

**DRAFT**

Development Performance  
Standards  
July 2014  
Revised January 2021

## I. Purpose

The Millville By The Sea (MBTS) Development Performance Standards (DPS) **are** part of the MBTS Master Plan Revision package dated **January 2021** and are intended to provide the Town of Millville with a narrative picture of the vision, character and quality of the MBTS community. The Developer is committed to fulfilling the intent of the Town Code and the Master Planned Community Zoning Ordinance (MPC); however, it will be advantageous for the health and progress of the community to preserve a level of land development flexibility in light of the everchanging and sometimes volatile residential and commercial building markets witnessed in recent years.

The decision to use DPS, a control similar to form-based zoning, in lieu of definitive lot types as shown in the previously-approved Schematic Plan for MBTS dated February 23, 2006 will provide the regulatory control and protection the Town of Millville needs while allowing opportunities for the Developer to adjust to economic changes that might affect the long-term development of the community. In turn, the Town and the Developer will be able to work jointly to maintain the quality and vitality of Millville By The Sea as the community is built out over the next 15 to 25 years.

## II. Development Progress to Date

~~As of July 2014, 384 residential lots in several villages as well as a number of community amenity facilities have been constructed, approved for development or are in the entitlement process for development on approximately 131.16 acres of the MBTS property. These include the Lifestyle Center, Sand Dollar Village I and II, Summerwind Village and Lakeside Village. A change in Developer since the initial construction of MBTS has resulted in greater sensitivity to the quality of the public realm as well as the introduction of new residential products that respond to extensive market research and expand the choices for homebuyers. Most notably, the MBTS Lifestyle Center and Lake Summerwind will set the quality standard for site planning and architectural design that will characterize future development. The approved lots in Summerwind Village offer a model for how new residential product types that respect the intentions of the MPC can be introduced into the community.~~

Table 1 on the following page outlines the MBTS development progress to date and will be a part of every submission package from this point on.

**Table 1. MBTS Development Progress as of October 20, 2017.**

Phase Name	Subdivision Areas			Green Areas (AC)		Total Area (AC)	Density (Units/AC)
	# of Lots	Open Space (AC)	Lot (AC)	Required	Provided		
Sand Dollar Village 1	197	12.94	24.12	23.04	30.31	55.83	3.53
Sand Dollar Village 2	55	3.34	6.68	5.79	8.40	14.47	3.80
Lakeside Village	45	3.53	6.92	5.14	8.44	12.86	3.50
Lifestyle Center	0	10.97	0.00	6.20	12.24	15.51	0.00
Summerwind Village	87	7.76	11.58	13.00	20.17	32.49	2.68
Sea Star Village	102	12.09	16.06	13.42	15.40	33.56	3.04
Peninsula Village (Proposed)	129	24.32	14.01	18.78	29.89	46.95	2.75
Sea Breeze Village (Proposed)	54	16.20	6.39	10.27	19.18	25.67	2.10
Roxana Apartments (Proposed)	216	26.33	6.41	13.10	26.33	32.74	7.28
<b>Totals</b>	<b>885</b>	<b>117.48</b>	<b>92.17</b>	<b>108.73</b>	<b>170.36</b>	<b>270.08</b>	<b>3.28</b>

**Notes:**

1. Values shown in Table 1 courtesy of Civil Engineering Associates (55 W. Main St., Middletown, DE 19709).
2. The maximum allowable density over the entire MBTS community equals 4.2 units/acre (2,900 total units).
3. Computations for Lifestyle Center includes Lake Summerwind.
4. Computations for Summerwind Village (SWV) contains the Model Lot area (4 lots) in addition to the 83 SWV lots.

### III. Overall Community Vision

In keeping with the intent of the Town of Millville Master Planned Community (MPC) zoning designation, the vision for MBTS is one of a vibrant community comprised of a mix of residential and supporting commercial, employment and public uses that are organized around a network of interconnected, obvious, and clearly visible and accessible open spaces. These open spaces will include community amenity facilities, neighborhood parks, set-aside green areas and designed water features. All will be linked together by landscaped streets, sidewalks and community paths that will run within and between villages that make up the overall development. This open space network, in combination with well-designed and appropriately- scaled architecture, will create a sense of place for the community that is unique to the region and sought after by residents, business owners, employees and visitors alike.

#### *Vehicular Circulation Network*

A logical and efficient vehicular circulation network comprised of a hierarchy of roadways will be implemented in concert with the open space network to provide cohesion to the overall community while minimizing the impacts of local traffic on individual villages.

1. Subdivision collector roads will be the primary vehicular routes through MBTS and will reinforce the community's overall structure as well as inform the size and layout of development areas.
2. Subdivision minor roads will provide access to and circulation within development areas that respond to land use type and development intensity.

#### *Connectivity and Accessibility for Pedestrians and Cyclists*

Part of planning for a meaningful public open space network will be to create opportunities for pedestrians and cyclists to experience the natural and built amenities of the community in safe and practical ways. Sufficiently-wide sidewalks and pathways, well-marked street crossings, connections between neighborhood villages and community and recreation facilities, as well as access to supporting commercial uses will be provided throughout the development to ensure a high-quality experience for those who desire less reliance on the automobile. Additionally, gathering places will be planned throughout the development - open greens, pocket parks, tot lots, dog parks and recreational amenities are potential examples - to help activate the public realm and provide opportunities for both organized events and spontaneous activities. These events and activities, in turn, will promote a sense of community pride that will further drive the value of living and working in Millville By The Sea.

#### *Public-Private Partnerships*

Opportunities exist for the Developer to explore public-private partnerships with the Town of Millville, Sussex County, the State of Delaware, public organizations and non-profit groups to further enhance the public open spaces and facilities of MBTS. Two examples where this may prove practical are the Town Center facilities, events and activities as well as the potential regional amenity west of the Beaver Dam Tax Ditch and accessible from Peppers Corner Road. The exact format of these partnerships will be determined as development progresses and

programming needs related to community events and activities are identified. The goal of the public-private partnerships will be to help establish the facilities, activities and programming that will create a sense of place that will attract Town residents and visitors to the Town Center.

#### *Architecture*

The architectural aesthetic at MBTS will balance appropriate interpretations of local precedents - namely those found at nearby beaches and the surrounding rural coastal region - with the need to meet market demand. The result will be a mix of lot sizes, unit types, unit square footages and village densities that provide diverse choices for homebuyers and help define the identity of the community. Units will be oriented to streets and open spaces in order to promote a safe and active public realm. An emphasis will also be placed on architectural quality regardless of the use type to contribute to a consistent and appealing sense of place for the community. Best planning practices will be used throughout all residential villages and commercial uses to ensure environmental sensitivity and efficient land use development.

#### *Organization of Residential Uses*

Residential uses will be developed in a series of villages that offer a varied mix of lot types informed by their relationship to other land uses, natural features and built amenities. Villages will be planned in accordance with the vehicular circulation and open space networks. The character of each village will be derived from lot types, architectural style, streetscape treatment, signage, the presence of natural features such as water bodies, hedgerows and stands of mature trees, and respect for any identified historically significant elements, e.g. through preservation and/or signage. Even with their uniqueness, however, the villages will be connected to the broader MBTS community by the landscaped street and open space networks.

#### *Sustainability*

MBTS will seek to maximize the social, environmental and economic performance of the community through thoughtful planning, design and implementation. Land uses, infrastructure and open space will function in harmony to ensure long-term benefit for residents of the community as well as the Town of Millville. Related specifically to environmental sustainability, watershed protection strategies will be implemented to guard against nutrient imbalance, sedimentation and other pollutants. Additionally, landscaping throughout the community will be comprised of native and adapted vegetation to the extent possible.

#### **IV. Relationship to the Master Planned Community Zoning Ordinance (MPC)**

As mentioned previously, MBTS is committed to adhering to the requirements and intent of the MPC. To this end, the sections below highlight elements of the MPC that are of particular relevance to the July 2014 Master Plan Revision. Explanations are provided to further clarify how the Master Plan Revision will relate to the MPC.

**A. Re: Chapter 155-12, A(1)**

*"It is the objective of this zone to establish procedures and standards for the implementation of master planned land use recommendations for comprehensively planned, multi-use projects."*

MBTS is envisioned as just such a mixed-use community and, while predominantly a mix of residential uses organized in a series of villages, it will include some supporting commercial, institutional and public uses typically found in an established community. While the extent of these uses is not fully developed at this time and will depend heavily on the health of the commercial market, MBTS is committed to providing them to the degree that they can be supported by the local population comprised of MBTS residents as well nearby resort and vacation home markets. There will be ongoing effort to identify the types of public and private uses that will thrive in the Town Center and provide the highest quality of life for the community.

~~In addition to the mix of uses that will comprise the MBTS property, it should be noted that Beebe Medical Center's South Coastal Campus is to be developed along Roxana Road and bounded to the north, east and south by MBTS. While the time frame for Beebe's construction is uncertain at the moment, the fact that it is proposed will inform the following elements of the adjacent portions of the MBTS property:~~

- ~~land uses~~
- ~~the location(s) of public open space~~
- ~~residential lot types~~
- ~~layouts and densities of residential villages~~

~~Furthermore, it would be advantageous for the Town to consider the MBTS and Beebe properties as extensions of one another and encourage coordinated development to the degree possible to create synergies between the places where people live, work, shop, dine, gather and recreate.~~

**B. Re: Chapter 155-12, A(1)(f)**

*"To encourage the efficient use of land by: locating employment and retail uses convenient to residential areas; reducing the reliance upon automobile use and encouraging pedestrian and other non-vehicular circulation systems; retaining and providing useable open space and active recreational areas close to employment and residential populations..."*

As outlined in Section III above, the public open space network, which includes streets and pedestrian/bicycle routes, will be a primary organizing element at MBTS. MBTS will establish an extensive system of sufficiently-wide sidewalks and pathways that encourage alternative transportation opportunities throughout the community, linking residential areas to one another as well as to the amenities, services and other supporting land uses provided within the community. In addition, MBTS is committed to utilizing best practices in mixed-use planning to ensure logical relationships between land uses that are sensitive to connectivity, density, environmental stewardship and an active public realm.

**C. Re; Chapter 155-12, A(1)(g)**

*“To provide a superior natural environment...”*

Future development of MBTS will preserve and enhance unique naturalized areas - such as wetlands, tax ditches and stands of mature trees - and incorporate them into the fabric of the development, not just as “leftover” spaces that cannot be developed, but as integral and visible amenities and useable open spaces that define the character of the community. Visible water features such as ponds, small lakes and landscaped stormwater management facilities will serve as visual amenity, village markers, recreational opportunities and wildlife habitat.

Additionally, historic sites that might exist within MBTS will be preserved and incorporated as part of the community's open space network in accordance with Chapter 125-34 of the Town Code.

**D. Re: Chapter 155-12, D(1)**

*“The residential density in the MPC zone shall not exceed eight units per acre. The total number of dwelling units and the corresponding overall density...shall be established at the time of sketch plan approval. ”*

MBTS will adhere to the 4.2 dwelling units per gross acre density as approved with the adoption of the 2006 Schematic Plan and, in effect, satisfy the requirements of the MPC. This gross density value is driven by sewer capacity restrictions. It is recognized, however, that densities of individual villages may exceed 4.2 units per acre - yet remain under the maximum allowable density of 8.0 units per acre - to provide a mix of housing types that will contribute to community character and meet market demand.

While the 2006 Plan included approximately 756 acres, two parcels are no longer under the control of the Developer and a third parcel was sold to Beebe Medical Center. The total acreage of Millville By The Sea including all of the portions developed to date is now approximately 690.5 acres. This has resulted in a reduction of total allowable dwelling units from 3,174 in the 2006 Plan to 2,900 in the 2014 Master Plan Revision. **The 2019 Master Plan revision further refined the boundary to 686.8 acres, for a total allowable unit count of 2885 units.**

**V. Development Approval Process**

The development approval process for subdivisions within MBTS will follow Chapter 125, Article II of the Millville Town Code and include Concept Plan, Preliminary Plan and Final Plan submissions to the Millville Planning and Zoning Commission and approvals by the Town Council. The following revisions to the approval process are included as part of the July 2014 Master Plan Revision:

**A. Master Plan**

Once approved, the Master Plan Revision dated **January 2021** will be the schematic development plan and, thus, serve as the basis for evaluating Concept, Preliminary and Final Plans for subdivisions within the MBTS community. The following items comprise the Master Plan Revision package:

- MP-01: Cover Sheet (includes comparison data)
- ~~MP-02: Landholdings~~ MP-02: Existing Conditions
- ~~MP-03: Existing Conditions~~ MP-03: Landholdings
- ~~MP-04: Existing Community Amenity Facilities~~
- ~~MP-05: Existing Community Amenity Facilities~~ MP-04: Developable Land Bays
- ~~MP-06: Developable Land Bays~~ MP-05: Vehicular Circulation
- ~~MP-07: Vehicular Circulation~~ MP-06: Pedestrian & Bicycle Circulation
- ~~MP-08: Pedestrian & Bicycle Circulation~~
- Millville By The Sea Development Performance Standards (DPS)

While the revised master plan is more diagrammatic in nature than the 2006 Schematic Plan, it provides an adequate understanding of the locations and approximate sizes of land uses and community amenity features, the number and location(s) of proposed vehicular access points, schematic vehicular connections within and between individual parcels of MBTS, and the schematic pedestrian and bicycle network. These items are based on evaluation of the existing conditions at a macro-level (sheet MP-03). More detailed examination of the existing conditions will be conducted during the Concept and Preliminary Plan phases and will be included as part of the submissions for each phase. In addition, the overall community vision described in Section III of this document complements the information on the sheets listed above to provide a holistic understanding of the master plan at the conceptual level.

### **B. Concept Plan**

MBTS is committed to fulfilling the requirements of the Concept Plan submission outlined in Chapter 125-12 of the Town Code. A revision to this submission is to allow up to three (3) informal “design reviews” by designated Town staff and/or appointed and/or elected officials to promote dialogue between the Developer and the Town earlier in the planning process. The content of these design reviews may include scaled hand-drawn or CAD site plans formatted on

24-inch by 36-inch sheets, as well as building floor plans, elevations- precedent images and a written narrative as necessary to sufficiently communicate the design intent of the parcel or village. ~~The design reviews will be attended, at a minimum, by the Developer, the Millville Code & Building Administrator and a member of the Millville Planning & Zoning Commission.~~ The design reviews will be attended at a minimum, by the Developer, the Code & Building Administration, the Town Manager, and the Town Engineer, and may include a member of the Millville Planning & Zoning Commission, as appropriate.

### **C. Preliminary and Final Subdivision Plans**

MBTS is committed to fulfilling the requirements of the Preliminary and Final Plan submissions outlined in Chapter 125-13 and 125-16, respectively, of the Town Code. One optional design review prior to the Preliminary Plan submission will be accommodated at the request of the Developer.

- (1) Parking Plan: The Preliminary and Final Plans will identify the locations and total numbers of regular and accessible parking spaces. The intent is to ensure that parking standards will be met and that public or shared parking resources, if applicable, are located logically and equitably in context to the proposed development.

## **VI. Performance Standards for Planned Lot and District Types**



The lot and district types below are planned for development in MBTS as of July 2014. Their corresponding descriptions provide an understanding of how each will function individually as well as within a village to provide the highest value for the homeowner and the community as a whole. These form-based descriptions in lieu of definitive lot types as shown in the 2006 Schematic Plan will establish development standards that respect the intentions of the MPC while allowing an appropriate level of limited flexibility for the Developer. Detailed lot dimensions and criteria not included below will be presented as part of the Preliminary Plan submission.

Certain lots include minimum setbacks from property lines to allow appropriate variation in architectural products while ensuring consistent, well-scaled and aesthetically-pleasing relationships between private lots and public R.O.W.'s as well as between the lots themselves.

The Town Code will be regarded as the development standard for any items not specified below. The Town Code's definitions shall apply for any items not otherwise specified below.

### **A. Single-Family Detached**

- (1) Definition: Single-family detached units are stand-alone structures that do not share interior walls with another dwelling unit and are separated from other structures by open space. Single-family detached units will be arranged on lots in accordance with the building setbacks described in note (3) below.
- (2) Units in this category will have either front-, side- or rear-loaded garages, the latter being served by alleys designed to 12 feet-wide minimum and located within a 20 feet-wide minimum right-of-way (R.O.W.) Garages may be attached to or detached from the unit. Living space may be provided above the garage provided that the square footage is no more than 25% of the main dwelling in accordance with the MPC. Said living space is to be used as a guest suite or for recreation purposes by the unit owner and is not to be rented out.
- (3) The following setbacks are to be applied for single-family detached lots:
  - a. 10 feet minimum (min.) front yard setback to the principal structure.
  - b. 20 feet min. setback to face of front-loaded attached garage.
  - c. 10 feet min. setback from the front property line to face of side-loaded attached or detached garage; sufficient driveway dimensions should be provided to ensure compliance with item (6) below; side-loaded garages may have shared driveways. (See Exhibit A.)
  - d. 5 feet or 20 feet setback to face of rear-loaded garage.
  - e. 7 feet min. side yard setback. **Corner lots shall have one front yard and one side yard meeting the requirements above, except along major collector roads, where a 10' side yard shall be required at intersections. The right-of-way at intersections for major collectors shall be rounded off in an arc with a radius of 20' or greater. At all other locations, the right-of-way on intersecting streets may intersect at an angle. The town may request a sight triangle at those intersections, if deemed necessary by the Town Engineer.**

- f. 20 feet min. rear yard setback when units are oriented back-to-back; 10 feet min. rear yard setback when a unit is adjacent to open space.
- g. Decks off of the principal structure may encroach into the rear yard setback no more than 5 feet.
- h. Generally, flag lots are to be discouraged, but may be used under special circumstances as long as the development of such lots does not compromise the intended character of the overall community as defined by this document. Flag lots will adhere to the setback standards above with the addition that lots in this arrangement will be 16 feet-wide min. where a private driveway meets the street R.O.W.

(4) Architectural Projections:

- a. Definition: Architectural projections are extensions of the principal structure or detached garage that are associated with the internal function of the unit or the aesthetic detailing of the structure upon which no livable space can encroach.
- b. Open porches will be allowed to encroach 5 feet into the front yard setback and 5 feet into the rear yard setback. Open porches and significant architectural projections may not encroach into the side yard setback. Minor architectural projections such as roof overhangs, chimneys, cornices and gutters may encroach into the front, rear and side yard setbacks, not to exceed 18 inches.

(5) All lots within this category should be connected to the community-wide open space network via sidewalks, pathways and/or public streets. A planned open space of one quarter acre or larger - including open greens, pocket parks, seating areas and trails - must be within 1500 feet of every single-family detached lot measured from the center of the lot to the center of the open space.

~~(6) Off-street parking will be provided at a ratio of 2.0 spaces per unit. These spaces may be accommodated by garage space, driveway spaces, parking pads and courts. Double bay garages count as one parking space and a single bay garage will count as zero (0) parking space. Shared driveways may be utilized in certain instances to facilitate access to off-street parking of adjacent units. An additional 0.5 space will be provided for overflow/guest parking and will be accommodated within the street right-of-way or a designated parking area.~~

(6) Parking will be provided at a ratio of 3 spaces per unit. These spaces may be accommodated by garage space, driveway spaces, parking pads and courts and on-street parking. Shared driveways may be utilized in certain instances to facilitate access to off-street parking of adjacent units.

**B. Single-Family Attached**

(1) Definition: Single-family attached units share at least one inside wall with another dwelling unit built as part of the same structure. Single-family attached units may be accessed directly from the ground level of the structure and will be arranged on lots in accordance with the building setbacks described in note (3) below.

- (2) Units in this category will have either front-, side- or rear-loaded garages, the latter being served by alleys designed to a minimum width of 12 feet located within a 20-foot wide minimum R.O.W. Garages may be attached to or detached from the unit. Living space may be provided above the garage provided that the square footage is no more than 25% of the main dwelling in accordance with the MPC. Said living space is to be used as a guest suite or for recreation purposes by the unit owner and is not to be rented out. This restriction of renting a guest suite will be added to the MBTS Homeowners Association (HOA) Declaration of Covenants, Conditions and Restrictions of Millville by the Sea, as amended.
- (3) The following setbacks are to be applied for single-family attached lots:
- a. 10 feet min. front yard setback to face of principal structure.
  - b. 20 feet min. setback to face of front-loaded attached garage.
  - c. 10 feet min. setback to face of side-loaded attached garage; sufficient driveway dimensions should be provided to ensure compliance with item (6) below; sideloaded garages may have shared driveways.
  - d. 5 feet or 20 feet setback to face of rear-loaded garage.
  - e. ~~15~~ 10 feet min. side yard setback with ~~30~~ 20 feet min. between buildings. **The right-of-way at intersections for major collectors shall be rounded off in an arc with a radius of 20' or greater. At all other locations, the right-of-way on intersecting streets may intersect at an angle. The town may request a site triangle at these intersections, if deemed necessary by the Town Engineer.**
  - f. 20 feet min. rear yard setback when units are oriented back-to-back; 10 feet min. rear yard setback when a unit is adjacent to open space.
  - g. Decks off of the principal structure may encroach into the rear yard setback no more than 5 feet.
- (4) Open porches will be allowed to encroach 5 feet into the front yard setback and 5 feet into the rear yard setback. Open porches and significant architectural projections may not encroach into the side yard setback. Minor architectural projections such as roof overhangs, chimneys, cornices and gutters may encroach into the front, rear and side yard setbacks, not to exceed 18 inches.
- (5) All lots within this category should be connected to the community-wide open space network via sidewalks, pathways and/or public streets. A planned open space of one quarter acre or larger - including open greens, pocket parks, seating areas and trails - must be within 1500 feet of every single-family detached lot.
- (6) ~~Off-street parking will be provided at a ratio of 2.0 spaces per unit. These spaces may be accommodated by garage space, driveway spaces, parking pads and courts. Double bay garages count as one (1) parking space and a single bay garage will count as zero (0) parking space. An additional 0.5 space will be provided for overflow/guest parking and will be accommodated within the street right-of-way or a designated parking area.~~
- (6) **Parking will be provided at a ratio of 3 spaces per unit. These spaces may be accommodated by garage space, driveway spaces, parking pads and courts and on-street parking. Shared driveways may be utilized in certain instances to facilitate access to off-street parking of adjacent units.**

### C. *Multi-family*

(1) Definition: A residential building equal to or larger than 3 dwelling units in which multiple separate housing units for residential occupancy are contained within a single building or multiple buildings within one complex.

**Multifamily product type may include townhomes and apartments.**

#### (2) Requirements

a. Development will adhere to the Millville Town Code unless otherwise specified in this section.

b. The minimum parcel size for a multi-family development will be 3 acres.

#### (3) The following setbacks are to be applied for multi-family parcels:

a. 10 feet min. front yard setback.

b. 15 feet min. rear yard setback.

c. 8 feet min. side yard setback. The minimum distance between adjacent buildings will be ~~30~~ 20 feet.

d. Ground level patios and balconies may encroach a distance of 5 feet into the rear yard setback.

(4) Building Height: Per the Town Code, building height will be defined as, "the vertical dimension measured from the average elevation of the finished lot grade at the front of the building to the highest point of the ceiling of the top story of a flat roof, to the declivity of a mansard roof and to the average height between the plate and the ridge of a gable, hip, or gambrel roof." The maximum building height for multi-family residential will be 52 feet. Any building height that exceeds 42 feet will require a waiver from Millville Town Council per Chapter 155-12 (E)(1)(b)(3) of the Town Code.

(5) Architectural projections are extensions of the principal structure that are associated with the internal function of the dwelling or the aesthetic detailing of the structure.

a. Open porches and stoops are permitted to encroach 5 feet into the front or rear yard setbacks.

b. An architectural embellishment or projection above the main roof of a structure is allowed as long as it is harmonious with the primary structure in architectural character such as cupolas such as the one on the MBTS lifestyle center, chimneys, and/or dormers.

- c. All housing for mechanical equipment, stairways or elevator penthouse will harmonize with the primary structure in architectural character. The enclosure will be set back from all exterior walls a distance at least equal to its height above the roof upon which it is located and will not exceed a maximum building height of 52 feet.
- (6) All multi-family development will be connected to the community-wide open space network via sidewalks, pathways and/or public streets along the perimeter boundaries of such development. A planned open space - including open greens, pocket parks, seating areas and trails - will be incorporated into the land plan for multi-family development.
- (7) For townhomes, parking will be provided at a ratio of 3 spaces per unit. These spaces may be accommodated by garage space, driveway spaces, parking pads and courts and on-street parking. Shared driveways may be utilized in certain instances to facilitate access to off-street parking of adjacent units. Parking for apartments will be provided at a ratio of two (2) spaces per dwelling unit. Eighty (80%) percent of the required parking spaces will be provided within the property boundary of the multi-family development. The remaining 20% of the required spaces may be accommodated as on-street parking when streets are immediately adjacent to the multifamily property. If a given multi-family development requires additional parking above the minimum amount required, the Developer may submit a request for approval by the Town as part of the plan approval process. Additional parking must still meet the 80/20 parking ratio.

#### **D. Town Center District**

##### **(1) Definition and Intent**

The Town Center District will be the location of a mix of residential, commercial, employment, public and open space uses developed more intensely than the rest of the MBTS community and unified under a consistent scale and design aesthetic. The goal of the Town Center is to provide a variety of gathering or meeting places for both residents of Millville by the Sea and the greater community. This district will also be characterized by architecture that is oriented to the street or to usable public open space, convenient pedestrian access between uses and connectivity to adjacent MPC- zoned parcels. Development of this district will occur when there is sufficient residential development within MBTS and nearby communities to support its uses.

##### **(2) Requirements**

- a. Development will adhere to the Millville Town Code unless otherwise specified in this section.
- b. The Town Center District will be accessible from collector roads within and adjacent to MBTS property.
- c. The following land uses will be provided in accordance with the proportions of acreage within the overall district as listed:
  - Open Space: 25% min.\*
  - Residential: 15% min.
  - Employment and/or Commercial: 25% min.

*\* Open Space is defined as green area, landscaping and amenity per Chapter 155- 12(F) of the Town Code. Streetscape and hardscaped pedestrian areas such as plazas and outdoor dining areas will be considered open space amenity; however, sidewalks and landscaped parking areas will not be considered open space.*

If the uses above are provided within a single building, the projected proportions for each use may contribute to satisfying the minimum percentages for the overall district.

- d. A character element will be established as a focal point within the district. Examples include a prominent mixed-use building with outdoor gathering space; a significant sculptural element; a usable open space; a well-scaled, walkable street; or some combination of these. A character element should evoke a sense of place and identity for the district, provide order and hierarchy within the district and promote social interaction.

(3) *Permitted Uses*

a. Residential

Residential uses within the district will be developed to encourage denser living that contributes to efficient land use and supports commercial and employment uses. Single-family attached, condominiums, apartment and live/work units are examples of residential types that are encouraged in the district.

b. Commercial/Employment

Commercial and employment uses are intended to provide neighborhood-serving retail, personal services and business and professional offices. All uses allowed in the Commercial Zones per the MPC are permitted within the district given that they support the intent and requirements of the development standards described in this section.

c. Public

Public uses are developed, programmed, operated and/or maintained by the Town of Millville as well as other County or State government agencies, interested community groups and non-profit organizations for the benefit of Town residents as well as regional residents and visitors. Public uses may include public/private partnerships. A library, museum, farmers market and performance venue are examples of public uses.

- d. Other uses as approved by Millville Town Council.

(4) *Density and Intensity of Development*

a. Residential

Residential uses will not exceed 50% of the total land area available for development within the district. The total number of residential units will be established at the time of Preliminary Plan approval.

b. Commercial/Employment

As per the MPC Ordinance, commercial/employment uses will not exceed a floor area ratio (F.A.R.) of 1.5 unless otherwise approved by the Town of Millville.

(5) *Compatibility Standards*

- a. The minimum setbacks from street right-of-way for all uses will be 0 feet. The street right-of-way includes streetscape elements such as sidewalks, trees and furnishings.
- b. The maximum setbacks from street right-of-way will be limited to those listed below. Landscaping and/or usable pedestrian space, including elements such as seating, gathering areas and outdoor dining, will be provided whenever the setback exceeds 0 feet.
  - Residential-only structures: 10 feet.
  - Commercial/Employment-only structures: 15 feet\*.
  - Public use structures: 15 feet\*.
  - Mixed-use structures: 10 feet.

*\* The maximum setback may be exceeded if a significant usable public space is designed in conjunction with the structure and approval is granted by the Town of Millville.*

- c. Building heights within the district will not exceed 42 feet for commercial structures and 52 feet for residential/multi-family structures.

(6) *Streetscape and Parking*

Building a safe, interconnected network of streets and sidewalks as well as minimizing reliance on the automobile is fundamental to achieving the desired function and aesthetic of the Town Center District. Streetscape treatment and parking accommodations within the district will adhere to the following:

- a. Sidewalks should be designed to a minimum width of 12 feet, including 8 feet for pedestrian traffic and 4 feet for street trees and furnishings such as benches, light poles and litter receptacles. A higher level of finish than that used throughout the MBTS community should be considered for sidewalks and other paved areas in the district. Examples include exposed aggregate concrete, unit pavers, and/or stone banding.
- b. Crosswalks should be installed at all intersections within the district to promote walkability. Crosswalks may be treated in a number of ways, including traditional striping, stamped asphalt or an alternative material to asphalt. In any case, the treatment should be tied to the overall design aesthetic of the district.
- c. Provide street trees at a rate of 1 per 40 linear feet within the district. Deciduous canopy trees with ultimate heights above 40 feet should be emphasized over smaller ornamental trees in order to provide shade and scale along the street and allow visibility to storefronts and other uses. The same tree species should be used along both sides of a given street to ensure design continuity. Trees should be installed as "Type 1 Shade Trees" per the American Standard for Nursery Stock (2-1/2" caliper and 12'-14' height) and be limbed up to one-half the height of the tree (6'-7').

- d. Street furnishings will be unified under a common design aesthetic that is coordinated with the scale and character of the district. Street furnishings may include – but are not limited to – pedestrian light and banner poles, litter and recycling receptacles, bike racks, bollards, and wayfinding signage.
- e. Street trees, site furnishings and signage at street intersections should be located as to ensure proper visibility for motorists and pedestrians. Street trees will be located no closer than 25' from the property corner along intersecting streets.
- f. Parking will be provided at a ratio of 5 spaces per 1,000 square feet of commercial or employment uses and 1.5 spaces per residential dwelling unit unless determined otherwise at the time of Preliminary Plan approval.
- g. It is the intention of this district that off-street parking and loading be accommodated on the same lot as each principal structure or land use in accordance with this section. Parking should be located behind or to the side of primary uses to minimize its impact on the pedestrian environment. Breaking parking into smaller lots rather than one large field is also encouraged.

Instances may exist, however, in which it would benefit the character and functionality of the district to provide a shared parking facility across multiple lots or on a separate lot from the principal structures or uses to meet off-street parking requirements. A facility that is shared by daytime employment or commercial uses and residential uses serves as one such example.

- h. A complete set of guidelines for parking will be determined at the time of Preliminary Plan approval.

## **VII. Conclusion**

The Development Performance Standards for the Millville by the Sea MPC provides the guidance and standards associated with creating a well-designed and well thought through master plan community. The Standards create the core values that will guide the community through the implementation stage. Where appropriate, flexibility has been incorporated into the Standards to enable adjustment to “lessons learned” in the development process, as well as changes in the market trends, community values, and regulatory trends. The combination of core guidance with reasonable flexibility will result in a superior community.



