



Township of Egg Harbor

3515 BARGAINTOWN ROAD, EGG HARBOR TOWNSHIP, NJ 08234-8321

TOWNSHIP COMMITTEE

James J. McCullough, Mayor
Paul W. Hodson, Deputy Mayor
Joe Cafero
Laura Pfrommer
Frank Finnerty

Notice of Public Hearing Township of Egg Harbor Planning Board

Administrator
(609) 926-4027 • 926-4002 Fax

Building Inspections
(609) 926-4122 • 926-4003 Fax

Finance
(609) 926-4094 • 926-4108 Fax

Fire
(609) 926-4070 • 926-4003 Fax

Information Technology
(609) 926-4037 • 926-4135 Fax

Municipal Court
(609) 926-4195 • 926-4001 Fax

Parks & Recreation
(609) 272-8120 • 272-8151 Fax

Planning Board
Board of Adjustment
(609) 926-4093 • 926-4011 Fax

Police
(609) 927-5200 • 926-4004 Fax

Public Works
(609) 926-3838 • 926-0638 Fax

Tax Assessor
(609) 926-4083 • 926-4005 Fax

Tax Collections
(609) 926-4079 • 926-4090 Fax

Township Clerk
(609) 926-4085 • 926-4104 Fax

Township Committee
(609) 926-4088 • 926-4002 Fax

Zoning
(609) 926-4048 • 926-4003 Fax

Please take notice pursuant to N.J.S.A. 40-55D-13, the Planning Board of Township of Egg Harbor, County of Atlantic will conduct a Public Hearing on **Monday, June 19, 2017, 5:00 p.m.**, prevailing time, Township Hall (Courtroom), 3515 Bargaintown Road, Egg Harbor Township, New Jersey 08234, to review, adopt and memorialize the resolution for the 2017 Master Plan Re-Examination Report.

Copies of the 2017 Master Plan Re-Examination Report are available for public view during regular business hours (8:30 a.m. – 4:30 p.m.) in the Department of Planning and Development, Division of Planning, 3515 Bargaintown Road, second (2nd) floor, Egg Harbor Township, New Jersey, 08234.

Theresa Wilbert
Secretary

Jennifer Torsiello Cassett, Esquire
LAW FIRM OF CHRISTOPHER A. BROWN
3123 Atlantic Avenue - Suite 201
Atlantic City, New Jersey 08401
(609) 344-8270

Attorneys for the Egg Harbor Township Planning Board

TOWNSHIP OF EGG HARBOR -- 2017
MASTER PLAN RE-EXAMINATION
REPORT

TOWNSHIP OF EGG HARBOR
PLANNING BOARD

DECISION AND RESOLUTION

THIS MATTER, having been heard by the Planning Board of the Township of Egg Harbor on June 19, 2017, at a regularly scheduled meeting at the Township Hall of the Township of Egg Harbor, and the Board having reviewed the proposed amendments as more fully set forth in the Report of the Township Planner, Vincent Polistina, PP, dated June 2017 and a quorum being present; and

WHEREAS, N.J.S.A. 40:55D-89, requires at least every ten (10) years a general reexamination of the Municipal Master Plan shall be done; and

WHEREAS, proper notice has been given pursuant to N.J.S.A. 40:55D-13, and,

WHEREAS, the Planning Board of the Township of Egg Harbor has been presented a document entitled "Master Plan Reexamination Report" dated June 2017, prepared by Polistina & Associates with offices located at 6684 Washington Avenue Egg Harbor Township, New Jersey, in coordination with the Planning Board for its review; and

WHEREAS, the Township of Egg Harbor Planning Board has heard the testimony of Vincent Polistina, P.P., Planner and received his Report noted above, which is made a part of this Decision and Resolution by reference (Attached hereto); and

WHEREAS, the Township of Egg Harbor Planning Board, based upon the exhibits submitted, the report and testimony of the Planning Board Planner, and testimony presented at the meeting, makes the following findings of fact:

1. The Planning Board of Egg Harbor Township, pursuant to N.J.S.A. 40:55D-28, has elected to modify certain elements of the Township Master Plan.
2. The Board is hereby incorporating the contents of the Polistina Report dated June 2017 as part of its findings herein as if more fully set forth at length.
3. The Board finds that the amendments protect the public health and safety and promotes the general welfare.
4. The Board hereby incorporates as findings herein all the Recommendations listed on the Polistina Report beginning on p.57 to supplement the municipality's planning, zoning, circulation, open space, infrastructure and resiliency efforts for the reasons set forth therein.

NOW, THEREFORE, be it resolved on this 19th day of June 2017 that the Egg Harbor Township Planning Board adopts the "Master Plan Reexamination Report" dated June 2017 prepared by Polistina & Associates located at 6684 Washington Avenue Egg Harbor Township, New Jersey, as set forth above in its entirety. The Planning Board hereby approves the Amendments and the Board hereby incorporates such findings in the report herein.

TOWNSHIP OF EGG HARBOR PLANNING BOARD

By: _____
James Garth, Chairman

By: _____
Theresa Wilbert, Land Use Administrator

Dated: _____

**VOTING IN FAVOR
OF THE 2017 MASTER PLAN
RE-EXAMINATION REPORT:**

ABSTENTIONS: OPPOSED:

M. APONTE, V-CHAIR.:

C. EYKYN:

J. GARTH, CHAIRMAN:

F. KEARNS:

D. KLEINER, ALT. #I:

R. LEVY:

J. McCULLOUGH, MAYOR:

P. MILLER, TOWNSHIP ADMIN.:

L. PFROMMER, TWP. COMMITTEEWOMAN:

D. PITTARO, ALT. #II:

P. ROSENBERG, 2ND V-CHAIR.:

Township of Egg Harbor
Atlantic County, New Jersey

Master Plan Reexamination Report



Prepared For:
Egg Harbor Township Planning Board
3515 Bargaintown Road
Egg Harbor Township, New Jersey 08234

June 2017

Prepared By:



6684 Washington Avenue
Egg Harbor Township, NJ 08234

Rutala Associates, LLC
717 River Drive
Linwood, NJ 08221

Master Plan Reexamination Report

June 2017

Prepared For:

Egg Harbor Township Planning Board
3515 Bargaintown Road
Egg Harbor Township, New Jersey 08234

Prepared By:

Polistina & Associates, LLC
6684 Washington Avenue
Egg Harbor Township, NJ 08234
PA Job No. 2000.29

Rutala Associates, LLC
717 River Drive
Linwood, NJ 08221

Vincent J. Polistina, PE, PP
New Jersey Professional Planner License No. 5595

James M. Rutala, PP
New Jersey Professional Planner License No. 2704

Members of the Planning Board - 2017

Mr. James J. McCullough, Jr, Mayor.....	Class I Member
Mr. Peter J. Miller, Township Administrator.	Class II Member
Ms. Laura Pfrommer, Committeewoman.	Class III Member
Mr. James Garth, Sr., Chairman	Class IV Member
Mr. Manuel “Manny” Aponte, Vice Chairman	Class IV Member
Mr. Paul Rosenberg, 2 nd Vice Chairman	Class IV Member
Mr. Charles Eykyn.....	Class IV Member
Mr. Frank Kearns	Class IV Member
Mr. Robert Levy.....	Class IV Member
Mr. Dennis Kleiner, Alternate No. 1.....	Class IV Member
Mr. Dan Pittaro, Alternate No. 2.....	Class IV Member

Planning Board Staff - 2017

Ms. Terry Wilbert	Land Use Administrator
Mr. James Varallo.....	Land Use Clerk

Planning Board Professionals - 2017

Mr. Chris Brown, Esquire.....	Board Solicitor
Mr. Vincent J. Polistina, PE, PP	Township Planner
Mr. James A. Mott, PE.....	Township Engineer

Several previously adopted planning documents were utilized in the preparation of this Master Plan Reexamination. These referenced documents are included as follows:

- 2002 Egg Harbor Township Master Plan
- 2007 Livable Communities Plan
- 2008 Egg Harbor Township Reexamination Report
- 2008 Housing Element and Fair Share Plan
- 2009 Redevelopment Plan for the West Atlantic City Redevelopment Area
- 2013 Amendment to the 2002 Master Plan
- 2016 Strategic Recovery Planning Report
- 2016 Getting to Resilience Report
- Egg Harbor Township Zoning Code
- 2015 Atlantic County Multi-Jurisdictional Natural Hazard Mitigation Plan
- River Management Plan

Table of Contents

Planning Board Members, Staff & Professionals..	Page 3
Table of Contents.....	Page 5
Introduction.....	Page 7
Part I - Major Problems and Objectives Relating to Land Development in the Municipality at the Time of the Adoption of the Last Reexamination Report	Page 11
Part II - The Extent to Which Such Problems and Objectives Have Been Reduced or Have Increased Subsequent to the Last Reexamination	Page 21
Part III - The Extent to Which There Have Been Significant Changes in the Assumptions, Policies and Objectives	Page 35
Part IV - Recommended Changes for the Township's Master Plan and Development Regulations.....	Page 57
Part V - Recommended Redevelopment Plan.....	Page 69
Reexamination Report Adoption	Page 71

MASTER PLAN REEXAMINATION REPORT

Introduction

The statutory requirements for the Master Plan are established in NJSA 40:55D-28 (Municipal Land Use Law). At a minimum, in order for the Township to establish valid zoning and land development standards, the Master Plan must contain the following:

- 1) *A statement of the objectives, principles, assumptions, policies and standards upon which the constituent proposals for the physical, economic and social development of the municipality are based.*
- 2) *A land use plan element (a) taking into account and stating its relationship to the statement provided for in paragraph (1) hereof, and other master plan elements provided for in paragraphs (3) through (13) hereof and natural conditions, including, but not necessarily limited to, topography, soil conditions, water supply, drainage, flood plain areas, marshes, and woodlands; (b) showing the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, educational and other public and private purposes or combination of purposes; and stating the relationship thereof to the existing and any proposed plan and zoning ordinance; and (c) showing the existing and proposed location of any airports and the boundaries of any airport safety zones delineated pursuant to the “Air Safety and Zoning Act of 1983,” P.L. 1983, c. 260 (C. 6:1-80 et seq.); and (d) including a statement of the standards of population density and development intensity recommended for the municipality;*
- 3) *A housing plan element pursuant to section 10 of P.L. 1985, c. 222 (C. 52:27D-310), including, but not limited to, residential standards and proposals for the construction and improvement of housing.*

The Master Plan must also contain a specific policy statement indicating the relationship of the proposed development of the municipality, as developed in the master plan to (1) the master plans of contiguous municipalities, (2) the master plan of the county in which the municipality is located, (3) the State Development and Redevelopment Plan adopted pursuant to the “State Planning Act,” sections 1 through 12 of P.L. 1985, c. 398 (C. 52:18A-196 et seq.) and (4) the district solid waste management plan required pursuant to the provisions of the “Solid Waste Management Act,” P.L. 1970, c. 39 (C. 13:1E-1 et seq.) of the county where the municipality is located. Various other elements including the circulation element, utility service plan element, community facilities plan element, recreation plan element, conservation plan element, economic plan element, historic preservation plan element, recycling plan element, and farmland preservation plan element are optional components of a municipality’s Master Plan.

The Master Plan provides a vision for the municipality. The Master Plan provides direction and guidance for the growth, preservation, and land use decisions. A good comprehensive plan recognizes the needs of the municipality; the municipality’s relationship to neighboring

communities, the County, State and other regional agencies; and existing constraints and opportunities such as circulation patterns, environmental conditions, and development patterns; and includes projections and anticipated development trends. The Master Plan is a document that is adopted by the municipal Planning Board. After the plan is adopted, implementation of the plan is achieved by means of three (3) interrelated actions: legislative action by the governing body, capital improvement planning and continuing planning efforts.

In Accordance with section N.J.S.A. 40:55D-89 of the Municipal Land Use Law (MLUL),

The governing body shall, at least every ten (10) years, provide for a general reexamination of its master plan and development regulations by the planning board which shall prepare and adopt by resolution a report on the findings of such reexamination, a copy of which report and resolution shall be sent to the county planning board and the municipal clerk of each adjoining municipality.

The Township of Egg Harbor adopted a comprehensive Master Plan in 2002 and a Reexamination Report in 2008. This Reexamination Report serves as a review of the 2002 Township of Egg Harbor Master Plan and the Master Plan Reexamination Report dated October 2008.

This master planning effort is being fully funded through a grant provided by the New Jersey Department of Community Affairs (NJDCA). NJDCA has allocated Community Development Block Grant – Disaster Recovery funds for this program.

Background

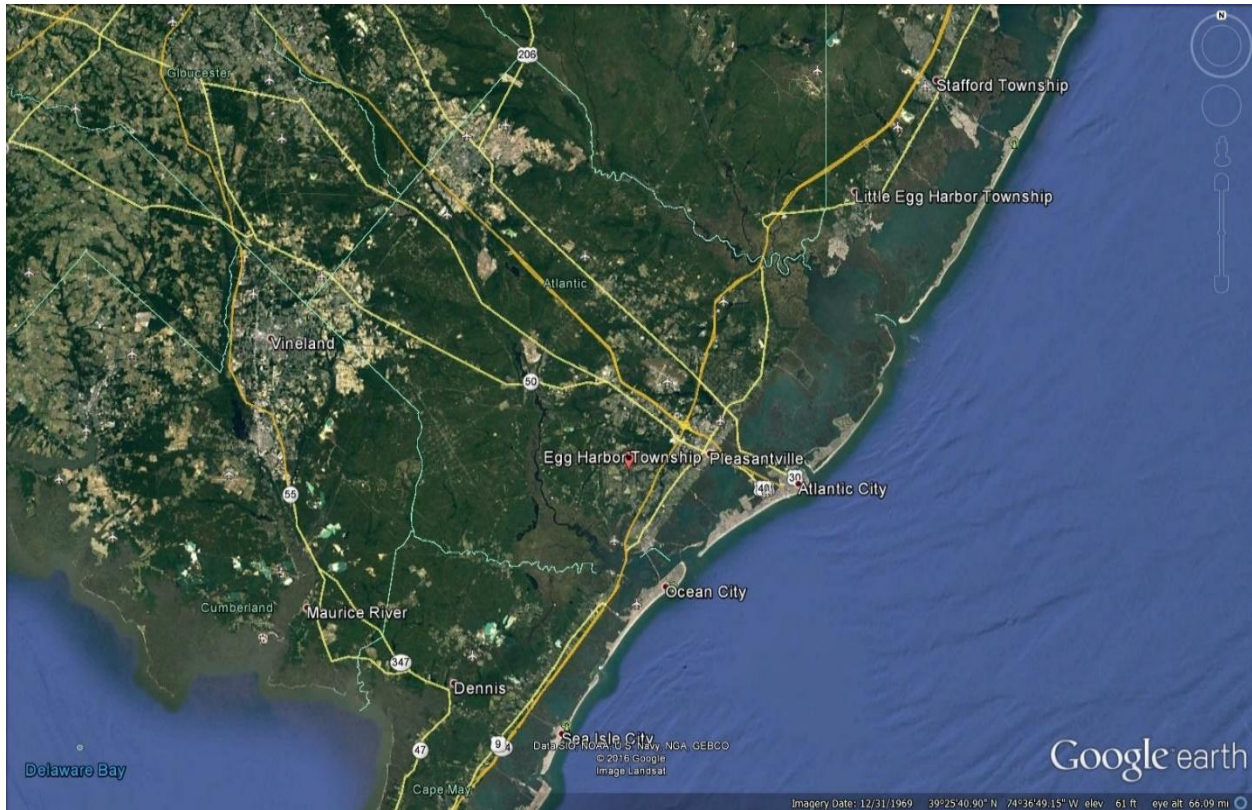
Egg Harbor Township is located on the Great Egg Harbor Bay at the southern tip of Atlantic County, New Jersey. Per the 2010 United States Census, the Township's population was 43,323, reflecting an increase of 12,597 (+41.0 percent) from the 30,726 counted in the 2000 Census, which had in turn increased by 6,182 (+25.2 percent) from the 24,544 counted in the 1990 Census. Since 2010, the population is estimated to have risen slightly to 43,851 as of 2014.

The Township is bordered by the Great Egg Harbor Bay to the south, Hamilton Township to the west, Galloway Township and the City of Absecon to the north and Absecon Island to the east. Portions of the Township, notably the West Atlantic City, Anchorage Poynte and Seaview Harbor neighborhoods, are not contiguous to the main body of the municipality, having been separated from the mainland portion of the Township as municipalities were formed, largely since the boroughitis phenomenon in the 1890s.

Egg Harbor Township includes the unincorporated villages of Bargaintown (the Township's seat of government), Cardiff, English Creek, Farmington, Scullville (formerly known as Jeffers), Steelmanville and West Atlantic City, as well as part of McKee City. Other localities and place names located partially or completely within the Township include Devenshire, English Creek Landing, Greenwood, Idlewood, Jeffers Landing, Jobs Point, Jones Island, McKee City Station, Mount Calvary, Pleasantville Terrace, Pork Island, Rainbow Islands and Sculls Landing.

The Township is one of 56 South Jersey municipalities that are included within the New Jersey Pinelands National Reserve, a protected natural area of unique ecology covering 1,100,000 acres, which has been classified as a United States Biosphere Reserve and established by Congress in 1978 as the nation's first National Reserve. The Township is designated a Pinelands Regional Growth Area with the Pinelands Area located west of the Garden State Parkway and north of Ocean Heights Avenue.

Figure 1.1 – Aerial Photograph of Egg Harbor Township, New Jersey



The remainder of the Township is regulated by coastal regulations. In 1973, New Jersey enacted the Coastal Areas Facilities Review Act (CAFRA), which is designed to protect the vital shore areas of New Jersey from being overdeveloped. In accordance with CAFRA, residential development, commercial development, industrial development, and public development in these areas which meet certain guidelines are regulated through permitting by the New Jersey Department of Environmental Protection (NJDEP).

Requirements of the Periodic Reexamination Report

The MLUL requires that the Reexamination Report address the following five (5) statutory requirements:

- 1) The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report.
- 2) The extent to which such problems and objectives have been reduced or have increased subsequent to such date.
- 3) The extent to which there have been significant changes in assumptions, policies and objectives forming the basis for the Master Plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses; housing conditions; circulation; conservation of natural resources; energy conservation; collection, disposition and recycling of designated recyclable materials; and changes in state, county and municipal policies and objectives.
- 4) The specific changes recommended for the Master Plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.
- 5) The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the “Local Redevelopment and Housing Law,” P.L.1992, c. 79 (C.40A:12A-1 et seq.) into the Land Use Plan Element of the municipal Master Plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

Part I - Major Problems and Objectives Relating to Land Development in the Municipality at the Time of the Adoption of the Last Reexamination Report

The Master Plan for the Township of Egg Harbor included the following specific recommendations and objectives as identified in the 2008 Master Plan Reexamination Report.

- 1) The Township should continue efforts to prepare a complete Utility Service Element of the Master Plan in order to delineate areas of existing / proposed infrastructure. Proposed areas for future infrastructure installation should take into account the Township's zoning scheme and attempt to provide the appropriate infrastructure in those areas that will experience the most growth.
- 2) The Township should explore the possibility of providing a direct access from the Garden State Parkway to the Harbor Square shopping center (formerly known as the Shore Mall). The existing traffic patterns in and around Harbor Square contribute to extreme congestion along the Black Horse Pike and Tilton Road in this area. A direct access to the mall will limit the trips on the adjacent roadways and ease some of the congestion in the area. In addition, the ability to easily access Harbor Square from the Parkway will help the development of the mall into a regional business center.
- 3) The Township should continue to request that Atlantic County assume ownership and maintenance of those roadways that no longer should be municipal streets due to geography or traffic volumes. These roads include Doughty Road from the City of Pleasantville to Delilah Road, Hingston Avenue from Old Egg Harbor Road to Fire Road and West Jersey Avenue from Harbor Square (formerly known as the Shore Mall) to Hamilton Township.
- 4) The Township must continue to explore transportation and intersection improvements at various locations throughout the Township. The intersections of Spruce Avenue and Mill Road, Mill Avenue and Ridge Avenue, English Creek Avenue and Dogwood Avenue, Fire Road and Hingston Avenue, Ocean Heights and Leap Street, and Bargaintown Road / Steelmanville Road/ Poplar Avenue have already exhibited some level of capacity problems and will need improvements. The English Creek Avenue and West Jersey Avenue intersection has also been identified as being problematic and shall be added as an intersection in need of improvements. The Bargaintown Road and Zion Road Intersection is also been identified as being problematic and it this location is also recommended for intersection improvements including pursuit of additional lands to facilitate turning lanes. Other problem areas will be detailed in the Circulation Element of the Master Plan.
- 5) The Township should aggressively continue their efforts towards open space acquisition. Land is being developed so rapidly that acquisition has become extremely difficult and expensive so the Township must continue efforts with all available means of funding.

- 6) The Township should continue to pursue the proposed Timed Growth Legislation. This legislation will provide for a phasing of growth or capital contributions from developers and could be an important component of the Township's continued development.
- 7) The Township should develop a new Zoning Ordinance (Chapter 225) in order to incorporate some of the recommendations of the Land Use Element and clean up existing conflicts and ambiguities within the zoning ordinance.
- 8) The Township should consider the implementation of the proposed River Conservation (RC) zone overlay contemplated in the River Management Plan in order to provide greater protection for the Great Egg Harbor River and its tributaries.
- 9) The Township should continue to work with the Environmental Commission on the established of a green beltway and trail network that will allow for non-motorized methods of transportation throughout the Township.
- 10) The Township should continue efforts to work with the Egg Harbor Township Board of Education on the siting of new schools and expansion to existing schools. The 56 million-bond referendum recently authorized for improvements to existing schools and a new intermediate school is just the beginning of the necessary building program by the Board of Education.
- 11) The Township should continue to monitor the expansion of the FAA Technical Facility and Atlantic City Airport in order to provide opportunities for development around the Airport Circle that will be necessary for the continued operation of the facility.
- 12) The Township should explore the feasibility of a regional stormwater plan for the area along English Creek Avenue in the DeCarlo tract watershed. This regional plan could help to ease some of the existing problems experienced in stormwater basins in the English Creek area and provide a mechanism for the elimination of some of the malfunctioning basins in the area.
- 13) The Township should continue the cooperative effort undertaken with the Casino Reinvestment Development Authority for the redevelopment of West Atlantic City.
- 14) The Township should continue to work with the Economic Development Commission in order to create an atmosphere within the municipality which is conducive toward the retention of existing businesses and the attraction of new businesses within the appropriate zoning districts.

The Township should explore methods and policies which will enable its commercial and industrial districts to be more competitive with the challenge and benefits presented by enterprise zones in other municipalities.

- 15) The Township should develop a sub-committee made up of members of the Planning Board, Governing Body and Township residents to study the intersection of Bargaintown Road, Steelmanville Road and Poplar Avenue in an effort to create the most appropriate zoning for this intersection. Although a change in zoning is not part of this Master Plan, the Township should remain committed to the improvements necessary to upgrade this intersection along with developing a zoning scheme that is compatible with the surrounding residential community and existing non-conforming businesses in this area.
- 16) The Township should revise the landscaping requirements contained in section 94-22 should be revised to be more specific regarding plantings. Sections regarding buffers (94-22C), parking area landscaping (94-22D), stormwater management basin landscaping (94-22E) can be revised to be more specific regarding number and sizes of evergreens and shrub planting requirements (similar to size and number requirements existing for shade trees). This would address landscaping concerns for PO, HB, RCD and other commercial zones.
- 17) The Township should implement new land development regulations to address unsatisfactory and non-viable plantings that continue to occur for buffering residential stormwater construction. It is recommended that new land development regulations be implemented to require irrigation for residential development, including stormwater basin landscaping, Section 94-22A(10) should be revised accordingly.
- 18) The Township should evaluate the existing R-1 Residential zoning along Ocean Heights Avenue. The southwest side of Ocean Heights Avenue between English Creek Avenue and Zion Road contains the NB district at the English Creek Road intersection, CB district at the Zion Road intersection and R-1 district between in the vicinity of the “Twisted Dunes” golf course area. It has been recommended that this corridor is not appropriate for residences on Ocean Heights and area is more appropriate for commercial uses.
- 19) The Township should consider eliminating the Auto Services Overlay Zone and incorporate the original residential zoning. The Auto Services Overlay Zone is located in the R-1 district on south side of Zion Road between Marshall Drive and Stone Mill Court. Section 225-42 was adopted in 1996 and provides for the following uses: Auto body and auto repair; wholesale and retail sales of auto mobiles; personal wireless telecommunications facilities. No major commercial development has been established since overlay zone was developed.

This 180± acre area is immediately surrounded by R1, R2, and R3 residential zoning districts. It is recommended that further study be performed and if

warranted, implementation of zoning to allow neighborhood commercial uses that would service the neighborhood residential areas with uses such as: restaurants; professional offices; banks; private or public schools; food markets; delicatessens; bakeries; liquor stores; business service uses.

- 20) It is anticipated that Delilah Road corridor near Westcoat Road will see commercial growth as large scale “Pulte” residential subdivision is developed. Delilah Road corridor between Garden State Parkway and Atlantic City Expressway is primarily zoned General Commercial GC with a portion zoned M-1 Light industrial District. The GC zoning permits a broad range of commercial uses including retail services, banks, personal services, medical, professional and business offices, convenience stores and other such uses which are complementary to the anticipated residential development.

It was requested to analyze if it is possible to zone additional portions of the M-1 area (possibly lots fronting on Delilah Road specifically near Westcoat Road) to GC to facilitate broader commercial uses. PA performed analysis of this area and finds that the M-1 area fronting on Delilah or Westcoat Road is government owned. No change in zoning is recommended for this area.

The Delilah Road corridor east of the Garden State Parkway is currently zoned M-1. The GC zone allows for some light industrial uses which may be compatible with existing uses as well as more commercial uses compatible with neighborhood commercial services. It may be appropriate to zone this area GC. Additional study of development is recommended to determine if zoning change is appropriate. This study area should also include all M-1 zoned areas south of Delilah Road and east of Garden State Parkway.

- 21) The Township should consider creating an enhanced architectural review development standard for commercial development. Standards should include controls such as building style and materials, lengths and offset requirements, roof types, solid waste and mechanical enclosures, and building address identification.
- 22) The Township should consider revising the parking requirements contained in the land development standards for large scale commercial developments including shopping centers. The parking requirements appear to be too conservative and often result in developments with large expanses of asphalt parking that are not utilized and therefore not consistent with the goals and objectives of the master plan.
- 23) It was recommended that the Reexamination address compliance and enforcement of improvements required of developers including clearing and required tree replacement. The Livable Community Plan makes recommendations that include enforcement of lot disturbance standards (Sec. 94-36), assessment of fines for tree removal and utilization of fines to fund enforcement, and other similar recommendations that may address this issue.

- 24) The Township should continue to pursue compliance and certification with the Third round affordable housing requirements of the New Jersey Council on Affordable Housing (COAH).
- 25) The Township should consider rezoning the "Morris Beach" area, currently zoned as Conservation Recreation Wetlands, to R-6 Residential which permits a 5,000 square foot minimum lot area. The "Morris Beach" area contains approximately twenty five single family dwellings on lots that range from approximately 4,000 square feet to 10,000 square feet and is currently zoned as Conservation Recreation Wetlands which has a minimum lot size requirement of 5 acres. Rehabilitation of existing homes in this area has necessitated Zoning Board of Adjustment approvals. Development of this area is historically significant and facilitation of appropriate zoning is an objective to facilitate rehabilitation of this neighborhood.
- 26) The Township should pursue additional access points along the Atlantic County Bike Path to encourage use. Limited access to the Atlantic County Bike path along West Jersey Avenue is recognized as a problem which potentially limits the use of this path from abutting residential neighborhoods.
- 27) A Livable Communities Plan was prepared for the Township by citizens of the community in response to their interest of shaping the Township's future. The Planning Board recognizes that the "Livable Community Plan, Egg Harbor Township", dated March 2007 is important in planning for the Township and desires to include and prioritize the following ten (10) recommendations indicated in the Livable Community Plan as recommended by the Visioning Team Sub-Committee. Additional recommendation may be incorporated into the master plan at a later date. The following recommendations indicated in Section 7 are incorporated herewith:

A. *Improve intersections (Section 7, Item 17p. 106)*

Recent intersection improvements, such as Zion Road and Ocean Heights avenue have demonstrated that substantial improvements to traffic operations can be achieved without major widening of the arterial roads. The Visioning team and Township residents suggested intersections in many additional locations. The County should initiate traffic studies that include conceptual design and cost estimates for each intersection. Required improvements will likely range from adding new striping and changing traffic light timing to providing new traffic signals and adding additional turning lanes.

The Township and County are currently working on improvements to key intersections. This must be an-ongoing process with priority given to the most inefficient intersections.

B. *Initiate Redevelopment Plan (Section 7, Item 33, pp. 113-114)*

The Township should initiate a redevelopment investigation of the Bayview District as soon as possible. The plan should target properties on the north side of the Black Horse Pike. Once a redevelopment plan has been developed, it will allow the municipality to create new regulatory standards to guide future development. The redevelopment plan should encourage higher building heights to take advantage of the views of Lakes Bay and Atlantic City. Hotel construction would be ideal along this corridor because of the close proximity to Atlantic City and resulting tax revenue that could be generated without school-aged children. The township will also be able to leverage the support of the Casino Redevelopment Authority, which has committed \$3 million to the effort to redevelop West Atlantic City.

The Township must declare an area in need of redevelopment before they can adopt a redevelopment plan. A preliminary investigation is the first step in this process. The Township with its professional planner should meet with the residents from West Atlantic City to delineate the boundaries of the area to be investigated. The preliminary investigation should then be initiated. The OSG should expedite a change in the State Redevelopment and Development Plan in this area from Planning Area 5 to Planning Area 1.

The Township Planning Board and Township Committee have found the West Atlantic City area to be in need of redevelopment based on a study completed in 2008.

C. *Develop Green Roads Code (Section 7, Item 34, p. 114)*

The Green Roads technique should be adopted to limit site disturbance along the edge of scenic roadways. Tree cutting, grubbing and grading along these roadways should be severely restricted. Sidewalks should be placed within wooded areas instead of directly adjacent to the roadway. For preservation purposes, large trees within 30 feet of the edge of the road pavement should be protected by allowing removal only with approval from the Township. Driveways will be limited to one entrance onto a roadway and the width of the drive may not exceed 12 feet within the 30 foot setback. Any new structure within the scenic buffer must be sited to minimize the removal of trees. Future disturbance should be prevented through deed restrictions

or similar enforceable covenants. Sidewalks must be constructed around trees. The Township may wish to add additional sections of roadway to those proposed or require greater setbacks on roads with special significance.

The Township should further review the standards proposed above, determine the appropriate design standards and implement this recommendation.

D. Develop new sidewalks (Section 7, Item 18, pp. 107-108)

Sidewalk improvements, on at least one side of the road, should be made on the following arterial roads:

- Black Horse Pike,*
- English Creek Avenue (from Black Horse Pike to Ocean Heights Avenue), and*
- Ocean Heights Avenue (from English Creek Avenue to Steelmanville Road).*

The Township is encouraged to implement this recommendation and explore cost saving measures such as asphalt paths in the interim.

E. Develop bike path on utility right-of-ways (Section 7, Item 13, p. 104)

Recreation trails should be constructed along utility right-of-ways in the Township. Between Tremont Avenue and Filmore Avenue, north of Ocean Heights Avenue to the Black Horse Pike, an asphalt path ten feet wide should be constructed for bicyclists, walkers, joggers and rollerbladers. This stretch or ROW is roughly 20,100 feet (3.5 miles).

The Township should begin the process of establishing a path along the utility right-of-way as indicated above.

F. Enforce lot disturbance standards (Section 7, Item 3, pp. 99-100)

Section 94-36 Lot Disturbance of Egg Harbor Township Code provides restrictions for the removal of trees during the planning and construction phases of development. Subsection D provides an applicant the option of using a landscaping plan if they are not able to meet the standards for preserving the existing trees. Most developers use the landscaping plan option to clear a lot of all

vegetation prior to development. Removal of trees should be “limited to the clearing necessary to construct all roadways and drainage facilities only... (§94-36.C.)” Subsection D should be removed from the Township’s Code.

Primary responsibility for ensuring that the Township’s Lot Disturbance Standards are enforced rests with the Planning Board and the professionals that advise the Planning Board. At the technical review stage of the application process, Township representatives should communicate to applicants that the Planning Board will be strictly enforcing the lot disturbance standards set forth in Code Section 94-36. Additionally, it is recommended that Code Section 94-36D be eliminated or amended. This section provides that an applicant has the option of a landscaping plan if it is not able to satisfy the standards for the preservation of existing trees. As past development applications have shown, most developers have used the landscaping compensation option to clear a lot of all vegetation prior to development. Additionally, the Township should ensure to the maximum extent possible, that major residential developments are not clear cut and that individual lots are only cleared as building permits are issued.

G. Assess fines for removing trees (Section 7, Item 4, p. 100)

Fines should be assessed for removing trees that have been agreed to be saved in the subdivision design process. Proceeds should be used to fund inspection activity as part of enforcement. A Violations and Penalties section must be added to Chapter 94 of the Township Code to allow fines to be assessed.

The Township should amend the EHT Code to include a section assessing monetary penalties for the removal of trees in violation of land use approvals. The Code provision should provide that the ordinance violations be prosecuted in the EHT Municipal Court. Additionally, the Code provision should provide for the assessment of a per tree monetary penalty up to a specified maximum amount, to be assessed at the discretion of the court. Additional options should be included to provide for varying penalty amounts depending on the size and/or species of tree removed. The provision should also specify a minimum penalty to be assessed per tree. Additionally the provision should require compensatory mitigation by requiring the violator to replace trees with like-kind replacements at a 3:1 ratio. The Township should designate an individual or entity responsible for enforcement of the Township

tree clearing ordinances. A lot clearing permit to clear a lot based on its size should be implemented. Proceeds from violations should be used to pay for inspector to designate which trees can and should be cleared and those that cannot, and verify compliance after clearing has been performed.

H. Enforce specimen tree protection regulation (Section 7, Item 5, p. 100)

Specimen Trees are defined as significant trees listed by the state but can also be designated by the Egg Harbor Township Environmental Commission (§94-32). The Township Code states that during the development process, specimen trees may not be removed. To ensure specimen trees are protected on a proposal development site, an applicant should be required to submit a letter from the Environmental Commission with a major development application. The Township Planner or Township Zoning Officer, who is responsible for enforcing the protection of specimen trees, should consider any application that does not have a letter from the Environmental Commission incomplete.

Primary responsibility for enforcement of the Township's Specimen Tree Protection Regulation falls with the Planning Board and professionals who advise the Board. At the technical review stage of the application process, Township representatives should communicate to applicants that the Planning Board will be strictly enforcing the lot disturbance standards set forth in Code Section 94-32. EHT Code Section 94-32 provides the Environmental Commission with the authority to designate a particular tree a specimen tree. The Township should consult with the environmental Commission to ensure their review of development applications considers the presence of specimen trees.

I. Preserve Existing Farms (Section 7, Item 6, pp. 100-101)

Four specific properties were recommended for preservation by the Visioning Team and residents of the Township during public meetings. These include the Reed Farm (65 acres), the Patcong Farm (72 acres), the Police Athletic League (PAL) property on Mays Landing Somers Point Road (92 acres), and the Broadway Tract (numerous parcels, many owned by the Township, in excess 100 acres). The Reed farm and Patcong farm are eligible to participate in New Jersey State Agriculture Development Committee's Farmland Preservation Program or State Acquisition

Program. The Office of Smart Growth should facilitate a meeting between the property owners and SADC. If the property owners are interested in pursuing one of the state's programs, the OSG should ask for prioritized funding for the preservation of the farms. Atlantic County should also assist in the preservation efforts through the Atlantic County Open Space Preservation Fund. The projected cost for preserving the farms are approximated at \$14 million at an estimated cost of \$100,000 an acre.

The Township should coordinate with the above referenced agencies to preserve existing farms as indicated above.

J. Develop a Black Horse Corridor Plan (Section 7, Item 31, pp. 112)

Because of the importance of the Black Horse Pike to the Township, a corridor plan should be initiated that addresses land use, pedestrian and vehicular circulation, open space, connections to adjacent residential areas, and the physical streetscape on the Pike. Financial and technical support for this effort should be provided by the Pinelands Commission, Atlantic County, the ACIA, CRDA and NJDOT.

It is recommended that a comprehensive corridor plan be implemented by the Township.

Part II - The Extent to Which Such Problems and Objectives Have Been Reduced or Have Increased Subsequent to the Last Reexamination

The current status of specific recommendations and objectives identified in the 2008 Master Plan Re-Examination is as follows:

- 1) *The Township should continue efforts to prepare a complete Utility Service Element of the Master Plan in order to delineate areas of existing / proposed infrastructure. Proposed areas for future infrastructure installation should take into account the Township's zoning scheme and attempt to provide the appropriate infrastructure in those areas that will experience the most growth. The Utility Service Element has been authorized to be completed and is anticipated by February, 2003.*

A limited Utility Service Element that details existing infrastructure was completed and incorporated into the 2002 Master Plan. A comprehensive Utility Service Element is currently being prepared.

This problem / objective remains valid although the Utility Service Element is not as critical due to the struggles of the regional economy.

- 2) *The Township should explore the possibility of providing a direct access from the Garden State Parkway to the Harbor Square shopping center (formerly known as the Shore Mall). The existing traffic patterns in and around Harbor Square contribute to extreme congestion along the Black Horse Pike and Tilton Road in this area. A direct access to the mall will limit the trips on the adjacent roadways and ease some of the congestion in the area. In addition, the ability to easily access Harbor Square from the Parkway will help the development of the mall into a regional business center.*

No direct access from the Garden State Parkway to the Harbor Square shopping center has been planned with the design of the new GSP Exit 36 improvements. Congestion along the Black Horse Pike and Tilton Road continues to be problematic, and this problem continues to worsen as growth in the area occurs. The Harbor Square shopping center area continues to be underutilized as a potential regional business center.

This problem / objective remains valid and has not been reduced or increased subsequent to 2008. The Township should continue to encourage the planning of these improvements.

- 3) *The Township should continue to request that Atlantic County assume ownership and maintenance of those roadways that no longer should be municipal streets due to geography or traffic volumes. These roads include Doughty Road from the City of Pleasantville to Delilah Road, Hingston Avenue from Old Egg Harbor*

Road to Fire Road and West Jersey Avenue from Harbor Square (formerly known as the Shore Mall) to Hamilton Township.

This problem / objective remains valid and has not been reduced or increased subsequent to 2008.

- 4) *The Township must continue to explore transportation and intersection improvements at various locations throughout the Township. The intersections of Spruce Avenue and Mill Road, Mill Avenue and Ridge Avenue, English Creek Avenue and Dogwood Avenue, Fire Road and Hingston Avenue, Ocean Heights and Leap Street, and Bargaintown Road / Steelmanville Road/ Poplar Avenue have already exhibited some level of capacity problems and will need improvements. The English Creek Avenue and West Jersey Avenue intersection has also been identified as being problematic and shall be added as an intersection in need of improvements. The Bargaintown Road and Zion Road Intersection is also been identified as being problematic and it this location is also recommended for intersection improvements including pursuit of additional lands to facilitate turning lanes. Other problem areas will be detailed in the Circulation Element of the Master Plan.*

The Township continues to upgrade and improve intersections throughout the Township. This issue has been addressed for some of the identified and other identified problematic areas. This problem / objective remains valid and has not been reduced or increased subsequent to 2008 for the intersections which have not yet been addressed.

- 5) *The Township should aggressively continue their efforts towards open space acquisition. Land is being developed so rapidly that acquisition has become extremely difficult and expensive so the Township must continue efforts with all available means of funding.*

Over the past, nine years, the Township has purchased numerous open space parcels and continues to be aggressive in securing open space. The Township has also identified open space preservation parcels that are within the floodplain to mitigate potential flood damage.

Although the problem has been somewhat reduced due to the slow-down in residential development, this objective remains valid as open space acquisition should continue to remain an important goal and objective of the master plan specifically in areas subject to flooding.

- 6) *The Township should continue to pursue the proposed Timed Growth Legislation. This legislation will provide for a phasing of growth or capital contributions from developers and could be an important component of the Township's continued development.*

Timed growth legislation was not adopted by the state legislature. With the struggles of the regional economy, this problem / objective is no longer valid and no longer should be pursued by the Township.

- 7) *The Township should develop a new Zoning Ordinance (Chapter 225) in order to incorporate some of the recommendations of the Land Use Element and clean up existing conflicts and ambiguities within the zoning ordinance.*

This problem / objective remains valid and has not been reduced or increased subsequent to 2008. It is recommended that this objective reflect developing comprehensive revisions to the existing zoning ordinance.

- 8) *The Township should consider the implementation of the proposed River Conservation (RC) zone overlay contemplated in the River Management Plan in order to provide greater protection for the Great Egg Harbor River and its tributaries.*

This problem / objective remains valid and has not been reduced or increased subsequent to 2008.

- 9) *The Township should continue to work with the Environmental Commission on the established of a green beltway and trail network that will allow for non-motorized methods of transportation throughout the Township.*

This problem / objective remains valid and has not been reduced or increased subsequent to 2008.

- 10) *The Township should continue efforts to work with the Egg Harbor Township Board of Education on the siting of new schools and expansion to existing schools. The 56 million-bond referendum recently authorized for improvements to existing schools and a new intermediate school is just the beginning of the necessary building program by the Board of Education.*

The constructions of new schools at Davenport and Slaybaugh sites has been completed and these schools were opened for the 2007/2008 school year. Construction of Egg Harbor Township High School expansion was completed in 2009.

With the recent drop in enrollment, this issue has been reduced subsequent to 2008. Nevertheless, this item shall remain valid as the Township should continue its work with the Board of Education on renovations to existing schools or the siting of new schools.

- 11) *The Township should continue to monitor the expansion of the FAA Technical Facility and Atlantic City Airport in order to provide opportunities for development around the Airport Circle that will be necessary for the continued operation of the facility.*

This problem / objective remains valid and has been increased subsequent to 2008. The FAA Technical Facility and Atlantic City Airport are cornerstones of Atlantic County's efforts towards diversifying the regional economy. The Township should remain involved with both the South Jersey Transportation Authority and the Federal Aviation Administration (FAA) in future development of this area.

- 12) *The Township should explore the feasibility of a regional stormwater plan for the area along English Creek Avenue in the DeCarlo tract watershed. This regional plan could help to ease some of the existing problems experienced in stormwater basins in the English Creek area and provide a mechanism for the elimination of some of the malfunctioning basins in the area.*

This problem / objective remains valid and has not been reduced or increased subsequent to 2008.

- 13) *The Township should continue the cooperative effort undertaken with the Casino Reinvestment Development Authority for the redevelopment of West Atlantic City.*

This problem / objective remains valid and has not been reduced or increased subsequent to 2008. The redevelopment plan for West Atlantic City was adopted by the Planning Board and Township Committee in August of 2008. The Township continues to pursue redevelopment of this area in conjunction with the CRDA as it is one of the primary gateways into Atlantic City.

- 14) *The Township should continue to work with the Economic Development Commission in order to create an atmosphere within the municipality which is conducive toward the retention of existing businesses and the attraction of new businesses within the appropriate zoning districts. The Township should explore methods and policies which will enable its commercial and industrial districts to be more competitive with the challenge and benefits presented by enterprise zones in other municipalities.*

This problem / objective remains valid and has been increased subsequent to 2008. The loss of direct and indirect jobs tied to the Atlantic City casino industry makes it more important for the Township to continue its work with the Economic Development Commission to provide an atmosphere that is conducive to attracting new businesses. The Township should also work collaboratively with Atlantic County on the County's efforts towards economic development.

- 15) *The Township should develop a sub-committee made up of members of the Planning Board, Governing Body and Township residents to study the intersection of Bargaintown Road, Steelmanville Road and Poplar Avenue in an effort to create the most appropriate zoning for this intersection. Although a change in zoning is not part of this Master Plan, the Township should remain committed to the improvements necessary to upgrade this intersection along with*

developing a zoning scheme that is compatible with the surrounding residential community and existing non-conforming businesses in this area.

This problem / objective remains valid and has not been reduced or increased subsequent to 2008.

- 16) *The Township should revise the landscaping requirements contained in section 94-22 to be more specific regarding plantings. Sections regarding buffers (94-22C), parking area landscaping (94-22D), stormwater management basin landscaping (94-22E) can be revised to be more specific regarding number and sizes of evergreens and shrub planting requirements (similar to size and number requirements existing for shade trees). This would address landscaping concerns for PO, HB, RCD and other commercial zones.*

This problem / objective remains valid and has not been reduced or increased subsequent to 2008.

- 17) *The Township should implement new land development regulations to address unsatisfactory and non-viable plantings that continue to occur for buffering residential stormwater construction. It is recommended that new land development regulations be implemented to require irrigation for residential development, including stormwater basin landscaping, Section 94-22A(10) should be revised accordingly.*

This problem / objective remains valid and has not been reduced or increased subsequent to 2008.

- 18) *The Township should evaluate the existing R-1 Residential zoning along Ocean Heights Avenue. The southwest side of Ocean Heights Avenue between English Creek Avenue and Zion Road contains the NB district at the English Creek Road intersection, CB district at the Zion Road intersection and R-1 district between in the vicinity of the "Twisted Dunes" golf course area. It has been recommended that this corridor is not appropriate for residences on Ocean Heights Avenue and this area is more appropriate for commercial uses.*

This problem / objective remains valid and has not been reduced or increased subsequent to 2008.

- 19) *The Township should consider eliminating the Auto Services Overlay Zone and incorporate the original residential zoning. The Auto Services Overlay Zone is located in the R-1 district on south side of Zion Road between Marshall Drive and Stone Mill Court. Section 225-42 was adopted in 1996 and provides for the following uses: Auto body and auto repair; wholesale and retail sales of auto mobiles; personal wireless telecommunications facilities. No major commercial development has been established since overlay zone was developed.*

This 180± acre area is immediately surrounded by R1, R2, and R3 residential zoning districts. It is recommended that further study be performed and if warranted, implementation of zoning to allow neighborhood commercial uses that would service the neighborhood residential areas with uses such as: restaurants; professional offices; banks; private or public schools; food markets; delicatessens; bakeries; liquor stores; business service uses. Elimination of the Auto Overlay Zone and incorporate original residential zoning should also be a consideration.

This problem / objective remains valid and has not been reduced or increased subsequent to 2008.

- 20) *It is anticipated that Delilah Road corridor near Westcoat Road will see commercial growth as large scale “Pulte” residential subdivision is developed. Delilah Road corridor between Garden State Parkway and Atlantic City Expressway is primarily zoned General Commercial GC with a portion zoned M-1 Light industrial District. The GC zoning permits a broad range of commercial uses including retail services, banks, personal services, medical, professional and business offices, convenience stores and other such uses which are complementary to the anticipated residential development.*

It was requested to analyze if it is possible to zone additional portions of the M-1 area (possibly lots fronting on Delilah Road specifically near Westcoat Road) to GC to facilitate broader commercial uses. PA performed analysis of this area and finds that the M-1 area fronting on Delilah or Westcoat Road is government owned. No change in zoning is recommended for this area.

The Delilah Road corridor east of the Garden State Parkway is currently zoned M-1. The GC zone allows for some light industrial uses which may be compatible with existing uses as well as more commercial uses compatible with neighborhood commercial services. It may be appropriate to zone this area GC. Additional study of development is recommended to determine if zoning change is appropriate. This study area should also include all M-1 zoned areas south of Delilah Road and east of Garden State Parkway.

Although the Pulte development has not come to fruition, this problem / objective remains valid and the Township should continue its efforts towards providing zoning in the area which would allow for a broad range of commercial development.

- 21) *The Township should consider creating an enhanced architectural review development standard for commercial development. Standards should include controls such as building style and materials, lengths and offset requirements, roof types, solid waste and mechanical enclosures, and building address identification.*

This problem / objective remains valid and has not been reduced or increased subsequent to 2008.

- 22) *The Township should consider revising the parking requirements contained in the land development standards for large scale commercial developments including shopping centers. The parking requirements appear to be too conservative and often result in developments with large expanses of asphalt parking that are not utilized and therefore not consistent with the goals and objectives of the master plan.*

This problem / objective remains valid and has not been reduced or increased subsequent to 2008. The Township should ensure that an adequate number of parking spaces are provided but prevent large expanses of asphalt that are not utilized for parking.

- 23) *The Township should address compliance and enforcement of improvements required of developers including clearing and required tree replacement. The Livable Community Plan makes recommendations that include enforcement of lot disturbance standards (Sec. 94-36), assessment of fines for tree removal and utilization of fines to fund enforcement, and other similar recommendations that may address this issue.*

This problem / objective remains valid and has not been reduced or increased subsequent to 2008.

- 24) *The Township should continue to pursue compliance and certification with the Third round affordable housing requirements of the New Jersey Council on Affordable Housing (COAH).*

This problem / objective remains valid and has not been reduced or increased subsequent to 2008.

Since the last Master Plan Re-examination in 2008, the Township has made significant efforts to meet the affordable housing obligation. The Township adopted the AH-RG-4 Affordable Housing Residential Zone. The Township approved the conversion of the former Clarion Hotel to 84 apartment units. The Township created the AHO-A Affordable Housing Overlay Zoning District which provides an option to develop an industrial zoned area into a one-hundred percent affordable housing development when said uses can be adequately serviced by the sanitary sewer system. The creation of this AHO-A overlay zoning district allowed a developer to obtain approvals for and construct a 132-unit affordable housing development. In 2017, the Township created the AHO-B Affordable Housing Overlay Zone B, which established an option to redevelop an existing hotel and develop a commercial zoned area into a one-hundred percent affordable housing development to be serviced by the sanitary sewer system. The adoption

of this AHO-B overlay zone has allowed a developer to obtain local Planning Board approval for the development a 77-unit affordable housing project.

The Township has also continued its efforts to adopt an inclusionary zoning ordinance within the Pinelands Regional Growth Area which would require that 20 percent of all new units be affordable. Negotiation with the Pinelands Commission and the Builders League of South Jersey continue to address inclusionary development.

- 25) *The Township should consider rezoning the "Morris Beach" area, currently zoned as Conservation Recreation Wetlands, to R-6 Residential which permits a 5,000 square foot minimum lot area. The "Morris Beach" area contains approximately twenty five single family dwellings on lots that range from approximately 4,000 square feet to 10,000 square feet and is currently zoned as Conservation Recreation Wetlands which has a minimum lot size requirement of 5 acres. Rehabilitation of existing homes in this area has necessitated Zoning Board of Adjustment approvals. Development of this area is historically significant and facilitation of appropriate zoning is an objective to facilitate rehabilitation of this neighborhood.*

This problem / objective remains valid and has not been reduced or increased subsequent to 2008.

- 26) *The Township should pursue additional access points along the Atlantic County Bike Path to encourage use. Limited access to the Atlantic County Bike path along West Jersey Avenue is recognized as a problem which potentially limits the use of this path from abutting residential neighborhoods.*

This problem / objective remains valid and has not been reduced or increased subsequent to 2008. The Township continues to pursue the connection of the existing bike path through the Black Horse Pike in proximity to the Harbor Square shopping center.

- 27) *A Livable Communities Plan was prepared for the Township by citizens of the community in response to their interest of shaping the Township's future. The Planning Board recognizes that the "Livable Community Plan, Egg Harbor Township", dated March 2007 is important in planning for the Township and desires to include and prioritize the following ten (10) recommendations indicated in the Livable Community Plan as recommended by the Visioning Team Sub-Committee. Additional recommendation may be incorporated into the master plan at a later date. The following recommendations indicated in Section 7 are incorporated herewith:*

A. *Improve intersections (Section 7, Item 17p. 106)*

Recent intersection improvements, such as Zion Road and Ocean Heights avenue have demonstrated that substantial improvements to traffic operations can be achieved without major widening of the arterial roads. The Visioning team and Township residents suggested intersections in many additional locations. The County should initiate traffic studies that include conceptual design and cost estimates for each intersection. Required improvements will likely range from adding new striping and changing traffic light timing to providing new traffic signals and adding additional turning lanes.

This problem / objective remains valid and has not been reduced or increased. The Township and County are currently working on improvements to key intersections. This must continue to be an-ongoing process with priority given to the most inefficient intersections.

B. Initiate Redevelopment Plan (Section 7, Item 33, pp. 113-114)

The Township should initiate a redevelopment investigation of the Bayview District as soon as possible. The plan should target properties on the north side of the Black Horse Pike. Once a redevelopment plan has been developed, it will allow the municipality to create new regulatory standards to guide future development. The redevelopment plan should encourage higher building heights to take advantage of the views of Lakes Bay and Atlantic City. Hotel construction would be ideal along this corridor because of the close proximity to Atlantic City and resulting tax revenue that could be generated without school-aged children. The township will also be able to leverage the support of the Casino Redevelopment Authority, which has committed \$3 million to the effort to redevelop West Atlantic City.

The Township must declare an area in need of redevelopment before they can adopt a redevelopment plan. A preliminary investigation is the first step in this process. The Township with its professional planner should meet with the residents from West Atlantic City to delineate the boundaries of the area to be investigated. The preliminary investigation should then be initiated. The OSG should expedite a change in the State Redevelopment and Development Plan in this area from Planning Area 5 to Planning Area 1.

A redevelopment area was adopted by the Planning Board and Township Committee in 2008. The area targeted for redevelopment is a fairly narrow swath of land north of the Black Horse Pike. The lack of lot depth between the Black Horse Pike and an existing drainage ditch approximately 100 feet north of the Black Horse Pike along with environmental constraints in the area severely limits the possibility of realizing redevelopment in this area.

Since no redevelopment has occurred, this problem / objective remains valid. The impacts from Superstorm Sandy makes redevelopment of the area more difficult so the problem has increased subsequent to 2008.

The Township has had success with the demolition of several existing dilapidated motels along the north side of the Black Horse Pike which were significantly damaged during Superstorm Sandy. The Township should consider eliminating the West Atlantic City Redevelopment Plan on the north side of the Black Horse Pike. A linear park with bicycle and pedestrian paths connecting to Atlantic City should be considered along the north side of the Pike and the Township should analyze redevelopment opportunities for the south side of the Black Horse Pike.

C. Develop Green Roads Code (Section 7, Item 34, p. 114)

The Green Roads technique should be adopted to limit site disturbance along the edge of scenic roadways. Tree cutting, grubbing and grading along these roadways should be severely restricted. Sidewalks should be placed within wooded areas instead of directly adjacent to the roadway. For preservation purposes, large trees within 30 feet of the edge of the road pavement should be protected by allowing removal only with approval from the Township. Driveways will be limited to one entrance onto a roadway and the width of the drive may not exceed 12 feet within the 30 foot setback. Any new structure within the scenic buffer must be sited to minimize the removal of trees. Future disturbance should be prevented through deed restrictions or similar enforceable covenants. Sidewalks must be constructed around trees. The Township may wish to add additional sections of roadway to those proposed or require greater setbacks on roads with special significance.

This problem / objective remains valid and has not been reduced or increased. The Township should further review the standards proposed above, determine the appropriate design standards and implement this recommendation.

D. Develop new sidewalks (Section 7, Item 18, pp. 107-108)

Sidewalk improvements, on at least one side of the road, should be made on the following arterial roads:

- *Black Horse Pike,*
- *English Creek Avenue (from Black Horse Pike to Ocean Heights Avenue), and*
- *Ocean Heights Avenue (from English Creek Avenue to Steelmanville Road).*

This problem / objective remains valid and has not been reduced or increased. The Township has been requiring all development in these areas to provide sidewalk improvements. The Township is encouraged to continue to implement this recommendation.

E. Develop bike path on utility right-of-ways (Section 7, Item 13, p. 104)

Recreation trails should be constructed along utility right-of-ways in the Township. Between Tremont Avenue and Filmore Avenue, north of Ocean Heights Avenue to the Black Horse Pike, an asphalt path ten feet wide should be constructed for bicyclists, walkers, joggers and rollerbladers. This stretch or ROW is roughly 20,100 feet (3.5 miles).

This problem / objective remains valid and has not been reduced or increased. The Township should begin the process of establishing paths along the utility right-of-way as indicated above.

F. Enforce lot disturbance standards (Section 7, Item 3, pp. 99-100)

Section 94-36 Lot Disturbance of Egg Harbor Township Code provides restrictions for the removal of trees during the planning and construction phases of development. Subsection D provides an applicant the option of using a landscaping plan if they are not able to meet the standards for preserving the existing trees. Most developers use the landscaping plan option to clear a lot of all vegetation prior to development. Removal of trees should be “limited to the clearing necessary to construct all roadways and drainage facilities only... (§94-36.C.)” Subsection D should be removed from the Township’s Code.

Primary responsibility for ensuring that the Township’s Lot Disturbance Standards are enforced initially rests with the Planning Board and the professionals that advise the Planning Board. At the technical review stage of the application process, Township representatives should communicate to applicants that the Planning Board will be strictly enforcing the lot disturbance standards set forth in Code Section 94-36. Additionally, it is recommended that Code Section 94-36D be eliminated or amended. This section provides that an applicant has the option of a landscaping plan if it is not able to satisfy the standards for the preservation of existing trees. As past development applications have shown, most developers have used the landscaping compensation option to clear a lot of all vegetation prior to development. Additionally, the Township should ensure to the maximum extent possible, that major residential developments are not clear cut and that individual lots are only cleared as building permits are issued.

This problem / objective has been reduced as there are fewer major subdivisions proposed since the regional economic struggles began. The Township should continue its efforts towards tree preservation as development is proposed.

G. *Assess fines for removing trees (Section 7, Item 4, p. 100)*

Fines should be assessed for removing trees that have been agreed to be saved in the subdivision design process. Proceeds should be used to fund inspection activity as part of enforcement. A Violations and Penalties section must be added to Chapter 94 of the Township Code to allow fines to be assessed.

The Township should amend the EHT Code to include a section assessing monetary penalties for the removal of trees in violation of land use approvals. The Code provision should provide that the ordinance violations be prosecuted in the EHT Municipal Court. Additionally, the Code provision should provide for the assessment of a per tree monetary penalty up to a specified maximum amount, to be assessed at the discretion of the court. Additional options should be included to provide for varying penalty amounts depending on the size and/or species of tree removed. The provision should also specify a minimum penalty to be assessed per tree. Additionally the provision should require compensatory mitigation by requiring the violator to replace trees with like-kind replacements at a 3:1 ratio. The Township should designate an individual or entity responsible for enforcement of the Township tree clearing ordinances. A lot clearing permit to clear a lot based on its size should be implemented. Proceeds from violations should be used to pay for inspector to designate which trees can and should be cleared and those that cannot, and verify compliance after clearing has been performed.

This problem / objective has been reduced as there are fewer major subdivisions proposed since the regional economic struggles began.

H. *Enforce specimen tree protection regulation (Section 7, Item 5, p. 100)*

Specimen Trees are defined as significant trees listed by the state but can also be designated by the Egg Harbor Township Environmental Commission (§94-32). The Township Code states that during the development process, specimen trees may not be removed. To ensure specimen trees are protected on a proposal development site, an applicant should be required to submit a letter from the Environmental Commission with a major development application. The Township Planner or Township Zoning Officer, who is responsible for enforcing the protection

of specimen trees, should consider any application that does not have a letter from the Environmental Commission incomplete.

Primary responsibility for enforcement of the Township's Specimen Tree Protection Regulation falls with the Planning Board and professionals who advise the Board. At the technical review stage of the application process, Township representatives should communicate to applicants that the Planning Board will be strictly enforcing the lot disturbance standards set forth in Code Section 94-32. EHT Code Section 94-32 provides the Environmental Commission with the authority to designate a particular tree a specimen tree. The Township should consult with the Environmental Commission to ensure their review of development applications considers the presence of specimen trees.

This problem / objective has been reduced as there are fewer major subdivisions proposed since the regional economic struggles began. The Township should continue its efforts towards specimen tree preservation as development is proposed.

I. Preserve Existing Farms (Section 7, Item 6, pp. 100-101)

Four specific properties were recommended for preservation by the Visioning Team and residents of the Township during public meetings. These include the Reed Farm (65 acres), the Patcong Farm (72 acres), the Police Athletic League (PAL) property on Mays Landing Somers Point Road (92 acres), and the Broadway Tract (numerous parcels, many owned by the Township, in excess 100 acres). The Reed farm and Patcong farm are eligible to participate in New Jersey State Agriculture Development Committee's Farmland Preservation Program or State Acquisition Program. The Office of Smart Growth should facilitate a meeting between the property owners and SADC. If the property owners are interested in pursuing one of the state's programs, the OSG should ask for prioritized funding for the preservation of the farms. Atlantic County should also assist in the preservation efforts through the Atlantic County Open Space Preservation Fund. The projected cost for preserving the farms are approximated at \$14 million at an estimated cost of \$100,000 an acre.

This problem / objective has been reduced as there are fewer major subdivisions proposed since the regional economic struggles began.

J. Develop a Black Horse Corridor Plan (Section 7, Item 31, pp. 112-113)

Because of the importance of the Black Horse Pike to the Township, a corridor plan should be initiated that addresses land use, pedestrian and vehicular circulation, open space, connections to adjacent residential

areas, and the physical streetscape on the Pike. Financial and technical support for this effort should be provided by the Pinelands Commission, Atlantic County, the ACIA, CRDA and NJDOT.

This problem / objective remains valid and has not been reduced or increased. It is recommended that a comprehensive corridor plan be implemented by the Township.

As part of the Master Plan reexamination, the problems, goals and objectives identified as being valid shall remain and objectives identified as addressed shall be removed as detailed above. This section serves as an update to the problems, goals and objectives identified in the 2008 Master Plan Reexamination Report.

Part III – The Extent to Which There Have Been Significant Changes in the Assumptions, Policies and Objectives

There have been significant changes in the assumptions, policies and objectives forming the basis for the master plan since the Master Plan was adopted in 2002 and last Reexamination in 2008.

The Township has been impacted by the decline in the regional economy that began during the recession of 2008 and continues today. The recession of 2008 which impacted the nation was the trigger for a downward trend for all of Atlantic County from which the County has not yet fully recovered.

Atlantic County experienced unprecedented growth for many years as a result of the advent of casino gaming in Atlantic City in 1976. Significant growth in jobs, commercial development and residential development was experienced in the County. Egg Harbor Township was designated as a Pinelands Regional Growth and was forced to provide zoning for much of the residential development which was anticipated as a result of the jobs created by the casinos. Egg Harbor Township was transformed into a community which provided housing for many of the direct and indirect employees who relied on the jobs created as a result of Atlantic City being the only gaming market on the east coast.

The national recession in 2008 coupled with gaming competition proliferating on the east coast resulted in a dramatic change of events for the Township. After many years of growth and increased real estate prices, the slow down in the regional economy created significant job losses and declines in real estate values.

The Township must adjust to the problems caused by unemployment, reductions in incomes / real estate values, and foreclosures now experienced in the Township. Changes in the underlying planning for the Township to allow for additional diversity in commercial development, permit businesses to be competitive with businesses in adjacent municipalities and provide zoning for compatible mixed use developments will help the Township deal with a still struggling regional economy.

In addition to the regional economic changes, the Township was also significantly impacted by Superstorm Sandy and sea level rise has become a significant issue affecting future development. The Township must address the impacts from the weather related problems experienced during Superstorm Sandy and other significant weather events.

The following details some of the changes in the Township since the Reexamination Report of 2008.

Density and Distribution of Population Changes

The 2010 US Census reports that Egg Harbor Township had a population of 43,323 persons. This is an increase of 12,597 persons or 40.9 percent from the 2000 population. This compares to an 8.7 percent increase in population for Atlantic County during the same time. Due to the changing employment market, population growth in Atlantic County has subsided since 2010.

Figure 1.2 - Population Trends 1990 to 2010						
Egg Harbor Township				Atlantic County		
Year	Population	Number change	Percent	Population	Number Change	Percent
1990	25,544	-----	-----	224,327	-----	-----
2000	30,726	5,182	20.2	252,552	28,225	12.5
2010	43,323	12,597	40.9	274,549	21,997	8.7
2014	43,851	528	1.2	275,862	1,313	<1.0

Source: US Census and American Community Survey

Figure 1.2 identifies population trends for Egg Harbor Township and Atlantic County from 1990 to 2014. Based on estimates from the American Community Survey the last four years has seen a dramatic slowdown in population growth which will bear watching over the coming years.

Figure 1.3 provides a summary of race in 2000 and 2010 for Black/African American, White, Asian and other races. In 2010, approximately 66.4 percent of the population identified as white, 10.3 percent as African American, 11.2 percent as Asian and 12.1 percent as other. The percentage of African Americans has decreased slightly and the number of persons identifying themselves as Asian has increased over the ten-year period between 2000 and 2010. Per the American FactFinder data, the number of persons identifying themselves as Hispanic or Latino increased from 6.8 percent (2,076 persons) in 2000 to 16.4 percent (7,094) in 2010.

Figure 1.3 – Race Characteristics in Egg Harbor Township, 2000 and 2010					
Year	White	Black or African American	Asian	Other	Total
2000	24,404	3,185	1,552	1,585	30,726
2010	28,780	4,483	4,837	5,223	43,323

Source: American Community Survey

Figure 1.4 provides population by age cohort for the 2000 and 2010 Census. The increasing number of school aged children should be carefully evaluated as it may impact the need for new school facilities. This trend may be slowing slightly as the Township’s Construction Office reports a drop in new residential certificate of occupancies from 2000 through 2015. The increasing number of persons over the age of 55 is noteworthy as well.

Figure 1.4 – Population Cohorts in Egg Harbor Township, 2000 and 2010						
	2000		2010		2000 to 2010 Change	
Population	Number	Percent	Number	Percent	Number	Percent
Under 5	2,278	7.4	2,733	6.3	455	20.0
5 to 14	5,046	16.4	6,440	14.9	1,394	27.6
15 to 24	3,280	10.7	5,347	12.3	2,067	63.0
25 to 34	4,176	13.6	4,531	10.5	355	8.5
35 to 44	5,854	19.1	6,738	15.5	844	15.1
45 to 54	4,610	15.0	7,431	17.2	2,821	61.2

55 to 64	2,667	8.7	5,434	12.5	2,767	104
65+	2,815	9.1	4,669	10.8	1,854	65.9
Total	30,726	100	43,323	100	12,597	41.0

Source: US Census and American Community Survey

The density and distribution of the Township’s population as well as its land uses are guided by the Township’s Master Plan; which in concert with the Pinelands Comprehensive Management Plan guide growth to designated growth areas in the Township. While growth continues in these designated areas the population density has increased dramatically over the years. Figure 1.5 provides a comparison of the population density from 1980 to 2010.

Figure 1.5 – Population Density in Egg Harbor Township, 1980 - 2010		
Year	Population	Density Per Square Mile
1980	19,381	288
1990	24,544	365
2000	30,726	457
2010	43,323	644

Source: US Census

Housing Conditions

The 2010 US Census reports that there were 16,347 housing units in Egg Harbor. This represents a 4,280 unit increase over 2000 when there were 12,067 housing units. Of the 16,347 units, the Census reports that 15,250 units (93.3 percent) are occupied. Of the 16,347 occupied units, 84.9 percent are owner occupied and 15.1 percent are renter occupied units.

Figure 1.6 provides a comparison of housing units for 2000 and 2010. Housing development in Egg Harbor over the last ten years proceeded at a very rapid pace with a 35.5 percent increase over this period. The American Community Survey 5-Year estimate for Egg Harbor from 2010 – 2014 indicates there were 16,208 housing units. This represents a 139 unit decrease from 2010. This data should be carefully evaluated as the numbers do not agree with data from the Township.

Figure 1.6 – Housing Units Tenure in Egg Harbor Township, 2000 and 2010			
	2000	2010	Percent change 2000 to 2010
Total Housing Units	12,067	16,347	35.5
Occupied Housing Units	11,199	15,250	36.2
Vacant Housing Units	868	1,097	26.4

Source: US Census and American Community Survey

The 2010 Census reports that the average household size in owner occupied units is 2.87 persons and the average household size of renter occupied units is 2.63 persons per unit in Egg Harbor. The persons per household in Egg Harbor is greater than the average in Atlantic County (2.63) and in the State (2.7).

The 2010 Census lists 388 units in Egg Harbor as seasonal, recreational or occasional use compared to 308 units in 2000. While the percentage increase is significant (26 percent) the actual number of units is not a significant portion of the total housing stock (2.4 percent). The Township may want to continue to monitor this trend as recent market forces may lead to an increase in the number of seasonal homes.

The US Census through American Community Survey provides estimates on the physical characteristics of occupied housing units for the five-year period 2010-2014. Figure 1.7 provides this information for the number of units in each structure. Approximately 76.6 percent (11,378 units) of the occupied units in the Egg Harbor are one unit detached units and only 3.3 percent of the units are in structures with more than 10 units in them.

Figure 1.7 – Number of Units in Structure in Egg Harbor Township, 2010 and 2014			
Units in structure	2010	2014	Percent Change
1-unit, detached	12,031	12,263	1.9
1-unit, attached	580	796	3.7
2 units	280	334	1.9
3 or 4 units	311	242	-22.2
5 to 9 units	494	379	-23.2
10 to 19 units	252	448	7.8
20 or more units	217	230	6.0
Mobile home	1,716	1,516	-11.6
Boat, RV, van, etc.	33	0	NA

Source: American Community Survey

Figure 1.8 provides American Community Survey data on the year structures were built. Approximately 47 percent of the units in Egg Harbor were built in the last 26 years with 31 percent built since 2000.

Figure 1.8 – Year Structure Built in Egg Harbor Township, 2014		
Year Structure Built	Number of units	Percent
Built 2010 or later	277	1.7
Built 2000 to 2009	4,821	29.7
Built 1990 to 1999	2,489	15.4
Built 1980 to 1989	2,181	13.5
Built 1970 to 1979	3,584	22.1
Built 1960 to 1969	1,089	6.7
Built 1950 to 1959	593	3.7
Built 1940 to 1949	357	2.2
Built 1939 or earlier	817	5.0
Total housing units	16,208	100

Source: 2010-2014 American Community Survey

The American Community Survey 2010 to 2014 indicates that approximately 68 percent of the housing units in Egg Harbor have between 3 and 4 bedrooms. Approximately 5 percent of the structures have 1 or fewer rooms and approximately 5 percent have 5 or more rooms.

Based on the data provided by Realtrac.com, as of August 2016, there are 1,012 properties in Egg Harbor Township that are in some stage of foreclosure (default, auction or bank owned). Atlantic County led the nation in foreclosures in 2015. Given the closing of many major employers in Atlantic County, this trend should be monitored closely.

Figure 1.9 provides data on the value of occupied structures. The American Community Survey reveals that approximately 57 percent of the occupied structures in the Township have a value between \$200,000 and \$499,999. Seventy-eight structures were listed as having a value over one million dollars. The median value is listed as \$231,700, which is comparable to the Atlantic County average median value of \$230,200.

Figure 1.9 – Value of Occupied Structures in Egg Harbor Township, 2013		
Value	Number	Percent
Owner-occupied units	12,860	
Less than \$50,000	940	7.3
\$50,000 to \$99,999	715	5.6
\$100,000 to \$149,999	1,136	8.8
\$150,000 to \$199,999	2,047	15.9
\$200,000 to \$299,999	4,631	36.0
\$300,000 to \$499,999	2,734	21.3
\$500,000 to \$999,999	579	4.5
\$1,000,000 or more	78	0.6
Median (dollars)	231,700	n/a

Source: 2009-2013 American Community Survey

Figure 1.10 – Number of Certificates of Occupancy Issued in Egg Harbor Township, 2000 to 2015	
Year	Number of Certificates of Occupancy
2000	311
2001	239
2002	320
2003	515
2004	377
2005	494
2006	548
2007	492
2008	243
2009	127

2010	114
2011	97
2012	121
2013	94
2014	109
2015	95

Source: NJDCA Division of Codes

The New Jersey Department of Community Affairs keeps data on certificates of occupancy issued by each municipality in the state. Figure 1.10 provides this data for Egg Harbor Township for the period 2000 to 2015. For the first ten years of 2000, the Township averaged over 360 certificates of occupancy. Starting in 2010, the Township has averaged 105 certificates of occupancy. As indicated earlier in the report the recent downturns in the regional economy has taken its toll on Egg Harbor and caused a dramatic reduction in new residential construction.

Regional and Local Economy Changes

Atlantic County has lost 20,000 jobs since 2006 as the casino industry adjusts to loss of market share to the surrounding states of New York, Connecticut, Pennsylvania and Maryland. In August 2016, Atlantic County had an unemployment rate of 7.1 percent compared to 5.4 percent for New Jersey and 5.5 percent nationally. Egg Harbor Township is the commercial and industrial hub of Atlantic County, hosting a wide variety of retail uses on U.S. Route 40/322, Tilton Road, English Creek Road and throughout the community. Delilah Road is the industrial and warehousing district for Atlantic County. The Township should continue to monitor economic development activity in these areas to insure Egg Harbor Township remains competitive with surrounding communities.

Impacts of Superstorm Sandy

Since the 2008 Master Plan Update, the Township has a heightened awareness of flooding from hurricanes such as Superstorm Sandy, as well as from rising sea levels. New flood maps have been issued by the Federal Emergency Management Agency (FEMA) and new data on sea-level rise has become available.

Portions of the Township experienced extensive damage because of Superstorm Sandy with approximately 118 properties impacted by Superstorm Sandy. Almost \$3 million in damage to private property was documented in Egg Harbor. A total of 77 properties had repetitive flood claims. Many of these properties are in the West Atlantic City, Seaview Harbor and Somers Point-Mays Landing Road area.

As of December 2016, there have been 670 NFIP flood insurance claims funded in Egg Harbor Township with total costs of \$28,694,161.

The 2015 Atlantic County Multi-Jurisdictional Hazard Mitigation (MJHM) Plan indicates that 11,108 acres would be at risk if a Category 2 storm hits Egg Harbor. The 2015 MJHM Plan provides a breakdown of the total municipal land area in the Township that is in a storm surge

area based on the storm category. The area and percentage of municipal land in surge areas by storm category is:

Category 1	8,682 acres	20.4 percent
Category 2	11,108 acres	26.1 percent
Category 3	13,738 acres	32.2 percent
Category 4	16,281 acres	38.2 percent

The Township must develop additional planning strategies and regulations to address flooding and environmental concerns raised due to Superstorm Sandy and rising sea levels. These strategies and regulations will be more fully discussed and developed in an amendment to the Land Use Element of the Master Plan.

The initial Flood Hazard Boundary Maps (FHBM) for Egg Harbor Township were issued on December 28, 1973 by FEMA. Almost a decade later, the Flood Insurance Rate Maps (FIRM) were released. The FIRMs are based on historic, meteorologic, hydrologic, and hydraulic data, as well as open space conditions, flood control works, and development. Most of the high-risk areas are comprised of undeveloped wetlands. The most recent mapping from FEMA shows the A flood zones are expanding in Egg Harbor placing more of the Township in a high-risk category.

Homeowners Flood Insurance Affordability Act of 2014

The U.S. National Flood Insurance Program has been in a constant state of flux since Superstorm Sandy when it was revealed that the program was \$24 billion in debt. As a result, Congress has passed several pieces of legislation, most recently the Homeowners Flood Insurance Affordability Act of 2014.

Several provisions in the law were implemented to limit rate increases and prevent payment of full-risk rates upon purchasing a new home or policy. However, a surcharge of \$25 for primary residences and \$250 for all other structures was instituted. In addition, owners of second homes and substantially damaged and improved properties were initially obligated to pay a 25 percent rate increase, though property owners may qualify for lower rates based on the extent of their building's flood-proofing.

In addition to reforms to the National Flood Insurance Program (NFIP), FEMA has also undertaken revisions to Flood Insurance Rate Maps across New Jersey. Prior to Superstorm Sandy, FEMA was working on updates to the region's Flood Insurance Rate Maps. In the wake of the storm, the State of New Jersey adopted the preliminary work maps that FEMA was producing with the intent of enforcing more up-to-date flood standards. The revised preliminary FIRM was issued on January 30, 2015. The formal adoption date of these maps remains unknown.

While the flood insurance regulatory changes and new maps will better protect policyholders and the fiscal state of the NFIP, as well as encourage flood-resilient structures in vulnerable areas, the implementation of the new regulations will likely result in a cost burden and change the

character of the areas in Egg Harbor Township that are in the floodplain. Considering this, the Township should revisit its development regulations (explained in a subsequent section of this report) to determine whether modifications to the zoning code are warranted in light of best practices for flood-resilient structures.

National Flood Insurance Program Community Rating System

The Community Rating System (CRS) is designed to reward communities for taking steps to reduce flooding risk. These activities and elements include public information, mapping, regulation, flood-damage reduction, and early warning systems. Actions under these categories are eligible for points that are added up to designate where the community is "rated" according to class rankings of 10 through 1.

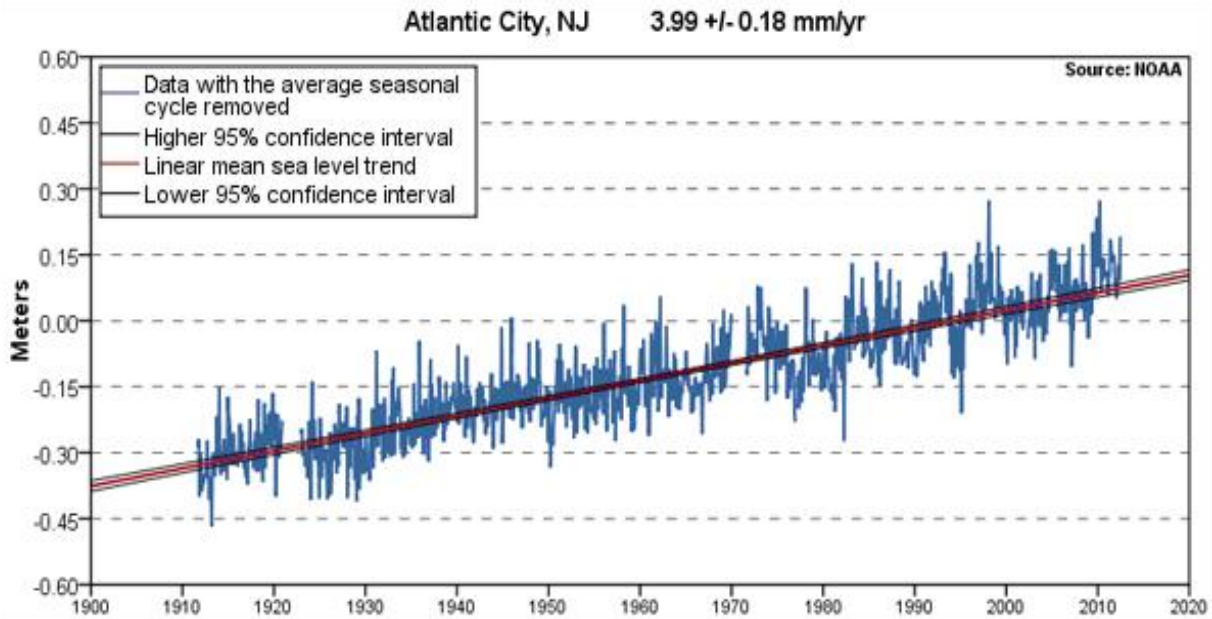
As of December 2016, there are 779 NFIP flood insurance policies in Egg Harbor Township insuring properties valued at \$186,157,600 at a cost of \$663,508 annually.

The Township has recently gained permission to participate in the CRS program. The Township will be entering the CRS at a rating level of 5, which will save the policy holders in Egg Harbor Township approximately \$169,000 annually. The Township should continue to strive for the best classification possible by completing a watershed management plan, actively participating in the regional public participation information program, updating website information on flood mitigation and preparedness, implementing living shoreline projects to enhance back bay protection, elevating structures and developing a detailed repetitive loss mitigation plan.

Sea Level Rise and Infrastructure Impacts

The historical rate of sea level rise along the New Jersey coast over the past half-century was 0.14 inches/year, while predicted future rates are expected to increase to 0.5 inches/year. This means that by 2050 sea level is expected to rise by approximately 1 foot and by 2100 sea level is projected to rise about 3 feet along the Jersey Shore.

Figure 1.11 – Historic Rate of Sea Level Rise along the New Jersey Coast



Source: www.njfloodmapper.com

It is important to take into sea level rise into account when developing land use regulations and designing infrastructure. For this reason, it is recommended that the Township maintain a requirement of two feet above base flood elevation for future development.

Circulation Challenges

Growth within Egg Harbor Township and in the surrounding areas continue to impact the Township’s circulation system. Increasing vehicular traffic on major roadways has continued to result in both vehicular and pedestrian safety concerns. The Township has been working with the state and county to correct unsafe conditions on state highways and county roads.

Egg Harbor remains committed to providing safer pedestrian and bicycle facilities so more residents can walk or bike to work. Missing links in the sidewalk and bicycle system should be completed. A comprehensive review of pedestrian and bicyclist needs should be undertaken.

Mass transit should play a more important role in the community and any major land use decisions should look to enhance transportation options. The potential to create a train station at the Atlantic City International Airport should be reviewed and, if appropriate, added as a goal in the community master plan.

Conservation of Natural Resources

Guiding growth away from environmentally sensitive areas and encouraging growth in suitable locations continues to be a Township policy. Developing a new sustainable policy that promotes energy efficiency, water conservation, green building, reduces resource consumption and protects the natural environment will be a focus area in future planning efforts. Additional

emphasis on resiliency planning is necessary to ensure that future storms and or sea level rising is considered in the Township's development plans.

The recommendations in the recently completed Egg Harbor Township "Strategic Recovery Planning Report" should be evaluated and implemented as warranted.

Energy Conservation Measures

Developing a policy that promotes energy efficiency through building design will continue to be a focus for the Township. An energy audit of all municipal and school facilities has been undertaken and cost efficient strategies should be implemented. Promoting mass transit, bicycling and walking as alternatives to single-occupancy vehicles continues to be a Township policy.

Exploring solar on municipal buildings is a new policy that should be considered.

Residential Site Improvement Standards, 2006

The Residential Site Improvement Standards (RSIS) set forth the standards for residential development. Residential applications before the Township must conform to the standards or apply for exemptions or waivers to the standards based on special conditions. The latest regulation can be found at N.J.A.C. 5:21-1.1 et seq. effective on February 6, 2006. It should be noted that residential stormwater management is addressed in the RSIS in Chapter 7 at N.J.A.C. 5:21-7.1 et seq.

Municipal Stormwater Management

Under the Municipal Land Use Law Section 40:55D-93, every municipality shall prepare a stormwater management plan and a stormwater control ordinance to implement the plan. The Township of Egg Harbor has adopted a Stormwater Management Plan in accordance with these requirements. As required by the Municipal Land Use Law, the Stormwater Management Plan shall be reexamined at each Master Plan reexamination.

Livable Community Plan, 2007

The Livable Community Plan for Egg Harbor Township was developed by citizens of the community in response to their interest in shaping the Township's future. The specific contents grew out of an extensive series of interviews with a wide range of stakeholders, research and analysis provided by a consultant team and, most importantly, the intensive work of a Visioning Team of community members. The Visioning Team convened ten times and followed a process that began with wide ranging discussion about the history and future growth of the township and continued with focused discussions on key topics and policies. The process that led to this plan was community driven, and its results were guided by local concerns.

Recommendations included:

1. Environment - The community's environmental character should be protected by conserving areas within or adjacent to freshwater wetlands, limiting site coverage, promoting clustering techniques and conserving existing trees and vegetation during the development process. Densities, and total numbers or units, of housing development allowed in wooded areas should be reduced. To the extent these numbers can be reduced, an approximately equal number of housing units should be 'shifted' to the centers.
2. Recreation - Pedestrian, equestrian and biking trails, should be established to link the waterfront, open spaces and recreation facilities to residential areas, schools and shopping areas. There are a considerable number of recreation resources, however, accessibility to and among them is poor and a variety of bicycling, jogging, equestrian trails and water access points were identified and proposed as part of the plan.
3. Schools and Community Facilities - School costs, and the need to generate additional real estate tax revenues, have risen rapidly. Egg Harbor Township land use policy has been influenced by the need to garner real estate tax income without increasing the number of school children. Commercial uses and age restricted housing have both been supported. In addition, a community center, already in the development process, will provide activities for adults, and serve as a gathering place for the community. At present, all school children in Egg Harbor Township travel to school by bus. In the future, it may prove desirable to create a neighborhood school, to which children could walk or bicycle. This option appears out of reach at this time due to safety concerns and diversity requirements, but the Visioning Team generally believed that the possibility of a neighborhood school should be considered in the future.
4. Transportation - Congestion on Township roads and very poor accommodations for pedestrians are important issues to the Visioning Team and the public. Major intersections enhancements such as designated turning lanes, intersection approach widening, clearly delineated cross walks, and signal modernizations are recommended at 14 intersections in the Township. North-south travel through the Township is constrained by the barrier created by the Atlantic City Expressway and Atlantic City International Airport. North-south traffic along the Fire Road/Bargaintown Road and English Creek corridors could be significantly relieved if access to the Garden State Parkway, to and from the north only, could be provided from Ocean Heights Avenue.
5. Community Form - Egg Harbor Township's community form – affected most recently by thousands of single family homes in medium and large traditional subdivisions – can be better managed by establishing higher density, mixed use centers and conserving the areas that still retain woodland character through improved protection and reduced density. Centers can also provide a commercial core for the Township and help create a community identity that can be carried forward as the Township continues to grow. There are three areas within the Township that are particularly suited to a mixed-use, center development form: the underused commercial areas along the Black Horse Pike near the

intersection with the Garden State Parkway; the Black Horse Pike corridor and the Ocean Heights Avenue corridor. Another area, the commercial corridor that runs through West Atlantic City to the north of US Route 40/322, is suitable for intensive commercial development, especially hotels. Increased development intensity within these areas should be off-set by reducing growth pressures elsewhere in the Township through downzoning and clustering development. Total residential growth estimates should not be increased.

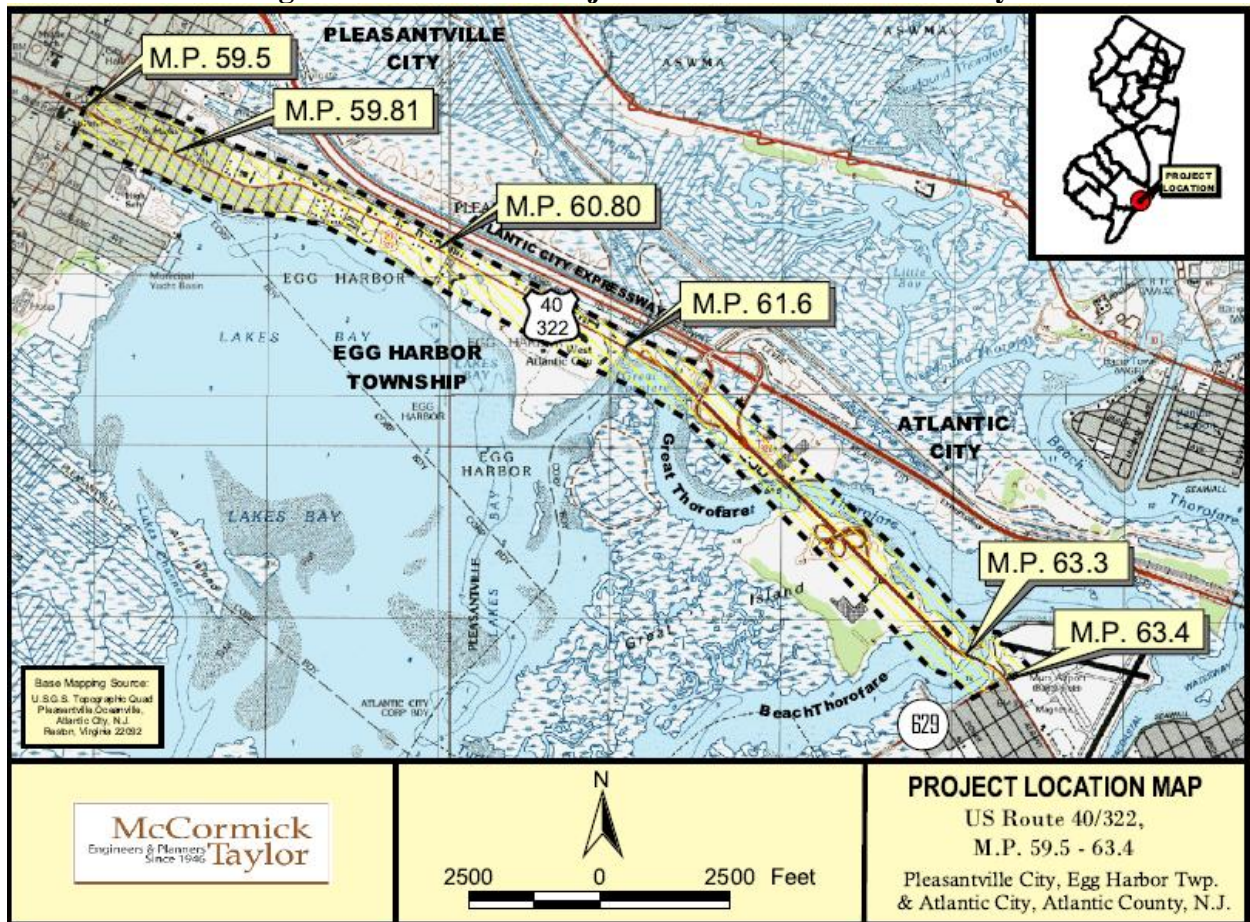
U.S. Route 40/322 Concept Development Report, 2012

The New Jersey Department of Transportation (NJDOT) authorized McCormick Taylor, Inc.

(MT) to develop Concept Development Study for a drainage improvement project along Route US 40/322 between milepost 60.5 and 61.6 in Egg Harbor Township.

The selected alternative documented in this Report for the area between MP 60.8 Paris Place and MP 61.6 Bay Drive consists of raising the road a maximum of 2.50 feet to maintain elevation 4.50 feet as a minimum at the shoulders, the total length of the roadway to be impacted is 4,400 linear feet.

Figure 1.12- NJDOT Project Area in West Atlantic City



New sidewalks and curb will be required along the proposed work, and in addition, a 1,200 foot stone wall, 2 to 3 feet in height at the face of the buildings will be needed to prevent fill to existing properties. New inlets would be added and connected to the existing pipes at the low points with reconstruction of existing inlets. About 80 feet of the existing outfall would be replaced with 48" DIP w/Tide flex valve inside a drainage junction box. This alternative will mitigate for 1 year storm (2.8 inch/hr rainfall in Atlantic County) with tail water elevation of 2.5 feet, the 2-year storm (3.5") with MHHW tailwater and on a sunny day with high tide elevation of 4.5 ft. Thirty-one driveways will be impacted and slope easement will be required from 26 different properties. This alternative will mitigate up to 85 percent of the existing problem occurring between 2007 and 2011. Cost estimate for this alternative was \$7.4 Million in 2012. This project is being designed and permitted with construction projected for 2019.

The Township recommends that NJDOT reevaluate this recommendation considering sea level rise and post Superstorm Sandy flooding conditions which are more significant than the study period of 2007 to 2011.

Atlantic County Bikeway Missing Link Study, 2015

This study was commissioned in 2015 by the New Jersey Department of Transportation to review potential links between the Pleasantville to Somers Point Bike Path and the Atlantic County Bikeway, both of which are regionally significant off-road multi-use paths. Currently, a gap of approximately 1.3 miles exists that hampers the circulation of bicyclists in the region. The study recommends a signalized intersection at West Jersey Avenue and the Black Horse Pike.

The Township recommends that this project be fast tracked and designed in conjunction with a Redevelopment Plan for the Cardiff Area.

Atlantic County Multi-Jurisdictional Natural Hazard Mitigation Plan, 2015

Atlantic County prepared its Multi-Jurisdictional Natural Hazard Mitigation Plan in 2010 and updated it in 2015. Egg Harbor Township participated in this planning process. Its goals include:

- Promoting disaster-resistant development;
- Building and supporting local capacity to enable the public to prepare for, respond to and recover from disasters;
- Reduce the possibility of damage and losses from natural disasters.

This plan identifies community policies, actions, and tools for long-term implementation to reduce risk and potential for future losses. Adopted, implemented and maintained on an ongoing basis, these plans will gradually, but steadily, lessen the impacts associated with hazard events in Atlantic County.

The following actions are included in the Egg Harbor Township Annex of the County Plan.

1. Provide public education campaign on what flood mitigation is and its benefits.

2. Undertake flood prevention in West Atlantic City- reconstruct dunes along Bay Drive (underway).
3. Reconstruct damaged bulkheads to prevent flooding in Seaview Harbor and Anchorage Poynte areas.
4. Provide emergency generators for storm water pumps in West Avenue and Delilah Oaks neighborhoods.
5. Upgrade storm water removal systems in Pleasantwoods neighborhood.
6. Install emergency generator at the police department.
7. Provide emergency generators for sewer pump stations.

Strategic Recovery Planning Report, 2016

In 2016, the Township received funding from the New Jersey Department of Community Affairs to prepare a Strategic Recovery Planning Report (SRPR). The SRPR is a comprehensive planning document that contains actionable recommendations both for rebuilding the community and increasing the resilience of infrastructure and buildings. It identifies sea level rise as a challenge and projects that by 2050 sea level is expected to rise by approximately 1 foot and by 2100 sea level is projected to rise about 3 feet along the Jersey Shore. This report analyzed flood risks in the Township. It also outlined multi-year investments to increase economic development and made recommendations to protect neighborhoods and infrastructure from future natural disasters. The recommendations from this report have been added as recommended strategies at the end of this report.

Getting to Resilience Report, 2016

The Getting to Resilience Report prepared by the Jacques Cousteau National Estuarine Research Reserve recommends both short and long-term resiliency planning strategies. Most the short-term strategies revolve around public education on the dangers of flooding and providing information to the public on flooding and sea level rise. Long-term strategies include rewriting municipal plans and regulations to reduce flood vulnerabilities. Specific to the Master Plan process, the report recommends that floodplain management be incorporated into the Master Plan as well as potential impacts from sea level rise and surge vulnerabilities.

The New Jersey Back Bays Study Underway

An effort is underway known as the New Jersey Back Bays (NJBB) Study is underway to develop and eventually fund resiliency improvements along the back bays. The NJBB study area is located behind the barrier islands of Monmouth, Ocean, Burlington, Atlantic and Cape May counties. The purpose of the study is to investigate Coastal Storm Risk Management strategies and solutions to reduce damages from coastal flooding affecting population, critical infrastructure, critical facilities, property, and ecosystems. The NJBB Study is being performed to align with the goals to:

- Provide a risk management framework, consistent with NOAA/USACE Infrastructure Systems Rebuilding Principles; and

- Support resilient coastal communities and robust, sustainable coastal landscape systems, considering future sea level and climate change scenarios, to reduce risk to vulnerable populations, property, ecosystems, and infrastructure.

The findings of this study will affect the design and funding of future resiliency improvement in the Back-Bay neighborhoods of West Atlantic City, Anchorage Poynte and Seaview Harbor.

This section identifies the specific objectives of the previously adopted Master Plan, providing a framework for balancing preservation and economic development. The following specific objectives advance the broader goals of this Master Plan, which are to protect the public health, safety, morals and general welfare.

Objectives:

1. To encourage decision-makers and/or municipal action to guide the appropriate use or development of lands within the Township.
2. To secure safety from fire, flood, panic and other natural and man-made disasters.
3. To provide adequate light, air, and open space.
4. To ensure that development within the Township that does not conflict with the development and general welfare of neighboring municipalities, the County, the State, Federal Aviation Administration, the Pinelands Comprehensive Management Plan, and CAFRA as a whole.
5. To promote the establishment of appropriate locations within the Township for agricultural, residential, recreational/open space, governmental, commercial and industrial uses.
6. To promote the conservation of open space and valuable natural resources and to prevent urban sprawl and degradation of the environment through improper use of land.
7. To promote a desirable visual environment through conservation and preservation of valuable natural features.
8. To promote the conservation of historic sites, open space and valuable natural resources, and to prevent sprawl and the degradation of the environment that may occur through improper use of land.
9. To encourage a balance of land residential, commercial, industrial, and agricultural development, in areas and at intensities compatible with environmental and natural resource capabilities.
10. To promote appropriate population densities and concentrations which promote the wellbeing of the residents, neighborhoods, the regions, and the preservation of the environment.
11. To encourage the location and design of transportation routes which promote the free flow of traffic on the Township's primary roads.

The following policies and principles provide the basis for the Land Use Plan (2002 Master Plan, Chapter 9):

- a. To guide residential development into areas which are accessible and either suitable for on-site septic systems or serviced by existing and/or future public sewerage facilities.
- b. To encourage development near existing or readily extendable infrastructure, particularly sanitary sewers and public water distribution systems.
- c. To maintain, preserve and upgrade the quality of existing residential and commercial areas.
- d. To provide the reasonable opportunity for an appropriate variety and choice of housing to meet the needs, desires and resources of all categories of people who desire to live within the municipality.
- e. To recognize existing patterns and densities of development and encourage future growth that is contiguous with existing developed areas and compatible with its established character and consistent with present health and environmental requirements pertaining to on-site septic disposal.
- f. To protect and enhance the quality of life and living environment which has historically been an essential part of the character of the community.
- g. To consider and evaluate innovative development proposals that would enhance and protect environmental features, minimize energy usage and encourage a creative design that is also consistent with the other policies of the Township.
- h. To advance innovative public and private partnerships that coordinate procedures and activities that lessens the cost of development and promote the most efficient use of land.
- i. To discourage development in flood hazard areas, wetlands areas, areas with soils having poor drainage characteristics, and environmentally sensitive areas.
- j. To encourage and protect the continued development of agricultural uses within the Township.
- k. To recognize the ecologically sensitive characteristics of the Pinelands and to encourage only those uses which would be compatible with the Pinelands Comprehensive Management Plan.
- l. To promote the preservation and conservation of open space and environmentally sensitive areas through coordination of the Township's planning efforts with other entities and governmental agencies.

- m. To provide, in conjunction with other governmental entities, a circulation system designed to alleviate congestion and promote safe circulation.
- n. To provide land for commercial and industrial development that is convenient to a regional circulation system.
- o. To promote the purposes of the State Development and Redevelopment Plan, including limiting sprawl by concentrating development in cores, nodes, and /or centers.
- p. To promote and foster a "sense of community" through physical design. This would be accomplished by permitting mixed uses, design of a good circulation system for all modes of transportation, recognition and accommodation of the pedestrian, and the development of different uses in close proximity to public spaces and civic buildings as community focal points.

Land Use Policies

The Township's 2002 Master Plan Land Use Element focuses on guiding residential development where existing or planned infrastructure will support it, maintaining Egg Harbor's quality of life, ensuring new development is compatible with the Egg Harbor's existing character, discouraging development in environmentally sensitive areas and promoting a sense of community through physical design.

The 2002 Master Plan and the 2008 Reexamination Report also acknowledged the unprecedented level of growth in Egg Harbor since 1980. These reports projected the growth to continue for the next two decades and identified growth management and fiscal stability as the utmost challenges.

The 2002 Master Plan Land Use Element lists the following land management policies and objectives.

- a. To encourage a balance of residential, commercial, industrial and agricultural development in areas and at intensities compatible with environmental and natural resource capabilities.
- b. To guide single-family residential development into areas which are accessible and either suitable for on-site septic systems or serviced by existing and/or future public sewerage facilities.
- c. To recognize existing patterns and densities of development and encourage future growth that is contiguous with existing developed areas and compatible with its established character and consistent with present health and environmental requirements pertaining to on-site septic disposal.
- d. To protect and enhance the quality of life and living environment which has been an essential part of the character of the community historically.

- e. To consider and evaluate innovative development proposals which would enhance and protect environmental features, minimize energy usage and encourage a creative design that is also consistent with the other policies of the Township.
- f. To encourage and protect the continued development of agricultural uses within the Township.
- g. To recognize the ecologically sensitive characteristics of the Pinelands and to encourage only those uses which would be compatible with the Comprehensive Management Plan.

Recreation and Open Space Policies

Egg Harbor Township should continue to assess the need for recreation and open space facilities as growth continues. The following policies were suggested to meet the current and future needs of residents while minimizing any necessary expenses.

- a. The Township should continue to work closely with Atlantic County in coordinating future land acquisitions and improvements for recreation purposes.
- b. All potential sources of funding for recreation purchases and improvements should be explored individually and with Atlantic County. Sources may include but not necessarily be limited to Green Acres Funding, the state dedicated open space tax fund, the municipal open space tax fund, private investment, developer contributions and other grant / loan programs.
- c. Existing streams and woodlands should be preserved as links between major active recreation areas and / or schools as well as provide for wildlife migration and nature study.
- d. The Township should actively seek donations of sizeable vacant parcels in strategic locations.
- e. Proper budgeting and incorporating the cost of maintenance in the capital improvement budget will help to preserve the Township extensive investment in recreation and park areas.
- f. The Township should explore the acquisition of an additional passive park in the CAFRA area similar in size to the Temple Tract.
- g. Acquisition and development of parks should be encouraged in areas that are readily accessible to residents. The Township should continue the policy of establishing larger regional parks while discouraging a proliferation of pocket parks.
- h. The Township should continue to explore the acquisition of a 25- to 35-acre park similar to Tony Canale Park in the Pinelands Regional Growth Area along with expansions of both Tony Canale Park and Childs-Kirk Park.

Affordable Housing Policies

In 2008 the Township developed an affordable housing plan to address a 1,000-unit growth share obligation as opposed to a 1,000-fair share obligation. The lands most appropriate for affordable housing are those that have the necessary infrastructure and are not encumbered by environmental constraints. Within the Township the Regional Growth Area located within the Pinelands as well as Planning Area 1 and Planning Area 2 within the CAFRA portion of the Township are appropriate locations for affordable housing. These are the areas that the State has, for the most part, encouraged growth. Specifically, sites within the RG-4 Zone, RG-5 Zone and the R-5 Apartment Residential Zone are most appropriate for affordable housing, since multifamily dwellings are permitted. The Township continues to work on obtaining certification.

Conservation Policies

The Conservation Element does not list specific policies or objective. However, within the element are several policies which should be considered. They include the following:

- a. Protect groundwater, flora and fauna especially those listed on the threatened and or endangered species list.
- b. Preserve the Great Egg Harbor River and its tributaries as designated in the National and Scenic River System.
- c. Enhance the recreational opportunities such as boating, fishing and hunting in the Great Egg Harbor River and tributaries.
- d. Preserve woodlands especially older forests.
- e. Encourage public access to streams, lakes and estuarine areas.
- f. Protect aquifer areas especially the Cohansey Sand Formation.

Circulation Policies

The 2003 Traffic Circulation Plan Element focuses on enhancing and preserving the safety of roadways in Egg Harbor due to increasing growth pressures in the Township. The Element documents congestion on various Township roadways and at key intersections and recommends improvements to those roads and intersections. The Element also identifies the need for a transportation improvement district or off-tract improvement ordinance to fund these needed improvements.

The goals and objective on the Traffic Circulation Plan are to:

- a. Develop a safe and efficient road system.
- b. Preserve reconstructed roads from deterioration.

- c. Separate pedestrian and motor vehicle traffic by an efficient sidewalk system.
- d. Provide for alternate transportation elements within the Township.

To achieve the above goals, the plan called for the following actions.

- Establish and maintain a level of service “C” or better on all Township primary roadways.
- Establish turning movement lanes at intersections where Township primary roads intersect other primary roads.
- Reduce the number of access points on Township primary roads and provide separate left-turn lanes.
- Establish a Transportation Improvement District.
- Prepare a bikeway master plan.
- Provide reverse frontage in all new developments fronting on Township primary roads.
- Provide sufficient parking in new development to discourage on-street parking.
- Provide pedestrian facilities near schools.
- Establish a full interchange on the Garden State Parkway in southern part of the Township
- Coordinate with Atlantic County to develop effective public transportation.

The New Jersey Municipal Land Use Law (MLUL) requires that the Township evaluate the relationship of its Master Plan to the plans of adjacent communities, the Atlantic County Master Plan, the State Development and Redevelopment Plan and the appropriate Solid Waste Management Plan.

State Development and Redevelopment Plan

The New Jersey State Development and Redevelopment Plan is adopted by the State Planning Commission and is used to guide state agencies and municipalities in planning efforts across multiple jurisdictions. A guiding force of the State Plan is cross acceptance, where municipalities, counties, and the state negotiate to achieve consensus and consistency for planning efforts across the State's various jurisdictions. The latest State Plan was adopted in 2001. In 2011, the Office for Planning Advocacy released a draft State Strategic Plan to replace the 2001 plan. The Strategic Plan has not yet been adopted.

There have been no significant changes in the State Development and Redevelopment Plan that the Township will need to address. The State Plan policy objectives for land use, housing, economic development, transportation, natural resource conservation, recreation, redevelopment, historic preservation public facilities and services all support the proposals of the Township's Master Plan.

The Egg Harbor Township Master Plan is consistent with the goals, objectives and policies of the New Jersey State Development and Redevelopment Plan.

New Jersey Pinelands Comprehensive Management Plan

The New Jersey Pinelands Commission adopted its Fourth Progress Report on Plan Implementation in September, 2014. The Pinelands protection program is a regional-land use program that protects important resources in the Pinelands. The Egg Harbor Township Master Plan is consistent with the goals, objectives and policies of the Pinelands Comprehensive Management Plan.

Atlantic County Master Plan

The Atlantic County Master Plan was adopted in October, 2000. The Egg Harbor Township Master Plan is consistent with the goals, objectives and policies of the Atlantic County Master Plan.

Review of Zoning of Adjoining Municipalities

Egg Harbor Township is bordered by Great Egg Harbor Bay to the south, Hamilton Township to the west, Galloway Township and the City of Absecon to the north and Absecon Island to the east. The Township works cooperatively with its neighboring municipalities and their land uses adjacent to Egg Harbor are compatible to those of the Township.

Part IV - Recommended Changes for the Township's Master Plan and Development Regulations

The following recommendations from 2002 Master Plan, 2007 Livable Community Plan, 2008 Reexamination Report, 2016 Strategic Recovery Planning Report and this Reexamination report were developed to supplement the municipality's planning, zoning, circulation, open space, infrastructure and resiliency efforts.

Planning Recommendations

- 1) The Township should update the Land Use Element to consider the new FIRMs, the floodplain management plan and discourage property owners from building in high-risk areas.
- 2) The Township should update the Community Facility Element to ensure that critical facilities and public properties are properly sited and adequately protected.
- 3) The Township should update the Open Space and Recreation Plan Element to identify and create an implementation plan for the acquisition and management of critical open space areas.
- 4) The Township should adopt an Economic Development Element/Community Development Plan for Business Districts.
- 5) The Township should prepare and adopt a Sustainable Community Plan to address green building, environmental sustainability, renewable energy, land use and mobility and water.
- 6) The Township should develop a capital improvement plan for needed Township projects and shared regional services.
- 7) The Township should continue efforts to prepare a complete Utility Service Element of the Master Plan to delineate areas of existing / proposed infrastructure. Proposed areas for future infrastructure installation should take into account the Township's zoning scheme and attempt to provide the appropriate infrastructure in those areas that will experience the most growth.
- 8) The Township should consider mixed use development in some commercial areas which have access to existing infrastructure and high volume roadways.
- 9) The Township should develop a Black Horse Pike corridor plan that addresses land use, pedestrian and vehicular circulation, open space, connections to adjacent residential areas, and the physical streetscape on the Pike. Financial and technical support for this effort should be provided by the Pinelands Commission, Atlantic

- County, the Atlantic County Improvement Authority, Casino Reinvestment Development Authority and the New Jersey Department of Transportation.
- 10) The Township should develop a plan to determine infrastructure needs, development opportunities and environmental design to protect and enhance the West Atlantic City, Anchorage Poynte and Seaview Harbor neighborhoods.
 - 11) The Township should develop a plan to determine infrastructure needs, development opportunities and environmental design to protect and enhance the Great Egg Harbor River and its tributaries.
 - 12) The Township should continue to pursue compliance and certification with the affordable housing requirements of the New Jersey Council on Affordable Housing (COAH).
 - 13) The Township should continue to work on the establishment of a green beltway and trail network that will allow for nonmotorized methods of transportation throughout the Township.
 - 14) The Township should continue to insure that the development and expansion of the FAA Technical Center and Atlantic City Airport balance circulation concerns with employment opportunities. The FAA Technical Center is an important and unique regional facility that has the potential to leverage economic development within the Township.
 - 15) The Township should continue the cooperative effort undertaken with the Casino Reinvestment Development Authority for the redevelopment of West Atlantic City. While demolition of certain structures has been accomplished, the redevelopment plan should be revisited to consider open space on the north side of the Black Horse Pike and mixed use development on the south side of the Black Horse Pike in light of recent economic conditions.
 - 16) The Township should continue to work with the Economic Development Commission in order to create an atmosphere within the municipality which is conducive toward the retention of existing businesses and the attraction of new businesses within the appropriate zoning districts. The Township should explore methods and policies which will enable commercial and industrial districts to be more competitive with the challenge and benefits presented by enterprise zones in other municipalities. The Township should also work collaboratively with Atlantic County on their efforts towards economic development.
 - 17) The Township should work towards becoming a Sustainable Jersey Certified Municipality.

- 18) The Township should work towards achieving the highest flood insurance discount possible through performing flood studies and necessary stormwater infrastructure improvements.
- 19) The Township and School District should jointly consider pursuing an Energy Savings Improvement Plan.
- 20) The Township should pursue funding from NJDOT to develop a pedestrian and bicycle master plan for the Township. The plan should focus on improving the quality of life in Egg Harbor by connecting residential neighborhoods, commercial areas and linking these areas to regional bicycle paths.

Zoning Recommendations

- 1) The Township should develop a new Zoning Ordinance (Chapter 225) in order to incorporate some of the recommendations of the Land Use Element and clean up existing conflicts and ambiguities within the zoning standards.
- 2) The Township should consider the implementation of the proposed River Conservation (RC) zone overlay contemplated in the River Management Plan to provide greater protection for the Great Egg Harbor River and its tributaries.
- 3) The Township should develop a sub-committee made up of members of the Planning Board, Governing Body and Township residents to study the intersection of Bargaintown Road, Steelmanville Road and Poplar Avenue in an effort to create the most appropriate zoning for this intersection. Although a change in zoning is not part of this Master Plan, the Township should remain committed to the improvements necessary to upgrade this intersection along with developing a zoning scheme that is compatible with the surrounding residential community and existing non-conforming businesses in the area.
- 4) The Township should review the standards of the "Green Roads Code" and determine the appropriate design standards and implement this recommendation from the Livable Communities Plan.
- 5) The Township should evaluate the M-1 Light Industrial zone to determine if it should be rezoned to General Commercial to provide more flexibility. The Delilah Road corridor east of the Garden State Parkway is currently zoned M-1. The GC zone permits some light industrial uses as well as more commercial uses which are compatible with neighborhood commercial services. It may be appropriate to zone this area GC. Additional study of development is recommended to determine if zoning change is appropriate. This study area should also include all M-1 zoned areas south of Delilah Road and east of the Garden State Parkway. The Township should continue its efforts towards providing zoning in the area which would allow for a broad range of commercial development.

- 6) The Township should consider revising the parking requirements contained in the land development standards for large scale commercial developments including shopping centers. The parking requirements appear to be too conservative and often result in developments with large expanses of asphalt parking that are not utilized and therefore not consistent with the goals and objectives of the Master Plan. The Township should consider allowing shared parking between compatible uses and cross access easements on contiguous properties where the uses are complimentary and peak parking demand occurs at different times of the day or week. The Township should ensure that an adequate number of parking spaces are provided but prevent large expanses of asphalt that are not utilized for parking.
- 7) The Township should consider eliminating the Auto Services Overlay Zone and incorporate the original residential zoning. The Auto Services Overlay Zone is located in the R-1 district on south side of Zion Road between Marshall Drive and Stone Mill Court. Section 225-42 was adopted in 1996 and provides for the following uses: Auto body and auto repair; wholesale and retail sales of auto mobiles; personal wireless telecommunications facilities. No major commercial development has been established since overlay zone was developed.

This 180± acre area is immediately surrounded by R1, R2, and R3 residential zoning districts. It is recommended that further study be performed and if warranted, implementation of zoning to allow neighborhood commercial uses that would service the neighborhood residential areas with uses such as: restaurants; professional offices; banks; private or public schools; food markets; delicatessens; bakeries; liquor stores; business service uses. Elimination of the Auto Overlay Zone and incorporate original residential zoning should also be a consideration.

- 8) The Township should consider expanding the Highway Business zoning district along English Creek Avenue to the south to include the lots opposite of Scarborough Drive, specifically Lots 94, 95, 96, 97 and 98 in Block 1702. The lots are currently in the PO-1 Professional Office zoning district and retail uses are not permitted in this zoning district.
- 9) The Township should consider changing the zoning of the lots located along the Luis Drive cul-de-sac to R-3 Residential. The lots are currently in the NB Neighborhood Commercial zoning district, where single family residential dwellings are not a permitted use. By changing the zoning of these particular lots and including them in the R-3 Residential zoning district, the property owners within this development will be permitted to make modifications to their properties without use variance approval. The lots are currently developed with single family dwellings.
- 10) It is recommended that the Township amends §225-41.A. to include fast food restaurants as a permitted use in the General Commercial zoning district.
- 11) It is recommended that the Township amends §225-70.1.A. to revise "PO-2" to "PO-1" since the PO-2 zoning district has been eliminated.

- 12) The Township should include zoning related to air safety and zoning to comply with the Air Safety and Zoning Act of 1983.
- 13) The Township should evaluate the zoning of the MC zoning district to allow condominium development (minimum 2,000 square feet/unit) with boat slips on uplands properties adjacent to Margate Bridge Road.
- 14) The Township should evaluate the existing commercial zoning district boundaries along to the Black Horse Pike corridor to ensure the boundaries follow existing property lines.
- 15) The Township should consider rezoning the "Morris Beach" area, currently zoned as Conservation Recreation Wetlands, to R-6 Residential which permits a 5,000 square foot minimum lot area. The "Morris Beach" area contains approximately twenty-five single family dwellings on lots that range from 4,000 square feet to 10,000 square feet whereas the current zoning (CRW) has a minimum lot size requirement of 5 acres. The rehabilitation of existing homes in this area has necessitated Zoning Board of Adjustment approvals. Development of this area is historically significant and facilitation of appropriate zoning is an objective to facilitate rehabilitation of this neighborhood.
- 16) The southwest side of Ocean Heights Avenue between English Creek Avenue and Zion Road contains the Neighborhood Business district at the English Creek Road intersection, the Community Business district at the Zion Road intersection and the R-1 Residential district between, in the vicinity of the "Twisted Dunes" Golf Course area. It has been recommended that this corridor is not appropriate for residences on Ocean Heights Avenue and the area is more appropriate for commercial uses. The extension of the Commercial Business and Neighborhood Business districts should be considered and it is recommended that the new district zone line shall be approximately 1,000 feet south of Ocean Heights Avenue.
- 17) The Township should evaluate and revise the landscaping requirements in Sections 94-22.C., D, and E. for buffers, parking areas and stormwater management basins.
- 18) The Township should address compliance and enforcement of improvements required of developers including clearing and required tree replacement. The Livable Communities Plan makes recommendations that include enforcement of lot disturbance standards (Section 94-36), assessment of fines for tree removal and utilization of fines to fund enforcement and other similar recommendations that may address this issue.
- 19) The Township should enforce the lot disturbance standards found in Section 94-36 of the Township Code to limit clearing to that necessary to construct all roadways and drainage facilities only. The Township should ensure to the maximum extent

possible that major developments are not clear cut and that individual lots are only cleared as building permits are issued.

- 20) The Township should enforce specimen tree protection regulation. Primary responsibility for enforcement of the Township's Specimen Tree Protection Regulation falls with the Planning Board and professionals who advise the Board. The Township should consult with the Environmental Commission to ensure their review of development applications considers the presence of specimen trees.
- 21) The Township should incorporate §94-57 Personal Wireless Telecommunications Facilities and Equipment in the Zoning Chapter 225 since it pertains to lot areas, setbacks and heights.
- 22) The requirements for Community Impact Statement (§94-9) and Environmental Impact Statement (§94-14) should be checklist items for land use applications. The Applicants are required to seek design waivers from submitting these items rather than seeking a simple checklist waiver. The requirements of the Community Impact Statement and Environmental Impact Statement could remain in the design chapter.
- 23) The Township should consider creating an enhanced architectural review development standard for commercial development. Standards should include controls such as building style and materials, lengths and offset requirements, roof types, solid waste and mechanical enclosures and building address identification.

Resiliency Recommendations

Based on a review of the current planning and development documents, the following are recommended actions for the Township to consider to reduce the effects of rising sea level and flooding.

- 1) Reduce the amount of impervious surface permitted on development sites to lessen storm water runoff and help reduce ponding.
- 2) Require all new or expanded single-family dwellings that do not otherwise require site plan or subdivision approval to undergo a stormwater review process.
- 3) Require a minimum freeboard of at least 2 feet in the flood zone.
- 4) Reduce the cumulative damage/improvements threshold from 50 percent to 40 percent.
- 5) Amend building height requirements to comply with the state-mandated one foot of freeboard for structures in a flood zone by amending the definition of building height to make the base flood elevation plus one foot of freeboard applicable to any development in a flood zone.

- 6) Require underground utilities for all new development.
- 7) Develop new zoning standards that address building form and design, public space, landscaping, signage and environmental resource standards.
- 8) Adopt a Cumulative Substantial Damage/Improvement Ordinance where:
 - a) “Substantial Improvement” is any reconstruction, rehabilitation, addition or other improvement of a structure, the cost of which equals or exceeds 40 percent of the market value of the structure before the “start of construction” of the improvement. This term includes structures that have incurred Substantial Damage, regardless of the actual repair work performed.
 - b) “Substantial Damage” is a term that applies to a damaged structure in a Special Flood Hazard Area or floodplain for which the cost of repairs is 40 percent or more of the structure’s market value before the disaster occurred regardless of the cause of the damage. Land value is excluded from this determination. The decision regarding Substantial Damage is made at the municipal level by the building official or the floodplain manager.
- 9) The Township should carefully review the new Flood Insurance Rate Maps (FIRM) and develop new policies and recommendations in the Land Use Element that address the changes to the FIRM. These new policies and regulations may require:
 - a) New construction and substantially improved structures that are resistant to flood damage; and
 - b) Non-substantial improvements (electrical, plumbing and mechanical equipment) must be located or designed to resist flood damage.
- 10) The Township should identify and map environmental systems that protect development from flooding.
- 11) The Township should continue its efforts to preserve flood prone areas for open space purposes.

Circulation Recommendations

- 1) The Township should continue to request that Atlantic County assume ownership and maintenance of those roadways that no longer should be municipal streets due to geography or traffic volumes. These roads include Doughty Road from the City of Pleasantville to Delilah Road, Hingston Avenue from Old Egg Harbor Road to Fire Road, and West Jersey Avenue from Harbor Square (formerly the Shore Mall) to Hamilton Township.

- 2) The Township must continue to explore transportation and intersection improvements at various locations throughout the Township. The intersections of Ocean Heights Avenue and Leap Street, Ocean Heights Avenue and Blackman Road, and Bargaintown Road / Steelmanville Road / Poplar Avenue have already exhibited some level of capacity problems and will need improvements. The required improvements will likely range from adding new striping and changing traffic light timing to providing new traffic signals and adding additional turning lanes. Improve the following intersections:
 - Mill Road and Ridge Avenue;
 - Fire Road and Hingston Avenue;
 - Ocean Heights Avenue and Leap Street;
 - Bargaintown Road / Steelmanville Road/ Poplar Avenue;
 - Bargaintown Road and Zion Road;
 - Ocean Heights Avenue and Leap Street, Alder Avenue, Blackman Road;
 - English Creek Avenue and High School Drive;
 - West Jersey Avenue and Fernwood Avenue and Tremont Avenue;
 - Ridge Avenue and Black Horse Pike and Mill Road.
- 3) The Township should continue its efforts to have sidewalk installed as part of any land use application where appropriate.
- 4) The Township should begin the process of establishing bike path or recreational trails along utility right-of-ways in the municipality. Between Tremont Avenue and Filmore Avenue, north of Ocean Heights Avenue to the Black Horse Pike, an asphalt path ten feet wide should be constructed for bicyclists, walkers, joggers and rollerbladers within this approximate 3.5 mile stretch of right of way.
- 5) The Township should work with the NJDOT and the County on developing a comprehensive plan for the Black Horse Pike (Route 40/322) that addresses land use, pedestrian safety, vehicular circulation, open space, connections to adjacent residential areas, and the physical streetscape on the Pike.
- 6) The Township should continue to pursue additional access points along the Atlantic County Bike Path to encourage use. Limited access to the bike path along West Jersey Avenue is recognized as a problem which potentially limits the use of this path from abutting residential neighborhoods. The Township should implement the construction of a full intersection at West Jersey Avenue and the Black Horse Pike and a pedestrian/bicyclist crossing to connect the Pleasantville and Egg Harbor bike paths.
- 7) The Township should continue the work with Atlantic County on improvements, signalization and other upgrades at intersections with capacity or Level of Service problems.

- 8) The Township should explore the possibility of providing a direct access from the Garden State Parkway to the Harbor Square shopping center. No direct access from the Parkway to the shopping center has been planned with the design of the new GSP Interchange 36 improvements. Congestion along the Black Horse Pike and Tilton Road continues to be problematic and this problem continues to worsen as growth in the area occurs. The Harbor Square shopping center area continues to be underutilized as a potential regional business center.

Open Space Recommendations

- 1) The Township should aggressively continue their efforts towards open space acquisition to meet both passive and active recreation needs of the community. Land is being developed so rapidly that acquisition has become extremely difficult and expensive so the Township must continue efforts with all available means of funding.
- 2) The Township should continue to identify and pursue funding for the acquisition of properties in the flood plain which increase the Township's flood insurance discounts through the CRS program.
- 3) The Township should consider utilizing FEMA funds to purchase repetitive storm damaged properties from willing sellers and clear the way for open space or new development that will comply with current flood elevation standards.
- 4) The Township should coordinate with the State and Atlantic County on open space preservation efforts for farms or other areas of the Township where appropriate.
- 5) Homes substantially damaged by Superstorm Sandy or other events should be elevated or if elevation is not possible acquired through either the State's Blue Acres or Green Acres program. Funding to raise homes that experienced storm damage is available and should be pursued.

Infrastructure Recommendations

- 1) It is recommended to elevate U.S. Route 40/322 from milepost 60.8 (Paris Place) to 61.6 (Bay Drive) in Egg Harbor Township. The highway should be elevated a maximum of 2.5 feet to maintain elevation 4.5 feet as a minimum at the shoulders. New sidewalks and curbs should be installed and a stone wall 2 to 3 feet high at the face of the buildings.
- 2) The Township should pursue funding to build a bulkhead from Cordova Avenue in Egg Harbor Township to Tunis Basin in Pleasantville. The bulkhead would be installed at an elevation of 8 to 9 feet and pump stations should be installed as needed to handle stormwater in this area.
- 3) The Township should pursue funding to construct a pump station in West Atlantic City to address existing stormwater issues.

- 4) The Township should pursue funding to install a bulkhead along Bay Drive from Lyons Court to Florence Avenue to meet the gabion wall.
- 5) Emergency generators are needed for the following sanitary sewer pump stations (PS):
 - Island Inn Sewer PS
 - Anchorage Pointe Sewer PS
 - Seaview Harbor Sewer PS
 - Ocean Heights Sewer PS
 - Delilah Road Sewer PS
 - West Jersey Sewer PS
 - Lakeside Sewer PS
 - Harley Sewer PS
 - Fountain Lakes Sewer PS
 - Front Street Sewer PS
 - Delaware Road Sewer PS
 - Cardiff Mall Sewer PS
 - CountryAire Sewer PS
 - Windsor Sewer PS
- 4) Improvements should be made to the following emergency evacuation routes to insure they remain passable during flood events and avoid becoming gridlocked during an evacuation.
 - Black Horse Pike / U.S. Route 40/322.
 - Somers Point-Longport Boulevard (Route 152).
 - Margate Bridge Road (CR 563)
 - Ocean Heights Avenue (Route 559)
 - Garden State Parkway
 - Atlantic City Expressway
- 5) The Township should consider relocating the West Atlantic City Fire Station outside the floodplain.
- 6) The Township should enhance communication with residents and businesses by harnessing new technology, such as open source maps, to communicate power outages and road closures.
- 7) The Township should encourage green infrastructure such as permeable pavement, rain gardens, bioretention systems and constructed wetlands.
- 8) The Township should explore the feasibility of a regional storm water plan for the area along English Creek Avenue in the DeCarlo tract watershed. This regional plan could help ease some of the existing problems experienced in stormwater basins in the

English Creek area and provide a mechanism for the elimination of some of the malfunctioning basins in the area.

- 9) The following improvements to the Township's stormwater system should be undertaken:
 - Ocean Heights Avenue – Install check valves to existing system
 - Zion Road – Retrofit existing county system.
 - Delancy Avenue – Install inlets and drainage pipe.

- 10) Consideration should be given to raising the road elevation of the following roads:
 - Wharf Road
 - Morris Road

Objectives from the 2008 Master Plan Reexamination Report identified in Section 2 of this reexamination as remaining valid shall continue to be goals set forth as part of the Master Plan.

Part V - Recommended Redevelopment Plan

The Recommendations of the Planning Board concerning the incorporation of redevelopment plans into the Land Use Plan Element of the municipal Master Plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

West Atlantic City Redevelopment -

The Township should consider modifying the redevelopment plan for West Atlantic City to try to spur redevelopment and new construction on the south side of the Black Horse Pike. The Township should continue to seek funding to demolish the remaining existing motels in this area. Since the properties to the north of the Black Horse Pike are not conducive for redevelopment due to their small, narrow shape, this area should be developed as a greenway with a bicycle and pedestrian path connecting Atlantic City to the Pleasantville bike path. Funding for this improvement should be sought from Blue Acres, Green Acres, County Open Space or NJDOT funds.

Cardiff Area Redevelopment –

The Township should designate an area adjacent to the Garden State Parkway at the intersection with the Black Horse Pike as an area in need of redevelopment. All existing shopping centers which are struggling as a result of the regional economic challenges should be included in the redevelopment area. There is an opportunity to develop a comprehensive plan including circulation improvements to redevelop and revitalize this area. This redevelopment area should include provisions for a mixed-use development where inclusionary zoning can be utilized.

The Township should consider extending the redevelopment area along Tilton Road from the Cardiff shopping center to Delilah Road. The redevelopment plan could provide for a Main Street concept in the Cardiff area. Opportunities for residential development along Tilton Road should be analyzed in order to take advantage of the anticipated employment from expansion of the FAA Technical Center, Atlantic City Airport and Stockton Aviation, Research and Technology Park (SARTP).

Atlantic City Airport –

The area around the airport should be studied to determine if a redevelopment area is appropriate to help spur the construction expected from the SARTP and FAA. The airport is a key component of Atlantic County's efforts towards diversifying the regional economy. The Township should work with the County and Atlantic County Improvement Authority in order to establish a redevelopment area and plan for the land surrounding the airport.

Reexamination Report Adoption

This report shall serve as a Periodic Reexamination Report. The absence of the adoption of a reexamination report by the planning board shall constitute a rebuttable presumption that the municipal development regulations are no longer reasonable.

This report was Adopted after a public hearing by Resolution #_____ by the Township of Egg Harbor Planning Board on _____, 2017.

The original of this document has been signed and sealed in accordance with N.J.A.C. 13:41-13.b.