



State of New Jersey

DEPARTMENT OF STATE
BUSINESS ACTION CENTER
OFFICE OF PLANNING ADVOCACY
PO BOX 820
TRENTON, NJ 08625-0820

PHILIP D. MURPHY
Governor

TAHESHA WAY
Secretary of State

SHEILA Y. OLIVER
Lt. GOVERNOR

DONNA A. RENDEIRO
Executive Director

MEMORANDUM

TO: Donna Rendeiro
FROM: Meghan Wren
RE: PSEG Map Amendment Recommendation
DATE: August 12, 2021

Proposed Map Amendment

The Office of Planning Advocacy has determined that it is appropriate to forward the PSEG Map Amendment petition to the Plan Implementation Committee of the State Planning Commission for their determination as to whether this petition meets the State's goals and criteria for the expansion of an existing heavy industry – transportation – energy node at the site of the Salem and Hope Creek Nuclear Generating Station.

Background

A heavy industry-transportation-utility node was designated on 7/24/2002 for the PSEG Nuclear Generating station at Artificial Island in Lower Alloway's Creek. (The 2002 SPC Meeting Archives are not on the website and the Map Amendment that created this node is not listed in the Map Amendments on OPA's website.) This node contains the three nuclear generating stations that make up the Salem and Hope Creek Nuclear Generating Station.

Based on EOs No. 8 and No. 92; NJ's 2020 Energy Master Plan; the Offshore Wind Strategic Plan which calls for 3,500 MW of offshore wind capture by 2030; and Governor Murphy's commitment to 100% clean energy by 2050; NJ EDA and PSEG have partnered to develop a new port facility to support offshore wind development at Artificial Island in Lower Alloway's Creek.

This is a phased proposal in the very early stages that will ultimately require a map amendment to the State Development and Redevelopment Plan Map to annex additional land to the existing Industrial Node. The New Jersey Wind Port as conceived would serve as a marshalling port and construction/supply chain hub to support the nascent offshore wind industry in NJ.

Phase 1 of the NJ Wind Port proposal would utilize 30 acres contained in the existing node while Phase 2 of the Wind Port proposal is premised on a land swap between PSEG and the US Army Corp of Engineers (USACE). Approximately 151.4 acres including 111.5 acres that has been used as a Confined Disposal Facility (CDF) by USACE would be transferred to PSEG ownership and added to the existing node to accommodate large scale assembly and construction of elements of offshore wind turbines.

This site is considered ideal due to the proximity to a shipping channel coupled with its lack of overhead power lines thus allowing access by the excessively tall delivery ships. The existing security and infrastructure for traffic and transport at the generating station as well as the local economy in need of a boost are all noted as positive aspects in siting the Wind port at this location.

Review

On April 16, 2021, PSEG submitted a Map Amendment Application (attached) which OPA reviewed and found to be complete and fully complies with subchapter NJAC 5:85-8.3 and NJAC 5:85-8.4. Supplemental material beyond that required by the rules was requested and received on May 6th (also attached).

The map amendment petition has undergone a 45-day agency review period and has 10 days left in its public comment period. To date, OPA has received one agency comment from USFWS (the petition was forwarded to federal as well as state agencies due to its size scope and location), and one public comment. (A response document is attached.)

Justification

The development of the New Jersey Wind Port on environmentally disturbed land in an area with non-height restricted shipping access, existing infrastructure and a population in need of an economic boost seems a win-win-win situation for the state. Multiple agencies are working to facilitate this opportunity to put New Jersey in a position where it can meet its ambitious energy goals for reducing green house gas and meet much of its energy demand with offshore wind energy. Salem County's economy is in great need of an infusion of jobs and investment that would come with this project.

This map amendment serves to concentrate future water-dependent industrial development adjacent to an existing industrial use. The project has recently been awarded the permits that it needs from NJ DEP, suggesting that the environmental consideration associated with its placement in and around sensitive wetlands have been reviewed and approved. The newly acquired land (via a transfer from US ACE) adds 151.4 acres to the existing node, 111.5 of which (73.6%) is a retired CDF (Contained disposal facility) for dredge materials.

Consistency with NJ SDRP

The PSEG map amendment is either consistent with or not inconsistent with all 8 of the goals of the State Plan and it actively achieves elements of goals #2, #3, #5, #7 and #8. In particular, it conserves natural resources and systems (goal 2) by utilizing disturbed land for the development of the wind port that otherwise may have been developed in an area of pristine wetlands since it needs to be at the water's edge at a place with no overhead powerlines or bridges. Goal 3, promoting economic development and renewal for all residents of NJ is perhaps the biggest consideration as an area with many challenges will be offered an economic opportunity that has the potential to be transformative for the region. Goal 5, adequate public facilities at a reasonable cost, is met through the efficiencies of developing such a significant facility where infrastructure and an industrial node already exist. Preservation of historic, cultural scenic, open space and recreational value (goal 7) is accommodated through siting this facility at a place where it will not significantly impact any of these resources and will protect other sites by co-locating it at a previously developed industrial site. Goal 8's 'sound and integrated planning and implementation statewide' is epitomized as this siting is the result of a statewide search for the appropriate place to develop this wind port in order to achieve the state's energy and climate resilience goals.

Local/Regional Consistency

Lower Alloway's Creek, the host community, was consulted for this application and their local and regional plans reviewed and referenced as consistent with the petition. The remote nature of the site and its containment of its industrial uses in proximity to preexisting industrial and utility uses where the infrastructure exists supports the township and county's desire to retain its rural, agricultural and environmentally sensitive nature while offering jobs and economic growth to a struggling region.

At OPA's recommendation, the applicant reached out to Salem City which responded with enthusiasm for the project as per the PSEG correspondence dated 5-6-2021 (attached).

Other Considerations

As with Centers, Cores and Nodes within the Plan Endorsement Process; there should be an expectation of resiliency planning for this Map amendment creating a an expansion of an industrial node (water dependent) that includes some areas that are in the 100 year flood zone and subject to sea level rise. It would be appropriate for the node expansion to be contingent on resiliency plans provided for any future development.

Due to the safety and security issues attendant to development in close proximity to a nuclear generating facility, OPA expects that the Nuclear Regulatory Commission will sign off on any activities to be conducted on this site and that federal, state and local law enforcement and emergency management agencies are and will be consulted and approve all plans.



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Addendum to PSEG Map Amendment Recommendation

TO: Donna Rendeiro
FROM: Meghan Wren
RE: Response to Agency & Public Comments
DATE: August 12, 2021

Agency Comments

Agency Comments Received: (1) USFWS 6/8/2021

Agency Comment #1 USFWS:

Use dredge materials for wetland restoration.

OPA Response to Agency Comment #1: Though this is primarily related to Phase 1 while the Map Amendment is related to Phase 2. If there is a legal linkage that would allow this condition to be attached, it is the current Best Management Practice and should be encouraged if not required.

Public Comments

Public Comments: (1) Bill Wolfe 5/24/2021

Public Comment #1 Wolfe: The this comment document lists 6 concerns and 1 additional concluding suggestion; they will be addressed one by one (1a – 1f) below.

Overall OPA Response: Though several good points were raised, most of the comments were outside of the purview of a State Planning Commission (SPC) map amendment. The comments were forwarded to each member agency of the SPC and no concerns were identified by the agencies.

Public Comment #1a Wolfe:

1) the petition repeatedly cites that the project is done in cooperation or with the support of the NJ EDA.

The applicant should be required to specify the basis for these claims and clearly describe all NJ EDA financial, legal, technical, regulatory, and related support.

OPA Response to Public Comment #1a: The petition and this comment have been forwarded to NJ EDA. The petition references NJEDA as having 'selected' PSEG's site as NJ's best option for a wind port. Perhaps the EDA SPC representative could elaborate to the SPC about its role in the project? Though the extent of NJEDA's involvement is immaterial to the map amendment's consistency to the State SDRP and appropriateness of an expanded Industrial Node.

Public Comment #1b Wolfe:

2. Attachment B states: (emphasis mine)

"Successfully implementing the strategies will result in a drastic reduction in New Jersey's demand for fossil fuels with associated air quality benefits"

The applicant should be required to provide the regulatory basis and data to support and quantify for these two claims. What does "drastic" mean? What "air quality benefits" are contemplated? Traditional criteria pollutants and/or greenhouse gas emissions? Please quantify.

I've reviewed the BPU EMP and have not seen any linkage (in regulation) between implementation of off shore wind and quantitative enforceable reductions in energy demand. Same concern regarding alleged air quality benefits.

In fact, I read the BPU EMP as suggesting just the opposite by emphasizing the compatibility of off shore wind and natural gas and integrating off shore wind with natural gas powered generation.

Is the applicant claiming that there will be a 1 -1 reduction in fossil generation for every megawatt of off shore wind?

OPA Response to Agency Comment #1b:

The Map Amendment application presents a case that the wind port facilitates the state's transition to clean energy sources such as offshore wind per the Governors Executive Orders 8, 28 and 92 and that it is responsive to the Energy Master Plan's emphasis on developing NJ's offshore wind capacity. The application does not claim that there would be a 1:1 reduction in fossil fuel generation for every megawatt of off-shore wind. The application simply quotes NJ's Energy Master Plan and Offshore Wind Strategic Plan and offers a path toward implementing their goals. If Mr. Wolfe questions these strategies, he should be directing his questions to NJ BPU or the Governor's office.

Public Comment #1c Wolfe:

3) I saw no discussion of the potential impacts on the nuclear generation complex, particularly regarding climate change driven sea level rise, storm surge, and Delaware River flood elevations.

Perhaps those issues are addressed in the DEP permitting processes, but they should be addressed from a planning perspective as well.

OPA Response to Agency Comment #1c: This question relates to the nuclear generating station, not to the Wind Port. This Map Amendment is proposed to accommodate the wind port and issues of climate change and sea level rise will need to be addressed in any permits received. The mapping of the Node shows that there are areas within the flood plain but this is acceptable for a Working Waterfront Node and resiliency considerations will need to be factored into all permits and projects.

Public Comment #1d Wolfe:

4) I saw no discussion of the oversight and risk issues under the jurisdiction of the Nuclear Regulatory Commission.

That is a significant gap that must be addressed.

I recall that there were legislative hearings in the wake of the Fukushima disaster regarding river elevations and the height of the intakes at this nuclear plants.

OPA Response to Agency Comment #1d:

The Map Amendment petition is for an offshore wind power port, it is not related to the nuclear power plant. **Perhaps this question could be directed to the Nuclear Regulatory Commission under separate cover? Should OPA be asking the Nuclear Regulatory Commission if they have any concerns with an adjacent land use for a wind port? I don't see them listed in the 3 pages of permits being reviewed for this project. Perhaps they are not concerned with what happens outside of the power plant perimeter? The traffic will share the access road and perhaps need to pass through the same security system. Is there an agency that should review the security implications? Is that OPA's place to ask about this? These could potentially be land use issues, yes?**

Public Comment #1e Wolfe:

5) How will the overall project address longstanding concerns regarding cooling tower issues and fish and aquatic life kills?

OPA Response to Agency Comment #1e:

Although this may be a good question for someone, it is not related to the question at hand about a map amendment for a wind port.

Public Comment #1f Wolfe:

6) I saw no discussion of the issues related to "environmental justice". Gov. Murphy has issued Executive Orders and there is recently enacted "environmental justice" statute.

The applicant must be required to address numerous environmental justice considerations of this comprehensive project.

OPA Response to Agency Comment #1f: This is a good question and environmental justice will be addressed with each permit application submitted to NJDEP and other agencies listed in the application

in Attachment B Table 1. For this map amendment petition, there is no nearby community to be impacted with environmental justice issues per se, though there could be traffic burdens on neighboring communities should the volume and type of vehicles be noteworthy. The applicant was asked in an addendum to the petition to address impacts on neighboring communities as related to traffic, infrastructure and development pressure, which they did. As presented, the proposed volume of traffic generated by the wind port is not anticipated to exceed capacity of existing roadways or even existing usage. Most material as proposed is scheduled to be delivered by ship and the additional traffic solely generated by the increased workforce. The facility is accustomed to accommodating increased traffic during planned maintenance outages and the applicant states that there won't be more traffic

Public Comment #1 Concluding Comments Wolfe:

Given that the concerns I raise are fundamental, I urge you to suggest that the applicant withdraw the current application and resubmit a revised application that addresses these concerns.

Finally, PSEG recently shut down the Duck Island power plant. I understand that the PSEG Duck Island property was sold to a warehouse developer. Perhaps the SPC could make inquiry into this issue, and perhaps leverage a large "deal" whereby that land sale and development proposal could be unwound and the property donated to the State to form the anchor of a new urban waterfront State Park.

OPA Response to Agency Comment #1 Concluding Comments: The Map Amendment was deemed to be complete, answering all the required points in the SPC Rules for Map Amendments.

The Duck Island Power Plant is unrelated to this Map Amendment Petition, and it sounds as if the deal is already done.

David Hinchey Jr
Major Permits & Environmental Services
80 Park Plaza, T20 Newark NJ 0710
Cell: 973-856-0066
Email: david.hincheyjr@pseg.com



March 31, 2021

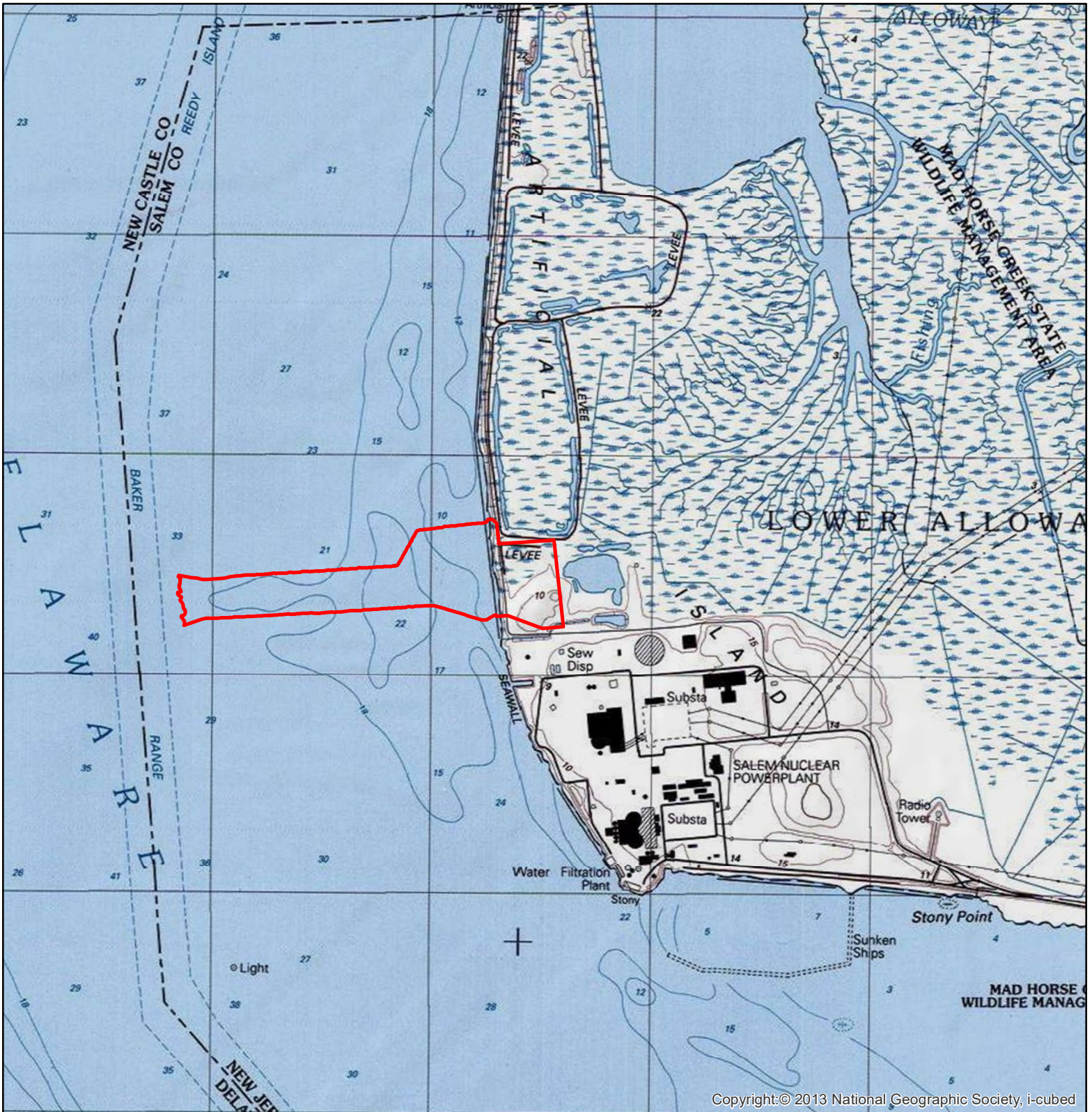
Donna Rendeiro
Executive Director
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New Jersey Business Action Center
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P.O. Box 820
Trenton, New Jersey 08625-0820

**Re: Request for State Development and Redevelopment Plan Industrial Node Map Amendment
Artificial Island, Lower Alloways Creek, Salem County, New Jersey**

Dear Ms. Rendeiro:


On January 31, 2018, Governor Murphy signed Executive Order No. 8, directing New Jersey Board of Public Utilities (NJBPU) to fully implement New Jersey’s 2010 Offshore Wind Economic Development Act (OWEDA) and begin the process of moving the state toward a 2030 goal of 3,500 MW of offshore wind through the development of an “Offshore Wind Strategic Plan”. In November 2019, Governor Murphy signed Executive Order No. 92, which raised New Jersey’s offshore wind development goal to 7,500 MW by 2035. These development goals are key components of the latest State Energy Master Plan, which was released in January 2020, and outlines key strategies to support the total conversion of the state’s energy profile to 100 percent clean energy by 2050. Both Executive Orders and the State Energy Master Plan emphasize the vital importance of offshore wind energy to the State of New Jersey. The successful development of offshore wind within the state is viewed as critical in not only addressing climate change but also to support future economic development within the state.

In response to the clean energy and economic development goals set forth by Governor Murphy, PSEG Nuclear LLC (PSEG) is currently working with the New Jersey Economic Development Authority (NJEDA) to support the development of a marshalling port and construction hub to support the growing offshore wind industry in the State of New Jersey. As part of this effort, the NJEDA is planning future development to bring new jobs to New Jersey residents by providing offshore wind developers (and their associated manufacturing supply chain) with a hub for receiving, fabricating, and/or delivering components of offshore wind turbines to construction areas within New Jersey and nearby coastal waters. After an extensive due diligence effort to select a viable location for this type of development, the NJEDA selected Artificial Island, the current location of PSEG Nuclear’s Salem and Hope Creek Nuclear Generating Station, as the best option for development of a new port facility to support offshore wind construction (see Figures 1 and 2). The site was selected based on Artificial Island’s access to the Delaware River, available overhead clearance to and along the Delaware River navigation channel, and the anticipated minimal impacts to ecological and coastal resources based on the extent of existing industrial development currently present at and in the vicinity of the planned development site. As described in greater detail below, this existing industrial development is located within a State Development and Redevelopment Plan Industrial Node (“SDRP Node”, “Industrial Node” or “node”) established at the PSEG Salem and Hope Creek Nuclear Generating Station site.



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Legend

 Port Development Boundary - Phase 1



0 2,000 4,000 Feet

1 inch = 2,000 feet



PSEG

Developed By:



USGS SITE LOCATION MAP


**NEW JERSEY WIND PORT
SALEM COUNTY, NEW JERSEY**

FIGURE 1

FEBRUARY 2021




Legend

 PSEG Nuclear Property Boundary

 Port Development Boundary - Phase 1



0 500 1,000
 Feet

1 inch = 1,000 feet



PSEG

Developed By:



**PSEG NUCLEAR PROPERTY &
 NJ WIND PORT DEVELOPMENT SITE**

**NEW JERSEY WIND PORT
 SALEM COUNTY, NEW JERSEY**

FIGURE 2

FEBRUARY 2021

The proposed port facility, called the New Jersey Wind Port (“Wind Port”), is anticipated to be developed in two phases. Phase 1 of the Wind Port will be wholly located within the existing Industrial Node established at the PSEG Salem and Hope Creek Nuclear Generating Station site. Applications for Phase 1 (as illustrated in Figures 1 and 2) have been submitted to the NJDEP and other applicable Federal, state, and local agencies and are currently under review. Phase 1 of the Wind Port will provide a 30-acre marshalling port facility intended to be operational in time to support Ørsted’s proposed Ocean Wind Project - first in New Jersey and one of the first in the Eastern United States. Phase 1 Wind Port marshalling operations would involve receipt of large-scale turbine components (blades, nacelles and towers) pre-fabricated at domestic and international manufacturing facilities prior to final offshore installation. In order to support the Ocean Wind Project, the proposed marshalling port needs to be operational by 2023. Accordingly, the development and operation of Phase 1 of the Wind Port is not contingent upon or otherwise tied to the development of Phase 2 of the Wind Port.

The NJEDA is currently evaluating the development of Phase 2 of the Wind Port. The currently anticipated limits of Phase 2 of the Wind Port Development are shown on Figure 3. NJEDA’s analysis to date has determined that the operation of Phase 1 of the Wind Port by 2023 will provide New Jersey with a distinct early mover advantage as the state looks to secure additional commitments for co-located component manufacturing and increased port marshaling capability that is envisioned as part of Phase 2 development of the Wind Port. The future Phase 2 build out of the Wind Port will more fully realize the NJEDA’s intent for the Wind Port to become a major “hub” for offshore wind development by serving as a center for the Mid-Atlantic offshore wind supply chain and providing services to the larger regional offshore wind market. The future development of the Wind Port as a larger offshore wind supply chain “hub” would have significant economic benefits to New Jersey. Offshore wind represents a new industry for the state whose individual development projects require workers from diverse occupations, including engineers, technical specialists, office workers, and laborers, who can be involved in project development prior to construction, during construction, and throughout operation and maintenance of the wind farm over 25 years or more.

To support the development of Phase 2 of the Wind Port, PSEG, with the support of the NJEDA, herein requests a change to the existing SDRP Industrial Node boundary established at the PSEG Salem and Hope Creek Nuclear Generating Station site. The limits of the existing Industrial Node are shown on Figure 4. As noted above, Phase 1 of the Wind Port is wholly located within the existing Industrial Node.

Site Background

Artificial Island, which includes lands owned by PSEG, the State of New Jersey, and the U.S. Government (United States Army Corps of Engineers), was created, beginning early in the twentieth century, by disposing of hydraulic dredge spoils within a progressively enlarged diked area established around a natural bar that projected into the Delaware River. The United States Army Corps of Engineers (USACE) used the area as a dredge spoil disposal site for navigation channel maintenance until about 1955. Construction of the Salem Generating Station site improvements began in the 1970s. Salem Unit No.1 commenced commercial operation in 1976, followed by Salem Unit No.2 in 1981. PSEG secured CAFRA Permit No. 74-014 in 1974 for the construction of the Hope Creek Generating Station that began commercial operations in 1986.


SDRP Node Designation

The existing Industrial Node at the PSEG Salem and Hope Creek Nuclear Generating Station site was established on July 24, 2002 with the New Jersey State Planning Commission’s adoption of Resolution 2002-11 approving amendment of the State Plan Policy Map to delineate a “Heavy Industry-Transportation-Utility Node” within the Environmentally Sensitive Planning Area 5. Further, the State Planning Commission adopted NJDEP recommendations that the boundary of the node include 503 acres of the approximately 734-acre site. On December 2, 2002, NJDEP amended the CAFRA Planning Map to include the Industrial Node. The “Node is consistent with the CAFRA decision making process established at N.J.A.C. 7:7E-1.5(b)1.viii, specifically to maintain and upgrade existing energy facilities in a manner consistent with the Coastal Management Rules.”

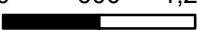


Legend

 Proposed Location of NJWP - Phase 1

 Conceptual Offshore Wind Related Development Area (Phase 2)



0 600 1,200
 Feet

1 inch = 1,200 feet



PSEG

Developed By:



CONCEPTUAL PHASE II WIND PORT DEVELOPMENT


**NEW JERSEY WIND PORT
 SALEM COUNTY, NEW JERSEY**



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Legend

References: New Jersey CAFRA Node obtained from the NJDEP Bureau of GIS.

 Wind Port Development Boundary - Phase 1

 SDRP Industrial Node



0 1,000 2,000 Feet

1 inch = 1,000 feet



PSEG

Developed By:
AKRF

**SDRP INDUSTRIAL NODE MAP
PSEG SALEM AND HOPE CREEK GENERATING STATIONS**

**NEW JERSEY WIND PORT
SALEM COUNTY, NEW JERSEY**

FIGURE 4

FEBRUARY 2021

Overview of SDRP Node Map Amendment Request

PSEG, with the support of the NJEDA, is requesting the State Planning Commission's consideration in expanding the existing Industrial Node at the Salem and Hope Creek Generating Stations by approximately 151.4 acres to support the potential development of Phase 2 of the Wind Port. Per N.J.A.C. 5:85-8.4(b)5, Figure 5a provides a USGS map at a scale of 1:24,000 that illustrates the existing and proposed boundaries of the Industrial Node at the PSEG Salem and Hope Creek Nuclear Generating Station site. Figure 5b provides a site aerial illustrating the existing and proposed Industrial Node boundaries. Of the proposed 151.4-acre expansion, approximately 111.5-acres consists of land within Block 26, Lot 2 that comprise the USACE's existing Confined Disposal Facility (CDF) No. 3, which is located immediately north of the PSEG Salem and Hope Creek Generating Station property. PSEG and the USACE are in the process of finalizing a land transfer that will result in ownership of CDF No.3 by PSEG, thereby making this area available for development as part of Phase 2 of the Wind Port. The remaining area proposed for inclusion within the expanded Industrial Node is located within PSEG property on Block 26, Lots 4 and 5 and general comprises currently undeveloped property located within the PSEG's Salem and Hope Creek Generating Station Property just beyond the current node limits. Site Photographs illustrating existing conditions within the areas proposed for inclusion within the expanded Industrial Node are presented in Figures 6a thru 6c. Photo locations and the direction of each view are shown on Figure 5b.

Map Amendment Petition

In accordance with the requirements at N.J.A.C. 5:85-8.4 for petitions to amend State Plan Policy maps, this request includes ten (10) copies and one electronic copy of the proposed map amendment petition documentation, which includes the following:

Attachment A: Contact information for the Petitioner and agent and Description of Petitioner's interest in the property and explanation of ownership;

Attachment B: Summary of pertinent regulatory actions for the past 5 years and anticipated actions for the next 3 upcoming years;

Attachment C: Project Statement which provides:

- A summary of how the amendment promotes local, regional, and state goals and objectives;
- A summary of how the amendment will impact public sector decisions;
- A summary of why the amendment cannot wait until the next revision of the State Development and Redevelopment Plan;
- A description of how the proposed amendment is consistent with the provisions of the State Development and Redevelopment Plan and any adjoining municipal, county or regional plan endorsed by the State Planning Commission, citing the pertinent provisions in each plan; and,
- A summary of how the proposed amendment helps each municipality, county and regional agency impacted by the proposed amendment achieve consistency with the State Development and Redevelopment Plan, and any adjoining municipal, county or regional plan endorsed by the State Planning Commission;

Attachment D: SDRP Industrial Node Boundary Revision Map - Prepared by PSEG Services Corporation's Surveys and Mapping and dated January 26, 2021 (an 8.5 x 11 version of the boundary revision map as well as a full-size copy of the 1" to 400' scale map is provided)



Attachment E: Certification Statement; and,

Attachment F: Documentation of Public Notice in accordance with N.J.A.C. 5:85-1.7(g).



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Legend

-  Existing SDRP Industrial Node
-  Proposed SDRP Industrial Node



NOTE  Feet

Project is located within the Taylors Bridge USGS Quadrangle.

1:24,000



PSEG

Developed By:
AKRF

PROPOSED SDRP INDUSTRIAL NODE MODIFICATION

USGS MAP

**NEW JERSEY WIND PORT
SALEM COUNTY, NEW JERSEY**

FIGURE 5a

MARCH 2021

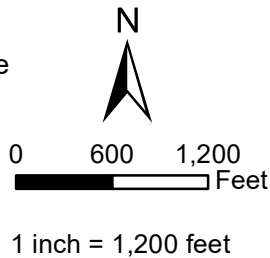


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Legend

- PSEG Property Boundary
- Existing SDRP Industrial Node
- Proposed SDRP Industrial Node Amendment
- Pending USACE/PSEG Land Exchange Boundary

Photo Location & Number



PSEG

Developed By:
AKRF

PROPOSED SDRP INDUSTRIAL NODE MODIFICATION

SITE AERIAL

**NEW JERSEY WIND PORT
SALEM COUNTY, NEW JERSEY**

FIGURE 5b

MARCH 2021



Photo No.1 – View looking north. Proposed extension of SDRP Industrial Node Boundary on right side of photo



Photo No.2 – View looking west. Proposed extension of SDRP Industrial Node Boundary on right of photo. Existing boundary is approximately the dirt road.

FIGURE 6A.
SITE PHOTOGRAPHS
NEW JERSEY WIND PORT
SALEM COUNTY, NEW JERSEY



Photo No.3 – View looking west. Proposed extension of SDRP Industrial Node Boundary to edge of Phragmites.



Photo No.4 – View looking north. Proposed SDRP Industrial Boundary extension around existing developed area.

FIGURE 6B.
SITE PHOTOGRAPHS
NEW JERSEY WIND PORT
SALEM COUNTY, NEW JERSEY



Photo No.5 – View looking east along existing USACE CDF Cell No.3 berm. SDRP Industrial Node Boundary would be located at the approximate toe of slope

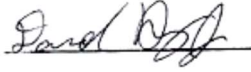


Photo No.6 – View looking west from within USACE CDF Cell No.3. Area would be contained within SDRP Industrial Node.

FIGURE 6C.
SITE PHOTOGRAPHS
NEW JERSEY WIND PORT
SALEM COUNTY, NEW JERSEY

We trust that this petition package includes the required documentation to support the requested amendment to the SDRP Industrial Node boundary at Artificial Island in support of NJEDA development planning for the potential second phase of the New Jersey Wind Port. Should you have any questions or require any additional information to support this petition, please contact my agent Robert Rech at rrech@akrf.com or 856.905.1546.

Sincerely,

A handwritten signature in black ink, appearing to read "David Hinchey, Jr.", written over a horizontal line.

David Hinchey, Jr.
Major Permits & Environmental Services
PSEG Power LLC

cc: James Mallon, PSEG
David Derlin, PSEG
Thomas Paterson, PSEG

Attachment A

Petitioner and Agent Contact Information

Attachment A
Petitioner and Agent Contact Information

Petitioner: David Hinchey Jr
Major Permitting and Environmental Services
PSEG Power LLC
80 Park Plaza
Newark, NJ 07102
Cell : 973.856.0066

Agent: Robert Rech
Vice President
AKRF, Inc.
307 Fellowship Road, Suite 214
Mt. Laurel, NJ 08054
Office: 856.359.7623
Cell: 856.905.1546

Property Owner: Eric Carr
President and Chief Nuclear Officer
PSEG Nuclear LLC
End of Alloway Creek Neck Road
Lower Alloways Creek, NJ 08038
Office: 856.339.1101

Attachment B

**Petitioner's Interest
and
Past and Future Regulatory Actions**

Attachment B

Petitioner's Interest and Past and Future Regulatory Actions

This section addresses the requirements at N.J.A.C. 5:85-8.4(b)2 which requires a statement describing the interest of the entity or individual submitting the petition in the land area under consideration as well as:

- i. For a State agency, its public policy (planning or regulatory) interests; and
- ii. For an entity or an individual, his, her or its financial, ownership or contractual interests and a description of any pertinent regulatory actions occurring during the immediate past five years or planned/anticipated in the next three years regarding the use of the property;

PETITIONERS INTEREST IN REQUEST

PSEG Nuclear LLC (PSEG), with the support of the New Jersey Economic Development Authority (NJEDA), is requesting the State Planning Commission's consideration in expanding the existing SDRP Industrial Node located at the PSEG Salem and Hope Creek Nuclear Generating Station site by approximately 151.4 acres to support the potential development of Phase 2 of the Wind Port (see previous Figure 5a). Of the proposed 151.4-acre expansion, approximately 111.5-acres consists of land within Block 26, Lot 2 that comprise the United States Army Corps of Engineers' (USACE) existing Confined Disposal Facility (CDF) No. 3, which is located immediately north of the PSEG Salem and Hope Creek Generating Station property. PSEG and the USACE are in the process of finalizing a land transfer that will result in ownership of CDF No.3 by PSEG, thereby making this area available for development as part of Phase 2 of the Wind Port. The remaining area proposed for inclusion within the expanded Industrial Node is located within PSEG property on Block 26, Lots 4 and 5 and general comprises currently undeveloped property located within the PSEG's Salem and Hope Creek Generating Station Property just beyond the current node limits.

STATE AGENCY PUBLIC POLICY INTEREST

In January 2020, Governor Phil Murphy announced the completion of the state's Energy Master Plan, entitled "*2019 New Jersey Energy Master Plan – Pathway to 2050*". The plan sets forth ambitious goals and strategies to reach the state's goal of 100 percent clean energy by 2050, as set forth in Governor Murphy's Executive Order No. 28, and to further implement measures to achieve the goals of the 2007 Global Warming Response Act (GWRA), which calls for a reduction in state greenhouse gas emissions to levels that are 80% below 2006 levels by 2050. The 2019 Energy Master Plan outlines a roadmap with seven main strategies to reach these goals. Successfully implementing the strategies will result in a drastic reduction in New Jersey's demand for fossil fuels with associated air quality benefits. The development of 7,500 MW of offshore wind to serve New Jersey residents by 2035, as required by Governor Murphy's Executive Order No. 92, is a key component in achieving New Jersey's clean energy goals.

Offshore wind development has been identified by the State of New Jersey not only as a critical component to address the challenges of climate change but also to support future economic development and growth within the state within the growing "clean energy" economy. Accordingly, in support of the growth of the offshore wind industry, the NJEDA is currently evaluating the potential development of Phase 2 of the New Jersey Wind Port (Wind Port).

PSEG's requested modification of the SDRP Industrial Node boundary to allow for the development of Phase 2 of the Wind Port by the NJEDA is supportive of state public policy goals. The full build-out of

Phase 2 of the Wind Port, which can only be completed following approval of the request boundary amendment, will allow for a full realization of the state’s intent for the Wind Port to become a major “hub” for offshore wind development. The full build-out of the Wind Port will assist New Jersey in not only accelerating the deployment of offshore wind off the state’s coast in support of the goal of 100% clean power by 2050, but also provide New Jersey the prospect to capitalize on the unprecedented opportunity to become a major hub for offshore wind development across the eastern United States. By fostering the development of ports, New Jersey can attract offshore wind developers, original equipment manufacturers, and supply chain companies to establish operations within the state in accordance with state goals to support a growing clean energy economy. A growing clean energy economy includes leveraging the investment in offshore wind infrastructure to create jobs and economic benefits for the state while also providing the benefit of providing improved air quality and assisting in mitigating climate change by developing a clean, renewable energy source.

PERTINENT REGULATORY ACTIONS

Past Regulatory Actions

PSEG notes the following past regulatory actions applicable to the Salem and Hope Creek Generating Station property.

Select Major NJDEP Permit Actions

- 1704-02-0001.1 020001 (Issued 5/28/2002) – Radio Communication Tower
- 1704-02-0001.4 CAF030001 (Issued 7/31/2003) – Dry cask storage facility
- 1704-02-0001.5 CAF030001, CSA 030001 (Issued 2/4/2004) – Security Improvements
- 1704-02-0001.3, CAF040001 (Issued 9/23/2004) – Demineralized Water Building
- 1704-02-0001.3 CAF040002 (Issued 3/24/2005) – Maintenance and Projects Building (never completed)
- 1704-02-0001.4 CAF050002, WFD050001, FWW050001, FWW050002 (Issued 8/16/2005) – Security Improvements
- 1704-02-0001.4 CAF050003 & FWW050002 (Issued 12/1/2005) – Employee Parking lot construction
- 1704-02-0001.4 CAF130001 (Issued 1/2/2014) – Security Training Building
- 1704-02-0001.4 CAF170001 (Issued 3/28/2018) – Switchyard Expansion
- 1704-02-0001.9 LUP200001 (Issued 8/20/2020) – Gantry Crane Pad

Pending Major NJDEP Permit Actions

- NJDEP CAFRA, Waterfront Development (In-water), Coastal Wetland and Freshwater Wetland Individual Permit (Anticipated Issuance June 2021) – New Jersey Wind Port Development
- NJDEP CAFRA & Freshwater Wetland Individual Permit (Anticipated submittal April 2021) – Relocation of Site Services Building and Target Range

Select Major Lower Alloways Creek Township Permit Actions

- SP-1-04 (Issued 2004) – Dry Fuel Storage Facility
- SP-3-04 (Issued 2004) – Demineralized Water Building
- SP-2-05 (Issued 2005) – Employee Parking Lot
- SP-1-06 (Issued 2006) – Temporary Staging Facility
- SP-01-10 (Issued 2010) – Sewage Treatment Plant
- MJ-01-2018 (Issued 2018) – Hope Creek Switchyard Expansion

- Courtesy Review Acceptance (January 2021) – New Jersey Wind Port

Future Regulatory Actions

The approval of the requested SDRP Industrial Node map amendment would support the potential development of Phase 2 of the New Jersey Wind Port. The development of Phase 2 of the Wind Port, should it be proposed by the NJEDA, would require the regulatory permit approvals and agency consultations listed on Tables 1 and 2, respectively, on the following pages.

Table 1
 Pertinent Regulatory Planned/Anticipated for Preconstruction, Construction, and Operation Activities

Agency	Authority	Requirement	Activity Covered
Federal Aviation Administration	Federal Aviation Act 49 USC 1501; 14 CFR 77	Construction Notice	Notice of erection of structures greater than 200 feet high that potentially may impact air navigation
U.S. Army Corps of Engineers	Federal Clean Water Act 33 CFR 330	Section 404 Permit	Disturbance, crossing or filling-in of wetland areas or navigate waters from site (wharf modification, maintenance dredging, and discharge structures)
	Rivers and Harbors Act 33 USC 403	Section 10 Permit	Construction and maintenance of wharf structure in navigable waters of Delaware River
U.S. Coast Guard	Ports and Waterways Safety Act 33 USC 1221, et seq.	Private Aids to Navigation Permit	Dredging in navigable waters of the Delaware River
U.S. Environmental Protection Agency	USEPA Facility Response Plan (FRP) (40 CFR 9 and 112), and the USEPA Hazardous Waste Contingency Plan	Facility Response Plan Approval	Spill/Discharge Response Program
	Spill Prevention, Control and Countermeasures (SPCC) rule (40 CFR 112), Appendix F, Sections 1.2.1 and 1.2.2	SPCC Plan	Spill/Discharge Prevention Plan

Table 1
 Pertinent Regulatory Planned/Anticipated for Preconstruction, Construction, and Operation Activities

Delaware River Basin Commission	Delaware River Basin Compact, Section 3.8; Resolution No. 71.4	Water Withdrawal Docket	Additional Delaware River water required for process needs
		Water Withdrawal Docket	Additional groundwater required for facility needs
		Water Use Contract	A water use contract may be required for new facilities
	Approval of Wells	New wells required for the new facilities	
	Delaware River Basin Compact, Section 3.8	Industrial Waste treatment Facility	Waste treatment required for new facilities
Cumberland-Salem County Soil Conservation District	Soil Erosion and Sediment Control (SESC) Act SESC Act, Chapter 251 NJAC 2:90	Soil Erosion and Sediment Control Plan Approval	Soil Erosion and Sediment Control Plan approval required for earth disturbance greater than 5000 square feet
Lower Alloways Creek Township	Code of Lower Alloways Creek Township, Chapter 156 (Land Development), Section 5.07B2	Site Plan Approval	Planning Board and/or Zoning Board of Adjustment approval of the development of the site in compliance with township ordinances
		Construction Permits	Construction of the new facilities in compliance with township ordinances
Salem County	Salem County Planning Board	Site Plan Approval	Construction of the new facilities in compliance with county ordinances if county facilities or drainage are impacted
New Jersey Department of Community Affairs	New Jersey State Uniform Construction Code Act, NJAC 5:23	Construction Permits	Construction of the plant facilities in compliance with State of New Jersey construction codes

Table 1
 Pertinent Regulatory Planned/Anticipated for Preconstruction, Construction, and Operation Activities

New Jersey Department of Environmental Protection	Federal Clean Water Act (33 USC 1251 et seq.), NJSA Water Pollution Control Act 58:10A et seq. and NJAC 7:14A et seq.	NJPDES Permit of storm water discharges associated with construction activities greater than 5 ac.	Construction/operation of storm water control measure (detention basins, etc.)
		NJPDES Permit for Dewatering Activities	Construction dewatering
		Section 401 Certification, NJPDES Permit	Compliance with federal and state water quality standards, discharges to waters of the state due to construction of the new facilities
	Sewage Infrastructure Improvement Act NJAC 7:14A-22	Treatment Works Approval	Construction and operation of a treatment system, for construction dewatering
		Treatment Works Approval	Modification and operation of an existing permanent treatment system for plant wastewater
	Water Quality Management Planning, NJAC 7:15	Water Quality Management Plan Amendment	New discharges or expansion of existing discharges require an amendment

Table 1
 Pertinent Regulatory Planned/Anticipated for Preconstruction, Construction, and Operation Activities

New Jersey Department of Environmental Protection, cont.	Water Supply Management Act, NJSA 58:1A-1 et seq.	Temporary Dewatering Permit	Required for construction dewatering where dewatering rate exceeds 100,000 gallons per day for 31 consecutive days in a year
		Well Drilling Permit	For construction dewatering wells, permanent water supply wells and closure of abandoned wells
		Water Allocation Permit	Current permit requires modification to allow additional groundwater use for new facilities
	Coastal Area Facility Review Act (CAFRA) NJSA 13:19-1, 13:9B-1 and 13:1D-1	CAFRA Permit ^(a)	Property required for construction of the new facilities is in NJ coastal Zone
			Portions of the new facilities may be located in freshwater wetlands and transitional areas
	Flood Hazard Area Control Act NJSA 58:16A-50 et seq.	Flood Hazard Control Permit	Construction within a flood hazard area (100-yr floodplain)
	New Jersey Freshwater Wetlands Protection Act NJAC 7:7A	Freshwater Wetland Permit	Portions of the new facilities constructed in areas designated as coastal wetlands
	Waterfront Development Act NJSA 12:5-1, 13:19-1, 13:9B- 1 and 13:1D-1	Waterfront Development Permit	Required for any activity occurring below mean high water line (dredging/construction)
	Tidelands Act NJSA 12:3	Grant, Lease, or License	Portions of new facilities may be constructed in lands subject to tidelands claims
Solid Waste Management Act, NJSA 13:1 E-1	Beneficial Use Certificate of Authority	Re-use of excavated materials	

a) Includes State Planning Commission action to modify State Plan to modify the Heavy Industry-Transportation-Utility Node based on revised PSEG Site boundary.

Table 2

Pertinent Regulatory Consultation Planned/Anticipated for Preconstruction, Construction, and Operation Activities

Agency	Authority	Requirement	Activity Covered
U.S. Fish and Wildlife Service	Endangered Species Act, 16 USC 1536	Consultation regarding potential to adversely impact protected non-marine species	Concurrence with no adverse impact or consultation on appropriate mitigation measures
	Bald and Golden Eagle Protection Act, 16 USC 668-668c	Consultation regarding potential to adversely impact bald eagles	Concurrence with no adverse impact or consultation on appropriate mitigation measures
National Marine Fisheries Service	Endangered Species Act, 16 USC 1536	Consultation regarding potential to adversely impact protected marine species	Concurrence with no adverse impact or consultation on appropriate mitigation measures
NJDEP-Fish and Wildlife	New Jersey Endangered Species Conservation Act, new Jersey Statutes Annotated (NJSA) 23:2A et seq.	Consultation regarding potential to adversely impact protected species	Concurrence with no adverse impact or consultation on appropriate mitigation measures
New Jersey Historic Preservation Office	National Historic Preservation Act, 16 USC 470 et seq.	Consultation regarding potential to adversely impact historic resources	Confirm that site construction and operation activities would not affect protected historic resources or would be mitigated if unavoidable
NJDEP-Division of Land Use Regulation	Coastal Zone Management Act, 16 USC 1451-1464	Certificate of consistency with established coastal zone management plan	Concurrence with certification that site construction and operation activities are consistent with established coastal zone management plan
NJDEP-Division of Air Quality	Clean Air Act, USC 42 et seq.	Consultation regarding potential adverse impacts to ozone standards	Concurrence with no adverse impact or consultation on appropriate mitigation measures
Delaware Office of Historic Preservation	National Historic Preservation Act, 16 USC 470 et seq.	Consultation regarding potential adverse impacts to historic resources	Confirm that site construction and operation activities would not affect protected historic resources or would be mitigated if unavoidable
U.S. Army Corps of Engineers	Federal Clean Water Act, 33 CFR 330 Rivers and Harbors Act, 33 USC 403	Consultation regarding potential to adverse impacts to waters of the United States	Concurrence with no adverse impact or consultation on appropriate mitigation measures

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GOALS, PURPOSE, AND NEED

Offshore wind development has been identified by the State of New Jersey not only as a critical component to address the challenges of climate change but also to support future economic development and growth within the state. As noted by Governor Murphy, the development of offshore wind in New Jersey offers “a once-in-a-generation opportunity to not only grow New Jersey’s economy, but also move rapidly toward a clean energy future that puts us on a path to 100 percent clean energy by 2050”

In 2018, New Jersey’s Governor Phil Murphy signed Executive Order 8, which directed state agencies to take “all necessary action” to enable the state to secure 3,500 MW of offshore wind energy projects by 2020. Later in 2018, he signed the 2018 Clean Energy Act which established a mandate of generating 50% of New Jersey’s electricity from renewable sources by 2030. In 2019, Governor Murphy signed Executive Order 28, which set goals for the State of New Jersey to achieve 100% clean energy by 2050. Governor Murphy then expanded the state’s commitment to offshore wind by signing Executive Order 92, setting New Jersey’s offshore wind generation target at 7,500 MW by 2035.

Specifically, one of the major challenges to U.S. offshore wind development is the lack of port infrastructure that meets the requirements to enable these large-scale offshore developments. Due to the industry’s preferred installation method, which uses jack-up vessels, an efficient offshore wind marshalling port must be outside of all vertical height restrictions, such as bridges and power lines, and must be able to accommodate loads of up to 5,000 pounds per square foot at the quayside.

Several detailed assessments of New Jersey’s and the East Coast region’s existing port infrastructure has highlighted the need for new, fit-for-purpose port facilities to meet the offshore wind industry’s needs. Currently, there are no ports on the US East Coast that fully meet these requirements. Several port retrofit projects are now being considered in states such as Connecticut and Virginia, however, the capacity these projects will bring on is expected to be insufficient to meet the overall stated project demand from US East Coast states. The evidence base for this assessment includes studies by the New Jersey Board of Public Utilities (NJBPU) and the New Jersey Economic Development Authority (NJEDA), the US Department of Energy (DOE) and the New York State Energy Research and Development Authority (NYSERDA), among others.

While there is tremendous excitement for offshore wind energy development on the East Coast, the industry is still in its infancy in the United States and will require the development of supporting infrastructure, which is the ultimate plan for the New Jersey Wind Port. New Jersey and the proposed Wind Port development site are well-positioned to service the wave of committed offshore wind projects over the next several decades and beyond. This is due to three key factors: central location, commitment to procurement of offshore wind energy, and early mover advantage.

New Jersey is centrally-located adjacent to the East Coast’s (existing and proposed) offshore wind lease areas, with the ability to service offshore projects from New York to Virginia (an 18+ GW pipeline). Short steaming distances to these areas will make the New Jersey Wind Port a preferred location for marshalling and manufacturing projects. This means the Wind Port will be competitive in securing offshore wind projects and do not anticipate any major gaps in usage.

New Jersey’s clear and defined policy commitment to renewables and the second largest committed offshore pipeline of any U.S. state further assure the long-term usage of the Wind Port. New Jersey has an ambitious OSW pipeline of 7.5 GW over six solicitations through 2035, comprising 30 percent of offshore wind power on the East Coast. In addition, NJBPU has publicly noted that it will be selecting projects not only on the basis of cost to ratepayers, but also taking into account local economic development benefits such as marshalling projects within the state.

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Based on recent energy plan modeling as part of the State’s Energy Master Plan (discussed in greater detail below), the State’s commitment to offshore wind could conceivably double (15 GW+) over the next two decades to support the State’s ambitions to reach 100 percent carbon-neutral electricity generation by 2050.

Finally, New Jersey has a distinct “early mover” advantage by having already awarded one of the country’s largest offshore wind solicitations (1.1 GW) and by committing, through the development of Phase 1 of the New Jersey Wind Port, to create a purpose-built wind port earlier than most other states.

The NJBPU awarded 1.1 GW to the Ørsted Ocean Wind Project (led by Ørsted A/S) in June 2019. Phase 1 of the proposed marshalling port will be online in time to support this project in 2023. Phase 1 of the Wind Port will provide a 30-acre marshalling port facility whose operations would involve receipt of large-scale turbine components (blades, nacelles and towers) pre-fabricated at domestic and international manufacturing facilities prior to final offshore installation.

The development and operation of Phase 1 of the Wind Port is not contingent upon or otherwise tied to the development of Phase 2 of the Wind Port. However, New Jersey’s analysis has determined that the delivery of Phase 1 of the Wind Port by 2023 will provide a distinct early mover advantage as the state looks to secure additional commitments for co-located component manufacturing. Phase 2 of the New Jersey Wind Port will seek to support these additional commitments of co-located component manufacturing. The future Phase 2 build out of the Wind Port will more fully realize the NJEDA’s intent for the Wind Port to become a major “hub” for offshore wind development by serving as a center for the Mid-Atlantic offshore wind supply chain and providing services to the larger regional offshore wind market. The future development of the Wind Port as a larger offshore wind supply chain “hub” would have significant economic benefits to New Jersey. Offshore wind represents a new industry for the state whose individual development projects require workers from diverse occupations, including engineers, technical specialists, office workers, and laborers, who can be involved in project development prior to construction, during construction, and throughout operation and maintenance of the wind farm over 25 years or more.

Phase 1 of the Wind Port will be wholly located within the existing Industrial Node established at the PSEG Salem and Hope Creek Nuclear Generating Station site. Phase 2 of the Wind Port, however, cannot be developed without the requested amendment to the existing Industrial Node boundary established at Artificial Island.

LOCAL, REGIONAL, AND STATE GOALS AND OBJECTIVES

An assessment of how the requested SDRP Industrial Node amendment promotes local, regional, and state goals and objectives as required by N.J.A.C. 5:85-8.4(b)3i is provided below.

New Jersey Wind Port and the 2019 State Energy Master Plan

In January 2020, Governor Phil Murphy announced the completion of the state’s Energy Master Plan, entitled “*2019 New Jersey Energy Master Plan – Pathway to 2050*”. The plan sets forth ambitious goals and strategies to reach the state’s goal of 100 percent clean energy by 2050 and to further implement measures to achieve the goals of the 2007 Global Warming Response Act (GWRA), which calls for a reduction in state greenhouse gas emissions to levels that are 80% below 2006 levels by 2050. The 2019 Energy Master Plan (EMP) outlines a roadmap with seven main strategies to reach these goals. Successfully implementing the strategies will result in a drastic reduction in New Jersey’s demand for fossil fuels with associated air quality benefits.

The development of Phase 2 of the New Jersey Wind Port, which cannot be developed without the requested SDRP Industrial Node amendment, is consistent with the overall goals and objectives of the EMP as it supports the development of clean, renewable energy within the State of New Jersey in support of 100

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percent clean energy by 2050. Full development of the New Jersey Wind Port is specifically consistent with the following overarching strategies and goals of the 2019 NJ EMP:

- *Strategy 2 - Accelerate Deployment of Renewable Energy and Distributed Energy Resources*
 - *Goal 2.1: 100% Clean Power By 2050*
 - *Goal 2.2: Develop 7,500 MW Of Offshore Wind Energy Generation by 2035*
 - *2.2.1 Develop offshore wind energy generation*
 - *2.2.2 Develop the offshore wind supply chain*
 - *2.2.3 Develop job training programs to support the offshore wind industry*
 - *2.2.4 Support the offshore wind industry through port infrastructure development and inter-regional collaboration*

- *Strategy 7 - Expand the Clean Energy Innovation Economy*
 - *Goal 7.1 Grow World-Class Research and Development and Supply Chain Clusters for High-growth Clean Energy Sub-Sectors.*
 - *Goal 7.4: Capitalize on offshore wind economic opportunities, including establishment of The Wind Institute, to provide the coordination and connection to resources, including workforce training, research and development, and capital investments to make New Jersey the home Of The U.S. Offshore Wind Industry.*

The Wind Port, both Phase 1 and Phase 2, is proposed to support the development of offshore wind off the coast of New Jersey as well as other US East Coast States, and as a consequence, will support acceleration of the deployment of renewable energy, including offshore wind within the state. The full build-out of the Wind Port will support the development of New Jersey’s offshore wind supply chain, which will in turn assist the state in furthering development of a “Clean Energy” economy supportive of state goals. The deployment of offshore wind and development of an offshore wind supply chain hub in New Jersey will lead to economic growth for the state as a leader in the clean energy economy. As noted in New Jersey’s September 2020 Offshore Wind Strategic Plan (OWSP) “Developed ports can support not only the development of wind farms supplying power to New Jersey but also the development of wind farms in the Mid-Atlantic region, on the East Coast, and in future market areas. Port development and offshore wind manufacturing and operation in New Jersey presents a unique opportunity to expand economic benefit and job creation leveraged from anticipated offshore wind activities” (OWSP, p. 62).

P. 99 of the New Jersey EMP notes that “[t]he state can use its clean energy target as an opportunity to grow the economy, establish New Jersey as a center for energy innovation, reduce greenhouse gas emissions enough to meet or exceed the 2050 Global Warming Response Act (GWRA) and the U.S. Climate Alliance targets, and bolster resiliency both to increasingly extreme weather events and fossil fuel price fluctuations.” It is further noted on p. 100 of the EMP that, “[t]he emerging offshore wind industry is expected to produce roughly 25,000 full-time equivalent jobs through 2035 to build and operate the infrastructure”. Page 105 of the EMP notes that in-state renewable energy generation produces ongoing, local jobs in innovation-centered STEM careers such as planning, installation, maintenance, and operations.

The EMP indicates that “Offshore wind is a highly promising opportunity for New Jersey to produce renewable energy, to create ongoing, unionized (and non-union) jobs, and to grow the economy.... New Jersey is leading its fellow states along the eastern seaboard to bring the market to the U.S. and develop a home-grown supply chain” (EMP, p. 113). It is further stated that “As part of New Jersey’s efforts to ensure that the state is a leader in offshore wind in the Northeast, New Jersey is targeting high-value companies in the wind industry supply chain to encourage them to base their operations in the state...New Jersey is committed to attracting offshore wind supply chain jobs across the project and talent spectrum. Given the state’s current labor market profiles, New Jersey is in a prime position to capture supply chain jobs including manufacturing, painting, installation, logistics, project development, engineering, finance, and technology

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development” (EMP, pp 117-118). The plan continues on page 120 noting “given New Jersey’s geography and coastline, the state is well-positioned to develop occupations for offshore wind production and the establishment of the supply chain to support the growing offshore wind industry throughout the East Coast.

The importance of port infrastructure is discussed under Goal 2.2.4 of the EMP, which calls for supporting the offshore wind industry through port infrastructure development and inter-regional collaboration. It is noted that “[s]trategic investment in port facilities is a key component to attracting developers and Original Equipment Manufacturers (OEMS) to situate supply chain jobs in New Jersey. Several state agencies are currently considering various options for how to support the required investment in port infrastructure, including options for public-private partnerships” (EMP, p 121).

Strategy 7 calls for support for the growth of in-state clean energy industries through workforce training, clean energy finance solutions, and investing in innovative research and development programs. Page 216 of the EMP notes that “New Jersey must move to capture more than its fair share of the future clean energy economy.... In considering clean energy focus areas, New Jersey should not only look for opportunities to develop and implement projects within its own borders. It should also invest in developing clean energy knowledge, services, and products that can be exported to other regions around the country and around the world. To do this, New Jersey should identify clean energy economy sub-sectors where the state can....attract supply chain businesses to create dynamic new clean energy industry clusters.....By focusing on building knowledge, services, and products that can be sold to other markets, New Jersey’s clean energy economy can bring an influx of investment and jobs that will support many other sectors in our state’s economy”.

In terms of capitalizing on the economic opportunities created by the growing offshore wind industry, the EMP notes that “The growing offshore wind industry on the U.S. East Coast is now projected to generate almost 24 GW of clean, cost-effective power in seven states by 2035, representing more than \$85 billion in capital investment over the next decade. The launch of this new industry on the East Coast has created a once-in-a-generation economic development opportunity for New Jersey.....to lead and serve as a national hub for offshore wind” (EMP, p 223).

The OWSP notes that the emergency of offshore wind “creates a unique opportunity for New Jersey to invest in a new industry... that encourages New Jersey economic benefit through the development of a New Jersey offshore wind supply chain.” The OSWP continues noting “it is anticipated that more than 35 GW of offshore wind energy will be developed along the East Coast, representing an unprecedented opportunity for New Jersey to lead the offshore wind industry. Because of the state’s central location and with investment in the state’s existing port and coastal infrastructure, New Jersey is positioned to become a major hub for offshore wind development. By fostering the development of ports, New Jersey can attract offshore wind developers, original equipment manufacturers, and supply chain companies to establish operations within the state. Marshaling, manufacturing, and laydown port development are key components for meeting New Jersey’s offshore wind goals and will require significant capital investment and time to permit and construct.” (OWSP, p 69).

The OWSP indicates that “investment in New Jersey ports is key to supporting the offshore wind industry in New Jersey” and further identifies “that the development of marshaling ports — from where construction of an offshore wind project is launched — is critical. Once the port infrastructure is in place, manufacturers and developers will choose to locate facilities and operations at nearby ports. The development of local facilities and manufacturing in turn will create local jobs and drive down the overall cost of developing offshore wind projects and/or provide net economic benefits for New Jersey.” (OWSP, p. 67).

The OWSP specifically identifies the New Jersey Wind Port as a manufacturing and marshaling site to be developed in two phases. Phase 1 development will result in an approximately 30-acre site to accommodate marshaling activities. Phase 2, which requires the requested SDRP Node amendment, would add another

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150+ acres to accommodate expanded marshaling activities and extensive manufacturing facilities for turbine components like blades and nacelles and other ancillary support activities.

In conclusion, the requested modification of the SDRP Industrial Node boundary is supportive of state goals. The full build-out of Phase 2 of the New Jersey Wind Port, which can only be completed following approval of the request boundary amendment, will allow for a full realization of the state's intent for the Wind Port to become a major "hub" for offshore wind development. The full build-out of the Wind Port will assist New Jersey in not only accelerating the deployment of offshore wind off the state's coast in support of the goal of 100% clean power by 2050, but also provide New Jersey the prospect to capitalize on the unprecedented opportunity to become a major hub for offshore wind development across the eastern United States. By fostering the development of ports, New Jersey can attract offshore wind developers, original equipment manufacturers, and supply chain companies to establish operations within the state in accordance with state goals to support a growing clean energy economy. A growing clean energy economy includes leveraging the investment in offshore wind infrastructure to create jobs and economic benefits for the state while also providing the benefit of providing improved air quality and assisting in mitigating climate change by developing a clean, renewable energy source.

Local Goals and Objectives – Lower Alloways Creek

The 2012 Re-Examination of the Lower Alloways Creek Township Master Plan notes "the positive fiscal impact" that the Salem and Hope Creek Generating Stations have had on the township (2012 Master Plan Re-Examination, p. 4). The 2012 Re-Examination further notes that the principal policy of the Lower Alloways Creek Township Master Plan "is to make land use decisions which continue the strong agricultural economy, preserve the rural character of the community and conserve natural resources" (2012 Master Plan Re-Examination, p.1). This overriding policy is further established by the Town Vision Statement contained within the 2012 Re-Examination, which is as follows:

"The Township's planning intent is to uphold its agricultural economy by preserving farmland from intrusive development which will also conserve limited natural resources, particularly wetlands and forested area. Inherent in this vision statement is the continuation of the rural atmosphere of the community and acknowledgement of the role the nuclear plant plays in the Township's character." (2012 Master Plan Re-Examination, p.6)

The development of Phase 2 of the New Jersey Wind Port, primarily within the site of an existing Combined Disposal Facility (CDF) utilized for the storage of dredge spoils and immediately adjacent to the existing development associated with PSEG's Salem and Hope Creek Generating Stations is consistent with the Town's Master Plan Vision and overarching land use policy to preserve the township agricultural economy and rural character. The siting of the proposed Wind Port development will not displace agricultural land, will minimize the potential for impacts to coastal resources, and due to the site's location on Artificial Island, will not impact the existing rural character of the community. Further, in light of the master plans noted "positive fiscal impact" of the existing PSEG operations at Artificial Island, development of Phase 2 of the Wind Port primarily within the site of an existing CDF, will result in a "higher" use of the Phase 2 site in terms of fiscal benefits to the town and County. Finally, further development of Artificial Island to support construction of Phase 2 of the Wind Port will create local construction jobs for the Salem County and regional trades bringing economic benefit to the community, during both construction and operation. Offshore wind represents a new industry for the state whose individual development projects require workers from diverse occupations, including engineers, technical specialists, office workers, and laborers, who can be involved in project development prior to construction, during construction, and throughout operation and maintenance of the wind farm over 25 years or more. For these reasons, the requested modification of the SDRP Industrial Node boundary is viewed as promoting local land use policies.

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Regional Goals and Objectives – Salem County

The 1972 Salem County Comprehensive Plan sought to guide high and medium density development in certain areas of the County, focusing development in growth centers around existing transportation networks while preserving the character of the land and to protecting the natural resources. While not identified as an area for future development, the Plan recognizes the importance of the Delaware River to industrial growth within the County, “Industrial growth is shown along the Delaware River in the western part of the county, because of the transportation importance of the river...” The 1972 plan also referred to important events taking place at the time that could be seen as significant indicators of the future and promoting population expansion in the County, including “a huge nuclear generating plant is under construction at Artificial Island.”

Salem County’s 2004 Final Cross-acceptance Report also recognizes the impact of the PSEG facilities on employment within the County. The Report indicates in October 2001, PSEG was one of Salem County’s four major employers, accounting for approximately 1,800 employees. The Report also states “the PSE&G Artificial Island Nuclear facility is designated as an Industrial Node under the State Plan,” representing a place for more intensive redevelopment with the County.

Finally, the Salem County 2016 Growth Management Plan (“SCGMP”) states the goals and objectives include “promote economic development in appropriate locations” and “encourage job growth for County residents.” The Plan identifies the area around Artificial Island as a single use center (node) which is defined as “primarily existing or zoned industrial/commercial areas identified on the map to show their relationship to the centers listed above (SCGMP, p. 18).”

The development of Phase 2 of the New Jersey Wind Port, immediately adjacent to the existing development associated with PSEG’s Salem and Hope Creek Generating Stations is consistent with the County’s Comprehensive Plan and supporting documents. The siting of the proposed Wind Port development will not displace agricultural land, will minimize the potential for impacts to coastal resources, and due to the site’s location on Artificial Island, will not impact the existing rural character of the community. Further, in light of the County Plans noting the economic benefits (e.g., employment) of the existing PSEG operations at Artificial Island, further development of Artificial Island to support construction of Phase 2 of the Wind Port will create local construction jobs for the Salem County and regional trades bringing economic benefit to the community, during both construction and operation. For these reasons, the requested modification of the SDRP Industrial Node boundary is viewed as promoting and consistent with County land use policies.

EFFECTS ON PUBLIC SECTOR DECISIONS

This section provides a statement describing how the amendment will impact public sector decisions in accordance with N.J.A.C. 5:85-8.4(b)3ii.

Extending the SDRP Industrial Node will support the development of Phase 2 of the New Jersey Wind Port, allowing the New Jersey Department of Environmental Protection’s (NJDEP) Division of Land Use Regulation (DLUR) to receive and review applications in support of the Phase 2 development. Similarly, applications will be able to be submitted to other applicable Federal, state and local authorities (e.g., USACE, Lower Alloways Creek, Cumberland Salem Conservation District, etc.) in support of the Phase 2 development.

The effect of the approval of the requested SDRP Industrial Node extension under the CAFRA regulations will be an increase the allowable impervious cover onsite and reduction in the tree planting and/or preservation requirements pursuant to Subchapter 13 of the Coastal Zone Management Rules at N.J.A.C. 7:7.

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The approval of the SDRP Node amendment will also allow for New Jersey to make the infrastructure investments deemed necessary to capitalize on New Jersey's "early mover advantage" to fully establish the state as an offshore wind supply chain hub for offshore wind development across the eastern United States as part of the new clean energy economy. By fostering the development of ports, New Jersey can attract offshore wind developers, original equipment manufacturers, and supply chain companies to establish operations within the state in accordance with state goals to support a growing clean energy economy. A growing clean energy economy includes leveraging the investment in offshore wind infrastructure to create jobs and economic benefits for the state while also providing the benefit of providing improved air quality and assisting in mitigating climate change by developing a clean, renewable energy source.

MAP AMENDMENT TIMELINE

This section provides a statement explaining the reason why the amendment cannot wait until the next revision of the State Development and Redevelopment Plan in accordance with N.J.A.C. 5:85-8.4(b)3iii.

As the offshore wind industry is rapidly growing in the State of New Jersey and several offshore wind projects are currently undergoing Federal regulatory review, the state is looking to be well-positioned to support offshore wind construction prior to the commencement of construction and support facilities are selected by the developers. NJEDA is seeking to maintain and capitalize on its "early mover advantage" to fully establish the state as an offshore wind supply chain hub as part of the new clean energy economy. As such, it is critical that the map amendment be completed prior to the next revision of the State Development and Redevelopment Plan so that the NJEDA can continue the evaluation, planning and design effort required to support the future build-out of Phase 2 of the Wind Port, which is viewed as a critical development to fully realize the NJEDA's intent for the Wind Port to become a major "hub" for offshore wind development on the US East Coast.

CONSISTENCY WITH THE STATE DEVELOPMENT AND REDEVELOPMENT PLAN

This section provides a statement describing how the proposed amendment is consistent with the provisions of the State Development and Redevelopment Plan in accordance with N.J.A.C. 5:85-8.4(b)4i. Consistency with adjoining municipal, county or regional plan endorsed by the State Planning Commission is presented above.

In 1986, New Jersey adopted the State Planning Act. The act mandated the creation of the State Development and Redevelopment Plan (the "State Plan"), as well as the formation of the State Planning Commission and its staff, now housed at the Office of Planning Advocacy in the Department of State. The most recent update of the State Development and Redevelopment Plan was adopted in 2001. In October 2011, a proposed update to the 2001 plan was released - called the State Strategic Plan. The State Strategic Plan went through a series of public hearings, but was never adopted, leaving New Jersey to be guided by the 2001 update of the State Development and Redevelopment Plan. Accordingly, this section provides an assessment of the proposed SDRP Node amendment's compliance with the provisions of the 2001 Plan.

The 2001 State Development and Redevelopment Plan ("2001 Plan") established the following statewide goals and strategies:

- Goal #1: Revitalize the State's Cities and Towns
- Goal #2: Conserve the State's Natural Resources and Systems
- Goal #3: Promote Beneficial Economic Growth, Development and Renewal for All Residents of New Jersey
- Goal #4: Protect the Environment, Prevent and Clean Up Pollution
- Goal #5: Provide Adequate Public Facilities and Services at a Reasonable Cost

Attachment C Project Statement

- Goal #6: Provide Adequate Housing at a Reasonable Cost
- Goal #7: Preserve and Enhance Areas with Historic, Cultural, Scenic, Open Space and Recreational Value
- Goal #8: Ensure Sound and Integrated Planning and Implementation Statewide

The approval of the requested SDRP Node amendment in support of the development of Phase 2 of the New Jersey Wind Port will not contravene the goals and objectives of the 2001 Plan relative to revitalization of the State's cities and Towns. The Wind Port will be located at Artificial Island, and as a consequence, be well removed from city and town centers. Similarly, the proposed Wind Port will not have an impact of housing within New Jersey's municipalities. The proposed amendment's consistency with the remaining applicable and potentially applicable policies is discussed below.

Goal #2: Conserve the State's Natural Resources and Systems – Conserve the state's natural resources and systems as capital assets of the public by promoting ecologically sound development and redevelopment in the Metropolitan and Suburban Planning Areas, accommodating environmentally designed development and redevelopment in Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas, and by restoring the integrity of natural systems in areas where they have been degraded or damaged. Plan, design, invest in and manage the development and redevelopment of Centers and the use of land, water, soil, plant and animal resources to maintain biodiversity and the viability of ecological systems. Maximize the ability of natural systems to control runoff and flooding, and to improve air and water quality and supply.

The approval of the proposed map amendment will not conflict with and is consistent with the above goal. The existing Industrial Node located at the PSEG Salem and Hope Creek Generating Stations is located within a designated Environmentally Sensitive Planning Area (Planning Area No. 5). The proposed SDRP Node amendment will result in the extension of the boundary of the existing Industrial Node at the PSEG Salem and Hope Creek Generating Station site, thereby allowing this critical infrastructure project, which is supportive of the state's clean energy goals, to occur immediately adjacent to existing utility/industrial development present at Artificial Island. It is noted that the extension of the Industrial Node will allow for the development of Phase 2 of the Wind Port primarily within areas currently operating as Confined Disposal Facilities (CDFs) by the USACE for the deposition of dredge spoils. As such, grading and filling are on-going operations on a large portion of the proposed property comprising the requested Industrial Node expansion, minimizing the extent of existing regulated natural resources, such as coastal wetlands associated with the tidal Delaware River. Other potential Phase 2 Wind Port development would occur immediately adjacent to areas currently developed as part of the PSEG Salem and Hope Creek Generating Stations.

Future applications submitted in support of the development of Phase 2 of the Wind Port will provide inventories and assessments relative to the limited natural resources potentially affected by potential developments. Moreover, one of the primary purposes of the development of the New Jersey Wind Port is to support acceleration of the deployment of renewable energy, in the form of offshore wind, within the state in support of the goal of 100% clean power by 2050. The increased deployment of renewable energy, such as offshore wind that is supported by the requested SDRP Node amendment, will result in a drastic reduction in New Jersey's demand for fossil fuels and associated air emissions. The reduction in air emissions will assist the state in achieving the goals of the 2007 Global Warming Response Act (GWRA), which calls for a reduction in state greenhouse gas emissions to levels that are 80% below 2006 levels by 2050. Accordingly, the requested SDRP Node amendment will support significant reductions in air emissions (and associated air quality benefits) within the state. As such, Phase 2 of the New Jersey Wind Port is viewed as being an ecologically and environmentally sensitive design that minimizes the potential for impacts to coastal and natural resources, to the maximum extent practicable, and supportive of the state's clean energy goals, and therefore, is consistent with this policy.

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Goal #3: Promote Beneficial Economic Growth, Development and Renewal for All Residents of New Jersey - Promote socially and ecologically beneficial economic growth, development and renewal and improve both the quality of life and the standard of living of New Jersey residents, particularly the poor and minorities, through partnerships and collaborative planning with the private sector. Capitalize on the state's strengths—its entrepreneurship, skilled labor, cultural diversity, diversified economy and environment, strategic location and logistical excellence—and make the state more competitive through infrastructure and public services cost savings and regulatory streamlining resulting from comprehensive and coordinated planning. Retain and expand businesses, and encourage new, environmentally sustainable businesses in Centers and areas with infrastructure. Encourage economic growth in locations and ways that are both fiscally and environmentally sound. Promote the food and agricultural industry throughout New Jersey through coordinated planning, regulations, investments and incentive programs—both in Centers to retain and encourage new businesses and in the Environs to preserve large contiguous areas of farmland.

PSEG's requested SDRP Node amendment is consistent with this policy. One of the primary goals of the New Jersey Wind Port is to foster economic development within the growing "clean energy" economy. The full build-out of Phase 2 of the New Jersey Wind Port, which will only be possible through the approval of the requested SDRP Node amendment, will assist New Jersey in not only accelerating the deployment of offshore wind off the state's coast in support of the goal of 100% clean power by 2050, but also provide New Jersey the prospect to capitalize on the unprecedented opportunity to become a major hub for offshore wind development across the eastern United States. By fostering the development of ports, New Jersey can attract offshore wind developers, original equipment manufacturers, and supply chain companies to establish operations within the state in accordance with state goals to support a growing clean energy economy. A growing clean energy economy includes leveraging the investment in offshore wind infrastructure to create jobs and economic benefits for the state while also providing the benefit of assisting in mitigating climate change by developing a clean, renewable energy source, consistent with this policy. Therefore, the proposed SDRP Node amendment is viewed as promoting "socially and ecologically beneficial economic growth, development and renewal" that will improve the quality of life of New Jersey residents through a partnership and collaborative planning process between the State of New Jersey and PSEG.

Moreover, the encouragement of this "socially and ecologically beneficial" and "environmentally sustainable" economic opportunity, which supports the expansion of a new industry in the state, will occur on Artificial Island, directly adjacent to the existing PSEG Salem and Hope Creek Generating Stations, thereby building upon existing infrastructure, where possible, and avoiding the need to displace active agricultural or other conservation lands, also consistent with this policy.

Goal #4: Protect the Environment, Prevent and Clean Up Pollution - Develop standards of performance and create incentives to prevent and reduce pollution and toxic emissions at the source, in order to conserve resources and protect public health. Promote the development of businesses that provide goods and services that eliminate pollution and toxic emissions or reduce resource depletion. Actively pursue public/private partnerships, the latest technology and strict enforcement to prevent toxic emissions and clean up polluted air, land and water without shifting pollutants from one medium to another; from one geographic location to another; or from one generation to another. Promote ecologically designed development and redevelopment in the Metropolitan and Suburban Planning Areas and accommodate ecologically designed development in Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas, to reduce automobile usage; land, water and energy consumption; and to minimize impacts on public health and biological systems, water and air quality. Plant and maintain trees and native vegetation. Reduce waste and reuse and recycle materials through demanufacturing and remanufacturing.

Attachment C Project Statement

The requested SDRP Node amendment is consistent with this policy. As noted previously, one of the primary purposes of the development of the New Jersey Wind Port is to support acceleration of the deployment of renewable energy, including offshore wind within the state in support of the goal of New Jersey obtaining 100% of its power from clean energy resources by 2050. The increased deployment of renewable energy, such as offshore wind, will result in a drastic reduction in New Jersey's demand for fossil fuels that will assist the state in achieve the goals of the 2007 GWRA, which calls for a reduction in state greenhouse gas emissions to levels that are 80% below 2006 levels by 2050. Accordingly, the requested SDRP Node amendment will support significant improvements in air quality within the state with corresponding public health benefits. As such, the full build-out of the Wind Port will “promote the development of businesses that provide goods and services that eliminate pollution and toxic emissions or reduce resource depletion” without shifting pollutants from one medium and/or geographical location to another, consistent with this goal.

Further, in the development of the New Jersey Wind Port, the NJEDA has actively pursued a public/private partnership with PSEG to capitalize on the growing clean energy economy offered, in part, by the development of offshore wind. Full build-out of the port, which can only be accomplished with the SDRP Node amendment, will more fully realize the NJEDA's intent for the Wind Port to become a major “hub” for offshore wind development by attracting offshore wind developers, original equipment manufacturers, and supply chain companies to establish operations within the state in accordance with state goals to support a growing clean energy economy. A growing clean energy economy includes leveraging the investment in offshore wind infrastructure to create jobs and economic benefits for the state while also providing the benefit of assisting in mitigating climate change and other positive environmental benefits by developing a clean, renewable energy source.

Goal #5: Provide Adequate Public Facilities and Services at a Reasonable Cost - Provide infrastructure and related services more efficiently by supporting investments based on comprehensive planning and by providing financial incentives for jurisdictions that cooperate in supplying public infrastructure and shared services. Encourage the use of infrastructure needs assessments and life-cycle costing. Reduce demands for infrastructure investment by using public and private markets to manage peak demands, applying alternative management and financing approaches, using resource conserving technologies and information systems to provide and manage public facilities and services, and purchasing land and easements to prevent development, protect flood plains and sustain agriculture where appropriate.

The approval of the requested SDRP Node amendment is consistent with this policy. As noted above, in the development of the NJ Wind Port, the NJEDA has actively pursued a public/private partnership with PSEG to support the development of infrastructure improvements that are viewed as critical to the ability of New Jersey to capitalize on the growing clean energy economy offered, in part, by the development of offshore wind. Additionally, the encouragement of this “environmentally sustainable” economic opportunity will occur on Artificial Island, directly adjacent to the existing PSEG Salem and Hope Creek Generating Stations, thereby building upon existing infrastructure, where possible, and avoiding the need to displace active agricultural or other conservation lands. Accordingly, the requested SDRP Node amendment is consistent with this policy.

Goal #7: Preserve and Enhance Areas with Historic, Cultural, Scenic, Open Space and Recreational Value - Enhance, preserve and use historic, cultural, scenic, open space and recreational assets by collaborative planning, design, investment and management techniques. Locate and design development and redevelopment and supporting infrastructure to improve access to and protect these sites. Support the important role of the arts in contributing to community life and civic beauty.

The approval of the requested SDRP Node amendment will not conflict with this policy. Prior studies completed by PSEG and submitted to the New Jersey Historic Preservation Office have confirmed that no historic properties were found within the boundaries of Artificial Island. Further, as the Artificial Island site is “reclaimed land”, that was created, beginning early in the twentieth century, by disposing of hydraulic

Attachment C Project Statement

dredge spoils within a progressively enlarged diked area established around a natural bar that projected into the Delaware River, it is not expected that any cultural resources would be present at the Wind Port site. This will be confirmed as part of future land use development applications to support the Phase 2 build-out.

Additionally, the development of Phase 2 of the Wind Port will not adversely impact scenic and recreational resources. The portion of the Delaware River on which Artificial Island is located is not classified as a wild, scenic, or recreational river under the criteria of the National Wild and Scenic Rivers System. Further, due to the critical infrastructure nature of the existing PSEG generating stations present on the island, Security and public safety requirements preclude providing public access to the Delaware River at this location. These security and public safety requirements are anticipated to apply to the operations at the Wind Port, once constructed. Finally, proposing the development of the Wind Port immediately adjacent to the PSEG Salem and Hope Creek Generating Station, minimizes the potential visual effects into the site from potential recreational boat users along the Delaware River and the nearby community. The proposed Wind Port facilities will be viewed as incremental to the backdrop of the existing PSEG nuclear generating facilities. Moreover, the project will not preclude or otherwise limit access to historic, cultural, scenic, or other open space within the site area. Finally, the potential impact to cultural and scenic resources will be fully evaluated as part of the state and federal permitting process required in support of the future development of Phase 2 of the Wind Port. Accordingly, the proposed SDRP Node amendment is consistent with this policy.

PSEG notes that the northern portion of the SDRP Node extension that is located on property that is currently owned by the USACE (and for which PSEG and the USACE are in the process of finalizing a land transfer for) is located within an area designated as “Parks and Natural Areas” under the most recent Policy Map of the Development and Redevelopment Plan, dated January 7, 2021. The “New Jersey Department of State Office of Planning Advocacy Locator Map”¹ also designates this area as “Federal Park Planning Area No, 8”. It is noted that this designation is misleading as the portion of this planning area that is proposed to be located within the requested expanded SDRP Node is currently managed by the USACE as an active CDF site for the deposition of dredge spoils generated from the Federal maintenance of the Delaware River’s Federal navigation channel. As such, this area is an operational disposal site that sustains on-going soil stockpiling and grading and filling and is not used as “parkland”. Therefore, the requested SDRP Node amendment will not impact parkland and is consistent with this policy.

Goal #8: Ensure Sound and Integrated Planning and Implementation Statewide - Use the State Plan and the Plan Endorsement process as a guide to achieve comprehensive, coordinated, long-term planning based on capacity analysis and citizen participation; and to integrate planning with investment, program and regulatory land-use decisions at all levels of government and the private sector, in an efficient, effective and equitable manner. Ensure that all development, redevelopment, revitalization or conservation efforts support State Planning Goals and are consistent with the Statewide Policies and State Plan Policy Map of the State Plan.

The approval of the requested SDRP Node amendment in support of the development of Phase 2 of the New Jersey Wind Port is consistent with this goal. As demonstrated by this compliance assessment, the proposed SDRP Node amendment is consistent with or does not otherwise conflict with the goals and objectives of the State Development and Redevelopment Plan. The request by the NJEDA to the Office of Planning Advocacy is intended to ensure a coordinated and comprehensive planning review. Further, the request results in the integration of state planning goals with state investments to support the development of renewable energy and the development of a clean energy economy within the state of New Jersey in accordance with state goals. The requested SDRP Node amendment is consistent with the January 2021 State Plan Policy Map as the requested SDRP Node amendment will result in: 1) a modest expansion of the

¹ Available at:

<https://dosopa.maps.arcgis.com/apps/webappviewer/index.html?id=fbb0c0a8c7ce4a31b05d123426c4a79a>

Attachment C Project Statement

existing Industrial Node boundary within the existing site boundary of and adjacent to existing development associated with the PSEG's Salem and Hope Creek Generating Station; and 2) will result in the expansion of the SDRP Node to include previously disturbed land that is currently actively used for the management of dredge spoils generated from the USACE's maintenance of the Delaware River's Federal navigation channel; thereby avoiding development in more pristine coastal and natural resources suitable for use as parkland and/or passive open space. Accordingly, the requested SDRP Node amendment is consistent with this policy.

SDRP AMENDMENT AND ACHIEVING CONSISTENCY WITH THE STATE PLAN

This section describes how the proposed SDRP Node amendment helps each municipality, county and regional agency impacted by the proposed amendment achieve consistency with the State Development and Redevelopment Plan, and any adjoining municipal, county or regional plan endorsed by the State Planning Commission in accordance with N.J.A.C. 5:85-8.4(b)4ii.

The proposed SDRP Node amendment was evaluated for consistency with the applicable planning goals and objectives of the following planning documents:

- New Jersey State Development and Redevelopment Plan;
- 2019 New Jersey Energy Master Plan – Pathway to 2050;
- New Jersey Offshore Wind Strategic Plan;
- Lower Alloways Creek Township 1992 Master Plan;
- Lower Alloways Creek 2012 Master Plan Re-Examination;
- 1972 Salem County Comprehensive Plan;
- Salem County 2004 Final Cross-Acceptance Report; and
- Salem County 2016 Growth Management Plan.

As detailed in the consistency assessments above, the proposed SDRP Node amendment is viewed as being consistent with and promoting the goals and objectives of all of the above planning documents. The approval of the requested SDRP Industrial Node modification will further the goals and objectives of the above plans while maintaining compliance with the State Development and Redevelopment Plan.

Phase 2 of the New Jersey Wind Port, which is viewed as a critical element to fully establish New Jersey as an offshore wind supply chain hub as part of the new clean energy economy, cannot be developed without approval of the requested SDRP Industrial Node amendment. The NJDEP would not be able to approve required land use permits for the Phase 2 development. Similarly, applicable county and local authorities would be facing the issue of being requested to grant local approvals for a project that would not be in conformance with the state plan. Approval of the requested SDRP Industrial Node modification will allow for submittal of land development applications to state, county and local authorities in support of the development of Phase 2 of the Wind Port that would be in compliance with the state plan.

As noted within this request, the selection of Artificial Island for development of the New Jersey Wind Port is viewed as environmentally appropriate. The development of the New Jersey Wind Port will occur primarily on previously disturbed land that is currently used for the storage of dredge spoils. Accordingly, development of Phase 2 of the Wind Port will put the site to a "higher use" to the benefit of the host community and County while avoiding many of the environmental impacts typically associated with new waterfront developments. All of the local and regional plans reviewed recognize the importance of the development at Artificial Island to the local economy and the positive fiscal benefits derived therefrom.

In terms of the state plans reviewed, the development of the Wind Port is viewed as a fundamental to the deployment of renewable energy within the state, not only in terms of New Jersey achieving its goal of 100% clean power by 2050 and its associated environmental benefits, but also from an economic

Attachment C Project Statement

perspective. NJEDA is seeking to maintain and capitalize on its “early mover advantage” to fully establish the state as a national offshore wind supply chain hub as part of the new clean energy economy. By fostering the development of ports, New Jersey intends to attract offshore wind developers, original equipment manufacturers, and supply chain companies to establish operations within the state. Marshaling, manufacturing, and laydown port development are key components for meeting New Jersey’s offshore wind goals and will require significant capital investment and time to permit and construct. As such, it is critical that the SDRP Node amendment be approved, such that the full build-out of the proposed New Jersey Wind Port can occur and the state is in the best position to capitalize on the environmental benefits and economic opportunities that offshore wind development provides to the State of New Jersey and its residents.

Attachment D
New Jersey Wind Port
SDRP Node Modification Map

New Castle County
STATE OF DELAWARE
STATE OF NEW JERSEY
Salem County

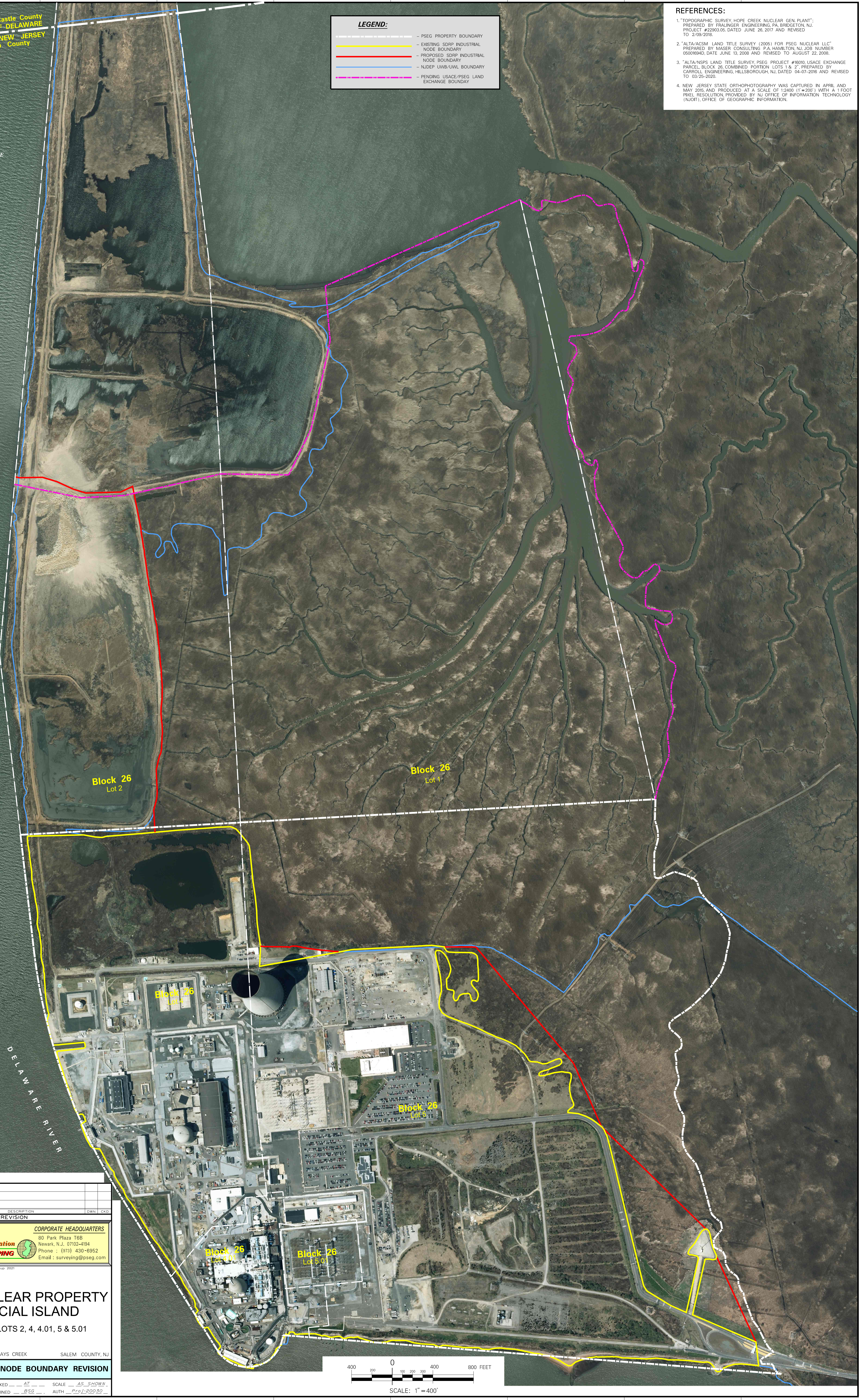


LEGEND:

- PSEG PROPERTY BOUNDARY
- EXISTING SDRP INDUSTRIAL NODE BOUNDARY
- PROPOSED SDRP INDUSTRIAL NODE BOUNDARY
- NJDEP UWB/DWL BOUNDARY
- PENDING USACE/PSEG LAND EXCHANGE BOUNDARY

REFERENCES:

1. "TOPOGRAPHIC SURVEY, HOPE CREEK NUCLEAR GEN. PLANT", PREPARED BY FRALINGER ENGINEERING, PA, BRIDGETON, NJ. PROJECT #2209305, DATED JUNE 26, 2017 AND REVISED TO 2/09/2018.
2. "ALTA/ACSM LAND TITLE SURVEY (2005) FOR PSEG NUCLEAR LLC" PREPARED BY MASER CONSULTING P.A., HAMILTON, NJ. JOB NUMBER 0500940, DATE: JUNE 13, 2008 AND REVISED TO AUGUST 22, 2008.
3. "ALTA/NSPS LAND TITLE SURVEY, PSEG PROJECT #8610, USACE EXCHANGE PARCEL, BLOCK 26, COMBINED PORTION, LOTS 1 & 2", PREPARED BY CARROLL ENGINEERING, HILLSBOROUGH, NJ, DATED 04-07-2016 AND REVISED TO 03/25-2020.
4. NEW JERSEY STATE ORTHOPHOGRAPHY WAS CAPTURED IN APRIL AND MAY 2015, AND PRODUCED AT A SCALE OF 1:2400 (1"=200') WITH A 1 FOOT PIXEL RESOLUTION, PROVIDED BY NJ OFFICE OF INFORMATION TECHNOLOGY (NJ.OIT), OFFICE OF GEOGRAPHIC INFORMATION.



3			
2			
1			
NO.	DATE	DESCRIPTION	DWN / CKD
REVISION			

PSEG
Services Corporation
SURVEYS & MAPPING

CORPORATE HEADQUARTERS
80 Park Plaza T6B
Newark, N.J. 07102-4194
Phone : (973) 430-6952
Email : surveying@pseg.com

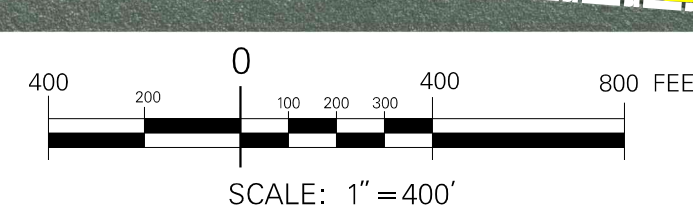
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**PSEG NUCLEAR PROPERTY
ARTIFICIAL ISLAND**
BLOCK 26, LOTS 2, 4, 4.01, 5 & 5.01

TOWNSHIP OF LOWER ALLOWAYS CREEK SALEM COUNTY, NJ

SDRP INDUSTRIAL NODE BOUNDARY REVISION

DRAWN CM CHECKED AT SCALE AS SHOWN
DATE 4/15/2021 EXAMINED BSS AUTH Proj#200930



File: G:\Projects\GIS\Electrical\Site Plan\SRP\200930_Ngse-Creek-014.northern\enb11-200930-Node-Modification_Enb11.dwg
 Plot Date: 4/16/2021 8:31:00 AM

Attachment E

Certification Statement

SIGNATURE OF APPLICANT

I certify that I have personally examined and am familiar with the information submitted in this document and all attachments and that, based on my inquiry of those individuals immediately responsible for obtaining and preparing the information, I believe that the information is true, accurate, and complete.

E Carr

Signature of Applicant

3/26/2021

Date

Eric Carr, PSEG President and Chief Nuclear Officer

Print Name

Signature of Applicant

Date

Print Name

APPLICANT'S AGENT

I Eric Carr, the Applicant/Owner authorize to act as my agent/representative in all matters pertaining to my application the following person:

Robert Rech

Name of Agent

AKRF, Inc., Vice President

Occupation/Profession of Agent

E Carr

Signature of Applicant/Owner

AGENT'S CERTIFICATION:

I agree to serve as agent for the above-referenced applicant:

Robert Rech

Signature of Agent

AKRF, Inc.

Name of Firm

STATEMENT OF PREPARER OF APPLICATION, REPORTS AND/OR SUPPORTING DOCUMENTS

I certify that I have personally examined and am familiar with the information submitted in this document and all attachments and that, based on my inquiry of those individuals immediately responsible for obtaining and preparing the information, I believe that the information is true, accurate, and complete.

Kevin J. Maher

Signature

Kevin J. Maher, AICP

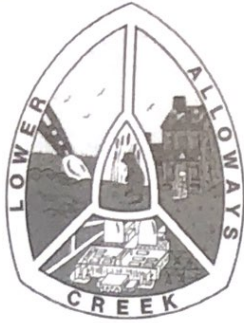
Print Name

Senior Vice President, AKRF, Inc.

Position and Name of Firm

Attachment F

Documentation of Public Notice



**LOWER
ALLOWAYS CREEK
TOWNSHIP**

MUNICIPAL BUILDING
HANCOCK'S BRIDGE, NJ 08038
PHONE (856) 935-1549

May 6th, 2020

Attn: Emily Collins
AKRF, Inc.
307 Fellowship Rd.
Suite 214
Mt. Laurel, NJ 08054

RE: 200' Certified Property Owner List
Block 26, Lots 2, 4, 4.01, 5 & 5.01

Dear Ms. Collins:

Per your request attached is a certified property owner list within 200' of the above captioned block and lot.

If you have any questions, please feel free to contact me.

Very truly yours,

TOWNSHIP OF LOWER ALLOWAYS CREEK

A handwritten signature in blue ink, appearing to read "Lisa J. Perella".

Lisa J. Perella, CTA
Assessor

Encl.

Salem County

Buffer Report

Highlighted feature(s)

Subject Property (5)

Municipality	Block	Lot	Qualifier	Location	Owner Name	Address	City/State/Zip
Lower Alloways Creek Township	26	2		ALLOWAYS CREEK NECK RD	UNITED STATES OF AMERICA DEPT OF AG	1400 INDEPENANCE AVE SW	WASHINGTON DC 20405
Lower Alloways Creek Township	26	4		ALLOWAYS CREEK NECK RD	PSEG SERVICES CORP ATTN: N FIERRO	80 PARK PLAZA 6TH FL	NEWARK, NJ 07102
Lower Alloways Creek Township	26	4.01		ALLOWAYS CREEK NECK RD	PSEG SERVICES CORP ATTN: N FIERRO	80 PARK PLAZA 6TH FL	NEWARK, NJ 07102
Lower Alloways Creek Township	26	5		ALLOWAYS CREEK NECK RD	PSEG SERVICES CORP ATTN: N FIERRO	80 PARK PLAZA 6TH FL	NEWARK, NJ 07102
Lower Alloways Creek Township	26	5.01		ALLOWAYS CREEK NECK RD	PSEG SERVICES CORP ATTN: N FIERRO	80 PARK PLAZA 6TH FL	NEWARK, NJ 07102

§

List of adjoining feature(s) that intersect 200 foot buffer from Subject Property.

Adjoining Properties - Salem County (4)

Municipality	Block	Lot	Qualifier	Location	Owner Name	Address	City/State/Zip
Lower Alloways Creek Township	26	1		ALLOWAYS CREEK NECK RD	UNITED STATES OF AMERICA DEPT OF AG	1400 INDEPENANCE AVE SW	WASHINGTON DC 20405
Lower Alloways Creek Township	26	3		ALLOWAYS CREEK NECK RD	UNITED STATES OF AMERICA DEPT OF AG	1400 INDEPENDENCE AVE SW	WASHINGTON DC 20405
Lower Alloways Creek Township	26	3.01		ALLOWAYS CREEK	NJ DEPT ENVIRONMENTAL PROTECTION	CN 229 JOHN FITCH PLAZA	TRENTON NJ 08625
Lower Alloways Creek Township	26	3.02		HOPE CREEK	NJ DEPT ENVIRONMENTAL PROTECTION	CN 229 JOHN FITCH PLAZA	TRENTON NJ 08625

Salem County - Map

Buffer Report



Developed by Civil Solutions using myIDV

The following must also be notified:

Salem County Planning Board

110 Fifth St., Suite 500

Salem, NJ 08079

Atlantic City Electric Company

Real Estate Department

5100 Harding Highway

Mays Landing, NJ 08330

Only notify NJDOT if subject property is located on State Highway:

New Jersey Department of Transportation

1035 Parkway Avenue

Trenton, NJ 08625

*Note: The Subject properties are not farmland assessed.

New Jersey State Planning Commission
New Jersey Business Action Center
Office of Planning Advocacy
Department of State
P.O. Box 820
Trenton, New Jersey 08625-0820

Donna Rendeiro
Executive Director
Office of Planning Advocacy
New Jersey Business Action Center
Department of State
P.O. Box 820
Trenton, New Jersey 08625-0820

Ellen B. Pompper, Mayor
Lower Alloways Creek Township
Township Municipal Building
501 Locust Island Road
Hancocks Bridge, NJ 08038

Ronald L. Campbell, Sr.
Lower Alloways Creek Township Municipal Clerk
501 Locust Island Road
PO Box 157
Hancocks Bridge, NJ 08038

Irene Carney, Secretary
Lower Alloways Creek Township Planning/Zoning Board
501 Locust Island Road
PO Box 157
Hancocks Bridge, NJ 08038

Salem County Board of Chosen Freeholders
Fifth Street Office Complex
110 Fifth Street, Suite 400
Salem, NJ 08079

Jeffrey Ridgway
Salem County Administrator
110 Fifth Street
Salem, NJ 08079

Stacy L. Pennington
Salem County - Clerk of the Board
Fifth Street Office Complex
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Salem, NJ 08079

Matthew Goff, Secretary
Salem County Planning Board
110 Fifth Street, Suite 500
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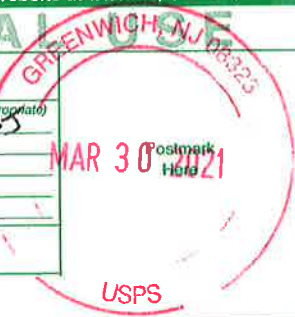
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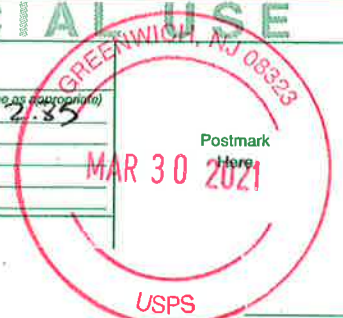
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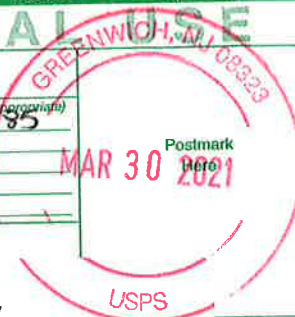
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N. Fierro
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 80 Park Plaza, 6th Floor
 Newark NJ 07102

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Matthew Goff
 Secretary Salem County Planning Board
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Donna Rendeiro
 Executive Director Office of Planning Advocacy
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or Instructions



AD TEXT

Variances

PUBLIC NOTICE Take notice that an application has been submitted to the New Jersey Department of State, Office of Planning Advocacy for a Coastal Area Facilities Review Act (CAFRA) Node Map Amendment for the property described below: Applicant: PSEG Nuclear LLC Map Amendment Description: expansion of the "Heavy Industry-Transportation-Utility Node" ("Utility Node") and "Designated Center" boundary established at the PSEG Salem and Hope Creek Nuclear Generating Station site Site Location: End of Alloway Creek Neck Road, Block 26, Lots 2, 4, and 5 in Lower Alloways Creek Township, Salem County, New Jersey This map amendment is being requested in support of the expansion of the "Heavy Industry-Transportation-Utility Node" ("Utility Node") and "Designated Center" boundary established at the PSEG Salem and Hope Creek Nuclear Generating Station site by PSEG Nuclear LLC, who is currently working with the New Jersey Economic Development Authority (NJEDA) to support the development of a marshalling port and construction hub to support the growing offshore wind industry in the State of New Jersey. As part of this effort, the NJEDA is planning future development to bring new jobs to New Jersey residents by providing offshore wind developers (and their associated manufacturing supply chain) with a hub for receiving, fabricating, and/or delivering components of offshore wind turbines to construction areas within New Jersey and nearby coastal waters. Information regarding the map amendment request can be obtained by contacting the Office of Planning Advocacy at: New Jersey Business Action Center Office of Planning Advocacy Department of State P.O. Box 820 Trenton, New Jersey 08625-0820 Tel: 609-292-7156 Cost: \$45.88 3/31/2021 1T (9924724)

Related Categories: Notices and Announcements - Legal Notice

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Take notice that an application has been submitted to the New Jersey Department of State, Office of Planning Advocacy for a Coastal Area Facilities Review Act (CAFRA) Node Map Amendment for the property described below:

Applicant: PSEG Nuclear LLC

Map Amendment Description: expansion of the "Heavy Industry-Transportation-Utility Node" ("Utility Node") and "Designated Center" boundary established at the PSEG Salem and Hope Creek Nuclear Generating Station site

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Principal Clerk of the Publisher

Sworn to and subscribed before me this 1st day of April 2021


Notary Public

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NOTARY PUBLIC OF NEW JERSEY
ID # 50035436
My Commission Expires 4/6/2021

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Cost: \$45.88

3/31/2021 1T (9924724)

David Hinchey Jr

Major Permits & Environmental Services
80 Park Plaza, T20 Newark NJ 0710
Cell: 973-856-0066
Email: david.hincheyjr@pseg.com



May 6, 2021

Donna Rendeiro
Executive Director
Office of Planning Advocacy
New Jersey Business Action Center
Department of State
P.O. Box 820
Trenton, New Jersey 08625-0820

**Re: Request for State Development and Redevelopment Plan Industrial Node Map Amendment
Artificial Island, Lower Alloways Creek, Salem County, New Jersey**

Dear Ms. Rendeiro:

PSEG Nuclear LLC (PSEG) is currently working with the New Jersey Economic Development Authority (NJEDA) to develop a marshalling port, referred to as the New Jersey Wind Port (NJWP), within the existing State Development and Redevelopment Plan Industrial Node (“SDRP Node”, “Industrial Node” or “node”) established at PSEG’s Salem and Hope Creek Nuclear Generating Station site located in Lower Alloways Creek, Salem County, New Jersey. On March 31, 2021, PSEG submitted a request for an amendment to the boundary of the SDRP Industrial Node. The requested node amendment would expand the existing Industrial Node by approximately 151.4 acres to support the potential for future development projects at the NJWP that would allow for a full realization of the state’s intent for the NJWP to become a major “hub” for offshore wind development. In an e-mail dated April 14, 2021, PSEG received comments from the Office of Planning Advocacy (OPA) requesting additional information regarding the requested node amendment to support OPA’s presentation of the Map Amendment to the Planning Implementation Committee of the State Planning Commission (SPC). The additional information requested in that e-mail is provided in this response letter.

As detailed in the March 31, 2021 amendment request, PSEG’s requested modification of the SDRP Industrial Node boundary to allow for future development at the NJWP by the NJEDA is supportive of state public policy goals. Future development projects at the NJWP will assist New Jersey in not only accelerating the deployment of offshore wind off of the state’s coast in support of the goal of 100% clean power by 2050, but also provide New Jersey the prospect to capitalize on the unprecedented opportunity to become a major hub for offshore wind development across the eastern United States. By fostering the development of ports and infrastructure to support offshore wind construction, New Jersey can attract offshore wind developers, original equipment manufacturers, and supply chain companies to establish operations within the state in accordance with state goals to support a growing clean energy economy. A growing clean energy economy includes leveraging the investment in offshore wind infrastructure to create jobs and economic benefits for the state while also providing the benefit of providing improved air quality and assisting in mitigating climate change by developing a clean, renewable energy source.

To facilitate the OPA’s continued review of PSEG’s SDRP Industrial Node amendment petition, we identify below in **BOLD** each information request identified by the OPA in the April 14, 2021 comment letter followed by PSEG’s detailed response.

- 1. The rules (N.J.A.C. 5:85-8.4(b)4.ii.) call for the amendment application to address how the proposed amendment helps any adjoining municipality, endorsed by the SPC and impacted by the proposal, achieve consistency with the SDRP. Salem City, adjoining LAC and a SPC Designated Center (though not technically Plan Endorsed since their designation predates the formal PE process) is all but Endorsed and currently engaged in the Plan Endorsement process. We'd like for PSEG to reach out to the City and include the impacts (presumably net positive) in the discussions. This can be supplemental to application. Charles Bailey, Salem City Director of Economic Development, is OPA's liaison for PE.**

The 1974 Salem Comprehensive Plan (“Comprehensive Plan”) provided a framework for all future land use and planning decisions and established planning objectives and development policies for the City of Salem. The Comprehensive Plan sought, among other goals, “to encourage types of development that would increase the financial capability of the City; prevent the spread of haphazard and incompatible mixes of residential, commercial and industrial development; and encourage the location of additional industries in appropriate areas, including the continued expansion of existing industries (Comprehensive Plan, p. 1-2).”

In 1982, the City of Salem proposed activities along the Salem River to redevelop existing industrial land uses and take advantage of the area’s potential for waterborne transportation in support of a barge port facility. The 1982 Redevelopment Plan Salem River Port Project (1982 Redevelopment Plan) sought “to stimulate new riverfront development related to an active barge port and to strengthen the economic vitality of existing industries (1982 Redevelopment Plan, p. 3).” Further, the Redevelopment Plan wanted “to encourage new industrial, wholesaling and related development near the riverfront which is compatible with the City’s basic planning objectives and to organize development in a desirable and efficient manner which will not adversely affect established adjacent land uses (1982 Redevelopment Plan, p. 3)”. The Port of Salem resumed international shipping operations and was re-designated as a water Port of Entry in 1984 by the United States Customs Service and became a Foreign Trade Zone (FTZ) in 1987. A FTZ designation establishes a geographical area where both domestic and foreign goods are subject to United States Customs regulations that are applied to commercial transactions that are outside of the United States. Located within or near a regulated Port of Entry, FTZs generally host business operations that are associated with loading, unloading, manufacturing, assembling and reshipping merchandise without being subject to Customs tariffs. Designated as FTZ #142, the Salem/Millville Zone is associated with the Philadelphia Port of Entry and is operated as a public utility by the South Jersey Port Corporation.

The City of Salem’s 1996 Master Plan Re-examination Report (1996 Report) recognizes the Port of Salem as a major industrial use within the City. The 1996 Report indicates since the last re-examination report in 1989, “significant dredging of the Salem River channel to a new depth of 18 feet was completed and will improve opportunities for Port growth”. Also, an expansion of activities has been approved for Mid-Atlantic Shipping to add another berth to their operations (1996 Report, p. 5).” The 1997 City of Salem Strategic Plan for Economic and Community Revitalization (1997 Strategic Plan) also recognizes the importance of the waterfront area and Salem Port as an activity center supporting the community’s overall economic climate and provides recommendations to expand and support the City’s industrial and manufacturing base. Specifically, the 1997 Strategic Plan notes that the “City has easily-accessible highway, rail and shipping (port) transportation modes to offer industry. As the transportation of goods is a primary consideration for companies seeking to relocate, the City should capitalize on its excellent transportation system by marketing itself to the industrial community as an attractive location for business growth. (1997 Strategic Plan, p. 11).”

The 2002 and 2012 Master Plan Re-examination Reports continue to identify the importance of the City’s waterfront areas. The 2002 Re-examination notes that “Waterfront Development planning

should be focused on the Fenwick Creek area (2002 Plan Re-Examination, p.6.) while the 2012 Re-Examination notes the need for “Waterfront Development planning along all waterfront areas of the City” (2012 Plan Re-Examination, p.6.)

Finally, recognizing the importance of the City’s port area, which has experienced a decline in manufacturing and industry and is in a state of deterioration and under-utilized, in 2018 the City adopted Salem City Waterfront Redevelopment Plan (2018 Redevelopment Plan) with the goal of bringing jobs, commerce and life back to the City’s waterfront. Specifically, Goal 3 of the Redevelopment Plan states that one intent of the redevelopment plan is “to support the working waterfront by encouraging maritime and industrial businesses to locate on the waterfront, encouraging more port commerce and shipping, and ensuring that the waterfront infrastructure is well maintained” (2018 Redevelopment Plan, p. 9). Goal 5 of the Plan is “[t]o continue to encourage water-dependent facilities and uses in the Redevelopment Zone along the Salem River (2018 Redevelopment Plan, p. 9).”

As noted above, future development projects at the NJWP would seek to more fully realize the NJEDA’s intent for the NJWP to become a major “hub” for offshore wind development by serving as a center for the Mid-Atlantic offshore wind supply chain and providing services to the larger regional offshore wind market. The future development of the NJWP as a larger offshore wind supply chain “hub” would have significant economic benefits to New Jersey. As a designated FTZ that is in close proximity to the proposed location of the NJWP, the Port of Salem (and the City of Salem in general) should be well positioned to capitalize on these in-state benefits. As the center of Salem’s existing port facilities is less than 8.5 miles by river to the proposed site of the NJWP, it is reasonable to anticipate that as the NJWP realizes the goal of becoming a large offshore wind supply chain hub, new water-dependent industrial and/or commercial development seeking to provide ancillary support services to the NJWP development and/or to the offshore wind industry in general may locate within the City’s existing port and waterfront areas that comprise the City’s Redevelopment Zone along the Salem River. Offshore wind represents a new industry for the state whose individual development projects require workers from diverse occupations, including engineers, technical specialists, office workers, trade workers, such as electricians and laborers, who can be involved in project development prior to construction, during construction, and throughout operation and maintenance of the wind farm over 25 years or more.

On May 5, 2021, PSEG discussed with the City of Salem’s Mayor Charles Washington, Jr. and Mr. Charles Bailey, City of Salem Director of Economic Development, the possible synergies between the additional development at the NJWP and the City of Salem’s efforts to redevelop the Port of Salem and its adjoining waterfront district. Mayor Washington concurred with PSEG’s view that the development of the NJWP could benefit the City’s waterfront revitalization and planning efforts and that the NJWP development would “tie perfectly” with the goals of the City’s 2018 Waterfront Redevelopment Plan. Mayor Washington noted that the redevelopment efforts have been difficult to date and that a development such as the NJWP could provide a necessary “spark” to their planning and redevelopment initiatives.

The ability of the proposed SDRP Industrial Node Amendment to potentially assist the City of Salem in attracting new industrial and commercial development within the City’s Waterfront Redevelopment Zone (and within the City, in general) is supportive of the City’s most recent planning goals and is consistent with the City of Salem’s role as a “designated center” under the SDRP.

2. **Though not related to the completeness by the rules, the content of the application is silent on potential impacts to traffic congestion, roadways/infrastructure and increased development pressure in the region. These issues are expected to be discussed at the PIC and SPC, supplemental information contemplating these issues would facilitate those discussions.**

The proposed NJWP is designed to support offshore wind development in New Jersey and the eastern United States. Any future development projects at the NJWP would be primarily developed on lands immediately adjacent to the existing Salem and Hope Creek Generating Station that comprise an existing USACE Confined Disposal Facility (CDF). PSEG and the USACE are in the process of finalizing a land transfer that will result in ownership of USACE CDF Cell No.3 by PSEG, thereby making this area available for future development projects at the NJWP. Proposing the NJWP at Artificial Island, directly adjacent to the existing PSEG Nuclear Salem and Hope Creek Generating Stations, allows for the proposed port development to build upon existing infrastructure developed in support of the generating stations, where possible, while also avoiding the need to displace other land use development, including active agricultural or other conservation lands.

During construction of future development projects at the NJWP, temporary increases in traffic resulting from construction personnel or delivery of equipment and materials is anticipated. These impacts would be limited to the construction phase of the project and are anticipated to have minimal impact on local roads. The potential impact to local roadways would be evaluated as part of the regulatory permitting process that would be required in support of any future development. While additional vehicular traffic can be expected into and out of the project area during future construction periods, it should be noted that during current maintenance and refueling outages that support the operation of the existing nuclear units at Artificial Island, the local roadway network experiences a peak daily increase of approximately 1,200 vehicles. Maintenance and refueling outages occur twice per year, each with a duration of approximately 4 weeks. This additional vehicular traffic is accommodated over the 4-week outage period without significant adverse impacts to the existing local and regional roadway network.

Operational impacts to traffic associated with expanded NJWP operations would be minimal. Future development at the NJWP would seek to incorporate co-located component manufacturing and increased port marshaling capability. Similar to the operation of the currently proposed 30-acre marshalling port facility, it is anticipated that the additional development at the NJWP would continue to result in deliveries to and from the NJWP to be delivered via ocean going vessel with few deliveries by over the road transportation.

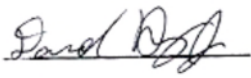
During periods of active offshore development, the NJWP would see its largest workforce. Personnel would travel to the facility and access the NJWP through the existing access road and security check point to the Salem and Hope Creek Generating Station. The increase in personnel anticipated during a large active offshore wind development would be a small percentage of typical increases in personnel from routine refueling outages at the nuclear power plants described above. As a result, increases in traffic would be well within the limits of current operations. No improvements beyond repaving or updates to signage are anticipated to the existing access.

Finally, while the additional development and operational capability of the NJWP is anticipated to result in economic benefits to the site's host municipality, surrounding communities, Salem County, and the State of New Jersey overall, expanded operations at the NJWP is not expected to result in levels of in-migration that would result in a significant change in community population profiles that would affect existing development patterns within the surrounding region. It is anticipated that any indirect development that may occur as a result of the development and operation of additional projects at the NJWP (such as the ancillary support services that may be expected to locate within the City of

Salem's Waterfront Redevelopment Zone) would be guided by existing community master plans and applicable zoning regulations that regulate development within the nearby communities.

We trust that this additional information satisfies the OPA's April 14th request for additional information. Should you have any questions regarding the above responses or require any additional information to support PSEG's map amendment petition, please contact my agent Robert Rech at rech@akrf.com or 856.905.1546 or his designee, Kevin Maher at kmaher@akrf.com or 732.778.3731.

Sincerely,



David Hinchey, Jr.
Major Permits & Environmental Services
PSEG Power LLC

cc: James Mallon, PSEG
David Derlin, PSEG
Thomas Paterson, PSEG