



Area in Need of Redevelopment Investigation

For:

***BLOCK 815, LOTS 1.01, 6 AND 7 (Town Hall Complex)
TOWNSHIP OF MIDDLETOWN, MONMOUTH COUNTY,
NJ***



Prepared for

TOWNSHIP OF MIDDLETOWN PLANNING BOARD

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Prepared by

Sanyogita S. Chavan, P.P., A.I.C.P.

New Jersey License No. 05933

Original is sealed

Township of Middletown
Department of Planning and Community Development
3 Penelope Lane
Middletown, NJ 07748-2594

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1.0 Introduction

This Determination of the Area in Need of Redevelopment Study (“Need Study”) has been prepared on behalf of the Middletown Township Planning Board to determine whether the site containing the Township’s Municipal Complex, henceforth referred to as the “Study Area,” meets the criteria necessary to declare it as “An Area In need of Redevelopment” pursuant to NJSA 40A: 12A-1 et. seq. of the State of New Jersey’s Local Redevelopment and Housing Law (LRHL). The subject area is identified as Block 815, Lots 1.01, 6 and 7 by the Township’s tax records.

The Township Committee adopted Resolution 17-133 on April 3, 2017, requesting that the Planning Board undertake a preliminary investigation of the above-referenced properties to determine whether or not the area qualifies as an area in need of redevelopment pursuant to the LRHL. The resolution is attached in **Appendix A**.

This study serves to formally assess the Study Area in regard to its potential to be designated as a Redevelopment Area under section 40A:12A-5 of the LRHL. A particular parcel or area qualifies for redevelopment if it meets **at least one** of the eight statutory criteria listed within Section 5 of the LRHL. These criteria are delineated in **Section 5** of this Report, entitled “Statutory Criteria.” The degree to which the parcels within the Study Area meet these criteria are outlined in detail within **Section 6.0** and **Appendix D** of this report, entitled “Application of Statutory Criteria.”

In the preparation of the study, the following records and documents were reviewed:

- Official tax maps of Middletown Township;
- Tax records for the study area properties;
- Aerial photos of the Study Area;
- Ownership and sales information;
- Middletown Township Master Plan and various reports;
- Zoning Map and Planning and Development Regulations of the Township of Middletown;
- Police reports, Zoning Code violation reports, tax assessor information;
- Monmouth County Master Plan
- The 2001 State Development and Redevelopment Plan.

In addition, an analysis of land use, occupancy and physical conditions and a complete photographic inventory of the study area were conducted for the Study Area. Photographs of the Study Area are included within **Appendix D** of this report.

2.0 Redevelopment Process

The redevelopment statute sets forth a multi-step process that must be observed by the Township Committee and Planning Board in order to enable the Township to lawfully exercise the powers which accrue as a result of employment of redevelopment planning. The following are steps required by Statute to declare an “Area in Need of Redevelopment”:

- The Governing Body must authorize the Planning Board, by resolution, to undertake a preliminary investigation to determine if the area in question is in need of redevelopment as set forth within Section 5 of P.L. 1992, c.79 (C.40A:12A-5).
- The Planning Board must then prepare and post a map showing the boundaries of the area and the location of the various parcels therein. The map must also include a statement setting forth the basis for the investigation.
- The Planning Board must conduct an investigation and hold a duly noticed public hearing in order to discuss the findings of the investigation and to hear persons who are interested in or would be affected by the contemplated action. The results and recommendations of the hearing are then referred to the governing body in the form of a planning board resolution for formal action.
- Upon receipt of the recommendation from the Planning Board, the Governing Body may designate by resolution, all or portion of the area as an area in need of redevelopment. No public hearing is required for this portion of the process.
- Upon designation, the Planning Board or the Redevelopment Agency is required to prepare a redevelopment plan for the area. This establishes the goals and objectives of the municipality and sets forth the actions to be taken to accomplish these goals and objectives.
- The Redevelopment Plan, after review by the Planning Board, is referred to the Governing Body.
- Upon receipt of the Redevelopment Plan from the Planning Board, the Governing Body may act to adopt the redevelopment plan by ordinance. The adopted Redevelopment Plan may become an amendment to the municipality’s zoning district map and zoning ordinance or may be treated as an overlay to existing zoning.

It should be noted that only upon completion of this public process a municipality is able to exercise the powers granted pursuant to the redevelopment statute.

3.0 Study Area and Planning Setting

3.1 Study Area Setting

The Study Area, identified as Block 815, Lots 1.01, 6, and 7 and commonly known as the “Town Hall Complex” (“Study Area”), is bound by State Highway 35, Kings Highway, and Penelope Lane. Lot 1.01 is located at the intersection of State Highway 35 and Kings Highway with its westerly property line fronting along Penelope Lane, while Lots 6 and 7, located to the west of Lot 1.01, front along Penelope Lane. The full extent of the Study Area is illustrated on the aerial image represented as **Figure 1** and identified in **Table 1**, below.

Table 1: Tax Block and Lots for the Study Area	
Block	Lot
815	1.01
815	6
815	7

Block 815, Lot 1.01 contains a total of four buildings. These buildings house the Township’s administration building, police department, department of building construction, and department of finance. Block 815, Lot 6 contains a dwelling unit which currently houses the Department of Planning and Community Development. Block 815, Lot 7 contains the Middletown Emergency Medical Services (MEMS) Department.

The scope of this study is to present an inventory of this area’s physical characteristics and to show to what extent they meet the criteria pursuant to the New Jersey Local Housing and Redevelopment Law, in order to declare the area in need of redevelopment. The needs assessment includes a detailed field visit and a photo reconnaissance of the entire area; a parcel land use inventory; and a review of the existing zoning and reports. In addition, environmental data, tax records, police reports and building maintenance records were gathered to further assess the properties.

3.2 Surrounding Land Uses

The site is surrounded by a mix of commercial, office, and residential uses. Properties directly across State Highway 35, to the northeast of the Study Area and fronting along the north bound lane of Route 35, contain a strip mall, a self-storage facility, and a car rental facility. The property to the northwest of Lot 1.01, fronting along the southbound lane of Route 35, contains the AT&T retail store and a medical office, which shares it’s southerly property line with Block 825, Lot 7. The

properties along Kings Highway contain office and residential uses, while properties abutting the Study Area along Penelope Lane contain residential uses.

3.3 Study Area Zoning Classification

Block 815, Lot 1.01 is split zoned in the B-2 and B-3 Business Zone District, as illustrated in **Figure 2**. The B-2 Zone District stipulates a minimum lot area of 20,000 square feet, while the B-3 Zone District stipulates a minimum lot area of three (3) acres. Block 815, Lots 6 and 7 are located within the B-2 Zone District. These zone districts permit a variety of non-residential uses, including but not limited to, banks, offices, animal hospitals, medical offices, personal service uses such as beauty shops, laundry, and other retail uses such as bakeries, grocery stores, etc. Conditional uses in the B-2 and B-3 Zone include fast food restaurants, schools, golf courses, cemeteries, places of worship, commercial communication antenna or tower, public utility office or substation, telephone communication center, and television communication center. Additionally the B-3 Zone District conditionally permits uses such as hospitals, massage parlors, arcades, and adult entertainment centers. A complete list of the principally permitted, accessory, and conditional uses is included in **Appendix B** of this report.

The properties to the north, northeast, northwest and south of the Study Area and fronting along State Highway 35 are located in the B-3 Zone District. The properties to the west and fronting along Penelope Lane are located in the R-22 Residential Zone District. The properties to the south and fronting along Kings Highway are located in the R-O Residence and Office Zone District.

Government offices are a permitted use in the Zone District. However uses have to comply with the bulk and yard requirements in the zone district and also with other requirements such as parking, required buffer from residential uses, etc. The parking lot, located in the B-2 zone, abuts residential homes in the R-22 zone. Pursuant to Section 540-922.C.1 a 50-foot buffer is required. The current layout is noncompliant with this requirement.

Table 2, below, illustrates the bulk requirements for the B-2 and B-3 zones.

Table 2: Bulk Requirements for the B-2 and B-3 Zone District		
	B-2	B-3
Lot Dimensions		
Area (Square feet / acres)	20,000 SF	3 ac
Frontage (feet)	100	200
Buildable Lot Area (Square feet / acres)	15,000 SF	2.5 ac
Yard Dimensions		
<i>Principal Buildings</i>		
Front (feet)	50	75
Street Side (feet)	25	37.5
Side (feet)	15	25
Rear (Feet)	50	75
Street Rear (Feet)	50	75
<i>Accessory Buildings</i>		
Front (feet)	50	75
Street Side (feet)	25	37.5
Side (feet)	15	15
Rear (Feet)	40	40
Street Rear (Feet)	50	75
Other Requirements		
Building Height		
Stories	2.5	3
Feet	35	40
Maximum Lot Coverage		
Single Story	70%	70%
2.5 Story	60%	60%
Minimum Gross Floor Area		
Total	1000	5000
1st Floor Multi-Story	1000	5000
FAR	0.25	0.25

3.4 Municipal, Fire, and Police Actions

Building and construction permits and property management records for the study area since the last five years were reviewed. The information provided by the pertinent departments of the Township is included within **Appendix C**. Additionally, police records for crimes and accidents at the site since the past five years were requested by the Department of Planning.

The police records request generated about sixteen (16) incident reports from 2014 until the present time, which are included herein within **Appendix C**. There were

two incidents reported along Kings Highway East, with one of the incident involving a car waiting to make a turn into the parking lot near the police department and the other a rear end collision. The remaining 14 reports were for accidents within the Town Hall complex. The overarching theme for all these reported incidents were vehicles backing out and hitting parked vehicles that were parked in drive aisles due to the lack of adequate parking on site or in spaces that aren't designed as per the current engineering standards.

A review of the building construction since the past five years revealed replacement of one of the buildings' roof, upgrades to the air-conditioning system, and new electric service for the police headquarters. Additionally, interviews were conducted with the Building and Parks Maintenance Superintendent, Department of Public Works, who informed that the Town Hall building has ongoing maintenance issues with respect to leaking roof and thus damaged ceiling tiles, flooding in the basement that currently houses few of the Police Department's various functions, elevator maintenance, declining plumbing and failed waste pipes causing sewage leakage, dated air conditioning and heating system. The police garage has issues with respect to flooding during rainstorms, due to the topography of the site and problems with the air conditioning and heating. The Johnson Gill Annex building's roof was replaced few years ago, and the ongoing maintenance issues include sidewalk repairs, inefficient air conditioning and heating system. Maintenance issues at the Department of Planning and Community Development building includes repairs to the concrete sidewalk and paving the parking lot. Upgrades conducted to the MEMS building, include but are not limited to, fixing the broken windows, repairs to the concrete sidewalk, provision of parking for the EMS staff, provision of electric services for ambulance block heaters, etc.

3.5 Environmental Assessment

The New Jersey Department of Environmental Protection (NJDEP) list of Known Contaminated Sites identifies the Town Hall Police Department (Block 815, Lot 1.01) as an active site with known contamination. This is identified as Site ID 99001 and PI Number 002701. Additionally two sites opposite the Town Hall Complex, along the northbound lane of Highway 35 have been identified as known contaminated sites. These are located at 889 State Highway 35, and identified as Site ID 46391 and a PI number 008108, and at 915 RT 35, and identified as Site ID 70404 and a PI number G000032701.¹ This is illustrated in **Figure 3**.

Regarding the Town Hall Complex, the Township of Middletown removed one (1) 3,000 gallon unleaded gasoline underground storage tank (UST) in September 1996.²

¹ NJ Department of Environmental Protection website; <http://www.nj.gov/dep/srp/kcsnj/>; accessed on May 02, 2017.

² Remedial Investigation Report, Middletown Municipal Complex, prepared by T & M Associates, dated May 2016.

During the removal of the UST, visually contaminated soil was identified. The NJDEP was notified of a release and in October 2000, approximately 250 tons of contaminated soil was excavated and properly disposed.³ Six post excavation soil samples revealed that all contaminated soil had been removed and no residual contamination remained.⁴ In October 2000, three USTs were removed from the site. Post removal soil sampling confirmed contamination in the soil, which was remediated by conducting excavation and disposal of contaminated soil. However due to the limits of the equipment and proximity to existing structures, residual contaminated soil remained in place. Three ground water monitoring wells were installed to delineate ground water contamination at the site in 2003.⁵ Subsequently additional groundwater monitoring was conducted in July 2005 and March 2008.⁶ The results of this additional groundwater monitoring and sampling confirmed that groundwater contamination is limited to the site. Additional remedial soil investigation was conducted in October 2013 and groundwater investigation was conducted in December 2013.⁷ All investigative activities from 2001 through the present time have been documented in Site Investigation and Remedial Investigation Reports and submitted to the NJDEP. Ongoing remediation work is being conducted on the site.

3.6 Township of Middletown Master Plan Perspective

2004 Comprehensive Master Plan

Township of Middletown's 2004 Master Plan sets forth a statement of objectives, principles, assumptions, policies and standards, and includes a Land Use Plan Element along with other plan elements such as Circulation Element; Utility Service Element; Community Facilities Element; Open Space, Recreation and Conservation Plan Element; Historic Preservation Element; Recycling Element; and the Housing Element, which was replaced by the Amended Housing Element and Fair Share Plan in December 2008.

The following section identifies the objectives, principles, assumptions, policies and standards that are relevant to this redevelopment investigation:

Objectives

- 1) To encourage municipal actions which will guide the long range appropriate use, development and preservation of lands within Middletown Township in a

³ Ibid

⁴ Ibid

⁵ Ibid

⁶ Ibid

⁷ Ibid

manner designed and intended to promote the public health, safety, morals, and general welfare of present and future residents.

- 2) To secure safety of the community, to the extent possible from fire, flood, panic and other natural and manmade disasters.
- 3) To provide adequate light, air, and open space.
- 4) To ensure that development within the Township does not conflict with the development and general welfare of neighboring municipalities, the County, the Region, and the State as a whole.
- 5) To encourage the appropriate and efficient expenditure of public funds by coordinating public and private investment and development within a framework of land use and development principles and policies.
- 6) To provide sufficient space in appropriate locations within the Township for agricultural, residential, business, office, industrial, mixed use, and public and quasi-public uses in a manner which will provide for balanced Township growth and development.
- 7) To promote a desirable visual environment through creative development techniques with respect to environmental assets and constraints of the overall Township and of individual development sites.

Principles

- 1) Locating public, commercial, industrial, professional office and agricultural uses at sites and in locations which are suitable for their use environmentally, economically, and geographically, and are compatible with existing uses, public facilities, roadways, and natural features.
- 2) Continued recognition of the Township's unique and historic pattern of neighborhoods and villages. Efforts have been ongoing to enhance, redevelop and improve these areas throughout the Township. Such endeavors should be continued.

Policies

- 1) Land development should be designed to protect and enhance the environmental quality of the Township and preserve and protect valuable open spaces and natural resources.
- 2) The Township will consider and evaluate innovative development proposals which would enhance and protect environmental features, minimize energy usage and encourage development densities consistent with existing patterns of development.

The entirety of lots 6 and 7, and the portion of Lot 1.01 fronting on Penelope Lane is located within the Middletown Village Historic District. This is one (1) of the five historic districts that have been officially designated by ordinance and is shown on

the Township Zoning Map. Furthermore, the Middletown Village Historic District (ID#2026) has been listed on the New Jersey and National Registers of Historic Places.⁸

The Community Facilities Plan Element of the 2004 Master Plan identifies the principal community facilities within the Township, both public and quasi-public. This element provides an overview of the municipal facilities that existed in 2004. Furthermore, the Master Plan recognizes that “within the next five (5) years the Township should consider consolidation into a single municipal complex. While recent improvements to facilities and relocation of departments has improved governmental efficiency, the fact that the Township must maintain multiple buildings and grounds results in added costs for maintenance and upkeep. A single Municipal complex will be more efficient and convenient for the public who will be able to conduct virtually all of their business as one location. The existing facilities are also extremely inefficient in terms of energy consumption.” The Master Plan was adopted in October 2004 and it is almost 13 years since then.

2014 Master Plan Reexamination Report

The following recommendations from the 2014 Master Plan Reexamination Report are relevant to this Redevelopment Study:

Modifications to circulation patterns at Penelope Lane are critical considering the increased traffic demands to be placed on this narrow roadway by office development currently under construction. Consideration should be given to converting the northerly 200' +/- section of Penelope Lane to a one-way roadway heading northbound. Restricting right turn movements from Highway 35 should also be considered by altering the intersection geometry. Overall roadway conditions are in need of rehabilitation.

Middletown Village Historic District Survey Report

The Middletown Village Historic District survey report was prepared in 1990 by the Middletown Township's Landmarks Commission and Historic Preservation consultant Gail Hunton for the purpose of re-designating the historic district under Township Ordinance #2017. An inventory of 99 properties was identified to substantiate the significance of the district as a whole by listing the architectural and historical documentation of its individual components. Properties were classified into three categories:

⁸ New Jersey and National Registers of Historic Places website at http://www.nj.gov/dep/hpo/1identify/nrsr_lists.htm; accessed on May 15, 2017

- **Key:** Any building, structure, sites or objects which, due to their significance, would individually qualify for landmark status.
- **Contributing:** Any buildings, structures, sites or objects which are integral components of the historic district either because they date from a time period for which the district is significant or because they represent an architectural type, period, or method of construction for which the district is significant.
- **Non-contributing:** Any buildings, structures, sites or objects which are not integral components of the historic district either because they neither date from a time period for which the district is significant nor represent an architectural type, period, or method of construction for which the district is significant.

The report further clarified the contributing structures within the historic district by stating the following:

Although village origins date from the late 17th century and a number of “Key” 18th century structures and sites distinguish the district, the existing physical and architectural characteristics of Middletown Village are predominantly 19th century. Consequently, all 19th century buildings are classified as “Contributing” unless they have lost integrity through radical alteration. In addition, the Middletown Village Historic District is characterized by a significant number of structures dating from the early 20th century. Therefore those buildings that over fifty years old (before 1940) and exhibit compatible scale, form, and materials with the overall district, area also classified as “Contributing.”

The house on Block 815, Lot 7 (Old Block 56, Lot 9), identified in the report as “Morford House,” was classified in the report as “Contributing.” However the report notes that the structure was substantially altered in the 20th Century, with the rebuilding of the foundation, fenestration changes, and vinyl siding covering the wood siding and trim. This currently houses the Emergency Medical Services.

The structure on Block 815, Lot 6 (Old Block 56, Lot 9.01) was classified in the report as “Non Contributing.” This structure, a one-story mid-20th century ranch with wood siding, currently houses the Department of Planning and Community Development.

3.7 Monmouth County Master Plan Perspective

Monmouth County’s Master Plan was adopted in October 2016. The following are the goals and objectives relevant to this Need Study:

Master Plan Goal #3 is to promote beneficial development and redevelopment that continues to support Monmouth County as a highly desirable place to live, work, play, and stay. The purpose of this goal is to assist municipalities in determining the

best use of increasingly scarce undeveloped land resources and to help identify opportunities for the redevelopment of other areas in ways that will best meet the demands of the evolving marketplace and needs of the community. The purpose is also to assist those municipalities that desire to maintain and/or enhance their community's current character as their highest local priority.

In that the following are few of the objectives that are relevant to this:

- To encourage the redevelopment and revitalization of highway commercial corridors that incorporate multi-purpose uses, higher design standards, are located outside Special Flood Hazard Areas (SFHA), and improve circulation both on and offsite.
- Promote the redevelopment or reuse of environmentally degraded places such as brownfields and grayfield sites into safe, new uses and public amenities that promote healthy community design.
- Promote the retention, improvement, maintenance, and upgrading and/or adaptive reuse of existing governmental and institutional facilities.

3.8 State Planning Area Classification

On March 1, 2001, the State Planning Commission ("SPC") adopted the State Development and Redevelopment Plan (SDRP). The SDRP establishes a proposed statewide planning framework that is designed to maintain and revitalize existing cities and towns and organize new growth in "center" – compact, mixed-use communities that provide a variety of choices in housing, employment opportunities, entertainment, services, transportation, and social interaction.

This Study Area is located entirely within the Metropolitan Planning Area 1 (PA-1). According to the SDRP, the intent of the Metropolitan Planning Area 1 is to:

- Provide for much of the state's future development;
- Revitalize cities and towns;
- Promote growth in compact forms;
- Stabilize older suburbs;
- Redesign areas of sprawl; and
- Protect the character of existing stable communities.

The Policy Objectives governing the Metropolitan Planning Area 1 (PA-1) include the following:

- Land Use: Promote redevelopment and development in Cores and neighborhoods of Centers and in Nodes that have been identified through cooperative regional planning efforts.

- Housing: Provide a full range of housing choices through redevelopment.
- Economic Development: Promote economic development by encouraging strategic land assembly, site preparation and infill development, [and] public/private partnerships.
- Natural Resource Conservation: Reclaim environmentally damaged sites and mitigate future negative impacts.
- Public Facilities and Services: Complete, repair, or replace existing infrastructure systems to eliminate deficiencies and provide capacity for sustainable development and redevelopment in the region.

4.0 Description of Existing Study Area Conditions

4.1 Property Overview

The study area, Block 815, Lots 1.01, 6 and 7, contains a total area of approximately 9.75 acres. Lot 1.01 contains an area of approximately 8.65 acres, while Lot 6 and Lot 7 contain an area of approximately 33,075 square feet and 28,350 square feet, respectively.

Block 815, Lot 1.01

This is developed to contain four buildings and appurtenant parking as well as a communications tower, owned by a private entity, for Township use as well as for commercial purposes. The westerly portion of the lot, at the intersection of Kings Highway and Penelope Lane, contains additional parking and an impound lot. The buildings are as follows:

Town Hall (Administration Offices)

This building is located to the southeastern portion of the Study Area and currently houses the following government functions:

- Township Administrator's Office
- Mayor's Office
- Township Clerk's Office
- Court Clerk's Office
- Municipal Court
- Police Department
- Mail Room

The Town Hall building is a one story structure with a basement occupying a footprint of approximately 15,700 square feet. This was built in 1961 and a subsequent addition was constructed to enlarge the police department sometime in the nineties. The entrance on the eastern façade leads to the administration offices and the mayor's office. The entrance on the western façade leads to the municipal court and the police department. These two opposite ends of the building are connected via a long corridor, which is flanked on one side by the police department and by an exterior wall with windows on the other side. The site's topography enabled the provision of a walk out basement along the northern portion of the building, which contains two entrances. This is a low lying area prone to flooding. The basement area is set up to contain the various functions of the Police Department such as the holding cell, men's locker rooms, detective bureau, etc.

This building has ongoing site maintenance issues, some of which are apparent upon site visit. The roof leak near the eastern façade of the building is visible from the outside. There were instances of flooding and sewage back up in the basement. The ceiling tiles in the men's locker room were recently replaced; however water seepage continues to be an issue and was evident upon site visit. The toilets were not functioning efficiently and the bathroom windows were boarded up to provide insulation. Additionally, the current building cannot accommodate the Township's present need and it was visually evident in terms of the lack of adequate parking, lack of space for growing number of female police officers, storage space, and space limitation for normal operations such as courtroom, meeting rooms, etc. Adequacy of parking is a challenge faced on this site, which gets worse on Court days. Details regarding the on-site conditions have been documented and included in **Appendix D**.

There are two accessory buildings located immediately to the east, across the one way drive aisle, and to the north of the Town Hall building. The building to the east of the Town Hall, built in 1907, was the original municipal building. This was subsequently used by the police department as a community relations center, which was forced to cease its operations due to the inability to comply with ADA requirements. This building, a one story brick masonry building with a basement, currently contains a boxing ring and storage. The original brick is overlaid with brick cladding. In fact parts of the original masonry are exposed along a portion of the southern façade. Heating is provided via radiators, while window units provide air-conditioning. From the exterior the windows don't appear to be broken, however they are not in compliance with the current energy standards.

The one-story building to the north of the Town Hall building contains the garage for the police along with radio repair and evidence storage. The site slopes towards this building thereby causing rainwater to flow in that direction and consequently causes flooding in this building. In the past, this garage building stored archived records but a substantial number of records were destroyed several years ago due to flooding.

Johnson-Gill Annex

In 1984, the Township completed the construction of Johnson Gill Annex to provide additional space to address overcrowding and decentralization problems. This building, a one-story structure occupying a footprint of approximately 11,875 square feet, is located to the northern portion of the site. The building currently contains the following government functions:

- Administration (Human Resources)
- Department of Finance

- Management Information Systems
- Purchasing
- Department of Building & Inspections
- Tax Collection
- Tax Assessor's Office
- Fire Prevention

The entrance to the eastern portion of Lot 1.01 is provided along both Kings Highway and State Highway 35. There are three access drives from Kings Highway into the site; the first one is a one way access drive located along the easterly portion of the property, at distance of approximately 220 feet from the intersection of Kings Highway and State Highway 35. This driveway immediately leads into eight angled parking spaces abutting the Town Hall building. In fact the southernmost parking space is located at a distance of approximately 58 feet from the ingress. The one way drive continues to access additional parking spaces located to the northeast and northern portion of the property. The second driveway is located approximately 250 feet to the west of this one way access. This leads to a parking lot immediately to the west of the Town Hall building. The third driveway is located approximately 100 feet to the west of the second driveway and contains parking spaces for visitors to both the Town Hall as well as Johnson Annex. There is a grassed median separating the parking spaces accessed by these two drive aisles; the only vehicular connection between these two portions of the parking lot is through a connecting driveway located to the north of this parking lot near Johnson Gill Annex. The parking spaces along the second driveway are reserved for police cars, while the parking spaces along the third driveway are for both visitors and employees.

The western portion of the site, with frontage along Penelope Lane and Kings Highway, contains a parking lot for overflow parking and an impound lot for the Police Department. This is separated from the eastern portion of the site by a wooded area. There is no direct vehicular or pedestrian access provided between these two sections of the property. The entrance to this parking lot is located at a distance of approximately 300 feet from the driveway into the eastern portion of the lot and at a distance of approximately 80 feet from the intersection of Penelope Lane and Kings Highway.

The site can be accessed from the southbound lane of State Highway 35 via two driveway access points; one is located immediately to the northeast of Johnson Gill annex and the other is located proximate to the garage and to the northeast of Town Hall building. The entrance to the northeast of Johnson Gill immediately leads to a driveway accessing the police garage, thereby creating a conflict. The communications tower is located in the parking lot to the south of Johnson Gill Annex and west of the administration building.

Block 815, Lot 6

This site is developed to contain a one story single family dwelling unit, occupying a footprint of approximately 1,900 square feet. The existing house was converted to an office use. The Township's Department of Planning and Community Development is located in this building. Prior to the Planning and Community Development Department, the building was occupied by the Department of Health. Although this lot abuts the Town Hall complex, there is no direct vehicular access. Pedestrian access is provided via a walkway connecting Lot 6 to Lot 1.01. Vehicular access to this site is provided from Penelope Lane (a 33 feet wide road as per the Township's Tax Maps) via a one-way paved entrance drive leading to six paved parking spaces, located to the north of the building. This driveway then continues to a gravel parking lot and to the exit driveway located to the east and south of the building, respectively.

Block 815, Lot 7

This contains a single family dwelling unit which was converted to contain Emergency Medical Services. The service is operated by a separate non-profit organization renting this building from the Township. The Township has a contract with them to respond to emergencies in the Township for certain duration of the day. Although this site is not landlocked there is no direct vehicular access from Penelope Lane; vehicular ingress and egress for ambulances and staff vehicles is through the driveway on Block 815, Lot 6.

The Town Hall Complex hosts the above mentioned offices, while the remaining government offices are housed in six or seven buildings throughout the Township. For e.g. the Department of Health is currently located at 180 Main Street in Port Monmouth, and the Department of Public Works is located in Kanes Lane. A single Municipal complex will be more efficient and convenient for the public who will be able to conduct virtually all of their business in one location. The existing facilities are extremely inefficient in terms of energy consumption not to mention the various maintenances issues and safety concerns arising due to the antiquated design of the buildings and the appurtenant parking.

5.0 Statutory Criteria

Pursuant to N.J.S.A. 40A:12A-5, a delineated area may be declared in need of redevelopment if, after investigation, notice and hearing, the governing body of the municipality, by resolution, concludes that within the delineated area any of the following conditions is found:

- a. The generality of buildings are substandard, unsafe, unsanitary, dilapidated, or obsolescent, or possess any of such characteristics, or are so lacking in light, air, or space, as to be conducive to unwholesome living or working conditions.
- b. The discontinuance of the use of buildings previously used for commercial, manufacturing, or industrial purposes; the abandonment of such buildings; or the same being allowed to fall into so great a state of disrepair as to be untenable.
- c. Land that is owned by the municipality, the county, a local housing authority, redevelopment agency or redevelopment entity, or unimproved vacant land that has remained so for a period of ten years prior to adoption of the resolution, and that by reason of its location, remoteness, lack of means of access to developed sections or portions of the municipality, or topography, or nature of the soil, is not likely to be developed through the instrumentality of private capital.
- d. Areas with buildings or improvements which, by reason of dilapidation, obsolescence, overcrowding, faulty arrangement or design, lack of ventilation, light and sanitary facilities, excessive land coverage, deleterious land use or obsolete layout, or any combination of these or other factors, are detrimental to the safety, health, morals, or welfare of the community.
- e. A growing lack or total lack of proper utilization of areas caused by the condition of the title, diverse ownership of the real property, therein or other conditions, resulting in a stagnant or not fully productive condition of land potentially useful and valuable for contributing to and serving the public health, safety, and welfare.
- f. Areas, in excess of five contiguous acres, whereon buildings or improvements have been destroyed, consumed by fire, demolished or altered by action of storm, fire, cyclone, tornado, earthquake, or other casualty in such a way that the aggregate assessed value of the area has been materially depreciated.
- g. In any municipality in which an enterprise zone has been designated pursuant to the "New Jersey Urban Enterprise Zones Act," P.L.1983, c.303 (C.52:27H-60 et seq.) the execution of the actions prescribed in that act for the adoption by the municipality and approval by the New Jersey Urban Enterprise Zone Authority of the zone development plan for the area of the enterprise zone shall be considered sufficient for the determination that the area is in need of redevelopment pursuant to sections 5 and

6 of P.L.1992, c.79 (C.40A:12A-5 and 40A:12A-6) for the purpose of granting tax exemptions within the enterprise zone district pursuant to the provisions of P.L.1991, c.431 (C.40A:20-1 et seq.) or the adoption of a tax abatement and exemption ordinance pursuant to the provisions of P.L.1991, c.441 (C.40A:21-1 et seq.). The municipality shall not utilize any other redevelopment powers within the urban enterprise zone unless the municipal governing body and planning board have also taken the actions and fulfilled the requirements prescribed in P.L.1992, c.79 (C.40A:12A-1 et al.) for determining that the area is in need of redevelopment or an area in need of rehabilitation and the municipal governing body has adopted a redevelopment plan ordinance including the area of the enterprise zone.

- h. The designation of the delineated area is consistent with smart growth planning principles adopted pursuant to law or regulation.

In addition to the above-mentioned statutory criteria, the statute in N.J.S.A. 40A:12A-3 states the following:

“A redevelopment area may include lands, buildings, or improvements, which of themselves are not detrimental to the public health, safety, or welfare, but the inclusion of which is found necessary, with or without change in their condition, for the effective redevelopment of the area of which they are a part.”

This permits the inclusion of parcels that do not meet the statutory criteria if they are necessary for effective redevelopment of the proposed redevelopment area.

6.0 Application of Statutory Criteria

6.1 Introduction

The finding that an area is in need of redevelopment is an area-wide determination. As such, the statutory charge for a positive finding of redevelopment eligibility requires a demonstration, that physical deterioration by the presence of improvements, which are dilapidated, obsolete and faulty in terms of arrangement, lack of ventilation, light and sanitary facilities or in any way detrimental to the safety, health, morals or welfare of the community. An area is also eligible for declaration where there exists land owned by the municipality that by reason of its location, is not likely to be developed through the instrumentation of private capital, and also where it can be demonstrated that a redevelopment declaration would advance Smart Growth planning through consistency with the intent and policy objectives enumerated under the New Jersey State Development and Redevelopment Plan (SDRP) for the planning area within which the study area is situated.

The conditions evidenced by the Needs Determination Study are measured against the criteria for designation of an “Area in Need of Redevelopment” and summarized in a fashion that enables a determination to be made regarding whether one or more criteria is prevalent among the properties within the Study Area.

6.2 Study Area Conclusions and Recommendations

Based upon our analysis of existing conditions within the Study Area, it is evident that the properties meet one or more of the “area in need of redevelopment” criteria specified in Section 5 of the LRHL and may be designated as an area in need of redevelopment. The existing structures are in disrepair and/or the site is suffering from obsolescence/faulty design. The findings are summarized below and the property analysis is included in detail in **Appendix D** and illustrated in **Figure 4**.

“D” Criterion Assessment

This criterion focuses on both the buildings as well as other site improvements and addresses how the site functions in terms of the layout and overall design unlike criteria “a” and “b” which focus on the condition of the buildings on a property. In general properties that meet this criterion are being used in a manner not consistent with modern land use planning standards and practices. Although the definition may seem too broad, a combination of one or more conditions noted within Section 5.d of the LRHL may indicate the obsolescence of design and layout. Furthermore, greater the number of these conditions and consequently more significant the problems created by these conditions, the stronger is the finding that the Study Area meets the “d” criterion.

The Study Area may satisfy the “D” criterion due to the environmental contamination, failing plumbing and sewer system, deterioration to the building, obsolete parking layout, lack of adequate parking, and lack of buffering and screening. This is discussed in detail in **Appendix D**.

“H” Criteria Assessment

The “H” criterion can be applied to the entire Redevelopment Area as a whole. It states, “The designation of the delineated area is consistent with smart growth planning principles adopted pursuant to law or regulation.” The New Jersey Office of Smart Growth website lists the following as smart growth principles:

- mixed land uses;
- compact, clustered community design;
- range of housing choice and opportunity;
- walkable neighborhoods;
- distinctive, attractive communities offering a sense of place;
- open space, farmland, and scenic resource preservation;
- future development strengthened and directed to existing communities using existing infrastructure;
- transportation options variety.

The Office of Planning Advocacy has developed the definition of Smart Growth Area to include one of the following classified areas such as Metropolitan Planning Area (PA1), Suburban Planning Area (PA2), a designated Center, etc.

The Study Area is located within the Metropolitan Planning PA-1 Area, where the State Plan’s intention is to provide for much of the State’s future redevelopment, revitalize cities and towns, promote growth in compact forms, stabilize older suburbs, redesign areas of sprawl, and protect the character of existing stable communities. Therefore the site is located in an area which is designated as the State Plan’s preferred vehicle for redevelopment in order to accommodate growth and development in a compact form to accommodate diverse uses. However the existing conditions of the subject area as such do not provide for any of the applicable principles. While Criterion “H” is a new and untested addition to the criteria in the LRHL, the Study Area has attributes to permit the kind of smart growth development advocated by the SDRP. Declaring the study area to be in need of redevelopment would advance the overarching themes of the PA 1 designation. Therefore, this report concludes that the principles of smart growth are advanced such that the threshold for satisfaction of criterion “H” is reached for the study area.

7.0 Conclusion

For the reasons summarized in **Section 6.0** and detailed in **Appendix D** of this Report, it is recommended that the Township Committee of the Township of Middletown and Planning Board take the necessary action as prescribed by the LRHL to declare Town Hall Complex Study Area in need of redevelopment. Once declared as an Area in Need of Redevelopment, a Redevelopment Plan can be prepared and implemented to ensure proper utilization and development of property within the Study Area.

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APPENDIX A

Governing Body Resolution

APPENDIX B

List of Permitted Uses

Key: P= Permitted C = Conditional A = Accessory	B-2	B-3
ACCESSORY		
Accessory apartment (Mount Laurel)		
Basketball courts (private)		
Billboards		
Commercial accessory storage building	A	A
Electronic message center signs	C	C
Family day care		
Fences and hedges	A	A
Garage, commercial	A	A
Garage, detached (residential)		
Gazebos		
Home occupation	A	A
Indoor storage/display of goods sold on site	A	A
Off-street parking	A	A
Outdoor storage/display of goods sold on-site	A	A
Residential satellite dish antenna		
Sheds and other customary accessory structures		
Signs	A	A
Swimming pools (private)		
Swimming pools (public)		
Tennis courts (private)		
AGRICULTURAL		
Animal kennels and boarding	P	P
Barn and other farm buildings	A	A
Commercial woodland	P	P
Cropland	P	P
Fisheries	P	P
Livestock, pasture and rangeland	P	P
Nursery	P	P
Orchard and vineyard	P	P
Road side farm stand	A	A

Key: P= Permitted C = Conditional A = Accessory	B-2	B-3
Wildlife refuge		
BUSINESS OFFICE		
Accounting	P	P
Advertising service	P	P
Animal hospital		P
Architectural service	P	P
Artist/art studio	P	P
Banking	P	P
Blood bank	P	P
Business management	P	P
Clinic		P
Collection Agency	P	P
Computer programming and consulting	P	P
Contractor office		P
Credit reporting and service	P	P
Data processing service	P	P
Dentist	P	P
Driving school	P	P
Employment service	P	P
Engineering service	P	P
Family counseling	P	P
Financial service	P	P
Government office and facility	P	P
Health care facility		
Hospitals		C
Insurance agency	P	P
Legal service	P	P
Medical clinic	P	P
Medical lab	P	P
Medical office	P	P
News syndication service	P	P

Key: P= Permitted C = Conditional A = Accessory	B-2	B-3
Optometrist and optometry	P	P
Performance commercial development	C	C
Planning service	P	P
Professional consultant	P	P
Real estate agency	P	P
Security/commodity broker	P	P
Surveying service	P	P
Travel agency	P	P
Tutoring service	P	P
Veterinarian office	P	P
BUSINESS SERVICES		
Appliance repair and service	P	P
Automobile detailing		P
Automobile painting		
Automobile body repair		
Automobile repair	P	P
Automobile towing yard		
Bicycle repair	P	P
Car phone installation and repair	P	P
Car wash	C	C
Clock and watch repair	P	P
Equipment and tool rental	P	P
Gasoline service station	P	P
Lawn service, tree service or landscape facility		P
Lawn mower sale and repair	P	P
Locksmith	P	P
Mini storage		
Printing and photocopy service	P	P
Reupholstery and furniture repair	P	P
Security service	P	P
Tool sharpening and repair	P	P

Key: P= Permitted C = Conditional A = Accessory	B-2	B-3
Television, video and stereo repair and service	P	P
EDUCATIONAL		
Acting School	P	P
Animal training school	P	P
Daycare	P	P
Music school	P	P
Nursery school	P	P
Private or parochial school	C	C
Senior day care	P	P
Special training school	P	P
INDUSTRIAL		
Abattoir		
Apparel and garment fabrication		
Furniture and fixture fabrication and assembly		
Jewelry fabrication		
Medical instrument fabrication		
Paper product fabrication		
Printing and publishing industry		
Scientific research laboratory		
Sporting good fabrication		
Toy fabrication		
Warehouse		
Welding shop		
Well drilling		
MIXED USE DEVELOPMENT		
Mixed-use development		
Mixed waterfront development		
PERSONAL SERVICE		
Animal grooming	P	P
Beauty and barber shop	P	P
Clothing rental	P	P

Key: P= Permitted C = Conditional A = Accessory	B-2	B-3
Costume rental	P	P
Dating service	P	P
Diaper service	P	P
Fortune teller	P	P
Funeral parlor	P	P
Laundry and dry cleaning	P	P
Linen service	P	P
Massage parlor		C
Nail salon	P	P
Nutritionist	P	P
Photographic and video service	P	P
Portrait studio	P	P
Shoe repair	P	P
Steam and sauna salon	P	P
Sun tanning salon	P	P
Tattoo parlor		P
Tailor shop	P	P
RECREATIONAL		
Amateur sport arena		P
Arcades		C
Athletic academy	P	P
Athletic fields	P	P
Athletic fields, privately owned		
Basketball court (public)	P	P
Batting cage	P	P
Billiard hall	P	P
Bowling alley	P	P
Children activity center	P	P
Dinner theater	P	P
Fair ground (temporary)	A	A
Golf course	C	C

Key: P= Permitted C = Conditional A = Accessory	B-2	B-3
Golf driving range	P	P
Gym, health spa and athletic club	P	P
Horse riding academy		
Ice skating rink	P	P
Miniature golf course	P	P
Movie Theater	P	P
Nature area/reservation	P	P
Park	P	P
Personal skateboard apparatus		
Playhouse	P	P
Playground	P	P
Public recreational uses		
Roller skating rink	P	P
Swimming pool (commercial)	P	P
Teen dance club		P
Tennis court (commercial)	P	P
RESIDENTIAL		
Ancillary adult community commercial facility		
Assisted living		P
Congregate care facility		P
Hotels and motels		P
Mother and daughter dwelling		
Multi-family development		
Nursing home and health care facility		P
Performance residential developments		
Single family, detached		
Two family, attached		
SERVICE ORGANIZATIONS		
Cemeteries	C	C
Charitable organization	P	P
Community residence for the developmentally disabled		

Key: P= Permitted C = Conditional A = Accessory	B-2	B-3
Garden club	P	P
Library	P	P
Museum	P	P
Non-profit organization	P	P
Places of worship	C	C
Private club	P	P
Shelters for victims of domestic violence		
TRANSPORTATION		
Ambulance service	P	P
Bus terminal, storage and repair		
Commercial parking lot	P	P
Commuter parking lot	P	P
Ferry terminal		
Heliport	A	A
Highway and street right-of-way	P	P
Package delivery service		P
Railroad right-of-way	P	P
School bus, limousine and taxi service		
Storage automobile, boat and trailer		P
UTILITY		
Commercial communication antenna or tower	C	C
Electric, gas, water and sewer line	P	P
Public utility office or substation	C	C
Radio communication center	C	C
Stormwater management facilities and structures		
Telephone communication center	C	C
Television communication center	C	C
Utility equipment building (under 100 sf)	P	P
WATER ORIENTED		
Boat charter service		
Boat house or boat yard		

Key: P= Permitted C = Conditional A = Accessory	B-2	B-3
Boat repair		P
Canvas product fabrication and distribution		
Cold storage establishment		
Commercial fishing operation		
Docking and landing facility		
Fishing equipment repair and fabrication		
Ice making		
Marina		
Marine research uses, museum or aquarium		
Marine repair service		
Marine product wholesale and retailing		P
Marine welding		
Seafood packaging		
Seafood processing		
Seafood distribution		
Ship building		
Tug, pleasure or pilot boat service		
Yacht club		
WHOLESALE AND RETAIL TRADE		
Adult entertainment		C
Antique and second hand shop	P	P
Appliance store	P	P
Art and craft store	P	P
Automobile and boat sale	P	P
Automobile and marine accessories	P	P
Award and trophy store	P	P
Bait and tackle shop	P	P
Bakery, pizzeria or other food retail	P	P
Bar	P	P
Bicycle store	P	P
Book and stationery store	P	P

Key: P= Permitted C = Conditional A = Accessory	B-2	B-3
Cabinet store	P	P
Cafeteria	A	P
Carpet store	P	P
Christmas tree sale	A	A
Comic book and card store	P	P
Delicatessen	P	P
Dry goods and apparel	P	P
Electric and lighting store	P	P
Family entertainment restaurant	P	P
Farm and garden supply	P	P
Fast-food restaurant	C	C
Flea market	A	A
Frozen yogurt parlor	P	P
Furniture sale	P	P
Grocery store	P	P
Hardware, plumbing and heating store	P	P
Hobby shop	P	P
Houseware store	P	P
Ice cream parlor	P	P
Jewelry store	P	P
Junkyard or salvage		
Lumberyard or store		
Music shop	P	P
News stand	A	A
Night club	P	P
Package good store	P	P
Paint, glass and wallpaper store	P	P
Pet store	P	P
Pharmaceutical store	P	P
Recording studio	P	P
Record store	P	P

Key: P= Permitted C = Conditional A = Accessory	B-2	B-3
Restaurant	P	P
Sporting goods store	P	P
Television, stereo and cellular telephone sales	P	P
Trailer and camper sales	P	P
Variety store	P	P
Video rental	P	P

APPENDIX C

Municipal Records

Tax Map

Property Assessment Records




Building Construction Permits

Accident Reports

APPENDIX D

Property Analysis Sheets

The following pages photographically illustrate the conditions that render the above properties eligible for a redevelopment designation.

Property Analysis Sheet				
Block: 815	Lot: 1.01	Area: 8.35 acres	Use: Municipal Offices	Zoning: B2 and B3
Property Location: 1 Kings Highway			Owner: Township of Middletown	
Administration Building				
 <p>View of the eastern façade of the main administration building depicting the visible roof leakage and the temporary measures adopted to address this.</p>				
		 <p>Flooding along the northern façade of the building. This is an ongoing issue, which gets exacerbated during a storm event.</p>		

Property Analysis Sheet (continued)



View looking towards the northern façade from the parking lot, and depicting the direction of flow of the rainwater towards the northern portion of the building.



The above photos illustrate flooding in the basement of the building that houses the various functions of Middletown Township's Police Department. Flooding is an ongoing issue during storm events in the Township.

Property Analysis Sheet (continued)



View of the flooding in the basement of the Town Hall building.



The image to the left is of the water damaged ceiling in the men's bathroom. And the image to the right shows flooding in the locker room during a storm event.



Left: View of the locker room ceiling showing water seepage. The ceiling tiles were replaced recently but the ongoing issue with water seepage and the resulting damage is evident. The image to the right illustrates the water damage under the lockers.

Property Analysis Sheet (continued)



The above photo illustrates the toilet overflow caused due to sewer pump failure.

The photo to the right shows a boarded up window to trap heat in the bathroom during the winter months. Additionally, the top left of the photograph illustrates the water damage to the ceiling.



View of a broken window in the locker room.



View of the aisles in the police department being used for file storage.



Accessory Building: Old Town Hall / Boxing Ring



View of the western façade of the building abutting the parking lot. The original building is brick masonry with brick cladding, which is showing signs of deterioration as illustrated in the above photograph.



View of the western façade. The windows, although, not broken aren't energy efficient in terms of insulation. Exposed wires along the exterior of the building.



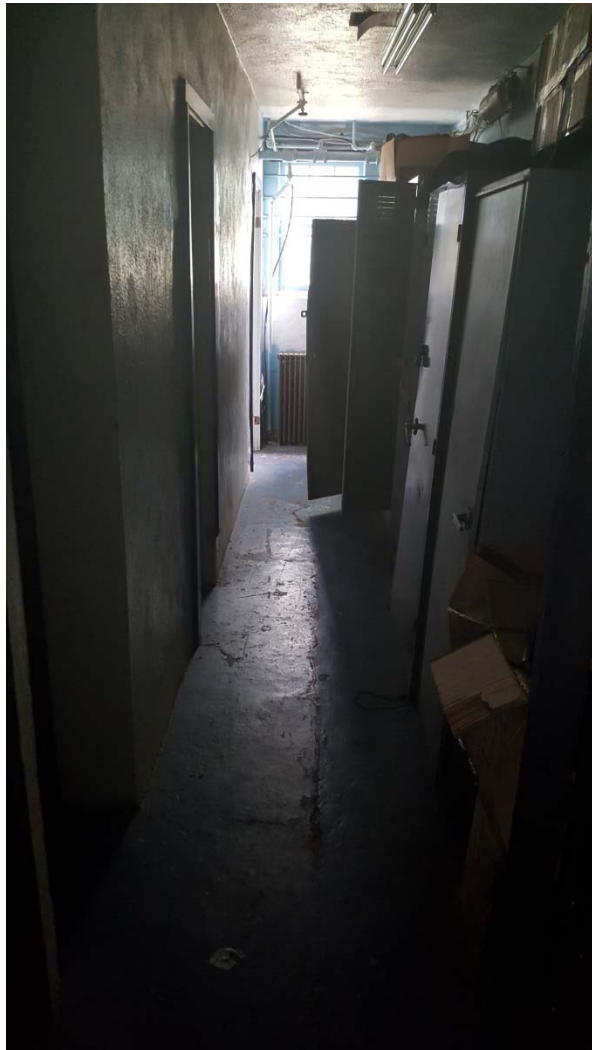
Stairs leading to the basement showing disrepair.



Western façade showing cracked brick cladding and exposing the original brick masonry. Inefficient heating and cooling. Air conditioning provided by window units.

Property Analysis Sheet (continued)

View of the interior of the building at the basement level. The basement is used for storage.



The aisle way is used for storage. Please note the cracked floors and exposed plumbing and wires.



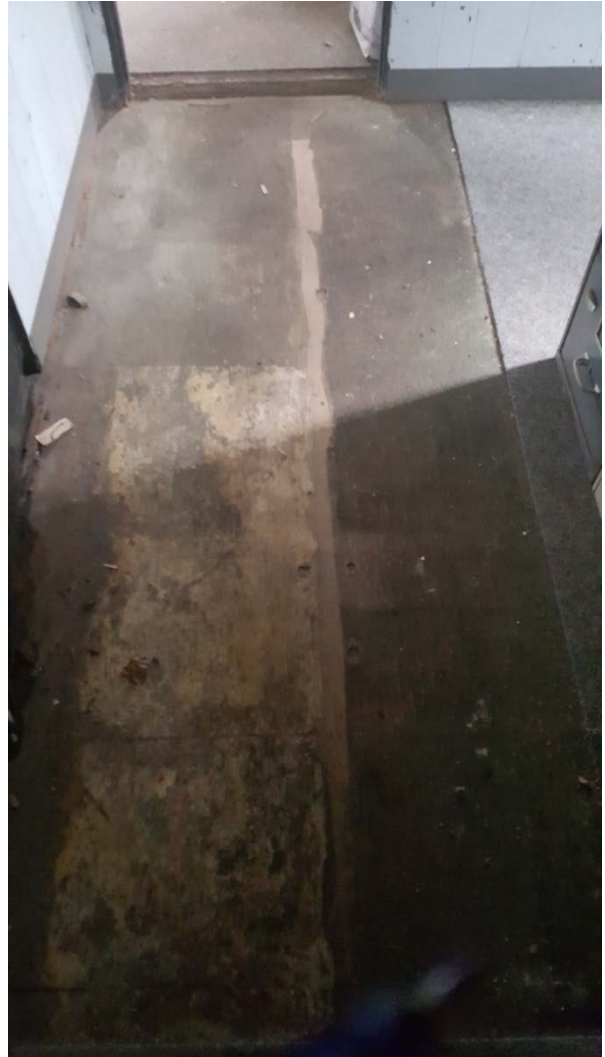
Dilapidated staircase leading to the upper level. Although the window are not broken, there is no insulation.

Property Analysis Sheet (continued)

View of the interior of the building at the basement level (continued)



Interior of the storage space. Note the cracked/broken ceiling tiles and exposed plumbing and wires.



Floor is in a state of disrepair.

Parking Lot Analysis



One way entrance driveway from Kings Highway into the administration building.



Left: View looking towards Kings Highway. Right: View looking towards the parking lot located to the northeast of the administration building.
Note the parallel parking in unassigned spaces due to lack of adequate parking.

Property Analysis Sheet (continued)

Parking Lot Analysis



View of the parking spaces to the northeast of the administration building and egress to State Highway 35. The above parking spaces are too close to each other creating unsafe conditions; the design is obsolete and not in accordance with the current engineering standards.



View of the one way driveway leading to the police garage building. Note parallel parking in unassigned spaces due to lack of adequate parking. This driveway leads to the parking area located to the west of the administration building, police garage, and Johnson Gill Annex.



View looking towards Johnson Gill Annex from the parking area to the north of the administration building. Note the parked cars in unassigned spaces due to inadequate parking.



View of the parking lot looking towards the administration building from Johnson Gill Annex. Please note the unassigned parallel parking.

The above images illustrate the lack of adequate parking and as a consequence leading to unassigned parallel parking along driveways.

Property Analysis Sheet (continued)

Parking Lot Analysis



View of the parking lot to the west of the median separating the lot from the parking lot immediately to the west of the administration building.



View towards Kings Highway and second access drive to the west of the administration. Please note the vehicles parked on the grass due to inadequate parking, potholes, lack of defined parking, etc.



Source: Google (n.d.)(Google Maps Satellite image); Retrieved on May 26, 2017 at <https://www.google.com/maps/@40.3913995,-74.0983366,5372m/data=!3m1!1e3>

View of the entrance drive from State Highway 35 to the northeast of Johnson Gill Annex. Note the access driveway to the police garage immediately off the entrance. This is a one way ingress drive. The design creates potential conflicts.

Property Analysis Sheet (continued)

Parking Lot Analysis (overflow parking and impound lot)



View from the overflow parking, looking towards Kings Highway. Although this is a part of Block 815, Lot 1.01, it is separated from the rest of the lot by a wooded area, and the only access is from Kings Highway.



View to the east of the overflow lot showing handicapped parking. The parking lot requires maintenance. Most importantly, these handicapped spaces are isolated and there is no direct access to the buildings from these spaces.



View of the police impound lot, which is an area demarcated within the overflow parking with a chainlink fence.



View towards the overflow parking lot from Block 815, Lot 6 (the Planning and Community Development Department). Note the gravel driveway.

Analysis

The review of the records outlining the property maintenance issues and accidents, environmental contamination and the photographic evidence of the existing conditions help support the claim that the Study Area is eligible to satisfy the “D” criterion due to the obsolescence in building and site design. This criterion focuses on both the buildings as well as other site improvements and addresses how the site functions in terms of the layout and overall design. Conditions that could lead to this conclusion include undefined or poorly defined parking area, limited vehicular access or available on-site loading areas, inadequate onsite parking, properties with brownfield condition, inadequate buffer and screening, and land uses that may have an adverse impact on surrounding areas such as industrial uses, junkyards, etc. Furthermore, greater the number of these conditions and consequently more significant the problems created by these conditions, the stronger is the finding that the Study Area meets the “d” criterion.

In summary, the existing administration building has ongoing maintenance issues with respect to roof leakage, declining plumbing and failed waste pipes causing sewage leakage, flooding in the basement during rainstorms and constant moisture in drier weather, inefficient heating and air-conditioning system. Additionally, the site has groundwater contamination issues. The accessory garage building for the police has flooding issues due to the site’s topography. The boxing ring building shows signs of decline, as illustrated in the photographic evidence, in terms of broken ceiling, exposed plumbing and wires, floor in a state of disrepair, lack of adequate heat, ventilation and air-conditioning. Additionally, this building cannot be modified to be in compliance with ADA requirements, which adds to the obsolescence.

Regarding the overall parking, there is inadequate parking for the expanding municipal offices and their various functions. The parking design is not in accordance with the current engineering standards and the vehicular circulation creates unsafe conditions. The parking lot provided for overflow parking is isolated from the main complex. The lot provides handicapped parking but there is no connectivity to the main areas and therefore a wheelchair bound person would have to traverse across the lot on to Kings Highway to access Johnson Gill Annex thereby creating unsafe conditions. Although this parking lot is connected to the Planning and Community Development building, which in turn provides a walkway to Johnson Gill Annex (located at lower topographic elevation); there is no easy access between these spaces, the Planning Department and Johnson Gill Annex. This parking lot leads to the gravel driveway, used by the Planning Department and the ambulances; there is no clear demarcation between pedestrian and vehicular traffic at this point. The impound lot abuts the residential properties. Typically to be in compliance with the Township’s ordinance, a 50-foot buffer would be required. The existing conditions do not comply with this requirement. Overall Lot 1.01 exhibits conditions of environmental contamination, obsolescence, obsolete layout, outdated facilities and faulty arrangement or design and thus may satisfy the “D” criterion. Redevelopment of this area is necessary to correct the concerns of safety, welfare and the detriment posed to the safety and health of the community.

The Study Area is located within the Metropolitan Planning PA-1 Area, where the State Plan’s intention is to provide for much of the State’s future redevelopment, revitalize cities and towns, promote growth in compact forms, stabilize older suburbs, redesign areas of sprawl, and protect the character of existing stable communities. Therefore the site is located in the area which is designated as the State Plan’s preferred vehicle for redevelopment in order to accommodate growth and development in a compact form to accommodate diverse uses. While Criterion “h” is a new and untested addition to the criteria in the LRHL, the study area has attributes to permit the kind of smart growth development advocated by the SDRP. Declaring the study area to be in need of redevelopment would advance the overarching themes of the PA 1 designation.

Therefore, this report concludes that the principles of smart growth are advanced such that the threshold for satisfaction of criterion “H” is reached for the study area.

Property Analysis Sheet				
Block: 815	Lot: 6	Area: 33,075 SF	Use: Municipal Offices	Zoning: B2
Property Location: 3 Penelope Lane			Owner: Township of Middletown	
Department of Planning and Community Development				
				
View of the Planning and Community Department from Penelope Lane				
				
View of a portion of the northern façade showing signs of decline.			View of a portion of the eastern façade showing signs of decline.	

Property Analysis Sheet (continued)



View of the steps to the emergency exit located to the north of the building showing signs of disrepair.



Storm door at the emergency exit located to the north of the building showing water damage.



Wood panelled office space, which was originally a sunroom. Lack of insulation, inefficient heating and airconditioning requiring window units to be fitted during summer months and portable heaters during winter months.

Property Analysis Sheet (continued)



View of the steps to the emergency exit located to the north of the building showing signs of disrepair.



View of the one way ingress from Penelope Lane



View of the gravel parking area located to the east of the building.



View of the one way gravel driveway providing egress from the property.



ADA noncompliant aisle space that is exacerbated with storage of files. Inadequate space available for file storage.





Property Analysis Sheet (continued)

Analysis

As demonstrated in the above images, this building is an existing house that was converted into an office use. Although the building is habitable and ADA compliant in terms of an access ramp provided at the entrance, the building design is obsolete and does not provide adequate space to satisfy the department's need. There are ongoing maintenance issues in terms of inefficient heating, ventilation and air-conditioning thereby requiring window units to be fitted during summer months and portable heaters during winter months.

The driveway to the parking lot serves both the Planning and Community Development Department and the EMS. There is one handicapped space provided approximately 60 feet from the entrance driveway. The curb cut, to access the building, is located at a distance of approximately 40 feet from the entrance driveway. This driveway is utilized by both visitors to the Planning and Community Development Department as well as ambulances parked in the EMS building on lot 7. This creates a potentially unsafe condition and a pedestrian and vehicular conflict. Additionally, this building is isolated from the rest of the Township's related departments such as zoning and building construction, which are located in Johnson Gill Annex. There is no direct vehicular access between the Planning Department and Johnson Gill Annex and causes inconvenience to the residents who have to go back and forth from the various departments. Overall, the site design is obsolete and satisfies the "D" criterion.

The Study Area is located within the Metropolitan Planning PA-1 Area, where the State Plan's intention is to provide for much of the State's future redevelopment, revitalize cities and towns, promote growth in compact forms, stabilize older suburbs, redesign areas of sprawl, and protect the character of existing stable communities. Therefore the site is located in the area which is designated as the State Plan's preferred vehicle for redevelopment in order to accommodate growth and development in a compact form to accommodate diverse uses. While Criterion "h" is a new and untested addition to the criteria in the LRHL, the study area has attributes to permit the kind of smart growth development advocated by the SDRP. Declaring the study area to be in need of redevelopment would advance the overarching themes of the PA 1 designation. Therefore, this report concludes that the principles of smart growth are advanced such that the threshold for satisfaction of criterion "H" is reached for the study area.

Property Analysis Sheet				
Block: 815	Lot: 7	Area:	Use: Emergency Medical Services	Zoning: B2
Property Location: 3 Penelope Lane			Owner: Township of Middletown	
Middletown Emergency Medical Services				
				
<p>Above: View of the building looking towards west. Below: Basement and foundation showing signs of deterioration.</p>				
				
				

Property Analysis Sheet (continued)



Above: View of the gravel parking lot from the shared driveway with the Department of Planning and Community Development.

Below: View of the narrow access driveway to the parking lot serving the EMS.



Analysis

As demonstrated in the above images, this building is an existing house that was converted into an office use. As demonstrated in the above photographs, the building is showing signs of deterioration. There are ongoing maintenance issues in terms of inefficient heating, ventilation and air-conditioning. Additionally, the site is narrow, and there is no separate vehicular access provided to this site. As mentioned earlier, the driveway serving the Planning and Community Development Department is utilized to access the gravel parking area serving the EMS staff and for the ambulances. This is a one-way drive. Most importantly, Penelope Lane is a narrow street containing a width of approximately 33 feet as per the Township's Tax Maps. The parking area is not defined and due to limited vehicular access, undefined parking and circulation aisles, the site satisfies the "D" criterion.

The Study Area is located within the Metropolitan Planning PA-1 Area, where the State Plan's intention is to provide for much of the State's future redevelopment, revitalize cities and towns, promote growth in compact forms, stabilize older suburbs, redesign areas of sprawl, and protect the character of existing stable communities. Therefore the site is located in the area which is designated as the State Plan's preferred vehicle for redevelopment in order to accommodate growth and development in a compact form to accommodate diverse uses. While Criterion "h" is a new and untested addition to the criteria in the LRHL, the study area has attributes to permit the kind of smart growth development advocated by the SDRP. Declaring the study area to be in need of redevelopment would advance the overarching themes of the PA 1 designation. Therefore, this report concludes that the principles of smart growth are advanced such that the threshold for satisfaction of criterion "H" is reached for the study area.