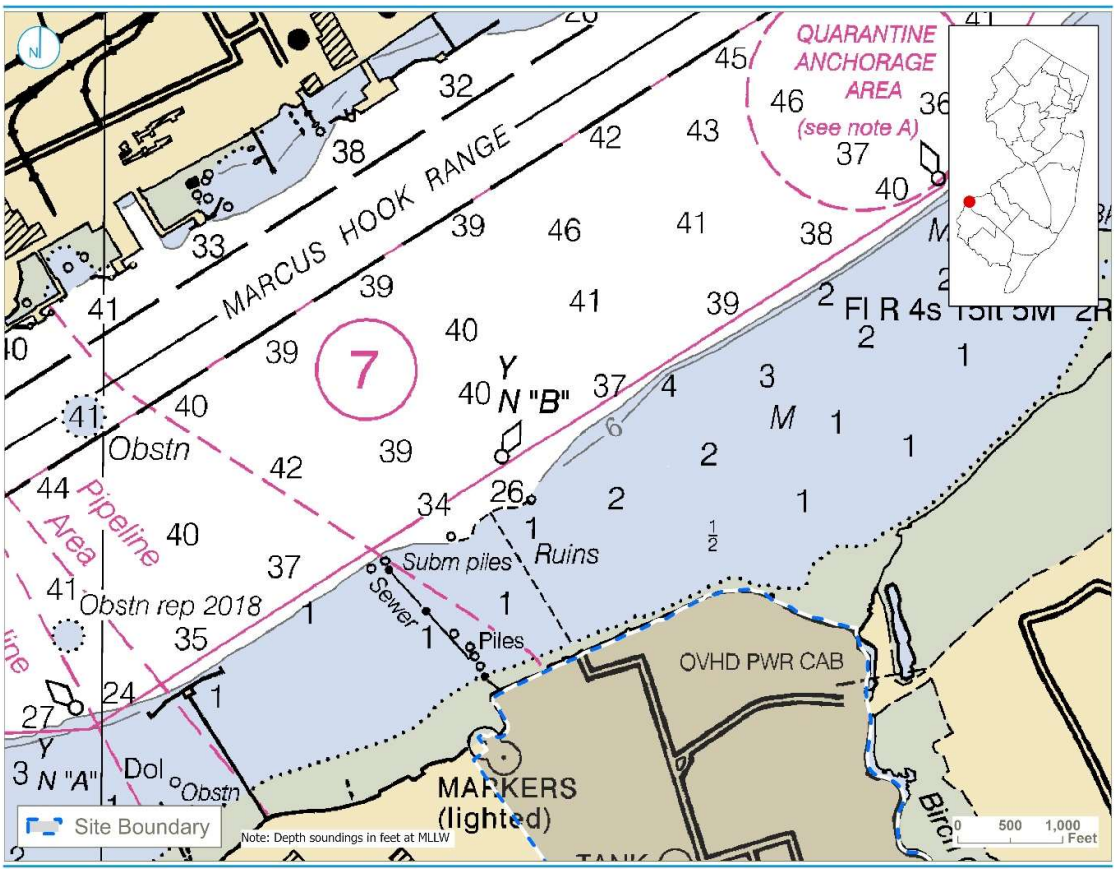

Figure 3.7 Valtris Chemical Navigation Chart

Table 3.5 Valtris Chemical Site Summary

	Value	Description
Location	Logan Township (Gloucester County)	--
Approx. Size	Parcels: 275 acres Upland: 275 acres	Acreage is based on the NJ parcels database boundaries and includes areas owned or operated by different entities.
NJ Parcel IDs	0809_101_11 0809_101_12 0809_101_13 0809_101_14 0809_101_15	Site includes total of 5 parcels.
Buildings	See description	Approximately 6 storage tanks as well as several buildings utilized for the site's chemical manufacturing operations.

	Value	Description
Quayside Type, Length, Capacity	None identified	Site once had pier that extended approximately 150ft into the Delaware River but is no longer present.
Depth at Berth	See description	At historical pier, berthing depth was approx. 25ft. Remaining waterfront areas very shallow (<5ft).
Minimum Navigation Channel Depth	42ft	Value represents the shallowest reach of the federal navigation channel between the site and the open ocean.
Distance to Navigation Channel	4,111ft	Value represents shortest distance from site boundary to edge of navigation channel.
Vertical Restrictions	188ft	Delaware Memorial Bridge (188 ft) Powerlines over Delaware River (223 ft)
Distance to Lease Areas	81nm (150km)	Measured to nearest lease area (OCS-A 0482, Garden State Offshore Energy)
Rail Connection	Yes	Site has onsite rail connection.
Environmental Conditions	See description	• Known T&E habitat present at site (1) • Site contains 129 acres of mapped NJ Wetlands (2) • Listed on the Known Contaminated Sites of NJ (KCSNJ) (3). Remediation activities currently active at site.
Approx. Distance to Airport	7.5 miles	Philadelphia International Airport
Site Description	See description	• Ongoing active industrial operations by Valtris Chemical, with on-site rail connection, no existing quayside/berthing area • Considerable amount of apparently unutilized waterfront space with historic marine use • Site could be even more attractive if there was interest in creating a multi-technology (offshore wind and battery storage) clean energy hub comprised of portions of the Sun Oil, former

	Value	Description
		Logan Generating Plant (not one of the eleven selected sites), and Valtris Chemical sites

3.4 Raccoon Creek – Logan Township, NJ

The Raccoon Creek site is located on the Delaware River in Gloucester County. It lies immediately south of the Commodore Barry Bridge. It is primarily undeveloped at present and may have some agricultural use. The area is bordered on the south by Raccoon Creek and sometimes known as Raccoon Island. This property was identified as a non-condemnation area in need of redevelopment in Logan Township's 2021 Master Plan (5). The Raccoon Island Redevelopment Plan identifies the land in question as suitable for redevelopment for warehousing, logistical distribution, and light industrial uses (7). As of late 2022, there are plans to develop more than 5 million square feet of building space on the site for warehouse, distribution, light industrial, and office (8). The site has considerable frontage along the Delaware River but no visible quayside improvements or waterfront infrastructure directly on the Delaware. In the southeastern corner of the property, a marine construction firm has some barges and a yard along Raccoon Creek.

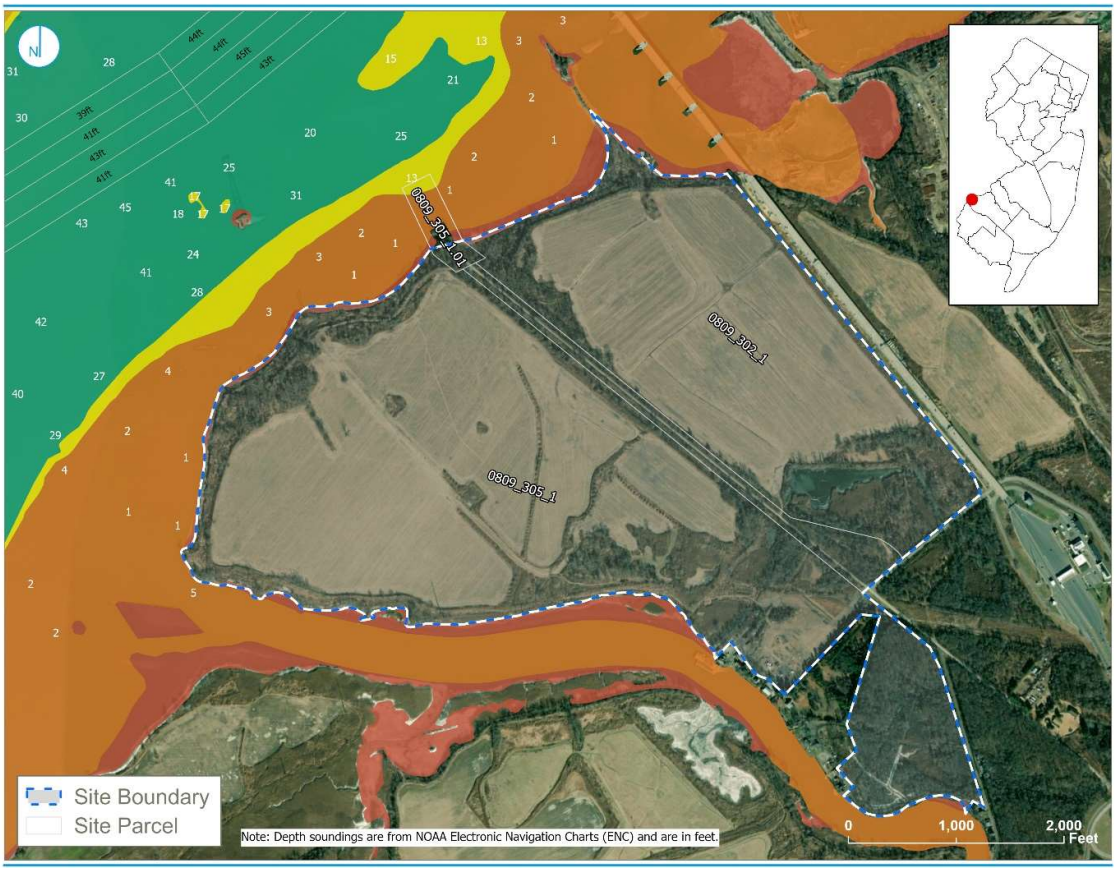

Figure 3.8 Raccoon Creek Site Location Map

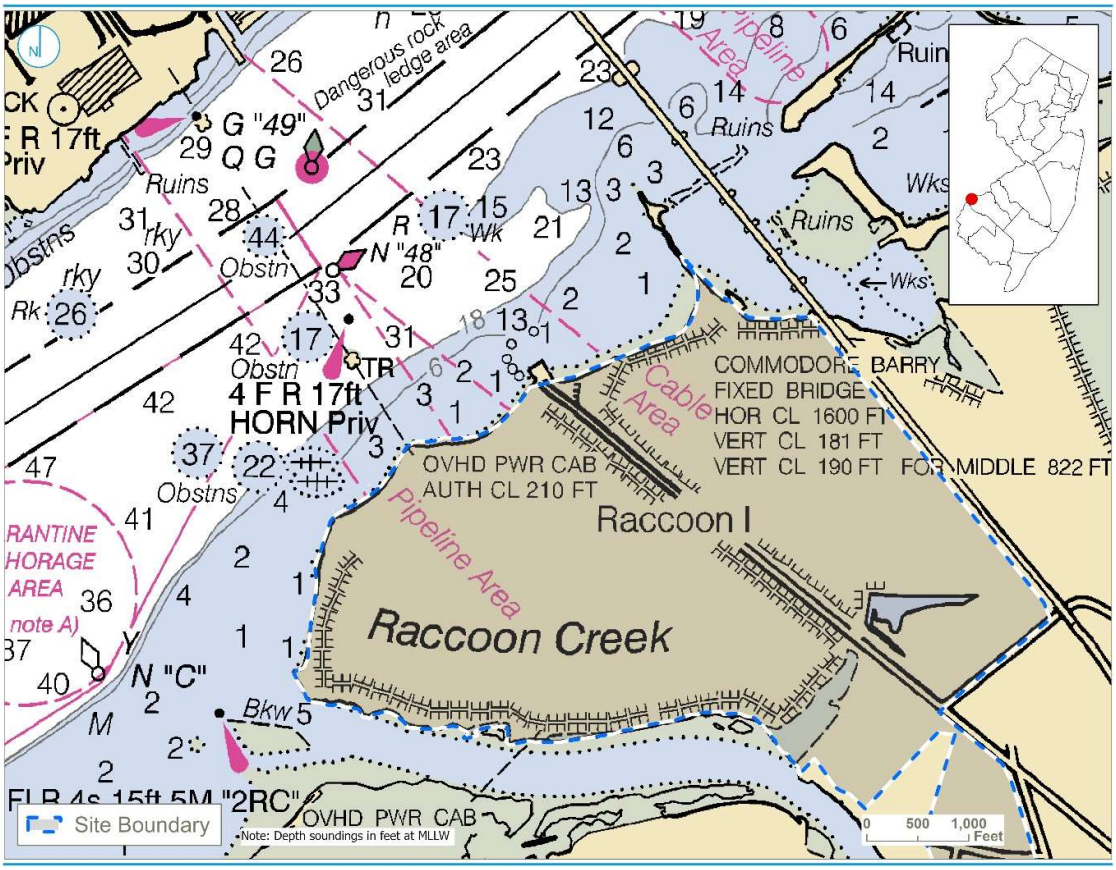

Figure 3.9 Raccoon Creek Navigation Chart

Table 3.6 Raccoon Creek Site Summary

	Value	Description
Location	Logan Township (Gloucester County)	--
Approx. Size	Parcels: 546 acres Upland: 275 acres	Acreage is based on the NJ parcels database boundaries and includes areas owned or operated by different entities.
NJ Parcel IDs	0809_302_1 0809_305_1 0809_305_1.01	Site includes total of 3 parcels.
Buildings	None	No notable buildings at site.

	Value	Description
Quayside Type, Length, Capacity	None identified	Some barge transloading occurs on southern end of the site via Raccoon Creek.
Depth at Berth	See description	Waterfront areas all appear to be very shallow (<5ft). Site is approximately 2,000ft from the federal navigation channel.
Minimum Navigation Channel Depth	42ft	Value represents the shallowest reach of the federal navigation channel between the site and the open ocean.
Distance to Navigation Channel	1,936ft	Value represents shortest distance from site boundary to edge of navigation channel.
Vertical Restrictions	188ft	Delaware Memorial Bridge (188 ft) Powerlines over Delaware River (223 ft)
Distance to Lease Areas	82nm (152km)	Measured to nearest lease area (OCS-A 0482, Garden State Offshore Energy)
Rail Connection	None identified	--
Environmental Conditions	See description	• Known T&E habitat present at site (1) • Site contains 203 acres of mapped NJ Wetlands (2)
Approx. Distance to Airport	5.5 miles	Philadelphia International Airport
Site Description	See description	• Site has considerable frontage along the Delaware River • No existing quayside/berthing area; presence of cable and pipeline infrastructure on the site could impact development of berth and other quayside improvements • Logan Township's Raccoon Island Redevelopment Plan zones this property as light industrial, which permits "limited light machinery manufacturing, fabrication and assembly of metal products excluding the processing of metals from raw materials."

	Value	Description
		• Redevelopment plan includes several million square feet of building space

3.5 Eagle Point – West Deptford Township, NJ

The Eagle Point site is located on the Delaware River in Gloucester County. Eagle Point was the site of an operating Sunoco-owned petroleum refinery until 2010. The location has an extensive industrial history, including tomato processing and serving as a U.S. Army munitions depot during World Wars I and II (9). Petroleum refining operations commenced at the site in 1949, and the Eagle Point refinery permanently shut down in 2010 (10). A portion of the site remains in operation as a fuel terminal (11). The site has an extensively industrialized waterfront though the waterfront infrastructure is for handling liquid commodities rather than large project components.

Figure 3.10 Eagle Point Site Location Map

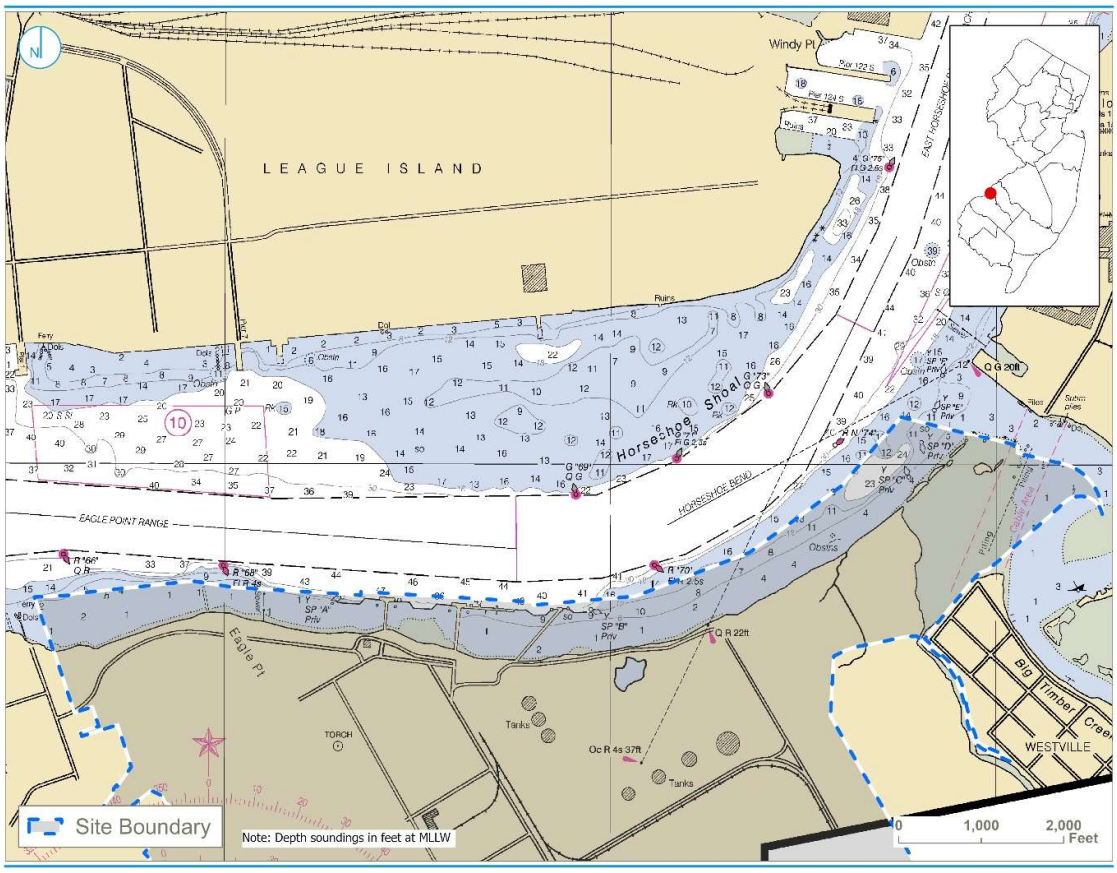

Figure 3.11 Eagle Point Navigation Chart

Table 3.7 Eagle Point Site Summary

	Value	Description
Location	West Deptford Township (Gloucester County)	--
Approx. Size	Parcels: 1,240 acres Upland: 1,065 acres	Acreage is based on the NJ parcels database and may include areas owned or operated by different entities.
NJ Parcel IDs	0820_1_7 0820_1_1.01 0820_1_1.02 0820_1_1.03 0820_1_1_COGEN	Only primary parcels listed. Site includes total of 17 parcels.

	Value	Description
Buildings	See description	Site contains many buildings related to the site's historical oil refining operations.
Quayside Type, Length, Capacity	No quayside identified	Site contains 3 or 4 moorings for oil tanker vessels.
Depth at Berth	Approx. 40ft	Existing moorings occur in dredged waters adjacent to the federal navigation channel.
Minimum Navigation Channel Depth	42ft	Value represents the shallowest reach of the federal navigation channel between the site and the open ocean.
Distance to Navigation Channel	228ft	Value represents shortest distance from site boundary to edge of navigation channel.
Vertical Restrictions	181ft	Commodore Barry Bridge (181 ft) Delaware Memorial Bridge (188 ft) Powerlines over Delaware River (223 ft)
Distance to Lease Areas	93nm (172km)	Measured to nearest lease area (OCS-A 0482, Garden State Offshore Energy)
Rail Connection	Yes	Site has onsite rail connection.
Environmental Conditions	See description	• Known T&E habitat present at site (1) • Site contains 196 acres of mapped NJ Wetlands (2) • Listed on the Known Contaminated Sites of NJ (KCSNJ) (3). Remediation activities currently active at site.
Approx. Distance to Airport	2.5 miles	Site may be subject to FAA height restriction due to proximity to the Philadelphia International Airport.
Site Description	See description	• Site has fully industrialized waterfront with existing deep-water berths and on-site rail connection • Current marine activities involve liquid transloading operations conducted via several piers which extend to the edge of the Delaware River navigation channel

	Value	Description
		• Investigation has revealed a high level of interest in redevelopment of this location for industrial uses other than as a fuel terminal, but engagement with property owner has been limited

3.6 Gloucester Titanium – Gloucester City, NJ

The Gloucester Titanium site is located on the Delaware River in Camden County. This property was the site of titanium dioxide production, pigment processing, and other industrial activities starting in 1946. Numerous entities, including American Cyanamid, New Jersey Zinc, and Gloucester Titanium conducted these operations on this site (12). In 2010, Gloucester City entered into an agreement with Gloucester City Organic Recycling LLC to redevelop the site into an organic waste-to-energy facility. The site appears to have some historic marine use, with some former berths cut into the shoreline, as well as an earthen wharf (in disrepair) jutting out into the Delaware River.

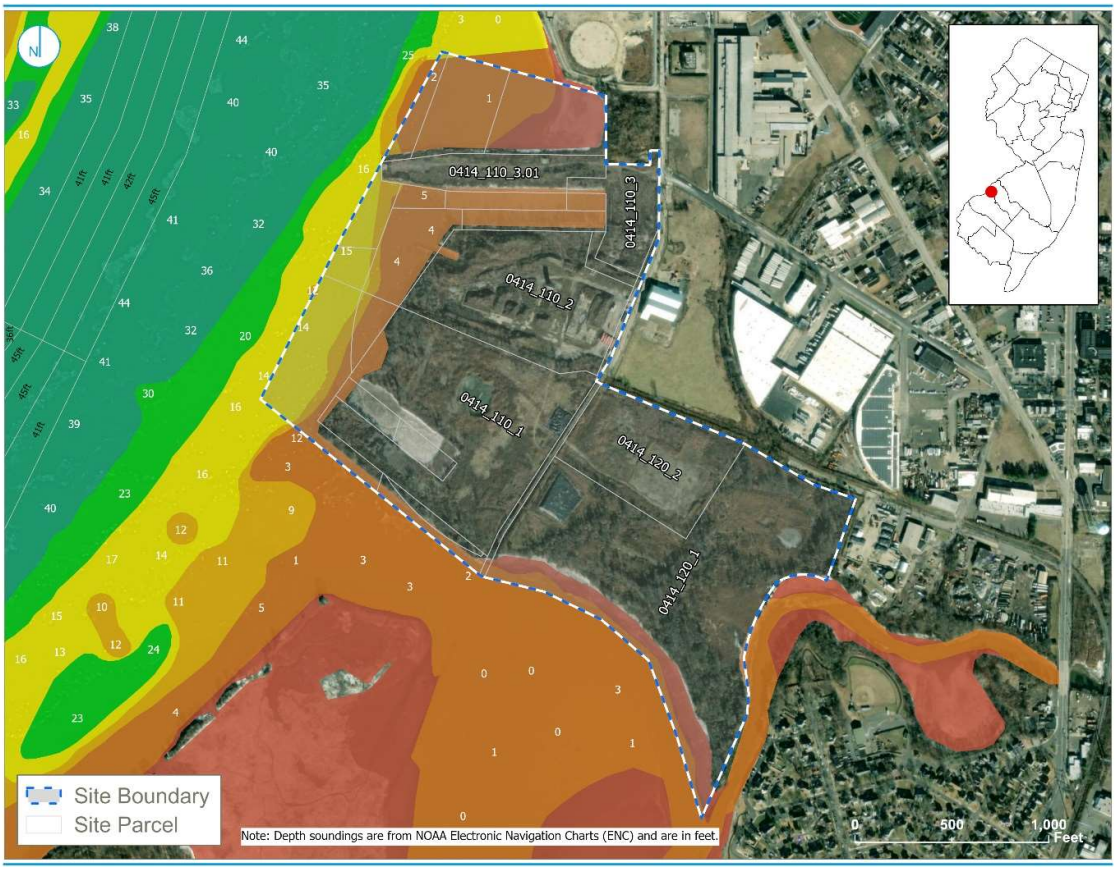

Figure 3.12 Site Location Map

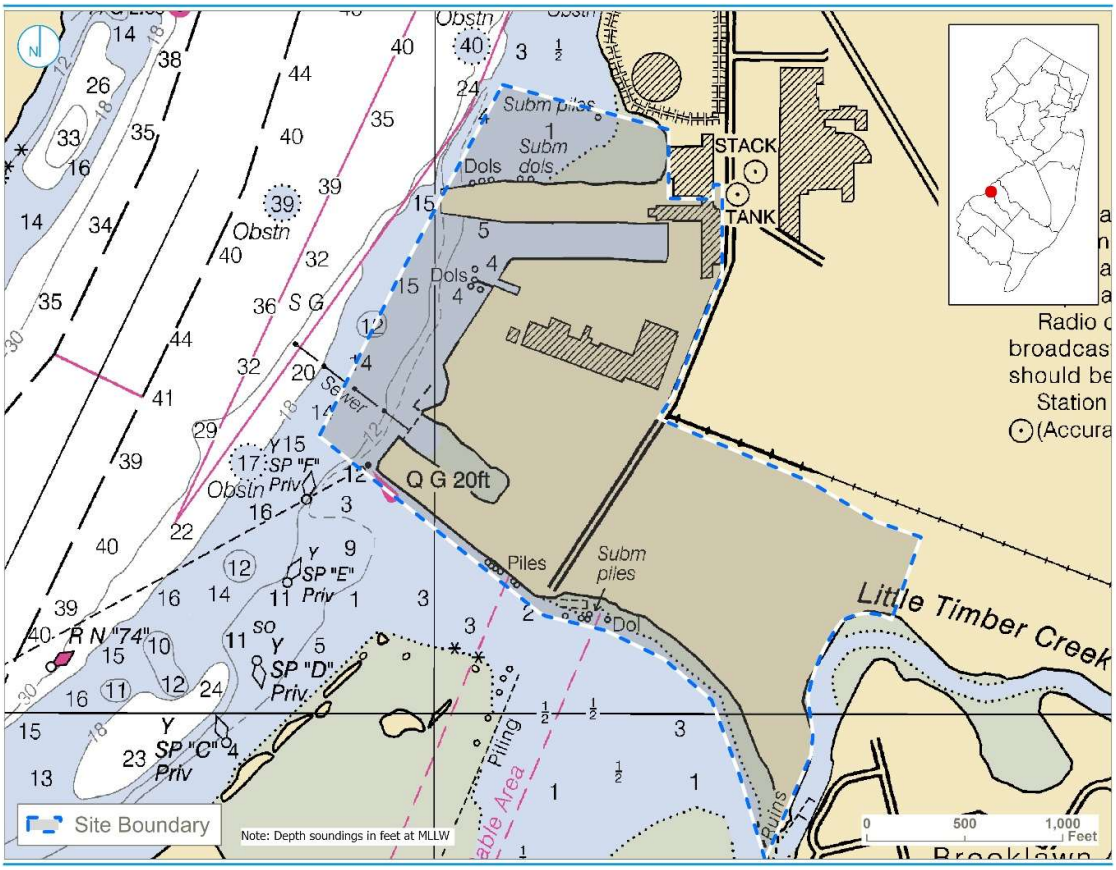

Figure 3.13 Gloucester Titanium Navigation Chart

Table 3.8 Gloucester Titanium Site Summary

	Value	Description
Location	Gloucester City (Camden County)	--
Approx. Size	Parcels: 117 acres Upland: 90 acres	Acreage is based on the NJ parcels database boundaries and includes areas owned or operated by different entities.
NJ Parcel IDs	0414_110_1 0414_110_2 0414_110_3 0414_110_3.01 0414_120_1 0414_120_2	Only primary parcels listed. Site includes total of 25 parcels.

	Value	Description
Buildings	None	No notable buildings at site.
Quayside Type, Length, Capacity	None identified	Site historically had quaysides but are now in unusable condition.
Depth at Berth	Approx. 15ft	The site's deepest berth area is in waters approximately 15ft deep. Other areas of the site are located at shallower depths.
Minimum Navigation Channel Depth	42ft	Value represents the shallowest reach of the federal navigation channel between the site and the open ocean.
Distance to Navigation Channel	897ft	Value represents shortest distance from site boundary to edge of navigation channel.
Vertical Restrictions	181ft	Commodore Barry Bridge (181 ft) Delaware Memorial Bridge (188 ft) Powerlines over Delaware River (223 ft)
Distance to Lease Areas	95nm (175km)	Measured to nearest lease area (OCS-A 0482, Garden State Offshore Energy)
Rail Connection	Yes	Site appears to have rail infrastructure, though the condition of infrastructure is not known.
Environmental Conditions	See description	• Known T&E habitat present at site (1) • Site contains 17 acres of mapped NJ Wetlands (2) • Listed on the Known Contaminated Sites of NJ (KCSNJ) (3). Remediation activities currently active at site.
Approx. Distance to Airport	4.1 miles	Site may be subject to FAA height restriction due to proximity to the Philadelphia International Airport.
Site Description	See description	• Site has historic marine infrastructure, including a vessel slip cut into the shoreline and an earthen pier • Presence of cable and sewer infrastructure on the site could impact development of berth and other quayside improvements

	Value	Description
		• At least part of the site is owned by Gloucester City's municipal government • Site appears to have rail infrastructure, though the condition is unknown

3.7 Fisher Point – Pennsauken Township, NJ

The Fisher Point site is located on the Delaware River in Camden County. The southwestern area of this site was formerly a Texaco fuels terminal. It presently houses several rusting tanks, but the owner of this portion – Liberty Terminals LLC – has announced an intention to redevelop the location into a modern fuel blending and storage location (13). The site is bordered to the northeast by Buckeye Pennsauken Terminal. The currently unutilized land in between the fuels handling facilities is owned by Buckeye and plans have been announced to redevelop the site as a solar PV installation (14).

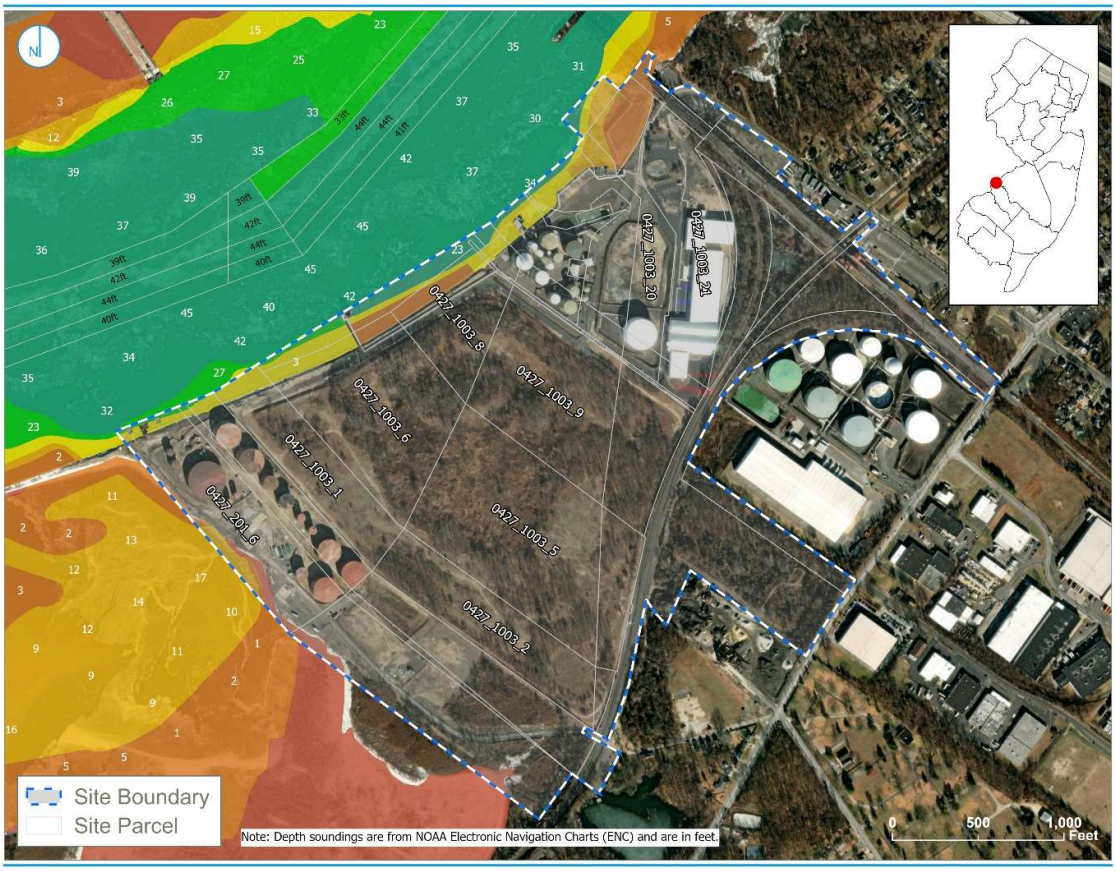

Figure 3.14 Fisher Point Site Location Map

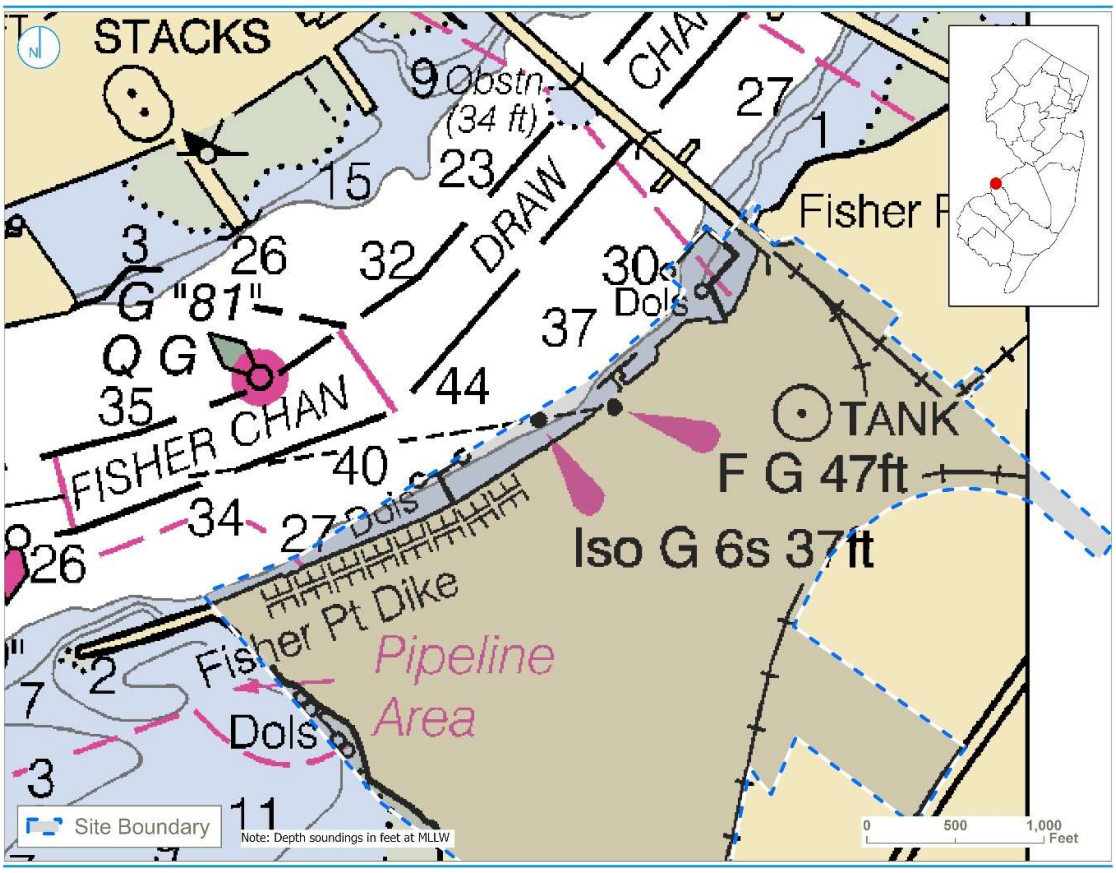

Figure 3.15 Fisher Point Navigation Chart

Table 3.9 Fisher Point Site Summary

	Value	Description
Location	Pennsauken Township (Camden County)	--
Approx. Size	Parcels: 224 acres Upland: 209 acres	Acreage is based on the NJ parcels database boundaries and includes areas owned or operated by different entities.
NJ Parcel IDs	0427_1003_1 0427_1003_19 0427_1003_21 0427_1003_5 0427_1003_6 0427_1003_8 0427_1003_9 0427_201_6	Only primary parcels listed. Site includes total of 42 parcels.

	Value	Description
Buildings	See description	Approximately 15 storage tanks present on southeast portion of site with additional tanks at the northern area. 3 warehouse buildings present at the Buckeye Terminal that are approximately 33,000; 67,000; and 46,000 square feet.
Quayside Type, Length, Capacity	None identified	Site includes several moorings for marine transloading.
Depth at Berth	Approx. 30-40ft	Depths vary across the site's 3 berths.
Minimum Navigation Channel Depth	40ft	Value represents the shallowest reach of the federal navigation channel between the site and the open ocean.
Distance to Navigation Channel	408ft	Value represents shortest distance from site boundary to edge of navigation channel.
Vertical Restrictions	135ft	Benjamin Franklin Bridge (135 ft) Walt Whitman Bridge (139 ft) Commodore Barry Bridge (181 ft) Delaware Memorial Bridge (188 ft) Powerlines over Delaware River (223 ft)
Distance to Lease Areas	102nm (189km)	Measured to nearest lease area (OCS-A 0482, Garden State Offshore Energy)
Rail Connection	Yes	Site located along major rail line and has on-site rail infrastructure.
Environmental Conditions	See description	• Known T&E habitat present at site (1) • Site contains 22 acres of mapped NJ Wetlands (2) • Listed on the Known Contaminated Sites of NJ (KCSNJ) (3). Remediation activities currently active at site.
Approx. Distance to Airport	7.0 miles	Northeast Philadelphia Airport
Site Description	See description	• Site has existing deep-water berths, and is bordered to the north by an active fuel terminal

	Value	Description
		• Unoccupied portion of the site has plans for redevelopment for solar PV use • Site is located along major rail line and has on-site rail connection.

3.8 Burlington Generating Station – Burlington, NJ

The Burlington Generating Station site is located on the Delaware River in Burlington County. This property has been used for electricity generation since 1914. The Burlington Generating Station commenced operations on the site in 1967 and four natural gas-fired combustion turbines were added in 2000. In February 2022, PSEG sold the generating station - a peaker plant with black start capabilities – to an independent power producer. The Burlington City Council, in late 2022, determined that the area should be redesignated for condemnation redevelopment (15). The site has some bulkhead improvements but does not appear to be actively utilized for a marine purpose.

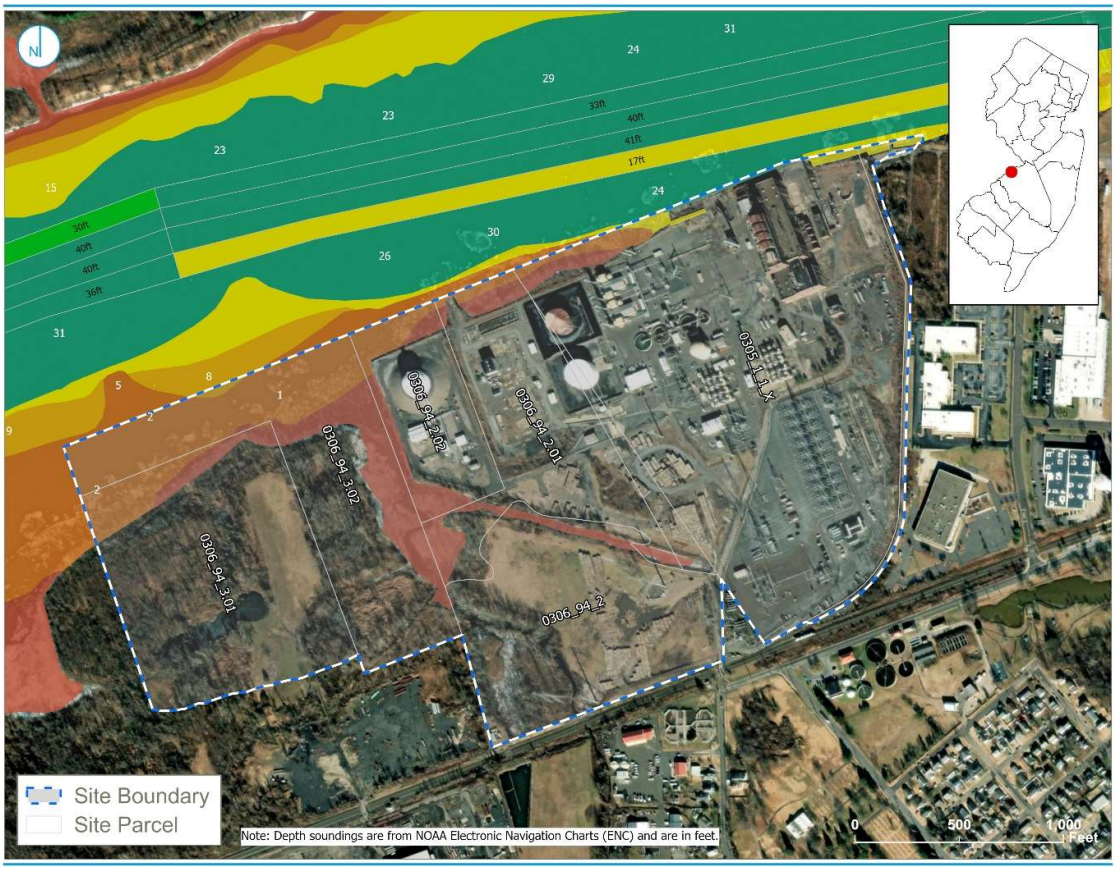

Figure 3.16 Burlington Generating Station Site Location Map

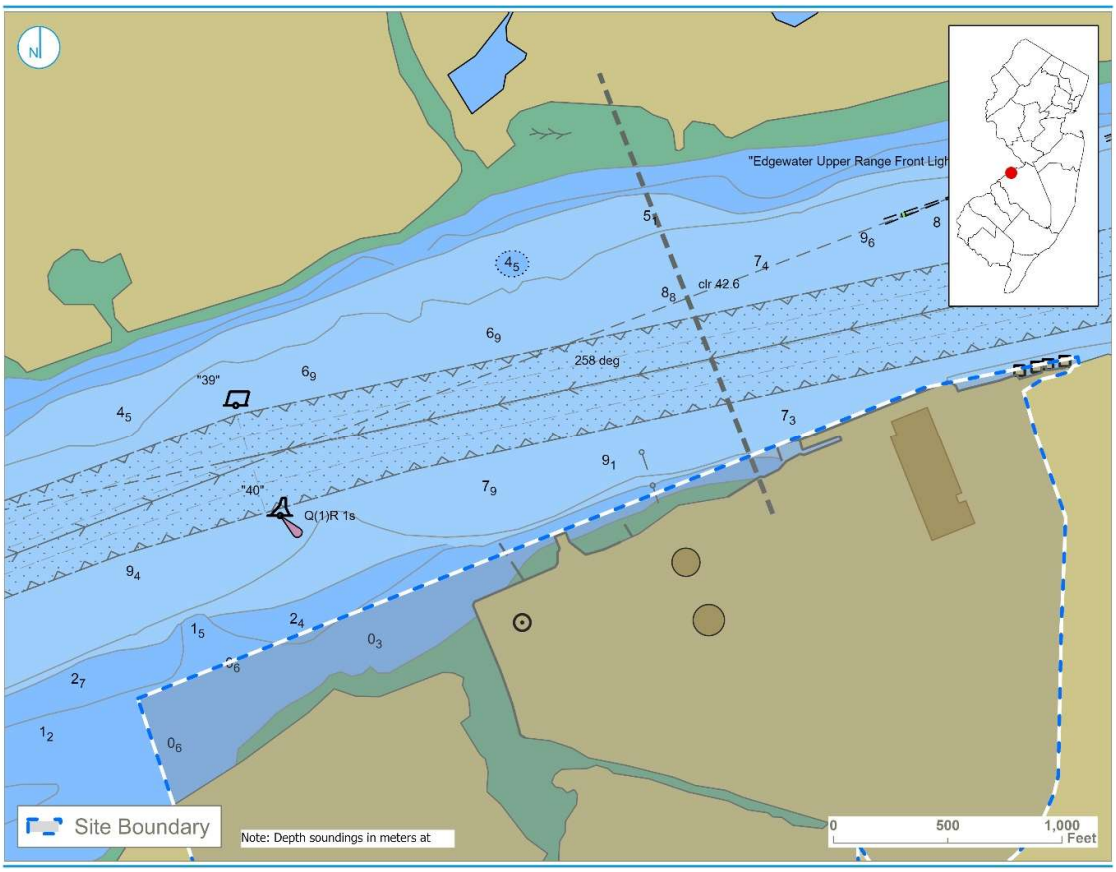

Figure 3.17 Burlington Generating Station Navigation Chart

Table 3.10 Burlington Generating Station Site Summary

	Value	Description
Location	Burlington (Burlington County)	--
Approx. Size	Parcels: 166 acres Upland: 146 acres	Acreage is based on the NJ parcels database boundaries and includes areas owned or operated by different entities.
NJ Parcel IDs	0305_1_1_X 0306_94_2 0306_94_2.01 0306_94_2.02 0306_94_3.01 0306_94_3.02	Only primary parcels listed. Site includes total of 8 parcels.

	Value	Description
Buildings	See description	Some infrastructure present related to the site's power generation activities, including storage tanks and several small buildings.
Quayside Type, Length, Capacity	700ft quayside	Additional mooring for barges present at site.
Depth at Berth	Approx. 20ft	--
Minimum Navigation Channel Depth	40ft	Value represents the shallowest reach of the federal navigation channel between the site and the open ocean.
Distance to Navigation Channel	112ft	Value represents shortest distance from site boundary to edge of navigation channel.
Vertical Restrictions	135ft	Betsy Ross Fixed Bridge (140 ft) Delair Railroad Bridge (135 ft) Benjamin Franklin Bridge (135 ft) Walt Whitman Bridge (139 ft) Commodore Barry Bridge (181 ft) Delaware Memorial Bridge (188 ft) Powerlines over Delaware River (223 ft)
Distance to Lease Areas	113nm (209km)	Measured to nearest lease area (OCS-A 0482, Garden State Offshore Energy)
Rail Connection	Yes	Site is adjacent to major rail line and has some on-site rail infrastructure, though the condition of the infrastructure is unknown.
Environmental Conditions	See description	• Known T&E habitat present at site (1) • Site contains 19 acres of mapped NJ Wetlands (2) • Listed on the Known Contaminated Sites of NJ (KCSNJ) (3). Remediation activities currently active at site.
Approx. Distance to Airport	6.3 miles	Northeast Philadelphia Airport
Site Description	See description	• Site has existing deep-water berths and is well-connected by electrical and road infrastructure

	Value	Description
		• Located along major rail line and has some on-site rail infrastructure, though the condition is unknown • Active peaker power plant occupies a portion of the site

3.9 Port Reading Hess – Woodbridge Township, NJ

The Port Reading Hess site is located in Middlesex County. It is positioned in between the Buckeye Port Reading Terminal (to the south) and parcels owned by Conrail and Prologis to the north. The parcel now owned by Conrail once served as the eastern terminus of the historic Port Reading Railroad. There is no visible activity in the space that lies between the Buckeye Port Reading Terminal and the Conrail parcel. There are no quayside improvements, but there is dilapidated pier and other water-related infrastructure visible in the submerged portions of the parcel. It is also understood that railroad track was formerly installed on this parcel itself, though these tracks have now been removed.

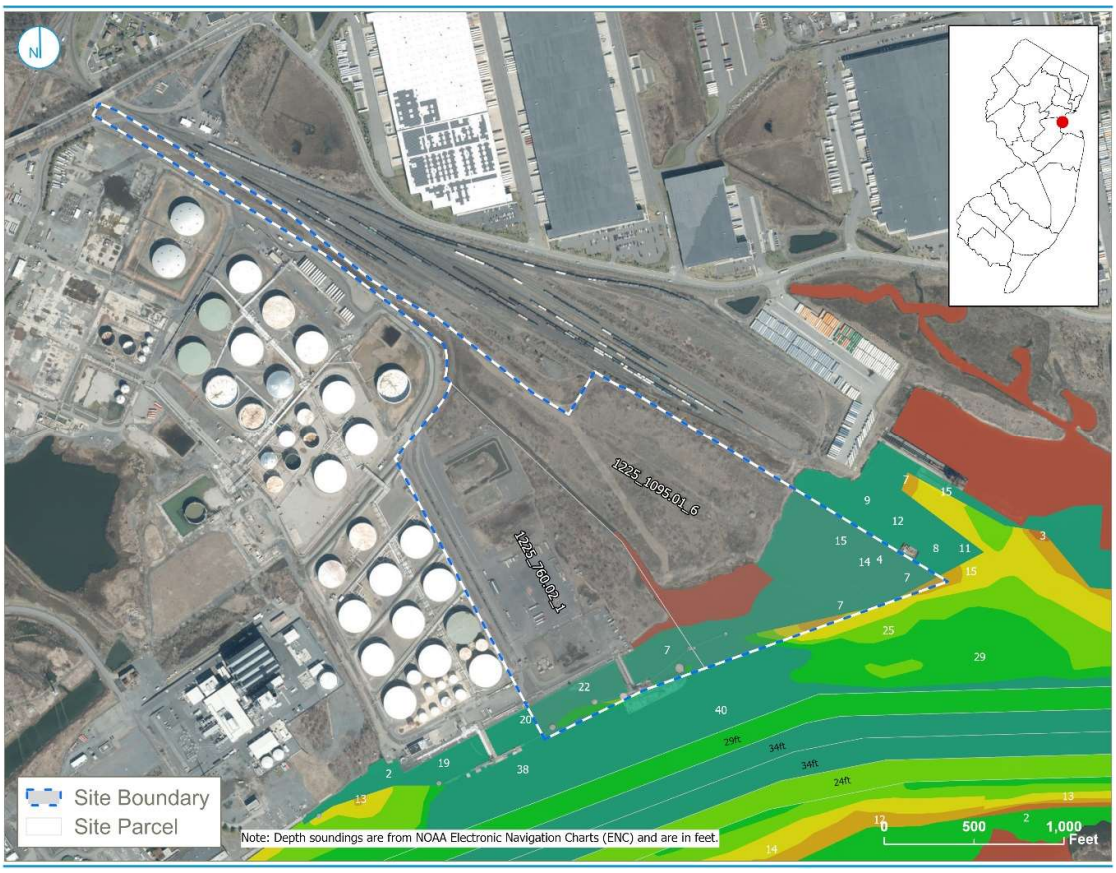

Figure 3.18 Port Reading Hess Site Location Map

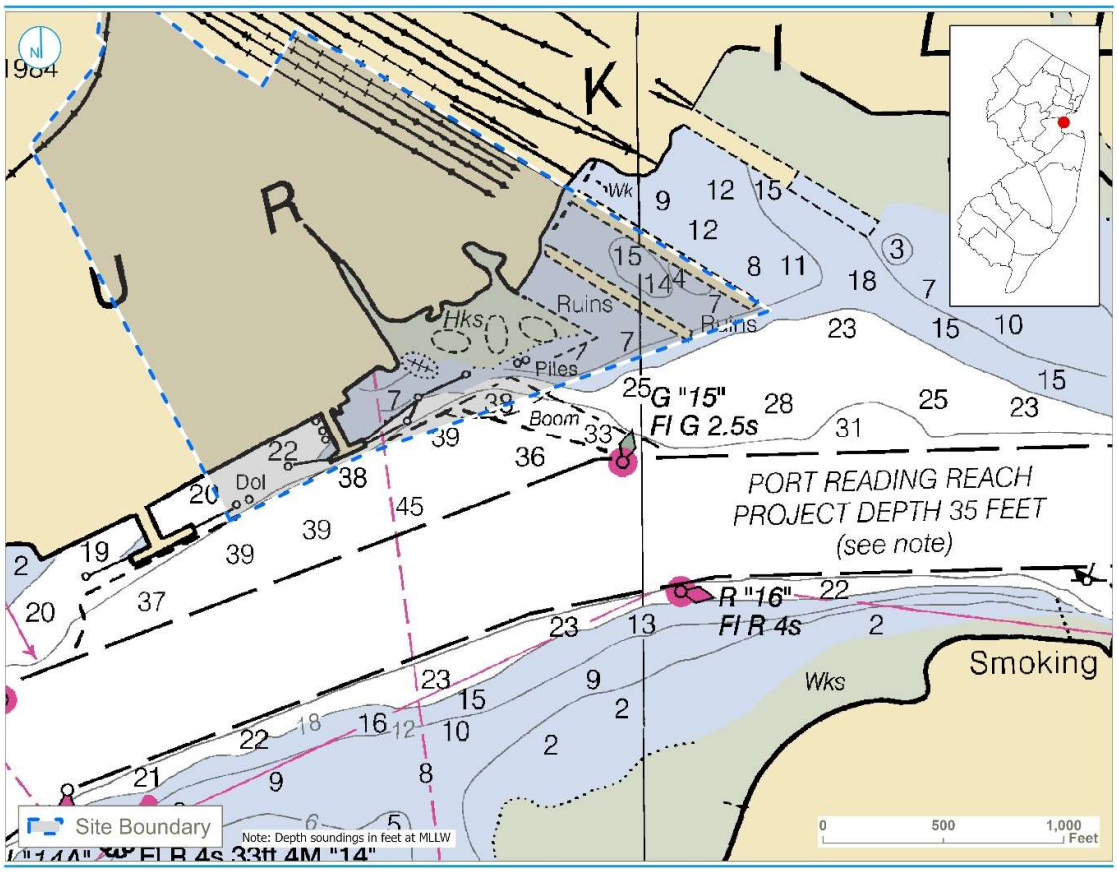

Figure 3.19 Port Reading Hess Navigation Chart

Table 3.11 Port Reading Hess Site Summary

	Value	Description
Location	Woodbridge Township (Middlesex County)	--
Approx. Size	Parcels: 81 acres Upland: 59 acres	Acreage is based on the NJ parcels database boundaries and includes areas owned or operated by different entities.
NJ Parcel IDs	1225_760.02_1 1225_1095.01_6	Site includes total of 2 parcels.
Buildings	None	No notable buildings at site.

	Value	Description
Quayside Type, Length, Capacity	See description	Site includes a single jetty that is actively utilized for marine transloading operations.
Depth at Berth	Approx. 37ft	Existing berth located in dredged waters near the federal navigation channel (~360ft).
Minimum Navigation Channel Depth	35ft	Value represents the shallowest reach of the federal navigation channel between the site and the open ocean.
Distance to Navigation Channel	306ft	Value represents shortest distance from site boundary to edge of navigation channel.
Vertical Restrictions	143ft	Outerbridge Crossing (143ft)
Distance to Lease Areas	58nm (107km)	Measured to nearest uncommitted lease area (OCS-A 0544, Mid-Atlantic Offshore Wind)
Rail Connection	Yes	Site has onsite rail connection.
Environmental Conditions	See description	• Known T&E habitat present at site (1) • Site contains 3 acres of mapped NJ Wetlands (2) • Listed on the Known Contaminated Sites of NJ (KCSNJ) (3). Remediation activities currently active at site.
Approx. Distance to Airport	8.5 miles	Newark Liberty International Airport
Site Description	See description	• Site has existing deep-water berth, improved quayside, and on-site rail connection • Upland portion is clear of vegetation, leveled, and partially asphalted

3.10 Exxon Bayonne – Bayonne, NJ

The Exxon Bayonne site is located in Hudson County. This is the site of the former Exxon Bayonne Terminal. From 1877 until approximately 1993, Standard Oil (later Exxon) utilized this location for oil refining, petroleum products storage, and manufacturing of oil additives and other chemicals (16). Several developers have expressed interest in redeveloping the area for a variety of

industrial uses. As of September 2022, the City of Bayonne was proceeding with a redevelopment master planning process in the area (17). Publicly available information regarding this site highlights its long history of marine usage and a preference for preserving the waterfront area for water-related uses (18).

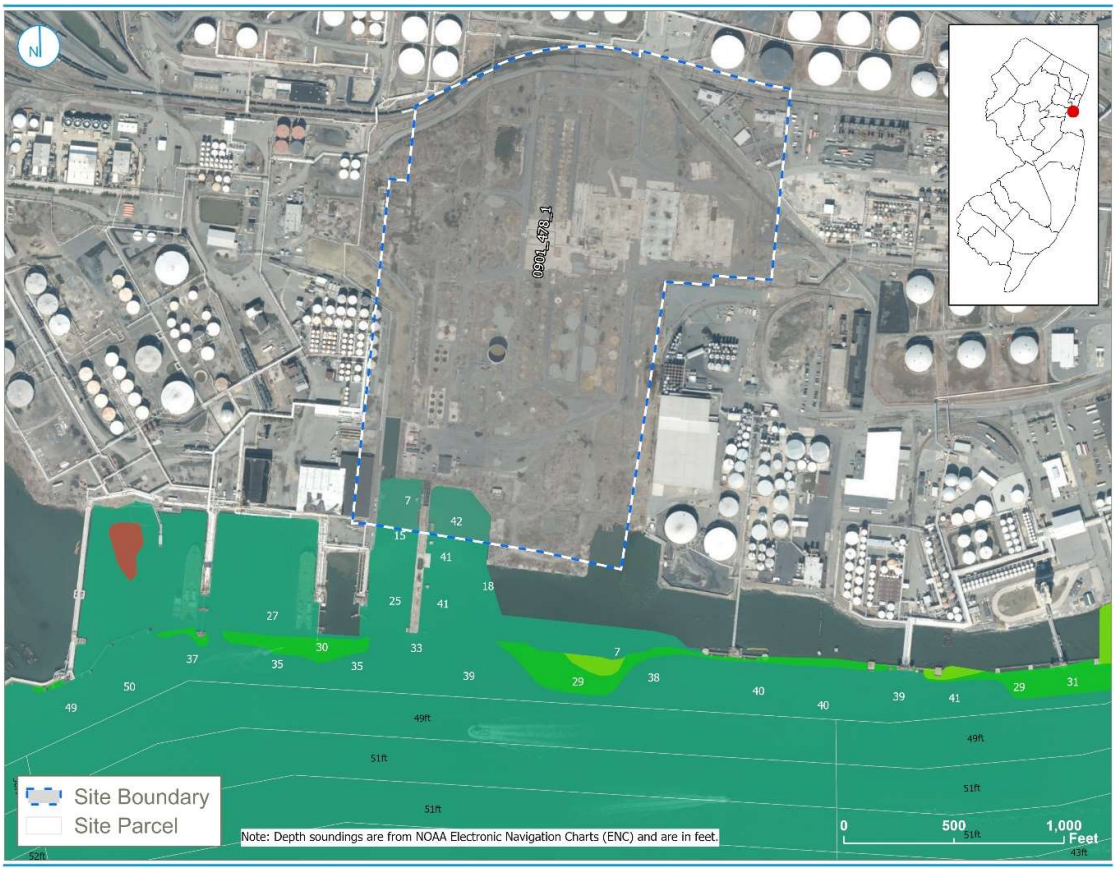

Figure 3.20 Exxon Bayonne Site Location Map

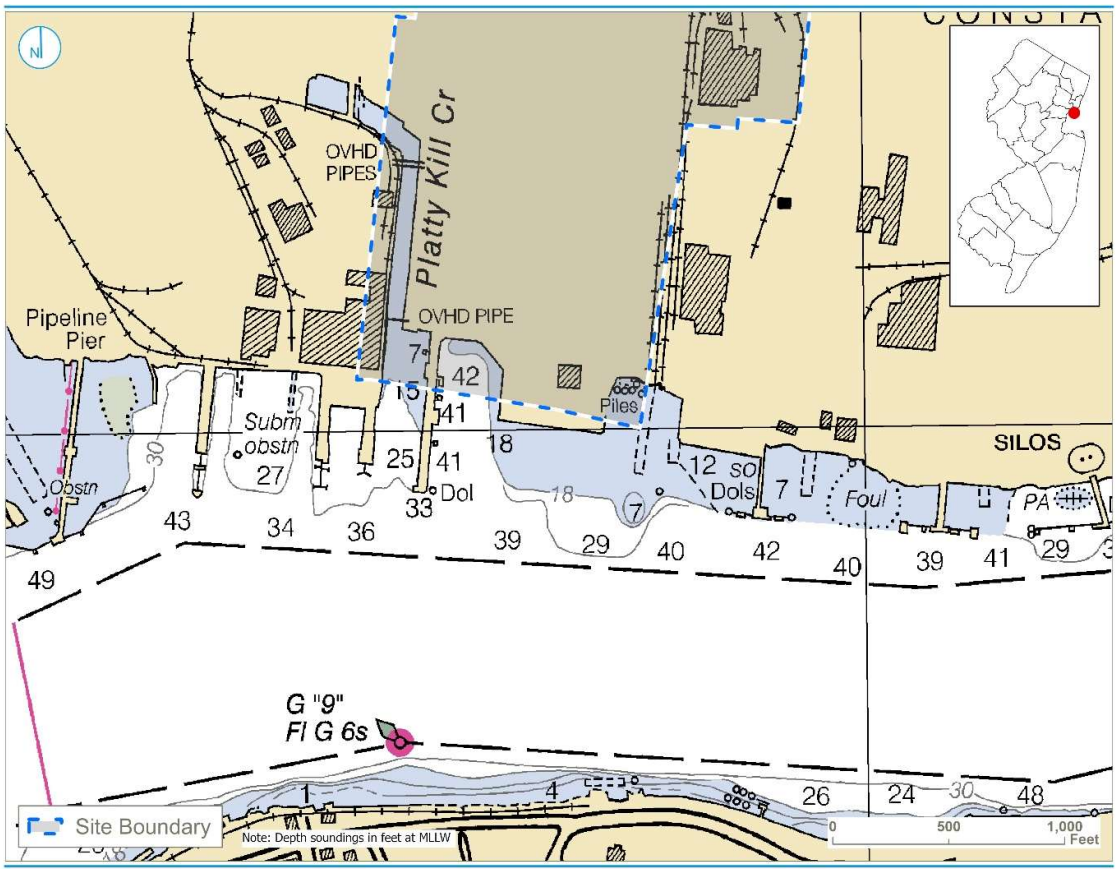

Figure 3.21 Exxon Bayonne Navigation Chart

Table 3.12 Exxon Bayonne Site Summary

	Value	Description
Location	Bayonne (Hudson County)	--
Approx. Size	Parcels: 74 acres Upland: 70 acres	Acreage is based on the NJ parcels database boundaries and includes areas owned or operated by different entities.
NJ Parcel IDs	0901_478_1	Site is made up of single NJ parcel.
Buildings	See description	Most buildings at site have been removed. One 4300 sq ft building still present near waterfront.

	Value	Description
Quayside Type, Length, Capacity	Approx. 690ft	Quayside in disrepair and presumably used for marine transfer operations.
Depth at Berth	Approx. 40ft	--
Minimum Navigation Channel Depth	51ft	Value represents the shallowest reach of the federal navigation channel between the site and the open ocean.
Distance to Navigation Channel	619ft	Value represents shortest distance from site boundary to edge of navigation channel.
Vertical Restrictions	215ft	Verrazano Narrows Bridge (215ft)
Distance to Lease Areas	52nm (97km)	Measured to nearest uncommitted lease area (OCS-A 0544, Mid-Atlantic Offshore Wind)
Rail Connection	Yes	Site has onsite rail connection.
Environmental Conditions	See description	• Known T&E habitat present at site (1) • Site contains 0 acres of mapped NJ Wetlands (2)
Approx. Distance to Airport	3.8 miles	Site may be subject to FAA height restriction due to proximity to the Newark Liberty Airport.
Site Description	See description	• Site has historic marine infrastructure, with existing deep-water berth that has potential to support roll-on/roll-off operations, depending on quayside condition • On-site rail connection • Current redevelopment plans include a logistics center with a building that will occupy majority of site, making it unsuitable for large-scale manufacturing uses • Property owner interested in offshore wind opportunities; combined with close proximity to the highly concentrated cluster of industrial ports in the Arthur Kill/Newark Bay/Greater New York Harbor area, it has potential as an SOV site

3.11 Atlantic County Utilities Authority (ACUA) – Atlantic City, NJ

This site lies within the footprint of the Atlantic County Utilities Authority (ACUA) Wastewater Treatment Facility outside of Atlantic City. It is bordered on the south by Route 30. It has an on-site wind farm – the Jersey-Atlantic Wind Farm – comprised of five onshore wind turbines. There are also a number of solar panels on site. This location has been site of offshore wind-related events and conferences for years. ACUA currently has plans to develop a combined training center, museum, and community engagement facility on this property, and have expressed a clear interest for incorporating an offshore wind use.

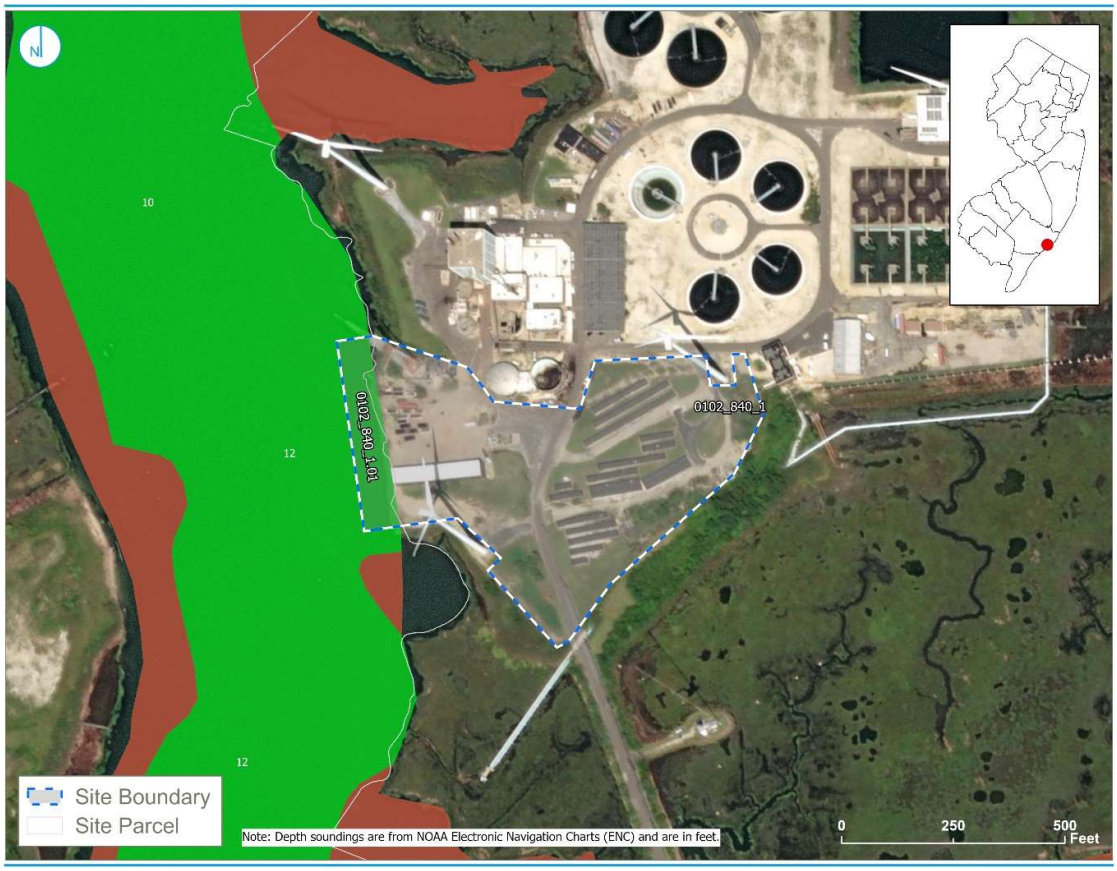

Figure 3.22 ACUA Site Location Map

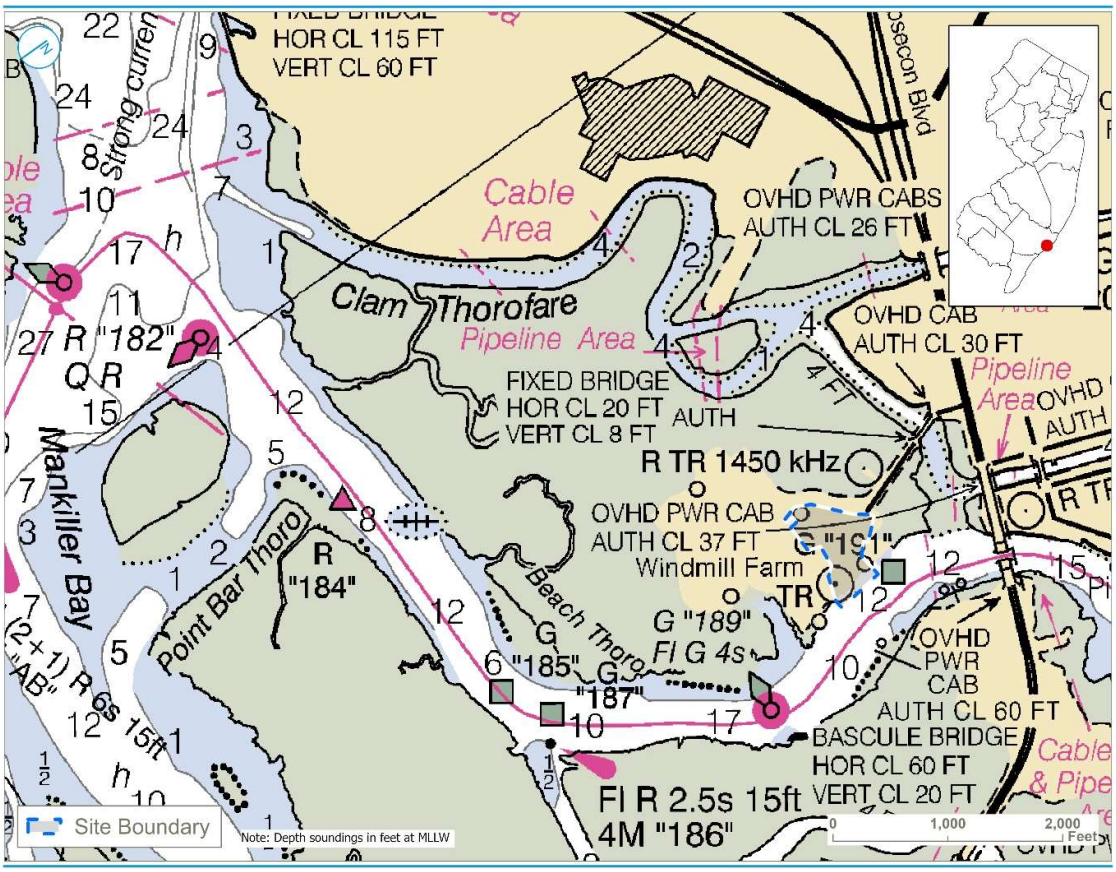

Figure 3.23 ACUA Navigation Chart

Table 3.13 ACUA Site Summary

	Value	Description
Location	Atlantic City (Atlantic County)	--
Approx. Size	Parcels: 8 acres Upland: 7.4 acres	--
NJ Parcel IDs	0102_840_1 0102_840_1.01	Site includes total of 2 parcels.
Buildings	See description	Site is located on portion of active wastewater treatment facility. Sludge containers, sludge storage building, solar arrays, and radio tower all present within area of interest. These structures can be relocated according to ACUA.

	Value	Description
Quayside Type, Length, Capacity	None identified	--
Depth at Berth	Approx. 12ft	--
Minimum Navigation Channel Depth	See description	Site is located along the New Jersey Intracoastal Waterway, which is generally maintained to a depth of 6ft Mean Low Water (MLW). However, depths in this area vary significantly, as it is not situated along a primary shipping channel.
Distance to Navigation Channel	117ft	Value represents shortest distance from site boundary to edge of navigation channel.
Vertical Restrictions	60ft	Brigantine Bridge (60ft)
Distance to Lease Areas	41nm (76km)	Measured to nearest uncommitted lease area (OCS-A 0542, Invenergy Wind Offshore)
Rail Connection	None identified	--
Environmental Conditions	See description	• Known T&E habitat present at site (1) • Site contains 0 acres of mapped NJ Wetlands (2) • Listed on the Known Contaminated Sites of NJ (KCSNJ) (3). Remediation activities currently active at site.
Approx. Distance to Airport	8.6 miles	Atlantic City International Airport
Site Description	See description	• Site is within the footprint of the active Atlantic County Utilities Authority (ACUA) Wastewater Treatment Facility • No existing quayside/berthing area; no on-site rail connection • ACUA considering development of a multi-use building, which would be used for ACUA employee trainings and as a museum/public education center for the site's thousands of visitors each year

4. UPDATE TO NJ OFFSHORE WIND STRATEGIC PLAN SITES

This section provides a brief update on the status of the 13 potential offshore wind port sites identified in the New Jersey Offshore Wind Strategic Plan (OWSP). Figure 4.1 identifies the OWSP sites and the additional new sites described in section 3. Table 4.1 provides a summary of changes since the OWSP for each of the 13 sites and Figure 4.2 through Figure 4.14 provide updated aerial imagery maps for each site.

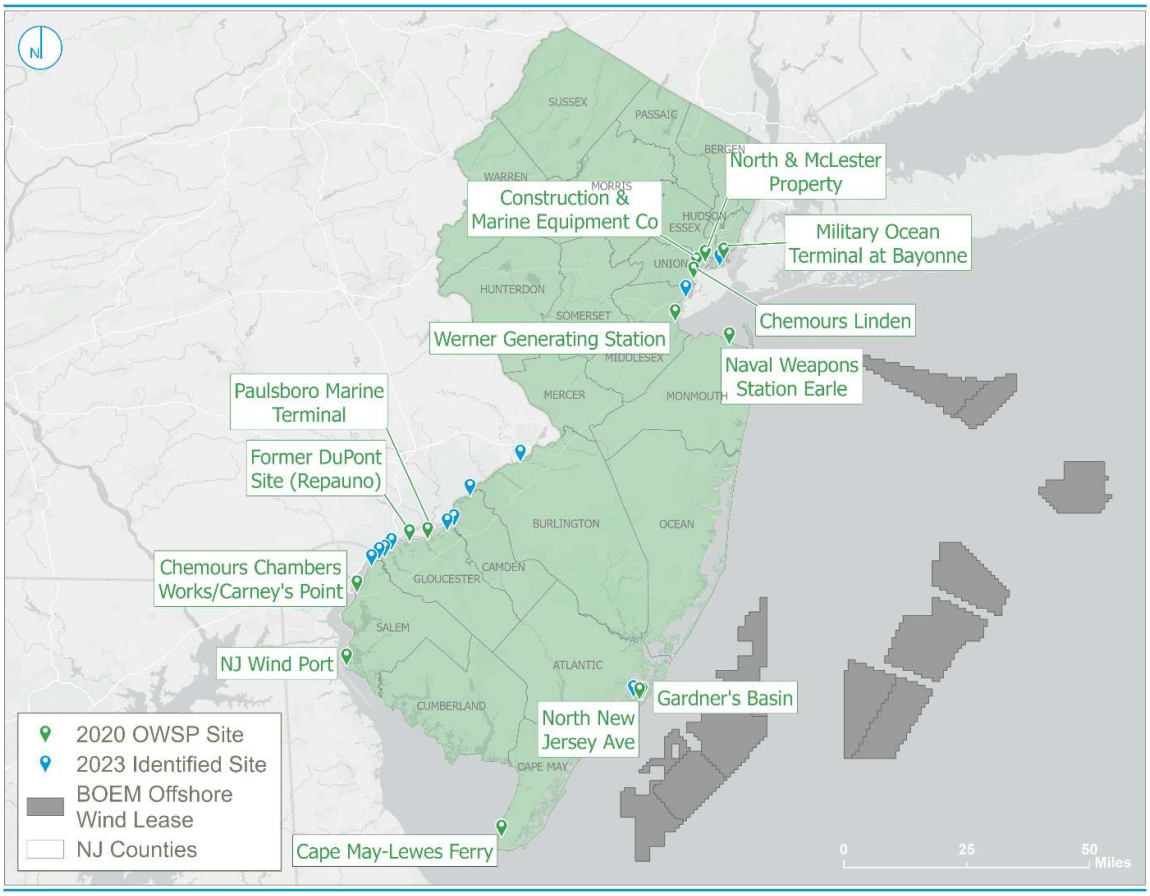

Figure 4.1 New Jersey Offshore Wind Strategic Plan Sites

Table 4.1 NJ OWSP Site Updates

Site	Acres	Status Update Relative New Jersey Offshore Wind Strategic Plan
Paulsboro Marine Terminal	**200**	• Construction of EEW monopile manufacturing facility began in April 2021 (19). • The facility, once fully operational, is expected to produce 100 monopiles on an annual basis. • Fabrication capabilities to include steel plate welding, roll bending, and circumferential welding. • Two of four buildings on site have been constructed as of February 2023. • Ocean Wind 1, Ocean Wind 2, and Atlantic Shores 1 have committed to source their monopiles from EEW's Paulsboro facility. • The facility will fabricate monopiles for Orsted's Ocean Wind 1 project during 2023.

New Jersey Wind Port	**320**	Port will be developed in two phases from 2021 to 2027.
		• **Phase 1:** 30 acre marshalling port
		  ○ Site preparation activities commenced 2021.
		  ○ Ongoing development activities include dredging, construction of heavy-lift wharf, upland assembly and staging area, and heavy-haul transportation corridors.
		• **Phase 2:** 35 additional acres for marshalling & 60-70 acres for manufacturing
		  ○ Expected 2026/2027.
		  ○ Marshalling expansion will enable two projects to marshall from the Wind Port simultaneously.

Former Dupont Site (Repauno)	**356**	• Approx. 750ft quayside finished construction in 2019. • Second wharf planned to be constructed and used for bulk liquids. • Additional rail and road infrastructure in various stages of development. • The site has been considered as a possible location for a submarine cable manufacturer.
Werner Generating Station	**97***	• Rise Light & Power acquired the Werner Generating Station site in September 2021. • Rise has been promoting the site as the Outerbridge Renewable Connector, a turnkey cable landing and grid interconnection point for New Jersey offshore wind projects. • Rise Light & Power is looking to develop approximately 20 acres for complementary uses which could include offshore wind manufacturing or an O&M port. • *Note that acreage is based on assessment done for the OWSP.

Site	Acres	Status Update Relative New Jersey Offshore Wind Strategic Plan
Chemours Chambers Works/Carney's Point	**1,545**	• 230 acres at Chemours Chambers Works are currently being advertised seeking long-term tenants for industrial/heavy manufacturing use. Approximately 100 acres have frontage directly onto the Delaware River. • Portions of the site remain in operation by Chemours for chemical manufacturing purposes. • Ongoing onsite monitoring and mitigation activities focused on mitigating historic groundwater contamination
Military Ocean Terminal at Bayonne (MOTBY)	**427***	• Large portion of site is being redeveloped as the "Peninsula at Bayonne Harbor," a mixed-use area including residential property, retail space, a park, two parking structures, and more, including industrial and marine use. • Another portion of the site has a UPS distribution center and an unaffiliated warehouse. • *Note that acreage is based on assessment done for the OWSP. During 2022, the Port Authority of New York & New Jersey sought expressions of interest to lease or purchase, develop, and utilize portions of the MOTBY property for industrial/marine uses.
Chemours Linden	**98**	• Former Chemours (also formerly known as DuPont Grasselli) chemical manufacturing facility • Now the site of the Linden Logistics Center – logistics and distribution center with seven buildings totaling more than 3.75 million square feet
Gardner's Basin	**10**	• Minimal changes to the site since it was identified as a potential O&M location in 2020 New Jersey Offshore Wind Strategic Plan • One portion of the Gardner's Basin area is designated under applicable state and federal law as open space.
Cape May – Lewes Ferry	**250**	• The Delaware River & Bay Authority, which owns and operates the Cape May-Lewes Ferry, is currently engaging with stakeholders as part of a multi-year process to update its marine master plan. The examination was aimed at identifying capital investments and a future fleet configuration. • The Cape May Ferry terminal has undergone significant renovations to position the terminal as a dining, live music, and special events destination.
North New Jersey Ave	**3**	• Ørsted is developing this site as a regional O&M center for multiple mid-Atlantic projects. • Phase 1 and 2 of site development have been approved by Atlantic City Planning Board. • Site will include a two story, ~24,000 square foot warehouse between New Jersey Avenue and Delaware Avenue.

Site	Acres	Status Update Relative New Jersey Offshore Wind Strategic Plan
North & McLester Property	**78**	• This parcel currently remains undeveloped.
Construction & Marine Equipment (CME)	**13**	• Vessels conducting high-resolution geophysical (HRG) survey operations for Ørsted utilized CME's dock during 2019 and 2020. • CME advertises itself as capable of handling offshore wind components and serving the offshore wind industry.
Naval Weapons Station (NWS) Earle	**800**	• No offshore wind developments have transpired at Naval Weapons Station Earle since the publication of the New Jersey Offshore Wind Strategic Plan.

Figure 4.2 Paulsboro Marine Terminal (Imagery date: 1/23/2022)

Figure 4.3 New Jersey Wind Port (Imagery date: 4/22/2020)

Figure 4.4 Former DuPont Site (Repauno) (Imagery date: 1/23/2022)

Figure 4.5 Werner Generating Station (Imagery date: 9/26/2021)

Figure 4.6 Chemours Chamber Works/Carney's Point (Imagery date: 10/3/2020)

Figure 4.7 Military Ocean Terminal at Bayonne (MOTBY) (Imagery date: 3/21/2020)

Figure 4.8 Chemours Company Site Linden (Imagery date: 3/21/2020)

Figure 4.9 Gardner's Basin (Imagery date: 6/18/2021)

Figure 4.10 Cape May- Lewes Ferry (Imagery date: 5/27/2021)

Figure 4.11 North New Jersey Ave (Imagery date: 6/18/2021)

Figure 4.12 North & McLester Property (Imagery date: 11/9/2021)

Figure 4.13 Construction & Marine Equipment Co (Imagery date: 3/21/2020)

Figure 4.14 Naval Weapons Station Earle (Imagery date: 10/17/2020)

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