



State of New Jersey
DEPARTMENT OF STATE
NEW JERSEY STATE PLANNING COMMISSION
PO BOX 820
TRENTON NJ 08625-0820

CHRIS CHRISTIE
Governor

GERRY SCHARFENBERGER, PH.D.
Director

KIM GUADAGNO
Lieutenant Governor

**Approved as amended on 10/16/2013
New Jersey State Planning Commission
Minutes of the Meeting Held on August 21, 2013
State House Annex
Committee Room 1
125 West State Street, Trenton, New Jersey**

CALL TO ORDER

Vice Chair Eskilson called the August 21, 2013 meeting of the New Jersey State Planning Commission (SPC) to order at 9:41 a.m.

OPEN PUBLIC MEETINGS ACT

Vice Chair Eskilson announced that notice of the date, time and place of the meeting had been given in accordance with the Open Public Meetings Act.

ROLL CALL

Members Present

Michele Brown, Chief Executive Officer, NJ Economic Development Authority
John Eskilson, Public Member
Monique Purcell, Designee for Douglas Fisher, Secretary, Department of Agriculture
Melissa Orsen, Designee for Lt. Governor Kim Guadagno, Department of State
Shing-Fu Hsueh, Mayor, West Windsor, Public Member (arrived at 9:46 a.m.)
Joyce Paul, Designee for Richard Constable, Commissioner, Department of Community Affairs
Marc Larkins, Chief Executive Officer, Schools Development Authority
Thomas Michnewicz, Public Member
Marilyn Lennon, Designee for Bob Martin, Commissioner, Department of Environmental Protection
Andy Swords, Designee for James Simpson, Commissioner, Department of Transportation
Edward McKenna, Chairman, Public Member (arrived at 9:46 a.m.)

Members Not Present

Kenneth Albert, Public Member

Others Present

(See Attachment A)

PLEDGE OF ALLGIANCE

Vice Chair Eskilson asked everyone to stand for the Pledge of Allegiance.

APPROVAL OF MINUTES

Vice Chair Eskilson asked for a motion to approve the Minutes of the May 15, 2013 meeting. Commissioner Michnewicz made the motion and it was seconded by Commissioner Purcell. All were in favor, no opposed or abstentions. The minutes were approved.

CHAIR'S COMMENTS

There were no comments at this time.

DIRECTOR'S REPORT

Director Scharfenberger reported that since the last State Planning Commission meeting, the Office for Planning Advocacy (OPA) has been working on a number of initiatives including: various Together North Jersey projects, the closure of the Oyster Creek Nuclear Plant in Lacey Township and amendments to three endorsed plans. OPA has also continued to play an active support role in the rebuilding process, particularly with OEM and hazard mitigation, and with EDA assisting with the financial disbursement initiatives.

Several other initiatives undertaken by OPA include:

The third meeting of the Brownfields Interagency Work Group (IAWG), which was held on August 14 [24], 2013 was an overwhelming success. Over 30 State and Federal agencies attended the meeting and provided guidance and programmatic suggestions to the municipalities of Atlantic City and Burlington City to help their Brownfields redevelopment projects. The list of projects that were presented is as follows:

Atlantic City – The Riverside Business Park is located along Absecon Boulevard, one of three roads connecting the barrier island to the mainland of Atlantic County. For the last 30 years, the Riverside Property has been predominantly undeveloped, vacant land with a few dilapidated residential structures; deteriorated bulkhead and remnants of the former pilings for the docks. The anticipated potential end use for Riverside Business Park is industrial/commercial/recreational redevelopment that creates approximately 250 new jobs and increases the City's tax base. Redevelopment of this impacted site will protect other pristine areas of the City from non-residential development pressure and provide existing businesses within the City the opportunity to relocate and expand from their existing locations within mixed use neighborhoods where space is limited.

Bader Field, also known as the Atlantic City Municipal Airport, was a city-owned public-use general aviation airport located in Atlantic City. The site covers an area of 142.25 acres and is located on a triangular-shaped peninsula bounded by two bodies of water five blocks from the City's famed Beach and Boardwalk. The proposed development could include, but is not limited to: casino, hotel, retail, entertainment, residential and commercial uses, in the context of a vibrant mixed-use waterfront resort and entertainment district.

Burlington City presented the Commerce Square Redevelopment Site consisting of 33 acres and situated on the Delaware River. The Burlington South RiverLine Station, which is a Park & Ride location, is located immediately adjacent to this site, providing transit access to communities along the Delaware River and beyond. A PSE&G electric generating plant situated to the southwest of this site is expected to be demolished by the end of 2014. The Commerce Square redevelopment site was

the former location of the Burlington Army Ammunition Plant, which closed in 1973. The planning for this site is still in the conceptual stage but potential development includes:

- Midrise housing over commercial space in the waterfront section of the site.
- Office uses in the area abutting the Burlington South RiverLine Station.
- Paths that provide a linkage that interconnects the development with the Burlington South RiverLine Station and the continuation of the linear park along the Delaware River to provide pedestrian and bicycle linkage to the Downtown.
- Potential expansion of the redevelopment site to the south once the PSE&G plant is demolished and the site is restored.

The McNeal Mansion and Vicinity Redevelopment Site is an 87-acre property located east of Assiscunk Creek, between the Delaware River and the NJ Light Rail/Conrail line. The portion of the site to be developed is approximately 14 acres. The riverfront portion of the tract is to remain open space in perpetuity (1.5 acres) and the City may have an interest in providing a public marina and/or a boat launch in this area. An old carriage house (two acres) is planned for restoration and to be repurposed as a restaurant. Approximately 197 townhouses will be located on the remaining ten acres.

The third project brought before the IAWG focused on implementing a strategy plan to energize Downtown Burlington. The Downtown Redevelopment Site is 6.6 acres located on Pearl Street and High Street along the City's Riverfront Park and the downtown. The City has already successfully attracted grants to enhance the streetscape on Broad and High Streets, the Riverfront and to plan for a transient marina. The City owns various parcels near the waterfront that are targeted for mixed use development – restaurants, housing, shops, offices, marina and parking. The City also has held a series of meetings with a New Jersey based four year college regarding locating a branch campus in Downtown Burlington.

The next meeting tentatively scheduled for late September or early October will focus on municipalities in the southern part of the State that have had State and Federal investments in Brownfields redevelopment projects. One of the municipalities that have expressed an interest in participating in that meeting is the City of Camden.

Other OPA projects of note include:

- Work on the NJ Economic Opportunity Act in the form of mapping areas designated in the bill as eligible for funding.
- The Together North Jersey Local Demonstration Projects focusing on the municipalities of Asbury Park, Bradley Beach, Neptune, Newark, East Orange, West Orange, Orange, Flemington, Somerville, Raritan, Readington, Branchburg and Bridgewater.

Finally, the Amazon Fulfillment Center in Robbinsville, Mercer County: In anticipation of Amazon opening a one million square foot fulfillment facility and hiring 1,500 full-time employees (3,000 during the peak period) at the Matrix Business Park in Robbinsville, the Office for Planning Advocacy gathered an interagency team of State, County, local, not-for-profit and private sector people, including representatives from Amazon to address the potential traffic, transportation and employment issues. Within four months several meetings have taken place along with conducting a survey of tenants within the business park and identifying transportation alternatives. The transportation alternatives are being refined and plans are set for the County's One Stop Career Center to pre-certify job candidates to enable Amazon to hire over 1,500 people two months before the facility is operational. Once opened, it is anticipated that between \$30 and \$100 million in sales taxes will be generated annually and Amazon will pay Robbinsville, Mercer County and the local school district \$22 million over 20 years.

In closing, Director Scharfenberger once again thanked the members of the Commission, the Administration and State Agencies for all of the support and assistance they provided to OPA on our various initiatives.

NEW BUSINESS

Resolution No. 2013-07 Authorizing an Amendment to the State Plan Policy Map in Bass River Township, Burlington County (Kate Meade, Planner)

Kate Meade provided a PowerPoint presentation outlining the steps taken with respect to the proposed Bass River map amendment. She noted that in accordance with the State Planning Rules a public hearing was held at the Municipal Building in Bass River on June 27, 2013 where eleven members of the public attended. Comments and questions were received and there was a general opposition to the existence of a manufacturing use, not necessarily the establishment of a State Plan node. Ms. Meade further noted that in addition to the public hearing required under the State Planning Rules the Bass River Township Board of Commissioners held an additional meeting on July 22, 2013. Both Ms. Meade and Director Scharfenberger attended this meeting to answer questions and provide clarification on the proposed amendment. At this meeting over 100 members of the public attended. Some members expressed the same general opposition and concerns that were expressed at the June 27, 2013 OPA public hearing, however, a number of people spoke in favor of Viking Yachts and the proposed node creation. Next, Ms. Meade reviewed various maps depicting the current footprint of the Viking Yacht site and addressed the environmental features in and surrounding the proposed amendment site. Ms. Meade further noted that the Viking Yacht was not going to be expanding beyond the currently disturbed footprint and that their plans were to reconfigure existing buildings.

Ms. Meade explained that it was the recommendation of OPA that the SPC adopted the proposed map amendment in Bass River Township.

Chair McKenna asked for questions or comments from the SPC members.

Commissioner Purcell asked for clarification with respect to the Coastal Area Facilities Review Act (CAFRA) and the proposed map amendment. Ms. Meade explained that once an affirmative action was taken by the SPC on the propose amendment, the DEP would have to conduct a separate CAFRA review and provide its own approval of the map amendment.

Chair McKenna asked for a motion to move Resolution No. 2013-07. Vice Chair Eskilson made the motion and it was seconded by Commissioner Swords. Chair McKenna opened the floor to public comment on the Bass River Township matter.

Public Comment on Resolution No. 2013-07

William Aaronson, resident of Bass River, commented that he was born, educated and military trained in New Jersey and runs his own consulting business focusing on finance and planning. He noted that he has submitted letters to the SPC and various other departments voicing his opposition to the issue of a manufacturing node. He feels there is no logical reason that such a pristine location as Bass River Township should be turned into a manufacturing node where 90% of the land described would be covered by concrete, blacktop and buildings. He feels the designation of a manufacturing node will disturb Bass River's eco-friendly, pristine eco-tourism oriented economy.

Chair McKenna advised Mr. Aaronson that the SPC allows five minutes for each public comment. He also noted that all of the SPC members had received his detailed letters. He asked that Mr. Aaronson highlight his concerns in the letters already submitted and to add any new information that he would

like the SPC to be aware of at this time.

Mr. Aaronson commented that in his letters he attempted to counter some of the arguments in favor of the map amendment. He particularly commented on the rationale that the amendment would bring 450 new jobs to Viking Yacht. He noted that at the July 22, 2013 meeting, Viking Yacht contradicted that rationale indicating that they were going to build few bigger boats and that no additional labor would be added to the facility. Mr. Aaronson provided new information commenting that recently there was a horrendous smell of styrene gas and fiberglass throughout the town resulting in a serious air quality issue. He explained that Bass River's local ordinance forbids any release of a stench of any kind, or any poison into the air. He also noted that he wrote letters regarding this new issue. Next, Mr. Aaronson suggested that a "sinking fund" be established whereby healthy companies set aside money for the day when they either leave town or are no longer healthy. He explained that within five miles of Bass River Township there were two rusting hulls from old boat manufacturing facilities. He doesn't want that to happen in Bass River or anywhere else in the State. He asked the SPC to think about the idea as the State progresses and adds enlightenment to its planning and development. Mr. Aaronson thanked the SPC for the opportunity to comment and urged the SPC to vote against the manufacturing node.

William Adams, resident of Bass River Township commented that he has lived in Bass River for 54 years and has seen Viking Yacht grow. He commented that Viking Yacht was not a friendly employer and that there have been safety issues, such as stabbings in the parking lot and traffic issues on Route 9 resulting in illegal turns. He explained that Viking Yacht had at one time paid for police monitoring but no longer do that. Mr. Adams noted that the Township was not equipped with the right fire equipment to man the current buildings let alone larger buildings and that the amendment is bad for Township. He noted his concern for the wetlands and the marsh area being affected. He further noted that Viking Yacht keeps expanding and when they do not get the approval from the local government they appeal to Mt. Holly, where they have a lot of backing. He commented that as a person living in the Township all his life he appreciates the \$450,000 Viking pays in taxes, and he does not want them to move, but does not want them to expand either. Mr. Adams agreed with Mr. Aaronson on opposing the node. He further noted that a lot of people in the Township opposed the node as well, but were not able to make it to Trenton.

Bonnie Adams, resident of Bass River Township, commented that she is very familiar with Viking and opposes the manufacturing node. She feels there are a number of questions that have not yet been answered. She noted that she doesn't disagree that Viking can maintain what they are doing at this time. In her opinion, she feels that the map amendment is about greed and that nothing has been stated that they will be helping the community. She concurred with the health concerns noted in Mr. Aaronson's letters. She further noted that the residents have not been given any health studies although it is being researched. Responses have not been received regarding environmental studies with respect to the 47% of the 52 acres that does not have habitat. She noted that a treatment plant was put in because of problems. She noted that fire and safety concerns were not being monitored. Water control is not being monitored as it is with residents building homes or small businesses. Ms. Adams commented that Viking says they are corporate friendly, but doesn't give back to the community that reflects in any way what they make as a company. She feels that they should maintain their current facilities and take their expansions elsewhere. She commented that in the beginning, the public was told Viking was doing an "expansion" and now it is termed "reconfiguring" buildings. It is a play on words in order to get Viking what they want and is unfair to a small community that does not have the power or the political finances. She noted that Bass River needs people like the SPC to understand that they are a small community and that they want to stay healthy, stay beautiful and want to be part of South Jersey tourism. She noted that they want Viking Yacht in Bass River, they are proud of those jobs, proud of the hard work that its owners have done. However, residents are not proud of Viking going one step further and wanting to get a manufacturing node. It needs to be stopped now or Bass River is going to be in trouble later.

Chris Babek, Plant Engineering Manager for Viking commented that he would not respond to any of the comments made and that unfortunately, a lot of the comments were not factual. Mr. Babek commented that Viking has over 80 separate regulatory items that it must comply with for the State every year and that Viking has someone who is exclusively responsible for the company's regulatory compliance. He noted that Viking is going to have its 50th Anniversary next April 1st. Over that time Viking has been one of the only boat companies that have successfully transitioned from wooden boats to fiberglass boats under the same ownership over a 50 year period. He noted it was a testament to the owners of the company. He explained that as the markets changed, Viking has changed their methods of building boats and those processes. He further noted that right now Viking has grown to the point where it physically cannot grow any further on the current site. The markets are changing which has Viking building a majority of smaller boats to less bigger boats and a lot of the buildings are too small to accommodate the larger boats. He also noted that what was being proposed would not have an effect on what is seen from Route 9 or the Parkway and would have very little affect on the town itself. With respect to the employment number, Mr. Babek commented that at Viking's height in 2008 there were 1,300 employees and never intends to have more than that previous number. Therefore, he does not anticipate there being any traffic issues. Lastly, he noted that Viking is very excited about being be able to grow its business.

Chris Sturm, New Jersey Future, as for clarification on how the Viking proposal relates to potential sewer service expansion and clarification on the CAFRA approval. She noted that it was her understanding that the proposed amendment would not be meaningful unless CAFRA approves the change as well.

Commissioner Semple commented that once the SPC takes an action to change the State Plan Map in a CAFRA Zone the DEP evaluates the recommendation by the SPC and can either accept the modifications or reject the map change. The DEP evaluates the map amendment based on the consistency with the Coastal Zone Management Act, coastal protection and balances that with the economic growth needs of the State. She further noted that there will be a separate process that the department will go through in evaluating the proposed change in mapping that would impact whether or not the additional impervious coverage was granted. The department will look to see whether the company is in compliance with all their regulatory permits. Commissioner Semple commented that she understands from staff that Viking is in compliance with all of their current permits. She further noted that she understands the concerns of the residents, but the SPC was not necessarily the venue to address air quality issues which are regulated by regulatory processes that addresses the individual components of the company's environmental impact. Lastly, she noted that the CAFRA permit currently limits Viking's expansion into environmentally sensitive lands and those specific permits also need to be in compliance.

With no further public comments, Chair McKenna closed the public comment portion.

Chair McKenna asked for any discussion amongst the Commission members.

Commissioner Hsueh asked for clarification that all of the environmental concerns will be reviewed by DEP in all the different program requirements and regulations during the CAFRA review process.

Commissioner Semple commented that Viking is regulated for land, air, water and every different component of any kind of environmental impact that DEP has the authority to regulate. She noted that she did not believe that at this point the department had any issues from a land use planning perspective and for Viking expanding the existing buildings on the existing disturbance.

Commissioner Purcell commented that some of the concerns brought forward by the public are either local issues or permitting issues as opposed to the actual mapping change to the State Plan Map for a manufacturing node. She also noted that Mr. Aaronson had a good suggestion with the idea of a decommissioning plan. She felt that might be something that the town may want to require and be

attached to some type of funding source, but that the State could not require such a plan.

Commissioner Michnewicz also commented that a lot of the issues heard are local issues and questions. Commissioner Michnewicz asked Viking if they have their local approvals for the expansion at this point.

Mr. Babek responded no, because the expansion cannot be done until the manufacturing node is addressed.

Commissioner Michnewicz commented that the planning board process would be the venue for the residents to bring their concerns and to make sure that the local officials ensure that everything is being complied with.

Commissioner Swords, asked Mr. Babek, to explain the existing conditions on Route 9 in terms of when the majority of employees are entering or leaving the facility. Mr. Babek noted that in the past Viking had petitioned the DOT to put up a light that would be active at 4:30 p.m. when employees are leaving, but the request was denied. He further noted that at one time the State Police were hired to direct traffic but did not believe that was the case right now. He noted that it could be something that was revisited as the employment numbers increase. Commissioner Swords commented that it would be important to keep that in mind if there are traffic safety issues. Commissioner Swords noted that if he understood correctly new employees were not actually being added. Mr. Babek commented that Viking was currently down to approximately 500 employees. He further noted that there were two new boats in development right now so employees have been brought back. He also noted that production has been increased this year and they are bringing employees back but they don't anticipate getting close to the 1,300 employee number Viking had towards the end of 2008. Commissioner Swords offered his assistance on any additional traffic safety issues that may arise.

Commissioner Eskilson commented that what the SPC was doing here was recognizing what exists on the ground which was an industrial use that has been there almost 50 years. The SPC is correcting a map situation and letting the local officials sort out all the very important issues on the ground where it should be. Commissioner Eskilson further noted that he felt the SPC should move forward with the resolution.

Chair McKenna concurred with Commissioner Eskilson and noted that DEP will be doing its job as far as any application that was made before them. He further noted there was support by the Pinelands Commission. Chair McKenna complimented the staff on the justification documentation that was given to the SPC as far as reviewing this particular recommendation and noted that he was very comfortable with the proposed resolution.

With no further discussion, Chair McKenna, asked for a roll call vote. Ayes: (11) Michele Brown, John Eskilson, Monique Purcell, Melissa Orsen, Joyce Paul, Shing-Fu Hsueh, Marc Larkins, Elizabeth Semple, Thomas Michnewicz, Andy Swords, Ed McKenna. Nays: (0). Abstains: (0).

PRESENTATION

"Showcasing Somerset County's Investment Framework Work" by Bob Bzik, AICP/PP, Director of Planning and Laurette Kratina, AICP/PP Supervising Planner, Somerset County Planning Division

Bob Bzik and Laurette Kratina provided a PowerPoint presentation on the work conducted by Somerset County Planning Division with respect to the County's investment framework modeled after the asset-based criteria approach contained in the draft State Strategic Plan. (See Attachment B for presentation). Following the presentation Commission members applauded Somerset County's initiative and work. Chair McKenna asked that the SPC consider a resolution at its next meeting endorsing its support for the work conducted by Somerset County. DOT also offered to meet with

Somerset County to explore how transportation plays into the process in the future.

COMMISSIONER REPORTS

There were no Commissioner Reports.

PUBLIC COMMENT

Chris Sturm, New Jersey Future commented that she was pleased to have the opportunity to again congratulate Somerset County on their great work. She noted that the Economic Opportunity Act was passed in the Senate and sent to the Governor's desk early this week. However, the Act directs economic incentives based on State planning designations, which are 12 years out of date. She further noted that towns are updating their mapping through a very cumbersome process, as seen by what Somerset has accomplished. She stressed that the State Strategic Plan needs to be adopted. She noted that Somerset County has demonstrated how the mapping approach in the Plan can work better than what was in place before to direct infrastructure investments into the places where growth should occur and direct preservation investment into places that should be preserved. She further noted that Somerset County was leading the way on figuring out how to incorporate vulnerable areas based on rising sea levels and other risks into growth area mapping. She noted that New Jersey Future is interested in seeing how the State Strategic Plan can address that issue as well and to help communities be safe in their investments. She also noted that Camden County was moving ahead with this approach as well as some of the northern counties which are using funding from Together North Jersey. She also mentioned that DVRPC was interested in funding this type of project, so there does not seem to be a resource issue. Lastly, she noted that she loved the idea of a SPC resolution in support and feels it will help other counties take this issue seriously.

Chair McKenna commented that it was very interesting how deferential the courts are to the endorsements that municipalities or counties receive from the SPC. The SPC endorsement carries a lot of weight when counties or municipalities have to defend their actions to the court. He further noted that it is a great move for the SPC to support a resolution acknowledging Somerset County's work.

William Aaronson, resident of Bass River Township, commented that the rationale he heard to support the resolution for the manufacturing node was considerably over simplified and somewhat wrong, the rationale of simply amending the map to what is already on the ground. He commented that what the SPC just accomplished was taking a CAFRA impervious coverage limit of 3% percent past reality of 34% and moved it to 90%. He explained that he understood that it has to have CAFRA approval and he will take his comments to CAFRA. He feels the SPC unlocked the cage because without unlocking that cage Viking would have had a tough battle over CAFRA and in fact probably would have not have even tried. Mr. Aaronson commented that there are no municipal resources or services available to the Township. They are a small community trying to fend for itself up against a multi-national company, whose resources swamp Township resources. He noted that Viking's common plea is to threaten to leave town and of course, everyone shakes at the \$450,000.00 tax base and what then would happen to the tax base. He further noted that residents look to the county and to the State for support and will continue to look because the Township does not even have the equipment to monitor air and water quality. He also noted that he was troubled by the fact that State resources are hard pressed to do the monitoring. Lastly, he noted it would be a tough battle ahead but the community will somehow muster its resources and do its best.

ADJOURMENT

With no further comments from the SPC or the public, Chair McKenna asked for a motion to adjourn. The motion was made by Commissioner Purcell and seconded by Commissioner Brown. All were in favor. The meeting was adjourned at 11:03 a.m.

Respectfully submitted,



Gerry Scharfenberger, Ph.D.
Secretary, State Planning Commission

Dated: August 24, 2013

Attachment A

NEW JERSEY STATE PLANNING COMMISSION

DATE: AUGUST 21, 2013

TIME: 9:30 AM

LOCATION: COMMITTEE ROOM 1, 1ST FLOOR, STATE HOUSE
ANNEX, TRENTON, NJ

NAME	AFFILIATION
Jeff Starb	Viking Yacht Co.
MARONKE7 NORDSTROM	SHIRAZIS COUNCIL
GEORGE FEYL	"
Laurette Kratina	SCPB
Bob Bzik	SCPB
Paul Mayen	Worland Dialectic Assn.
SUSAN WEKER	NJDOT
Helen Heinrichs	NJFB
W. Aronson	Resident
Chris Sturm	New Jersey Future
Nick Dickerson	"
Chris Babek	Viking YACHTS

SHOWCASING SOMERSET COUNTY'S INVESTMENT FRAMEWORK



Robert Birk, PP, AICP, Director of Planning
Lauratto Kratina, PP, AICP, Supervising Planner
Somerset County Planning Board

NJ State Planning Commission
August 21, 2013

TODAY'S PRESENTATION

- Explain how the County is advancing the asset-based criteria approach in the State Strategic Plan
- Summarize the Methodology and Stakeholder Outreach Process
- Highlight "Next Steps"
- Encourage other Regional Entities to Pursue a Similar Investment Framework and the SPC to recognize their work

PURPOSE OF THE COUNTY INVESTMENT FRAMEWORK

- Builds upon GIS asset mapping work undertaken during past 2 years
- Uses an objective, GIS-based approach for identifying Priority Growth and Preservation Areas
- Provides a geographic framework for the County CEDS, TNJ and Updated County Strategic Plan
- Supports on-going County Planning Initiatives
- Increases coordination among and within all levels of government

WHY IS THE COUNTY INVESTMENT FRAMEWORK IMPORTANT?

- Facilitates transition from old State Plan Policy Map to new Criteria-based Investment Framework
- Achieves tactical alignment of land use plans, resources, programs and policies
- Links State-identified Priority Industry Clusters with higher education
- Conveys clear "investment" message and strengthens local community goals

of investments

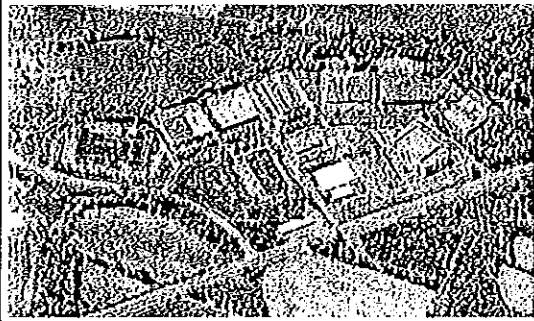
HOW WAS SOMERSET COUNTY'S INVESTMENT FRAMEWORK DEVELOPED?

- Used the State's definitions for PGAs, PPIAs, AGIAs and LGIAs
- Applied the State's core Geographic Criteria
- Added to, deleted or modifying the results based county-specific 'Essential' and 'Supplemental' Criteria in coordination with municipalities
- Made the process as objective (and replicable) as possible
- Engaged OPA, municipalities and stakeholders from the outset
- Built upon stakeholder relationships to refine and strengthen the results through a continuous update process
- Utilizes a bottom-up process that results in greater stakeholder buy-in and support

WHAT ARE THE KEY COMPONENTS OF THE PRIORITY INVESTMENT AREA FRAMEWORK?

- Areas meeting the criteria could be designated as:
- **Priority Growth Investment Areas (PGIAs):** where primary growth and investment are preferred and where growth-inducing investment is encouraged
 - **Priority Preservation Investment Areas (PPIAs):** where land preservation, environmental protection and stewardship are preferred
 - **Alternate Growth Investment Areas (AGIAs):** Areas within adopted Sewer Service Areas that are neither PGIAs, LPAs or PPIAs, where large scale, growth-inducing investments are not desired.
 - **Local Priority Areas (LPAs):** in Somerset County LPAs are also identified, composed of smaller towns and villages that are "PGIA eligible", but where job retention and community sustainability are high priorities, and where investments that support quality of life and economic stability are desired
 - **Limited Growth Investment Areas (LGIAs):** Areas outside of Sewer Service Areas that are neither PGIAs, LPAs or PPIAs, where large scale investments that may lead to additional development is not desired.

PRIORITY GROWTH INVESTMENT AREAS (PGIAs)



WHAT IS THE PURPOSE OF PRIORITY GROWTH INVESTMENTS AREAS (PGIAs)

- *Provides a coordinated regional framework for policies, programs and investment that support economic growth and community renewal*
- *Provides "certainty to the private sector and encourages private and public entities to work together to leverage resources"*
- *Reinforces economic and community development plans and implementation strategies at all levels of government*

WHAT ARE THE CORE CRITERIA FOR IDENTIFYING PGIAs?

- *Former State Plan Policy Map - PAI (Metropolitan)*
- *State Designated Centers, Urban Complexes and Nodes*
- *State-Identified Regional Innovation Clusters*
- *TDR Receiving Areas*
- *Federally Designated "Foreign Trade Zones"*
- *Higher Education Facilities*
- *Urban Enterprise Zones*
- *Designated Areas in Need of Redevelopment*
- *Transit Villages & Urban Transit Hubs*
- *NJ Sports and Exposition Authority Lands*
- *Closed Military Facilities*
- *Freight Logistic Areas like Ports*

WHAT ARE THE CRITERIA USED BY SOMERSET FOR IDENTIFYING ADDITIONAL PGIAs?

Three levels of Criteria were applied for objectively identifying and distinguishing PGIAs from LPAs:

- 1) Areas that meet the SSP "Core Criteria" are automatically eligible to become PGIAs
- 2) Areas that do not meet the SSP Core Criteria are potentially eligible to become PGIAs if they meet the following "Essential Criteria":
 - Includes environmentally unconstrained lands
 - Contains or is within 1/2 Mile of a Transportation Corridor (as defined in 3) below)
 - Within a Water Supply Purveyor Area
 - Within a Sewer Service Area
 - Appropriate zoning and land use patterns

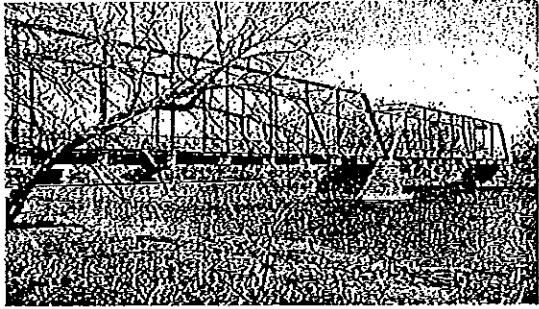
WHAT ARE THE CRITERIA USED BY SOMERSET FOR IDENTIFYING ADDITIONAL PGIAs? (continued)

- 3) Areas that do not meet the SSP Core Criteria are potentially eligible to become PGIAs if they also meet half of the following "Supplemental Criteria":
 - Contains municipality-designated Redevelopment Areas
 - Contains or is within 1/2 mile of substations associated with 69 KV Electric Lines
 - Contains or is within 1/2 mile of a State Highway
 - Contains or is within 1/2 mile of an Interstate Interchange
 - Contains or is within 1/2 mile of a passenger rail station
 - Contains or is within 1/2 mile of regular bus service
 - Contains or is within 1/2 mile of freight rail system
 - Served by Fiber Optics
 - Within 10 miles of Higher Education Institutions
 - Contains or is within 1/2 mile of a concentration of housing opportunities, retail and civic amenities

WHAT ARE SOMERSET'S PGIAs & LPA RESULTS TO DATE?

- 24 PGIAs and 15 LPAs identified countywide
- Each community has at least one PGIAs or LPA
- All are located in areas substantially served by existing infrastructure and utilities
- All PGIAs are in close proximity to transit hubs and regional highways
- PGIAs "place types" range from major transit-served centers to industrial corridors
- LPAs include small village centers, existing neighborhoods and/or small commercial nodes
- GIS parcel-based boundaries have been prepared
- Written support submitted by 10 out of 21 municipalities thus far

**PRIORITY PRESERVATION INVESTMENT
AREAS (PPIAs)**



**WHAT IS THE PUPOSE OF PRIORITY
PRESERVATION/PROTECTION AREAS
PPIAs?**

- Provides a coordinated, regional framework for directing policies, programs and investments aimed at the preservation and enhancement of open space, rural and historic landscapes, environmental sensitive areas and agricultural resources at all levels of government.
- Encourages the private and public sectors and non-profit community to work together to leverage investments to achieve regional preservation goals
- Reinforces open space and capital improvement plans at all jurisdictional levels

**WHAT ARE THE CORE CRITERIA FOR
IDENTIFYING PPIAs?**

- Land permanently protected through public investment or density transfer
- Land targeted for preservation within the State Comprehensive Outdoor Recreation Plan (CORP) and/or County Open Space Master Plan
- County-designated Agricultural Areas
- Green Acres-Approved Planning Incentive grant Areas
- NJ Highlands Council - Preservation Area, Conservation and Protection Zones

**WHAT ARE THE CRITERIA USED BY
SOMERSET COUNTY FOR IDENTIFYING
ADDITIONAL PPIAs?**

- 1) Areas that meet the SPP "Core Criteria" are automatically eligible to become PPIAs
- 2) Areas that do not meet the SSP Core Criteria are potentially eligible to become PPIAs if they meet the following "Essential Criteria":
 - Permanently preserved through an alternate mechanism or targeted for preservation in a regional or municipal master plan
 - Adjoins, potentially adjoins or link a State Core PPIA and/or is part of a greenway corridor or special resource area (or equivalent) identified in a regional or municipal plan
 - Exhibits appropriate zoning and/or land use patterns

WHAT ARE THE CRITERIA USED BY SOMERSET FOR IDENTIFYING PPIAs (Continued)

3) Areas that do not meet the SSP Core Criteria are potentially eligible to become PPIAs if they also meet half of the following "Supplemental Criteria":

- Protects groundwater
- Contains regulated environmental features
- Protects potable water supplies
- Comprises an existing or proposed green infrastructure facility or site
- Designated scenic byways and adopted scenic roadway corridors
- Sites included in National/State Historic Register or within recognized historic districts
- Former State Plan Policy Map PA 4, 4B & 5, CES, HCS and Special Resource Areas
- Comprise Municipal Preservation Zone (min. lot size >6 acres)
- Highlands RMP Conservation and/or Protection Zones

WHAT ARE SOMERSET'S PPIA RESULTS TO DATE?

EXISTING PRESERVED LAND (37,679 Total Acres)

- NATIONAL: 176 Acres
- STATE: 6,678 Acres
- COUNTY: 12,443 Acres
- LOCAL: 18,380 Acres

EXISTING PRESERVED FARMS

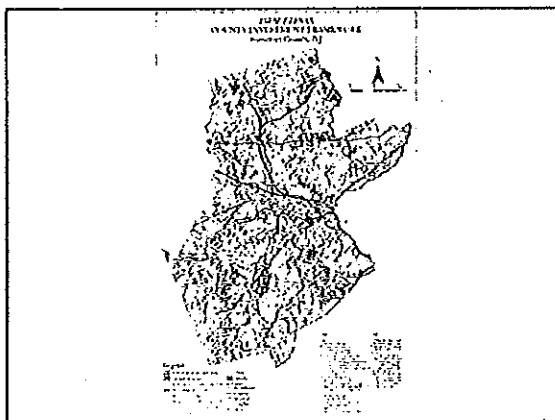
- 8,388 Total Acres

PRIMARY GREENWAYS: 11

SPECIAL RESOURCE AREAS: 3

ELIGIBLE FARMS

- Within ADAs: 18,323 Acres



WHAT ARE THE LESSONS LEARNED?

- GIS datasets that correspond to the criteria must be based on current, best available data which has been vetted locally
- Methods must be objective, replicable and well documented
- County leadership is essential
- The process must be bottom-up and involve multiple participation venues
- Municipalities and key stakeholders (Including OPA) must be closely engaged throughout the process
- Municipal buy-in and support are critical
- Proceed using manageable steps, with County and local resources in mind

CURRENT PHASE 1 WORK

- Create an inventory of Industries and businesses within each PGIA
- Establish existing baseline development conditions (land use, zoning , building square footages and occupancy information and facility/age/condition)
- Assess current land use policies and regulations and their impact on growth
- Identify critical Infrastructure limitations and build-out conditions under current zoning
- Identify areas within PGiAs close to jobs/transit that are suitable for expansion with work force housing

PHASE 2 WORK

- Build on results of Phase 1 Work
- Select 6 PGiAs (corridors, nodes and sub-areas) from original 23 PGiAs
- Develop detail Infrastructure investment plans
- Conduct a Market Trends Analysis
- Prepare Strategic Investment Framework Plans
- Develop an Implementation Matrix

ADDITIONAL FUTURE STEPS

- Determine if refinements are needed
- Incorporate new GIS updates and Homeland Department Infrastructure Program Information
- Integrate into the County State Strategic Plan
- Submit to SPC for Interim Endorsement
- Implement a formal amendment process after adoption
- Review State Agency Strategic Plans for opportunities to advance County Investment Framework

FOR MORE INFORMATION:

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