



**THE NEW JERSEY WIND PORT –  
TECHNICAL INFORMATION FOR OFFSHORE WIND DEVELOPERS  
AND COMPONENT MANUFACTURERS**



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## **DISCLAIMER**

Technical information contained in this Information Package reflects the New Jersey Economic Development Authority's (NJEDA's) current Port design and development schedule. NJEDA makes no commitment and provides no assurance as to the Port's precise technical specifications, period of availability or cost of use. Tenant selection, rental amounts and any ancillary costs will be determined at a future point through a competitive lease process (Section 3 of this Information Package outlines this process and its timing). By extension, an entity's decision on whether to include use of the Port in its response to offshore wind (OSW) solicitations, whether in New Jersey or any other state, on the basis of this Information Package or any other information provided by NJEDA, is entirely at that entity's own risk. The purpose of this information package is solely to provide information as it is currently known, and not to make an offer for use or guarantee that the Port as described herein will not change in material respects.

**NJEDA tenant selection is separate from OSW solicitations underway in New Jersey and other US states. Being successful in a New Jersey Board of Public Utilities (BPU) OSW solicitation does not guarantee an entity will be selected by NJEDA to be a tenant at the Port. Likewise, being selected as a tenant at the NJ Wind Port does not guarantee that an entity will be selected by the BPU.**

## SUMMARY

### A first-of-its-kind asset in the US

The State of New Jersey is developing the United States' first purpose-built greenfield port dedicated to offshore wind ("OSW") marshalling and manufacturing – with Phase one (1) planned for completion in mid-2023, and Phase two (2) targeted for completion in mid-to-late 2026.

A site of approximately 200 acres, the Port aims to serve as the East Coast region's leading "Hub" for co-located marshalling and Tier one and two manufacturing.

The New Jersey Economic Development Authority (NJEDA), an independent authority of the State of New Jersey, is leading the development of the Port on behalf of the State.

### Within a day's steaming distance of 50 percent of currently identified East Coast lease areas

Located on the Delaware River in Lower Alloways Creek, approximately 45 nautical miles from the open ocean, the Port is situated at the geographical center of the United States' burgeoning OSW sector – with in excess of 25 gigawatts ("GW") of committed and planned OSW projects along the East Coast, including 7.5 GW of committed projects off the coast of New Jersey.

### Purpose-built for offshore wind

Based on its current design, the Port will contain the following key features:

- **Over 200 acres of land parcels** purpose-built for marshalling and manufacturing;
- Access to the Atlantic Ocean **free of vertical restrictions**;
- A **wide approach channel** from the main Delaware River Channel, dredged and maintained to a depth of -35.5' NAVD-88 (= +/- 32.4' MLLW), with a **wide turning basin**;
- A purpose-built **heavy-lift wharf (6,200 psf)**, comprising both **delivery** and **installation** berths (installation berths will have a **gravel mat** enabling jack-up vessel use);
- **Heavy-haul road connections** between inland port parcels and the Wharf; and
- **Centralized parking** (for approximately 1,200 cars) and **shuttle service** for workers around the Port site – improving safety and security and maximizing usable acreage at each parcel.

### Information to support supply chain decision-making

This Technical Information Package is intended to provide current information on the development of the Port. It will be updated from time to time. Specifically:

- **Section 1** provides an overview of the Port and its phased development;
- **Section 2** details each of the six (6) parcels that will be made available for lease; and
- **Section 3** outlines NJEDA's anticipated timeline for securing tenants.

Entities seeking further information on the Port should contact NJEDA via [NJWindPort@njeda.com](mailto:NJWindPort@njeda.com). **Parties should also contact NJEDA if they wish to receive an Indicative Rental Rate Sheet, showing the indicative minimum base rent for leasing**

**marshalling parcels at the Port.** Entities will be required to sign a Non-Disclosure Agreement (NDA) and must be able to demonstrate that the request for a Rental Rate Sheet forms part of a response to an active OSW solicitation.

Further information on the Port is available at the New Jersey Wind Port Project website: <https://www.nj.gov/windport/>

# **1 PORT OVERVIEW & DEVELOPMENT SEQUENCING**

## **1.1 Port ownership**

The Port is being developed and will be owned by the State of New Jersey on land leased on a long-term basis from an affiliate of Public Service Enterprise Group (PSEG), a publicly traded energy company which, through an affiliate, operates the adjacent Hope Creek Nuclear facility.

NJEDA will, in-turn, lease parcels to OSW industry tenants as each parcel reaches infrastructure construction completion.<sup>1</sup> Any lease terms that are agreed to between NJEDA and a tenant will be subject to and must comply with the terms of the Ground Lease between NJEDA and PSEG, which is under negotiation. The precise requirements of the Ground Lease will be shared with prospective tenants as part of a future competitive tenant selection process.

NJEDA and PSEG are collaborating on port permitting and design and are presently negotiating final lease terms – Ground Lease execution is expected in Quarter 4 2020.

## **1.2 Port scope & development sequencing**

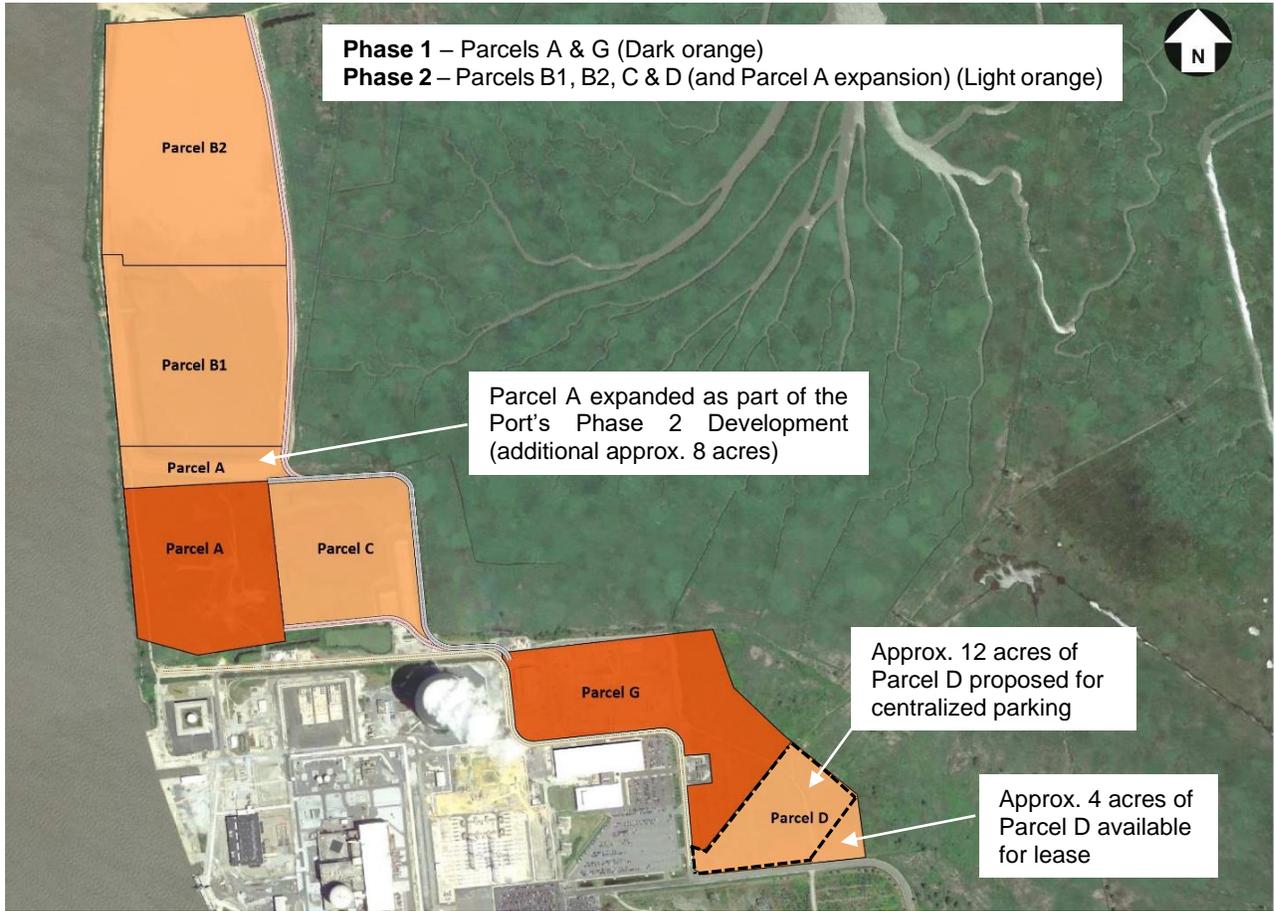
The Port will be constructed in two phases, reflecting existing site conditions and readiness, permitting timeframes, and design progression.

Phase 1 construction is planned to begin in Quarter 2 2021 and is expected to achieve construction completion by mid-2023. Phase 2 construction is targeted to begin in 2022, with Phase 2 parcels reaching completion between late 2023 and mid-late 2026. Figures 1 and 2 provide further details on the parcels that will be made available to lease over each phase.

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<sup>1</sup> As outlined in Figure 2 (Parcel Overview), facility construction timeframes are separate from core infrastructure construction timeframes.

**Figure 1 – The Port will be constructed in two phases**



**Figure 2 – Parcel overview**

Parcel	Development Phase 1 (2021 – 2023)		Development Phase 2 (2022 – 2026)				
	A	G	D	C	A (Expanded)	B1	B2
<b>Approximate acreage (rounded)</b>	30 acres	35 acres	4 acres	24 acres	38 acres	40 acres	50 acres
<b>Targeted use(s)</b>	Marshalling	Manufacturing (Tier 1) or Marshalling support (e.g. laydown)	Manufacturing (Tier 2), offices and/or other services (e.g. O&M)	Manufacturing (Tier 1)	Marshalling	Marshalling or Manufacturing (Tier 1)	Manufacturing (Tier 1)
<b>Construction start – core infrastructure</b>	Q2 2021	Q1 2022	Q1 2022	Q4 2023	Q2 2025	Q2 2025	Q2 2025
<b>Construction completion – core infrastructure</b>	Q3 2023	Q3 2023	Q4 2023	Q4 2024	Q2-Q4 2026	Q2-Q4 2026	Q2-Q4 2026
<b>Earliest construction start for production, warehousing or office facilities<sup>2 3</sup></b>	N/A	Q4 2022	Q4 2022	Q4 2024	N/A	Q4 2025	Q4 2025

Further details on each parcel are included in Section 2.

<sup>2</sup> Start dates assume requisite (facility/building) permitting, design and bidding have been completed. Actual facility/building construction start and completion dates will differ by type and tenant needs/requirements.

<sup>3</sup> NJEDA anticipates that certain aspects of facility/building construction can start ahead of core infrastructure completion. The extent to which construction can start ahead of core infrastructure completion differs by parcel and facility/building type.

### 1.3 Phase 1 Development

Based on NJEDA's current design, Phase 1 will involve the following capital improvements:

- A wide approach channel between the main Delaware River Channel and Port, dredged (and maintained) to -35.5' NAVD-88 (= +/- 32.4' MLLW), with a wide turning basin;
- A purpose-built heavy-lift (6,200 psf) Wharf with a total length of 1,280 feet, comprising:
  - o A 600 feet delivery berth (situated at the Wharf's northern end) dredged to approximately -35.5' NAVD-88; and
  - o A 680 feet<sup>4</sup> installation berth (situated at the Wharf's southern end) dredged to approximately -45.0' NAVD-88, with a "gravel mat" enabling jack-up vessel use.
- Parcel A, an approximately 30-acre area purpose-built for OSW marshalling;
- Parcel G, an approximately 35-acre area developed for Tier-1 manufacturing;
- A heavy-haul road connecting Parcel G to the Wharf; and
- Provision of electricity and tank-based sewer and water for both parcels, as well as telecommunications connections.<sup>5</sup>

### 1.4 Phase 2 Development

Phase 2 of the Port development is currently at the conceptual stage, with detailed design expected to commence in 2021. Based on NJEDA's current concept design, Phase 2 is expected to comprise the following capital improvements:

- An expanded turning basin and two additional berths totaling approximately 1,400 linear feet;
- An expansion of the Wharf adjacent to Parcel A from 1,280 to 1,400 linear feet (bringing the total combined Wharf length to 2,800 linear feet);
- A 100 feet wide shared heavy-haul corridor alongside the quayside (adjacent to Parcels A and B1), facilitating movement of large components to all berths;
- Parcels B1, B2, C and D (see Section 2 for parcel details) – bringing online an additional 125+ acres of marshalling and/or manufacturing acres for lease;
- Heavy-haul road connections between inland parcels and the Wharf; and
- Provision of power, water, sewer and telecommunications connections to all parcels.

### 1.5 Port Operations & Maintenance

As the Port owner and landlord, NJEDA or its subcontractor(s) (e.g., a third-party operator) will be responsible for overall Port operations and management. Expected landlord responsibilities include but are not limited to:

- Ensuring tenant compliance with the Ground Lease;
- Maintenance dredging to preserve the channel and berths;
- Maintenance of core assets including the Wharf and adjacent heavy lift area, heavy haul and access roads, as well as other common areas;

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<sup>4</sup> Total Phase 1 Wharf length 1,280 linear feet, comprising 1,080 feet of quay and 200 feet of mooring dolphins.

<sup>5</sup> A final design decision on whether water and sewer will be tanked has not been made.

- Power, communications, water, and sewer provision;
- Supervision of common areas to ensure operability; and
- Maintenance of perimeter fencing and security systems for common areas.

NJEDA anticipates procuring a third-party port operator ahead of Phase 2 construction completion, recognizing that as more parcels reach completion the Port complex will house multiple tenants and will require efficient and real-time coordination between tenants in relation to use of berths as well as other common areas (e.g. heavy-haul roads; shared corridors). This would be brought forward in the event there are multiple tenants from mid-2023.

NJEDA will also be undertaking industry consultation in coming months to inform a decision on the optimal operating model for the Port, and to inform a decision on the landlord's roles and responsibilities vis-à-vis that of future tenants, including with respect to component and materials loading/unloading ("stevedoring") and goods movement around the Port site.

## **1.6 Port pricing**

Port tenant selection and base rent for particular parcels will be decided through competitive bid processes; with Section 3 providing detail on NJEDA's anticipated timeframe for tenant selection.

In order to provide industry with an approximation of the potential cost for marshalling at the Port, NJEDA has developed an indicative base rent (i.e indicative cost to lease a marshalling parcel). **Entities should contact NJEDA via [NJWindPort@njeda.com](mailto:NJWindPort@njeda.com) to request an Indicative Rental Rate Sheet.** Entities will be required to sign a Non-Disclosure Agreement (NDA) and must be able to demonstrate that the information request is part of an active OSW solicitation response.

## **1.7 Regional demographics and workforce availability**

Among the nation's most populous states (with approximately nine (9) million residents) but one of the smallest by geographic area (8,723 square miles), New Jersey has a high concentration of skilled labor.

Approximately five million people live within 50 miles of the Port – with over 500,000 workers residing in the four counties closest to the Port, including Salem County, Gloucester County, Cumberland County, and Camden County.

The Port is located near established manufacturing industries. Local manufacturers include Glass, General Mills/Progresso, Direct Group, Missa Bay LLC, Dupont, Valero Refining, Mannington Mills, Atlantic City Electric, Richard E. Pierson Construction, and AstraZeneca.

The South Jersey region also has a well-established maritime industry and workforce with several container and bulk freight ports situated along the lower Delaware proximate to the NJ Wind Port.

The region also has a connected system of colleges and universities including Rowan University, Rowan College of South Jersey, Rutgers University – Camden, and Salem Community College.

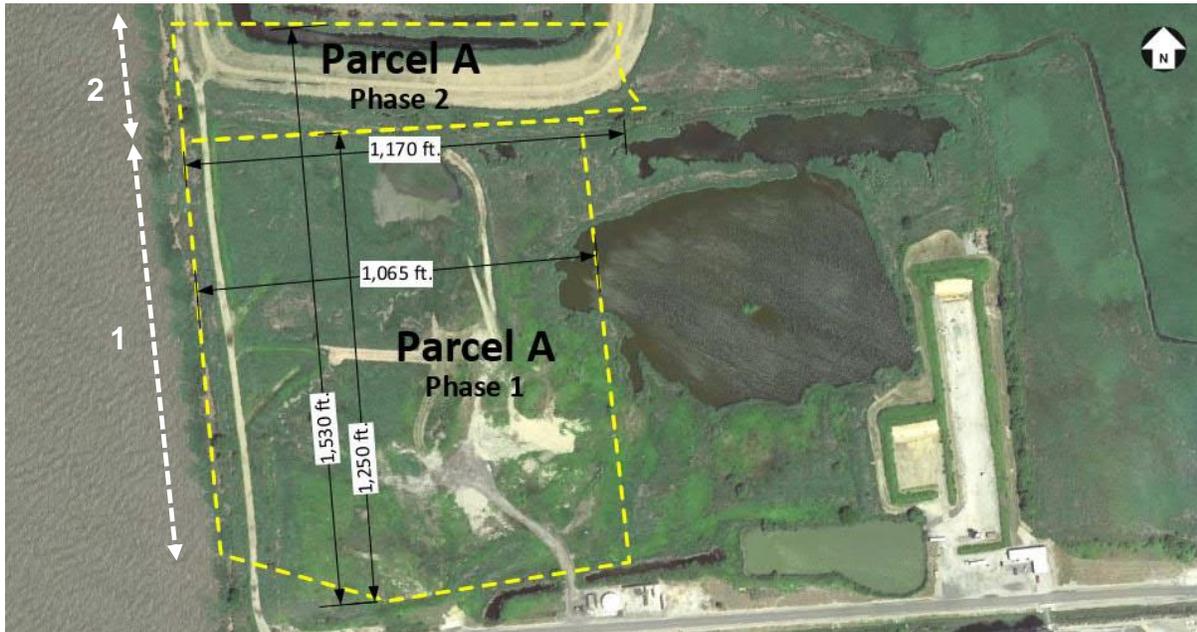
## 2 PARCELS FOR LEASE – IN DETAIL

### 2.1 Parcel A

As illustrated in Figure 3, Parcel A is bounded by the Delaware River to the west, the PSEG Hope Creek Nuclear Generating Station to the south, an existing confined disposal facility (CDF) and undeveloped land to the east (future Parcel C), and a CDF to the north (future Parcel B1). The site is currently undeveloped land and is free of existing structures and facilities.

As outlined in further detail in Section 3, NJEDA will shortly be commencing its initial tenant selection process for Parcel A (and Parcel G) for leases commencing in mid-2023.

**Figure 3 – Parcel A**



1 – Approx. 1,280 linear feet Wharf adjacent to Parcel A (comprising approximately 1,080 linear feet of quay and approx. 200 feet of mooring dolphins). An installation berth will be located at the northern end of the Wharf, and a delivery berth at the southernmost end.

2 – NJEDA anticipates total Wharf length adjacent to Parcel A increasing to approximately 1,400 linear feet with Phase 2 construction completion, anticipated to occur in Q2-Q4 2026. Combined Wharf adjacent to parcels A and B1 will total approximately 2,800 linear feet.

A detailed summary of Parcel A is included below.

<b>SIZE &amp; DIMENSIONS</b>	
<b>Size</b>	Phase 1 (from mid-2023): Approximately 30 acres <sup>6</sup> Phase 2 (from Q2-Q4 2026): Approximately 38 acres <sup>7</sup>
<b>Dimensions</b>	North-South longest point: 1,250 feet (from mid-2023); increases to 1,530 feet (from Q2-Q4 2026) East-West longest point: 1,065 feet (from mid-2023); increases to 1,170 feet (from Q2-Q4 2026)

<b>TARGETED USE(S)</b>	
<b>Targeted Use(s)</b>	Marshalling
<b>Zoning</b>	Industrial District (I)

<b>DEVELOPMENT TIMEFRAME (BASED ON CURRENT SCHEDULE)</b>	
<b>Geotechnical</b>	Well-advanced. Expected completion Q4 2020
<b>Construction-related Permitting</b>	All permit approvals required for Parcel A construction are expected by Q2 2021
<b>Design</b>	Underway – approximately 20% detailed design completion as of end of September 2020. 100% design completion is expected early Q3 2021. <sup>8</sup>
<b>Construction Completion</b>	Q3 2023

<b>IMPROVEMENTS (BASED ON CURRENT DESIGN)</b>	
<b>Surface Condition</b>	Level work area with dense grade aggregate (DGA) topping surface. Grading to a minimum elevation of 11.0' NAVD88 (FEMA 100-year flood elevation). Presently 12.5' NAVD88 is being considered.
<b>Live Loading Capacity</b>	4,800 psf laydown/backland area 6,200 psf quayside area
<b>Facilities</b>	No permanent building structures or foundations. Any temporary buildings are expected to be provided by the tenant.
<b>Utilities</b>	Electricity Potable and fire water via on site storage tanks Sewer via on site holding tanks Telecommunications
<b>Road Connectivity</b>	Parcel A will be connected to the Port entrance via an access road. It will also be connected to Parcel G via a heavy-haul road.

<sup>6</sup> Parcel A's approximate acreage will be 30 acres, comprising 27.4 acres of backlands and 2.6 acres of heavy-lift quayside area. Base rent calculations for a future tenant on Parcel A would exclude common area acreage – except in the event of a single port tenant occupying Parcels A and G from mid-2023 before Phase 2 reaches completion.

<sup>7</sup> Parcel A's acreage will increase as part of the Port's Phase 2 development, which is anticipated to reach completion from Quarter 2 to Quarter 4 2026. From this point, Parcel A will be approximately 37.6 acres, comprising: 30.7 acres of marshalling yard; and 6.9 acres of shared quayside and corridor.

<sup>8</sup> In order to accelerate construction NJEDA is fast-tracking certain design elements – allowing for elements (e.g. earthworks) to commence sooner while detailed design on other elements (e.g. Wharf) is still being progressed.

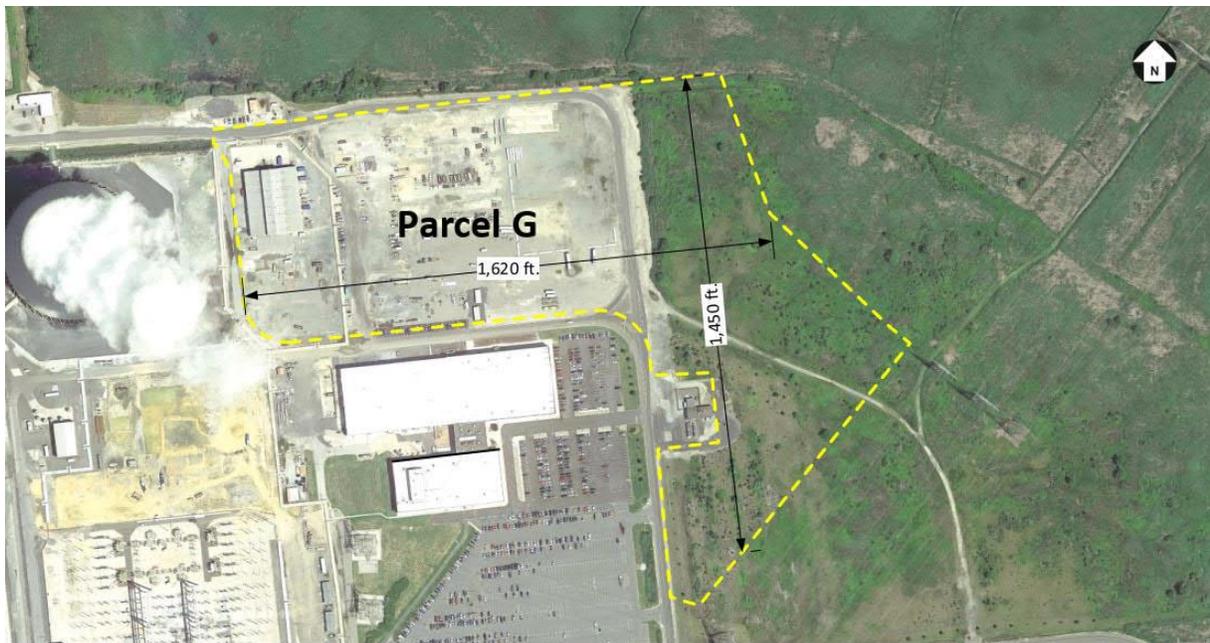
## 2.2 Parcel G

As illustrated in Figure 4 below, Parcel G is an inland parcel situated approximately 1,750 feet due South-East of Parcel A. Parcel G is bounded by PSEG’s Nuclear Generating Station to the west and south, and undeveloped wetlands to the east and north.

In respect to current condition, approximately 20 acres of the site is developed land (mix of concrete, compact gravel, and asphalt paving), with the balance undeveloped land. The site is currently used by PSEG for laydown of heavy equipment. A steel-frame building (approx. 30,000 sq. ft) currently located on the site will be removed during Phase 1 of the Port’s development.

As outlined in further detail in Section 3, NJEDA will shortly be commencing its initial tenant selection process for Parcel G (as well as Parcel A) for leases commencing in mid-2023

**Figure 4 – Parcel G**



A detailed summary of Parcel G is included below.

<b>SIZE &amp; DIMENSIONS</b>	
<b>Size</b>	Approximately 35 acres <sup>9</sup>
<b>Dimensions</b>	North-South longest point: 1,450 feet East-West longest point: 1,620 feet
<b>TARGETED USE(S)</b>	
<b>Targeted Use(s)</b>	Manufacturing Additional laydown for Parcel A (Marshalling) during Phase 1 of Port construction
<b>Zoning</b>	Industrial District (I)

<sup>9</sup> This includes approximately 32 acres of unrestricted area and approximately 2.8 acres of land under easement. While facility construction on the 2.8 acre easement area will be prohibited, NJEDA anticipates it could potentially be used for component storage or laydown.

<b>DEVELOPMENT TIMEFRAME (BASED ON CURRENT SCHEDULE)</b>	
<b>Geotechnical</b>	Expected completion Q1 2021
<b>Construction-related Permitting</b>	All permit approvals required for Parcel G construction are expected by Q1 2022
<b>Design</b>	100% design completion expected Q4 2021
<b>Construction Completion (Core infrastructure)</b>	Q3 2023
<b>Earliest Construction Start for a Production Facility<sup>10 11</sup></b>	Q4 2022

<b>IMPROVEMENTS (BASED ON CONCEPT DESIGN)</b>	
<b>Surface Condition</b>	Level work area with dense grade aggregate (DGA) topping surface Grading to a minimum elevation of 11.0' NAVD88 (FEMA 100-year flood elevation). Presently 12.5' NAVD88 is being considered.
<b>Live Loading Capacity</b>	Expected minimum 4,800 psf. NJEDA will, through future tenant selection processes, work with prospective tenants to determine if additional loading capacity is needed to support a production facility.
<b>Facilities</b>	NJEDA will, through future tenant selection processes, work with prospective tenants to determine production facility needs.
<b>Utilities</b>	Electricity Potable and fire water (potentially via on site storage tanks) <sup>12</sup> Sewer (potentially via on site holding tanks) <sup>13</sup> Telecommunications
<b>Road Connectivity</b>	Parcel G will be connected to the Wharf via a purpose-built heavy-haul road. Parcel G will be connected to the Port entrance via an access road.

<sup>10</sup> Start date assumes requisite (facility) permitting, design and bidding have been completed. Actual facility construction start and completion dates will differ by facility type and tenant needs/ requirements.

<sup>11</sup> NJEDA anticipates that certain aspects of facility construction can start ahead of core infrastructure completion. The extent to which facility construction can start ahead of core infrastructure completion may differ by facility type.

<sup>12</sup> A design decision has not yet been made

<sup>13</sup> A design decision has not yet been made

### 2.3 Parcel C

As illustrated in Figure 5, Parcel C is an inland parcel bounded by Parcel A (marshalling parcel) to the west and undeveloped land to the south, east and north.

The site is currently a CDF, with the exception of several small existing facilities that are being relocated elsewhere as part of the Port's Phase 1 development.

**Figure 5 – Parcel C**



A detailed summary of Parcel C is included below.

<b>SIZE &amp; DIMENSIONS</b>	
<b>Size</b>	Approximately 24 acres
<b>Dimensions</b>	North-South longest point: 1,040 feet East-West longest point: 1,015 feet
<b>TARGETED USE(S)</b>	
<b>Targeted Use(s)</b>	Manufacturing Potential for expanded Marshalling or laydown if leased in conjunction with another parcel
<b>Zoning</b>	Industrial District (I)

<b>DEVELOPMENT TIMEFRAME (BASED ON CURRENT SCHEDULE)</b>	
<b>Geotechnical</b>	Expected Completion Q2 2021
<b>Construction-related Permitting</b>	All permit approvals required for Parcel C construction are expected by Q4 2022
<b>Design</b>	Expected to commence Q2 2021, with design completion expected Q1 2022
<b>Construction Completion (Core infrastructure)</b>	Q4 2024
<b>Earliest Construction Start for a Production Facility<sup>14 15</sup></b>	Q3 2024

<b>IMPROVEMENTS (BASED ON CONCEPT DESIGN)</b>	
<b>Surface Condition</b>	Level work area with dense grade aggregate (DGA) topping surface. Grading to a minimum elevation of 11.0' NAVD88 (FEMA 100-year flood elevation). Presently 12.5' NAVD88 is being considered.
<b>Live Loading Capacity</b>	Expected minimum 4,800 psf. NJEDA will, through future tenant selection processes, work with prospective tenants to determine if additional loading capacity is needed to support a production facility.
<b>Facilities</b>	NJEDA will, through future tenant selection processes, work with prospective tenants to determine production facility needs.
<b>Utilities</b>	Electricity Potable and fire water Sewer Telecommunications
<b>Road Connectivity</b>	Parcel C will be connected to the Wharf via a purpose-built heavy-haul road. Parcel C will be connected to the Port entrance via an access road.

<sup>14</sup> Start date assumes requisite (facility) permitting, design and bidding have been completed. Actual facility construction start and completion dates may differ by facility type and tenant needs/ requirements.

<sup>15</sup> NJEDA anticipates that certain aspects of facility construction can start ahead of core infrastructure completion. The extent to which facility construction can start ahead of core infrastructure completion may differ by facility type.

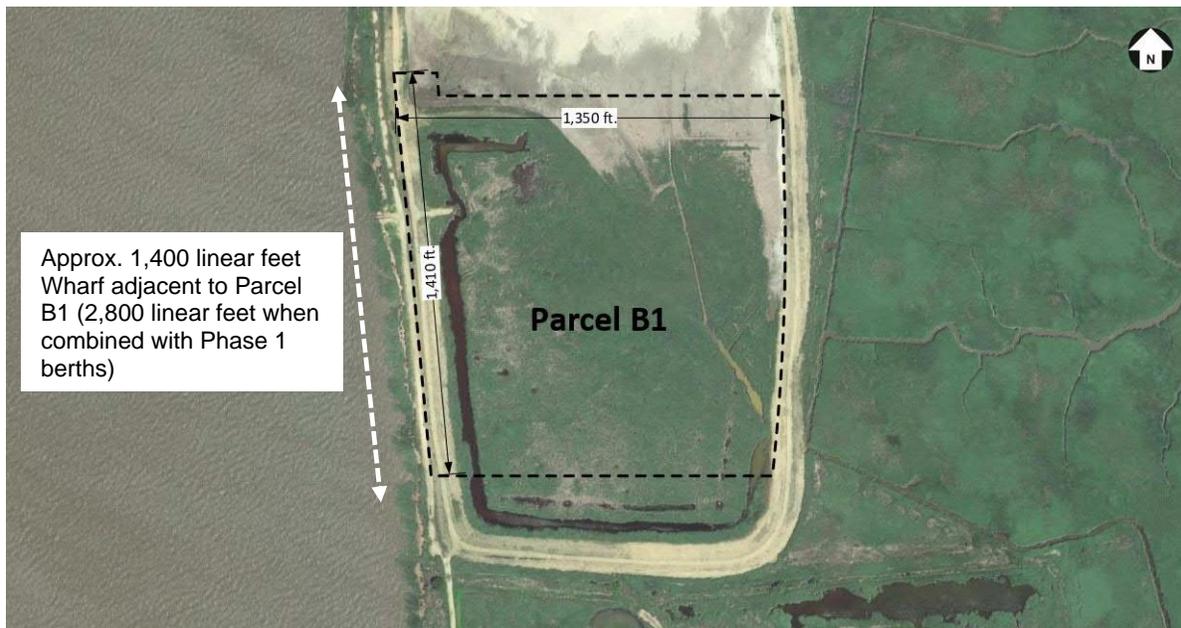
## 2.4 Parcel B1

As illustrated in Figure 6 below, Parcel B1 is situated to the north of the Port site, bounding Parcel A (marshalling parcel) to the south, Parcel B2 (Tier 1 manufacturing parcel) to the north and undeveloped land to the east.

In respect to current condition and use, the site is presently a CDF for the United States Army Corp of Engineers' (USACE) maintenance dredging of the Delaware River; it is part of an agreed land exchange between PSEG and USACE which is currently under negotiation and which is anticipated to be completed in Quarter 2 2021.

Under NJEDA's current Phase 2 concept plan, Parcel B1 will be directly adjacent to an approximately 1,400 linear feet Wharf – comprising two berths. A decision on the type of berth(s) (i.e installation or delivery) adjacent to Parcel B1 has yet to be made and will be determined on the basis of a further assessment of industry requirements and capital cost.

**Figure 6 – Parcel B1**



A detailed summary of Parcel B1 is included below.

SIZE & DIMENSIONS	
<b>Size</b>	Approximately 40 acres <sup>16</sup>
<b>Dimensions</b>	North-South longest point: 1,410 feet East-West longest point: 1,350 feet
TARGETED USE(S)	
<b>Targeted Use(s)</b>	Flexible space for either marshalling or manufacturing
<b>Zoning</b>	Industrial District (I)

<sup>16</sup> 40 acres comprises: 33.5 acres of marshaling yard; 3.7 acres of shared quayside; 3 acres of shared corridor.

<b>DEVELOPMENT TIMEFRAME (BASED ON CURRENT SCHEDULE)</b>	
<b>Geotechnical</b>	Expected completion Q1 2022
<b>Construction-related Permitting</b>	All permit approvals required for Parcel B1 construction are expected by Q4 2024
<b>Design</b>	Expected to commence Q4 2021, and to be completed by Q3 2022
<b>Construction Completion (Core infrastructure)</b>	Q2-Q4 2026 <sup>17</sup>
<b>Earliest Construction Start for a Production Facility<sup>18 19</sup>(if Parcel is not used for Marshalling)</b>	Q4 2025

<b>IMPROVEMENTS (BASED ON CONCEPT DESIGN)</b>	
<b>Surface Condition</b>	Level work area with dense grade aggregate (DGA) topping surface. Grading to a minimum elevation of 11.0' NAVD88 (FEMA 100-year flood elevation). Presently 12.5' NAVD88 is being considered.
<b>Live Loading Capacity</b>	4,800 psf laydown/backland area 6,200 psf quayside area
<b>Facilities</b>	No permanent building structures or foundations are envisaged if used for marshalling. If used for manufacturing, NJEDA will, through future tenant selection processes, work with prospective tenants to determine production facility needs.
<b>Utilities</b>	Electricity Potable and fire water (potentially via on site storage tanks) <sup>20</sup> Sewer (potentially via on site holding tanks) <sup>21</sup> Telecommunications
<b>Road Connectivity</b>	Parcel B1 will be connected to the Port entrance via an access road.

<sup>17</sup> The range reflects the potential for construction completion to occur earlier than Quarter 4 2026 under certain design scenarios. NJEDA will have greater clarity on this timeframe as Phase 2's concept plan solidifies.

<sup>18</sup> Start date assumes requisite (facility) permitting, design and bidding have been completed. Actual facility construction start and completion dates may differ by facility type and tenant needs/requirements.

<sup>19</sup> NJEDA anticipates that certain aspects of facility construction can start ahead of core infrastructure completion. The extent to which facility construction can start ahead of core infrastructure completion may differ by facility type.

<sup>20</sup> A design decision has not yet been made.

<sup>21</sup> A design decision has not yet been made.

## 2.5 Parcel B2

As illustrated in Figure 7 below, Parcel B2 is situated to the north of the Port site, bounding Parcel B1 (marshalling parcel) to the south, and undeveloped land to the north and east – with the Delaware River to the Parcel’s west.

Alongside Parcel B1, Parcel B2 is presently a CDF for the United States Army Corp of Engineers’ (USACE) maintenance dredging of the Delaware River; it is part of an agreed land exchange between PSEG and USACE which is currently under negotiation and is expected to be complete in Quarter 2 2021.

Under NJEDA’s current Phase 2 concept plan, manufacturing tenants on Parcel B2 will utilize the berths adjacent to parcels A and B1 which are directly south and would, under the current concept plan, be directly connected to Parcel B2 via an approximately 100 feet-wide shared corridor running (2,800 feet) north-south and directly parallel to the Wharf. It is envisioned this shared corridor would enable movement of large components (e.g. blades) as well as improve goods flow and safety within the port.

**Figure 7 – Parcel B2**



A detailed summary of Parcel B2 is included below.

<b>SIZE &amp; DIMENSIONS</b>	
<b>Size</b>	Approximately 50 acres
<b>Dimensions</b>	North-South longest point: 1,790 feet East-West longest point: 1,350 feet
<b>TARGETED USE(S)</b>	
<b>Targeted Use(s)</b>	Manufacturing only
<b>Zoning</b>	Industrial District (I)

<b>DEVELOPMENT TIMEFRAME (BASED ON CURRENT SCHEDULE)</b>	
<b>Geotechnical</b>	Expected Completion Q1 2022
<b>Construction-related Permitting</b>	All permit approvals required for Parcel B2 construction are expected by Q4 2024
<b>Design</b>	Expected to commence Q4 2021, and by completed by Q1 2025
<b>Construction Completion (Core infrastructure)</b>	Q2-Q4 2026 <sup>22</sup>
<b>Earliest Construction Start for a Production Facility<sup>23 24</sup></b>	Q4 2025

<b>IMPROVEMENTS (BASED ON CONCEPT DESIGN)</b>	
<b>Surface Condition</b>	Level work area with dense grade aggregate (DGA) topping surface. Grading to a minimum elevation of 11.0' NAVD88 (FEMA 100-year flood elevation)
<b>Live Loading Capacity</b>	Expected minimum 1,000 psf. NJEDA will, through future tenant selection processes, work with prospective tenants to determine if additional loading capacity is needed to support a production facility.
<b>Facilities</b>	NJEDA will, through future tenant selection processes, work with prospective tenants to determine production facility needs.
<b>Utilities</b>	Electricity Potable and fire water (potentially via on site storage tanks) Sewer (potentially via on site holding tanks) Telecommunications
<b>Road Connectivity</b>	Parcel B2 will be connected to the Wharf via a purpose-built heavy-haul corridor (approximately 100 feet in width). Parcel B2 will be connected to the Port entrance via an access road.

<sup>22</sup> The range reflects the potential for construction completion to occur earlier than Quarter 4 2026 under certain design scenarios. NJEDA will have greater clarity on this timeframe as Phase 2's concept plan solidifies.

<sup>23</sup> Start date assumes requisite (facility) permitting, design and bidding have been completed. Actual facility construction start and completion dates may differ by facility type and tenant needs/requirements.

<sup>24</sup> NJEDA anticipates that certain aspects of facility construction can start ahead of core infrastructure completion. The extent to which facility construction can start ahead of core infrastructure completion may differ by facility type.

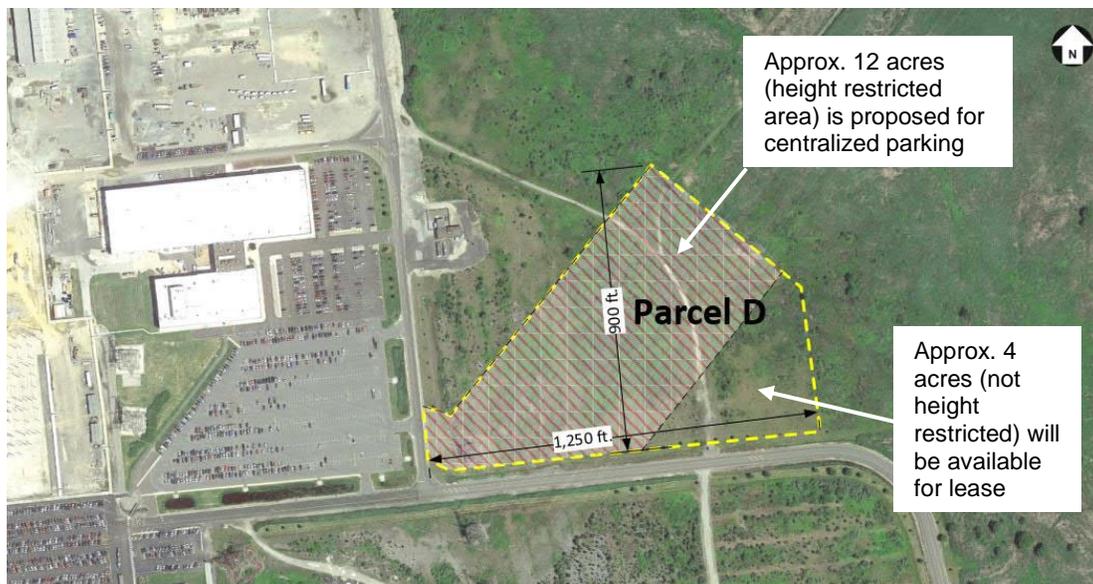
## 2.6 Parcel D

As illustrated in Figure 8 below, Parcel D is situated to the east of the Port site, bounding Parcel G to the north, PSEG’s nuclear facility to the west and undeveloped land to the east and south.

The approximately 16 acre Parcel is divided into two areas. The northern area, shown with a cross hatch in Figure 8, is approximately 12 acres and is proposed to be used for centralized parking (with capacity for approximately 1,200 vehicles) and shuttling services to the rest of the Port. This area, owing to vertical restrictions caused by overhead power lines, will not be available to lease.

The area to the southern end of Parcel D, approximately 4 acres, is bounded along its southern edge by a port access road. This area could be used for Tier two manufacturing, offices or storage facilities to support Operations and Maintenance (O&M).

**Figure 8 – Parcel D**



A detailed summary of Parcel D is included below.

SIZE & DIMENSIONS	
<b>Size</b>	Approximately 16 acres – of which approximately 4 acres will be made available to lease; 12 acres is proposed for centralized parking <sup>25</sup>
<b>Dimensions</b>	North-South longest point: 900 feet East-West longest point: 1,250 feet
<b>Vertical Restrictions</b>	500kV aerial lines over the northern portion (approximately 12 acres), resulting in a maximum height restriction of 12 feet

TARGETED USE(S)	
<b>Targeted Use(s)</b>	Manufacturing (Tier 2), Offices/Administration, Operations & Maintenance (O&M) facilities/storage
<b>Zoning</b>	Industrial District (I)

<sup>25</sup> Use of 12 acres on Parcel D for centralized parking remains subject to further PSEG review.

<b>DEVELOPMENT TIMEFRAME (BASED ON CURRENT SCHEDULE)</b>	
<b>Geotechnical</b>	Expected Completion Q4 2021
<b>Construction-related Permitting</b>	All permit approvals required for Parcel D construction are expected by Q1 2022 for the core and Q4 2022 for buildings
<b>Design</b>	Expected to commence Q4 2020
<b>Construction Completion (Core infrastructure)</b>	Q4 2023
<b>Earliest Construction Start for a Facility<sup>26 27</sup></b>	Q4 2022

<b>IMPROVEMENTS (BASED ON CONCEPT DESIGN)</b>	
<b>Surface Condition</b>	Level work area with dense grade aggregate (DGA) topping surface. Grading to a minimum elevation of 11.0' NAVD88 (FEMA 100-year flood elevation). Presently 12.5' NAVD88 is being considered.
<b>Live Loading Capacity</b>	Expected minimum 1,000 psf. NJEDA will, through future tenant selection processes, work with prospective tenants to determine if additional loading capacity is needed to support a production facility.
<b>Facilities</b>	NJEDA will, through future tenant selection processes, work with prospective tenants to determine facility/building needs.
<b>Utilities</b>	Electricity Potable and fire water Sewer Telecommunications
<b>Road Connectivity</b>	Parcel D will be connected to the Port entrance via an access road.

<sup>26</sup> Start date assumes requisite (facility/building) permitting, design and bidding have been completed. Actual facility/building construction start and completion dates may differ by type and tenant needs/requirements.

<sup>27</sup> NJEDA anticipates that certain aspects of facility/building construction can start ahead of core infrastructure completion. The extent to which construction can start ahead of core infrastructure completion may differ by facility/building type.

### 3 FUTURE TENANT SELECTION TIMELINE

NJEDA anticipates selecting tenants for the Port via a competitive publicly-advertised bid process. As outlined in NJEDA’s recent Request for Information (RFI)<sup>28</sup>, the indicative timeline for selecting tenants is as follows:

- Notice of tenant selection for **Parcel A** and **Parcel G** (for leases commencing mid-2023) is expected to be published in **October 2020** – with a target of executing leases by the end of **Quarter 1 2021**; and
- Tenant selection for **Parcels D, C, B1 and B2**, as well as second round leases on **Parcels A and G** (i.e. leases indicatively commencing in Q3 – Q4 2025), is expected to commence in **Quarter 3 2021** – with a target of executing leases **Quarter 4 2021**.

Parcel	Approximate lease commencement	Bid process commencement	Target for lease execution
<b>A (First lease period)</b>	Q3 2023	Q4 2020	Q1 2021
<b>G (First lease period)</b>	Q3 2023	Q4 2020	Q1 2021
<b>D</b>	Q4 2023	Q3 2021	Q4 2021
<b>C</b>	Q4 2024	Q3 2021	Q4 2021
<b>A (Second lease period)</b>	Q3 – Q4 2025	Q3 2021	Q4 2021
<b>G (Second lease period)</b>	Q3 – Q4 2025	Q3 2021	Q4 2021
<b>B1</b>	Q2 – Q4 2026	Q3 2021	Q4 2021
<b>B2</b>	Q2 – Q4 2026	Q3 2021	Q4 2021

<sup>28</sup> Available at: <https://www.njeda.com/pdfs/rfps/2020-RFI-OET-NJ-WIND-PORT/2020-RFI-OET-NJ-Wind-Port-Lease-RFI-FINAL.aspx>