

# **Southern Pinelands Natural Heritage Trail Scenic Byway Corridor Management Plan**

## **Task 9: Development Trends and Management Plan**

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# 1. Overview

The purpose of this report is to assess regional development trends and outline strategies for managing development along the corridor to preserve the byway's intrinsic qualities.

The approach to this task included telephone contact with each municipality (as described in Task 7), as well as each county planning agency. These conversations provided an understanding of both general regional trends and area-specific pressures or issues. The interviews with municipal and county representatives were complemented by a review of local zoning ordinances and land use regulations (also in Task 7), which provided further insight into how local issues are being addressed, what further actions may need to be considered, and the degree to which each municipality desires to encourage or accommodate development.

This report is organized around the broad strategies for managing development to protect or enhance the intrinsic qualities of the corridor while also meeting other community needs and objectives.

- **Preserving open space** is the most direct strategy for protecting areas that are considered inappropriate for development.
- **Accommodating development** that is appropriate to the site, is designed to have minimal negative environmental impact, and enhances the built environment can provide benefits to the host community and byway travelers.

This study reflects the already strong regional land use management system that has been established under the Pinelands Comprehensive Management Plan for the Pinelands National Reserve, which includes the entire scenic byway except for portions of Port Republic and Smithville.

Section 2 documents development trends in communities along the byway corridor and considers potential development corridors and centers.

Section 3 outlines some effective open space preservation programs available to communities along the byway. It focuses on state and county programs that are generally implemented at the local level.

Section 4 provides recommendations for ways to look at a number of byway development corridors and centers to determine their capacity and applicability for future development. Principles of smart growth are outlined as they encapsulate the strategies that should be employed to accommodate desired development. The section also includes information on the New Jersey "Future in Transportation" Program (FIT) showing how it can assist byway communities in enhancing corridor roadways and their associated elements whether in areas of preservation or accommodation.

Section 5 presents a summary of the recommended development management strategies on maps of the scenic byway.

## 2. Development Trends

### Regional Growth Trends

Development patterns along the Southern Pinelands Natural Heritage Trail Scenic Byway should be considered in the context of larger growth patterns in southern New Jersey. As shown in Table 1, population growth over the past decade has been stronger in the northern and eastern byway communities. From 2000 to 2007 the 16 byway municipalities added approximately 13,000 new residents (11%, or 1.5% per year). However, the three most populous of these communities – Little Egg Harbor Township, Galloway Township and Hamilton Township – together absorbed *more* than this net regional growth, averaging 20% growth over the seven-year period. In contrast, the three Cape May communities saw a total decline of more than 1,900 residents during the same period. (For the 2000-2007 period, Dennis Township had the second-highest rate of population decline among all New Jersey municipalities, with Upper Township ranking eighth in the State.) Of the remaining 10 municipalities, only Tuckerton and Maurice River Township have experienced any significant population growth since the 2000 Census, with the remaining communities seeing only minimal increases or decreases.

**Table 1: Estimated Population Growth, 2000-2007**

	4/1/2000 (Census)	7/1/2007 (Estimate)	2000-2007 Change	
			Number	Percent
<b>Municipality</b>				
Tuckerton Borough	3,517	3,846	329	9.4%
Little Egg Harbor Township	15,945	20,517	4,572	28.7%
Bass River Township	1,510	1,547	37	2.5%
Washington Township	621	643	22	3.5%
Galloway Township	31,209	36,105	4,896	15.7%
Port Republic City	1,037	1,220	183	17.6%
Egg Harbor City	4,545	4,398	-147	-3.2%
Mullica Township	5,912	6,034	122	2.1%
Hamilton Township	20,499	24,553	4,054	19.8%
Weymouth Township	2,254	2,257	3	0.1%
Estell Manor City	1,588	1,714	126	7.9%
Corbin City	468	520	52	11.1%
Upper Township	12,115	11,110	-1,005	-8.3%
Woodbine Borough	2,716	2,485	-231	-8.5%
Dennis Township	6,492	5,791	-701	-10.8%
Maurice River Township	7,374	8,034	660	9.0%
Byway municipality total	117,802	130,774	12,972	11.0%
<b>County</b>				
Ocean County	510,916	565,493	54,577	10.7%
Burlington County	423,391	446,817	23,426	5.5%
Atlantic County	252,552	270,644	18,092	7.2%
Cape May County	102,326	96,422	-5,904	-5.8%
Cumberland County	146,434	155,544	9,110	6.2%

Source: US Bureau of the Census, Population Division, 7/10/08.

The population growth patterns among the byway municipalities reflect the strong growth along the upper coast and a general population decline in Cape May County. In addition, much of the

inland area along the byway route is in public ownership as state forests, wildlife management areas and county parks, as well as in Pinelands Preservation and Forest management areas.

Population density in communities along the byway varies widely, as shown in Table 2. Tuckerton, the smallest byway municipality, is by far the most densely populated, followed by Little Egg Harbor Township, Egg Harbor City and Woodbine Borough. At the other end of the spectrum, Washington Township has the second lowest population density among all New Jersey municipalities. Bass River Township and Estell Manor City also have overall densities less than 50 persons per square mile.

**Table 2: Population Density, 2007**

	Land Area (sq. mi.)	2007 Population	Persons per Square Mile
<b>Municipality</b>			
Tuckerton Borough	3.7	3,846	1,051.7
Little Egg Harbor Township	49.1	20,517	417.8
Bass River Township	75.9	1,547	20.4
Washington Township	100.1	643	6.4
Galloway Township	90.5	36,105	399.0
Port Republic City	7.6	1,220	160.0
Egg Harbor City	11.1	4,398	396.0
Mullica Township	56.6	6,034	106.6
Hamilton Township	111.3	24,553	220.6
Weymouth Township	12.2	2,257	185.0
Estell Manor City	53.6	1,714	32.0
Corbin City	7.9	520	65.9
Upper Township	63.2	11,110	175.9
Woodbine Borough	8.0	2,485	310.7
Dennis Township	61.4	5,791	94.4
Maurice River Township	93.4	8,034	86.0
Byway Municipalities Total	805.4	130,774	162.4
<b>County</b>			
Ocean County	636.3	565,493	888.8
Burlington County	804.6	446,817	555.3
Atlantic County	561.1	270,644	482.4
Cape May County	255.2	96,422	377.9
Cumberland County	489.3	155,544	317.9

Source: US Bureau of the Census, Population Division, 7/10/08.

Table 3 provides additional context, although the data are not as current as in the two previous tables. This table shows 1990 population densities and 1990-2000 population growth for areas inside and outside the State-designated Pinelands Area. In 1990 the overall population density for the area of the 16 byway communities inside the Pinelands Area was 88 persons per square mile in 1990, while the area outside the Pinelands Area averaged 201 persons per square mile. During the 1990s, this differential increased, with area of the byway communities outside the Pinelands adding population more than three times as fast as the Pinelands Area portion of these communities (45 new residents per square mile outside the Pinelands Area, compared to 13 persons per square mile inside).

**Table 3: 1990 Population Density and 1990-2000 Population Change, Inside and Outside the Pinelands Area**

Municipality	Land Area (Square Miles)		1990 Population Density (Persons per Square Mile of Land Area)		Population Change per Square Mile, 1990-2000	
	Inside Pinelands	Outside Pinelands	Inside Pinelands	Outside Pinelands	Inside Pinelands	Outside Pinelands
Tuckerton	0	4	(n.a.)	833	(n.a.)	128
Little Egg Harbor	11	38	15	348	-6	71
Bass River	66	10	19	32	-1	-4
Washington	100	0	8	(n.a.)	-2	(n.a.)
Galloway	34	56	247	264	63	102
Port Republic	3	5	46	177	-8	12
Egg Harbor City	11	0	413	(n.a.)	-3	(n.a.)
Mullica	57	0	104	(n.a.)	0	(n.a.)
Hamilton	108	3	139	307	38	102
Weymouth	10	2	134	287	33	-14
Estell Manor	39	15	33	8	6	-3
Corbin City	0	8	38	52	51	7
Upper	21	42	54	226	2	33
Woodbine	8	0	353	0	5	0
Dennis	23	38	66	106	4	22
Maurice River	64	29	68	78	7	-5
Total/Average	555	250	88	201	13	45

Source: Data from New Jersey Pinelands Commission, Long Term Economic Monitoring Program, 2007 Annual Report, Table P2b; and New Jersey State Data Center, "Population Density by County and Municipality: 2000 – 2007," <http://lwd.dol.state.nj.us/labor/lpa/dmograph/est/mcd/density.xls>.

This differential in population growth rates reflects the higher capacity for growth outside the Pinelands Area compared to within it, for the 16 municipalities along the SPNHT scenic byway. It is likely that this pattern has continued during the years since 2000. (Weymouth Township and Corbin City were exceptions to this overall pattern, with significantly higher population growth inside the Pinelands Area than outside; however, in both cases development in the area of the municipality outside the Pinelands is constrained by wetlands and wildlife management areas surrounding the Great Egg Harbor, South and Tuckahoe Rivers.)

## Byway Development Patterns

Change along the byway is inevitable and in many areas desirable. Where and how development is accommodated will determine if changes can serve to protect the byway's intrinsic qualities while enhancing levels of service, increasing travelers' options and meeting the varied needs of the communities they are within.

Development trends show that along and around the byway's **northern loop** most development can be found closer to the New Jersey shore around Tuckerton, New Gretna, Port Republic City and Smithville. The regional transportation network of Route 9 and the Garden State Parkway serve here both as development corridors and as funnels to development centers. In these areas municipalities are actively engaged in planning for change including developing plans, making adjustments to zoning, creating land use ordinances, implementing design standards and instituting development review practices.

Inland and west of the Garden State Parkway development pressure along the northern loop of the byway is very limited and few changes are anticipated. Much of this portion of the byway is

in public ownership (especially Wharton and Bass River State Forests and the Edwin P. Forsythe National Wildlife Refuge); and development in most of the privately-owned land in the corridor is subject to strong development controls (primarily the Pinelands Preservation and Forest management areas) that limit the potential intensity of use.

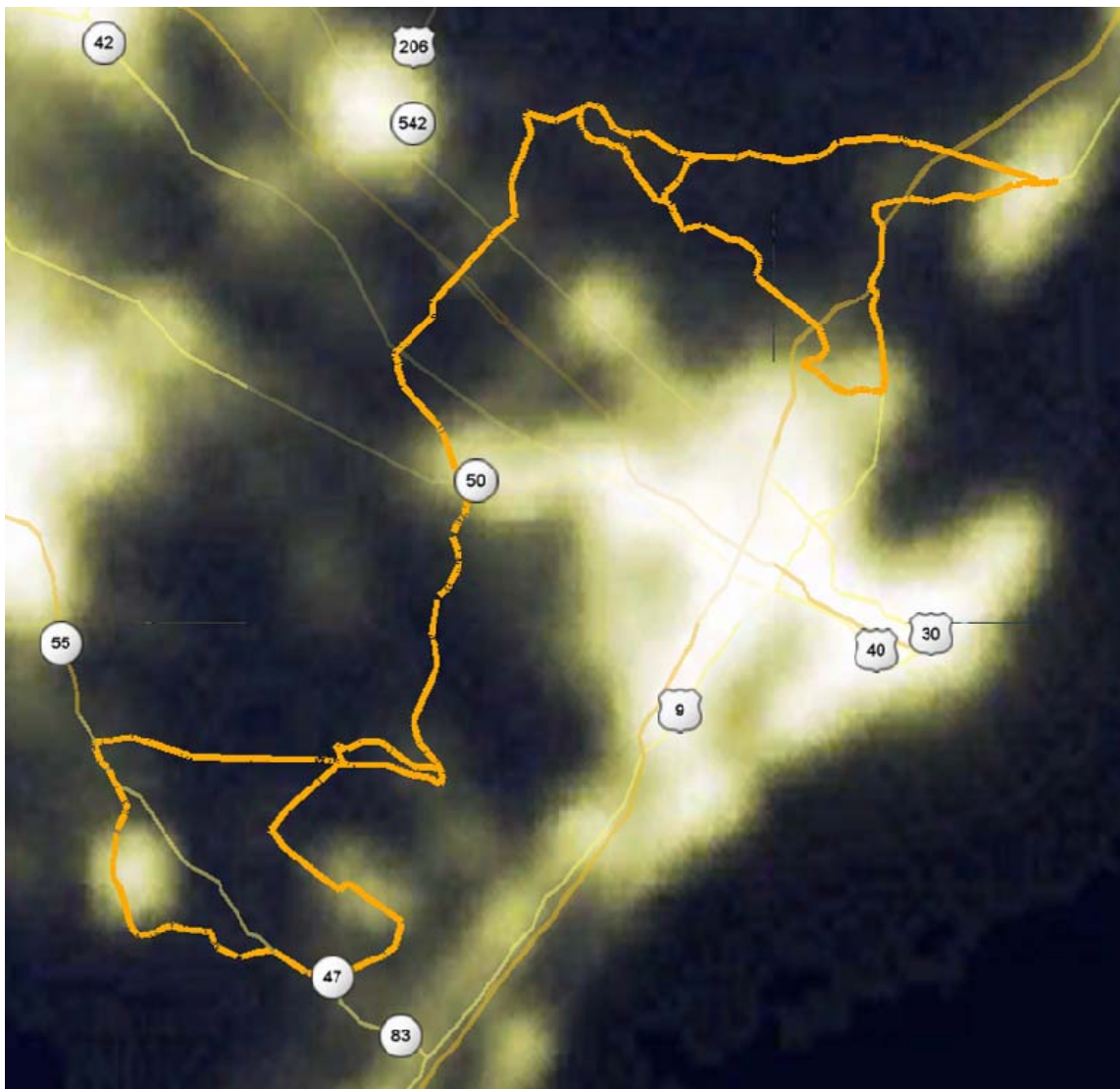
The **central spine** of the byway is primarily rural with several small-scale villages: Nesco and Corbin City/Tuckahoe at the endpoints of this segment, and Elwood where it crosses the White Horse Pike (NJ 30). The exception to this general pattern is Mays Landing, a more densely developed center near the midpoint of the segment. Much of the central spine is protected from development by publicly-owned open space including three Atlantic County parks and several State wildlife management areas. South of the Atlantic City Expressway the landscape and patterns of development are influenced to a large extent by the Great Egg Harbor Wild and Scenic River and its extended corridor resources. Development along the central spine is occurring primarily in Mays Landing (Hamilton Township), where redevelopment and infill are principal strategies for directing growth. Two regional routes, US 40 and NJ 50, converge in Mays Landing and attract substantial commercial development along their corridors outside the town center where larger lots support auto-dependent regional scale facilities. Immediately south of Mays Landing on Route 50, Belcoville (Weymouth Township) has the potential for some commercial development. The smaller nodes of Nesco, Elwood and Corbin City/Tuckahoe also have potential for growth on a small scale, although currently they all are experiencing little development pressure.

The byway's **southern loop** is made up of rural roads and highways with scattered villages including Port Elizabeth-Bricksboro, Delmont, Eldora, North Dennis, Dennisville and Belleplain. With very little development pressure, this area has retained its current character for some time. The one exception to the characterization as small-scale is Woodbine, a Pinelands Town and the largest community along the byway. While Woodbine, consistent with the rest of the southern loop, is not experiencing any substantial pressure at this time, the Borough is actively pursuing development with new planning documents, continuing infrastructure improvements, and zoning changes.

These broad patterns are dramatically illustrated by NASA satellite imagery of nighttime lighting. As shown in Figure 1, the southern New Jersey shore is brightly lit continuously between Tuckerton and Cape May, except for the Mullica River estuary, Great Bay and the Edwin P. Forsythe National Wildlife Refuge. Further west, the night sky is lit by urban development in Millville, Vineland and Hammonton. The Southern Pinelands Natural Heritage Trail follows a route between these populated areas, crossing into brightly lit centers at only five points: Tuckerton and Smithville/Port Republic in its northern loop, Mays Landing along the central spine, and Woodbine and the Bayside State Prison in Leesburg along the southern loop.



**Figure 1: Southern Pinelands Natural Heritage Trail Scenic Byway  
With Satellite Image of Nighttime City Lights**



Source: Google Earth (data also available from *The National Atlas of the United States of America*, "Nighttime Lights of North America," <http://nationalatlas.gov/mld/nitelti.html>).

## Development Corridors

The potential for development along the byway can be found along corridors with supporting infrastructure and zoning, access, proximal development and available land. Four corridors along the byway share these characteristics and seem most attractive to development: (1) US Route 9 between Tuckerton and New Gretna, (2) Moss Mill Road in Galloway Township between Smithville and Port Republic, (3) CR 559 and NJ 50 in Mays Landing and Belcoville; and (4) DeHirsch Avenue in Woodbine.

### US Route 9, Tuckerton to New Gretna

US Route 9 closely follows the New Jersey coastline between Tom's River and Cape May and has long been an important route connecting northern New Jersey to resort areas on the

southern Jersey Shore. The Garden State Parkway, planned in the 1940s and completed in the 1950s, was built in response to congestion on US 9 and other north-south roads.

The section of Route 9 north of the Mullica River is bracketed by a Pinelands Village (New Gretna) and a Pinelands Town (Tuckerton), with much of the intervening area designated as Regional Growth Area or Rural Development Area. The following sequence of photographs illustrates the general character of the byway traveling from the eastern edge of New Gretna, through Little Egg Harbor Township, to Tuckerton Seaport.

On the outskirts of New Gretna, after passing under the Garden State Parkway and crossing over the Bass River, the byway goes through a commercial-industrial area defined by the Viking Yacht plant and the Viking Yachting Center, along with several other roadside marine-related businesses. Viking Yachts is the largest industrial facility along the byway, with 1200 employees and plans for further expansion, including construction of a wastewater treatment plant. Although this area has a different type and larger scale of development than elsewhere on the scenic byway, the Viking complex's location next to the Parkway and on the river mitigate its visual impact. In addition, the company's specific connection to the region's maritime history and water-based recreation will make it of interest to a segment of the travelers along the byway.



**US 9 at Viking Yacht, New Gretna, Bass River Township  
Pinelands Village (left) and Pinelands Forest Area (right)**

East of the Viking area, the scenic byway route enters a Pinelands Forest Area. Development potential along the route in Bass River Township is limited by wetlands surrounding several stream crossings. In addition, some of the land fronting on this section of the corridor is within either the Bass River State Forest or the Edwin P. Forsythe National Wildlife Refuge and thus protected from development. Accordingly, the character of this segment is primarily forested, with scattered rural development.



**US 9, Bass River Township – Pinelands Forest Area**

Near the border of Bass River and Little Egg Harbor Townships, the land on the northerly side of the byway is designated Rural Development Area; and in Little Egg Harbor Township the south side is a Regional Growth Area. However, the current level of development in the westerly part of Little Egg Harbor Township is fairly low, consisting of scattered roadside residential and commercial uses. Some new residential development is taking place, such as “Cranberry Creek,” an “active adult” (55+) community that is being developed in phases.



**US 9, Little Egg Harbor Township –  
Pinelands Rural Development Area (left) and Regional Growth Area (right)**



**US 9, Little Egg Harbor Township – Pinelands Regional Growth Area  
(Cranberry Creek “active adult community” on right)**



**US 9, Little Egg Harbor Township – Pinelands Regional Growth Area**

The character of the byway changes dramatically near the intersection of US 9 and Giffordtown Lane. Within about 1,000 feet on either side of this intersection, the road is a suburban commercial strip, with strip malls, fast-food restaurants, expansive parking lots and limited vegetation. In this section the road’s rural character disappears and its scenic and historic qualities are nonexistent; however, the concentration of businesses provides opportunities for shopping and services for byway travelers as well as local residents.



**US 9 approaching Giffordtown Lane, Little Egg Harbor Township – Pinelands Regional Growth Area**



**US 9 at Giffordtown Lane (left) and Oak Lane (right), Little Egg Harbor Township – Pinelands Regional Growth Area**



**US 9 heading east from Giffordtown Lane, Little Egg Harbor Township – Pinelands Regional Growth Area**

In Tuckerton, US 9 becomes West Main Street and has a traditional small-town urban character. Sidewalks line both sides of the street, and residences and businesses are interspersed and located close to the roadside. Tuckerton, designated as a Pinelands Town, is the most densely-settled of the byway municipalities, with relatively little potential for new development along the byway route.



**US 9, Tuckerton Borough – Pinelands Town**



**US 9, Tuckerton Borough – Pinelands Town**



**US 9, Tuckerton Borough – Pinelands Town**

### **Moss Mill Road**

Moss Mill Road (CR 561 Alt) is the scenic byway route through Galloway Township between US 9 in Smithville and Port Republic. Starting at Route 9, the first 0.3-mile section is primarily commercial, with “Historic Smithville and Village Greene” on the north side and a new CVS on the southwest corner of the intersection. “Historic Smithville and Village Greene,” described by the New Jersey Division of Tourism as a “restored colonial village [with] cobblestone paths, craft shops and quaint restaurants,” is actually a replica depicting a crossroads village of the 1700s that was created in the 1950s and later with buildings moved from other parts of the State. Between Historic Smithville and Smithville Boulevard (approximately 0.2 mile), new residential developments line both sides of the road. The byway corridor from Route 9 to Smithville Boulevard is mostly built out, with the possible exception of a large open lot opposite the westerly “Historic Smithville” parking lot.



**Moss Mill Road at entrance to Historic Smithville, Galloway Township  
(Outside Pinelands National Reserve)**



**Moss Mill Road approaching Smithville Boulevard, Galloway Township  
(Outside Pinelands National Reserve)**

The next section of Moss Mill Road, between Smithville Boulevard and Old Port Republic Road (approximately 0.6 mile), has a more open feeling due to the presence of a landscaped median, wide shoulders, a private school on the west side, and a rail fence on the east side bordering land that has not been subdivided. The area has a generally suburban, rather than rural, character and does not have potential for development that would significantly alter this character.





**Moss Mill Road north of Smithville Boulevard, Galloway Township  
(Outside Pinelands National Reserve)**

The majority of Moss Mill Road, from Old Port Republic Road almost to Morses Mill Stream (west of Wrangleboro Road), a distance of approximately 1.7 miles, is experiencing residential growth that has transformed the rural landscape into a suburban corridor. Within Galloway Township this development is in the form of dense clusters of housing in “active adult” (55+) communities. However, the westerly half of this section (starting about 1600 feet west of Pitney Road) is the municipal boundary between Galloway Township and Port Republic City, and the land in Port Republic is zoned at a much lower density (Planned Residential, one-acre minimum lot area), thus having somewhat less visual impact from the scenic byway corridor.



**Moss Mill Road north of Old Port Republic Road, Galloway Township  
(Outside Pinelands National Reserve)**



**Moss Mill Road, Galloway Township (Outside Pinelands National Reserve)**

### **Mays Landing and Belcoville**

Mays Landing in Hamilton Township, in the middle of the scenic byway, is part of a designated Regional Growth Area and is adjoined on the south by Belcoville, a Pinelands Village in Weymouth Township. The edges of these communities are strongly defined by natural features and public open space: Lake Lenape County Park on the north; and the South River, the Great Egg Harbor Wildlife Management Area and Estell Manor County Park on the south. The byway route here includes CR 559 (Old Harding Highway, Mill Street, Main Street), NJ 50/US 40 (Harding Highway/Cape May Avenue), and NJ 50 (Mill Street in Mays Landing, North Boulevard in Belcoville). The following discussion follows the byway from south to north.

US 50 in Belcoville is a rural highway with some historic residential structures as well as some newer development, both on the east side of Route 50. The west side of the roadway is primarily forested. The west (undeveloped) side of Route 50 in Belcoville is within the Pinelands Area and is designated as a Pinelands Village; while the east side, with more development, is outside the Pinelands Area (but within the Pinelands National Reserve) and is designated as a Forest Area.



**NJ 50, Belcoville, Weymouth Township – Pinelands Village (left) and Forest Area (right)**



**NJ 50 at Eleventh Avenue, Belcoville, Weymouth Township – Pinelands Village (left) and Forest Area (right)**

A short distance north of the Weymouth/Hamilton municipal boundary the byway route turns east onto US 40 in order to reach the center of Mays Landing. This section where NJ 50 and US 40 coincide is an auto-oriented commercial area with franchise businesses and drive-through uses which represents a significant change in the byway's character, although limited in scale and only on the south side of the road.



**NJ 50 approaching US 40, Mays Landing, Hamilton Township – Pinelands Regional Growth Area (left) and Forest Area (right)**



**US 40 / NJ 50, Mays Landing, Hamilton Township –  
Pinelands Regional Growth Area (left) and Forest Area (right)**



**US 40 / NJ 50, Mays Landing, Hamilton Township –  
Pinelands Regional Growth Area (left) and Forest Area (right)**  
(Source: Live Search Maps, <http://maps.live.com>)

The central portion of the Mays Landing route, between the two bridges over the Great Egg Harbor River, passes through the historic town center with its mix of residences and small-scale businesses and homes. This section has little potential for new growth, although some infill or redevelopment could take place.



**Intersection of CR 559 and US 50, Mays Landing, Hamilton Township – Pinelands Regional Growth Area**



**Main Street (CR 559), Mays Landing, Hamilton Township – Pinelands Regional Growth Area**

West of the town center, where the route crosses the Great Egg Harbor River at the Lake Lenape dam, the byway is characterized by large industrial buildings and smaller commercial uses. This section of the byway has substantial opportunities for growth, particularly through redevelopment of the historic Wheaton cotton mill complex and a large industrial facility and site across the street from the mill.



**Main Street at Mill Street (CR 559) and Lake Lenape, Mays Landing, Hamilton Township – Pinelands Regional Growth Area**



**Old Harding Highway (CR 559), Mays Landing, Hamilton Township – Pinelands Regional Growth Area**

### **DeHirsch Avenue, Woodbine**

DeHirsch Avenue (CR 550) extends from Washington Avenue in the center of Woodbine to Petersburg Road (CR 610) near the Borough's eastern boundary with Dennis Township. Between Petersburg Road and the railroad overpass the roadside has an abundance of open and forested land, allowing a rural landscape to prevail despite its diversity of industrial and commercial sites, including a strip mall, an automobile dealership and the entrance to the Woodbine Airport. The Borough is interested in further commercial growth in this portion of the DeHirsch Avenue corridor, and is developing a master plan for the area.



**Petersburg Road (CR 610) at DeHirsch Avenue (CR 550), Woodbine – Pinelands Town**



**DeHirsch Avenue, Woodbine – Pinelands Town**

Northwest of the railroad bridge and Fidler Hill Road (CR 660), DeHirsch Avenue changes character from a rural two-lane highway to a distinctive boulevard with a wide central landscaped area (both sides of the boulevard carry two-way traffic: through traffic on CR 550 uses the northeast pair of lanes, while the southwest side serves as a local service street). The easterly half of this section, from Fidler Hill Road to Heilprin Avenue, maintains a semi-rural character with mostly open land on the northeast and the landscaped Woodbine Developmental Center on the southwest.



**DeHirsch Avenue (opposite Woodbine Developmental Center), Woodbine – Pinelands Town**

Between Heilprin Avenue and Washington Avenue, DeHirsch is fully developed, with residential blocks on the southwest and Lincoln Park and commercial and industrial uses on the northeast. The byway corridor continues to be fully developed through the center of Woodbine on Washington Avenue and Webster Avenue until entering Belleplain State Forest. Consequently, any development on these segments of the byway will be in the form of infill or redevelopment of existing properties, and should not have a significant impact on the byway's intrinsic qualities.



**DeHirsch Avenue, Woodbine – Pinelands Town**





**Washington Avenue, Woodbine – Pinelands Town**

### **Delsea Drive (NJ 47)**

The four development corridors described above represent the sections of the Southern Pinelands Natural Heritage Trail where significant development has occurred and is likely to continue in the future. Smaller-scale development will also take place in existing villages along the scenic byway route, primarily as infill or redevelopment. In particular, two sections of Delsea Drive (NJ Route 47) have some potential for additional development, although there is not currently any significant development pressure. These are the sections of Route 47 to the north and south of NJ 347, between Dennisville and North Dennis and between Bricksboro and Port Elizabeth. These areas support high volumes of traffic to and from Cape May and Shore communities south of Ocean City. Between North Dennis and Bricksboro, in contrast, traffic volumes are much lower because the bulk of this regional traffic uses Route 347 as a faster and more direct route.

### 3. Open Space Preservation

The logical first step in managing lands at a site level, within a municipality or along a byway corridor is to determine the resources or lands that should be protected. Criteria for protection vary but can include sensitive, unique or outstanding environmental resources, historic or cultural resources, connectivity to other protected open spaces, and capacity to provide a buffer or viewshed for another resource. Once the lands are identified as critical or important to protect, the next step is to determine what type of protection is available and feasible.

#### State Programs

Open space protection is supported through two exceptional programs in the State of New Jersey: the Green Acres Program and the Farmland Preservation Program.

New Jersey's **Green Acres Program**, initiated in 1989 and administered by the Department of Environmental Protection, receives dedicated funds from the state's sale tax receipts with which to purchase or protect open space. Green Acres is not a land-ownership program or agency; rather, it creates partnerships with local municipalities, regional agencies and non-profits and assists with funding for both planning and acquisition by others.

The program is used primarily to help fund the purchase of municipal or county open spaces but it has also been used to acquire state parks, forests, natural areas, historic sites, and wildlife management areas and to develop park and recreational facilities within these state lands. Since its inception the program has directly purchased or assisted in the preservation of more than 400,000 acres of open space in New Jersey.

Direct purchase is not always the preferred mechanism for open space protection. The Green Acres Program sometimes interacts with the State's other principal land preservation program, the **Garden State Farmland Preservation Trust Program**.

The Farmland Preservation program was established by the Agricultural Retention Act of 1983 to assist in the preservation of productive agricultural and farm land and eliminate the potential for its development. Administered by the State Agricultural Development Committee and County Agriculture Development Boards, the program achieves its goals through the restriction of development rights, primarily by selling the rights to non-developers. The program's four preservation options are outlined below.

- Sale of development easements – Land owners sell their rights to develop the land for any purpose other than agricultural and continue farming the land. The deed restriction is permanent and passes to future land owners. The rights are generally purchased by the State Agricultural Development Committee, County Agricultural Development Boards, municipalities or non-profit organizations. The value of the restriction or “development rights” is based on the difference between what a developer would pay for the land and the value of the land for agriculture.
- Donation of development easements – Generally for tax purposes, a farmer may choose to donate development rights on part or all of a property.
- Sale of entire property – For farmers who want to sell their properties outright, the SADC may purchase the land in fee simple, place a development easement on it that restricts

any land use other than farming or agriculture and then auctions it to a farmer with the deed restriction in place ensuring continued agricultural or farm use.

- Eight year preservation - This program allows farmers to place a voluntary eight year development restriction on their land, without payment for the restriction, in order to be eligible for the Farmland Preservation Program's other benefits and protections including cost sharing grants for soil and water conservation projects such as terracing, contour farming, stream protection and irrigation.

Of the counties along the byway, all but Burlington County have a County Agricultural Development Board that bears substantial responsibility for administration of the Farmland Preservation Program.

## County Plans and Programs

Open space preservation is also considered at the regional level where county planning agencies create Open Space Plans and assist municipalities in identifying potential lands for preservation, prioritizing lands, and sometimes for funding these acquisitions or protections. To better understand the regional tools in place for open space preservation along the corridor we looked at the actions each County has taken to address the issue.

### **Atlantic County**

Atlantic County's 2000 Open Space and Recreation Plan (OSRP) outlines the County's challenges and opportunities for preserving open space and creating recreational facilities. While historically counties have been primarily responsible for regional needs and larger facilities that support a number of municipalities, Atlantic County's OSRP notes that the County intends to expand its mission to include increased coordination and participation with public and private groups to assist municipalities in meeting their local open space and recreation goals.

The OSRP also notes that while Pinelands CMP and CAFRA density and impervious cover requirements generally provide environmental benefit and balance to the region as a whole, they provide little incentive toward the acquisition and development of properties for public open space. Additionally, in rural areas, regulations require large lot development creating less intensity on a large scale, but failing to encourage or secure useable or accessible public open space.

Atlantic County is one of the four counties along the corridor with an Open Space Trust Fund to secure open space. Its Trust is used to acquire and improve land and water bodies for regional parks as well as preserve active farmlands. Funded with a two cent tax since 2000, the Trust has targeted over 500 acres of land for preservation.

### **Burlington County**

In Burlington County, the Resource Conservation Department is responsible for Farmland and Open Space Preservation, as well as Parks and several other environmental related services. In 2005 the Department released the Burlington County Parks and Open Space Master Plan. (not available on Web).

The county has also undertaken a series of studies to evaluate and address farmland loss and preservation. These focus on northern Burlington County and generally do not include the area of or around the byway.

### **Cape May County**

Within Cape May County, the Planning Department includes the Division of Open Space and Farmland Preservation. The Division, guided by its Open Space and Recreation Plan (Amended 2007) that identifies general areas and property types suitable for acquisition, generally acquires titles in fee simple for open space parcels. The County's new Comprehensive Farmland Preservation Plan will likely assist in identifying farmland sites that it can acquire development rights for.

Open Space and Farmland acquisitions are supported by the County's Open Space and Farmland Preservation Trust, funded since 1989 with a dedicated tax of one cent per 100 dollars of assessed value. Today that fund generates over \$1.3 million per year.

Cape May County is also considering a transfer of development rights program to assist in the preservation of open space. Using a Smart Growth grant from the State, the county is identifying areas that municipalities may designate as target or receiving areas for the transfer of development rights program.

### **Cumberland County**

A high producer of agricultural products, Cumberland County established the Cumberland County Farmland Preservation, Open Space, Parks and Recreation Trust Fund in 1996 with a one cent tax per one hundred dollars of assessed value. The fund provides matching funds for the purchase of development restrictions within the Farmland Preservation Program, as well as other park and open space acquisitions and improvements.

The County does not appear to have either an Open Space and Recreation Plan or a Farmland Preservation Plan.

### **Ocean County**

Although Ocean County has not updated its Open Space and Recreation Plan from its 1988 Comprehensive Management Plan, it has acted on its concern for the loss of open space by establishing the Ocean County Natural Lands Trust Program in 1997 and developing a Farmland Preservation Management Plan in 2007. The Ocean County Natural Lands Trust Program, funded with a dedicated tax of 1.2 cents per 100 dollars of valuation, provides the County with funds in excess of \$8 million per year for conservation and farmland preservation.

The Ocean County Farmland Preservation Comprehensive Management Plan has set a ten-year goal to preserve 60 percent of its active farmland. This comprehensive planning tool provides considerate and viable land use strategies that could be used throughout the communities along the byway where farmland preservation is desired.

## Local Planning

Planning for the preservation of open space and farmland at the local level may be supported by municipal Open Space and Recreation Plans. The following list indicates which of the byway communities have such Plans listed on either the Garden State Greenways data bank of municipal open space plans or on the municipality's web site.

- ✓ **Tuckerton Borough**
- ✓ **Little Egg Harbor Township**
  - Bass River Township
  - Washington Township
  - Galloway Township
  - Port Republic City
- ✓ **Egg Harbor City**
- ✓ **Mullica Township**
- ✓ **Hamilton Township**
  - Weymouth Township
  - Estell Manor City
- ✓ **Corbin City**
- ✓ **Upper Township**
- ✓ **Woodbine Borough**
  - Dennis Township
- ✓ **Maurice River Township**

In addition to creating a known list of properties, or property types that would be high priorities for acquisition or other preservation actions, municipalities should be prepared to take advantage of "unexpected" opportunities for open space protection as well. Each municipality should have a system in place for appraising a site rapidly to determine its value for contributing to its open space system. With the criteria for evaluation, along with funding sources identified in advance, a municipality would be capable of responding to unforeseen chances to acquire or protect open space within the short time frame that development often provides.

## 4. Development Management

The SPNHT Scenic Byway corridor will evolve over the years guided by state, county and municipal plans, policies and regulations. The success of the evolution will be dependent on preservation of the byway's intrinsic qualities and by the thoughtful accommodation of development. Some development will, in and of itself, enhance the byway traveler's experience because it offers desired services, increases options for activities, or improves the quality of the built environment viewed from the byway. Other development, though inconsequential to byway travelers, may provide the host community with needed employment opportunities, an expanded tax base, or other benefits that could improve residents' quality of life or the municipality's ability to serve the public.

With the State Development and Redevelopment Plan and the Pinelands Comprehensive Management Plan in place, and with support from state and county planning, funding and action programs, municipalities are well supplied with tools that can be employed to preserve open space and accommodate development. One goal of this study is to offer recommendations on tools that would work for a particular area or to meet a local need.

### Smart Growth and Context Sensitive Design

Once valuable and sensitive open space and farmland have been identified for preservation, it is critical to consider where and how development should occur. It is incumbent on each municipality to have a vision for their town that includes both what they want to preserve and if they would welcome development, what type of development will meet their needs. This vision will determine what strategies or tools may be appropriate for bringing about the desired preservation or change. There are however, some overarching principles that will likely be applicable to all communities along the byway.

"Smart growth" is a planning principle embraced by the State of New Jersey and the Pinelands Commission and is integrated into their planning and actions. Under the Pinelands Excellence Program, in 2002 and 2005, the Commission assisted Communities with Pinelands-designated Regional Growth Areas with issues of rapid and sprawling development patterns that were eroding municipal assets and overburdening natural resources. The program provided funding for planning and implementation tools to assist municipalities in the visioning and creation of livable communities. The strategies that came out of these Pilot Programs are grounded in smart growth principles, focus on zoning and design, infrastructure and open space, and provide viable options for land use management.

Further, as a result of its five-year review of the Pinelands Comprehensive Management Plan, the Pinelands Commission is currently advancing a proposal to require clustering of residential development in designated Forest Areas and Rural Development Areas. This is a key smart growth strategy as it allows reduced minimum lot sizes in exchange for the preservation of larger tracts of open space. It also seeks to direct development toward the appropriate locations of a property, such as close to roads and other infrastructure, and away from sensitive resources. Given the substantial land area along the byway within the Forest and Rural Development Areas, this proposal has the potential to make a large impact on a municipality's ability to maintain its essential character while discouraging scattered or sprawling development.

Other sources of assistance based on smart growth principles include the “Future in Transportation” and “Centers of Place” programs administered by the New Jersey Department of Transportation:

- **Future in Transportation (FIT)** encourages a cooperative and comprehensive approach to transportation and land use planning to rebuild the State’s towns and cities. Its framework is an integration of community building and the construction of transportation infrastructure. This State program can be instrumental in preserving resources and accommodating development along the byway.
- **Centers of Place** provides grants to centers designated under the State Development and Redevelopment Plan (including Pinelands Towns and Pinelands Villages) to support non-traditional transportation projects that focus on improvements to downtown business districts, helping municipalities create a central identify and attract business growth. Centers of Place could be a valuable option for byway communities that are seeking to define or enhance their character with appropriate development. There are many potential locations where this program might be used along the SPNHT scenic byway route, which goes through two Pinelands Towns and 17 Pinelands Villages.

The aesthetic qualities of a landscape, built or natural, are often not guarded with the same zealously as environmental qualities. However, they are basic to our enjoyment of the landscape and can rightfully be protected. Transportation enhancement funding is often used to improve the visual (and functional) quality of a roadside amenity or streetscape. Ordinances that address issues such as design standards, property maintenance, buffering, signs and historic preservation should also be considered an important strategy for preserving or enhancing the visual qualities of a municipality and, by extension, the scenic byway corridor.

## Targeted Strategies – Corridors

As noted earlier and in previous reports, much of the Southern Pinelands Natural Heritage Trail Scenic Byway passes through land that is protected by public ownership or strong development regulations. Within the byway corridor, several corridors appear to have potential for significant growth or change: US Route 9 in Tuckerton, Little Egg Harbor Township and Bass River Township; Moss Mill Road in Galloway Township; DeHirsch Avenue in Woodbine; and Delsea Drive (NJ 47) in Dennis and Maurice River Townships. Below are some potential strategies for each of these corridors.

- **US Route 9 between Tuckerton and New Gretna** has potential for substantial build-out. Within Little Egg Harbor Township, the corridor is positioned to allow commercial as well as residential development. On the outskirts of Bass River Township residential uses would be more likely, with a mix of residential and commercial feasible within New Gretna.

Since this part of the Route 9 corridor has areas that are sparsely developed today, there is an opportunity to put in place regulations to direct growth and affect its character to attain a desired outcome. If a rural landscape is preferred, while accommodating growth, regulations should include buffered setbacks, clustered development and the retention of open space. If development close to the road is desired, particular attention should be given to design standards, including signs, site and architecture, as well as circulation standards including curb cuts, interconnectivity, and non-motorized access, convenience and comfort. For example, Little Egg Harbor Township has begun to require a 50-foot park-like landscape buffer in front of non-residential projects and placement of all parking behind new facilities.

The segment of the byway corridor in Little Egg Harbor Township adjacent to Tuckerton Borough (approximately 1,000 feet in each direction from the intersection with Giffordtown Lane and Oak Lane) currently supports somewhat dense suburban commercial development. In this area, strategies for mitigating the impact of existing development such as sign standards and public infrastructure improvements will be key. Zoning regulations (including use and dimensional regulations, performance standards and design standards) should be evaluated and revised if need to affect the impact of redevelopment and infill.

- **Moss Mill Road in Galloway Township, between Smithville and Port Republic**, supports a higher density of residential development within multiple subdivisions than any other area along the scenic byway corridor. There is also potential for additional development, which could further diminish the quality of the landscape here, an outcome at odds with the desires of the community. Where Moss Mill Road meets US 9, commercial development is accommodated by local regulations and build-out capacity exists here as well.

Galloway Township currently experiences some limited development pressure, including pressure for low income housing, and has potential for substantial growth, as density in the area of the Township between US 9 and the Garden State Parkway is not controlled by Pinelands regulations. However, the Township desires to retain its rural character and is considering strategies to boost its capacity to do so. Cluster development provides an opportunity for density to coexist with preserved open space and natural roadside buffers. The acquisition of undeveloped land is another strategy. Continued dense development suggests consideration be given to the need for increased non-motorized travel options and amenities.

Between Smithville Boulevard and US 9, the existing zoning along Moss Mill Road allows mixed use, commercial and residential developments, provided that no more than 10% of the gross site area is commercial. Design standards should encourage buildings that reflect the local vernacular and existing neighborhood scale. Consideration should also be given to how setbacks, signs, curb-cuts and streetscapes can work together to create the rural landscape that Galloway Township prefers.

- **Route 50 in Mays Landing and Belcoville**. At the southern end of Mays Landing along Routes 40 and 50, the character of development changes from pedestrian scale to automobile-oriented and some potential for further development exists. Here the Township should consider design standards that address issues including scale, material, articulation and compatibility with surrounding uses. Site standards could be used to improve such things as parking lot design, buffering, connectivity, pedestrian accessibility and landscaping.

Belcoville adjoins Mays Landing to the south on Route 50 and has the potential to experience some development pressure based on its highway location and the commercial strip immediately to the north. However, the village's capacity to accommodate growth is limited by environmental factors: the village is bordered on the west by the South River and on the east by the Great Egg Harbor River, and most of the undeveloped land immediately east of the village is within the Great Egg Harbor River Wildlife Management Area.

Weymouth Township wants to accommodate new commercial development and has active planning and conservation boards seeking to balance the utilization and preservation of the Township's resources. Weymouth has design standards for commercial development and a



100' setback within the Village and General Commercial districts along this route. This could encourage the retention of a forested or landscaped buffer, helping to enhance the byways intrinsic qualities. Consideration should be given to tucking parking behind structures, and other strategies that can reduce the negative visual impact that large lot (min. 5 acre here) commercial development can have.

- **DeHirsch Avenue in Woodbine** has some commercial development in the area between the railroad bridge and Petersburg Road, and the Borough wishes to attract additional development in this general area. Woodbine is actively planning for growth by updating zoning, creating a master plan for the airport site where substantial opportunity exists for development, and by improving the Borough's multi-modal capacity. The Borough of Woodbine is designated as a Pinelands Town.

Roadside buffers and setbacks, design standards for signs and architecture and site standards should all be carefully considered to assure they preserve and enhance the Avenue's intrinsic qualities. Along DeHirsch Avenue to the northwest of the railroad bridge, the trail in the boulevard's wide median provides a natural centerpiece of visual interest and could be enhanced with additional trees and amenities.

- **NJ 47 between and including Dennisville and North Dennis** is sparsely populated with homes, farms and forests, including a large parcel South of Route 47 that is part of Belleplaine State Forest. Two ponds near Dennisville, Ludlams and Johnson, support dense development along their shorelines and water views that are highly rated visual qualities. This corridor section includes Pinelands Village, Rural Development and Forest Areas.

Given the rural character of the area, strategies should be considered to minimize development outside the settlements to the extent possible. Within Dennisville and North Dennis strategies for maintaining the existing scale, growth pattern and historic context would be key to preserving the existing visual quality along the byway.

- **NJ 47 between and including Bricksboro and Port Elizabeth** hosts low-density residential development with few parcels of farm and forest lands. Commercial development is minimal and small scale. The single large facility, the Maurice River Township Elementary School opposite Ferry Road at the edge of Port Elizabeth village, is set back from Route 47 with smaller structures along the road edge. The east side of the corridor is within a Pinelands Village Area and the west side is within a Forest Area.

A unified vision for this corridor could promote its rural and historic character, consistent with protecting the byway's intrinsic qualities. Strategies that could be considered include creating a tree-lined streetscape within the villages, identifying and enhancing view corridors, and protecting and celebrating historical elements. Opportunities for commercial development should focus on community scale, neighborhood services, and contextual design.

## Targeted Strategies – Centers

In addition to the corridor sections described above, there are several villages and town centers along the scenic byway route that merit special management consideration. These fall into three groups:

- Villages with little current development pressure but in key locations to serve as gateways to the scenic byway (New Gretna, Elwood, Dennisville and Port Elizabeth);
- Larger centers that currently contain services and attractions for travelers, are promoting growth, and are also well positioned to be gateways to the byway (Tuckerton and Smithville); and
- Larger centers that are not in primary gateway locations but that contain significant commercial development that can serve visitors and are interested in continued growth (Mays Landing and Woodbine).

The following paragraphs present recommended and potential strategies for managing development in these village and town centers.

- **Tuckerton** is a gateway to the byway for travelers arriving from the north on the Garden State Parkway (Interchange 58 at CR 539) or US Route 9. The Tuckerton Seaport facility has a visitors center including information about the Pinelands, as well as a separate exhibit area for the Jacques Cousteau National Estuarine Research Reserve; these facilities provide an excellent starting point for travel on the scenic byway. In addition, a northern Pinelands scenic byway loop has been proposed, potentially following CR 563 in Burlington County and CR 539 in Ocean County. Tuckerton would thus become a gateway to both byways for all travelers along the Shore.

The Borough's compact development is unique along the byway and offers visitors an opportunity to enjoy a walkable historic village. Existing development provides services and varied retail opportunities that are more limited along much of the route. All of Tuckerton is designated Pinelands Town.

While Tuckerton Borough is seeing some pressure for development, with little available and developable, vacant land, redevelopment and infill are its principle growth opportunities. New historic zoning districts and an updated Master Plan are in place to affect this growth. Along with this desired development, business district improvement strategies could be employed to preserve and enhance the byway's scenic qualities. The Borough has a comprehensive understanding of this and is considering the New Jersey Main Streets Program as a base for that strategy. Design and sign standards, pedestrian amenities, beautification, maintenance standards, municipal infrastructure, and organizational and operational models are all included in district improvement strategies.

- **New Gretna** is another gateway from the Garden State Parkway, which has a prominent presence where it crosses US 9 at the east edge of the village, on an overpass adjacent to the US 9 bridge over the Bass River. The New Jersey Turnpike Authority is planning to widen the GSP in this area, creating potential impacts to the town that are being mitigated through the creation of additional public parkland. Increased traffic volumes induced by the roadway widening may generate more traffic through New Gretna, which could support

economic development but might also have implications for the village's small-town character.

New Gretna has a strong village identity which could be further strengthened by regulatory changes and development of a new town park and visitors center. The Township would like to strengthen the village-scale streetscape by reducing the required building setbacks, but this conflicts with current NJDOT standards for US 9. Application of context-sensitive design approaches, such as are supported by DOT's FIT initiative, should be considered.

- **Smithville** is a gateway to the scenic byway for tourists visiting Historic Smithville; for shore traffic along US 9 traveling north from Oceanville (Edwin P. Forsythe National Wildlife Refuge) or Atlantic City area; and for southbound traffic from Garden State Parkway (leaving the GSP after crossing the Mullica River). East of Route 9 lands are within a Pinelands Rural Development Area and lands to the west are outside the Pinelands Natural Reserve.

Smithville, once a small settlement is now dominated by dense new residential developments and "Historic Smithville". The residential development is generally on two acre lots with no clustering or retained open space, creating a thoroughly suburban landscape. "Historic Smithville", a popular tourist destination, is a created rather than an authentic village, with shops, eateries and overnight accommodations, as well as ongoing events.

As discussed above with respect to the Moss Mill Road segment of the corridor, Galloway Township has some limited development pressure along with additional capacity for growth, though any new development is unlikely to change the character of the current suburban landscape. Cluster development could help preserve any remaining open space and natural roadside buffers. Design standards are also important.

- **Elwood** is the civic center of Mullica Township, housing the Municipal Building and Elementary School. Some limited development pressure exists and the Township is looking to balance the interests of preservation of the area's critical resources, including large swaths of forested open space, and the desire to accommodate some commercial and residential growth. Elwood is a Pinelands Village management area.

The Township recently adopted a Village Center District for Elwood in order to encourage more dense residential and commercial development in the village. General commercial, professional and office uses are allowed, but site plan approval is required for larger commercial retail uses, as well as for eating and retail food establishments and auto sales and services. Any development within this district would have minimal impact on the byway as it is restricted to a few parcels at the intersection of Route 30. Most of the byway corridor through Elwood is within the Elwood Village Zoning district, where no commercial development is allowed.

Management strategies for the byway corridor in Elwood would focus on preserving the forested landscape and rural character.

- **Mays Landing** is one of the most developed areas along the byway and experiences ongoing interest in development, both in its town center and along NJ 50 east of the town center, connecting Mays Landing with the Atlantic City Expressway (note: the scenic byway follows NJ 50 south from Mays Landing, but is not on this commercial section of the route east of the town center). Mays Landing is designated a Regional Growth Area due to its existing density, diversity of land uses, infrastructure and capacity to absorb additional

development; and is prepared to accommodate and direct growth where it is most appropriate.

New zoning and design standards have been developed for the Wheaton Mill and are underway for the adjacent industrial site (both are on the scenic byway, west of the town center). While the cotton mill structure will be retained and will be a key aspect of the redevelopment, the industrial facility and site will likely change dramatically, allowing the town to enhance this important resource. Primary considerations for this area of Mays Landing include allowing a mix of uses (with a weighting toward residential) and historic preservation.

Other than the Wheaton Mill and surrounding industrial area, the remaining portions of the byway through Mays Landing are unlikely to experience significant change, and management strategies should focus on preserving and enhancing the corridor's character. In particular, Main Street's historic homes and attractive setting should be protected and enhanced. The town's Historic Preservation ordinance should be reviewed to determine if it provides a comprehensive approach to preservation. In addition, consideration should be given to streetscape improvements that are compatible with neighborhood goals and character.

- **Dennisville**, a historic residential settlement, is a minor gateway for travelers from Cape May along NJ 47. Recent development has been in the form of conversions from residential properties to small gift or antique shops. Dennisville lies in Pinelands Village and Rural Development Areas.

Strategies for preserving the intrinsic qualities of the scenic byway in Dennisville should center on historic preservation through preservation ordinances and design standards. Attention to scale of development, street trees, and signs along with the preservation of valuable open space and view sheds will also be important.

- **Port Elizabeth** is a well-preserved historic settlement that is primarily residential with some small-scale commercial businesses. It can function as a minor gateway to the byway from travelers on NJ 47 heading toward Cape May, including those exploring the New Jersey Coastal Heritage Trail and Bayshore Heritage Byway. The portion of Port Elizabeth that is east of Route 47 is within a Pinelands Village area; while the portion west of Route 47 lies outside the Pinelands Area and Pinelands National Reserve.

Though little development pressure exists today, the existing volume of traffic and some capacity for growth through redevelopment or infill, should cause the Township to look closely at its strategies for protecting the historic character of the settlement while accommodating potential development. These strategies could include preservation ordinances, design standards and site review, as well as street trees, maintenance and sign regulations.

## 5. Development Plan Summary

This section of the Corridor Management Plan has analyzed regional development trends and considered them in the context of municipal objectives. The outcome of the analysis is a series of recommendations for managing development along the byway to preserve intrinsic qualities. These recommendations are summarized below and on the maps on the following pages.

### General Strategies for Corridors

- Ensure that new development maintains scenic quality with natural or landscaped buffers along road edges
- In existing developed areas, enhance scenic quality with plantings
- Adopt design standards for sites and signs

### Northern Loop

#### Corridors

- **US Route 9 between Tuckerton and New Gretna**
  - Cluster new development to minimize impacts on scenic quality
  - Maintain dense natural or landscaped buffers to screen new parking areas
  - Implement building design review for new development visible from scenic byway
  - In existing developed areas, enhance streetscape with coordinated plantings and roadside features (street lights, utility poles, signs, etc.)
- **Moss Mill Road between Smithville and Port Republic**
  - Create opportunities for pedestrians and bicyclists
  - Maintain or enhance landscaped buffers where possible

#### Centers

- **Tuckerton**
  - Reinforce the visual character of the business/commercial district with enhanced streetscape and pedestrian amenities
  - Accommodate infill and redevelopment consistent with historic quality
- **New Gretna**
  - Enhance the village-scale streetscape
  - Accommodate compatible infill development
  - Create design standards for sites, buildings and signs
- **Smithville**
  - Create opportunities for bicyclists
  - Enhance pedestrian environment; increase sidewalk continuity

## Central Spine

### Corridors

#### ■ **Route 50 between Mays Landing and Belcoville**

- Adopt building design standards including scale, material, articulation and compatibility with surrounding uses
- Adopt site design standards for parking lot design, buffering, connectivity, pedestrian accessibility and landscaping

### Centers

#### ■ **Elwood**

- Focus development around intersection of US 30 (White Horse Pike) and CR 623
- Adopt design standards for sites and signs

#### ■ **Mays Landing**

- Protect historic character of Mill site and Main Street
- Accommodate infill and redevelopment consistent with historic character

## Southern Loop

### Corridors

#### ■ **DeHirsch Avenue**

- Coordinate new development to minimize curb cuts
- Minimize reduction of roadside forest areas
- Enhance existing trail system

### Centers

#### ■ **Woodbine**

- Accommodate new development within Airport and Industrial Parks
- Preserve scale and density of residential district (Washington Avenue)
- Enhance multi-modal travel opportunities and amenities

#### ■ **Dennisville**

- Accommodate changes in uses when compatible with existing uses, scale and development patterns
- Enhance pedestrian environment

#### ■ **Port Elizabeth**

- Accommodate infill and redevelopment consistent with historic character