

AN ORDINANCE AMENDING CHAPTER 148 (LAND USE) OF THE MUNICIPAL CODE OF THE TOWNSHIP OF READINGTON TO CREATE A NEW SECTION 27.4 ENTITLED "SOLBERG-HUNTERDON AIRPORT ZONE DISTRICTS"

Ordinance#19-2025

WHEREAS, the Township Committee seeks to create a new Section 27.4 of Chapter 148 (Land Use) of the municipal code of the Township of Readington entitled Solberg-Hunterdon Airport Zone Districts.

WHEREAS, it is the intention of the Township to replace the current provisions of the municipal code at Section 27.4 with the aforementioned novel provisions as herein enumerated.

NOW THEREFORE BE IT ORDAINED by the Mayor and Committee of Readington Township as follows:

Section I

The current code provision found at Section 27.4 (Solberg-Hunterdon Air Safety and Historic District – Overlay District) of Chapter 148 (Land Use) is hereby repealed and replaced as enumerated in Section II hereof.

Section II

Section 27.4 is hereby created in Chapter 148 of the municipal code of the Township of Readington and entitled "Solberg-Hunterdon Airport Zone Districts":

A. Purpose and General Provisions.

- (1) This ordinance is intended to promote public safety and welfare by amending Chapter 148 Land Development of the Township of Readington to comply with New Jersey Air Safety and Zoning Act of 1983, P.L. 1983, Chapter 260, and the provisions of N.J.A.C. 16:62, "Air Safety and Zoning" and to provide for appropriate regulation of airport uses in accordance with the authority vested in the Township by the New Jersey Municipal Land Use Law, N.J.S.A. 40:55D-1, et seq.
- (2) This ordinance rescinds and replaces prior ordinances regulating the Solberg-Hunterdon Airport: Ordinance #18-2007 which was invalidated by the Court and Ordinance #16-2020 that was adopted but never codified.
- (3) The Air Safety and Zoning Act of 1983, P.L. 1983, Chapter 260, and the provisions of N.J.A.C. 16:62, "Air Safety and Zoning," authorizes municipalities to delineate Airport Safety Zones, regulate land uses within the delineated zones, and regulate the height of structures and plantings so as to promote the public safety and to promote compatible land uses and compatible development in and around public use airports. As used in this section, "airport" or "airports" shall mean and refer

to Solberg-Hunterdon Airport, in Readington Township, Hunterdon County, New Jersey.

- (4) The New Jersey Municipal Land Use Law, N.J.S.A. 40:55D-1, et seq., authorizes the regulation of land use through zoning and design regulations which authority includes the regulation of airports provided that such regulation does not conflict with other New Jersey laws and regulations or with Federal regulations pertaining to the operation of a public use airport.
- (5) This ordinance establishes an Airport Safety Zone as an overlay district in accordance with the requirements of the New Jersey Air Safety and Zoning Act of 1983, P.L. 1983, Chapter 260, and the provisions of N.J.A.C. 16:62, "Air Safety and Zoning." Pursuant to N.J.A.C. 16:62, this overlay zone is required for all airports in order to regulate the heights of structures and land uses in proximity to runways used for fixed-wing aircraft. This overlay zone district is based on the three existing public use runways at Solberg-Hunterdon Airport: runways 4-22, 10-28 and 13-31.
- (6) This ordinance also establishes the Solberg-Hunterdon Airport Zone, pursuant to the authority granted to Readington by the New Jersey Municipal Land Use Law, N.J.S.A. 40:55D-1, et seq. to regulate land use related to the existing Solberg-Hunterdon Airport. The Solberg-Hunterdon Airport zoning district is a "standard" zoning district (not an overlay) that regulates land use within the zone. The Solberg-Hunterdon Airport Zone is located on portions of Block 56, Lots 3, 6 and 8.
- (7) The provisions of this section amend and supplement the other underlying zone standards and procedures of the Code of the Township of Readington. In the event of a conflict between a standard or procedure required pursuant to this section and other underlying zone standards and procedures of the Code of the Township of Readington, the standard or procedure required pursuant to this section shall prevail to the extent necessary to effectuate the purposes herein.

B. Airport Safety Zone

- (1) Airport Safety Zone Purpose. The purpose of the Airport Safety Zone established herein is to set minimum standards for the control of obstructions and provide for safe and compatible adjoining land uses within the zones. No person shall build, rebuild, create or cause to be built, rebuilt or created any object or structure, or plant, or cause to be planted, or permitted to grow, any tree or vegetation contrary to the standards and procedures of the Air Safety and Zoning Act of 1983, P.L. 1983, Chapter 260; the Municipal Land Use Law, P.L. 1975, Chapter 291; the provisions of N.J.A.C. 16:62, "Air Safety and Zoning," and the standards of this section.
- (2) Extent of the of the Airport Safety Zone. The area of the Airport Safety Zone is

approximately 882 acres based on the delineation requirements of N.J.A.C. 16:62, "Air Safety and Zoning,"

- (3) Existing Nonconforming Structures and Plantings. Nothing in this section shall be interpreted as requiring the removal or lowering of, or any other change or alteration to, any structure or planting not conforming to these regulations at the time of their adoption.
- (4) Municipal Land Use Law Procedures. The provisions of this section and the administration of Airport Safety Zone standards and procedures shall be done in conformance with the applicable provisions of N.J.S.A. 40:55D. The Municipal Land Use Law.
- (5) Coordination with Other Aviation Regulatory Agencies.
 - (a) State License Required. The airport in the Airport Safety Zone shall maintain a current valid license from the State of New Jersey pursuant to the provisions of N.J.A.C. 16:54, "Licensing of Aeronautical and Aerospace Facilities." Failure to maintain a current valid New Jersey license renders the development rights granted within this section invalid, and the underlying zoning regulations shall apply.
 - (b) Conformance with New Jersey Aeronautics Regulations. The airport in the Airport Safety Zone shall maintain conformance with the substantive and procedural standards of N.J.A.C. 16:54, "Licensing of Aeronautical and Aerospace Facilities," N.J.A.C. 16:55, "Licensing of Aeronautical Activities," N.J.A.C. 16:56, "Airport Safety Fund Program," N.J.A.C. 16:59, "Air Races, Meets, and Exhibitions," N.J.A.C. 16:59, "Aeronautical Investigation and Enforcement," and N.J.A.C. 16:62, "Air Safety and Zoning". Failure to maintain conformance with these regulations renders the development rights granted within this section invalid, and the underlying zoning regulations shall apply.
 - (c) Conformance with Federal Aeronautics Regulations. The airport in the Airport Safety Zone shall maintain conformance with all lawful orders, directives, and requirements of the Federal Aviation Administration, United States Department of Transportation, United States Transportation Security Agency, and the National Transportation Safety Board. Failure to maintain conformance with these regulations renders the development rights granted within this section invalid, and the underlying zoning regulations shall apply.
 - (d) Site Planning and Internal Layout. The site planning and internal layout of airport land uses, paving, buildings and structures shall conform to such minimum internal setback and vertical height standards as may be prescribed by the applicable regulatory airport licensing and airport certification

standards promulgated by the New Jersey Department of Transportation, Division of Aeronautics, and the United States Department of Transportation, Federal Aviation Administration.

- (e) Airport Hazard Agreements Recognized. If an airport owner or operator has a written agreement with the New Jersey Department of Transportation, Division of Aeronautics, or the United States Department of Transportation, Federal Aviation Administration, for the control of airport hazards or vertical height development, the airport owner or operator shall comply with the most protective provisions of both said agreement and this section.

(6) Delineation of the Airport Safety Zone.

- (a) Airport Safety Zone Delineation. The Airport Safety Zone is delineated by the establishment of subzones of standard sizes around and off of the ends of public use airport runways. The three types of subzones comprising the Airport Safety Zone are the runway subzone, the runway end subzones, and the clear zones located within the runway end subzone. The overall Airport Safety Zone for an airport is geometrically constructed by defining and locating the runway subzone and the runway end subzones for each public use runway. The outermost boundaries of the overlapping subzones compose the outermost boundary of the Airport Safety Zone. The area within the outermost boundaries is the area regulated by the provisions of this section. The safety zone description in this paragraph shall be interpreted in conformance with the controlling regulations for Airport Safety Zone delineation found in N.J.A.C. 16:62, "Air Safety and Zoning."
- (b) Runway Subzone Delineation. The runway subzones of the Airport Safety Zone shall consist of a rectangle having a uniform width of 2,350 feet centered longitudinally upon the runway center line. The length of each runway subzone shall be determined by the following methodology. Each runway subzone shall have two ends, the location of such ends being determined by a line drawn perpendicular to the runway center line at a point 200 feet inside of the airport property line from the point where the extended runway center line intersects with the airport property line. The runway subzone description in this paragraph shall be interpreted in conformance with the controlling regulations for runway subzone delineation found in N.J.A.C.16:62, "Air Safety and Zoning."
- (c) Runway End Subzone Delineation. The runway end subzones of the Airport Safety Zone shall consist of trapezoids located at either end of the runway subzone along the runway's flight approach and departure path. Each runway end subzone shall extend 3,000 feet from the end of the runway subzone, as measured along the extended center line of the runway. The base of the runway end subzone shall be defined by the end of the runway subzone and shall have a width of 2,350 feet. The width of the runway end subzone shall

progressively decrease as the distance from the end of the runway end subzone increases. Its final width at its final length of 3,000 feet shall be 850 feet. The runway end subzone description in this paragraph shall be interpreted in conformance with the controlling regulations for runway end subzone delineation found in N.J.A.C. 16:62, "Air Safety and Zoning."

(d) Clear Zone Delineation. The clear zones of the Airport Safety Zone shall consist of trapezoids located within the runway end subzones along the runway's flight approach and departure path. Each clear zone shall extend 1,000 feet from the end of the runway subzone, as measured along the extended center line of the runway. The base of the clear zones shall be collocated with the end of the runway subzone and shall have a width of 250 feet. The width of the clear zones shall progressively increase as the distance from the end of the runway subzone increases. Its final width at its final length of 1,000 feet shall be 450 feet. The clear zone description in this paragraph shall be interpreted in conformance with the controlling regulations for clear zone delineation found in N.J.A.C. 16:62, "Air Safety and Zoning."

(7) Vertical Development Restrictions Within the Airport Safety Zone.

(a) Vertical Development Regulations: The maximum height of any structure or planting within the Airport Safety Zone shall not exceed the vertical development standards established herein. All elevations shall be in relation to the horizontal plane established by runway end centerline elevations and not the natural grade of the land. For example, if a point in the Airport Safety Zone permits at a specific point development of up to "x" feet, that means "x" feet above the runway horizontal plane, not "x" feet above the natural grade of the land at that point in the Airport Safety Zone.

(b) Runway Subzone Vertical Standards: The vertical standards within the runway subzones are determined by first establishing the elevations at the runway center lines at the ends of the runway subzones of the Airport Safety Zone. From these elevations at the runway subzone ends, a line is run 90° outward from each side of the runway center line for a distance of 125 feet. Within the area defined by these four points, no development is allowed above the natural grade of the soil except for runway and flight safety equipment. The vertical standards within the remainder of the runway subzone of the Airport Safety Zone are determined by establishing planes from the edges of the longitudinal zero-foot development restriction line established in the prior paragraph which slope upward at a rate of seven feet horizontally to one foot vertically. This upward plane ceases when it reaches the outer longitudinal borders of the runway subzone of the Airport Safety Zone at the elevation of 150 feet above its starting point at the longitudinal zero-foot development line.

(c) Runway End Subzone Vertical Standards: The vertical standards within runway end subzones of the Airport Safety Zone are determined by first establishing a plane with a rising slope of one foot upward to 20 feet outward to the end of the runway subzone to the outermost end of the runway end subzone. This plane is bisected by the extended runway center line and is two hundred fifty (250) feet in total width at its innermost dimension and widens uniformly along its three-thousand-foot length so as to have a total width of 850 feet at its outermost dimension where it intersects with the outermost portion of the runway end subzone at the elevation of 150 feet above its starting point at the zero-foot dimension line. The vertical standards within the remainder of the runway end subzones of the Airport Safety Zone are determined by establishing sloping planes from the outermost longitudinal edges of the plane established in the prior paragraph. These planes rise upward at a rate of one foot upward to seven feet outward from the plane established in the prior paragraph above to where they meet the outermost longitudinal boundaries of the runway end subzones at the elevation of 150 feet.

(d) Clear Zone Standards: The vertical standards within runway clear zones are in addition to and more restrictive than the vertical standards for runway end subzones. Runway clear zones shall be maintained to such regulatory standards as may be prescribed by the New Jersey Department of Transportation, Division of Aeronautics, in N.J.A.C. 16:62, "Air Safety and Zoning." The methodologies used to establish the vertical development restrictions within runway subzones, runway end subzones, and clear zones shall be interpreted in conformance with the controlling regulations for vertical development restrictions found in N.J.A.C. 16:62, "Air Safety and Zoning."

(8) Airport Safety Zone Use Regulations.

(a) Prohibited Land Uses.

[1] Above-grade major utility transmission lines and mains.

[2] Aboveground bulk tank storage of compressed flammable or compressed toxic gases or liquids.

[3] Aboveground bulk tank storage of flammable or toxic gases or liquids in runway end subzones.

[4] All uses not specifically permitted.

[5] Hospitals.

[6] Planned unit developments and multifamily dwellings.

[7] Residential dwelling units in a clear zone.

[8] Residential dwelling units not situated on a lot of at least three (3) acres in size.

[9] Schools.

[10] Use of aircraft hangars for nonaviation purposes. For example, the use of aircraft hangars for nonaviation purposes, such as the storage or sheltering of automobiles, boats, or household or business goods, is prohibited.

[11] uses that may attract massing of birds.

C. Solberg-Hunterdon Airport Zone.

(1) The Solberg-Hunterdon Airport Zone established herein on portions of Block 56, Lots 3, 6 and 8. It is composed of two subzones: the Airside Subzone and the Landside Subzone, each having their own set of zoning regulations. The Airside Subzone is intended for the location of the airport and "Airside" facilities to support fixed-wing aircraft use. It encompasses the three existing public use runways and the taxiways and navigational aids necessary for fixed-wing aircraft to access those runways. The Landside Subzone is intended for appurtenant facilities that support the Airside facilities but are not required for the operation of fixed-wing aircraft. The total area of the Solberg-Hunterdon Airport Zone is approximately 213 acres.

(2) Access. The Airport Zone is contiguous to Thor Solberg Road, which provides access to the existing airport. The Airport Zone is not contiguous to Lightfield Road, on the western side of Block 56 Lot 3. Vehicular access from Lightfield Road may be necessary to access a portion of the Airport Zone. Therefore, access to the Airport Zone is permitted from Lightfield Road on the portion of Block 56 Lot 3 that is outside of the Airport Zone, provided subject to the following requirements:

(a) The access is perpendicular to Lightfield Road.

(b) The access represents the most direct route between Lightfield Road and the Airport Zone.

(c) The maximum width of all paved structures used for vehicular conveyance between Lightfield Road, and the Airport Zone does not exceed 35 feet in width.

(d) The access shall be delineated and recorded as an easement on Block 56 Lot 3.

(3) Airside Subzone Regulations.

(a) The Airside Subzone shall not exceed an area of approximately 133 acres as delineated on the zoning map.

(b) Permitted Principal Uses in the Airside Subzone.

[1] Existing public use runways with the following existing numerical designations, lengths, widths and surface material. Any expansion or change in surface material of said existing runways as identified herein shall render it a non-conforming use in this zone and require variance relief pursuant to the N.J.S.A. 40:55D-70.d.

[a] Runway 4-22: 3,735 feet x 50 feet (Paved)

[b] Runway 10-28: 2,010 feet x 100 feet (Turf)

[c] Runway 13-31: 3,442 feet x 200 feet (Turf)

[2] Agriculture.

[3] Equipment and appurtenances for aircraft communication, navigation and orientation.

[4] Public-use runways 4-22, 10-28 and 13-31 for the purpose of operating fixed-wing aircraft.

[5] Taxiways and taxilanes.

(c) Permitted Accessory Uses in the Airside Subzone.

[1] Helicopter take-off and landing on existing runways.

[2] Signage.

[3] Stormwater management facilities.

[4] Tie-downs.

[5] Utilities.

(d) Prohibited Uses in the Airside Subzone. All uses not specifically permitted herein are prohibited, including but not limited to the following:

- [1] Advanced Air Mobility (AAM) platforms.
- [2] Airport fuel storage facilities and fuel farms.
- [3] All uses prohibited in the Airport Safety Zone.
- [4] Any facility that would necessitate an increase to the existing extent(s) of the Airport Safety Zones, pursuant to the Air Safety and Zoning Act of 1983, P.L. 1983, Chapter 260, and the provisions of N.J.A.C. 16:62, "Air Safety and Zoning," related to the operation of Solberg-Hunterdon Airport. (NOTE: Any change to the bases of the delineation of the Airport Safety Zone that would require a change to the extent of the Airport Safety Zone shall require an amendment to Readington Township zoning map, which may only be adopted by the Township Committee).
- [5] Buildings
- [6] Heliport.
- [7] Outdoor storage or equipment, materials and retail goods.
- [8] Storage of materials or goods unrelated to the operation of a permitted principal use.
- [9] Transloading.
- [10] Transshipment.
- [11] Trucking terminals.
- [12] Warehouses.

(e) Bulk and Spatial Regulations for the Airside Subzone.

- [1] Minimum setbacks from public streets for all structures, except for those necessary for access to the airport (such as a driveway) and accessory structures required for public safety (such as site lighting).
 - [a] Thor Solberg Road: 50 feet.
 - [b] Lightfield Road: 200 feet.
 - [c] Readington Road: 3,000 feet.
- [2] Maximum Impervious Coverage: 30%. Impervious coverage shall be

calculated using the Airside Subzone area of 133 acres.

(3) Landside Subzone Regulations.

(a) The Landside Subzone shall not exceed approximately 80 acres as delineated on the zoning map.

(b) Permitted Principal Uses in the Landside Subzone.

[1] Agriculture

[2] Aircraft and aircraft component repair and maintenance.

[3] Aircraft rental, charter, sales and leasing.

[4] Airport Museum.

[5] Airport terminal.

[6] Balloonspots

[7] Equipment and appurtenances for aircraft communication, navigation and orientation.

[8] Hangars and aircraft storage.

[9] Ramps.

[10] Restaurant, café.

[11] Retail sale of supplies and equipment for pilots and air crew members, provided that there is no outdoor display of merchandise.

[12] Tie-downs.

(c) Permitted Accessory Uses in the Landside Subzone.

[1] Aircraft fuel storage.

[2] Equipment and appurtenances for aircraft communication, navigation and orientation.

[3] Offices.

[4] Off-Street parking.

[5] Signage.

[6] Stormwater management facilities.

[7] Utilities.

(d) Prohibited uses in the Landside Subzone. All uses not specifically permitted herein are prohibited, including but not limited to the following:

[1] Advanced Air Mobility (AAM) platforms.

[2] All uses prohibited in the Airport Safety Zone.

[3] Helicopter take-off and landing.

[4] Heliport.

[5] Outdoor storage of equipment, materials and retail goods.

[6] Storage of materials or goods unrelated to the operation of a permitted principal use.

[7] Tractor-trailer parking.

[8] Transloading.

[9] Transshipment.

[10] Trucking terminals.

[11] Use of aircraft hangars for nonaviation purposes. For example, the use of aircraft hangars for the storage or sheltering of automobiles, boats, or household or business goods.

[12] Warehouses.

(e) Bulk and Spatial Regulations for the Landside Subzone.

[1] Minimum setbacks from public streets for all structures, except for those necessary for access to the airport (such as a driveway) and accessory structures required for public safety (such as site lighting):

[a] Thor Solberg Road; 50 feet

[b] Lightfield Road: Minimum setback shall be equal to the boundary of the Airport zone.

[2] Maximum Building Height: 35 feet.

[3] Maximum Building Coverage: 5%. Building coverage shall be calculated using the Landside Subzone area of 80 acres.

[4] Maximum Impervious Coverage: 20%. Impervious coverage shall be calculated using the Landside Subzone area of 80 acres.

[5] Site Lighting (excluding navigation lighting):

[a] Maximum height of site lighting equipment and fixtures: 14 feet.

[b] All lighting fixtures shall be full-cutoff, downward focused, shielded to avoid glare, LED with a color temperature no greater than 2,700 degrees Kelvin.

D. General Regulations for the Solberg-Hunterdon Airport Zone. The airport shall comply with the following regulations:

(1) Conformance with State and Federal Requirements. Airports shall maintain conformance with all applicable rules, regulations and lawful orders, directives and requirements of the State of New Jersey and the United States Federal Government.

(2) Notice Requirements. Notice shall be provided to the Clerk of the Township of Readington of all airport submissions to, and permits or opinions issued by, the New Jersey Department of Transportation (NJDOT) Division of Aeronautics relating to any airport development or modifications to the airport, including Airside improvements, runway relocation, runway reorientation, effective runway length, runway width, surfacing of runways and taxiways. Such notice shall be provided within 14 days of submission to the NJDOT, or receipt of a permit or opinion from the NJDOT.

(3) Ordinance Conformance. Airports shall maintain conformance with the substantive and procedural standards of the Airport Safety Zone, Solberg-Hunterdon Airport Zone and the Code of Readington Township. The terms of any deed restrictions that may apply to the airport property shall be adhered to. The regulations of Chapter 148 Land Development, including all site plan regulations, design standards and procedures, are applicable to all development within the Solberg-Hunterdon Airport Zone.

(4) Major Site Plan Approval Required. All development within the Solberg-Hunterdon Airport Zone shall be required to obtain major site plan approval pursuant to Chapter 148 Land Development of the Readington Township Code. Provisions of Chapter 148 that provide for a site plan waiver shall not

be applicable to development within the Solberg-Hunterdon Airport zone.

- (5) Zoning Permit Required. All development within the Solberg-Hunterdon Airport Zone shall be required to obtain a zoning permit prior to any construction activities, regardless of whether a construction/building permit is required, except for the maintenance or replacement (in-kind) of components/systems of existing buildings, structures or facilities (such as electrical, heating, roofing, etc.).
- (6) Vehicle and Pedestrian Management Plan Required. As part of any development application, the airport shall provide a current Vehicle Pedestrian and Management Plan including the following:
 - (a) Site Access and Parking Plan: Define entry and exit points for vehicles, designated parking areas, and traffic flow patterns to minimize congestion and maximize efficiency.
 - (b) Pedestrian Access Plan: Establish designated pedestrian routes, crossings, and safety measures to ensure pedestrian safety while minimizing conflicts with vehicles.
 - (c) Traffic Flow and Control Plan: Outline the rules and regulations for vehicle movement, including speed limits, signage, and traffic control devices to manage traffic flow and prevent accidents.
 - (d) Traffic Surveillance and Incident Management: Systems and procedures for monitoring traffic conditions, detecting incidents, and responding to emergencies promptly and effectively.
 - (e) Ground Vehicle Operations Plan: Rules and procedures for operating vehicles on the airside, including vehicle markings, radio communication requirements, and operator training.
 - (f) Pedestrian Safety Measures: Pedestrian crossings, installing flashing lights and stop signs, requirements for high-visibility clothing, and education of drivers to yield to pedestrians.
 - (g) Security Measures: Access control to restricted areas, security checkpoints, and surveillance systems to prevent unauthorized access and enhance overall security.
 - (h) Emergency Response Plan: Procedures for responding to accidents,

incidents, and other emergencies involving vehicles and pedestrians.

- (i) Training and Education: Training programs for vehicle operators and pedestrians on safety procedures, traffic rules, and emergency response protocols.
 - (j) Designated Routes: Clearly marked and designated routes for vehicles and pedestrians to minimize conflicts and ensure safe passage.
 - (k) Traffic Control Devices: Signs, signals, markings, and other devices to guide and control traffic flow and enhance situational awareness.
 - (l) Communication Systems: Reliable communication systems for vehicle operators and ground control to facilitate coordination and response to incidents.
 - (m) Enforcement: Ensure that all airport users adhere to the established rules and regulations through regular monitoring, inspections, and enforcement actions.
 - (n) Regular Review and Updates: The plan should demonstrate that it has been updated to reflect any changes in airport operations, infrastructure, and safety regulations, according to the Federal Aviation Administration (FAA).
- (7) Automobile Parking Requirements within the Solberg-Hunterdon Airport Zone.
- (a) Airport Employees: One space for each employee based on the work period or shift with the greatest number of employees. The calculation of the total number of airport employees shall include all operations except for those related to a museum or any retail operations, which shall be differentiated.
 - (b) Airport Museum: one space for every 500 square feet of floor area.
 - (c) Hangars: One space for every 2,000 square feet of hangar floor area.
 - (d) Retail: One space for every 350 square feet floor area.
 - (e) Tiedowns: One space for every three airplane tiedowns.
- (8) Sign regulation within the Solberg-Hunterdon Airport Zone.

(a) One freestanding sign is permitted at the public entrance to the airport, subject to the following regulations:

[1] Maximum Permitted Sign Area: 32 square feet.

[2] Maximum Permitted Sign Height: eight feet

[3] Minimum Required Setback: 20 feet from a street right-of-way.

[4] Illumination shall be via external, full-cutoff light fixtures, focused downward.

(b) Directional signs are permitted to direct vehicles and aircraft, subject to the following regulations:

[1] Maximum Permitted Sign Area: four square feet.

[2] Maximum Permitted Sign Height: three feet.

[3] Minimum Required Setback: 20 feet from a street right-of-way.

[4] Illumination shall be via external, full-cutoff light fixtures, focused downward.

[5] Directional signs may be freestanding or mounted on a building façade.

(c) Building-mounted signs are permitted subject to the following regulations:

[1] Maximum of one sign per building.

[2] Maximum Permitted Sign Area: 5% of the area of the façade on which the sign is mounted or 15 square feet, whichever is less.

[3] Maximum Permitted Sign Height: eight feet.

[4] Illumination shall be via external, full-cutoff light fixtures, focused downward.

E. Procedures

(1) Informal Development Review Encouraged. Although not a requirement, applicants for development within the Solberg-Hunterdon Airport zone are encouraged to make full use of informal development review procedures that may be available from state and federal regulatory entities and the Township. It shall be the policy of the Township to encourage such informal review processes, in accordance with the NJ Municipal Land Use Law, NJSa 40:55D-10.1 (provided no

relief is required pursuant to N.J.S.A. 40:55D-70), to help effectuate timely and cooperative coordination between the airport and State, Federal and local levels of government.

(2) Airport Safety Zone Variance Procedure. The developer of a project requiring a variance or the creation or establishment of a prohibited land use or vertical height development within an Airport Safety Zone shall first apply for approval of the creation or establishment of a prohibited land use or vertical height development from Readington's approving authority pursuant to the provisions of N.J.S.A. 40:55D-1, et seq., the New Jersey Municipal Land Use Law. If the approving authority approves the creation or establishment of a prohibited land use or vertical height development within the Airport Safety Zone, such approval shall be conditioned on the developer applying for and receiving a permit from the New Jersey Department of Transportation pursuant to the provisions of N.J.A.C. 16:62, "Air Safety and Zoning." Construction, development or creation of any prohibited land use shall not commence until a permit has been issued by the New Jersey Department of Transportation

(3) Solberg-Hunterdon Airport Zone Variance Procedure. The developer of a project requiring a variance or design exception from the regulations of the Solberg-Hunterdon Airport Zone or other provisions of Readington Township Chapter 148 Land Development shall be required to obtain such relief from the municipal approving authority pursuant to the provisions of N.J.S.A. 40:55D-1, et seq., the New Jersey Municipal Land Use Law.

F. Zoning Map Amendment

(1) The Zoning Map is hereby amended to depict the Airport Safety Zone (as an overlay zone) and to depict the Solberg- Hunterdon Airport Zone.

G. Master Plan Amendment.

(1) The Land Use Plan Element of the Master Plan shall be amended to reflect the Airport Safety Zone (as an overlay zone) and the Solberg-Hunterdon Airport Zone.

H. Definitions

(1) The following definitions are hereby added to Chapter 148 Land Development §148-9 Definitions:

(a) Advanced Air Mobility (AAM) Platforms: A system for air passenger and cargo transportation using highly automated aircraft that operate at lower altitudes in local, regional, and urban environments, including eVTOLs, drones, and cargo UAVs.

- (b) Airplane: An engine-driven, fixed-wing aircraft that is heavier than air and supported in flight by the dynamic reaction of air against its wings.
- (c) Airport: A designated area of land, water, or both, which is licensed for the landing and takeoff of airplanes. Solberg-Hunterdon Airport consists of three existing public use runways 4-22, 10-28 and 13-31 which, for the purposes of this ordinance, constitute the airport.
- (d) Balloon: A lighter-than-air aircraft whose lift is derived from the buoyancy of hot air or certain gases and which is not engine driven.
- (e) Balloonspot: Areas of land or water of defined dimensions licensed for the takeoff of manned, free-flight balloons.
- (f) Effective Runway Length: That distance on a runway, beginning at a point on the runway surface where the obstruction-free, applicable approach slope intersects the runway, and measured along the runway centerline to the end of the runway in the landing direction.
- (g) Electric Vertical Takeoff and Landing Aircraft (eVTOL): An aircraft powered by electricity that can take off and land vertically, like a helicopter.
- (h) Helicopter: A rotary wing aircraft that depends principally upon the lift generated by engine-driven rotors rotating on a substantially vertical axis for its primary means of propulsion.
- (i) Heliport: A dedicated area of defined dimensions, either at ground level or elevated on a structure, designated for the landing or takeoff of helicopters and used solely for that purpose, including but not limited to, facilities to support helicopter use, such as fueling, maintenance, hangars, lighting and passenger service.
- (j) Runway: A defined rectangular area of airport land prepared for the landing or takeoff of fixed-wing aircraft along its length.
- (k) Taxilane: A designated access lane reserved for the movement of aircraft that provides access to and from a taxiway and airplane parking position, terminal, hangar or other airport apron areas.
- (l) Taxiway: A defined pathway established for movement of aircraft on an aeronautical facility.
- (m) Transloading: A facility for the transfer of goods between different types of containers.

- (n) Transshipment: A facility where goods are temporarily stored and then loaded onto another mode of transport, such as a different ship or railcar, before continuing their journey to their final destination.
- (o) Trucking Terminal: A “high-throughput” transshipment facility for unloading products from an incoming vehicle and reloading quickly onto an outbound vehicle with no storage time in between.

Section III

All ordinances or parts of Ordinances inconsistent with this Ordinance are hereby repealed to the extent of such inconsistency.

Section IV

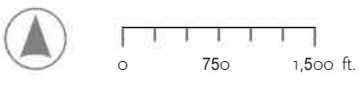
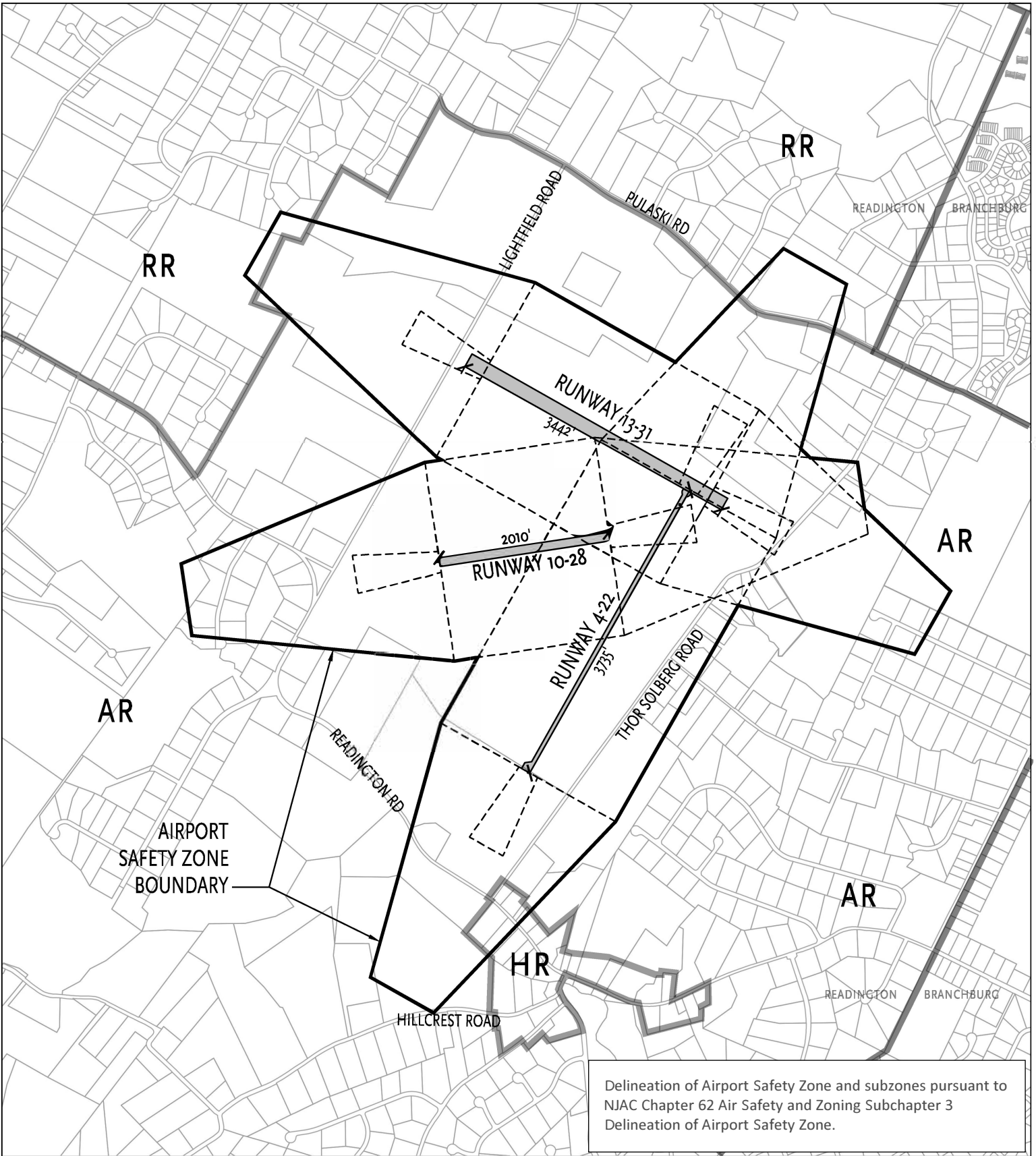
If any section, paragraph, subdivision, clause or provision of this Ordinance shall be adjudged invalid, such adjudication shall apply only to this section, paragraph, subdivision, clause or provision and the remainder of this Ordinance shall be deemed valid and effective.

Section V

This ordinance shall take effect upon adoption and publication in the manner required by New Jersey general law.

I hereby certify that the attached ordinance is a true and correct copy of an ordinance entitled **AN ORDINANCE AMENDING CHAPTER 148 (LAND USE) OF THE MUNICIPAL CODE OF THE TOWNSHIP OF READINGTON TO CREATE A NEW SECTION 27.4 ENTITLED “SOLBERG-HUNTERDON AIRPORT ZONE DISTRICTS”** which was introduced at the meeting of Readington Township Committee on September 2, 2025 adopted at the meeting of the Readington Township Committee on September 15, 2025.

Ann Marie Lehberger, RMC
Municipal Clerk

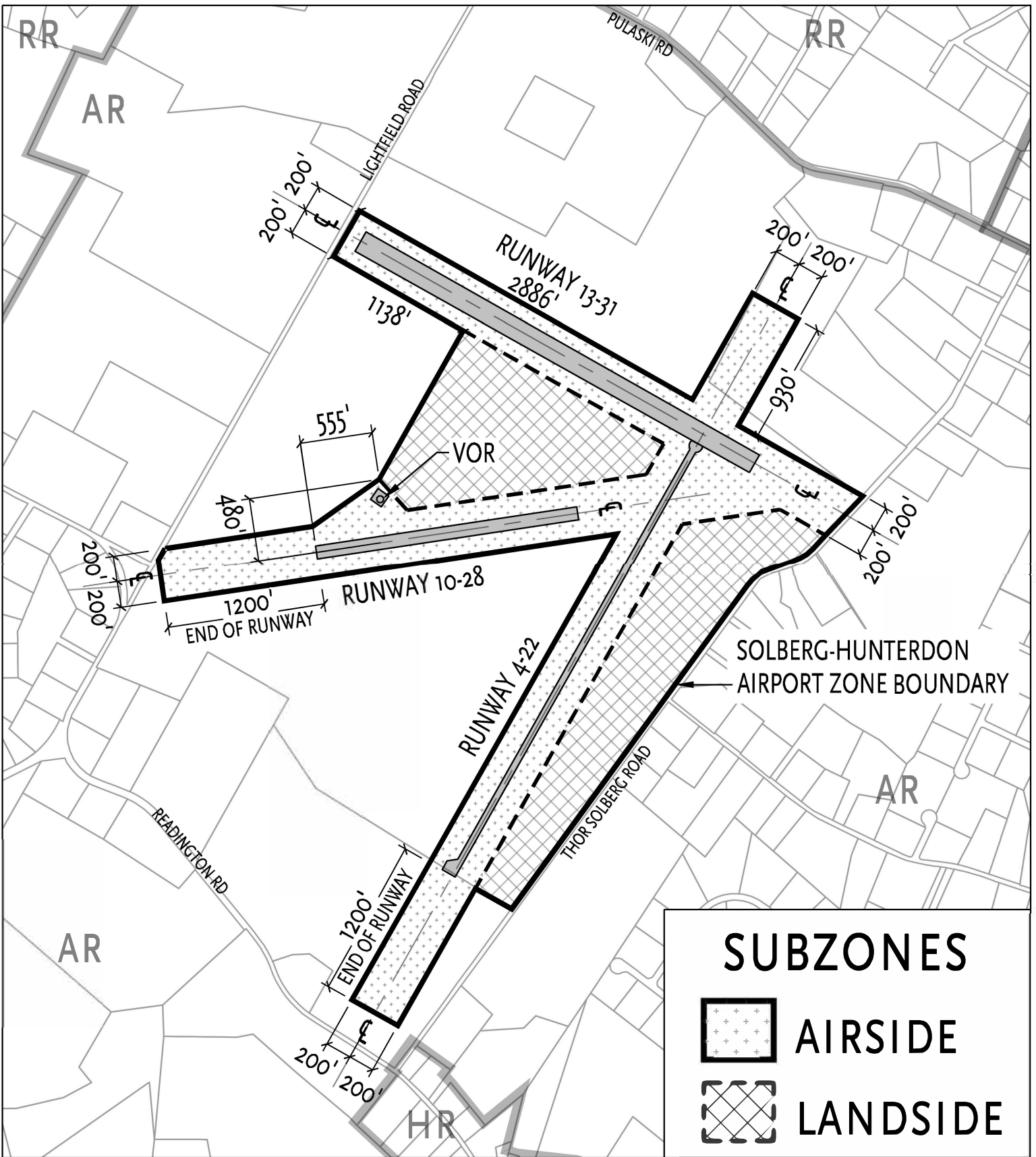


Clarke Caton Hintz ● ● ■
 Architecture
 Planning
 Landscape Architecture

Airport Safety Zone

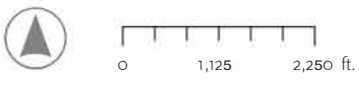
LOCATION:
 Readington Township, Hunterdon County, NJ

DATE:
 August 2025



SUBZONES

-  AIRSIDE
-  LANDSIDE

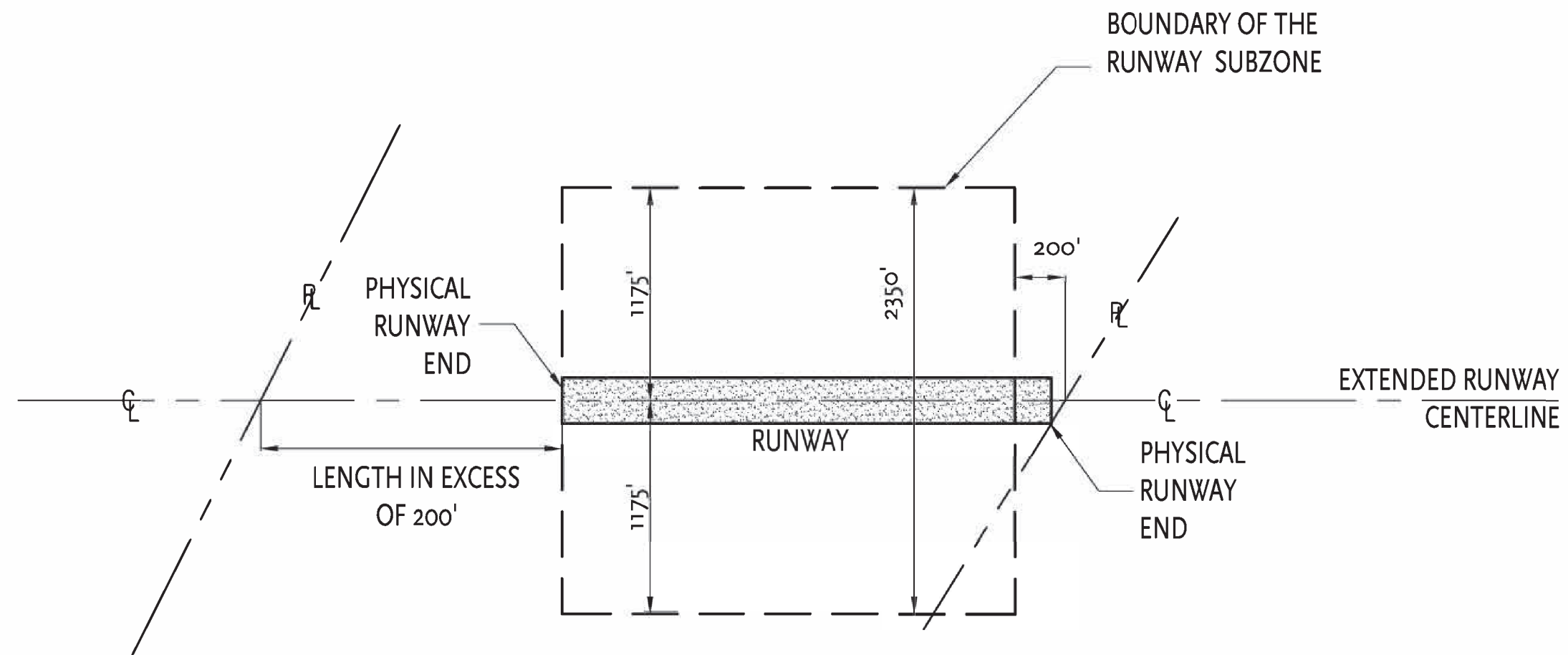


Clarke Caton Hintz ● ● ■
 Architecture
 Planning
 Landscape Architecture

Solberg-Hunterdon Airport Zone

LOCATION:
 Readington Township, Hunterdon County, NJ

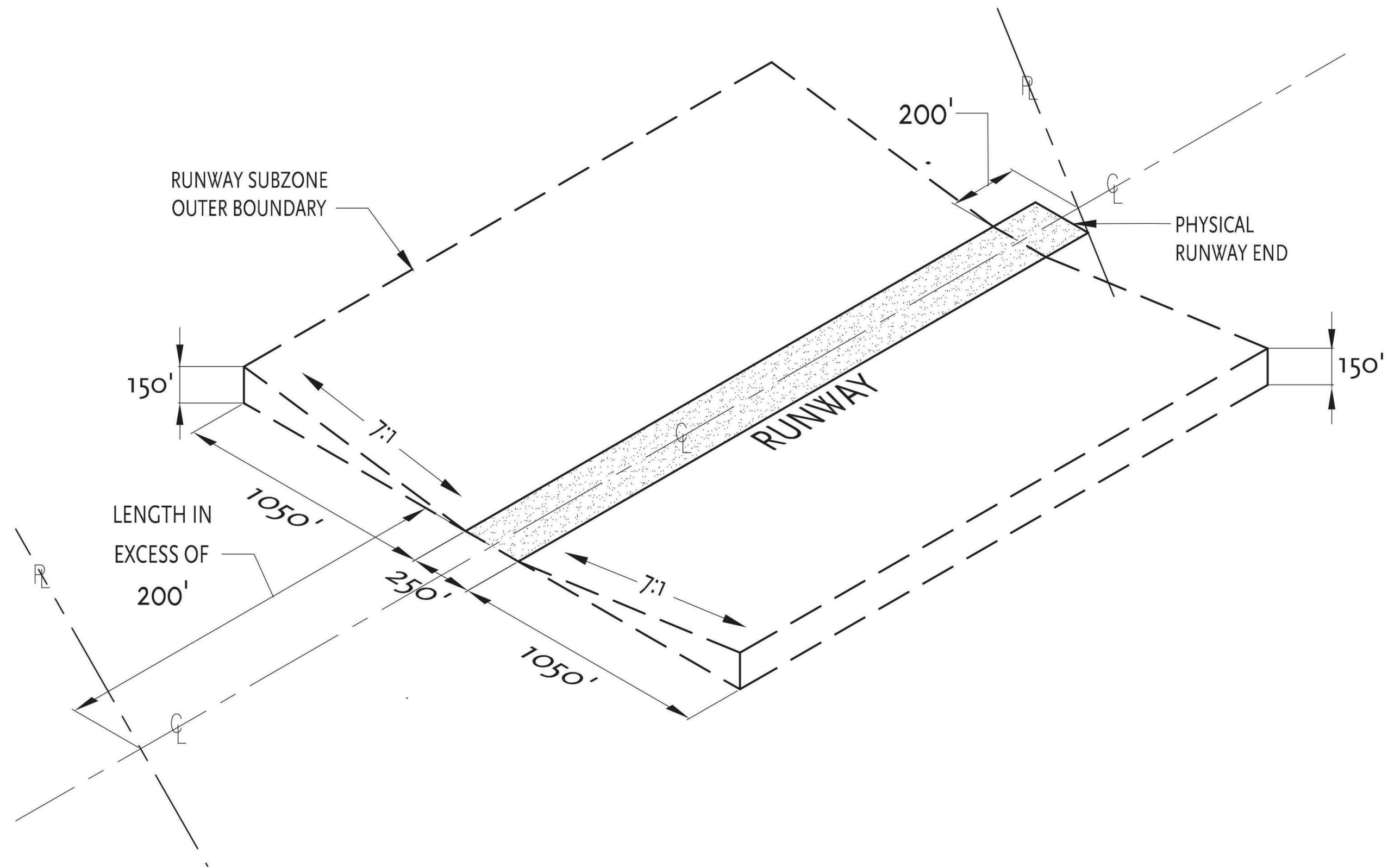
DATE:
 August 2025



Airport Safety Zone: Runway Subzone Dimensions

Dimensions based on the delineation requirements of N.J.A.C. 16:62, "Air Safety and Zoning".

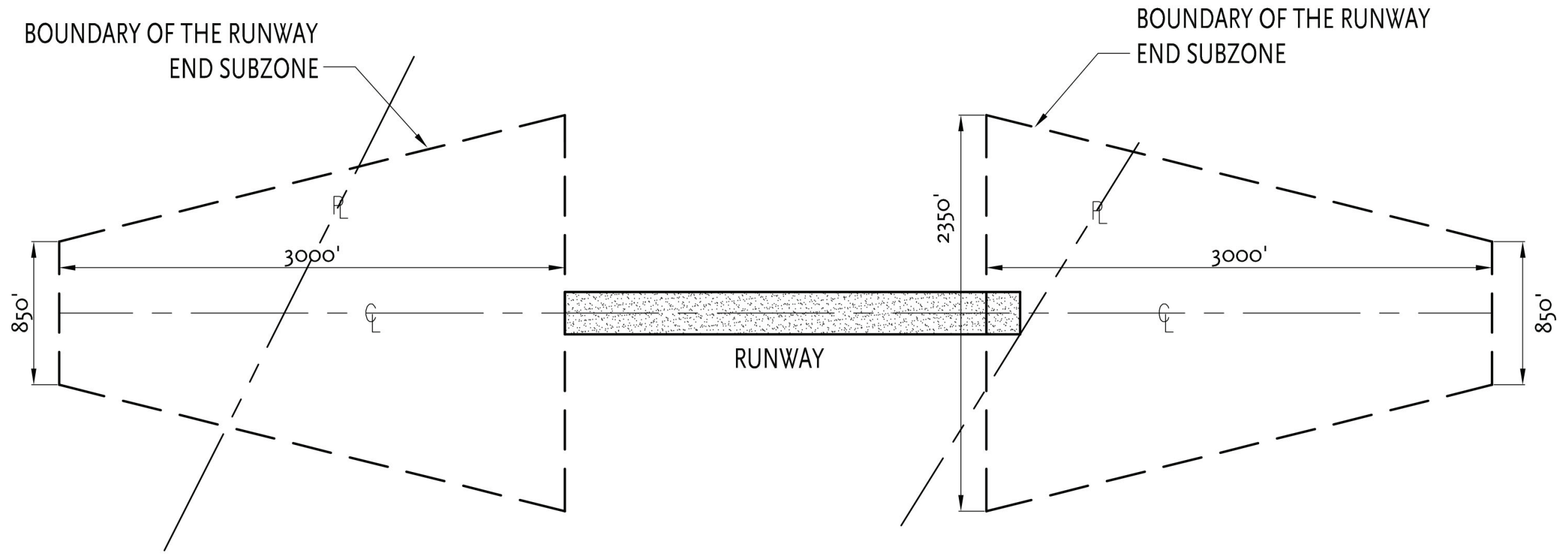
August 2025



Airport Safety Zone: Vertical and Horizontal Planes of Runway Subzone

Dimensions based on the delineation requirements of N.J.A.C. 16:62, "Air Safety and Zoning".

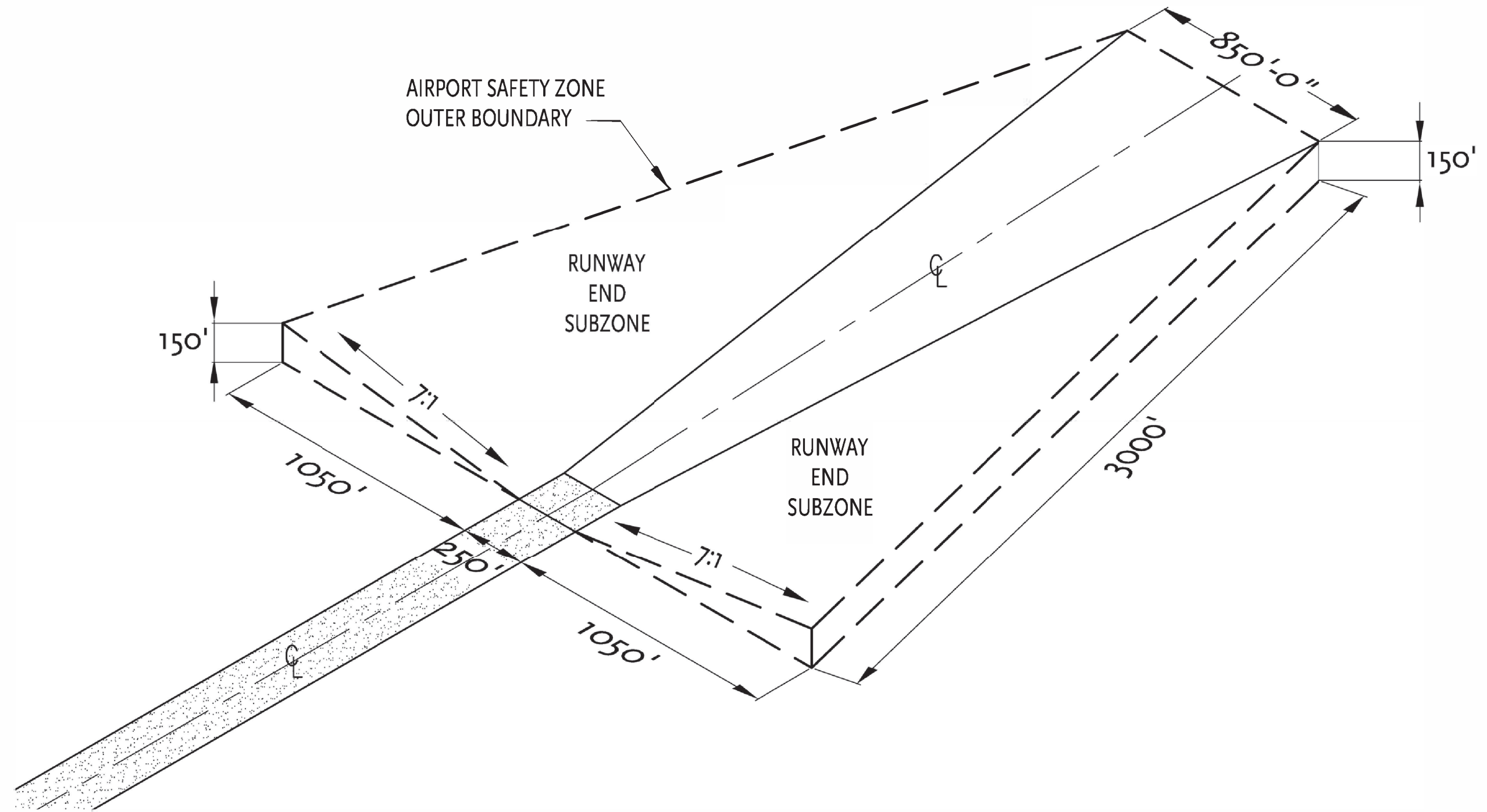
August 2025



Airport Safety Zone: Runway End Subzone(s) Dimensions

Dimensions based on the delineation requirements of N.J.A.C. 16:62, "Air Safety and Zoning".

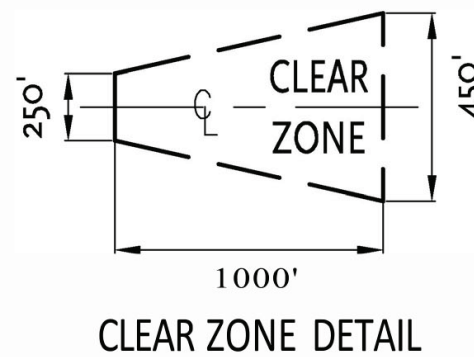
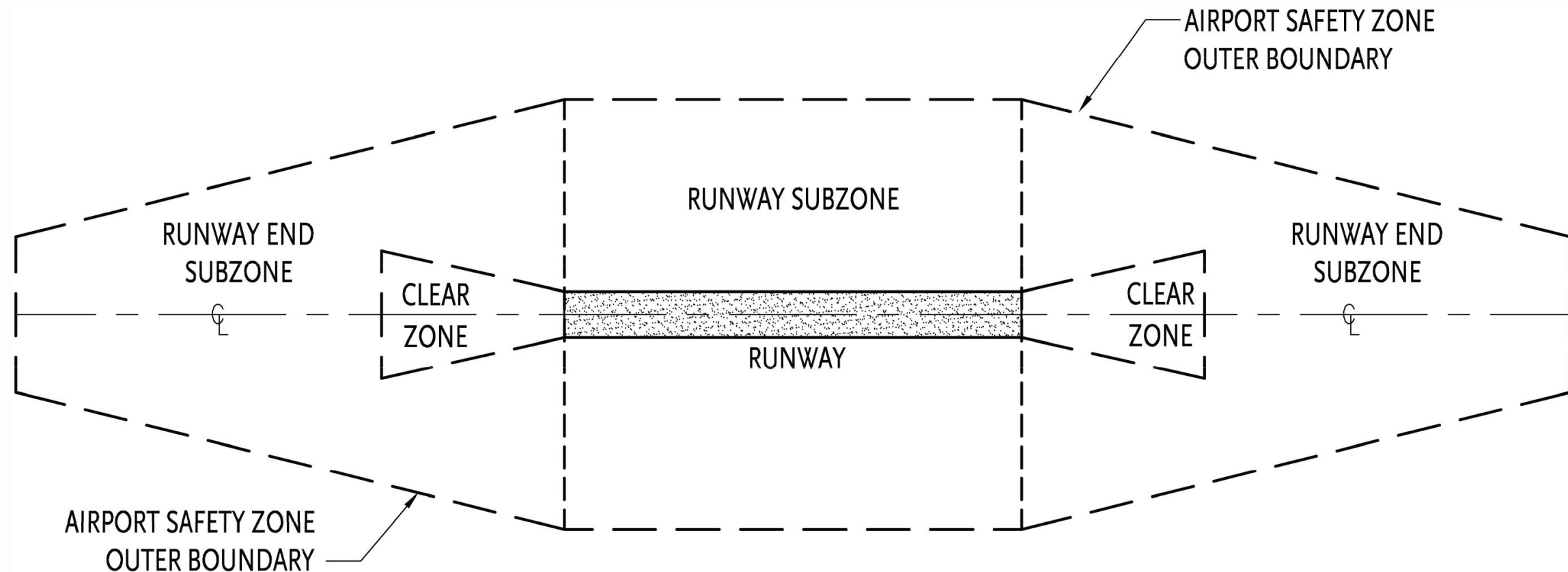
August 2025



Airport Safety Zone: Vertical and Horizontal Planes of Runway End Subzone

Dimensions based on the delineation requirements of N.J.A.C. 16:62, "Air Safety and Zoning".

August 2025



Airport Safety Zone: Clear Zone Dimensions

Dimensions based on the delineation requirements of N.J.A.C. 16:62, "Air Safety and Zoning".

August 2025