

2021

Master Plan Reexamination Report



Planning Board

Borough of Wildwood Crest

6/21/2021

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Contents

I.	Master Plan Reexamination Report	3
II.	Introduction	3
III.	Identified Major Problems and Objectives and Extent of Reduction or Increase	6
IV.	Significant Changes in Assumptions, Policies, and Objectives.....	12
V.	Specific Changes Recommended for the Master Plan	17
VI.	Specific Changes Recommended for the Development Regulations.....	22
VII.	Redevelopment Plans.....	24
VIII.	Public Electric Vehicle Infrastructure.....	25
	Bibliography	26

I. Master Plan Reexamination Report

Master Plans affect quality of life issues for all communities such as, healthy environments, clean water, safe and reliable transportation and commerce, compatible land use, adequate public facilities, open space, and recreation, and property values and taxes. Master Plans provide community focus by outlining development goals and objectives for the community and identify suitable areas for all types of land uses, as well as open space, environmental, historic, and cultural resources; transportation and complete streets; and community facilities and utilities. Most of all, a Master Plan provides a vision for a community at a physical, economic, social, and cultural level, which transcends time, but is never static.

II. Introduction

A Master Plan is a composite of one or more written or graphic policy proposals for the development of the municipality, guiding the use of land which protects the public health and safety and promotes the general welfare. A Reexamination Report analyzes the adopted Master Plan and any amendments, as well as the land use ordinances of the community. The role of the Reexamination Report is to evaluate timely topics and trends, which have arisen since the previous Master Plan and subsequent Reexamination Reports.

The 1980 Master Plan cited that physical, social, and economic relationships would impact the long-term development of remaining vacant land and redevelopment of lands in Wildwood Crest. The plan anticipated economic development pressures would impact the borough and region. The Plan considered that nuisance impacts, such as traffic and density of commercial and resort development, posed a concern to the permanent residential population. The assets of community facilities and the natural environment were viewed as integral to tourism, and a benefit to permanent residents, alike.

Overarching Goals

The 1980 Master plan characterizes the following overarching goals related to tourism, commercial vibrancy, permanent residents, occasional visitors, environmental protection, and community facilities.

1. Economic Goal

Develop and maintain the motel business, summer rentals, commercial areas, and marinas as a vibrant enterprise, critical to the continued success of Wildwood Crest as a family resort area.

2. Residential and Housing Goal

Protect single family neighborhoods and the permanent population from the summer uses as well as provide for summer housing opportunities.

3. Environmental Goal

Protect the beach, Sunset Lake, and the surrounding natural environment which is inextricably linked with the economic well-being and high quality of life in Wildwood Crest.

4. Community Facilities and Services Goal

Provide adequate and suitable recreation facilities for permanent residents and the summer visitors.

Vision of the Community

The 2005 Land Use Plan characterizes a community vision based upon a public outreach process which included public forums, and stakeholder meetings in the summer and fall of 2004. The Planning Board sought the input of the Board of Education, Civic Association, Urban Enterprise Zone, Hotel/ Motel Association, Doo Wop Prevention League, Zoning Board, Recreation Commission, Mayor and Commissioners, staff, Tourism Committee, and business owners.

“It is the year 2020 and Wildwood Crest has reinforced its image as a desirable resort community balanced with a stable year-round population. The residential neighborhoods have become an extremely desirable place to live. New ‘infill’ housing is compatible with the scale, mass, and architectural details of the residential neighborhoods. Reinvestment and alterations have occurred balanced with the preservation of the existing neighborhood character.”

“The motels, particularly along the beachfront area, have maintained their viability through reinvestment and upgrades and the motels have been able to provide amenities to the guests. Conversion of the motel sites to condominium development has virtually stopped. Appropriate expansion opportunities have been provided to the motel owners without negatively impacting upon the adjacent residential neighborhoods.”

“View corridors to the water have been maintained and public access to the beach and open space has been enhanced. The bike/ pedestrian path along the water has been completed to the southern end of the Borough. The improvements to Sunset Lake have been completed and the parks and recreation network in the Borough is one of the best in the County.”

“The Borough has successfully balanced economic development with Doo Wop Historic Preservation and has used the Doo Wop preservation theme as a marketing tool. The occupancy rate throughout the motels in the Borough is the highest that it has been since the 1960s. A spin-off of the success of the motels has been the opening of additional retail stores and restaurants. The Wildwood’s Urban Enterprise Zone (UEZ) has successfully marketed the Borough as a desirable resort community.”

“Wildwood Crest’s residents and visitors continue to benefit from a high level of municipal services. A more pedestrian friendly environment has been enhanced through traffic calming techniques, a more aggressive Borough tree planting program and additional streetscape improvements.”

Report Contents

The Municipal Land Use Law at N.J.S.A. 40:55D-89 requires a periodic reexamination of the master plan and development regulations by the planning board. The planning board is charged with preparing and adopting by resolution a report which is required to address the following five topics.

“a. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report.

“b. The extent to which such problems and objectives have been reduced or have increased, subsequent to such date.

“c. The extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition, and recycling of designated recyclable materials, and changes in State, county, and municipal policy, and objectives.

“d. The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies, and standards, or whether a new plan or regulations should be prepared.

“e. The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the “Local Redevelopment and Housing Law,” P.L. 1992, c.79 (C.40A:12A-1 et al.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

“f. The recommendations of the planning board concerning locations appropriate for the development of public electric vehicle infrastructure, including but not limited to, commercial districts and, areas proximate to public transportation and transit facilities and transportation corridors, and public rest stops; and recommended changes, if any, in the local development regulations necessary or appropriate for the development of public electric vehicle infrastructure.”

III. Identified Major Problems and Objectives, and Extent of Reduction or Increase

This section combines N.J.S.A. 40:55D-89a&b. The first “a,” to address the major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report. The second “b” to address the extent to which such problems and objectives have been reduced or have increased subsequent such date. This requirement relates to the statute where it describes the contents of a master plan both required and optional. The required elements of a Master Plan include the following:

- *A statement of objectives, principles, assumptions, policies, and standards upon which the constituent proposals for the physical, economic, and social development of the municipality are based;*
- *A land use plan element.* Any land use element adopted after 2017, must include smart growth, storm resiliency and environmental sustainability.
- *A housing plan element.* See, N.J.S.A. 40:55D-62. Power to Zone

Housing Goals and Residential Land Uses

Goal 1: Protect single-family neighborhoods and the permanent population from the summer uses as well as provide for summer housing opportunities. (1988)

Goal 2: Preserve existing single-family neighborhoods and restrict the wholesale conversion of one-and two-family neighborhoods to multi-family development. (2012)

Goal 3: Affordable Housing. (2018)

Objectives:

- Develop a land use pattern which distinguishes between permanent residents and summer visitors. (1988)
- Safeguard the permanent residents from encroachment by the motel area near the ocean. (1988)
- Limit new growth to existing service capacity. (1988)
- Provide a variety of housing types other than motels for summer residents to enjoy. (1988)
- Locate the appropriate summer land uses in the vicinity of public facilities and areas which already exhibit seasonal rather than year-round residential patterns. (1988)
- Seek to reduce over development on residential lots. (2012)
- Balance the quality of life and neighborhood character for the year-round residents with the seasonal residential investment needs through establishment of aesthetic guidelines for new structures. (2012)

Extent of Reduction or Increase

The Borough still seeks to promote single family homes via incentive zoning, such as permitting increased building heights and amending the zoning maps to increase areas zoned for single family uses such as the R-1A. This should be evaluated to avoid creating large areas of nonconforming structures and uses including two-family and multi-family buildings.

To reduce over development or perceived mass of buildings on residential lots the Borough undertook some minor modifications to the zoning regulations between 2005 and 2012. These modifications included revisions to patios and decks, proportional setback regulations, and reduced maximum permitted building coverage. Additionally, the Planning Board undertook a Community Design Sub-Element and recommended ordinances which incorporated based flood elevation into building height, incentivized the development of exterior porches and decks, encouraged building modulation in the front and side yards, provided flexible roof pitch requirements, reduced building mass at the upper floors, and encouraged historic platting patterns and layouts.

Objective:

- Eliminate the intrusion of condominiums in neighborhoods that are predominantly single-family dwelling units. (2012)

Extent of Reduction or Increase

Condominium developments are subject to zoning regulations, such as density maximums; and site plan requirements, such as on-site parking minimums. The land development code addresses these issues. Where the Zoning Board is faced with an applicant seeking to increase permitted density, it is often difficult to retrofit a rooming house, bed and breakfast, hotel, or motel transient accommodation developed in the 20th Century with adequate 21st Century on-site parking and materials/ goods storage.

Often these buildings are converted to condominium ownership by apartment, suite, or room, creating challenges to maintaining community character and removing the management of the site from a central operator. There can be negative impacts to community character in predominantly single- and two-family neighborhoods when condominium conversion results in higher than permitted residential densities. Increased density often results in a lack of sufficient on-site parking, unsightly surface parking, and/or commensurate on-street parking demand. Increased density can result in inadequate personal storage, and unsightly trash cans, recycle bins, bicycles, surfboards, and beach chairs piled outside of individual residential units. Lastly, the lack of central management of sites can result in maintenance issues, conflicts, and disputes.

Objective:

- Provide for context sensitive infill development by reducing the impact of multi-family units. (2012)

Extent of Reduction or Increase

This objective continues to be relevant, as multi-family units, similar to condominiums place a strain on neighborhoods, including lack of sufficient parking and alternatively large areas of paved parking, personal outdoor storage, and other nuisances to peace and good order such as noise.

The suggested incentives included a tax abatement program, reducing lot sizes for new single family and two-family construction, and permit the reconstruction of multi-family structures at a significantly reduced density from what exists.

Economic Goal and Commercial Land Uses

Goal 1: Develop and maintain the motel business, summer rentals, commercial areas, and marinas as vibrant enterprise, critical to the continued success of Wildwood Crest as a family resort area. (1988)

Goal 2: The Borough has been experiencing a steady decline of motels through condominium conversions. The preservation and enhancements of existing motels and hotels is of high priority. The Borough would like to reverse the trend of motel demolition and replacement with residential uses. (2005)

Objectives:

- Maintain and enhance the prime motel district along Ocean and Atlantic Avenues. (1988)
- As a service to those using the resort motels, provide sufficient parking and recreational amenities. (1988)
- Create three sub-districts to recognize the distinct characteristics of the motel areas. (2005)
- Use a system of zoning incentives to encourage the preservation and enhancement of motels and hotels. (2012)

Extent of Reduction or Increase

These goals and objectives continue to be of concern, where the loss of marinas, hotels, and motels reduces visitor enjoyment and turnover. The conversion of older properties to condominiums presents a myriad of issues as previously outlined.

The 2005 Land Use Plan created three distinct Motel Hotel Zone Districts, the M-1A, M-1AB, and M-1C, based upon the existing building activity, function, or structure-type. The trends outlined for the motel and hotel districts in the 2005 Land Use Plan have continued. The M-1A District continues to exhibit strength as compared to the M-1B District which has seen accelerating conversions since 2005. The M-1C District offers a transition from the hotels located along the beach to the various dwelling types in the interior of the island.

The M-1A District is highlighted as the largest collection of operating motels and hotels of four to six stories, with on-site parking located within the front yard area. This district is bordered to the west by Ocean Avenue, east by the beach, north by Cresse Avenue and Wildwood, and south by Farragut Road. The lower density and mass of the M-1C District borders the M-1A to the immediate west across Ocean Avenue. The proximity to the beach, bike path, and Wildwood Convention Center contribute to the district's desirability for transient lodging.

The M-1B District is highlighted as the southern area where reconstruction has resulted in condominium conversion, and demolition has resulted in single-family dwelling and townhouse style developments. This district is bordered to the west by Atlantic Avenue, east by the beach, north by Farragut Road, and south by Jefferson Avenue and Lower Township (also known as Diamond Beach). West of the M-1B District across Atlantic Avenue are the R-1 and R-2 Districts, bisected by Topeka Avenue. The M-1B district struggles to maintain transient accommodations; and warrants further study.

The M-1C District is highlighted by motels and hotels averaging three stories, with on-site parking located within the front yard area. West of the M1-C District, across Atlantic Avenue, are single-family, two-family, and multi-family dwellings within the R-2 Residential District. The Land Use Plan characterizes that this area of interface is of particular concern because of the impacts of the motel and hotel district upon the largely single-family residential uses.

The Land Use Plan and Master Plan Reexamination have largely ignored existing nonconforming hotels and motels within the interior of the island in what was the R-3 District, subsequently amended to the R-2 District.

Objectives:

- Reduce the amount of land zoned commercial along New Jersey Avenue to accommodate what one would reasonably anticipate as the future demand for such space. Also re-evaluate commercial uses that are compatible with a family resort community. (1988)
- Promote resort tourism through encouragement of new business in appropriate locations. (2012)

Extent of Reduction or Increase

The New Jersey Avenue corridor has remained static which continues to be a concern, where economic development and resident and visitor enjoyment is limited by a lack of entertainment, restaurants, and shops or diverted to neighboring communities.

The Borough consolidated the business district and only permits residential uses on the upper stories of mixed-use buildings. Further the Housing Plan designated the B-1 District North as an affordable housing overlay district. The 2012 Reexamination Report notes that the B-1 District South should be evaluated. Since that time, the B-1 District North has been evaluated as Cape May County seeks to improve New Jersey Avenue. The 2019 Community Design Sub-Element Volume II describes the B-1 District north in detail, citing other studies which seek to develop the district as a community commercial focal point.

“The vision of the Borough and the County for New Jersey Avenue is to improve the riding surface, address stormwater, enhance the streetscape, and create a pedestrian friendly environment. The Borough’s objective includes providing improved dining and retail opportunities in the B-1 Zone in the northern portion of the community, with a special focus upon a continuous streetscape emanating from the identified center of the district from Heather Road to Columbine Road. The center of the project has been identified as the area where the public right-of-way includes two areas of public parking, owned by the Borough, located on the east side of New Jersey Avenue between Aster Road and Sweet-Briar Road. This area was the location of the train station at one time. The B-1 District - North extends along New Jersey Avenue south from the boundary with the City of Wildwood at Cresse Avenue to Rosemary Road.”

“New Jersey Avenue (County Road No. 621) is seventy-two (72) feet wide from curb to curb for most of its length, providing two travel lanes and one parking lane in each direction, and a left turn lane at nearly every cross-street intersection. Historically, this street was broad to accommodate multiple modes of transportation including pedestrians, vehicles, and trains. The county suggests that strong consideration be given to reducing the paved width of the road and that the area remaining be repurposed for beautification and public use to achieve the vision. The intention of the project is to develop conceptual and preliminary plans that provide pedestrian amenities, comply with the American with Disabilities Act (ADA), enhance bicycle safety, and bring the roadway into compliance with current design standards.”

Despite the objectives cited since 1980, to improve the business commercial climate little has been accomplished to date. The New Jersey Avenue Business District is characterized by poorly maintained buildings and a hostile pedestrian environment. The 2019 Community Design Element articulated a vision for the corridor, which included both public investment in the streetscape, and private investment in the buildings and structures. The Planning Board made recommendations to amend the Land Development Ordinance to update the permitted uses, provide performance standards, and increase residential density. The ordinance has been updated but as of this writing has not been adopted. The Planning Board recommended increases in upper floor residential density to subsidize both commercial first floor development and affordable housing implementation, balanced with sufficient off-street residential parking provisions.

Recreation, Community Facilities, and Services

Goal 1: Provide adequate and suitable recreation facilities for permanent residents and summer visitors. (1988)

Goal 2: Increase and bolster recreational opportunities. (2012)

Objectives:

- Use the existing concentration of municipal facilities, i.e., Municipal Pier, playgrounds, and publicly owned land north of Rambler Road to serve the seasonal tourist and concentrate activity away from the permanent residents. (1988, 1994)
- Provide additional recreational areas for the permanent residents. (1988, 1994)
- Extension of bicycle and pedestrian path to southern end of the Borough. (2012)
- Need for more diverse mix of recreational facilities, such as enhanced landscaping and access improvements at Sunset Lake. (2012)
- Re-configure traffic and parking pattern on New Jersey Avenue along Sunset Lake to create a more pedestrian friendly environment. (2012)
- The Borough should pursue a grant for the extension of the Heather Road Fishing Pier.
- The Borough should continue to pursue ongoing use of the buildings adjacent to the Bike Path, including the Fishing Club at Heather Road, the Library, and the Nesbitt Center. (2012)

Extent of Reduction or Increase

The Borough continues to pursue implementation of the Recreation Plan Element to address the recreation needs. (2012) A Recreation, Open Space, Conservation, and Public Access Plan should be undertaken.

Environmental Goal

Goal 1: Protect the beach, Sunset Lake, and the surrounding natural environment which is inextricably linked with the economic well-being and high quality of life in Wildwood Crest. (1988, 1994)

Objectives:

- Adopt the principles put forward by the Coastal Zone Facility Review Act (CAFRA) and the Wetlands Act. (1988, 1994)
- Conserve the beach and dunes and follow sound environmental techniques and guidelines for such conservation. (1988, 1994)
- Promote beach and related activities to benefit both summer visitors and permanent residents. (1988, 1994)

Extent of Reduction or Increase

These goals and objectives are largely satisfied.

IV. Significant Changes in Assumptions, Policies, and Objectives

The extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis for the master plan or development regulations as last revised, regarding the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition, and recycling of designated recyclable materials, and changes in State, county, and municipal policy, and objectives.

1. Density and Distribution of Population and Land Use

Table 1 Population Characteristics, 1980 to 2040

Population Wildwood Crest Borough			Population Cape May County		
Year	Population	Percent Change	Year	Population	Percent Change
1980	4,149	-	1980	82,266	-
1990	3,631	-12.48%	1990	95,089	15.59%
2000	3,980	9.61%	2000	102,326	7.61%
2010	3,270	-17.84%	2010	97,265	-4.95%
2020*	3,096	-5.32%	2020	92,039	-5.37
2030	3,155	1.91%	2030	102,012	10.84%
2040 *	3,189	1.08%	2040	103,083	1.05%

Sources: New Jersey Department of Labor; American Community Survey 2019; Census.gov Census.gov QuickFacts; Cape May County Population Projections 2030, 2040

As Table 1 makes clear, the resident population in Wildwood Crest is trending down, though the County estimates expect an increase into 2030 and 2040. Based upon demographers' analysis and population trends, the County estimates appear to be significantly optimistic and may require analysis when the 2020 US Census figures become available.

Table 2 Age of Population, Wildwood Crest, Cape May County, State of New Jersey, 2019

Wildwood Crest			Cape May County			New Jersey		
Age in Years	Number	Percent	Age in Years	Number	Percent	Age in Years	Number	Percent
0 to 9	167	5.4%	0 to 9	8,670	9.3%	0 to 9	1,055,888	11.9%
10 to 19	235	7.6%	10 to 19	9,545	10.3%	10 to 19	1,120,499	12.6%
20 to 29	224	7.2%	20 to 29	10,263	11.0%	20 to 29	1,125,551	12.7%
30 to 39	153	4.9%	30 to 39	9,318	10.0%	30 to 39	1,144,099	12.9%
40 to 49	385	12.4%	40 to 49	9,153	9.8%	40 to 49	1,173,550	13.2%
50 to 59	377	12.2%	50 to 59	13,311	14.3%	50 to 59	1,284,780	14.5%
60 to 69	818	26.4%	60 to 69	16,752	18.0%	60 to 69	1,014,419	11.4%
70 to 80+	737	23.8%	70 to 80+	16,074	17.3%	70 to 80+	959,717	10.8%
Total	3096	-	Total	93,086	-	Total	8,878,503	-

Source: American Community Survey 2019 5-year estimate (margin of error at least 10%)

As Table 2 illustrates, the median age in Wildwood Crest is 60.1 years, in Cape May County 49.6 years, and in New Jersey 39.9 years. The difference between Wildwood Crest and the county is approximately 11% older and the state is approximately 34% older. The low tax rate, resort style living, and lack of employment appear to attract an older population of likely retirees.

The poverty rate in Wildwood Crest is 4.9%, where the county and state are at 9.8% and 10%, respectively, double the poverty rate population of Wildwood Crest. The per capita income in Wildwood Crest is \$41,119, and the county and state per capita incomes, are \$40,389 and \$42,745, respectively. Source: American Community Survey 2019 5-year estimate (margin of error at least 10%).

2. Housing Conditions

Table 3 Residential and Non-residential Certificates of Occupancy and Demolition Permits Issued, 2009-2019

Year	Residential		Non-residential		New Residential
	Certificates of Occupancy	Demolitions	Certificates of Occupancy	Demolitions	Net
2009	10	2	220	0	8
2010	36	5	61,346	1	31
2011	13	7	277*	0	6
2012	17	5	2,740	3	12
2013	5	1	3,200	3	4
2014	0	1	0	1	-1
2015	0	5	12,754	2	-5
2016	4	4	0	2	0
2017	3	0	1,795	0	3
2018	1	1	0	0	0
2019	24	13	12,482	0	11
* 2011 Data is Irregular 1 SF of improvement for office reported					

Source: NJDCA Yearly Summary Data, 2009-2019

The housing data illustrates that there may be some demolition of non-residential land uses being converted to residential land uses. But this does not illuminate the whole story. As shown below, the number of housing units is incrementally increasing in the community.

Table 4 Total Housing Unit Estimates, 2010 to 2019

Year	Total Housing Units	Percent Change
2010	5,207	-
2011	5,340	2.6%
2012	5,442	1.9%
2013	5,451	0.2%
2014	5,540	1.6%
2015	5,526	-0.25%
2016	5,500	-0.5%
2017	5,599	1.8%
2018	5,594	-0.1%
2019	5,603	0.2%

Source: American Community Survey 2010 to 2019 5-year estimates for housing units (margin of error at least 10%)

The number of housing units in Wildwood Crest is slowly trending upwards despite losses in population. The 2019 estimates conclude that there are 5,603 housing units in Wildwood Crest, where 26% or approximately 1,460 units are occupied and of those, 73% of the occupied units are owner occupied. The number of households is 1,460, at 2.1 persons per household, and with 74% of the total being married couples.

One of the challenges facing the permanent resident population is the value of owner-occupied units, which are high, as compared to the county and state. The median value of owner-occupied housing units is \$447,800, where the county and state are \$300,500 and \$335,600, respectively. Source: American Community Survey 2019 5-year estimate (margin of error at least 10%). High comparative housing values, contrasted with the per capita income, illustrates the gap between housing costs and employment opportunities.

Wildwood Crest experiences external housing market demands, including second/ seasonal, retirement, and investment homes. Consistent with other resorts across the United States where tourism is the predominant economic driver, low wage service workers, who provide memorable experiences for vacationers, often do not earn enough to afford the tourism-based housing costs. Employers, acting alone, create workforce housing dormitories and apartments to meet the housing demand for service and entertainment workers. EXPAND INSERT

Financing for these projects could include but not be limited to, local housing funds, Community Development Block Grants, low interest loans, low-income housing tax credits, state, and other outside funding sources. EXPAND INSERT

3. Circulation

INSERT

4. Conservation of Natural Resources

INSERT

5. Energy Conservation

INSERT

6. Collection, Disposition, and Recycling of Designated Recyclable Materials

Master Plan Reexamination Reports are required to contain specific policy statements showing the relationship of proposed development in the Borough to the master plans of contiguous municipalities, the county, the State Plan, and the district solid waste management plan. (See N.J.S.A. 40:55D-28.d.)

7. Changes in State Plan Policies and Objectives

The 2001 State Development and Redevelopment Plan is the current state document. The Wildwoods sought designation as a regional center and Wildwood Crest is part of a State Plan Policy Designated Regional Center. Five Mile Island is classified as Environmentally Sensitive barrier Island Planning Area. See the relevant portion of the State Plan Policy Map below:



8. Changes in County Plan(s) Policies and Objectives

The county plan seeks consistency with the State Plan and state regulations. Cape May County coordinates wastewater systems, assists communities with hazard mitigation and resiliency, and maintains a county bridge and road system. The county will actively participate in resiliency and sustainability-based planning processes, upon issuance of the new State Development and Redevelopment Plan.

A review of the municipal flood control ordinance should be evaluated and any amendments to private development such as bulkhead design or elevation above flood hazards should be identified and amended as may be necessary.

9. Changes in Municipal Policies and Objectives

Wildwood is bounded to the north by Wildwood City and to the south by Lower Township, the barrier island portion of which is known as Diamond Beach. INSERT

V. Specific Changes Recommended for the Master Plan

The specific changes recommended for the master plan, if any, including underlying objectives, policies, and standards, or whether a new plan should be prepared.

1. Master Plan

It is recommended that the Borough Master Plan Elements be updated, adopted, and evaluated as may be necessary; and noted underlined below.

2. Land Use Plan

a) Use Types- Residential, Commercial, Industrial, Agricultural, Recreational, Open Space, Education, Cluster, Mixed Use Etc.

There are no recommended changes to the Land Use Plan.

b) Smart Growth

In summary, smart growth is a range of conservation and development strategies that seek to protect health and the environment; and ultimately create attractive, economically strong, and socially diverse communities.

c) Storm Resiliency

Clearly storm resiliency is of critical importance to the Borough of Wildwood as a community on the front lines of climate change impacts upon sea level rise and sunny day flooding. Wildwood Crest has a highly conserved beach and dune interface forming a barrier between the Atlantic Ocean and the developed portions of the community. Alternatively, the network of marshes, open waters, and bulkheads, along the west side of the island, are also important to storm resiliency concerns.

The “beach activity zone” as outlined by the US Army Corps of Engineers is the storm risk management support of coastal communities; and specifically related to dredging, shoals, artificial reefs, and beach replenishment. The beach and dune provide a buffer to coastal communities during storm events, including hurricanes and northeast storms, reducing risks to life and property during these events.

The Flood Mitigation and Storm Sewer Master Plan dated May 2019 outlines the existing bulkhead elevations, beach outfalls, roadway cross-sections, bay outfalls, bayside pump stations, and green infrastructure. The Plan should be presented to and adopted by the Planning Board as an Element of the Master Plan. The Plan recommends an implementation agenda to reduce the severity and occasions of flooding including prevention, Capitol investments, and natural resources preservation:

Prevention

1. New bulkhead construction and existing bulking retrofitting to an elevation 8.0 (NAVD 1988).
2. Lot grading and drainage to incorporate ground water recharge.
3. Participate in the FEMA Community Rating System and incorporate rules regarding building and mechanicals elevations.
4. Improve communication tools through advance warning systems forecasting, and emergency management protocols.
5. Engage in regional flood mitigation improvements and implementation with adjacent municipalities.

Capital Infrastructure Improvements

1. Elevate municipal bulkheads to elevation 8.0.
2. Increase hydraulic capacity, eliminate outfalls, and install pump station to beach outfalls.
3. Elevate roadways.
4. Install passive control valves, manually operated control valves, SCADA operated control valves, and storm sewer pump station along the bayside.
5. Increase storm sewer hydraulic capacity; and implement ground water recharge.
6. Provide green infrastructure improvements.

Preservation of Natural Resources and cooperation with outside Regulatory Agencies

1. Monitor and survey the beaches, dunes, and back bay.
2. Participate in the New Jersey Coastal Coalition.

d) *Environmental Sustainability*

Environmental sustainability is on part of three circles which overlap and include economic sustainability and society or cultural sustainability. At the point of overlap sustainability satisfies current and future human needs without endangering ecosystem health. This balance of clean air, water, and land and productive land leads to a responsible socio-economic system. This system provides balance for human needs of housing, recreation, agriculture, employment, with support for ecosystems.

e) Public Electric Vehicle Charging Infrastructure

The New Jersey model Electric Vehicle ordinance should be reviewed, amended as permitted and adopted. In summary, the model ordinance requires that any preliminary site plan approval involving a multiple dwelling with five or more units should provide at least 15% of the required number of parking spaces as Electrical Vehicle Supply Equipment (EVSE) and Make Ready parking, which must be implemented over an ordained period of time. Further, any application for preliminary approval for parking should also provide EVSE and Make Ready spaces based upon a scale of development, as provided.

3. Housing Plan

Review of current housing plan and accompanying ordinances. This effort should be undertaken in 2024-2025 upon release and acceptance of the next affordable housing round rules.

If the municipality has additional elements (4) through (17), these should be evaluated for conformance with the statute, applicable rules, NJ Administrative Code, or agency requirements such as NJDEP – Green Acres or similar. These (3) through (17) elements are characterized below in “Specific Changes Recommended for Master Plan or Development Regulations”. These elements may be divided into sub-plans and the timing of these elements can be developed over time and staged outside of the regular reexamination or required plan elements. So, it follows that these elements could be recommended to be developed, staged, or revisited as part of a reexamination report.

4. Circulation Element

Considers all modes of transportation. This element should be undertaken to evaluate all modes of transportation and may be appropriate to be undertaken with a Recreation, Open Space, Conservation, Public Access, and Circulation Element.

Accounts for the functional highway classification system of the Federal Highway Administration.

Types, locations, conditions, and availability of existing and proposed transportation facilities, including air, water, road, and rail, and identifying existing and proposed locations for public electric vehicle charging infrastructure.

Consistent with its long-term goals the current bike path and multi-use path system the Borough seeks to widen its system in certain locations and expand the system into other portions of the community.

5. Utility Service Plan

- Water Supply & Distribution
- Drainage & Flood Control Facilities
- Sewerage & Waste Treatment
- Solid Waste Disposal
- Storm Water Management Plan (see statute)

6. Community Facilities

- Educational and Cultural Facilities
- Historic Sites
- Libraries
- Hospitals
- Firehouses
- Police Stations
- And other related facilities

7. Recreation (and Open Space) and Element

The Recreation and Open Space Element should be reviewed and revised; and a Conservation Element should be incorporated into this effort. This element outlines a comprehensive system of areas and public sites for recreation, including recommended recreation types as well as utilization of specific plant materials, a design pallet of consistent signs and furnishings. The Borough has identified the dredging of Sunset Lake and relocation of the channel as a priority for funding to provide boating access to docks and parks along the bayfront. The Borough anticipates that the dredging and channel relocation will enhance recreational boating opportunities and promote tourism. Additionally, the Borough seeks to enhance access to the beach through improved and larger beach access points, and to the ocean through improvements to the Crest Fishing Pier.

The municipal Forestry Management Plan should be incorporated into any revisions to the Recreation and Open Space Element to enhance implementation by design professionals, public works, and site development contractors of the Forestry Plan in public open space, parks, and along the street.

8. Conservation Plan Element

A Conservation Plan Element should be incorporated into a Recreation and Open Space Element. Preservation, conservation, and utilization of natural resources element, including to the extent appropriate, energy and open spaces, water supply, forests, soil, marshes, wetlands, harbors, rivers and other waters, fisheries, endangered or threatened species wildlife and other resources, and which systematically analyzes the impact of each component and element of the master plan on the present and future preservation, conservation, and utilization of these resources.

A Conservation Plan Element has not been generated in Wildwood Crest. Despite the lack, the Borough has preserved large swaths of undeveloped dune, and open space areas and parks in environmentally sensitive locations. The Borough has completed a Forestry Management Plan which should be integrated into any Conservation Element. The recommendations of that plan, including municipal tree planting and maintenance, as well as private on-site standards for such things as tree removal and replacement should be incorporated into any Conservation Element so that implementing land use and subdivision ordinances can be adopted.

9. Economic Plan Element

- Comparison of the types of employment expected to be provided by the economic development to be promoted and labor pool characteristics in the municipality and nearby areas.
- Analysis of the stability and diversity of the economic development to be promoted.

The Borough Committee requested that the Planning Board study the northern New Jersey Avenue Business District to determine if the area is in need of redevelopment and/or rehabilitation. The Borough seeks to cooperate with the County to improve the public right-of-way through investment; and enhance the private improvements through the use of the Local Housing and Redevelopment Law.

10. Historic Preservation Plan Element

- Location & Significance of Sites & Districts
- Standards used to assess worthiness for Site & District Identification
- Analyze each component and element of the master plan on the preservation of same.

11. Technical Reports

Appendices or separate reports

12. Recycling Plan

This should be on file at the municipal building through the Recycling Coordinator.

~~13. Farmland Preservation~~

~~14. Transfer Development~~

15. Educational Facilities

This document has typically been undertaken by school districts, see statute and N.J.S.A. 40:55D-31b.

16. Green Buildings & Environmental Sustainability

- Provide for, encourage, and promote the efficient use of natural resources and the installation and usage of renewable energy systems.
- Consider, encourage, and promote the development of PEV charging infrastructure.
- Consider the impacts of buildings on the local, regional, and global environment.
- Allow ecosystems to function naturally.
- Conserve and reuse water.
- Treat storm water on-site.
- Optimize climatic conditions through site orientation and design.

17. Public Access Plan

A Public Access Plan should be incorporated into a Recreation, Open Space, and Conservation Plan to further enhance public access to the outdoor and open space amenities located within and around the Borough. This plan provides for, encourages, and promotes permanently protected public access to all tidal waters and adjacent shorelines consistent with the public trust doctrine.

- Map and inventory of public access points, public facilities that support access, parking, boat ramps, and marinas.
- Assessment of the need for additional public access.
- Statement of goals and administrative mechanisms to ensure that access is permanently protected.
- Strategy that describes the forms of access to satisfy the need for such access with an *implementation* schedule and tools for implementation.

VI. Specific Changes Recommended for the Development Regulations

The specific changes recommended for the development regulations, if any, including underlying objectives, policies, and standards, or whether new regulations should be prepared.

“The governing body may adopt or amend a zoning ordinance relative to the nature and extent of the uses of land and of buildings and structures thereon. Such ordinance shall be adopted after the planning board has adopted the land use plan element and the housing plan element of a master plan, and all of the provisions of such zoning ordinance or any amendment or revision thereto shall either be substantially consistent with the land use plan element and the housing plan element of the master plan or designed to effectuate such elements.”

A. Recommendations

Condominium Conversion: Site plan standards should be evaluated to adequately address the nuisance impacts of increased residential density or multi-family housing, obtained by variance, upon properties that were formerly transient accommodations. Most of the hotel and motel sites developed in the 20th Century have continuous curb cuts along streets with parking stalls which encroach into the right-of-way and directly access the street. This arrangement preserves view corridors of the beach but offers no efficient on-street parking and limits pedestrian safety and comfort on the public sidewalk.

Sites converted to condominiums should accommodate problems associated with densities greater than permitted by ordinance. Density restrictions control the intensity of a permitted use and its impacts upon the site and the surrounding area. Circulation, parking, site layout, buffering, landscaping, common open space, signs, utilities, environmental considerations, and building design standards apply. Sufficient on-site parking, control of trash and recyclable materials, and personal storage of goods should be provided. Appropriate controlled street access, driveway widths, aisle widths, and bicycle parking should be provided. The building design standards implemented to control building mass and provide sufficient light, air, and open space both on the site and the surrounding area should be provided.

The Hotel and Motel Districts should be evaluated further, building upon previous efforts to enhance and create a desirable built environment. Retention of transitory rooms is very desirable for resort areas. Previously, the Planning Board along with the governing body determined that parking should drive the density of multi-family housing conversions within the Hotel and Motel Districts. The Residential Site Improvement Standards should inform the

parking requirements for residential conversions, while parking for hotels and motels should remain to incentivize the commercial transitory uses.

Restaurants permitted accessory but not permitted principal use in the HM Districts which is not appropriate for a resort area. The ordinance should be amended to enhance visitor experiences by encouraging restaurants to locate in the Borough as permitted principal uses.

B-1 Commercial Districts South and North should be evaluated for existing land use and incentive zoning should be implemented to encourage redevelopment and development consistent with convenient service, retail, and entertainment commercial uses.

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VII. Redevelopment Plans

The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the “Local Redevelopment and Housing Law,” (LRHL) P.L. 1992, c.79 (C.40A:12A-1 et al.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

The 2019 Community Design Element – II for the New Jersey Avenue Business District North, recommended that the governing body consider the LRHL to encourage investment, and subsidize commercial first floor development, with market rate residential, and affordable housing, as required by the 2018 Housing Plan.

“The Planning Board suggests that the governing body consider the New Jersey Local Redevelopment and Housing Law (LRHL) N.J.S.A. 40A:12A-1 et.seq. which offers tools to governments to spur development through various funding mechanisms. The LRHL permits municipal governing bodies to authorize the Planning Board to prepare a preliminary investigation to determine whether particularly specified areas exist within the municipality that are in need of redevelopment with or without condemnation according to the criteria set forth in N.J.S.A. 40A:12A-5, or alternatively in need of rehabilitation pursuant to the criteria set forth in N.J.S.A. 40A:12A-14 of the LRHL.”

“If a Planning Board concurs that the area should be deemed a Redevelopment Area, at a noticed public hearing, with or without condemnation, a Redevelopment Plan is prepared by the Board or governing body. A Redevelopment Plan is a combination Master Plan and Zoning Ordinance for the Redevelopment Area often generated in concert with owners or prospective developers. The Redevelopment process often provides greater access to public and private financing, including from the NJ Redevelopment Authority, NJDEP Green Acres Program, NJDEP Brownfields Program, NJDEP Environmental Opportunity Zone Programs, Payments in Lieu of Taxes (PILOT), the NJ and US Small Business Administrations, and the NJ Economic Development Authority. The potential benefits include but are not limited to, increased interest and activity from developers, increased property values, job creation, property tax exemptions, abatements, and PILOTs, tax exempt municipal bonding, priority for state funding, and priority for state permitting.”

“The Rehabilitation Area process offers a simpler alternative to the Redevelopment process, without 30-year tax exemptions, but allows the use of 5-year tax exemptions and abatements. The governing body must adopt a resolution adopting a Rehabilitation area, which is often supported by a report prepared by a planning consultant, but no special public notice is required. Prior to the adoption of any resolution, the governing body refers to the Planning Board and the planning board submits any recommendations within 45 days of referral. The Commissioner of the Department of Community Affairs must review and approve the designation. A redevelopment plan should be prepared for the area, the same as noted above.”

VIII. Public Electric Vehicle Infrastructure

The recommendations of the planning board concerning locations appropriate for the development of public electric vehicle infrastructure, including but not limited to, commercial districts and, areas proximate to public transportation and transit facilities and transportation corridors, and public rest stops; and recommended changes, if any, in the local development regulations necessary or appropriate for the development of public electric vehicle infrastructure.

INSERT locations

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