

*Planning
Board
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1978
MASTER PLAN
FOR THE ORDERLY AND CONTINUED GROWTH
OF THE
BOROUGH
OF
SEASIDE HEIGHTS
OCEAN COUNTY NEW JERSEY



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MASTER PLAN

For the Orderly and Continued Growth

of the

Borough
of

Seaside Heights

Ocean County

New Jersey

1978

Master Plan
Borough of Seaside Heights
1978

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INTRODUCTION

This Master Plan Study is the culmination of intensive study and research, ranging over many months and involving input from state, county and surrounding municipalities. The study takes into account the varying interests of many diverse groups and presents the finest synthesis of these interests fitted into a framework that demands growth, requires intelligent application, and admits to a dream for the future. The proposed plan herein is not a blueprint but a screen held over the land through which descend the best, the most advantageous, and the most practical solutions to the problems facing us all.

Growth may be inevitable and desirable but only insofar as our original dreams remain within our grasp. In the last quarter of the twentieth century, we are finally becoming aware of the limits of our power to extend our grasp; we are becoming aware that the land must work with us, not for us to answer our intentions. This realization is perhaps the single most important aspect of our time and the effects of this realization will be felt for the next century and beyond. We must plan for the future; we must make the decisions now that will guide growth and development that will change the face of the land to our children..

In keeping with this planning concept, the nation has made the decision to plan for energy usage in the future. Individuals have also become energy conscious when we insulate our homes, drive smaller, cleaner (and more expensive) cars, build sewer plants--all are methods of implementing that decision. The price is huge in personal and community costs, yet the returns are greater; our dreams demand that we prepare for the future. The tomorrow we leave our children depends on our decisions and actions today. The plan delineates our dreams, clarifies our problems and demonstrates what actions we shall take.

INTENT OF THE PLAN

The Comprehensive Plan is a statement of policy to guide the future physical development of the borough. It consists of a combination of both text and illustrative maps. The Plan will serve as a guide to decision-making as it encompasses both short and long-range general applications of borough goals and objectives. Planning on a long-range basis is of vital importance because today's decision will affect development occurring for the next several decades. As conditions change, the Comprehensive Plan must be general in presentation and considered as a guiding policy statement rather than a literal direction. By its generality, it achieves a desirable measure of flexibility and resiliency which permits it to retain its guiding function even as building and development methods change. To maintain its vitality, however, it is necessary that the Plan be frequently reviewed. After adoption, and when needed, it should be updated to continually reflect changes in borough goals, objectives and new development.

ADVANTAGES OF A COMPREHENSIVE PLAN

A Comprehensive Plan for the Borough of Seaside Heights can help day-to-day and long-range activities in the following ways:

1. by dealing with minor problems so that they do not become major problems in the future;
2. by making the most of recognized opportunities for a better borough in the years ahead;
3. by limiting the impact of changes which can be foreseen and which will occur in the future;
4. by guiding the shape of new development within the image of the borough's stated objectives;

5. by stabilizing public and private investment values in land for future years through the borough's stated direction;
and
6. by guiding both public and private action to save money, time and effort.

The short-range and the long-range aims of having a Plan are to make the Borough of Seaside Heights a better place in which to live.

Located in Ocean County it is at the terminous of New Jersey Route #37 and is widely known for it's recreational benefits. Although Route 37 is the only East-West thoroughfare it can truly be said that all roads lead to Seaside.

With the exception of Asbury Park, the Borough is the first major amusement center South of Coney Island in New York and coupled with it's neighbor, Seaside Park, is the only significant shorefront amusement park in Ocean County.

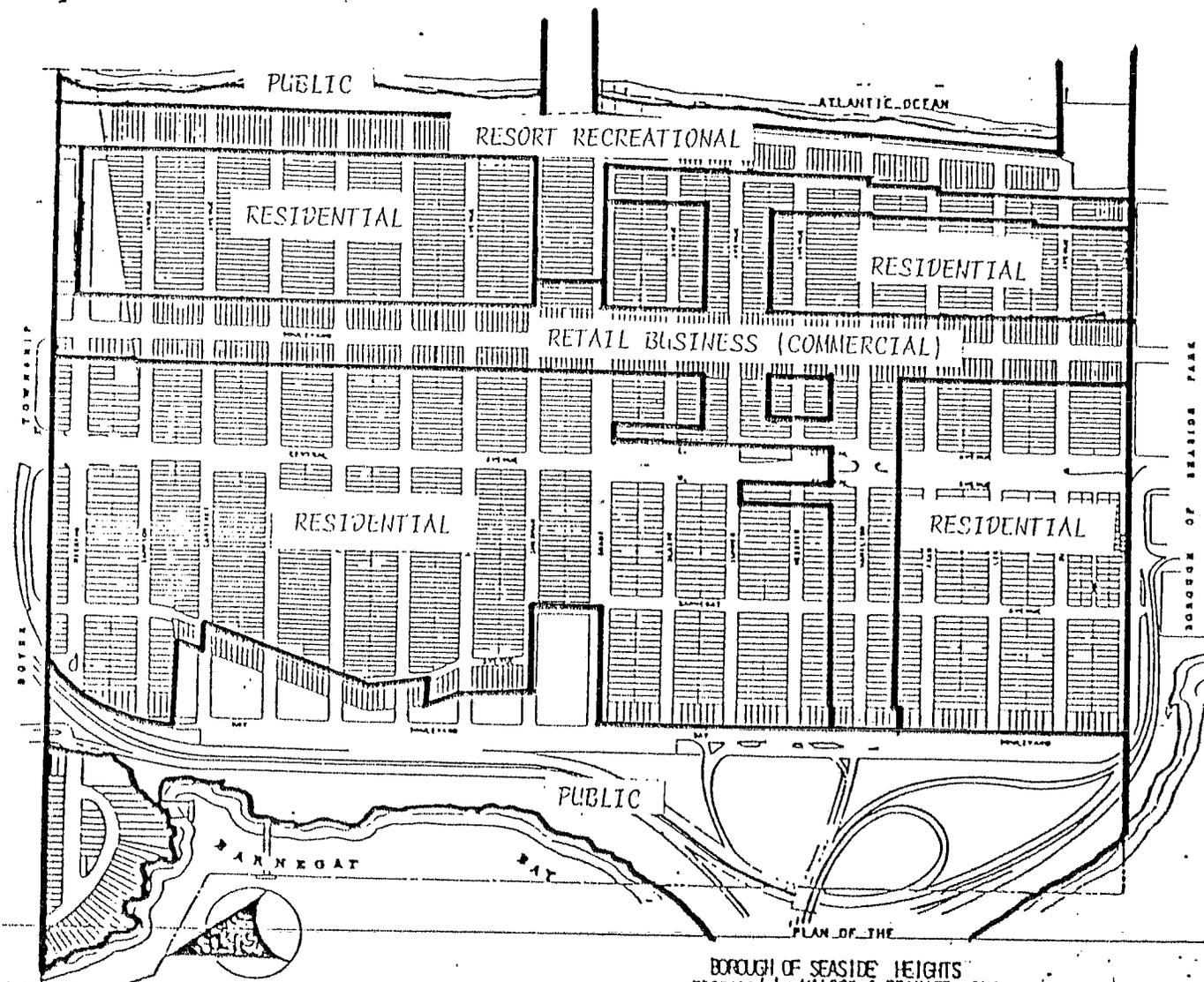
Seaside Heights receives visitors from far and wide. As many homes are rented each year the municipality has not assumed the characterisitic of a "honkey-tonk" but rather one having a strong tourist draw while yet maintaining a residential environment.

Many services are located within the Borough giving the visitors the greatest selection of goods around. From the cheapest to the most expensive, all are found within the Borough. Most businesses recognizing their individualized importance and contribution to the community are rehabilitating their structures to create an aesthetically pleasing facade.

Few professional services are found within the Borough, although all are available in Toms River or in surrounding municipalities. At present insufficient interest, resources and land deter other professionals to locate although the Borough government actively seeks these individuals for the betterment of the community.

Unlike other plans, the text presented herein will explain the individual Goal Statements with specific examples and areas. The format has been chosen in order to provide a foundation for the various ordinances which must follow as well as subsequent revisions to the plan in later years.

Wherever possible, transition between elements; Residential, Commercial, Marine, Recreation and others, will illustrate the interrelationship and dependency of one another.



PLAN OF THE
 BOROUGH OF SEASIDE HEIGHTS
 prepared by WILCOX & GRAVATT, INC.

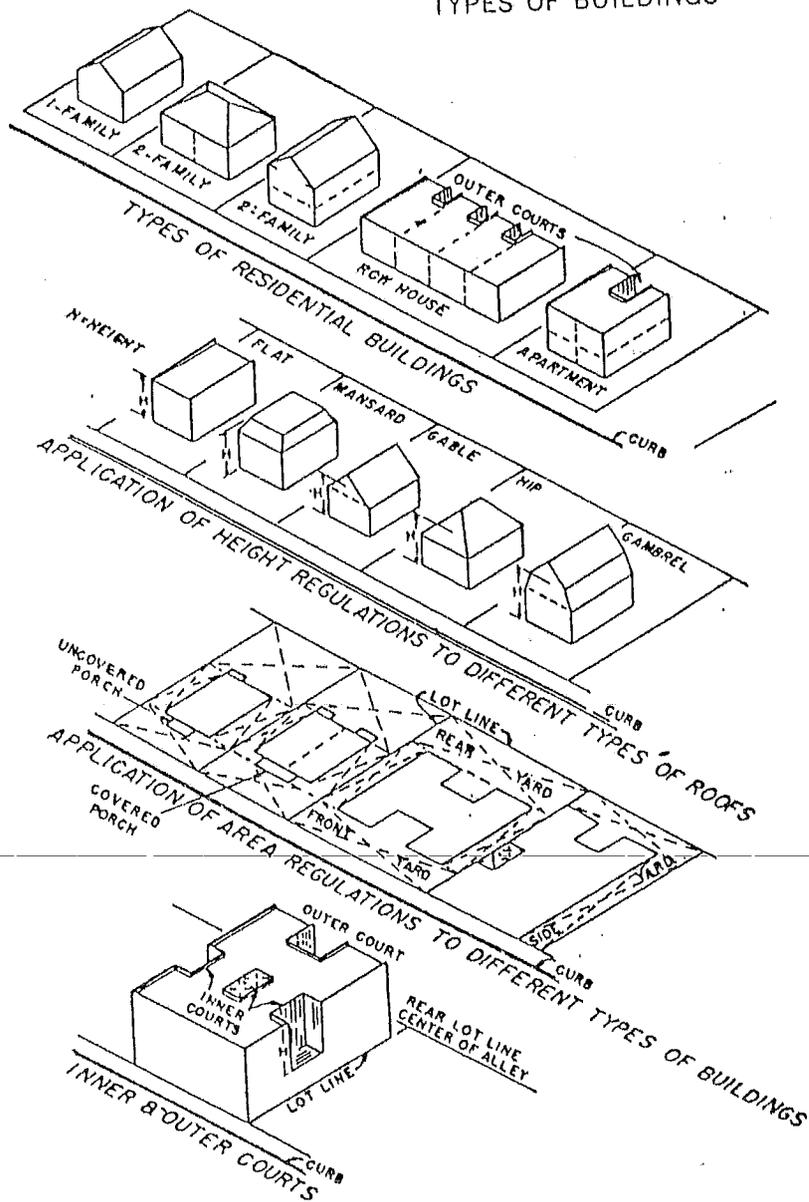
proposed
 Land Use
 of the
 Borough of Seaside Heights

The areas designated match that of the interim zoning ordinance recently adopted. For both documents a cohesive pattern representing the predominant trends in the Borough was derived in order to protect the individual property rights and values.

While it is realized that there may be conflicting uses and/or interests within any one particular district, it is in the minority. The district lines could conceivably be reconstructed to include all of the particular uses, however, the resultant would be chaos rather than order. With but few exceptions districts are contiguous with one another and follow a logical progression.

The product of this plan will be a uniformity of regulations in order that all may enjoy the attributes of life and happiness:

APPLICATION OF ZONING REGULATIONS TO DIFFERENT TYPES OF BUILDINGS

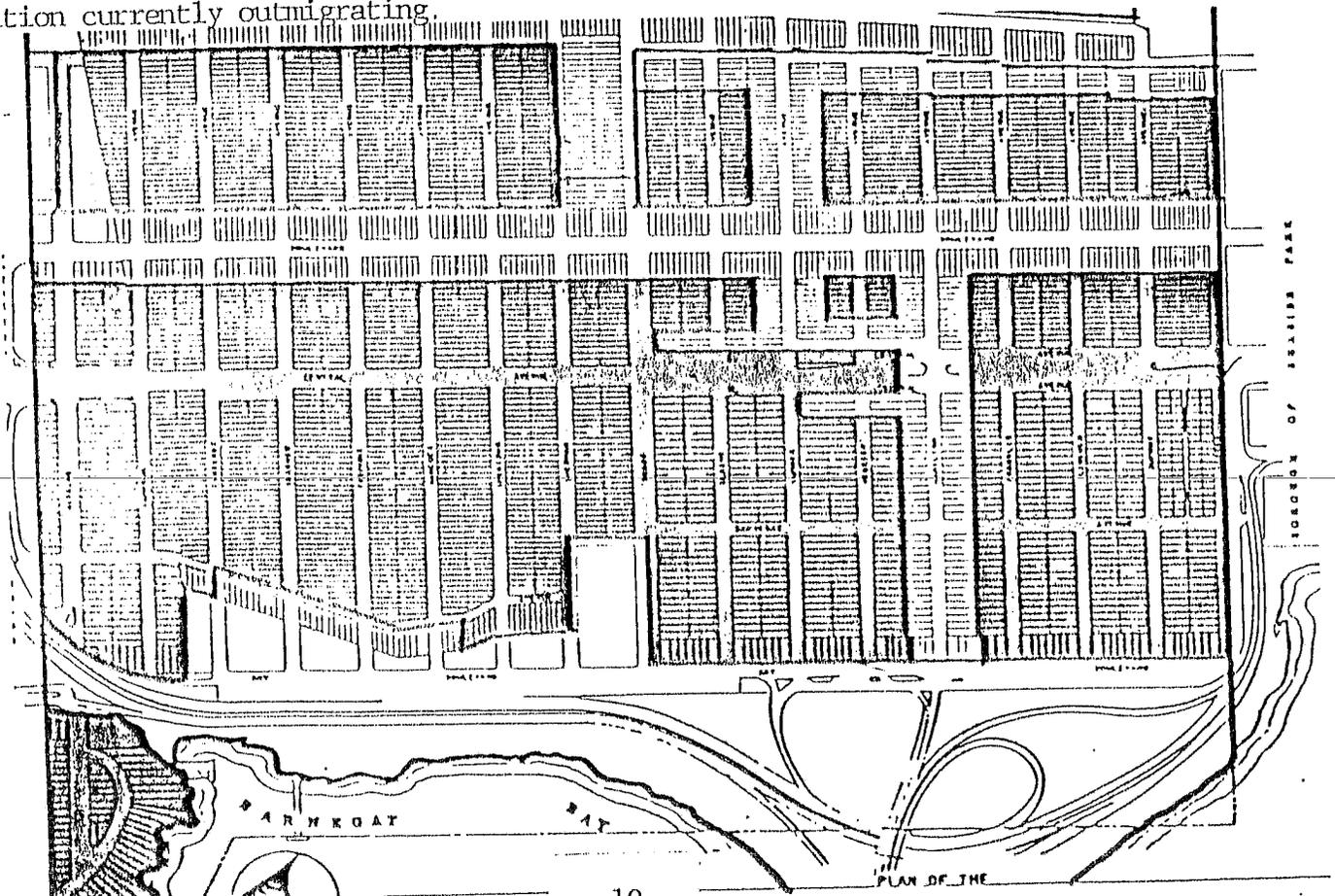


GOAL: RESIDENTS OF THE BOROUGH SHOULD HAVE A VARIETY OF GOOD, SERVICES AND FACILITIES READILY ACCESSIBLE, THESE ITEMS OF THE TOTAL ENVIRONMENT BECOME ACCESSIBLE ONLY IF THEY ARE LOGICALLY PLACED IN PROPER RELATIONSHIP TO THE PRESENT AND FUTURE DEVELOPMENT OF THE SURROUNDING AREA. INCOMPATIBLE LAND USES CAUSE DETERIORATIONS AND LOWER PROPERTY VALUES, BUT MAY PREVENT THE CONCENTRATION OF GOODS AND SERVICES WHICH SHOULD GREATLY BENEFIT ALL OF THE BOROUGH RESIDENTS, POORLY LOCATED BUSINESS AND RESIDENCES CAN GREATLY AND ADVERSELY AFFECT ONE ANOTHERS PROPERTY FUNCTION.

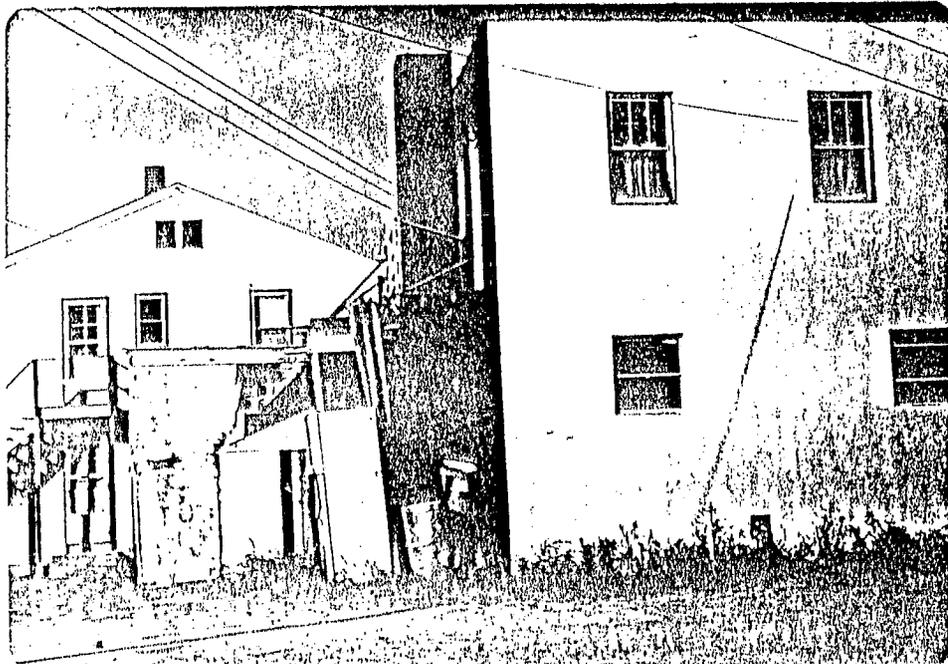
The borough is designated to have five principle areas, each of which allows a variety of opportunities for development but which also allows for adjacent area growth without adverse impacts. These areas are:

- Residential
- Multi-Family Residential
- Commercial
- Resort Recreational
- Public

By the locations cited, opportunities for the residential property owner to shop without being unnecessarily disrupted by the summer visitor are created. Although disruptions will occur the logical placement of user groups will minimize the resulting friction and could strengthen individual neighborhoods along with a rebirth of the population currently outmigrating.



GOAL: EXISTING HOUSING CURRENTLY DETERIORATING THROUGH LACK OF MAINTENANCE SHOULD BE IMPROVED BY A COMBINED EFFORT OF OWNER AND COMMUNITY PARTICIPATION.

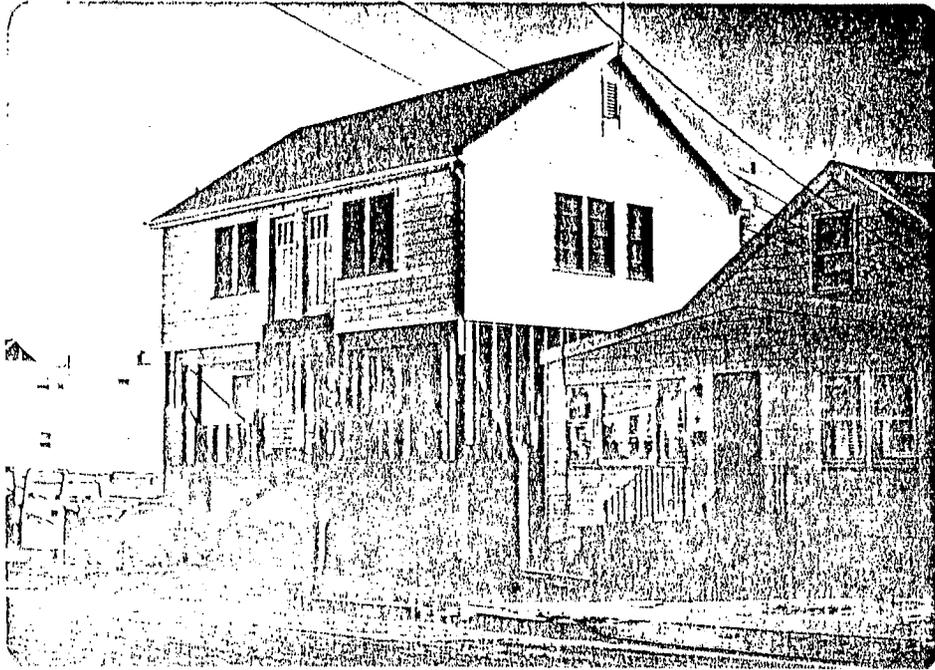


Neighborhood redevelopment through owner participation is a prime catalyst in improving neighborhood and area wide values. Inasmuch as the business is beginning to improve their visual image it is hoped that financial encouragement may be forthcoming to assist individual blocks to improve.

Once the properties begin to improve, owners begin to interact with the community. Neighborhood block parties, residential property protection, block pride and competitions for Christmas, Halloween and other occasions result. Simply put, neighborhoods are reborn and people who haven't met or spoke to another for years become close acquaintances once again.

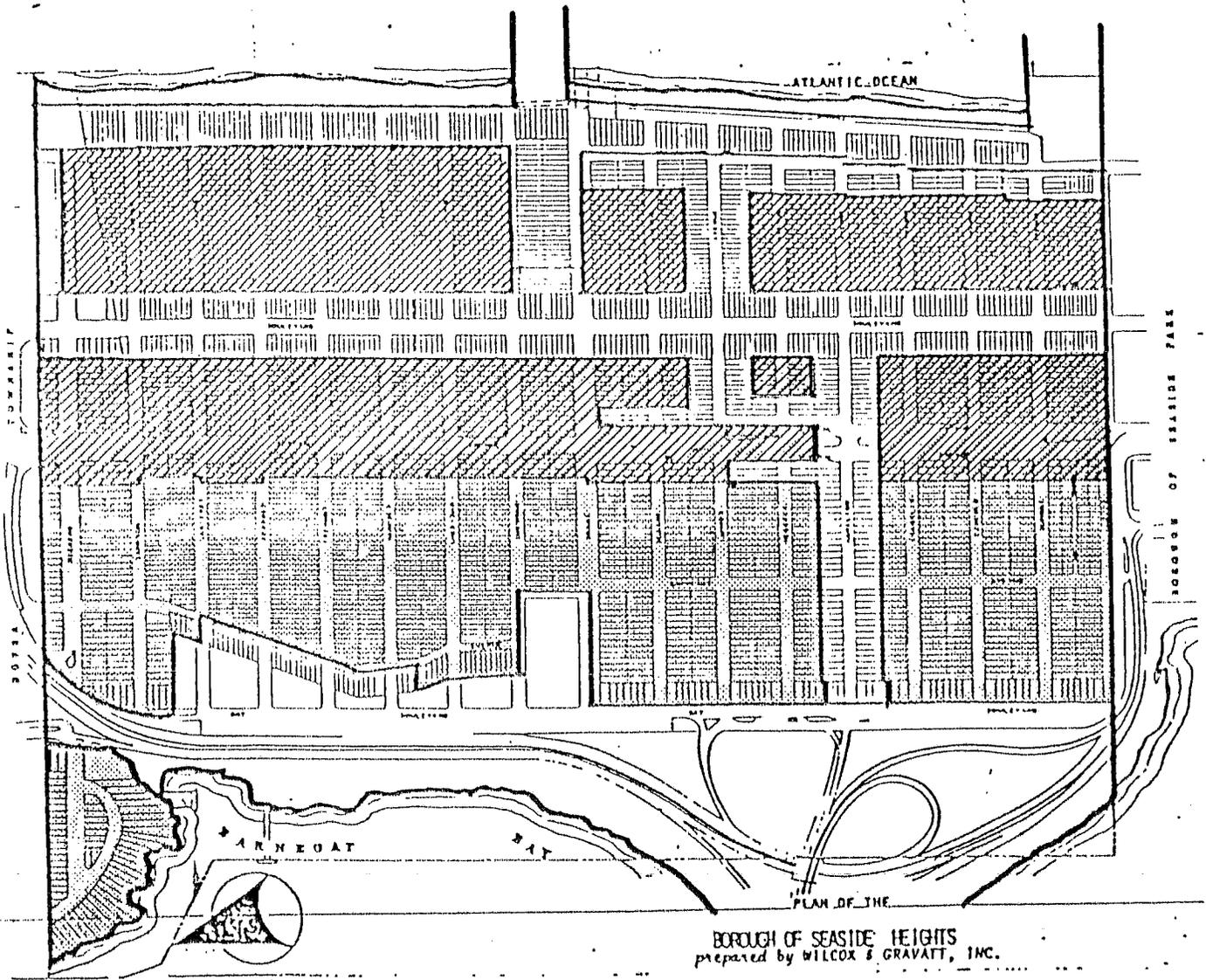
In some areas of the borough proper densities will encourage housing maintenance and in other discourage it. Each is beneficial to the general scheme of the borough inasmuch as it allows opportunities not otherwise afforded to be created.

STATEMENT: ALTHOUGH MULTI-FAMILY UNITS ARE FOUND THROUGHOUT THE BOROUGH, AN ALLOWABLE RESIDENTIAL DENSITY SHOULD BE STABILIZED TO REFLECT THE PRESENT CHARACTER OF INDIVIDUAL NEIGHBORHOODS.



Presently the areas to the East of Patrick Tunny Boulevard are realizing pressures from multi-family, multi-storied living units while to the West conversion of single family units abound. To realize a common density standard is unrealistic and would only be cause for further neighborhood decline. Coupled with this are standards for minimum lot sizes in dimensions and area.

By implementing the standard, the safety of the general public is assured. Although some individuals will be adversely affected, the overriding majority will benefit from the proposed action.



West of Boulevard

S.F. 9/Units/Ac.
M.F. 9/Units/Ac.

East of Boulevard

Proposed Density Standards

Single Family
Multi-Family

9/Units/Ac.
24/Units/Ac.

For areas West of a line 100' West of Central Avenue, designated as Residential, the generally predominant density of nine units per acre shall be continued. This implies a lot area of 2,000 square feet as a minimum per single family dwelling unit. This requirement conforms to the prevailing trend throughout the Borough.

For areas to the East of a line 100' West of Central Avenue, single family densities should also be nine (9) units per acre but multi-family densities may be 24 units per acre. While at first glance, this density appears liberal, it does imply that at least a lot area of 1,200 S.F. is necessary per multi-family unit be it hotel, motel, or summer rental.

The provision and allowance of multi-family units in this area acknowledges their importance to the economic well-being of the community and the inter-relationship with the Boardwalk. Although some single family units will be lost, it will be at the expense of a better community inasmuch as this area currently possesses the largest number of deficient units.

Further, the area is buffered and surrounded by commercial areas be it retail or Boardwalk. By the encouragement of multi-family within this area the summer visitor can gain access to the Boardwalk and to shopping without having to rely upon the single family automobile.

Although the use of automobiles will never be ended, the possibility of trying to relieve even a small percentage of traffic currently on the roadways is but a small price to pay for the few homes lost. This action further recognizes the growing trend of off street parking facilities in the area.

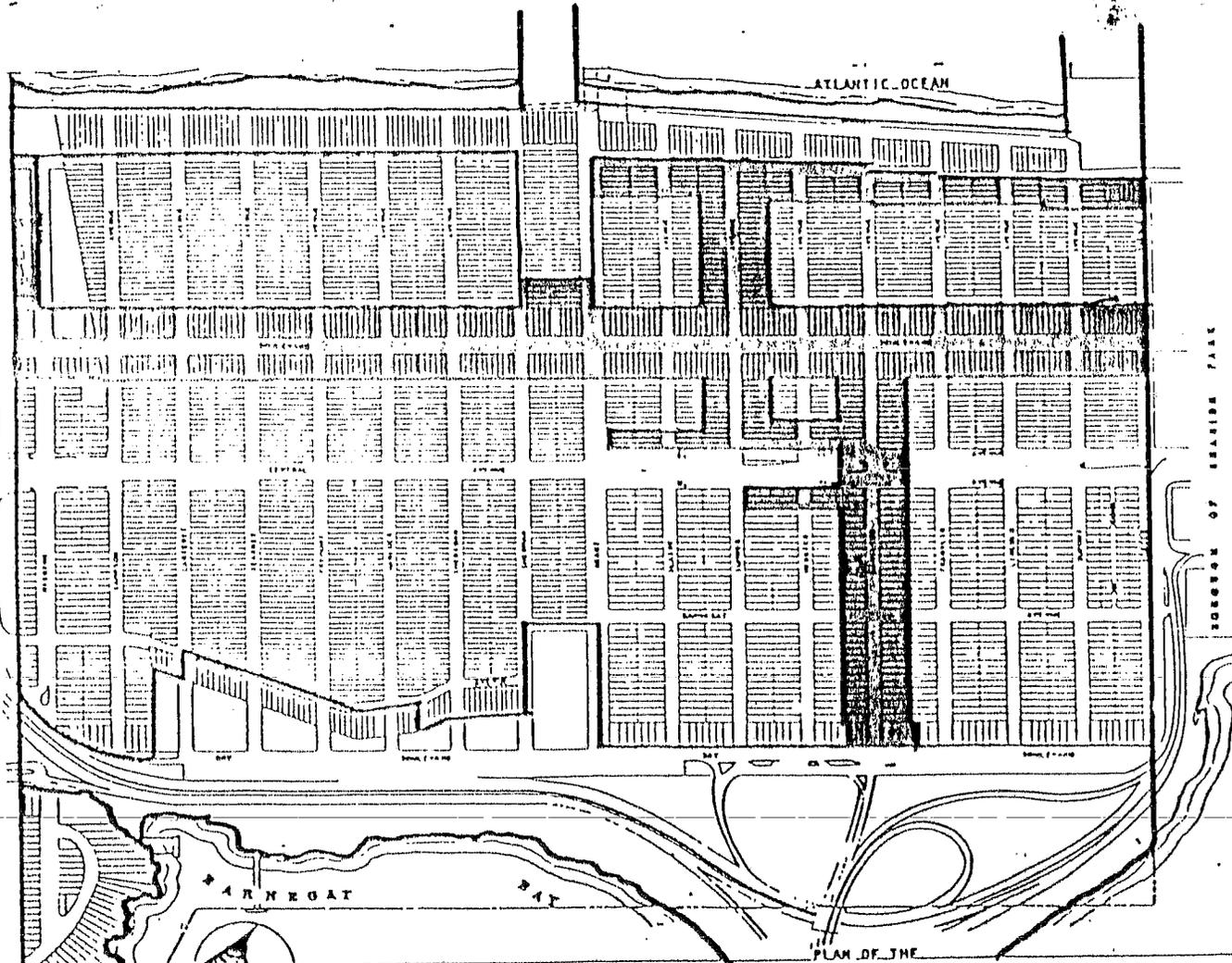
Parking for multi-family uses shall continue to be mandatory and should be situated so that ready access is provided to all spaces without having to encroach upon other spaces. Further, adequate fire laws shall be necessary in order to protect the area from ravages of natural causes.

GOAL: THE BOROUGH SHOULD CONTINUE TO ENCOURAGE THEIR
HOTELS AND MOTELS TO REMAIN OPEN BEYOND THE
CUSTOMARY 100 DAY SEASON IN ORDER TO DEVELOP
A CONVENTION AND/OR BUSINESS TRADE.

The provision of a convention - Business trade can increase the relative wealth of the community while providing a transitional element between the summer and winter seasons. The infusion of an expanded hotel-motel trade will encourage residents and businesses alike to improve their properties as well as potentially decrease taxes.

GOAL: THE BOROUGH WILL ACTIVELY ENCOURAGE EXPANSION AND IMPROVEMENT OF EXISTING BUSINESSES AS WELL AS ATTEMPT TO ATTRACT NEW BUSINESS USES INTO PLANNED AREAS, ESPECIALLY THOSE ADJACENT TO COMPATIBLE USE AREAS.

The business area as currently depicted on the interim zoning map shall continue without enlargement and/or reduction. Minimum lot sizes for retail use shall be 5000 square feet with off-street parking provided nearby in the same block.



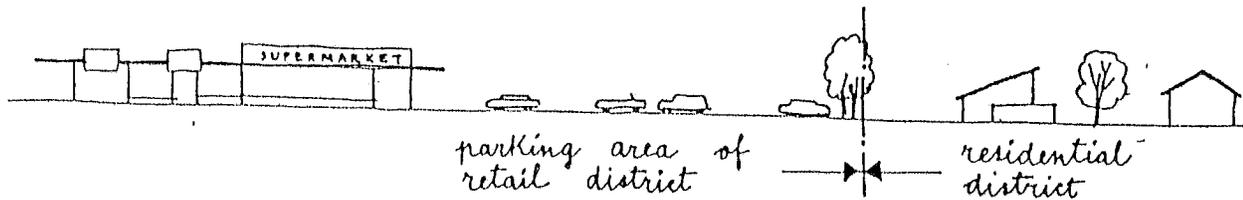
BOROUGH OF SEASIDE HEIGHTS
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BUSINESS DISTRICT



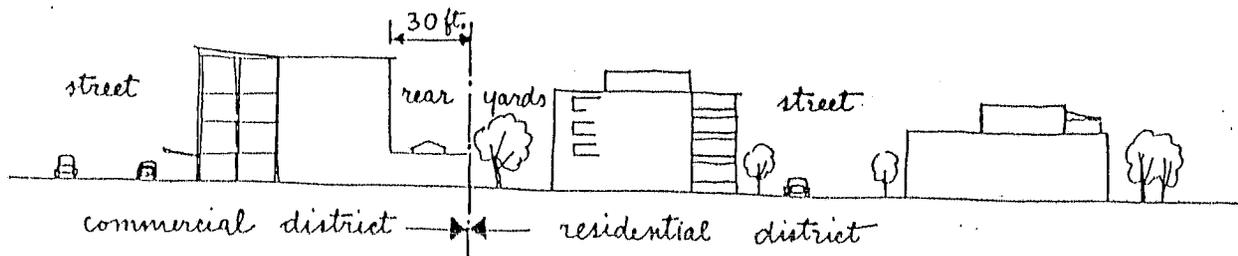
Aerial Photographs-Parking Spaces
East of the Boulevard

The supply of products to the population requires a commercial area located near enough to the resident so that he or she will be enticed to shop frequently, but yet distant enough so as not to encroach unnecessarily upon the daily life. Ideally the more intense commercial uses should be concentrated in the central area while those of a quieter nature act as a buffer against the residential area.



In retail and commercial districts parking areas which adjoin a residential zone should be shielded by walls, shrubs, or trees along the boundary line.

Unfortunately the existing pattern of development in the borough of commercial uses does not provide for the buffering action and the costs associated for raw land preclude any formal land use buffer from being established. Nevertheless businesses can be encouraged to self-police and provide buffers where appropriate through the Chamber of Commerce and other Civic organizations.



In nonresidential lots which are back to back with residential, 30 ft. deep rear yards are desired, though a single story rising not more than 25 ft. above curb level may extend to the rear lot line.

GOAL: THE PRESENT AESTHETIC TREND BEING CREATED IN THE COMMERCIAL AREA SHALL CONTINUE AND THESE BUSINESSES SHALL BE ENCOURAGED TO REMAIN OPEN LONGER IN THE SEASON TO HELP ACCOMPLISH THE CONVERSION TRADE GOAL.

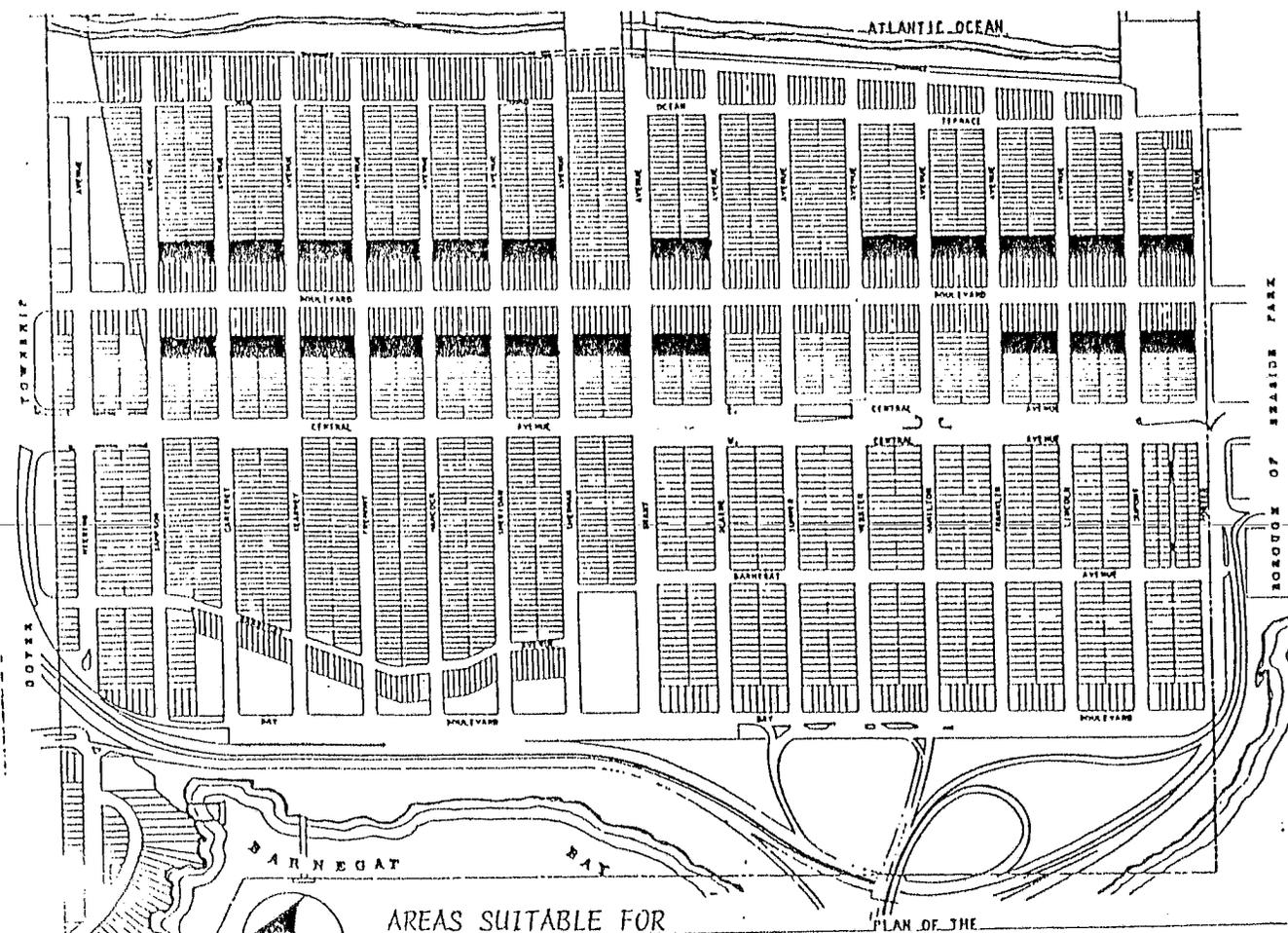
Increased acceptance by the consumer of the quality and quantity of goods available within the local market encourages the retailer to remain within the locale longer each season before closing and moving South for the winter. The rebirth of the shopping area through new store fronts and provision of pedestrian spaces and parking facilities encourages the resident to visit locally rather than cope with traffic to shop elsewhere.

GOAL: OFF-STREET PARKING LOCATED ON LOTS ADEQUATELY DESIGNED WITH RESPECT TO TRAFFIC PATTERNS, LIGHT, VENTILATION, SAFETY AND DRAINAGE, AMONG OTHERS, WILL BE ENCOURAGED TO DEVELOP.

Parking preferably shall be at the rear of the stores in lots specifically constructed for the purpose and which serve all retail uses in the block rather than individuals. In this manner traffic congestion is lessened and the shopper is afforded a means of parking in comparative safety removed from the aggregations of on-street parking.

These lots should become an accessory use in the residential zone inasmuch as they abound throughout the area, but as they are to serve the businesses primarily their depth should be limited to 80 ft. For shopping traffic they should be located immediately behind the retail establishment along the Boulevard only. In other areas these facilities could be located on the same lot as the use it services.

Along Central Avenue, should the parking be allowed to angle park along the edges and the center become the traffic lanes additional parking could be provided in - expensively. In some respects the situation would be dangerous to space users but no more so than what exists now. Further, traffic would circulate more freely as the driver would only have to be concerned with one edge situation rather than two as the case now is.



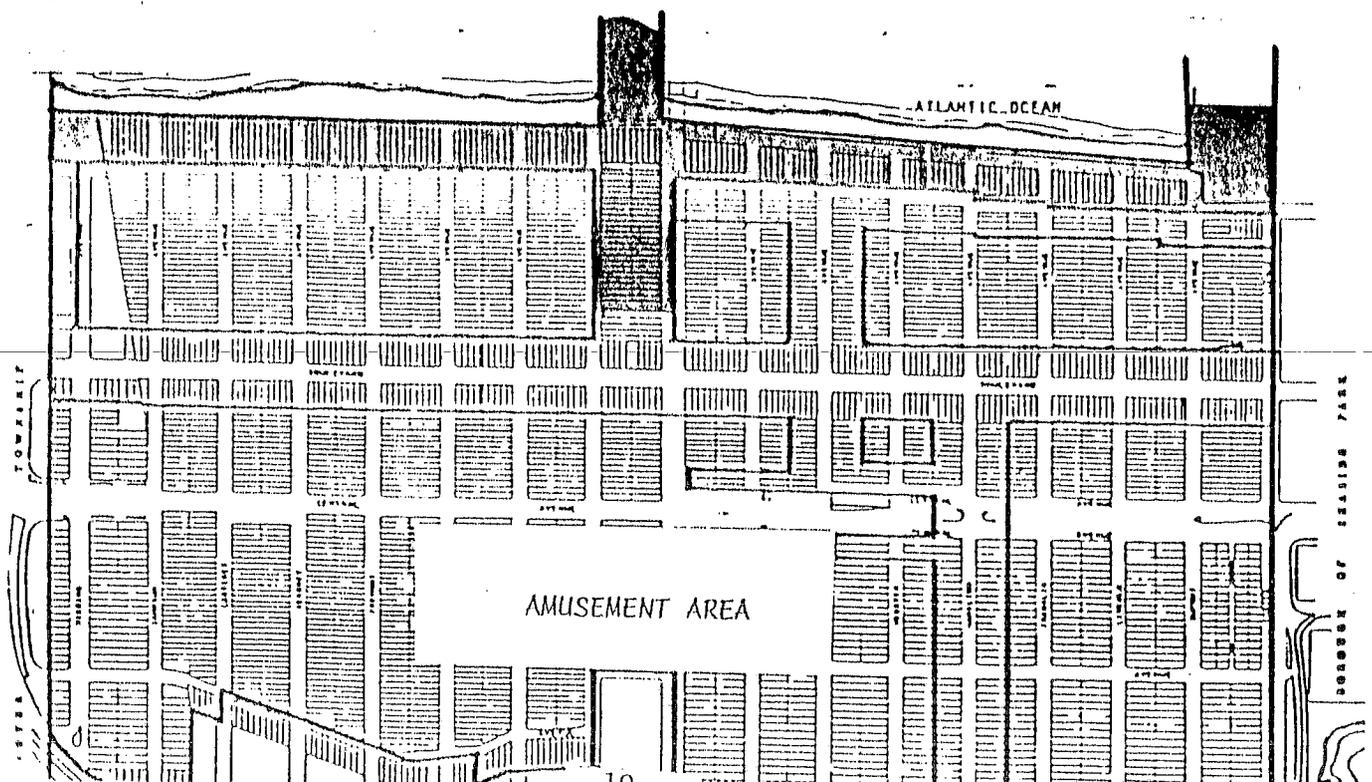
Perhaps the most intense area of activity in the Borough is the Boardwalk and it's associated amusements and games of chance. In itself it is not unlike a shopping center and as such buffers from light and noise is essential to the protection of the resident.

These controls cannot be overly stringent as this use is one of the prime reasons for the economic well-being of the community. Rather the rear facades of the buildings along Ocean Terrace must be subtly constructed in order to be attractive but also provide sufficient advertising to attract users to the Boardwalk. Noise and light can be controlled or at least softened by the nature of materials applied and amount of openings allowed.

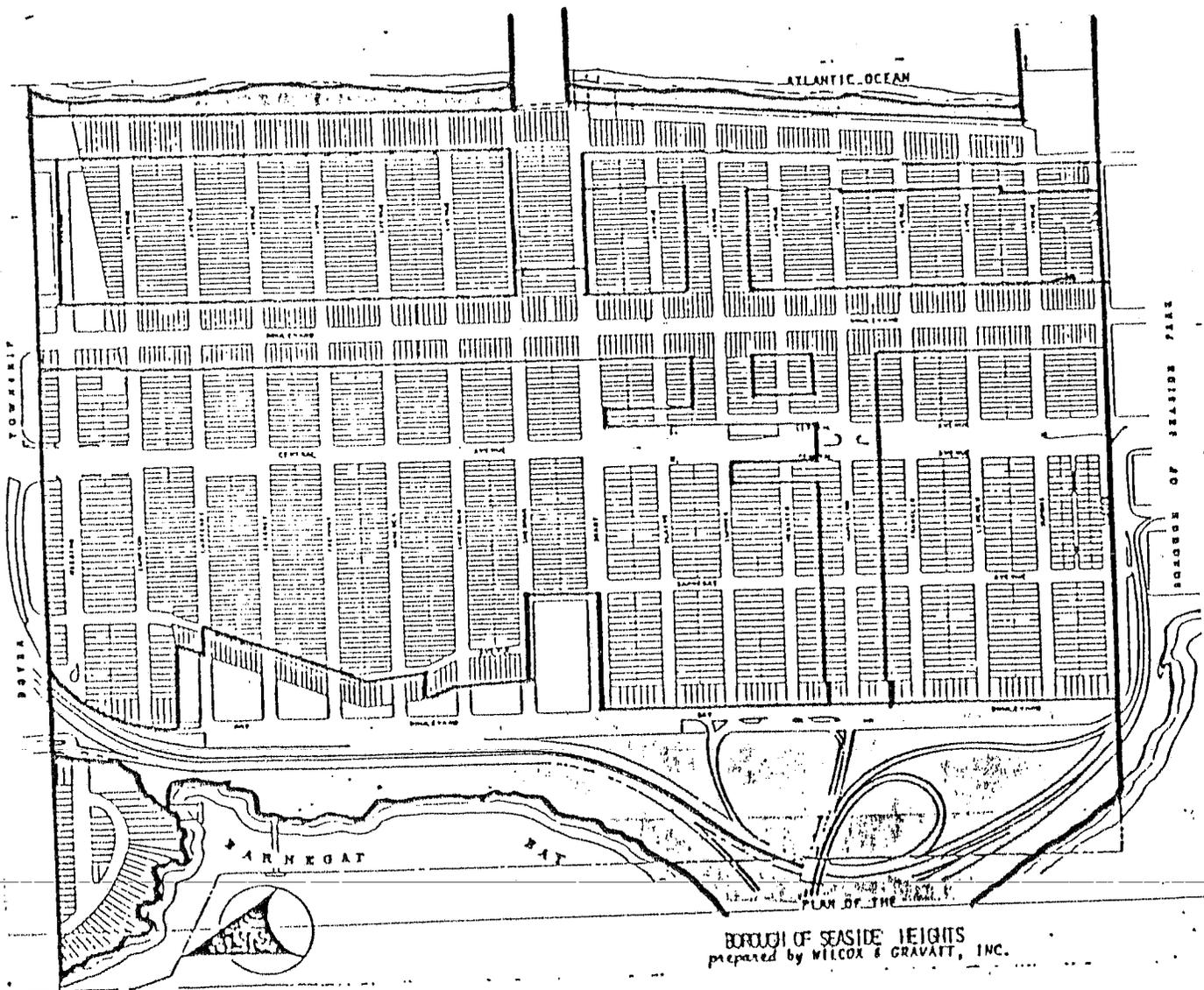
STATEMENT: THE BOROUGH OF SEASIDE HEIGHTS IS PRIMARILY ORIENTED TOWARDS BEING A SUMMER RESORT COMMUNITY AND MUST ACCOMMODATE AND ENCOURAGE AMUSTMENTS WHILE YET ALLOWING THE RESIDENT POPULATION OF PEACE AND TRANQUILITY.

For the safety and security of residents and visitors alike it is recommended that the Ocean Terrace side of the boardwalk businesses be comprised of buildings having uniformity of style, a double entrance-exit door per use discharging onto a public space (not roadway) with signs located along side of but not over doorways. Materials should be of fire-resistive construction and be illuminated by uniform "bounce" type wall lighting rather than the customary neon type signs.

Lighting shall be situated so that the residential property owner cannot observe the light source. In this manner a blanket of uniform lighting can be provided rather than the light-dark effect currently being used. Also the uniformity of lighting not only attracts people but also helps to prevent street crimes, vandalism and thefts from occurring.



GOAL: AREAS OF UNIQUE NATURAL BEAUTY SHOULD BE PRESERVED FOR THE BENEFIT OF NOT ONLY THE RESIDENTS OF THE BOROUGH BUT OF THE COUNTY AND STATE AS WELL. THE BOROUGH WILL ENCOURAGE THE PRESERVATION OF KEY AREAS FOR FUTURE PARK AND RECREATIONAL DEVELOPMENT IN ORDER TO MAINTAIN THE PRESENT CHARACTER OF THE BOROUGH.



BOROUGH OF SEASIDE HEIGHTS
prepared by WILCOX & GRAVATT, INC.

PUBLIC SPACES

The typical concern of most communities is emphasis upon recreational areas and intense design efforts are expended towards providing a maximum of facilities. Often these man-made facilities are underutilized and become havens for crime to occur.

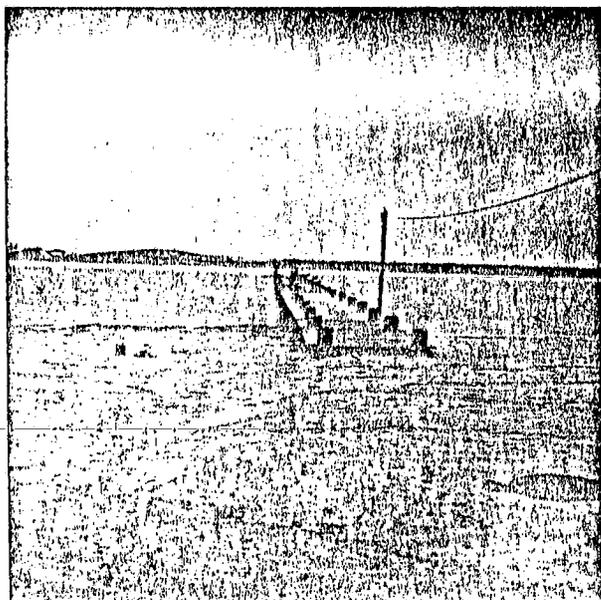
Waterfront communities on the other hand possess a unique natural resource. Seaside Heights is exceptional in its recreational facilities by virtue of the fact that it is bordered on one side by Barnegat Bay, on the other by the Atlantic Ocean and intermixed are community playgrounds and the amusement pier. People from far and wide pay substantial sums of money to spend time near these unique recreational facilities.

Seaside Height's prime function is recreation as it is our proximity to these resources which offer the exceptional recreational opportunities that attract new permanent residents to the Borough. Priority should be devoted to implement improvements which will maximize the opportunities for our residents and visitors alike to enjoy the facilities.

The Borough owned piers on the bay front have been extremely popular over the years. They represent excellent transient mooring facilities for visitors coming to town by boat and are places where people can fish and crab. Their popularity is unquestioned. The present facilities should be maintained in their present condition and where possible upgraded. Additional dockage facilities and beaches should be installed wherever possible.

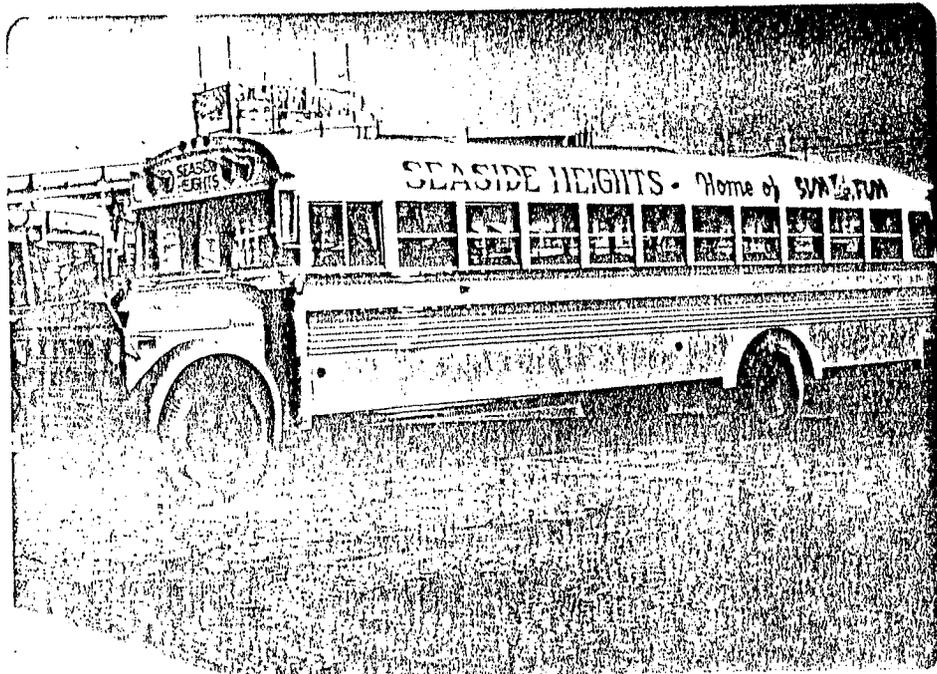
All Borough owned land should be developed to its maximum potential as a recreational facility. There is presently a need for additional tennis courts as well as other forms. As the Borough possesses significant percentages of senior citizens passive recreation in the form of parks and landscaping should be integrated into the overall scheme of the Borough.

The Sedge Island currently lying to the West in Barnegat Bay should be designated as a park facility and all efforts made to develop it as soon as possible. Land values within Seaside Heights are prohibitive to allot areas for the forms of recreation needed for a well balanced community but the Sedge Island could be utilized.



Transportation to the Island presents a problem however, wherever one travels in the area adequate transportation is lacking. Therefore, the Borough is encouraged to seek funding for a mono-rail system which would service not only the Sedge Island but also the mainland as well. This could become part of a greater scheme which ultimately would service the entire state.

GOAL: THE BOROUGH SHALL CONTINUE ITS' MASS TRANSIT FACILITIES AND WILL SEEK ALL MEANS TO INCREASE THOSE CAPABILITIES THROUGH THE USE OF ADVANCED TECHNOLOGY.

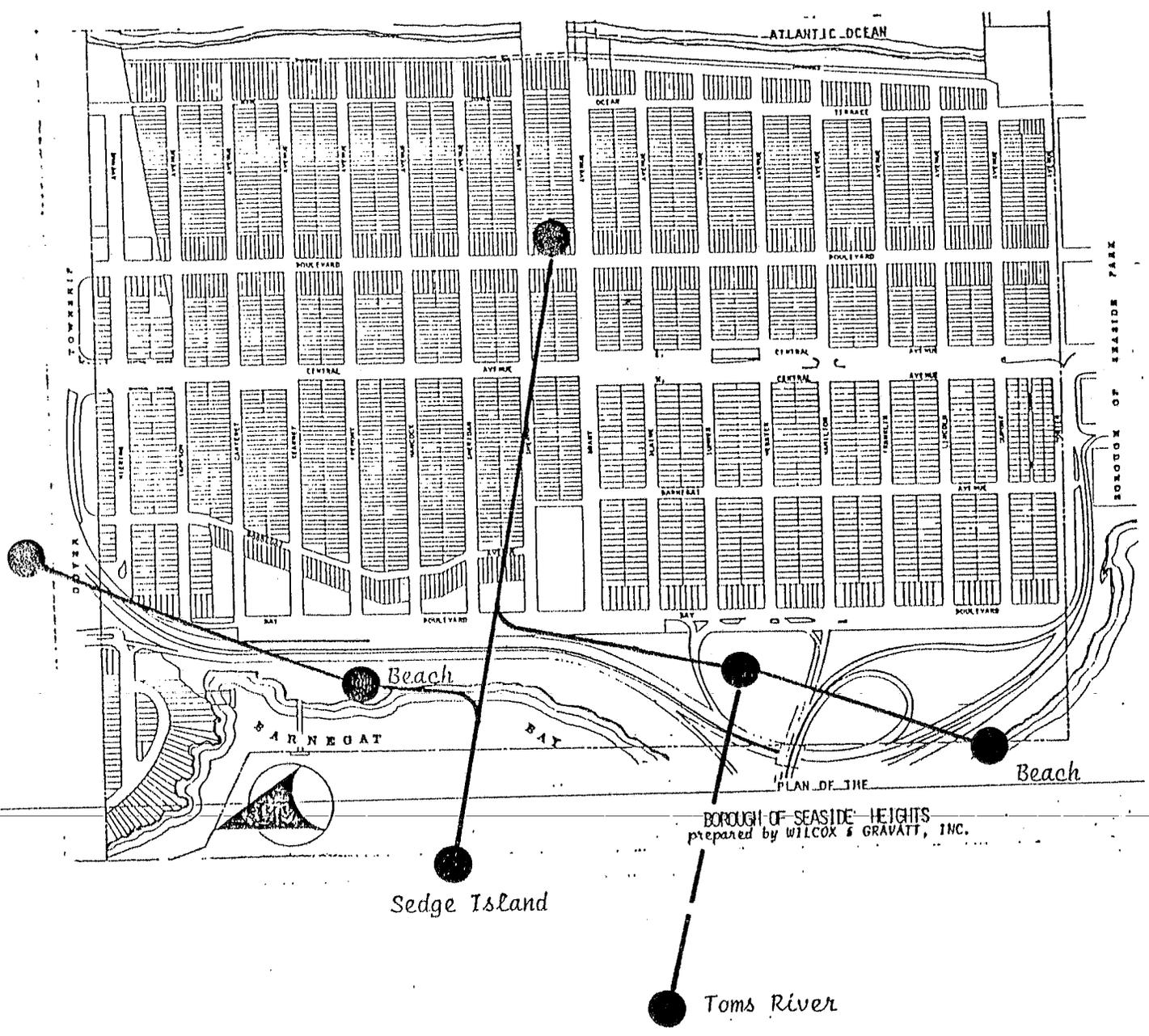


Leading industries have, for years, been developing various forms of people-mover systems. Although some have been quite successful (elevators and escalators) most have been dismal failures due to lack of acceptance. Primarily insufficient choice of destinations, reliability of equipment, operating expenses among others have created the problem.

Within the Borough the creation of a system which would service the prime recreational areas, the hotel-motel industry and the mainland shopping and transportation facilities may be the one to succeed. Although the costs are astronomical the benefits

far outweigh the expense. Further, the Borough could implement a mass-transit team which would approach industry to provide the facilities. An active mass-transit program will also encourage and supplement the current efforts to develop a convention trade.

Facilities and routes should be similar to the scheme indicated.



IMPLEMENTATION

By itself this plan possesses none of the attributes of enforcement. The ideals, schemes and standards presented are of no use unless all Borough ordinances are attuned and necessary enforcement procedures are implemented.

The Borough's interim subdivision ordinances must be finalized and subdivision and site plan ordinances formulated. Although no one wants increased regulation and bureaucracy, these documents are necessary to insure the well being of businesses and residents alike.

Even with a host of regulatory documents, without cooperation from residents both now and in the future the plan will fail. Individuals shall read this document and interpret over the years to follow, but its doctrine will be mute without the benefit of private enterprise. Within this document are presented many opportunities for residents to develop their community in a cohesive manner--the Borough cannot do it all nor should residents expect them to.

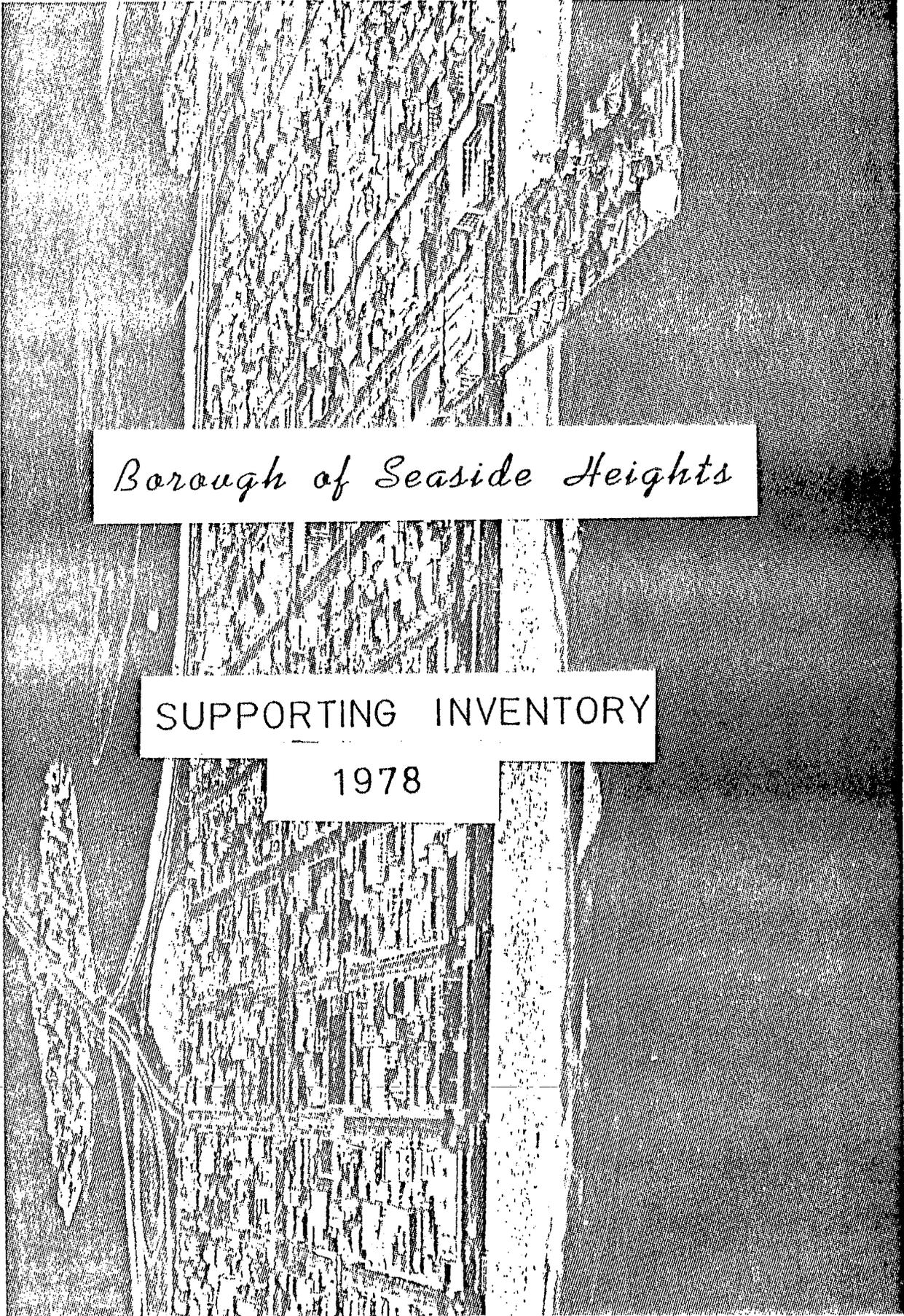
We often criticize our governmental bureaucracy but usually it is because we are too weak to grasp our failings and unify to correct it. John F. Kennedy once said:

*"Ask not what your Country can do for you,
Ask what you can do for your Country"*

The same applies locally as well.

When all unify and accept the intent of regulations then truly this plan will be implemented.

This plan should not end on this page but become the foundation for change as necessary. Portions omitted should be added whenever possible so that the document is always current and modified to reflect the ever changing environment about us.



Borough of Seaside Heights

SUPPORTING INVENTORY

1978

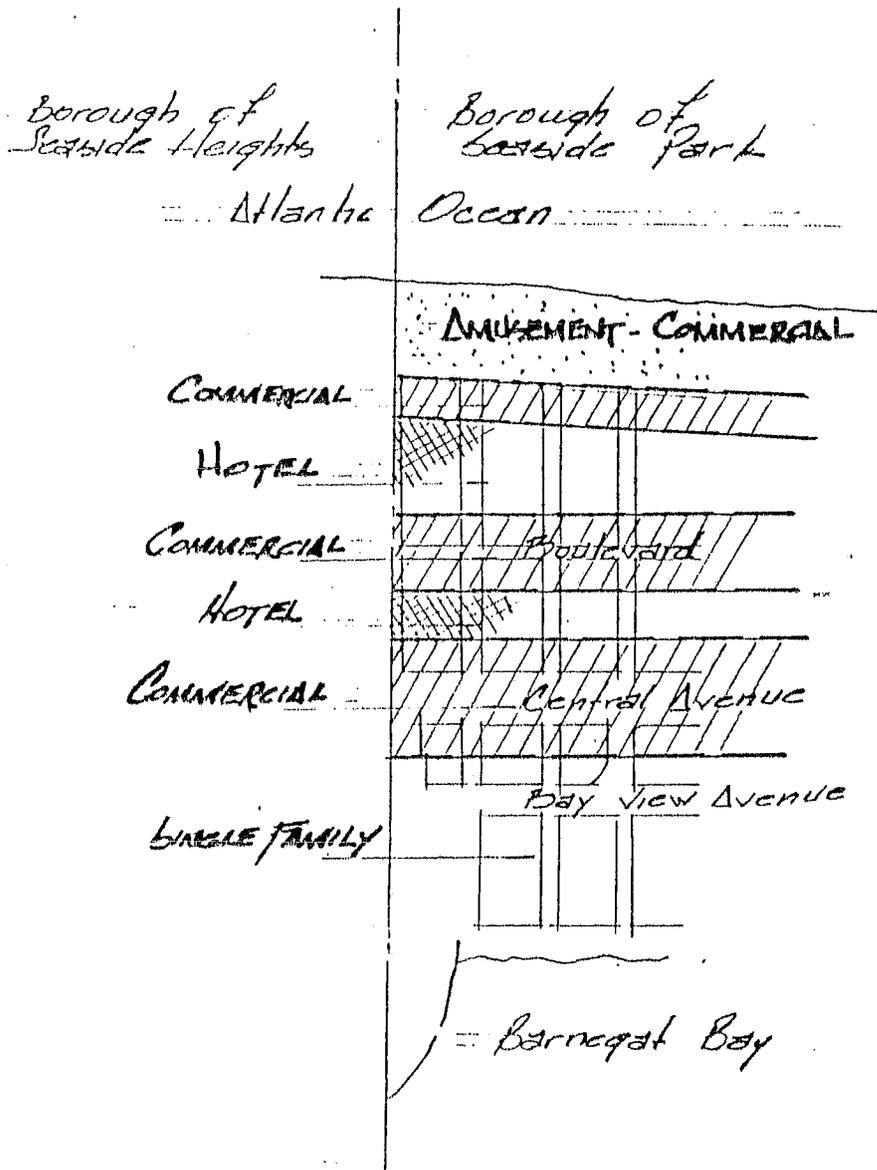
1. Relationship to other plans

RELATIONSHIP TO OTHER PLANS

THIS SECTION SHALL REVIEW IN DETAIL: THE CONCEPTS AND PLANS OF ADJACENT MUNICIPALITIES; THE OCEAN COUNTY GUIDE PLAN; THE DEPARTMENT OF ENVIRONMENTAL OCEAN AND SHORE SEGMENT; AND, THE NEW JERSEY DEPARTMENT OF COMMUNITY AFFAIRS, STATE GUIDE PLAN. EMPHASIS IS DIRECTED TOWARDS EXISTING AND POTENTIAL CONFLICTS TO EXISTING LAND USES IN THE BOROUGH.

IMPORTANT ELEMENTS OF ANY MASTER PLAN ARE THE THOUGHTS AND DOCTRINES OF ORGANIZATIONS OF A HIGHER COMPLEXITY THAN THE LOCAL ENTITY. WHEREVER POSSIBLE IN THE FINAL DRAFT, ALL EFFORTS ARE MADE TO SYNTHESIZE THIS INFORMATION INTO A COHESIVE AND WORKABLE DOCUMENT.

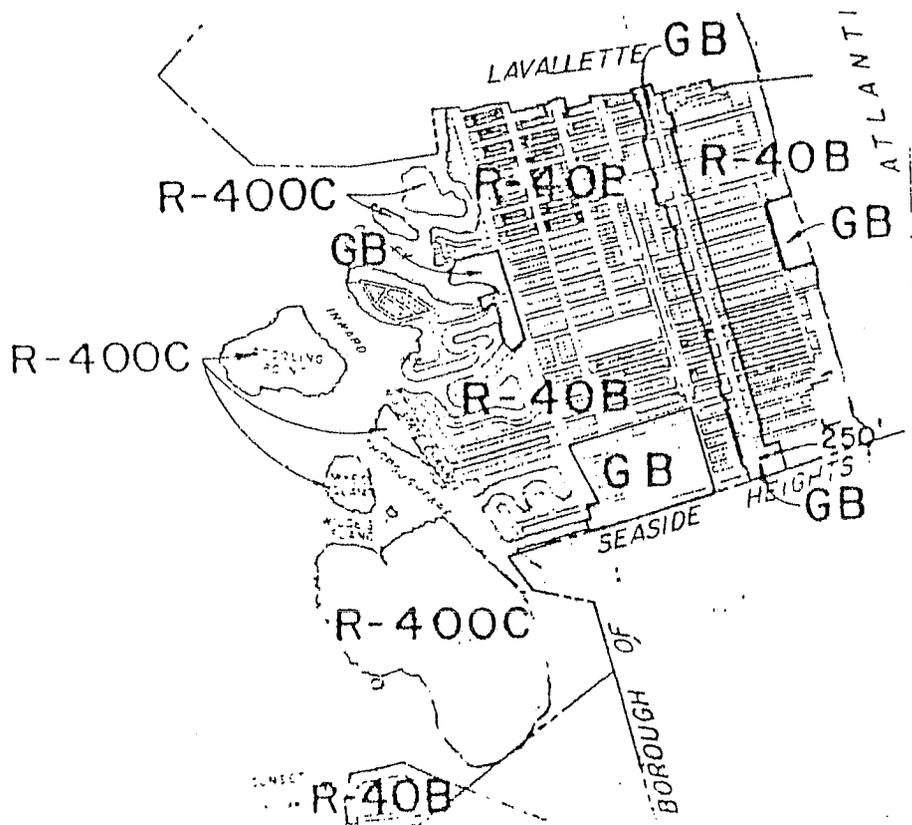
ADJACENT MUNICIPALITY PLANS



BOROUGH OF SEASIDE PARK:
 THE BOROUGH HAS RECENTLY
 ACCEPTED A PRELIMINARY MASTER
 PLAN AT THE PLANNING BOARD LEVEL
 AND IS PRESENTLY SEEKING TO
 HOLD THE REQUIRED HEARINGS PRIOR
 TO FORMAL ADOPTION. PRESENTLY
 PROPOSED ARE A VARIETY OF LIN-
 EAR ZONES CONSISTING OF SINGLE-
 FAMILY, HOTEL, COMMERCIAL AND
 AMUSEMENT-COMMERCIAL.

WITH THE EXCEPTION OF THE
 CENTRAL AVENUE COMMERCIAL DISTRICT,
 THE SEASIDE HEIGHTS INTERIM ZONING
 IS NEARLY ATTUNED TO SEASIDE
 PARK.

DOVER TOWNSHIP: FOR AREAS NORTH OF THE BOROUGH, DOVER TOWNSHIP HAS ADOPTED AND IMPLEMENTED A MASTER PLAN AND ZONING ORDINANCE WHICH ALLOWS FOR A VARIETY OF USES FROM SINGLE-FAMILY TO GENERAL BUSINESS. INASMUCH AS ROUTE 35 ACTS AS A MAJOR BUFFERING ELEMENT BETWEEN SEASIDE HEIGHTS AND DOVER TOWNSHIP, IT SEGREGATES PLANNED ZONES EFFECTIVELY, THEREBY ALLOWING THE TWO MUNICIPALITIES TO DEVELOP INDIVIDUALLY WITHOUT CONFLICTS DUE TO NON-COMPATIBLE LAND USES.



IN ITS SIMPLEST FORM, THE ADJACENT LANDS COMPRISE BUT TWO DISTRICTS: R-40B AND GB. THE R-40B ZONE, IS A HIGH-DENSITY RESIDENTIAL AREA ALLOWING OVER 50 DWELLING PER ACRE WITH A SINGLE-FAMILY REQUIREMENT OF 4,000 S.F. LOT SIZES. ALONG THE BOULEVARD AND IN THE VICINITY OF THE SHOPPING CENTER ARE TWO AREAS DENOTED AS GB--GENERAL BUSINESS, WHICH ALLOWS NOT ONLY BUSINESS BUT HOTEL-MOTEL USE AS WELL. ALONG THE OCEAN, THOUGH NOT INDICATED BY ZONING, IS AN AREA TERMED "BEACH" IN WHICH PRESUMPTUOUSLY NO CONSTRUCTION CAN BE COMMENCED.

OCEAN COUNTY CONCEPT PLAN

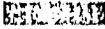
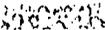
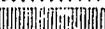
DURING NOVEMBER 1975, THE CONCEPT PLAN WAS RELEASED AS A FRAMEWORK FOR THE 208 WATER QUALITY PROGRAM. AS A DOCUMENT, IT ANALYZED THE DEVELOPMENT OF THE COUNTY AND PROVIDED GROWTH PROJECTIONS AND CONCEPTS.

IN ORDER TO RATIONALIZE TRENDS, VARIOUS ASSUMPTIONS WERE MADE TO MORE EVENLY DISTRIBUTE PLANNING GOALS--PERHAPS THE MOST IMPORTANT WAS TO ESTABLISH A RATIO OF 10:1, SEASONAL-VERSUS-PERMANENT RESIDENTS FOR COASTAL BEACH COMMUNITIES. IT IS KNOWN THAT A FAR GREATER RATIO WOULD BE MORE REALISTIC FROM AN ANALYSIS OF BEACH BADGE SALES FOR INDIVIDUAL MUNICIPALITIES. NONE-THE-LESS, THE PLAN DOES RECOGNIZE THE EXTREME FLUCTUATIONS WHICH OCCUR AND FURTHER AGREES THAT THE COASTAL BEACHES SHALL CONTINUE TO DEVELOP AS A VIABLE NATURAL RESOURCE.

FOR SEASIDE HEIGHTS AND A PORTION OF SEASIDE PARK, THE PLAN ASSUMES THESE MUNICIPALITIES WILL DEVELOP AS A COMMERCIAL HUB SERVICING THE NEEDS OF SEASIDE PARK, BERKELEY TOWNSHIP, LAVALLETTE AND ORTLEY BEACH AS WELL AS THOSE MUNICIPALITIES AND SECTIONS FURTHER NORTH. SINCE COMMERCIAL DEVELOPMENT NEEDS RESIDENTIAL AS A CO-COMPATIBLE LAND USE, THOSE AREAS NOT NECESSARY FOR BUSINESS USE SHOULD BE HIGH-DENSITY RESIDENTIAL.



CONCEPT PLAN

-  SUBURBAN-DENSITY RESIDENTIAL
-  LOW-DENSITY RESIDENTIAL
-  RURAL-DENSITY RESIDENTIAL
-  CONSERVATION AREAS
-  COMMERCIAL AREAS
-  INDUSTRIAL AREAS
-  PUBLIC LANDS
-  AIRPORT
-  OPEN SPACE CORRIDORS
- 1** REGIONAL SHOPPING CENTER
- 2** OCEAN COUNTY COLLEGE
- 3** HOSPITAL AREA
- 4** COUNTY AGRICULTURAL, HEALTH AND HUMAN RESOURCES OFFICES
- 5** SOUTHERN COUNTY HEALTH SERVICE CENTER
- 6** COUNTY ADMINISTRATION AND COURT COMPLEX

O C E A N
C O U N T Y

NEW JERSEY DEPARTMENT OF COMMUNITY AFFAIRS

STATE GUIDE PLAN

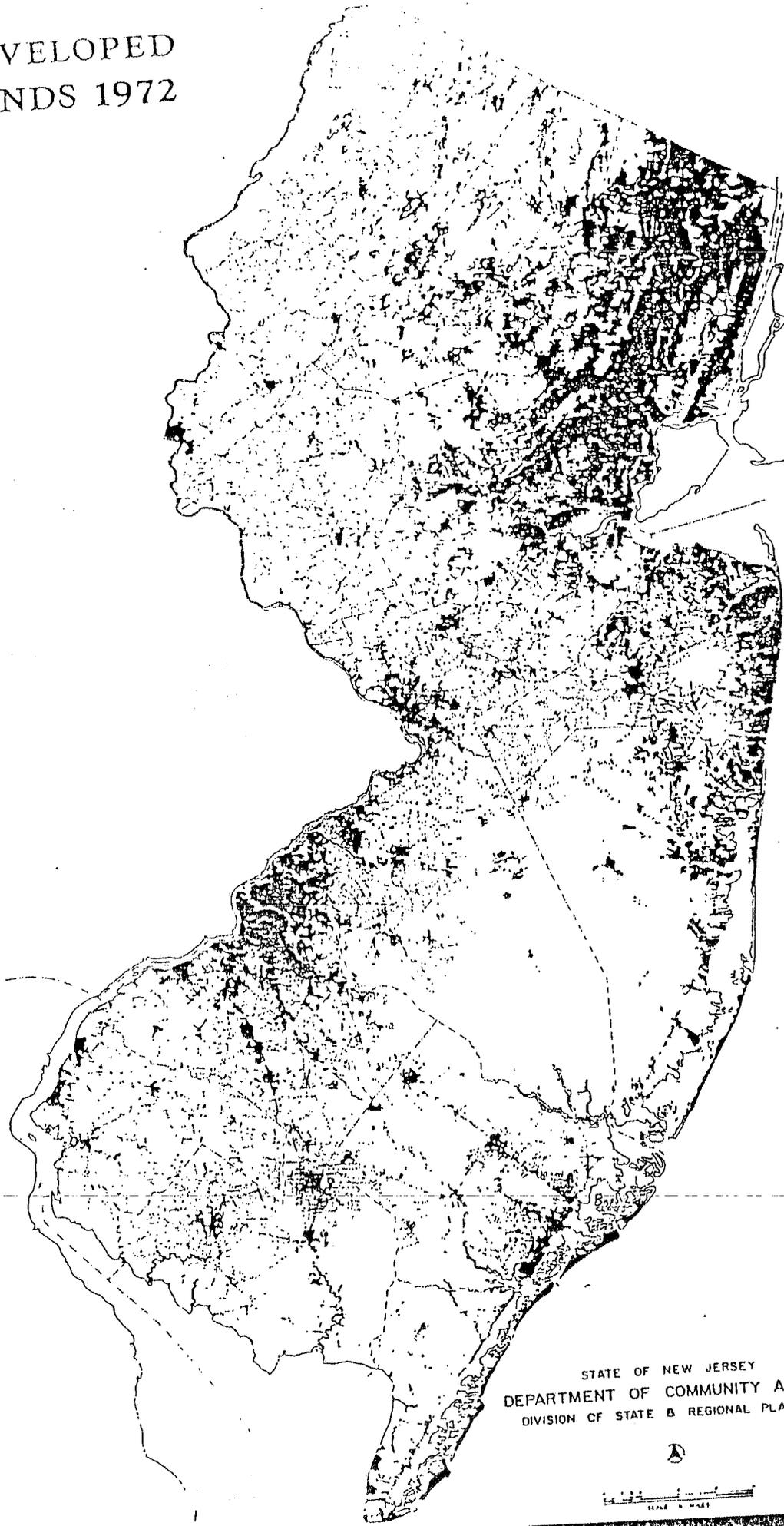
THE STATE GUIDE PLAN IS CURRENTLY UNDERGOING EXTENSIVE REVISIONS AND IN ITS PRESENT FORM IS AN EXTREMELY WEAK PIECE OF WORK. A BASIC ASSUMPTION IS THAT ALL DEPARTMENT WILL SOMEHOW COMBINE THEIR ACTIVITIES AND FORMULATE ONE COHESIVE PLAN; HOWEVER, ALTHOUGH THE DEPARTMENT OF ENVIRONMENTAL PROTECTION ACKNOWLEDGES THE EXISTENCE OF THE GUIDE PLAN, THEY HAVE ELECTED TO WRITE YET ANOTHER DOCUMENT.

ESSENTIALLY, THE STATE GUIDE PLAN ANALYZED A SERIES OF FUNCTIONS

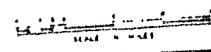


AND FROM THESE DEVELOPED RATIONALES IN BOTH GROWTH AND NON-GROWTH AREAS. FOR OCEAN COUNTY AND ITS CONSTITUENT MUNICIPALITIES, GROWTH IS ENCOURAGED TO OCCUR WEST OF THE GARDEN STATE PARKWAY FROM THE NEWARK-MEGALOPOLIS SOUTHWARD TO STAFFORD TOWNSHIP.

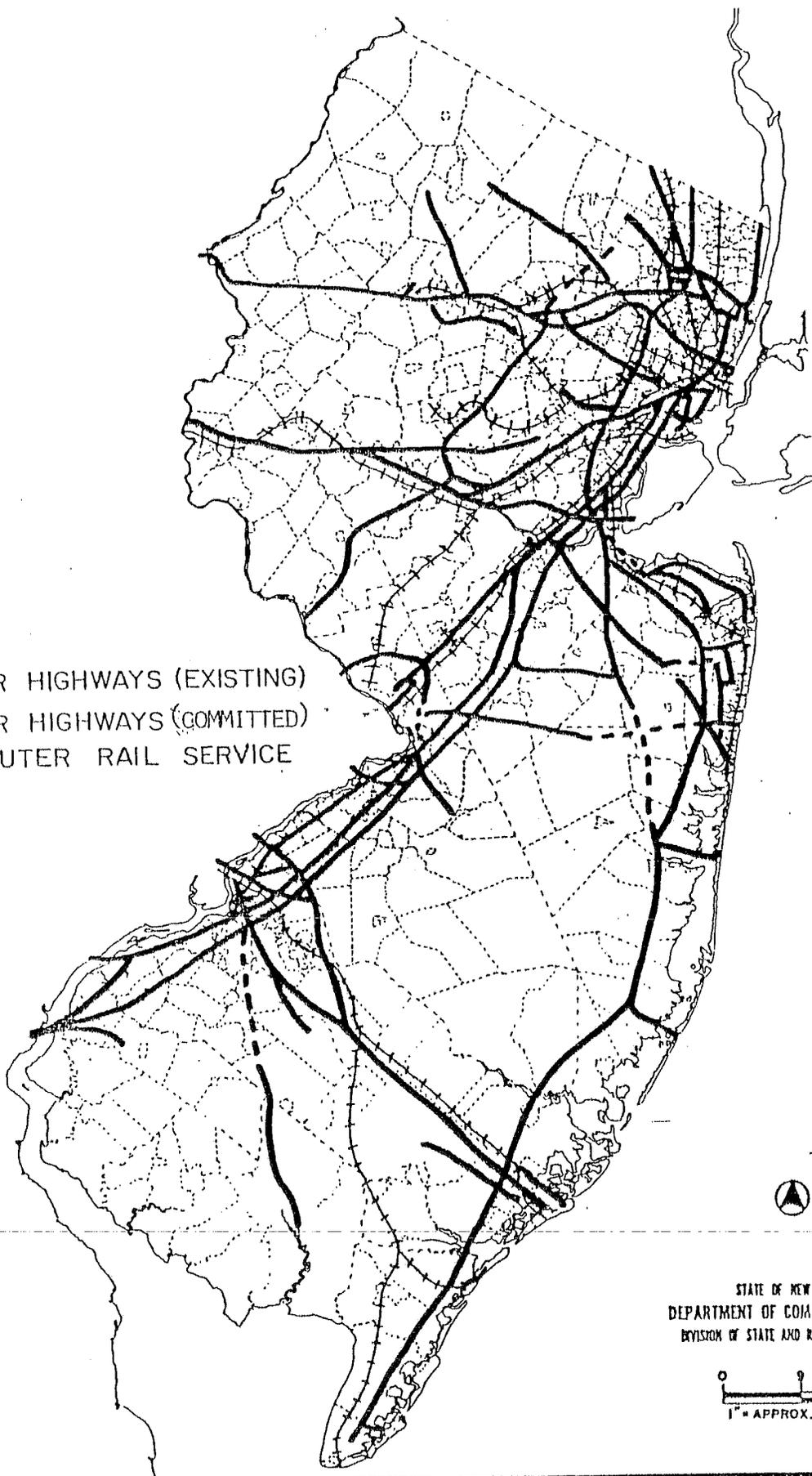
DEVELOPED
LANDS 1972



STATE OF NEW JERSEY
DEPARTMENT OF COMMUNITY AFFAIRS
DIVISION OF STATE & REGIONAL PLANNING

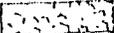
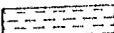
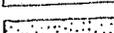


- MAJOR HIGHWAYS (EXISTING)
- - - MAJOR HIGHWAYS (COMMITTED)
- + + + COMMUTER RAIL SERVICE



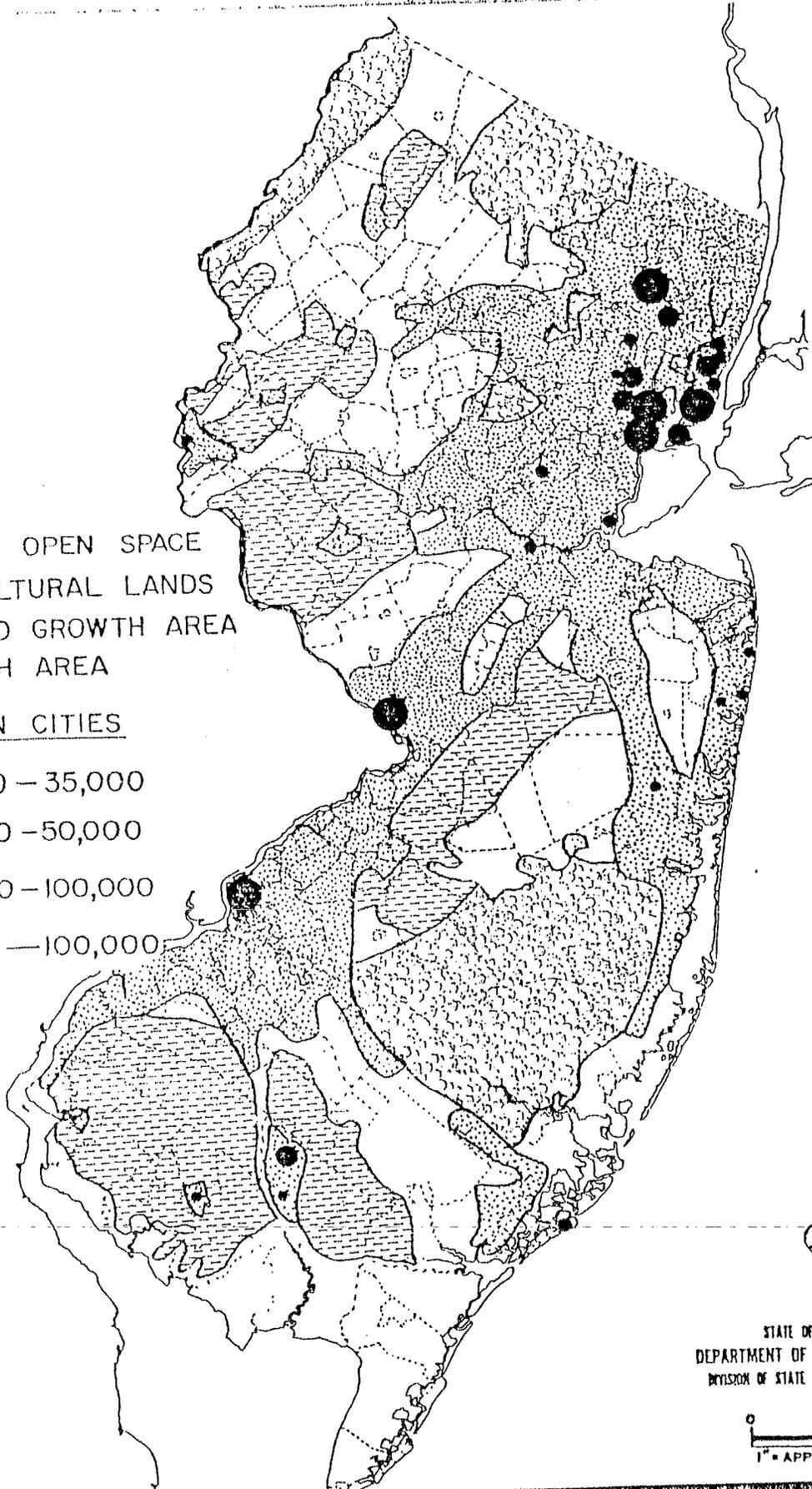
STATE OF NEW JERSEY
DEPARTMENT OF COMMUNITY AFFAIRS
DIVISION OF STATE AND REGIONAL PLANNING



-  PUBLIC OPEN SPACE
-  AGRICULTURAL LANDS
-  LIMITED GROWTH AREA
-  GROWTH AREA

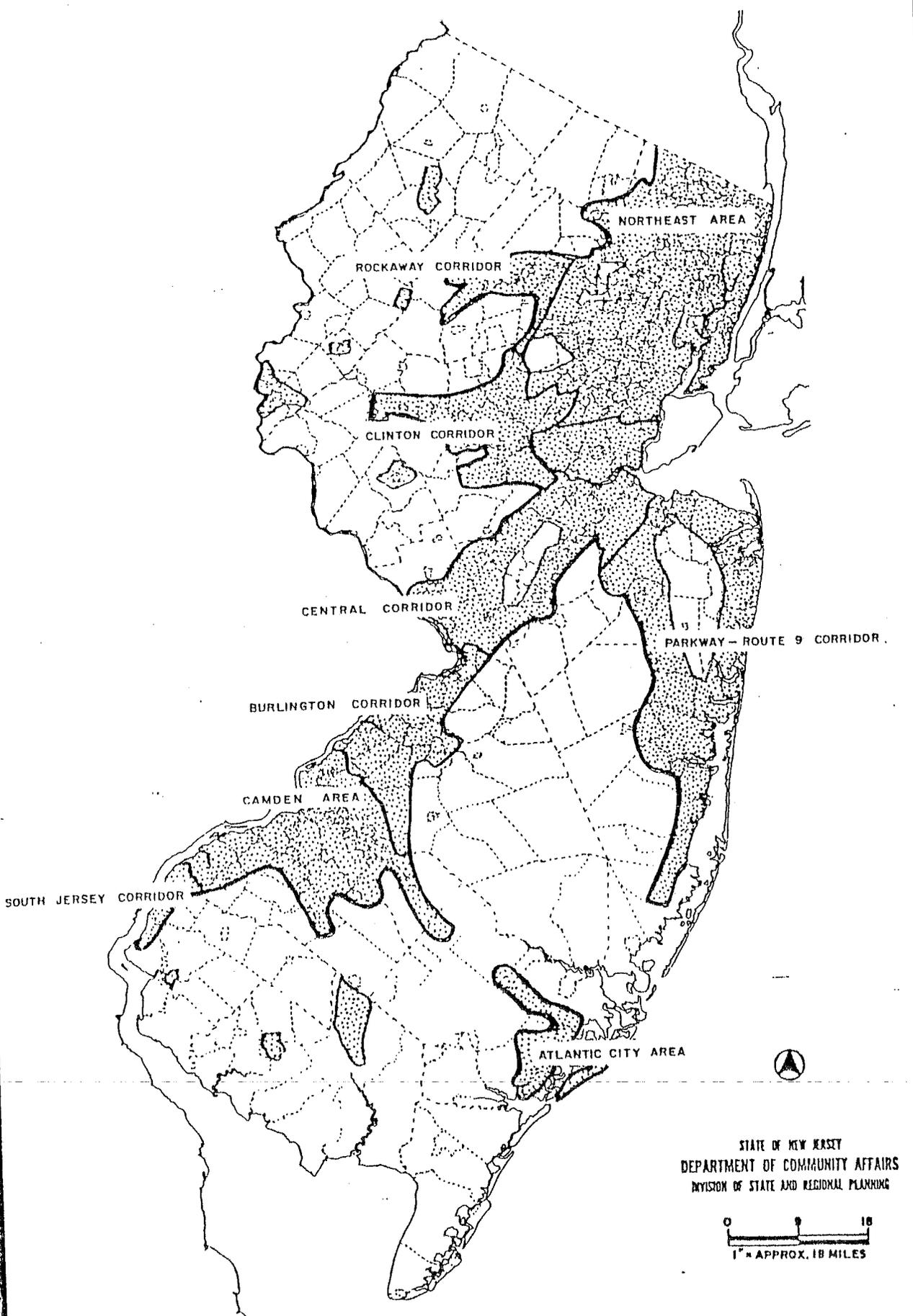
URBAN CITIES

- — 10,000 — 35,000
- — 35,000 — 50,000
- — 50,000 — 100,000
- — OVER — 100,000



STATE OF NEW JERSEY
 DEPARTMENT OF COMMUNITY AFFAIRS
 DIVISION OF STATE AND REGIONAL PLANNING





STATE OF NEW JERSEY
DEPARTMENT OF COMMUNITY AFFAIRS
DIVISION OF STATE AND REGIONAL PLANNING



WHICH GROWTH REGION CONFLICTS WITH THE LIMITED-GROWTH THEORY PARTICULARLY
IN THE SOUTHERN PART OF OCEAN COUNTY SOUTH TO ATLANTIC CITY?

THE ISLAND MUNICIPALITIES ARE ACKNOWLEDGED AS BEING DEVELOPED AND AS
SUCH NO DISTINCT PLAN FOR THEIR DEVELOPMENT WAS CONSTRUCTED.

THIS DOCUMENT CONFLICTS WITH THE (N.J.D.E.P.)-BOSS--NEW JERSEY DEPARTMENT
OF ENVIRONMENTAL PROTECTION, (BAY AND OCEAN SHORE SEGMENT)--SPECIFICALLY
IN THE DELINEATION OF GROWTH AREAS. ESSENTIALLY ALL LANDS NORTH OF TOMS RIVER
ARE TO BECOME A MEGA-CITY WHILE THE HINTERLANDS WILL REMAIN RURAL FOREVER.

NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION

COASTAL MANAGEMENT PROGRAM

BAY AND OCEAN SHORE SEGMENT

SINCE ITS INCEPTION, THE NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION HAS PROMULGATED MANY DOCUMENTS CONCERNING THE DEVELOPMENT OF THE COASTAL ZONE CULMINATING IN THE FINAL ENVIRONMENTAL IMPACT STATEMENT DATED AUGUST, 1978, WHICH SUPERCEDES ALL PREVIOUS EFFORTS. THIS DOCUMENT RELIES HEAVILY ON ITS PREVIOUS WORKS AS WELL AS MANY UNPUBLISHED STUDIES OF RUTGERS UNIVERSITY.

THE DOCUMENT IS OF MAJOR IMPORTANCE TO ALL AFFECTED MUNICIPALITIES IN THAT THERE ARE ENUNCIATED LUCID DICTATORIAL GUIDELINES INDICATING BY WHAT MEANS A MUNICIPALITY CAN DEVELOP. IT ALSO IS A FORERUNNER WHICH DIRECTS TATE CONTROL OVER ALL LAND USE DECISIONS IN THE COASTAL ZONE.

LOCAL GOVERNMENT ROLE:

COMMENT: EPA SUGGESTED THE COASTAL PROGRAM REQUIRE LOCAL GOVERNMENTS TO COMPLY WITH THE COASTAL POLICIES FORMULATED BY THE STATE, RATHER THAN ONLY URGE LOCAL GOVERNMENTS TO FOLLOW THEM.

DEP-OCZM RESPONSE:

NEW JERSEY IS OPTING FOR TECHNIQUE B - DIRECT STATE CONTROL, TO IMPLEMENT THE COASTAL MANAGEMENT PROGRAM. DEP-OCZM IS CONTINUING TO EXPLORE THE FEASIBILITY OF NEW LEGISLATION WHICH WOULD IMPROVE WEAKNESSES OF THE CURRENT DIVISION OF AUTHORITY BETWEEN STATE AND LOCAL GOVERNMENTS.

SPECIFIC POLICIES UNDER THE AUSPICES OF THE FINAL DRAFT ARE:

BEACHES

DEFINITION

BEACHES ARE GENTLY SLOPING AREAS OF UNCONSOLIDATED MATERIAL, TYPICALLY SAND, THAT EXTEND LANDWARD FROM THE WATER TO THE AREA WHERE A DEFINITE CHANGE TAKES PLACE EITHER IN MATERIAL OR PHYSIOGRAPHIC FORM, OR TO THE LINE OF VEGETATION. THE UPLAND LIMIT OF BEACHES IS TYPICALLY DEFINED

BY THE VEGETATION LINE OR THE FIRST CULTURAL FEATURE, SUCH AS A ROAD, SEAWALL, OR BOARDWALK. BEACHES ARE DIVIDED INTO THE "WET BEACH"-- THE AREA AT AND BELOW THE MEAN HIGH WATER LINE, AND THE "DRY BEACH"-- THE AREA ABOVE THE MEAN HIGH WATER LINE. THE WET BEACH AREA IS IMPRESSED WITH THE PUBLIC TRUST DOCTRINE.

POLICY

- a. UNRESTRICTED PUBLIC ACCESS TO BEACHES IS ENCOURAGED. COASTAL DEVELOPMENT THAT UNREASONABLY RESTRICTS PUBLIC ACCESS TO BEACHES IS PROHIBITED.
- b. NEW, EXPANDED, OR REBUILT DEVELOPMENT, WITH PAVING AND/OR STRUCTURES, IS PROHIBITED ON BEACHES, UNLESS THE PROPOSED DEVELOPMENT IS (1) PUBLICLY FUNDED AND (2) HAS NO PRUDENT OR FEASIBLE ALTERNATIVE ON A NON-BEACH LOCATION.

CENTRAL BARRIER ISLAND CORRIDOR

DEFINITION

THE CENTRAL BARRIER ISLAND CORRIDOR IS THAT PORTION OF BARRIER ISLANDS AND SPITS OR PENINSULAS (NARROW LAND AREAS SURROUNDED BY BOTH BAY AND OCEAN WATERS AND CONNECTED TO THE MAINLAND) THAT LIES UPLAND AND BETWEEN THE COASTAL WETLANDS, BEACHES, RETAINED WATER'S EDGE AND FILLED WATER'S EDGE AREAS THAT LINE THE OCEAN AND BAY SIDES OF A BARRIER ISLAND OR SPIT. THE CENTRAL BARRIER ISLAND CORRIDOR EXCLUDES DUNES SPECIAL AREA AND BEGINS AT THE FOOT OF THE MOST INLAND SLOPE OF DUNES. THE CENTRAL BARRIER ISLAND CORRIDOR ALSO EXCLUDES WASH-OVER AREAS.

POLICY

NEW OR EXPANDED DEVELOPMENT WITHIN THE CENTRAL BARRIER ISLAND CORRIDOR IS CONDITIONALLY ACCEPTABLE PROVIDED THAT THE CRITERIA FOR HIGH DEVELOPMENT POTENTIAL ARE MET, AS DEFINED IN THE POLICY FOR LAND AREAS. THE ACCEPTABLE DENSITY OF NEW DEVELOPMENT SHALL BE DETERMINED USING THE HIGHRISE POLICY FOR RESIDENTIAL STRUCTURES.

RATIONALE

BEACH NOURISHMENT DEPENDS UPON AN ADEQUATE QUANTITY AND SUITABLE QUALITY OF BEACH NOURISHMENT MATERIAL, OTHERWISE THE MATERIAL MAY QUICKLY RETURN TO THE OCEAN.

STRUCTURAL SHORE PROTECTION

POLICY

THE CONSTRUCTION OF NEW SHORE PROTECTION STRUCTURES, TO RETARD LONG SHORE TRANSPORT OR PREVENT WAVES FROM REACHING ERODIBLE MATERIAL, INCLUDING JETTIES, GROINS AND SEAWALLS, AND THE MODIFICATION, REPAIR OR REMOVAL OF EXISTING

STRUCTURES, IS ACCEPTABLE ONLY UNDER THE FOLLOWING CONDITIONS:

- a. THE STRUCTURE IS ESSENTIAL TO PROTECT HEAVILY USED PUBLIC RECREATION BEACH AREAS IN DANGER FROM EROSION;
- b. THE STRUCTURE IS ESSENTIAL TO PROTECT COASTAL-DEPENDENT USES;
- c. THE STRUCTURE IS ESSENTIAL TO PROTECT EXISTING STRUCTURES AND INFRA-STRUCTURE IN BUILT-UP, URBAN SHOREFRONT AREAS ENDANGERED BY EROSION;
- d. THE STRUCTURE IS DESIGNED TO ELIMINATE OR MITIGATE ADVERSE IMPACTS ON LOCAL SHORELINE SAND SUPPLY;
- e. THE STRUCTURE WILL NOT CREATE NET ADVERSE SHORE LINE SAND MOVEMENT CONDITIONS DOWNDRIFT, INCLUDING EROSION OR SHOALING;
- f. THE STRUCTURE WILL PROTECT AND ENHANCE PUBLIC ACCESS TO THE SHOREFRONT, INCLUDING FISHING AND OTHER RECREATION OPPORTUNITIES;
- g. THE STRUCTURE WILL CAUSE MINIMUM FEASIBLE ADVERSE IMPACT TO LIVING MARINE RESOURCES; and
- h. THE STRUCTURE IS AN ESSENTIAL ELEMENT OF A REGIONAL SHORE LINE MANAGEMENT PLAN.

RATIONALE

STRUCTURAL SOLUTIONS TO SHORE PROTECTION ARE APPROPRIATE AND ESSENTIAL AT CERTAIN LOCATIONS, GIVEN THE EXISTING PATTERN OF URBANIZATION OF NEW JERSEY'S SHORELINE. HOWEVER, THE CREATION, REPAIR, OR REMOVAL OF PUBLICLY-FUNDED SHORE PROTECTION STRUCTURES MUST SERVE CLEAR AND BROAD PUBLIC PURPOSES AND MUST BE UNDERTAKEN ONLY WITH A CLEAR UNDERSTANDING OF THE REGIONAL CONSEQUENCES OF NATURAL SHORELINE SAND SYSTEMS.

AMUSEMENT PIERS, PARKS AND BOARDWALK

POLICY

NEW AMUSEMENT PIERS ARE PROHIBITED, EXCEPT IN AREAS WITH RIPARIAN GRANTS WHERE THEY ARE DISCOURAGED. EXPANDED OR EXTENDED AMUSEMENT PIERS, PARKS, AND BOARDWALKS AT THE WATER'S EDGE OR IN THE WATER AND THE ON-SITE IMPROVEMENT OR REPAIR OF EXISTING AMUSEMENT PIERS, PARKS AND BOARDWALK AREAS ARE DISCOURAGED UNLESS THE PROPOSED DEVELOPMENT MEETS THE FOLLOWING CONDITIONS:

- a. THE AMUSEMENT PIER, PARKS, OR BOARDWALK DOES NOT UNREASONABLY CONFLICT WITH AESTHETIC VALUES, OCEAN VIEWS, OTHER BEACH USES, AND WILDLIFE FUNCTIONS;
- b. PUBLIC ACCESS TO THE SHOREFRONT IS NOT LIMITED; AND
- c. THE SURROUNDING COMMUNITY CAN ADEQUATELY HANDLE THE ACTIVITY AND USES TO BE GENERATED BY THE PROPOSED DEVELOPMENT.

RATIONALE

AMUSEMENT PIERS, AMUSEMENT PARKS, AND BOARDWALKS FORM AN ESSENTIAL ELEMENT OF THE RESORT AND RECREATIONAL CHARACTER OF SOME OF THE COMMUNITIES FRONTING ON THE ATLANTIC OCEAN. THE CARNIVAL ATMOSPHERE OF THESE AREAS PROVIDES FUN AND EXCITEMENT ANNUALLY FOR HUNDREDS OF THOUSANDS OF PEOPLE. (HOWEVER, NEW PIERS FOR AMUSEMENT PURPOSES ARE AN INAPPROPRIATE USE OF SCARCE COASTAL RESOURCES, BECAUSE THESE PIERS CREATE A NATURAL HAZARD AT THE DESIRED OCEAN LOCATION) AND THE IMPORTANCE OF MAINTAINING THE VISUAL QUALITY OF THE OCEANFRONT. ALSO, AMUSEMENT PARKS ARE NOT A WATER-DEPENDENT USE; THESE FACILITIES MAY BE LOCATED INLAND ON LESS SENSITIVE LAND AND WATER FEATURES.

1973	1.7	M.G.D.,
1974	2.3	M.G.D.,
1975	1.248	M.G.D.,

WITH A PEAK MONTHLY FLOW DURING 1975 OF 0.93 M.G.D.

IT IS NOTED THAT THERE IS NO DIRECT CORRELATION BETWEEN THE AVERAGE FLOWS AND POPULATION TRENDS OF SEASIDE HEIGHTS; THIS SHOULD NOT BE THE CASE, FOR AS THE POPULATION INCREASES SO SHOULD THE AVERAGE DAILY FLOW. THERE ARE NO DESCERNIBLE REASONS FOR THIS DISCREPANCY.