

# James R. Hurley Industrial Park Redevelopment Plan



Prepared for:

The City of Millville  
Cumberland County, New Jersey

Adopted by the Board of Commissioners  
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# INTRODUCTION

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Redevelopment is the process of rebuilding a previously developed area of a community that has fallen into a state of disrepair, or the development of underutilized municipally owned lands. This can involve the acquisition and demolition of existing structures and facilities if needed to make way for new improvements. Redevelopment planning is the process of determining how the redevelopment of particular properties can best improve a community, and to use local government powers to encourage development and growth where it otherwise would be unlikely to happen.

New Jersey laws allow for a municipality to utilize redevelopment as a tool to stimulate economic development and improve conditions on properties that meet certain statutory criteria that qualify them as being '*in need of redevelopment*'. Redevelopment as a planning instrument offers a number of potential benefits to the City. Through redevelopment, the City is allowed more flexibility to negotiate with, and offer financial incentives such as long term tax abatements to potential developers, than is otherwise available through standard land development procedures. Under redevelopment the City can take a more proactive approach to improving targeted areas. This can be used as a means to stimulate development where it might not occur through market forces and private capital alone.

In January of 2003, the City of Millville Board of Commissioners directed the Planning Board, in Resolution A-4205, to undertake an investigation of an area of over 3,750 acres of land on 90 properties surrounding the Millville Executive Airport to determine if they met the statutory criteria as found in N.J.S.A. 40A:12A-5 to be designated as an Area in Need of Redevelopment. Per Resolution 03-16-01 of the Planning Board, and Resolution A-4359 of the Board of Commissioners, it was found that this entire area met the necessary criteria, and the airport and its surroundings were designated as an area in need of redevelopment. Subsequent to this Redevelopment designation, the City adopted the Airport Area Redevelopment Plan, which proposed uses for the area such as office parks, industrial facilities, and a motor sports facility.

Redevelopment as desired has been successful on some of the properties within the greater Airport Area, most notably the New Jersey Motorsports Park, but not on all of them. In particular, the properties just northeast of the airport along Bogden Boulevard have remained vacant for many years. As a result, the City wishes to create a specialized Redevelopment Plan for these properties to more effectively plot their redevelopment in ways that will be a benefit to general welfare of residents of Millville.

This Plan provides a detailed guide for the revitalization of these properties just northeast of the Millville Executive Airport. It shall serve as the formal planning and zoning regulatory document to establish permitted land uses, building and dimensional standards, and design standards for all development within the Area.

## STATUTORY REQUIREMENTS

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This Plan and the provisions herein have been prepared pursuant to Section 7 of the Local Redevelopment and Housing Law (LRHL) (N.J.S.A. 40A:12A-7), which provides that “no redevelopment project shall be undertaken or carried out except in accordance with a redevelopment plan adopted by ordinance of the municipal governing body, upon its finding that the specifically delineated project area is located in an area in need of redevelopment...according to criteria set forth in section 5...as appropriate.” Pursuant to the requirements of the LRHL, this Redevelopment Plan includes an outline for the planning, development, redevelopment, or rehabilitation of the redevelopment area sufficient to indicate:

1. Its relationship to definite local objectives as to appropriate land uses, density of population and improved traffic and public transportation, public utilities, recreational and community facilities, and other public improvements.
2. Proposed land uses and building requirements in the redevelopment area.
3. Adequate provision for the temporary and permanent relocation, as necessary, of residents in the redevelopment area, including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market.
4. An identification of any property within the redevelopment area proposed to be acquired in accordance with redevelopment plan;
5. Any significant relationship of the redevelopment plan to:
  - (a) The Master Plans of contiguous municipalities;
  - (b) The Master Plan of the County in which the municipality is located, and;
  - (c) The State Development and Redevelopment Plan (the “SDRP”) adopted pursuant to the “State Planning Act,” P.L. 1985, c.398 (C.52:18A-196 et al.).
6. As of the date of the adoption of the resolution finding the area to be in need of redevelopment, an inventory of all housing units affordable to low and moderate income households, as defined pursuant to section 4 of P.L.1985,c.222 (C.52:27D-304), that are to be removed as a result of implementation of the redevelopment plan, whether as a result of subsidies or market conditions, listed by affordability level, number of bedrooms, and tenure.
7. A plan for the provision, through new construction or substantial rehabilitation of one comparable, affordable replacement housing unit for each affordable housing unit that has been occupied at any time within the last 18 months, that is subject to affordability controls and that is identified as to be removed as a result of implementation of the redevelopment plan. Displaced residents of housing units provided under any State or federal housing

subsidy program, or pursuant to the “Fair Housing Act,” P.L.185,c.222 (C.52:27D-301 et al.), provided they are deemed to be eligible, shall have first priority for those replacement units provided under the plan; provided that any such replacement unit shall not be credited against a prospective municipal obligation under the “Fair Housing Act,” P.L.185,c.222 (C.52:27D-301 et al.), if the housing unit which is removed had previously been credited toward satisfying the municipal fair share obligation. To the extent reasonably feasible, replacement housing shall be provided within or in close proximity to the redevelopment area. A municipality shall report annually to the Department of Community Affairs on the progress in implementing the plan for the provision of comparable, affordable replacement housing required pursuant to this section.

The LRHL provides that “a redevelopment plan may include the provision of affordable housing in accordance with the “Fair Housing Act,” P.L. 1985, c.222 (C.52:27D-301 et al.) and the housing element of the municipal master plan.” Finally, the Plan is required to describe its relationship to pertinent municipal development regulations, and must note whether the provisions of the Plan supersede applicable provisions of the development regulations of the municipality or constitute an overlay zoning district.

## DESCRIPTION OF REDEVELOPMENT AREA

The Area governed by this Redevelopment Plan are the following tax parcels:

- Block 136, Lot 1
- Block 136, Lot 1.01
- Block 125.03, Lot 10
- Block 125.03, Lot 11

The Redevelopment Area Boundary map on the following page illustrates the extents of the lands governed by this Redevelopment Plan. The area is located just northeast of the airport in the southern end of the City, west of the Maurice River. The area is generally bound by South Race Street, Silver Run Road, and Dividing Creek Road to the east, by Millville Executive Airport and New Jersey Motorsports Park to the south, and to the north and west by the residential neighborhoods along the south side of Cedarville Road. The area is split by Bogden Boulevard, which separates Block 136 from Block 125.03. Immediately to the west of the Area are the soccer fields for the Millville Soccer Association, which are accessed by McCafferty Boulevard, which also forms a boundary line of the Redevelopment Area.



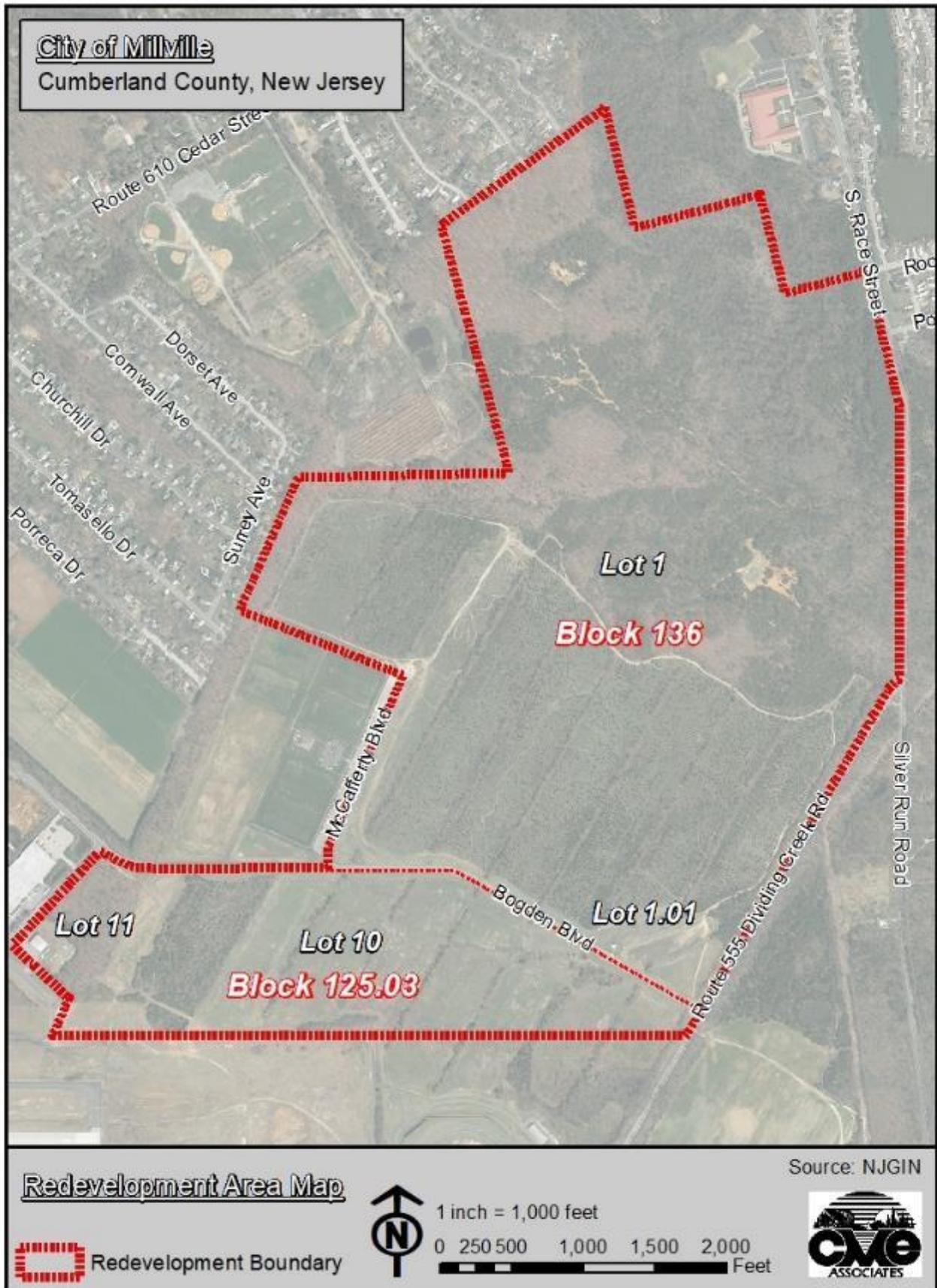
*Redevelopment Area from Google Earth*



*View of Bogden Boulevard*

Surrounding the Area is a mix of industrial and commercial uses around the airport to the southwest, while the northwest is developed with single-family dwellings. Immediately to the west are the soccer fields, and additional public recreation space is provided in the Cedarville Road Recreation Complex to the northwest. Silver Run Elementary School is immediately to the north of the Area along South Race Street. To the east of the Area is the Maurice River, and preserved lands as well as some agricultural lands along Dividing Creek Road.

Each of the properties within the Redevelopment Area is currently vacant land, except for one small structure on Lot 1.01 of Block 136, which is developed with a pumping station, and a portion of Block 125.03 Lot 11 which contains an 8,500 square foot hanger. The majority of the Area, which is nearly 500 acres in size, is former agricultural lands that are no longer used. The northern portions of the Area are mostly wooded, and are partially encumbered by wetlands. All of the properties within the Area are currently publicly owned, with the City of Millville owning three of the properties, and the fourth being owned by the Delaware River and Bay Authority (DRBA).



## RELATIONSHIP TO LOCAL OBJECTIVES

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This Redevelopment Plan provides standards to facilitate the redevelopment of existing tracts of vacant land owned by the City of Millville, and the Delaware River and Bay Authority (DRBA). The objectives of the Redevelopment Plan are as follows:

1. Encourage industrial activity and economic opportunity in the City of Millville.
2. Stimulate the redevelopment of vacant land in a manner that will complement and capitalize on the adjacent airport, industrial uses, and the motor sports track.
3. Provide for flexibility and creativity with respect to design of buildings and improvements within the Redevelopment Area while ensuring that the aesthetics of redevelopment projects are of a high standard.
4. Provide for the redevelopment of the Area in a manner consistent with the City of Millville Land Use Plan Element.

The Redevelopment Plan objectives articulated above are consistent with and seek to advance the goals of the City's Master Plan and the State Development and Redevelopment Plan as discussed herein.



*Industrial facilities in the Airport area.*



*Industrial development (image from Consolidated Appraisal systems)*

# LAND USE PLAN

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## Relationship to the City's Zoning and Land Development Regulations

In order to implement the Plan consistent with the objectives herein, the Redevelopment Area shall be developed in accordance with the standards detailed in this Redevelopment Plan. Except where otherwise noted, this Plan shall supersede the underlying zoning including use, bulk, and design standards of the City's Land Use and Development Regulations as they relate to the area governed by this Redevelopment Plan. The definitions found in the City's Land Use and Development Regulations shall apply unless otherwise noted herein.

All development within the Redevelopment Area must be approved by the Planning Board of the City of Millville, and shall be submitted following the normal subdivision and site plan submission and review procedures as found in N.J.S.A. 40:55D-1 et seq, and those within the City's Land Use and Development Regulations.

## Airport Hazard Overlay District

Where applicable, all redevelopment projects shall comply with the standards and requirements of the Airport Hazard Overlay District of the City's Land Use and Development Regulations.

## Land Use and Building Requirements

Compliance with the following standards shall be treated as zoning requirements. Any deviation from these standards that would result in a "d" variance as per N.J.S.A. 40:55D-70.d of the municipal land use law, shall be addressed as an amendment to the Plan. Neither the Planning Board nor the Zoning Board of Adjustment shall have the authority to allow deviations from these standards which would result in a "d" variance.

The Planning Board shall have the authority to grant any deviations from these standards which would result in a "c" variance, as per N.J.S.A. 40:55D-70.c, to the same extent that they may grant relief from such standards under normal subdivision and site plan review processes.

## Land Use Regulations

### Definitions

The following terms used within this Redevelopment Plan shall have the following meanings:

- Auto Dismantling and Distribution Facility – Any establishment or place of business which is maintained, used, or operated for the primary purpose of buying, storing, or selling vehicles and/or their parts in order to dismantle, or disassemble these vehicles or parts, and sell or distribute the vehicles or parts.
- Breweries and Distilleries – Any establishment engaged in the act of brewing or distilling any alcoholic beverage for sale and/or distribution to wholesalers, retailers, or consumption on the premises, licensed in accordance with the State Alcoholic Beverage Law.
- Distribution Centers – A warehouse or building used primarily for the purpose of storing goods or merchandise which will be redistributed to retailers, wholesalers, or delivered directly to consumers.
- Food Processing - Any establishment engaged in the manufacturing or processing of food or beverages for human consumption.
- Hotel or Motel – Any facility that provides transient lodging for 10 or more persons, and is kept, used, maintained, and advertised as a place where sleeping accommodations are available to transient guests for rent on a daily basis.
- Indoor Agriculture – An enclosed, indoor facility used for the purposes of growing, or cultivating plants, food, or other crops for commercial production and sales.
- Light Industrial Uses – Any establishment engaged in the processing, manufacturing, fabrication, packaging, treatment, or assembly of products, primarily from processed or previously manufactured materials.
- Municipal Facilities – Any facility operated, managed, or controlled by the City of Millville, the Board of Education, or another local government agency.
- Pharmaceutical Manufacturing – Any facility used for the primary purpose of manufacturing, processing, or producing pharmaceutical drugs, medical devices, or similar items.
- Professional Offices – A building or portion of a building, wherein services are performed involving administrative, professional, medical, dental, or clerical operations.
- Public Utilities – A facility operated, managed, or controlled by a public utility as that term is defined in N.J.S.A. 48:2-13.
- Recreation Facilities – Facilities where any tract of land or building are designed and used specifically as a recreational establishment for active or passive recreation for the public.

- Scientific, Medical, or Research Laboratories – An establishment in which are located facilities for scientific research, investigations, testing, or experimentation, but not facilities for the manufacture or sale of products, except as incidental to the primary purpose of the laboratory.
- Solar Energy Facilities – A facility where the primary purpose is to produce energy by collecting and converting sunlight into electricity through the use of photovoltaic panels or concentrated solar power lenses.
- Wireless Telecommunications Facility – A facility or structure designed or intended to be used to support wireless telecommunications services, including antennas, transmittal, and receiving devices. This may include equipment mounted to the face or roof of a building, or freestanding poles or towers.
- Warehousing or Storage Facilities – Any building in which the primary purpose is for the storage of goods or materials.
- Wholesale Establishments – Establishments primarily engaged in selling goods or merchandise to retailers; to industrial, commercial, or business users, or to other wholesale establishments.

Permitted Principal Uses

The following uses are permitted as principal uses within the Redevelopment Area:

- Breweries and distilleries;
- Distribution centers;
- Food processing;
- Indoor agriculture;
- Light industrial uses;
- Municipal facilities;
- Pharmaceuticals manufacturing;
- Professional offices;
- Public utilities;
- Recreation facilities;
- Scientific, medical, or research laboratories;
- Solar energy facilities;
- Warehousing or storage facilities;
- Wholesale establishments;
- Any other use which is substantially similar in nature to the uses listed as permitted principal uses.

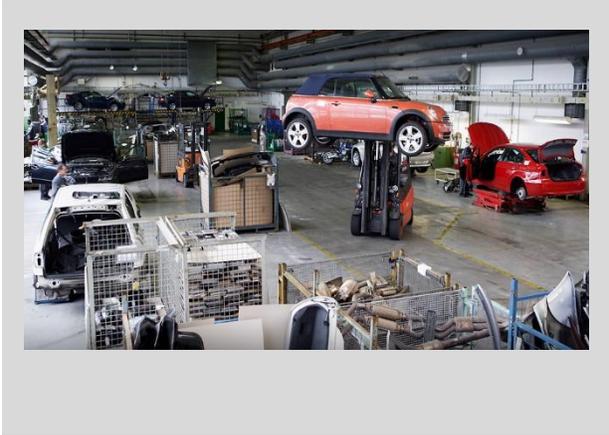


Conditionally Permitted Uses

The following uses are permitted as conditional uses, with the required conditions for approval noted below:

- Auto Dismantling and Distribution Facility;

- a. Minimum lot area shall be 50 acres.
- b. No outdoor storage of vehicles or storage of disassembled parts of vehicles, is permitted within the front yard area.
- c. Any outdoor storage area shall be screened from the view of any publicly accessible areas.
- d. All disassembly of vehicles or removal of fluids shall take place within an enclosed, indoor facility.
- e. A landscaped perimeter buffer of at least 100 feet in width shall be provided along the side and rear yards of the lot.



*Auto dismantling (image from bmwblog.com)*

- Hotel or Motel;

- a. Minimum Lot Area shall be 1 acre.
- b. Each unit for rental shall have a minimum gross floor area of 300 square feet.
- c. All mechanical equipment shall be visually screened from public view.

- Wireless Telecommunications Facilities;

- a. All equipment including towers and antennas shall be setback from any property line a minimum of the following:
  - i. Towers – 150% of their height
  - ii. Antennas – 50 feet
  - iii. Other equipment – 50 feet
- b. Towers may have a maximum height of 150 feet.
- c. Other equipment shall have a maximum height of 10 feet, or in the case of roof mounted equipment, 10 feet above the height of the building on which they are attached.

Prohibited Principal or Accessory Uses

- Residential uses
- Slaughtering or Slaughterhouses

Permitted Accessory Uses

- Off-street parking;
- Signs;
- Roof mounted solar panels;
- Any other use or structure that is deemed by the Planning Board to be customary, incidental, and accessory to the principal uses or structures on the site.



Area, Yard, and Building Requirements

Except where otherwise noted, the following area requirements shall apply to all development within the Redevelopment Area:

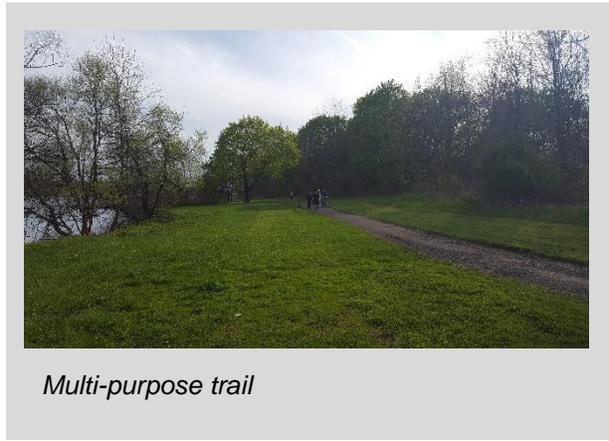
- Minimum Lot Area – 20,000 square feet
- Minimum Lot Frontage – 100 feet
- Minimum Front Yard Setback – 50 feet
- Minimum Side Yard Setback – 30 feet
- Minimum Rear Yard Setback – 60 feet
- Maximum Building Height – 50 feet
- Maximum Impervious Coverage – 60 percent
- Maximum Building Coverage – 40 percent

Accessory Structure Requirements

- No accessory structures shall be permitted within the required front yard area.
- The minimum required rear and side yard setbacks for an accessory structure shall be one-half that of the principal structure.

*Additional Requirements*

- More than one permitted principal use or structure may be permitted on a single lot. In such an instance the minimum separation between buildings shall be 20 feet.
- More than one permitted principal use may be permitted within a single building.
- Where more than one permitted use is proposed on a lot or within a building, the required off-street parking shall be the sum of the parking required for each use.
- A landscaped buffer of at least 100 feet in width shall be required on all areas which abut McCafferty Boulevard or the athletic fields on Lot 1.02 of Block 136 (Millville Soccer Association) to screen the visibility of the development from the recreation areas.
- A landscaped buffer of at least 200 feet in width shall be provided for any development which will abut a residential property or residentially zoned property.
- Any development which has frontage on Bogden Boulevard shall provide landscaping in the form of street trees and other decorative plantings within a landscaping strip of 30 feet in width along the frontage of Bogden Boulevard.
- Any development proposed on Lot 1 of Block 136 shall include improvements, including potentially off-tract improvements, to the surrounding public recreational uses, subject to the terms of a redevelopers agreement.
- Outdoor storage of materials shall be permitted only when incidental to the permitted principal or accessory use of the property.



*Off-Street Parking Requirements*

Off-street parking shall be provided on site for each use at the following ratios:

<b>Use</b>	<b>Parking Requirement</b>
Breweries and distilleries	1 space / 500 square feet gross floor area
Distribution centers	1 space / employee on maximum shift + 10%
Food Processing	1 space/employee on maximum shift + 10%
Indoor agriculture	1 space / employee on maximum shift + 10%
Light industrial uses	1 space / employee on maximum shift + 10%
Municipal facilities	1 space / employee on maximum shift

Pharmaceutical manufacturing	1 space / employee on maximum shift + 10%
Professional offices	1 space / 300 square feet gross floor area
Public utilities	1 space / employee
Recreation facilities	At the discretion of the Planning Board
Solar energy facilities	1 space / employee on maximum shift
Scientific, medical, or research laboratories	1 space / employee on maximum shift + 10%
Warehousing or storage facilities	1 space / employee on maximum shift + 10%
Wholesale establishments	1 space / employee on maximum shift + 20%
Auto dismantling and distribution facility	1 space / employee on maximum shift + 10%
Hotel or motel	1 space / guest room + 10%
Wireless telecommunications facility	1 space
All other uses	At the discretion of the Planning Board

Where any required parking calculation results in a fraction of a parking space, the required amount of off-street parking shall be rounded up to the nearest whole number of parking spaces.

Noise, Dust, and Fumes Requirements:

All redevelopment projects shall comply with all requirements regarding noise, dust, fumes, and other nuisance impacts of industrial uses of the City's Land Use and Development Ordinance.

## Design Standards

The following standards are intended to provide guidance in regards to the aesthetics of buildings, landscaping, and other site amenities and design features in order to encourage a high standard of development.

Any deviation from the following Design Standards of this Redevelopment Plan shall be treated as a design waiver. The Planning Board shall have the authority to grant design waivers as an exception to these standards if it finds that the proposed conditions are satisfactory, and will generally advance the purposes of this Redevelopment Plan, without any substantial detriment to the public welfare or the intent of this Plan.

Redevelopment of the Area shall comply with the following design standards:

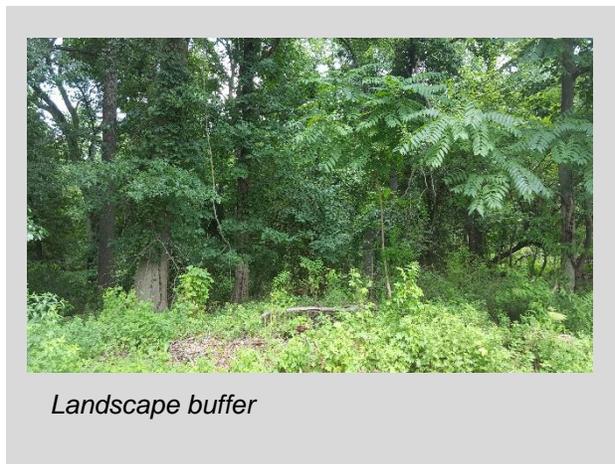
### Architectural Design

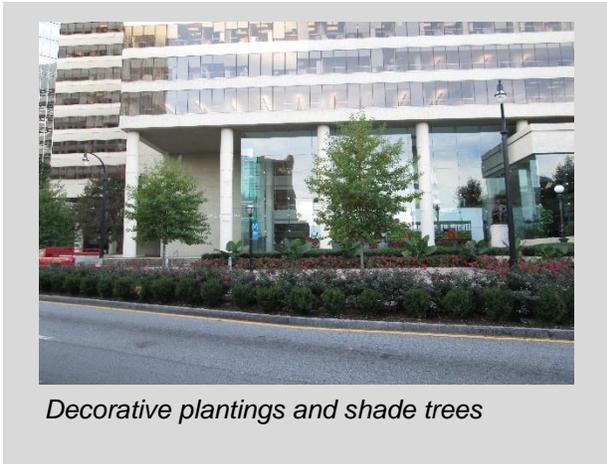
- The front façade of any principal structure, or any façade which will be visible from a public right of way, shall be composed of brick, stone, stucco, or similar decorative material from the base of the building to a height of at least 42 inches.
- The front façade of any principal structure shall contain a minimum of level of transparency of 10 percent of the facade, in the form of windows, doors, or other primarily transparent glazing.
- All mechanical equipment such as HVAC, emergency generators, or other such equipment, shall be screened from public view.



### Landscaping Design

- Landscaping within a required landscape buffer area shall be composed of a dense mixture of deciduous trees, evergreen trees, shrubs, grasses, and other plantings so as to provide a continuous, year-round buffer to mitigate and absorb sights, sounds, particulate matter, and odors from spilling onto adjacent properties.





*Decorative plantings and shade trees*

- Existing natural wooded tracts may be included as a part of or the entirety of a required buffer area provided that the growth is of a sufficient density and width to serve the purpose of the buffer.
- Required street trees shall be deciduous trees with a minimum of 2-1/2 inch caliper at the time of planting.
- Required street trees shall be spaced at a maximum distance of 50 feet on/center, and placed within the required landscape strip area in a linear manner.

- All species of trees and plants shall be native to the Cumberland County region.
- Off-street parking areas for customer parking of 25 vehicles or more shall include living shade trees, at a ratio of a minimum of 1 shade tree per 8 parking spaces. The shade trees shall be located in a planned manner within the parking area, or within 5 feet of the curb of the parking area.

Parking and Circulation

- Circulation design shall be provided in accordance with the standards of the City's Land Use and Development Ordinance.

Lighting Standards

- The maximum height of any freestanding light shall be 20 feet, or the height of the principal structure on the property, whichever is lesser.
- All lighting shall be provided in accordance with the standards of the City's Land Use and Development Ordinance.

Additional Standards

- Fences in a front yard area shall be visually open, and no greater than 6 feet in height.



*Visually open fence*

## RELATIONSHIPS TO OTHER PLANS

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### City of Millville Plans

Pursuant to the LRHL, “all provisions of the Redevelopment Plan shall be either substantially consistent with the municipal master plan or designed to effectuate the master plan.” (N.J.S.A. 40A:12A-7d).

### City of Millville Land Use Plan Element (2017)

The City adopted an updated Land Use Plan Element of the Master Plan in January of 2017. The following goals and objectives of the Land Use Plan have a relationship to this Redevelopment Plan:

- Provide a blueprint for the City to accommodate a variety of land uses and densities in the appropriate locations while maintaining a balance between development and land conservation.
- Protect open space and critical habitats around the Maurice River and preserve the remaining active farmland by encouraging low densities or clustered development in rural areas.
- Sunset outdated redevelopment plans which are no longer relevant, while recognizing the continuation of the Area in Need of Redevelopment designations.
- Encourage economic development and investment by attracting businesses and retailers to the Downtown Business District, commercial corridors, and industrial centers.

The Land Use Plan also made several recommendations that are relevant to the redevelopment of the Airport Area:

- The Airport Area Redevelopment Plan is called out as being out of date, and it is recommended that new zoning that is consistent with the intent and purpose of the land use categories of the Land Use Plan be implemented for this area.
- The Land Use Plan notes that the Airport Enterprise land use category, which encompasses the redevelopment area of this Plan, is intended to support the airport and aviation related industries, as well as transportation and manufacturing establishments. Tourism related activities should also be promoted.
- The Plan specifically recommends that the zoning in this area be targeted to allow for the airport and aviation industry uses, industrial parks, recreational uses, research and development, warehousing, manufacturing, renewable energy facilities, retail sales, and tourism attractions.

- The Land Use Plan Map, identifies the lands within this Redevelopment Area as being primarily within the Airport Enterprise Category. The northern portions of Block 136 Lot 1 are shown within the Open Space land use category.

*This Plan is intended to carry out the recommendations of the Land Use Plan by creating new use, dimension, and design regulations specific to the properties near the Airport which are being targeted for redevelopment.*

City of Millville Master Plan Reexamination Report (2012)

The City's most recent Master Plan was adopted in 2005. The Planning Board subsequently adopted a Master Plan Reexamination Report in 2012. The 2005 Master Plan, and the 2012 Reexamination Report established several goals pertaining to the development and redevelopment of the City, including:

- The Reexamination Report specifically notes that the City wishes to develop a specific redevelopment plan for the airport, as the original Airport Area Redevelopment Plan was just a general plan that did not provide specific zoning or land use provisions.
- The Airport is noted as embodying the greatest potential for economic development in the City, however its use represents potential conflicts with neighbors due to noise and vibration. Industrial development is recommended for the area due to its likeliness to be minimally impacted by noises from either the airport or the motor sports track next to the airport.
- The Reexamination Report provides discussion of the importance for industrial development, as well as the preservation of critical environmental areas, and the potential conflict between the two.

*This Plan is intended to provide standards to encourage industrial and economic development around the Airport, as recommended in the 2012 Reexamination report.*

City of Millville Redevelopment Plan - City-wide (2017)

In January of 2017, the Board of Commissioners determined that the entirety of the City of Millville meets the statutory criteria necessary to be declared an "Area in Need of Rehabilitation", which means that at least 50% of the residential units are more than 50 years old, in a substandard condition, and the area could benefit from a program of rehabilitation in order to prevent further decay and deterioration. Following this designation, the City adopted a City-wide Redevelopment Plan as a general plan to address new development for the entire City. One of the actions of this Plan was to officially repeal the Airport Area Redevelopment Plan of 2003. The City-wide Redevelopment Plan officially replaced the old redevelopment plan.

The City-wide Redevelopment Plan does not provide new zoning regulations, but states that the zoning for the area shall revert to the underlying zoning of the properties. However, the plan also states that the underlying land use categories of the City's land use and development ordinance are to be replaced by the proposed land use categories of the 2017 Land Use Plan Element. While the Land Use Plan Element did provide recommendations regarding land use categories and a land use map, it did not provide specific zoning regulations, only recommendations in terms of permitted uses in each land use category. The plan notes that as standards are developed for each of those districts, they shall replace the existing zoning.

*As such, this Redevelopment Plan for these specific parcels within the general airport area represents the fulfillment of the general goal of the City-wide Redevelopment Plan that new land use and zoning regulations be developed for the outdated Airport Redevelopment Plan.*

### City of Millville Transportation Improvement Study (2013)

In 2013, the City completed a Transportation Improvement Study, which made many recommendations to improve circulation conditions throughout the City. A few of those recommendations were made in regards to roads which surround the Redevelopment Area:

- Recommends making bicycle and pedestrian improvements from the Downtown area to Silver Run Elementary School a high priority.
- The Study recommends including bicycle lanes on portions of Race Street on the northern end of the Redevelopment Area.
- Bicycle lanes in the shoulder of the existing road are proposed for Dividing Creek Road, Bogden Boulevard, and Silver Run Road.
- An additional crossing over the Maurice River is proposed from near the intersection of Silver Run Road and Race Street, over the river to connect with 2<sup>nd</sup> Street (Route 47).

*Potential roadway improvements for bicycles may be addressed by this Plan through a redeveloper's agreement.*

### Cumberland County Plans

#### Cumberland County Transportation Plan (2013)

The Transportation Plan for Cumberland County was adopted by the County Planning Board in March of 2013.

- The Plan notes that the Millville Industrial Airport is a potential rail/truck intermodal site, where warehousing and staging would be appropriate.

- The Plan notes that Millville Airport is the only one in the County with an asphalt runway. However, due to its runway length of 6,000 feet, the airport is limited in its usefulness as a freight facility, where large scale freight airplanes require at least 10,000 feet of runway length.

*This Plan will support potential future growth of the Airport and its surrounding infrastructure.*

Cumberland County Open Space & Recreation Master Plan (2011)

The County's Open Space & Recreation Master Plan identifies the lands within the Redevelopment Area as Critical Area Rank 4 according to the NJ Landscape Project, in terms of its priority for open space conservation. This places them as a low priority for open space acquisition. It also notes the potential presence of freshwater wetlands in the northern portions of the Area.

*This Plan will have a minimal impact on the County's open space and recreation planning.*

Cumberland County Rails to Trails Project (2009)

In 2009, the County began a visioning process to identify potential trails to connect major points of destination within the region. This included feasibility studies for potential linkages of the trails. It identifies Route 555 (Silver Run Road and Race Street) as a potential link of the Bridgeton-Millville-Mauricetown Loop Trail.

*Any potential roadway or trail improvements related to regional trails may be addressed as a part of a redeveloper's agreement.*

## State Plans

State Development and Redevelopment Plan (2001)

The State Plan Policy Map and State Development and Redevelopment Plan (SDRP) classify the Redevelopment Area as being within either the Suburban Planning Area (PA-2), or the Environmentally Sensitive Planning Area (PA-5). According to the State Plan, the Suburban Planning Area is the lands adjacent to developed metropolitan centers, and is intended to provide for much of the State's future development. Growth is intended to be directed to these areas, but in designated centers and in other compact forms. The Environmentally Sensitive Planning Area is made up of large contiguous tracts of lands with valuable ecosystems and wildlife habitats. It is intended to protect critical environmental resources, and protect the character of existing communities.

The northern portions of the Redevelopment Area are within a “critical environmental site” as noted on the State Plan Policy Map. A Critical Environmental Site is any area which is less than 1 square mile, and serves as a critical aquifer recharge area, a wellhead protection area, or is identified as habitat for endangered species, among other criteria.

Portions of Millville, including the airport, but not the areas immediately to the east and north of the airport, are included within the Millville-Vineland Regional Center. Regional Centers are areas where the State Plan intends for growth to be directed.

*The goals, objectives, and provisions of this Redevelopment Plan are intended to guide the redevelopment of the Redevelopment Area in a manner consistent with the State Plan policies established for the both of the Planning Areas in which the Redevelopment Area is located. These goals are advanced by redeveloping lands in an area with existing infrastructure capacity, which is immediately adjacent to a designated center.*

#### Draft State Strategic Plan (2011) – not officially adopted

The State Strategic Plan was developed in 2011 as an update to the State Development and Redevelopment Plan, however it has not as of yet been officially adopted. The goals of this Draft Plan included:

- Enhance opportunities for attraction and growth of industries of statewide and regional importance.
- Guide and inform regional planning so that each region of the State can experience appropriate growth according to the desires and assets of that region.
- Ensure that strategies for growth include preservation of our State’s critical natural, agricultural, scenic, recreation, and historic resources, recognizing the role they play in sustaining and improving the quality of life for New Jersey residents and attracting economic growth.

## Other Plans

### Master Plans of Contiguous Municipalities

The Redevelopment Area is located in the southern central portions of the City of Millville, and is completely surrounded by other lands within the City of Millville. While Lawrence Township, Downe Township, and Commercial Township are all located approximately 2 – 3 miles south and west of the Redevelopment Area, the majority of the lands in each of these adjacent municipalities is undeveloped, and within a wildlife preserve. The redevelopment of this areas subject to this Plan are unlikely to have a significant impact on the plans of any adjacent municipalities.

# ADMINISTRATIVE AND PROCEDURAL REQUIREMENTS

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## Acquisition and Relocation

The Area governed by this Redevelopment Plan is a Non-Condemnation Redevelopment Area, and all parcels are currently owned by the City of Millville or the Delaware River and Bay Authority. The Redevelopment Area does not contain any residential uses. Therefore, provisions related to acquisition and relocation assistance are not required. In the event that it is determined that relocation assistance is necessary, the City will provide the appropriate relocation assistance pursuant to applicable State and Federal law as necessary.

## Inventory and Replacement of Affordable Housing

The Redevelopment Area governed by this Redevelopment Plan contains no housing units, and therefore no units affordable to low and moderate income households, as defined pursuant to section 4 of P.L.1985, c.222 (C.52:27D-304). No affordable units will be removed as a result of implementation of this Redevelopment Plan. For that reason, the City is not required to plan for the provision of new or substantially rehabilitated affordable housing as a result of the implementation of this Redevelopment Plan.

## Amending the Redevelopment Plan

Upon compliance with the requirements of applicable law, the City Board of Commissioners may amend, revise, or modify this Redevelopment Plan in general or for specific properties within the Redevelopment Area as circumstances may make such changes necessary and appropriate. The review and approval of any proposed amendments shall be undertaken in accordance with the procedures set forth in the LRHL. Any proposed changes in the Land Use Plan, including changes to permitted uses, building height, building setbacks, parking requirements, or other bulk standards, shall require notice and public hearings in a manner similar to the adoption of the original Plan.

## Redevelopment Powers

The City may use any and all redevelopment powers granted to it pursuant to the LRHL to effectuate this Plan, except that the use of eminent domain shall be prohibited. The City may enter into agreements with a designated redeveloper(s) in connection with the construction of any aspect of the Redevelopment Plan, including off-site improvements.

Conveyance of Land

The City may sell, lease, or otherwise convey to a redeveloper for redevelopment, subject to restrictions, controls and requirements of the Redevelopment Plan, all or any of the properties designated in need of redevelopment within the Redevelopment Area of this Plan that it owns or may acquire via means other than eminent domain. The City may also use its redevelopment powers pursuant to the LRHL to enter into other agreements with a designated redeveloper or redevelopers in connection with the implementation of the Redevelopment Plan.

Duration of the Plan

The Redevelopment Plan, as it may be amended from time to time, shall be in full force and effect upon its adoption by ordinance by the City of Millville Board of Commissioners and shall be in effect until the Board of Commissioners shall by ordinance adopt new regulations to supersede those found in this Redevelopment Plan.

## REDEVELOPER OBLIGATIONS

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Redevelopment under the terms of this Redevelopment Plan shall only be undertaken pursuant to a redevelopment agreement entered into between the City, acting as the Redevelopment Agency, and a designated redeveloper. The following restrictions and controls on redevelopment shall apply notwithstanding the provisions of any zoning or development ordinance or other regulations now or hereafter in force:

- The redeveloper will be obligated to carry out the specified improvements in accordance with this Redevelopment Plan.
- The redeveloper, its successors or assignees, shall develop the Redevelopment Area in accordance with the uses and building requirements specified in the Redevelopment Plan.
- Until the required improvements are completed and a certificate of completion is issued, the redeveloper covenants provided for in N.J.S.A. 40A:12A-9 and imposed in any redevelopment agreement, lease, deed or other instruments shall remain in full force and effect.
- The redevelopment agreement(s) shall contain provisions to assure the timely construction of the redevelopment project, the qualifications, financial capability and financial guarantees of the redeveloper(s) and any other provisions necessary to assure the successful completion of the project.
- The redevelopment agreement shall give consideration to including provisions for the improvement of off-site recreation facilities within Lot 1.02, of Block 136, at the discretion of the Board of Commissioners.
- The redevelopment agreement shall give due consideration to providing the transportation improvements as recommended in the City of Millville Transportation Improvement Study, The Cumberland County Transportation Plan, and the Cumberland County Rails to Trails Project, as noted herein.

## PLANNING BOARD REVIEW PROCESS

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Pursuant to N.J.S.A. 40A:12A-13, all applications for development of sites governed by this Redevelopment Plan shall be submitted to the City of Millville Planning Board for review and approval. The following provisions shall govern review of any proposed redevelopment projects for the redevelopment area:

- No building or zoning permit shall be issued by the construction or zoning official for any work resulting in a change of intensity of development or change of use resulting in site plan changes for any properties or buildings within the area of the Redevelopment Plan without prior review and approval of the work by the Planning Board, or the City Board of Commissioners if necessary.
- Where a proposed change of tenancy or site alteration is proposed which would not require a subdivision or site plan approval as per the City's Land Use and Development Ordinance, Planning Board review shall not be necessary and a building or zoning permit may be issued by the appropriate construction or zoning official.
- Regular maintenance and minor repair shall not require Planning Board review and approval.
- As part of site plan approval, the Planning Board may require the redeveloper to furnish performance guarantees pursuant to N.J.S.A. 40:55D-53 and as required in the City's Land Use and Development Regulations. The performance guarantees shall be in favor of the City of Millville, and the City Engineer shall determine the amount of any performance guarantees.
- As part of site plan approval, the Planning Board may require that the redeveloper be responsible for the maintenance of all landscaping, buildings, structures, utilities, or any other improvements on the site.
- Any subdivision of lots or parcels of land within the Redevelopment Area shall be in compliance with the Redevelopment Plan and reviewed by the Planning Board pursuant to the Local Redevelopment and Housing Law and N.J.S.A. 40:55D-1 et seq.
- Once a property has been redeveloped in accordance with the Redevelopment Plan, it may not be converted to any use not expressly permitted in this Redevelopment Plan. No non-conforming use, building, or structure may be expanded or made more non-conforming in nature after adoption of this Redevelopment Plan. A use or structure not conforming to the requirements of this Redevelopment Plan may not be reconstructed in the event of its destruction. The Planning Board shall determine the issue of whether the non-conforming use or building structure has been "destroyed."
- The regulations and controls of this Redevelopment Plan shall be implemented, where applicable, by appropriate covenants, or other provisions and through agreements between the redeveloper and City pursuant to N.J.S.A. 40A:12A-8 and 40A:12A-9.
- The extent of the redeveloper's responsibility for any installation or upgrade of infrastructure related to the development of the Redevelopment Area, or contribution

thereto, shall, whether on-site or off-site, be subject to a redevelopment agreement with the City of Millville, as the municipal redevelopment agency. This shall include infrastructure upgrades necessitated by a development that does not or may not provide sufficient on-site facilities to mitigate impacts to City infrastructure.

- A redeveloper shall be required to pay all applicable escrow fees and other required charges in accordance with applicable provisions of the City Ordinance and State law. Additionally, a redeveloper shall be required to pay their proportional share of the cost of any studies, plans, reports, or analysis prepared by the City or its designated redevelopment entity as part of this Redevelopment Plan. Any such payments required to reimburse the City shall be specified in the redevelopment agreement.

The above provisions are all subject to approval by ordinance and/or resolution according to law. If a court of competent jurisdiction finds any word, phrase, clause, section, or provision of this Redevelopment Plan to be invalid, illegal, or unconstitutional, the word, phrase, clause, section, or provision shall be deemed severable, and the remainder of the Redevelopment Plan and implementing ordinances shall remain in full force and effect.

# AMENDMENT TO ZONING MAP AND DEVELOPMENT REGULATIONS

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The City's Zoning Map is hereby amended to reference this Redevelopment Plan as a zoning district encompassing the Redevelopment Area as illustrated in the Redevelopment Area Map. Additionally, the listing of zoning districts in the City of Millville Land Use and Development Regulations is hereby amended to include a reference to this Redevelopment Plan constituting such substitute zoning districts.

Where specifically provided for herein, the development standards set forth in this Redevelopment Plan shall supersede the Land Use and Development Regulations of the City of Millville. In all other instances, the City Land Use and Development Regulations shall remain in full force and effect.

# APPENDICES

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Appendix A: Resolution of the Planning Board

Appendix B: Resolution of the Governing Body