

Livable Community Plan Egg Harbor Township

Prepared for:
New Jersey Pinelands Commission

March, 2007

Prepared by:



with

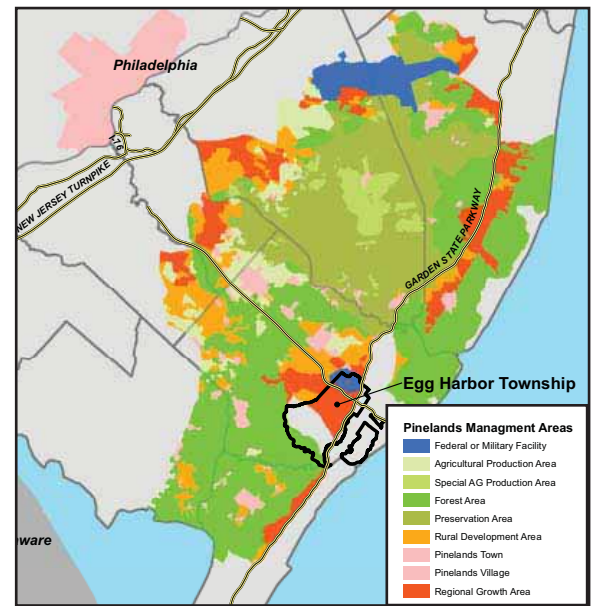
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Executive Summary

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

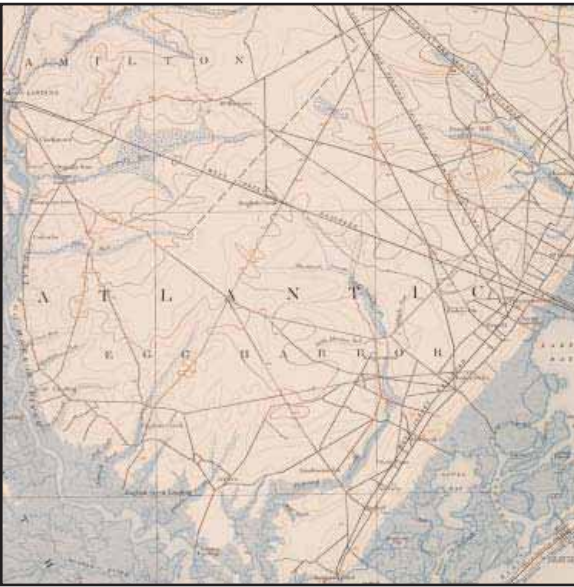
This plan was prepared in response to rapid growth, particularly of residential subdivisions, in Egg Harbor Township. This rapid growth has fundamentally altered the character of the township, and perhaps most importantly, has in places eroded the densely wooded character of the township an iconic image for this Pine Barrens town. Improving the way this change is managed was a core goal of the planning effort. The context in which this growth occurred has roots in the history of the township, its location, major market forces and regulatory requirements. Each is worthy of a brief review.

Egg Harbor Township is huge, nearly 64 square miles in size, yet it has no particular center, no town or village that can be considered its 'Main Street.' This somewhat unusual circumstance is the result of the secession of traditional town centers, once coastal villages, from the



Visioning Team discussing plan recommendations





Egg Harbor Township once included all the traditional town centers to its east as seen in this 1910 US Geological Survey map.

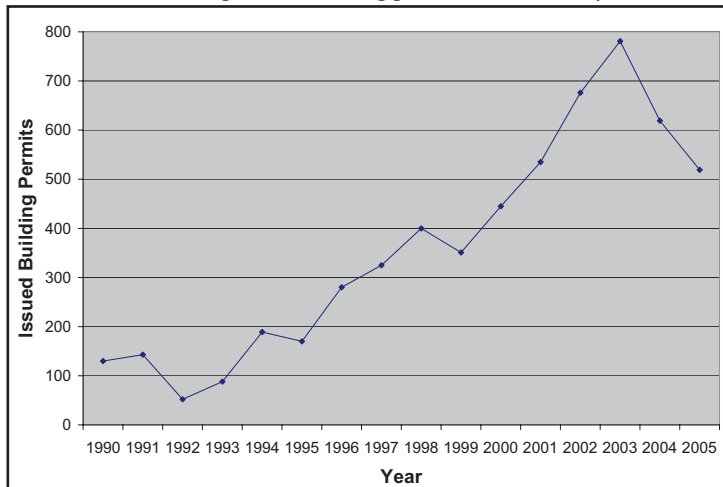
enormous entity known as Egg Harbor, which at one time stretched from the Delaware River to the Atlantic Ocean. Over time, the cohesive small communities along the shoreline broke away, including Atlantic City, Somers Point, Linwood, Northfield, Pleasantville and Absecon, leaving the massive area of Pine Barrens to the west to become a community on its own, Egg Harbor Township.

With a population fewer than 5,000 at the end of World War II Egg Harbor Township residents were scattered thinly across the township, with a handful of small concentrations around rural villages such as Steelmanville and Scullville. But the world around Egg Harbor Township was changing. The Garden State Parkway opened in 1958 and the Atlantic City Expressway was completed in 1964, increasing development pressure on the shore communities by greatly shortening travel time from the Philadelphia and New York metropolitan areas. The population of Egg Harbor Township doubled to nearly 10,000 by 1970, but was still thinly spread across the huge township. Still another major change, the authorization of casinos in Atlantic City in 1979, brought a massive economic engine to the doorstep of the township. The township's population doubled again by the early 1980s, to over 20,000. The casinos provided nearly 44,000 new employees. Low land cost and easy to develop sites made Egg Harbor Township attractive to developers who wanted to meet the housing needs of this new population. Today the township is home to over 41,000 people, more than 5,000 of whom are casino employees.

Another key factor in the rapid growth of Egg Harbor Township is its designation as a growth area under the Pinelands Commission Comprehensive Management



Residential Building Permits in Egg Harbor Township



Source: NJ Department of Labor Planning and Analysis

Plan (CMP). Adopted in 1980 the CMP designated the majority of the developable land in Egg Harbor Township as a “Regional Growth Area.” While immensely complex in its details, this extraordinary conservation program is fundamentally structured to relocate housing development activities from preservation areas to growth areas. The tool employed to transfer development is called a Pinelands Development Credit (PDC). The growth areas were selected, in part, because they were in locations likely to experience housing demand, on the fringes of the Philadelphia metropolitan area and adjacent to Atlantic City. The CMP requires growth areas, such as in the township, to be zoned to permit a residential density bonus if developers employ the PDCs. PDCs are purchased from the ‘PDC bank,’ which was created to market the credits for the landowners in preservation areas who sold their development rights.

After the enactment of the CMP a lengthy dispute ensued between the Pinelands Commission and Egg Harbor Township as the township resisted increases to the permitted densities in residential zones. The issue was finally resolved when the township enacted changes to their zoning code that brought the township into compliance with the state law in the 1996.



The critical issue from the perspective of this planning effort is that the township has witnessed rapid growth, driven by market forces and regulatory requirements, which has had a host of consequences to schools, traffic and public services among others. This rapid growth has been spread across the township and has led to degradation of its wooded character and to heightened concern for the need to create a stronger 'sense of place', a center, for what is now a very substantial community. These issues, and the attendant problems of rapid growth, drove the Visioning Team and the community to develop the plan's recommendations. A summary of the recommendations follows and each of these recommendations is discussed in greater detail in the plan.

Recommendations

1. Environment

The community's environmental character should be protected by conserving areas within or adjacent to freshwater wetlands, limiting site coverage, promoting clustering techniques and conserving existing trees and vegetation during the development process. Densities, and total numbers or units, of housing development allowed in wooded areas should be reduced. To the extent these numbers can be reduced, an approximately equal number of housing units should be 'shifted' to the centers (discussed below).



Baseball field at Childs-Kirk Memorial Park in Egg Harbor Township.

2. Recreation

Pedestrian, equestrian and biking trails, should be established to link the waterfront, open spaces and recreation facilities to residential areas, schools and shopping areas. There are a considerable number of recreation resources, however, accessibility to and among them is poor and a variety of bicycling, jogging,



equestrian trails and water access points were identified and proposed as part of the plan.

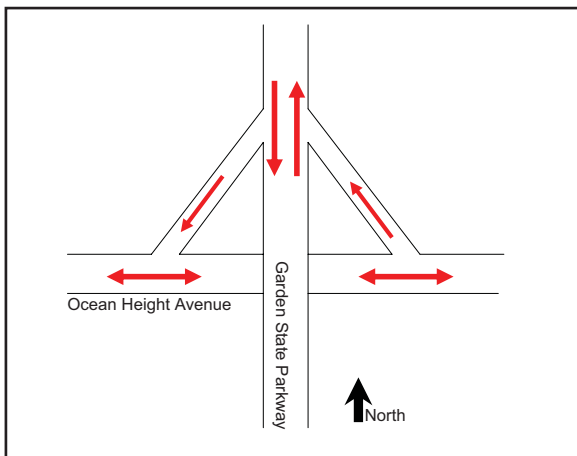
3. Schools and Community Facilities

School costs, and the need to generate additional real estate tax revenues, have risen rapidly. Egg Harbor Township land use policy has been influenced by the need to garner real estate tax income without increasing the number of school children. Commercial uses and age restricted housing have both been supported. In addition, a community center, already in the development process, will provide activities for adults, and serve as a gathering place for the community. At present all school children in Egg Harbor Township travel to school by bus. In the future it may prove desirable to create a neighborhood school, to which children could walk or bicycle. This option appears out of reach at this time due to safety concerns and diversity requirements, but the Visioning Team generally believed that the possibility of a neighborhood school should be considered in the future.

4. Transportation

Congestion on township roads and very poor accommodations for pedestrians are important issues to the Visioning Team and the public. Major intersections enhancements such as designated turning lanes, intersection approach widening, clearly-





Proposed interchange on the Garden State Parkway would allow access northbound and an exit southbound.

delineated cross walks, and signal modernizations are recommended at 14 intersections in the township. North-south travel through the township is constrained by the barrier created by the Atlantic City Expressway and Atlantic City International Airport. North-south traffic along the Fire Road/Bargaintown Road and English Creek corridors could be significantly relieved if access to the Garden State Parkway, to and from the north only, could be provided from Ocean Heights Avenue.

5. Community Form

Egg Harbor Township's community form – affected most recently by thousands of single family homes in medium and large traditional subdivisions – can be better managed by establishing higher density, mixed-use centers and conserving the areas that still retain woodland character through improved protection and reduced density. Centers can also provide a commercial core for the township and help create a community identity that can be carried forward as the township continues to grow. There are three areas within the township that are particularly suited to a mixed-use, center development form: the underused commercial areas along the Black Horse Pike near the intersection with the Garden State Parkway; the Black Horse Pike corridor and the Ocean Heights Avenue corridor. Another area, the commercial corridor that runs through West Atlantic City to the north of US Route 40/322, is suitable for intensive commercial development, especially hotels. Increased development intensity within these areas should be off-set by reducing growth pressures elsewhere in the township through down-zoning and clustering development. Total residential growth estimates should not be increased.



Implementation

While some recommendations in the plan can be addressed largely through actions by Egg Harbor Township, many will require commitments of time and resources from agencies that are outside of the township including the Pinelands Commission, the State Office of Smart Growth, Atlantic County, the South Jersey Transportation Planning Organization, the New Jersey Turnpike Authority, the Casino Reinvestment Development Authority, and the Atlantic County Improvement Authority. Several of these agencies will have a direct hand in the changes in the township through capital investments or the imposition of policies, while others have the capacity to allocate resources and provide coordination. All have a stake in the success of Egg Harbor Township and all are needed as participants.



Pinelands Excellence Program

In 2002 the New Jersey Pinelands Commission received a planning grant from the Geraldine R. Dodge Foundation to create the “Pinelands Excellence Program”, a prototype program to help create “livable” communities. The focus of the program was to assist Pinelands communities that have experienced significant growth since the adoption of the Pinelands Protection Act over two decades ago. The pace of development in these municipalities has made it difficult to effectively plan, particularly for infrastructure and community facilities. While much of this growth is largely attributable to the development pressures originating in Atlantic City to the east and Philadelphia to the west, the goal of the Pinelands Comprehensive Management Plan, to preserve significant ecological areas and farm land, serves to focus development that does occur within these high-growth communities.

In the initial funding round of the Pinelands Excellence Program the Commission worked with two such fast-growth communities. In collaboration with representatives from these municipalities the Commission engaged the services of planning consultants to help each community develop a strategic vision of its future and prepare proposals for zoning, subdivision, site planning, and infrastructure improvements to achieve that vision. This project received attention from a variety of land use and planning organizations throughout the region. In April, 2004, the New Jersey Planning Officials gave the Pinelands Commission its NJPO Achievement in Planning Award, recognizing the Pinelands Excellence Program as an innovative and effective tool to promote the ideals of sound planning.

In January, 2005, the Commission received a second grant from the Dodge Foundation to continue the Pinelands Excellence Program. For this program round, the Commission is working with Egg Harbor Township, one of the Pinelands fastest growing communities. The planning effort in Egg Harbor Township is explicitly designed to involve its residents in a collaborative and inclusive process to identify a vision for its future and, with assistance from a professional planning team, to define, formulate and “fit” a series of implementation strategies that specifically respond to the particular needs of the community. These needs relate to the effects of growth on transportation, expanding school population, loss of rural character and the pressure on community facilities and services.



Acknowledgements

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1. INTRODUCTION

Residential growth over the past several decades has transformed Egg Harbor Township from a quiet corner of the Pine Barrens to a rapidly suburbanizing community with new found concerns about traffic, schools, and quality of life. The Livable Community Plan was developed by a community Visioning Team to examine the forces behind Egg Harbor Township's growth and explore the strengths of its community. The plan includes broad analyses of the physical, demographic, and regulatory environment and recommendations for regulatory and financial tools that will strengthen physical infrastructure, focus growth, and celebrate the Township's natural and historic heritage.

Building a system of community infrastructure that can support the Township's recent growth is a tremendous undertaking and will require dedication and resources far greater than the Township can supply on its own. Numerous agencies at multiple levels of government have a role in the outcome. The State of New Jersey must provide additional funding for road improvements, and other infrastructure projects. The New Jersey Turnpike Authority must enhance access to the Garden State Parkway. Similarly, Atlantic County must more aggressively improve the County roads, which form the Township's arterial network. Assistance from the Casino Reinvestment Development Authority and the Atlantic County Improvement Authority is needed to help redevelop older obsolete properties and build tax revenues. The Township can enhance the strong



Most new development in the Township consists of single family developments similar in style and density to the ones pictured here.



One of the many roads in the township that are being improved for new development.





The Township consists of three separate geographic areas. The largest of these is 63 square miles and stretches from the banks of the Great Egg Harbor River to the Atlantic City Reservoir. The two smaller pieces are located to the east: the West Atlantic City portion, which is about 1 square mile, and a section adjacent to Longport and Margate City, which is about 11 square miles, and is largely an estuarine wetland and wildlife preserve.



Great Egg Harbor, from which Egg Harbor Township was formed, is shown in the thick black line in the above map and stretched from the Delaware River to the Atlantic Ocean. From Sketches of Egg Harbor Township

community and beautiful landscape that makes it a unique and wonderful place to live, and there are several initiatives the Township can undertake on its own, but it will need the broader support of the state and other regional agencies for several other long-term programs.

1.1 The Need for a Plan

Tools to actively manage growth are overdue in Egg Harbor Township. From its historical beginnings, growth has changed and shaped the Township. In the early 1900s, the Township’s main commercial areas along the bays seceded, taking the Township’s centers with them. Today, rapid residential development is replacing wooded lands, and roadways that were once quiet are becoming congested. Growth will continue in Egg Harbor Township and a plan must be put in place that guides where new homes and business are built.

History and Changing Identity

Egg Harbor Township has a rich history dating back the 1700s. The Township once encompassed all of Atlantic County and much of Burlington County. (See historical map at left) By the end of the Nineteenth Century, ten separate areas had seceded and formed municipalities along the eastern portion of Egg Harbor Township.¹ The incorporation of these separate municipalities—first Atlantic City itself, then the municipalities of Linwood, Northfield, Pleasantville and Somers Point—separated present-day Egg Harbor Township from the nascent traditional town centers.

As the historic town centers broke away, three

¹ Egg Harbor Tercentenary Publications Committee, Sketches of Egg Harbor Township, Atlantic County, New Jersey, 1964, Laureate Press, Inc. Egg Harbor City, NJ.

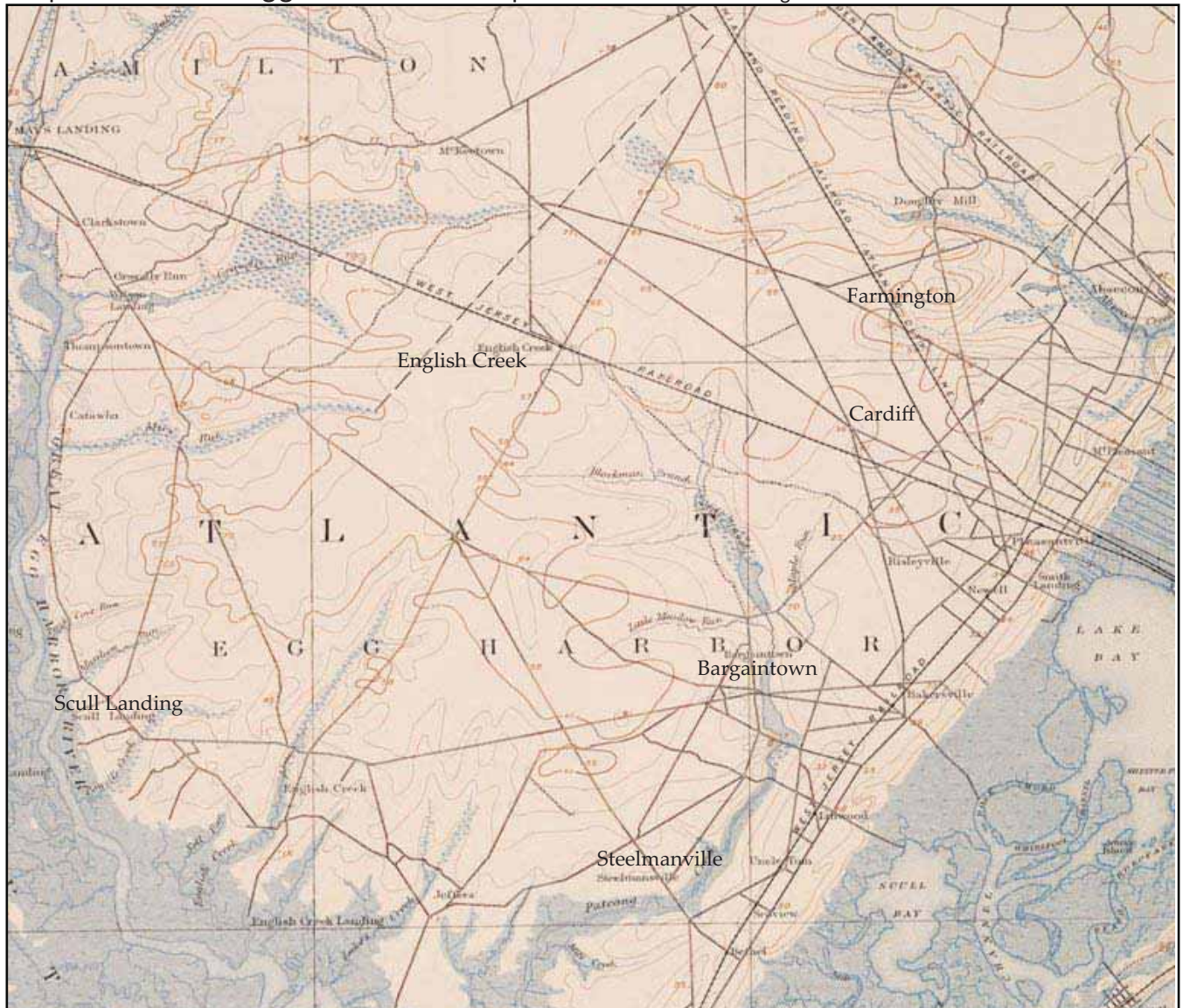


discontinuous areas were left that now form the Township. The splintered boundaries of Egg Harbor Township are further blurred by the many municipalities and environmental features that share the name Egg Harbor. Egg Harbor, Great Egg Harbor, and Little Egg Harbor are used dozens of times to name municipalities, bays, rivers, estuaries, roads, and other places in southern New Jersey. A challenge for this plan is to clarify and strengthen the identity of this very large community.

Egg Harbor Township once incorporated all the municipalities to its east as shown in the 1910 United States Geological Survey Map below.

Map 1.1: Historic Egg Harbor Township

Source: Rutgers archives



A major economic influence on the Township is the casino industry in Atlantic City. An estimated 5,400 casino employees presently call Egg Harbor Township home. The casino industry is in the third cycle of expansion and is currently building new properties at greatly expanded size and adding extensive retail components. For instance, gaming floors have gone from 40,000 to 50,000 square feet in 1981 to well over 200,000 square feet today. Of the many municipalities where casino employees live, only Atlantic City has more casino employee residents than Egg Harbor Township (see Table 1.1).

Central to the township’s identity are the former rural villages of Bargaintown, English Creek, Scullville, Steelmanville, McKee City, Cardiff and Farmington. Long-time residents still understand and use these names. West Atlantic City, nestled along the Black Horse Pike between Pleasantville and Atlantic City, is another remnant from the separations and remains part of the present day Egg Harbor Township. The future of West Atlantic City and the other neighborhoods and community centers in the township must be coordinated in this plan.

Figure 1.1- Casino Jobs by Municipality

Municipality	Total
Atlantic City	11,221
Egg Harbor Township	5,379
Pleasantville	3,934
Galloway	3,878
Mays Landing	2,732
Absecon	2,377
Ventnor	2,356
Brigantine	1,846
Somers Point	984
Egg Harbor City	957

Source: Casino Control Commission- License Division, Employment by Atlantic City Casino Licenses by Zip Code and Casino (Dec 2006)

Rapid Growth

Egg Harbor Township’s population now exceeds Atlantic City’s and is growing at a much faster rate.² Many factors have contributed to its growth including its proximity to Atlantic City, access to the Garden State Parkway and the Atlantic City Expressway, designation as a Pinelands “growth area,” and comparatively low land costs. While larger regional and national market factors are feeding the growth, the consequences are clear to residents: increased traffic, loss of the great woodlands that typify the visual topography of the township, expanding school age population, pressure on community facilities and services, and a loss of the rural character that made this portion of the Pine Barrens attractive. This rapid growth has dramatically impacted the way Egg Harbor Township looks, the quality of its communities, and condition of the environment.

The impact of growth on taxes is a central concern in Egg Harbor Township. The township’s first high school opened in 1983; now there are some in the community that talk about the need for a second high school. The

² Atlantic City’s estimated 2005 population is 40,767 (South Jersey Transportation Planning Organization) Using data on approved building permits and average household size, Egg Harbor Township’s estimated 2006 population is 41,455.



School District and the township are facing the need to pay for the construction of new school buildings and the operation of a growing district. In the light of increasing costs, the community has expressed a strong interest in preparing a plan that controls growth, slows the demand on schools and other community services, and generates increased revenues.

Loss of Community Identity and Quality of Place

Perhaps the most striking effect of growth and one of the major impetuses for this plan are the impacts on the vast woodlands that were once the dominate characteristic of Egg Harbor Township. Current development practices often include clear cutting and aggressively graded sites, erasing large tracts of wooded lands. Typically, small trees, which are many decades younger than the mature trees they replace, are planted by developers to replace the woodlands.

New residential subdivisions are not only destroying woodlands, they are diluting the historic and unique qualities of Egg Harbor Township's communities. New housing developments are typically being built by home builders that use the same housing product elsewhere in New Jersey and around the county. These "generic" houses are then placed in developments that are laid out as independent communities, often with just one link to an arterial road, that do not integrate or support the existing neighborhood centers. The rapid residential development, and attendant population increases, have not resulted in the emergence of focused 'places' but rather in low to moderate density subdivision environments.

Growth has also had a dramatic impact on the traffic in the township. The road network was created to support a very small population. Scattered homes



The rural character of Egg Harbor Township is compromised by the clearing of wooded areas for development, the construction of new homes with typical suburban yards, and commercial corridors that are indistinguishable from other New Jersey shopping corridor.





Wooded areas are irreversibly altered as rural streets, shown above, are cleared for development.

were connected by country roads to the tiny villages that served their needs. Once dirt roads became gravel roads, gravel roads were tarred and rolled, tar and chip roads were overlaid with asphalt and so the current network emerged. The existing road network served the Township adequately at lower populations, but today, traffic often exceeds available capacity causing significant delays at many intersections.

1.2 Challenges in Responding

Responding to Township Diversity

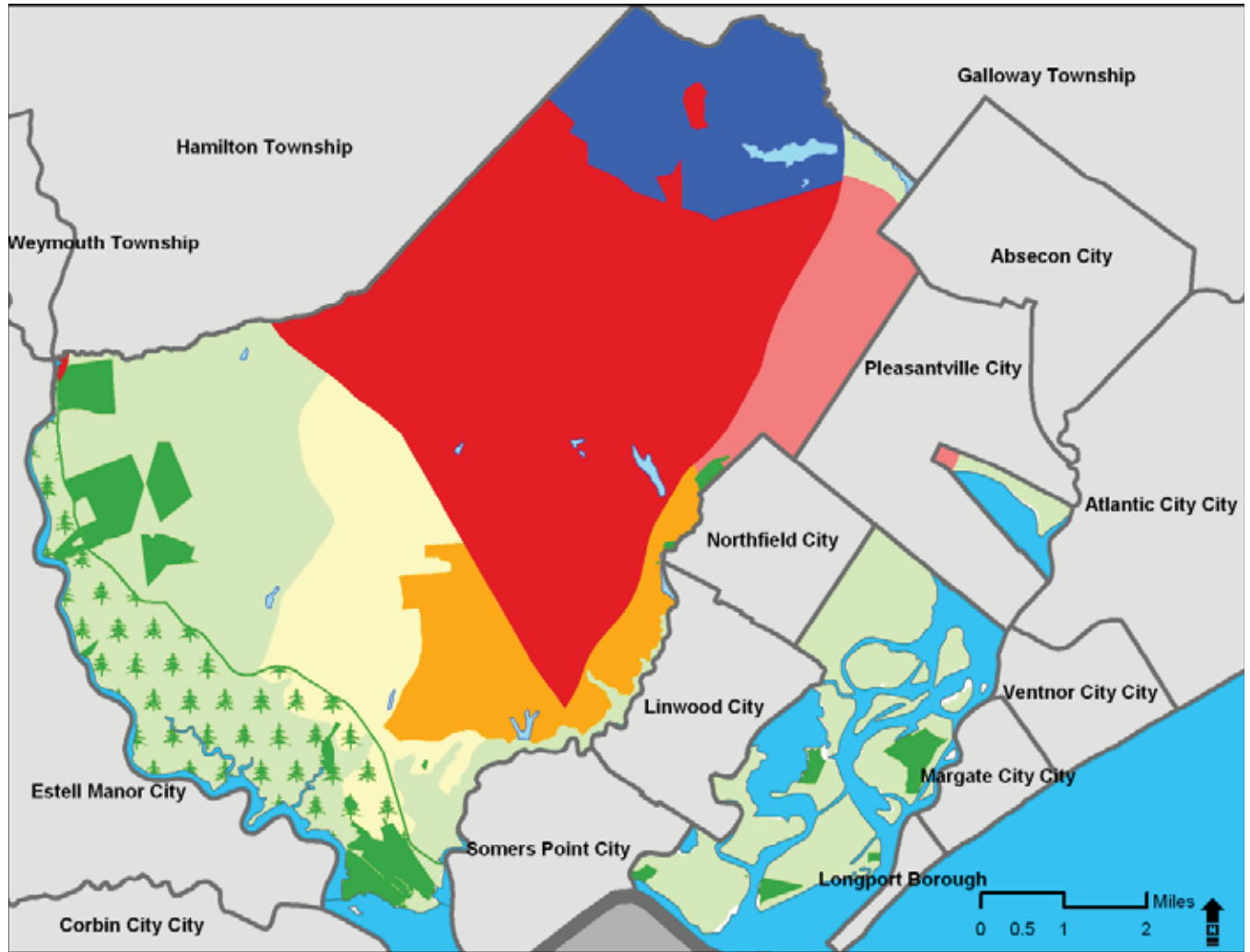
Egg Harbor Township is comprised of distinct areas with varied character and needs. Neighborhoods north of the Black Horse Pike near the airport, for example, are comparatively dense while Scullville to the far south has lower densities and remains heavily wooded. West Atlantic City, a thin strip of land along the Black Horse Pike, which is the eastern gateway to the Township, has stunning water and saltmarsh views. Seaview Harbor is set off from the rest of the Township by wetlands and has a beautiful beach on Great Egg Harbor Bay. This plan focuses on improving the Township as a whole by enhancing the strengths of the individual areas.

State Regulatory Oversight

All of Egg Harbor Township is covered by active state development regulatory systems. The southern and eastern areas are within Coastal Area Facility Review Act (CAFRA) designated zones while all of the balance is subject to the provisions of the Pinelands Protection Act (see Map 1.2). In the areas along and near the estuaries, development reviews are conducted under the CAFRA, by the New Jersey Department of Environmental Protection, of all development applications greater than 24 units. Among other regulations CAFRA provides limits on impervious coverage for all developments. The areas regulated by CAFRA are generally south of



Map 1.2: State Regulatory Districts



Ocean Heights Avenue and east of the Garden State Parkway. The Township is applying for Coastal Center designation in the area around the intersection of the Garden State Parkway and Ocean Heights Avenue and in West Atlantic City. This designation will increase the development intensity allowed under State law, but not necessarily under township code. The boundaries of the centers are being reviewed by the Department of Community Affairs at the writing of this report. Centers designation would allow for greater land use intensity.

The Pinelands Commission Comprehensive Management Plan (CMP) establishes specific target quantities of residential development within the

Legend

Pinelands Management Areas

- Federal Facility ■
- Regional Growth Area ■
- Forest Area ■

CAFRA Planning Areas

- Environmentally Sensitive ■
- Metropolitan ■
- Park ■
- Rural ■
- Suburban ■

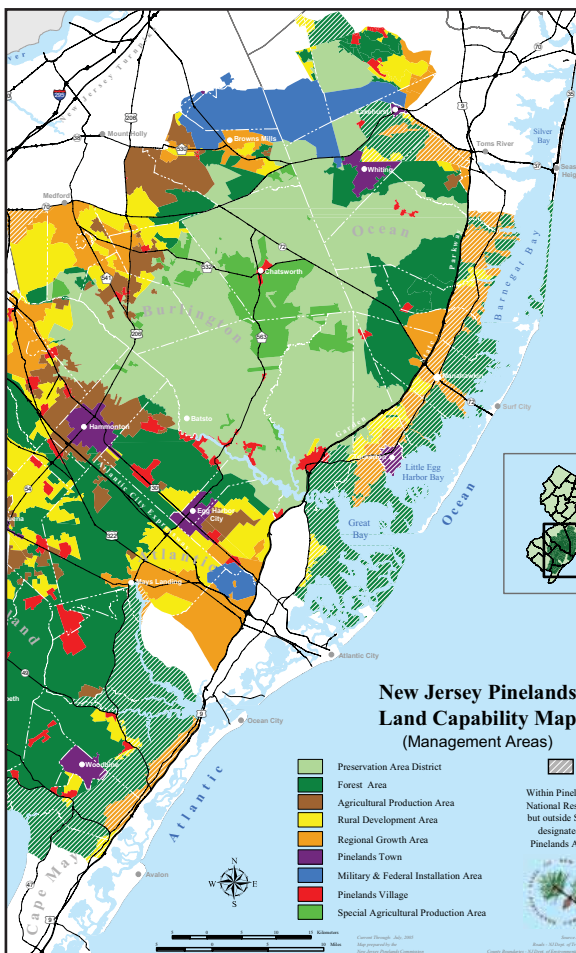
Source: Regulatory District boundaries provided by NJ DEP



Pinelands Development Credits are transferable development rights allocated by the CMP to landowners in the Pinelands Preservation Area District, Agricultural Production Areas and Special Agricultural Production Areas where opportunities for development are extremely limited. These landowners can sell their credits to developers seeking to build houses in Regional Growth Areas. Developers can then use the credits to increase the densities at which they can build. The result from this exchange is that some of the benefits of increased land values in growth areas are transferred back into areas where growth is limited. As of December 31, 2005, 186.75 Pinelands Development Credits (747 rights) have been used in Egg Harbor Township associated with 153 different projects.

Pinelands regulated portion of the Township. These are known as Regional Growth Areas. As prescribed in the enabling legislation, the Pinelands Commission conducts reviews of the township’s zoning and land development ordinances and has review authority³ for all development for the areas within the Regional Growth Area (see Map 1.3). A major objective of the Pinelands Commission is ensuring that Pinelands Development Credits (PDCs) are redeemed in the Regional Growth Area (See Sidebar). PDCs allow developments to increase density above a locally designated base density designated in the Comprehensive Management Plan.

Map 1.3 NJ Pinelands Land Capability Map



It is important to note that a key change in Egg Harbor Township occurred when it brought its residential zoning into compliance with the Pinelands Comprehensive Management Plan Regional Growth Area designation (see Map 1.4 Township Zoning Districts and Map 1.3 NJ Pinelands Land Capability Map). While a precise number is not known, the Township estimates that zoning under compliance with the CMP permitted between 5,000 and 8,000 additional units compared to the Township’s original zoning densities. Given strong underlying market demand this change has had a significant impact on growth.

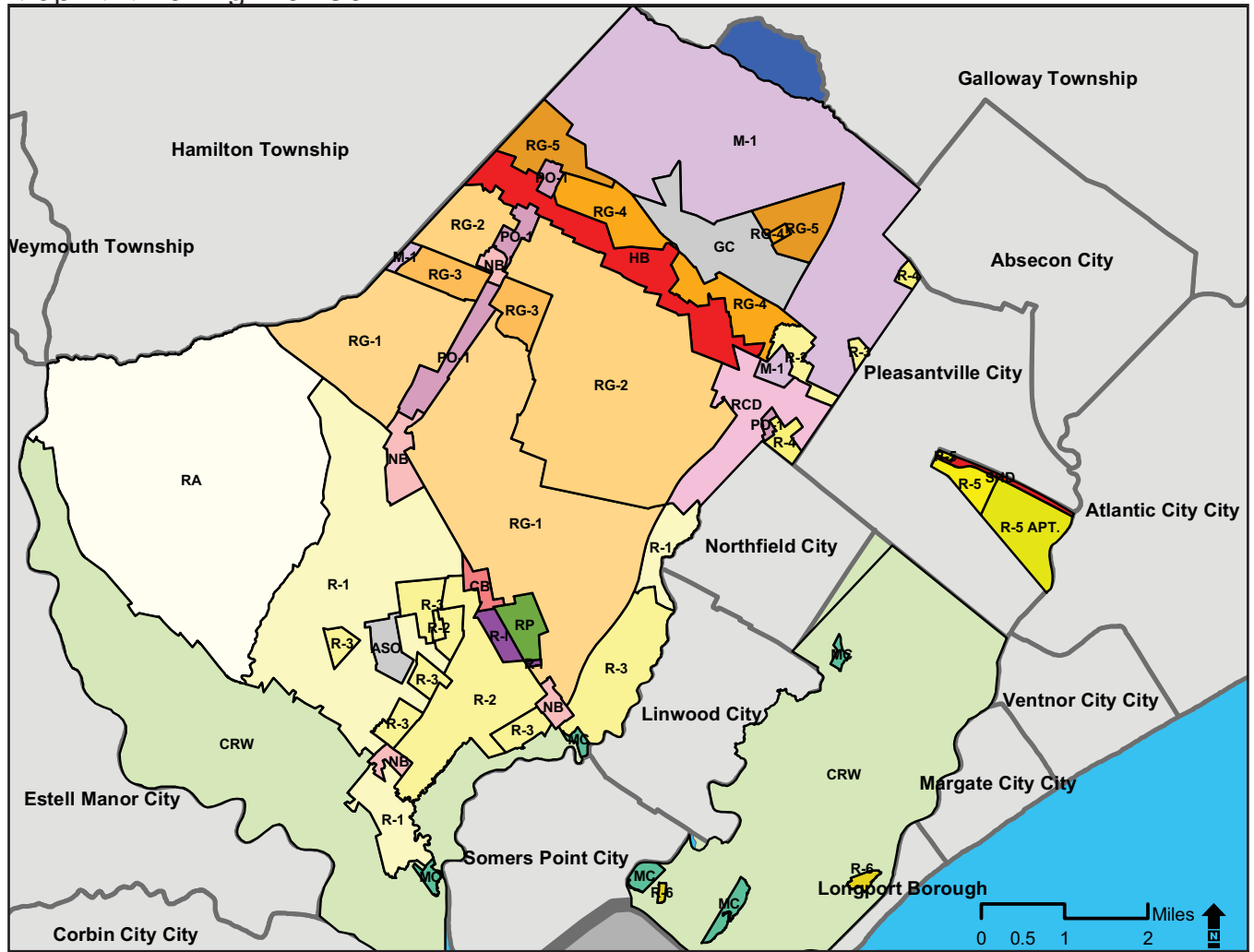
1.3 Planning Approach and Public Involvement Visioning Team

The planning process for the Livable Community Plan was driven by the project Visioning Team and comments received at public meetings. The Visioning Team was composed of fourteen volunteer members of the community from varying backgrounds and with diverse concerns (see Appendix A for a short biography on each member). Ten Visioning Team

³ 13:18A-15, Pinelands Protection Act, Pinelands Commission, State of New Jersey



Map 1.4: Zoning Districts



meetings were conducted throughout the year-long planning process to review background information, analyses, and alternative planning approaches and techniques (A description of the individual meetings is provided in Figure 1.2). The Visioning Team guided the materials presented to the public during workshops and meetings and played an active role at the public forums. Because of their involvement and dedication to this effort, the Visioning Team will also be central in its implementation as discussed in Section 7.

Public Input

The community visioning process worked in tandem with a public input process that included four public meetings and workshops with over 200 attendees:

Zoning

RA, Residential	
R-1, Residential	
R-2, Residential	
R-3, Residential	
R-4, Residential	
R-5, Residential	
R-5 APT., Residential	
R-6, Residential	
RG-1, Residential	
RG-2, Residential	
RG-3, Residential	
RG-4, Residential	
RG-5, Residential	
NB, Neighborhood Business	
CB, Community Business	
HB, Highway Business	
SHD, Special Highway Development	
RCD, Regional Commercial Development	
MC, Marine Commercial	
PO-1, Professional Office	
M-1, Light Industrial	
R-I, Restricted Industrial	
RP, Recreation Park	
CRW, Conservation Recreation Wetlands	
GC, General Commercial	
ASO	

Source: Zoning district boundaries provided by Pinelands Commission



The Livable Community Plan Visioning Team met ten times over ten months and participated in four public meetings. They also provided input from numerous emails, phone calls, and discussions with friends and neighbors.

Figure 1.2- Visioning Team Meetings

Visioning Team Meetings

1. Kick Off
Introductions, established project goals and schedule
2. SWOT: Strengths, Weaknesses, Opportunities,
The Visioning Team provided opinions on SWOT on the topics below.

Topic Meetings

3. Environment and Recreation
4. Community Form and Neighborhood Design
5. Traffic and Pedestrian Safety
6. Schools and Community Facilities Analysis

Synthesis

7. Preliminary Analysis
8. Final Background Analysis

Plan

9. Preliminary Recommendations
10. Final Recommendations

- A major topics workshop to listen to residents' concerns about transportation, the environment, recreation, school and community facilities and community design
- A plan concept workshop to present a range of potential strategies that could be employed to respond to the concerns expressed in the first public meeting and to gather public input on conceptual strategies
- A planning concept meeting to present the solutions developed for the plan
- A meeting to describe the final plan elements

Ideas and concerns about the future of Egg Harbor Township were also gathered through a series of stakeholder interviews. In person interviews lasting 45 minutes each, were conducted at the beginning of the planning process with 29 stakeholders representing business, civic, arts, historical, community and education groups, Atlantic County officials, and Township residents. The purpose of the interviews was to collect information about the Township and to give the consulting team a better understanding of the needs of the community from in-depth conversations with a targeted group of concerned citizens and interests. A conversation with high school students resulted in the comments summarized in Figure 1.3.



The Visioning Team members discussing community form with the project consultants.

Use of Public Comments in Plan

A wide range of comments about Egg Harbor Township's future were offered at public meetings, Visioning Team meetings, and during the Interview sessions. Some of these comments were at odds. Many longtime residents, for example, perceive and feel strongly the loss of rural character that comes with growth and development, while new residents see a safe and quiet community with good schools, access to jobs and shopping.



Despite some differing views several consistent issues emerged in the public planning process:

1. worsening traffic and congestion,
2. growth of schools,
3. lack of a town center,
4. loss of wooded areas, and
5. need for support from the Pinelands Commission and other state agencies for designation as a growth area.

The themes shaped the problems studied and recommendations made in this Plan. A short summary of comments organized by these themes follows. Comments were taken from Egg Harbor Township residents at the various meetings and interviews.



Egg Harbor Township residents comment at the first public meeting

Figure 1.3- Student Visions for the Township

What do Egg Harbor Township high school students want for their community?

The following is a summary of ideas from a group of students recorded in a current affairs class on May 16, 2006.

Students stated interest in:

- A main street with outlet stores
- A town center
- A coffee house
- A place for families to hang out together and in close walking distance from many homes
- A town where people can walk from store to store instead of using the car
- A street which, on a nice day, we could walk down with shops and restaurants
- Connecting to large developments with "shopping roads" with clothing stores and restaurants
- Places for teenagers between 15 and 17 to gather and socialize (this age group is neither young enough to play at existing recreation areas, nor old enough to go to area clubs or bars),
- Recreation area with a stage for people to play music or read poetry, couches, pool tables, area to grab a bite



Select Comments from Public Meetings, Visioning Team Meetings, and Stakeholder Interviews

Traffic Congestion

More people are driving faster and ignoring stop signs
 Need more access to Garden State Parkway
 Need more sidewalks
 Pedestrian death rate is soaring
 Back roads now crowded
 Lack of public transit
 No north-south corridor in Township

School growth

Taxes are high
 Egg Harbor Township is a bedroom community for Atlantic City, Philadelphia, and New York
 Schools are tough to move around in – too many students, not enough room in hallways
 Children cannot walk /bike to school/friends/play
 Decreased funding per pupil from the state
 High school may have to split

There is no center

Need higher density town center and village nodes to offset suburban sprawl
 Town used to have its own “look”
 No sense of identity in Township
 Places to hang out are almost all outside Township
 Whole in market for generation X. Twp provides nothing for them
 Commercial development in Hamilton Twp is leaving EHT in the dust
 No interconnections between developments

Wooded areas are being lost

Trees are clear cut for new development
 Improve development review to preserve more trees
 Environmental issues are important – especially with the marsh areas in the south
 Reinforce preservation along Great Egg Harbor River

The Pinelands Commission needs to support growth

Pace “irresponsible – it’s too much, too fast”
 The Pinelands impose an unfair burden on EHT and EHT gets nothing in return
 State has obligation to provide more funding as EHT bedroom for prospering areas, priority to growth areas for project review, spread out mandated growth
 Lack of legislative response – No support from Trenton

1.4 How to use this Plan - Layout of Planning Document

This Plan has seven sections, of which this is the first, that are briefly described below.

Section 2: The Planning Context section describes the historic place of the Township in the region, land development trends, demographic trends, and a summary of budget and school growth. This section also defines the baseline story for the discussion of growth in the remainder of the plan.

Section 3: The Natural Environment and Recreation section describes natural features, recreation facilities and programs, passive recreation, and environmental constraints. This section provides needs analyses in the areas of conservation, recreation, and facilities and programming. Proposed preservation, facility, and programming concepts are also outlined.

Section 4: The Schools and Community Services section describes the current conditions of township schools, community services, and finances. It briefly reviews other public services provided to Egg Harbor Township residents. The section also outlines proposed approaches to filling gaps in community services, stabilizing revenues for services, and increasing township real estate rates.

Section 5: The Transportation and Pedestrian Safety section outlines the location and performance of the existing road system, community connections, and transit services. Review of traffic conditions, connectivity and bike and pedestrian facilities is provided. The section then outlines proposed intersection and road improvements, bicycle and pedestrian paths, and sidewalks that would provide solutions to key problems



and implementation actions.

Section 6: Community Form explores the current conditions and location of residential and commercial uses. This section compares the form of Egg Harbor Township to that of traditional township design and details how these forms differ. Finally, solutions are proposed that will develop Township and neighborhood centers and improve design standards.

Section 7: The Implementation section provides an action agenda for this plan in the form of a matrix of actions, responsible parties, estimated costs, and conceptual schedules.



Auto-dependent development and traffic congestion are among the issues discussed by Egg Harbor Township high school students.

2. GROWTH CONTEXT AND TRENDS

Growth in Egg Harbor Township is fueled by its proximity to large market areas and jobs and by availability of developable unprotected land. The New York Metropolitan Area in northern New Jersey and the Philadelphia Metropolitan Area to the west are both within commuting distance to Egg Harbor Township. The casino industry in Atlantic City provides more than 5,000 jobs to Egg Harbor Township residents and the industry is growing. Access to the Township is facilitated by two major limited-access highways, the Atlantic City Expressway and the Garden State Parkway. Development is further focused toward the Township by limited development opportunities in the built-out beach communities to the east and the protected Pinelands Forest Area to the west.



US Census Metropolitan Statistical Areas (MSA) indicate proximity and concentration of population densities. The blue counties represent the New York MSA and the green counties represent the Philadelphia MSA.

2.1 Land Development – Tracking Rapid Growth

The market forces at work in Egg Harbor Township are apparent by the numerous large residential developments throughout to the Township. In the 15 years from 1990 to 2005, 5,703 residential permits were issued. (See Figure 2.1) Nearly two-thirds of these (3,575) were issued from 2000 to 2005. This shows an increase of nearly 30% over the year 2000 number of housing units (12,607).¹ These trends appear to be continuing. In January 2006, the Township's engineer, Mott & Associates, reported that 62 subdivisions were under inspection containing 5,158 approved units (see

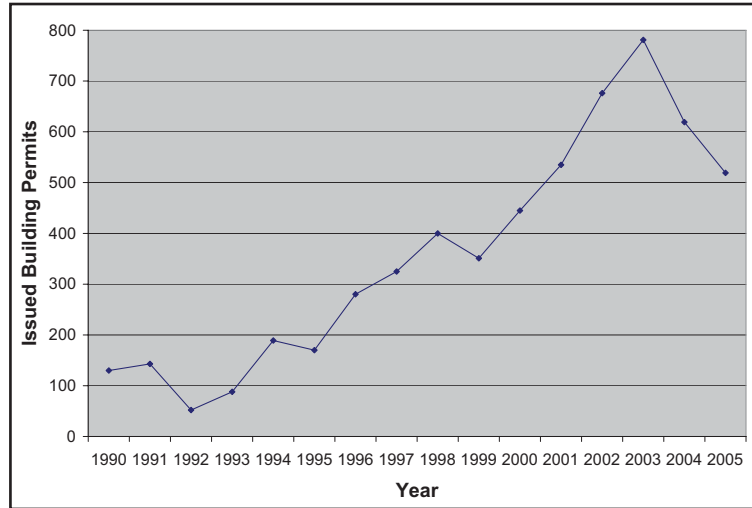


New housing development is the largest growth pressure in Egg Harbor Township.

¹ 2000 US Census



Figure 2.1: Residential Building Permits Issued in Egg Harbor Township



Source: NJ Department of Labor Planning and Analysis

Appendix B). If all these units are built, the number of households in the Township will increase by another 30%.



Signs of pending developments in Egg Harbor Township.

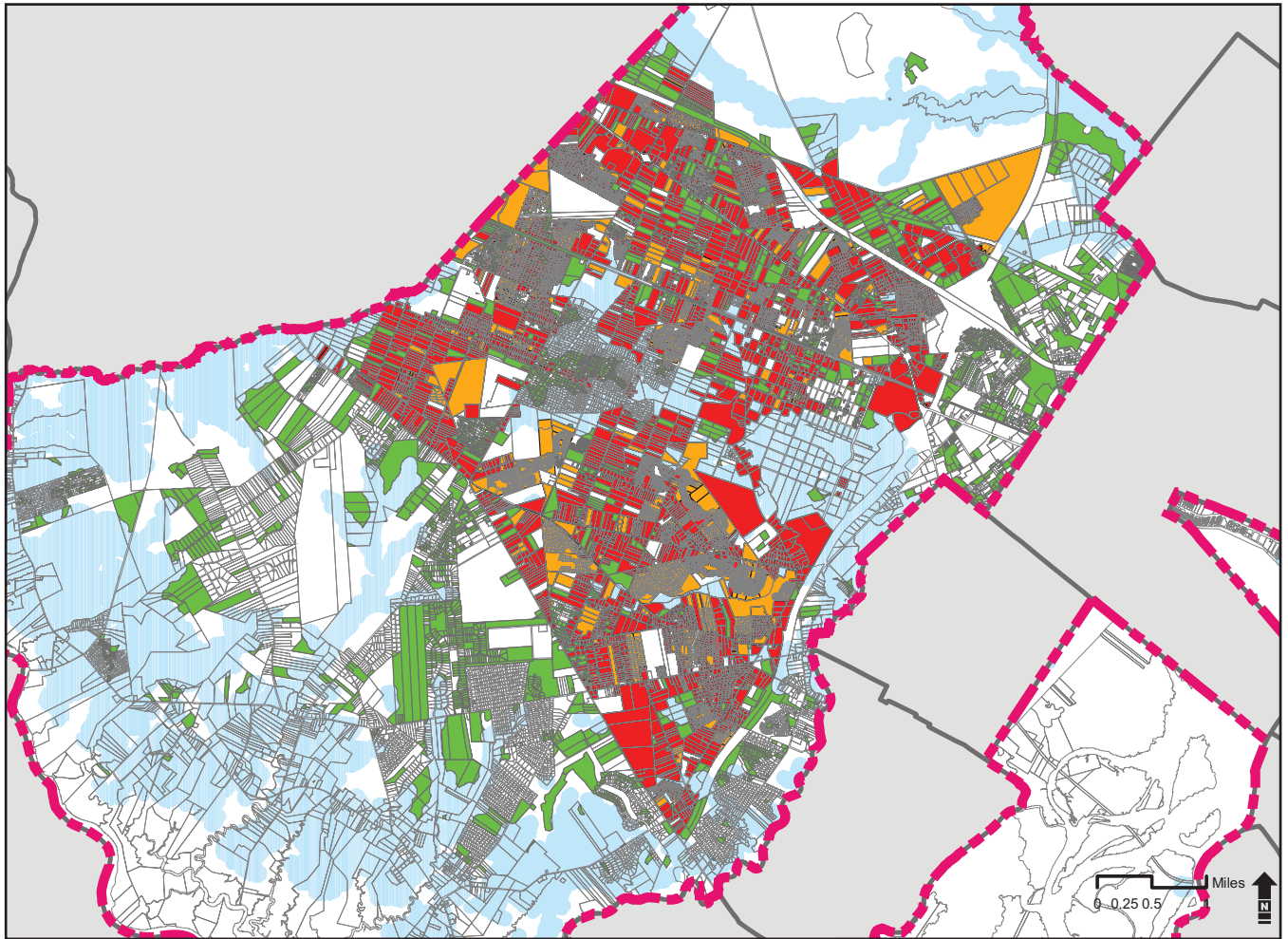
While subdivision approvals have been especially high in recent years, more than half of the approved units have not been built at the writing of this Plan. Of the 5,158 units listed in Mott & Associates report, 2,569 units have not been issued building permits. It is important to note that the expiration of planning approvals for these unbuilt developments is not held to the two-year standard established in the Municipalities Land Use Law. To allow developers to phase construction over several years, the Township has entered into developer agreements that extend the approval period to accommodate phased development projected. See Map 2.1 Recent Growth, on following page.

In 2006 alone, over 1,100 acres, or 2.5% of the land area in the Township, were developed or approved for development.²

² Analysis derived from 'Lot Status' GIS data from January 2006 and June 2006. data provided by the Pinelands Commission.



Map 2.1: Recent Growth



Legend

- Lands Available for Development ■
- Lot Status January 2006**
- Developed ■
- Committed ■
- 300 Foot Buffer on Wetlands ■

Source: Development data provided by the Pinelands Commission Lot Status data set (only within the Regional Growth Area). Lands Available for Development are derived from 2003 County Tax assessment data and includes lands assessed as vacant, agricultural, and public. Wetlands data from NJ DEP.

2.2 Demographic Trends

Egg Harbor Township has experienced growth in population in association with land development for some time. As shown in Figure 2.2, there were 30,726 people living in the Township in 2000, which is ten times as many residents as in 1930. In comparison, the population of Atlantic County as a whole has only doubled during that period. While other periods of growth have certainly had their impacts on the Township, recent growth has had a considerable impact on developed land as discussed in the previous section.

In addition, Egg Harbor Township’s population as a



proportion to the total population of Atlantic County has been growing steadily as shown in Figure 2.3. The growth rate reflects three factors: 1) the diminishing role of Atlantic City as a population center; 2) the increased suburbanization of the County; and 3) the disproportionate share of population growth occurring in Egg Harbor Township as compared to other municipalities in Atlantic County.

These demographic trends suggest that there will be increased pressure on schools, recreation facilities and the road network to accommodate growth. Assuming a 'straight line' annual population increase, the population of Egg Harbor Township will increase nearly 50 percent to over 45,000 between 2000 and 2010 (see Figure 2.4). In the same time period the number of children under the age of 18 will increase by 58 percent (Figure 2.5) assuming the current proportion of 30 percent of the total population as less than 18 years of age holds true.

Figure 2.2- Population Change, 1930-2000

Year	Egg Harbor Township			Atlantic County		
	Population	Change		Population	Change	
		Number	Percent		Number	Percent
1930	3,024			124,823		
1940	3,066	42	1.40%	124,066	-757	-0.60%
1950	4,991	1,925	62.80%	132,399	8,333	6.70%
1960	5,593	602	12.10%	160,880	28,481	21.50%
1970	9,882	4,289	76.70%	175,043	14,163	8.80%
1980	19,381	9,499	96.10%	194,119	19,076	10.90%
1990	24,544	5,163	26.60%	224,327	30,208	15.60%
2000	30,726	6,182	25.20%	252,552	28,225	12.60%

Sources: 2002 Egg Harbor Township Master Plan, U.S. Census Bureau

Figure 2.3- Proportion of Atlantic Co. Population in Egg Harbor Township

Year	Population		Percent of County
	Egg Harbor Twp.	Atlantic County	Population in EHT
1930	3,024	124,823	2.40%
1940	3,066	124,066	2.50%
1950	4,991	132,399	3.80%
1960	5,593	160,880	3.50%
1970	9,882	175,043	5.60%
1980	19,381	194,119	10.00%
1990	24,544	224,327	10.90%
2000	30,726	252,552	12.20%

Sources: 2002 Egg Harbor Township Master Plan, U.S. Census

Figure 2.4- Atlantic Co. Population Forecast, 2025

	2000	2025	Net Increase	Percent
Egg Harbor Township	30,726	55,804	25,078	81.6%
Galloway Township	31,209	53,561	22,352	71.6%
Atlantic City	40,517	41,425	908	2.2%
Hamilton Township	20,499	34,245	13,746	67.1%
Pleasantville City	19,012	20,520	1,508	7.9%

Source: South Jersey Transportation Planning Organization



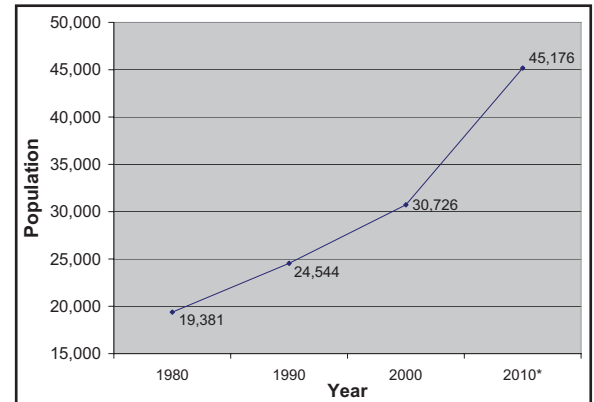
2.3 Budget and School Trends

Growth has meant increased revenues, largely from new residential units, and increased municipal expenditures to meet rising demand for services. The overall Township budget has increased just over 40 percent from \$18.9 million in 2000 to \$26.5 million in 2005. Despite the large budget increase, tax rates have remained fairly steady, which suggests that the Township is doing a good job of managing growth financially. Ratables from residential units, however, often come with the expensive cost of educating the children that live in those residences. School enrollment has increase between 300 to 400 students each year for the past seven years. As a result, the overall school budget has been increasing greatly every year. The proposed 2006-2007 school year budget of over \$85 million is six percent more than the previous year, and 51 percent more than the 2002-2003 school year.

2.4 Conclusions

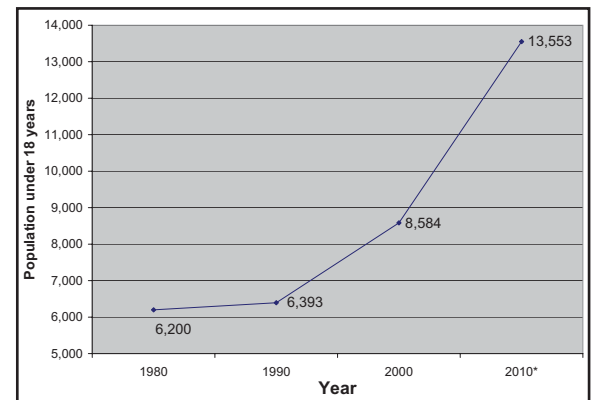
Growth in Egg Harbor Township can be expected to continue. How it continues will have a tremendous affect on what the Township looks like physically and financially. Current trends of large single family detached developments are bulldozing wooded lots at an alarming rate. While new homes generate tax ratables, single family detached units are geared toward families, which create school children and drive the school district budget higher. For the Township to sustain wooded areas and their budget in light of growth, new development patterns will need to be employed.

Figure 2.5- Population Increase to 2010



Source: Pinelands Commission Long Term Economic Monitoring Program
 Note: 2010 population is a projected value.

Figure 2.6- Population under 18 Years of Age



Source: Pinelands Commission Long Term Economic Monitoring Program



3. NATURAL ENVIRONMENT AND RECREATION

Egg Harbor Township has a wealth of natural resources and recreational facilities but does not provide adequate access to these features. There is an abundance of high quality natural resources in the Township including the Great Egg Harbor River, Patcong Creek, extensive tidal wetlands, and wooded stretches of Pine Barrens. Similarly, parks such as Tony Canale Park, Veterans Memorial Park, the Township's multiple golf courses, and many other facilities provide numerous recreational opportunities. Access to these resources can be limited, however, particularly if you do not have a car or do not drive. There are very few sidewalks, trails, or paths that residents can use to walk, bike, run, rollerblade, or otherwise get to these sites other than by car.

3.1 Current Conditions

Hydrology

Egg Harbor Township has superb salt and freshwater lakes, streams, bays, and rivers. These include Great Egg Harbor River, numerous creeks and runs, Patcong Lake, Great Egg Harbor Bay, Scull Bay, Little Bay, Lakes Bay, Steelman Bay and Absecon Bay. An extensive system of saltwater wetlands runs through the eastern segment of the Township, which provides habitat for a wide array of wildlife, including several endangered species (see Map 3.1). The area north of Great Egg Harbor River and around Patcong Creek contains roughly 10.5 square miles of freshwater wetlands.



Wetlands in eastern Egg Harbor Township



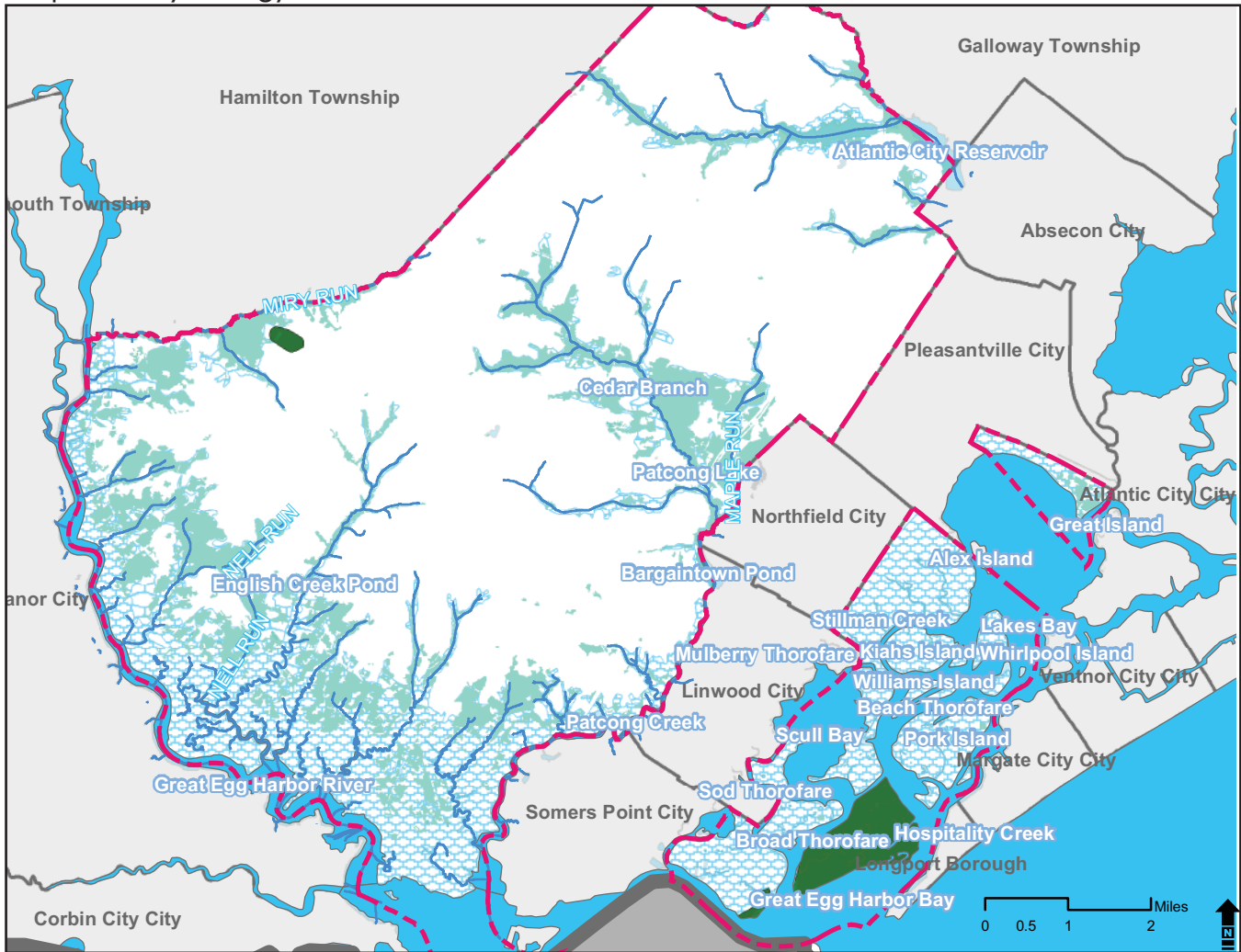
Ball field at Childs-Kirk Memorial Park



Atlantic County Bike Trail parallel to West Jersey Avenue



Map 3.1- Hydrology



Legend

- EHT Boundary
- Fresh Water Wetlands**
- Fresh Water Wetlands
- 100-Year Floodplain**
- USGS Documented Floodprone Area
- Undocumented Floodprone Area
- Natural Heritage Priority Areas**
- B3 Standard Site (High Significance)

Source:
 WETLANDS are from NJ DEP Freshwater Wetlands data.
 FLOODPLAINS provided by USGS.
 NATURAL PRIORITY AREAS
 The Natural Heritage Priority Sites Coverage was created to identify the best habitats for rare plant and animal species and natural communities through analysis of information in the NJ Natural Heritage Database. Natural Heritage Priority Sites contain some of the best and most viable occurrences of endangered and threatened species and natural communities, but they do not cover all known habitat for endangered and threatened species in New Jersey. If information is needed on whether or not endangered or threatened species have been documented from a particular piece of land, a Natural Heritage Database search can be requested by contacting the Office of Natural Lands Management.

Miry Run is a protected Category One quality stream.¹ Great Egg Harbor River is designated as a National Wild and Scenic River by the National Park Service.²

Woodlands

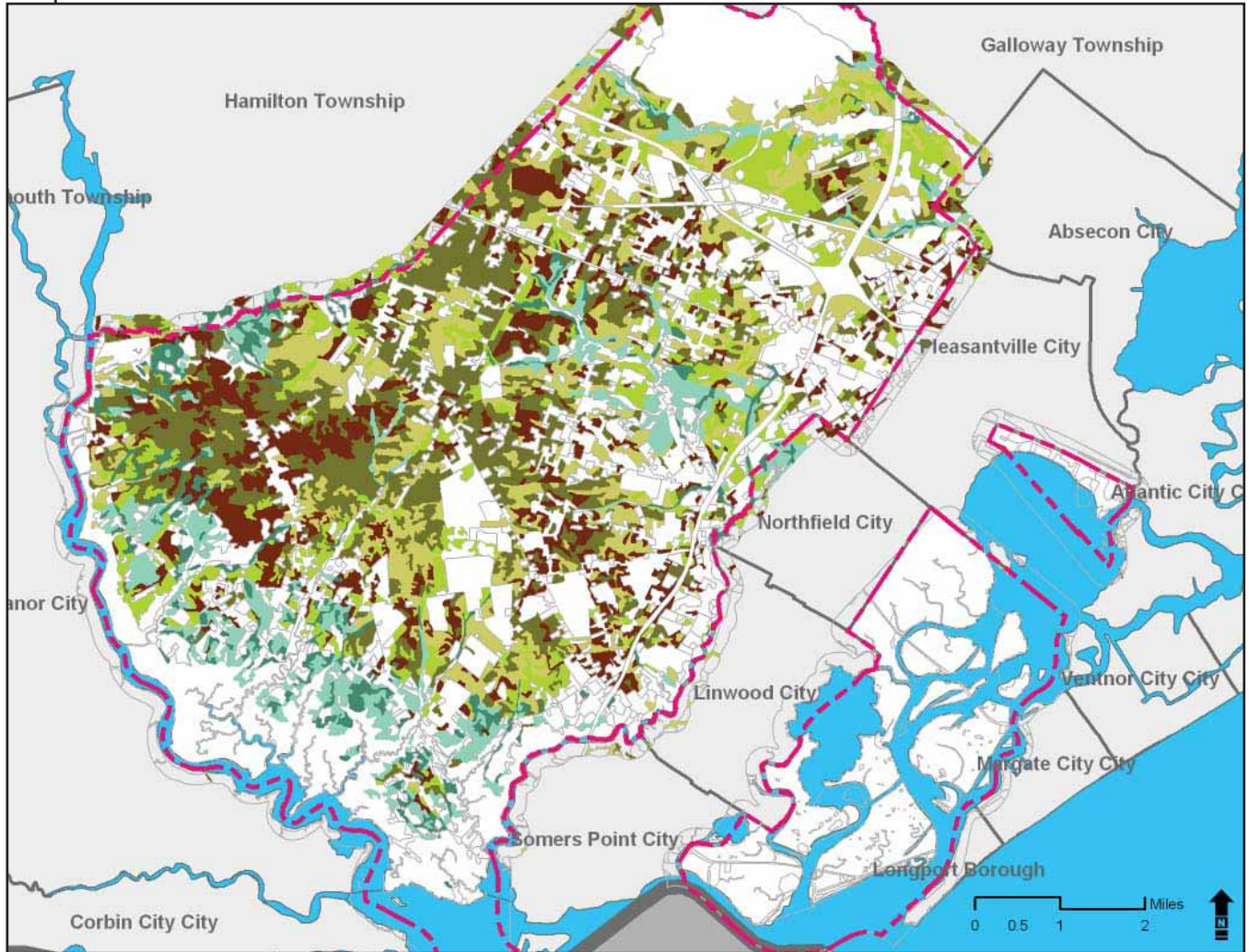
A significant portion of Egg Harbor Township still is wooded even as new development threatens the woodland character. Preserving the remaining woodlands and the woodland character is very

1 Category One water bodies are determined to have exception ecological significance and are provided additional protection to help water degradation and discourage development where it would impair natural resources.

2 Designated in October 27, 1992. From the mouth of Patcong Creek to the Mill Street Bridge. From Lake Lenape to the Atlantic City Expressway. From the Williamstown-New Freedom Road to the Pennsylvania Railroad right-of-way



Map 3.2- Wooded Lands



important to the Township, as discussed in Section 6 of this Plan. Map 3.2 shows wooded areas from 1997. Although many of these wooded areas have been destroyed by development in the last 10 years, the township still presents a mainly wooded character.

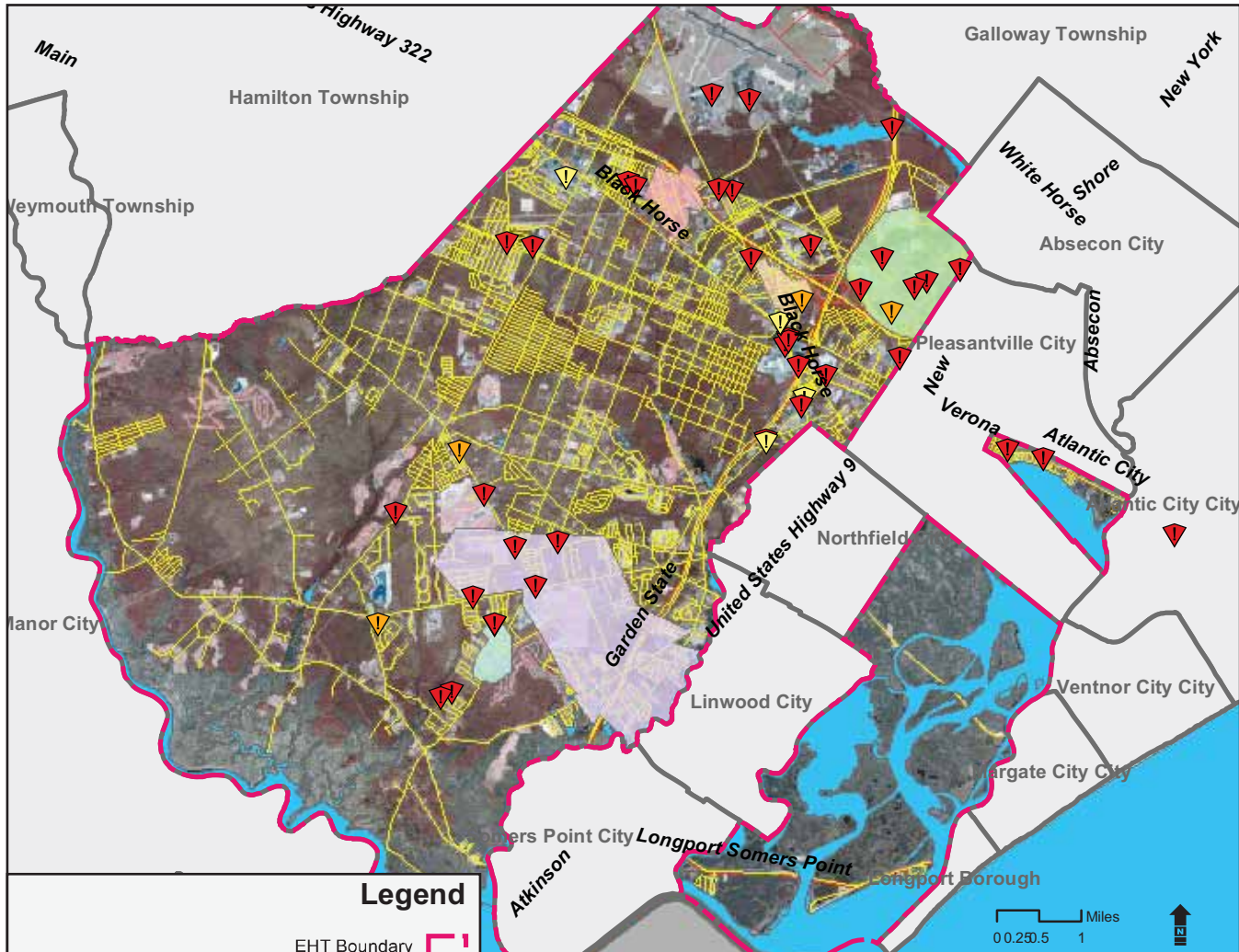
Legend

- EHT Boundary
- Forested areas - 1997**
- Non-Forested
- Coniferous Forest
- Coniferous/Deciduous Forest
- Deciduous/Coniferous Forest
- Deciduous Forest
- Coniferous Wooded Wetlands
- Deciduous Wooded Wetlands

Source: Wooded areas are from the NJ DEP GIS 1997 Land Use/Land Cover polygon shapefile for New Jersey's Watershed Management Areas.



Map 3.3- Environmental Contaminants



Legend

EHT Boundary

Groundwater Contamination Areas

- Mercury
- Mercury, Mixed Volatile organic compounds
- Mercury, Mixed Volatile Organic Cpds
- Mercury, TCE,PCE
- TCE,PCE, cis 1,2 DCE

Known Contaminated Site

- A: Sites with On-Site Sources of Contamination
- B: Sites with Unknown Sources of Contamination
- C: Closed Sites with Restrictions

GROUNDWATER CONTAMINATION AREAS
 This data layer contains information about areas in the state which are specified as the Currently Known Extent (CKE) of ground water pollution. CKE areas are geographically defined areas within which the local ground water resources are known to be compromised because the water quality exceeds drinking water and ground water quality standards for specific contaminants. CKEs are used by NJDEP staff, water purveyors, and local officials to make decisions concerning appropriate treatment and/or replacement of contaminated drinking water supplies.

KNOWN CONTAMINATED SITES
 The Known Contaminated Sites List for New Jersey 2005 are those sites and properties within the state where contamination of soil or ground water has been identified or where there has been, or there is suspected to have been, a discharge of contamination. This list of Known Contaminated Sites may include sites where remediation is either currently under way, required but not yet initiated or has been completed.

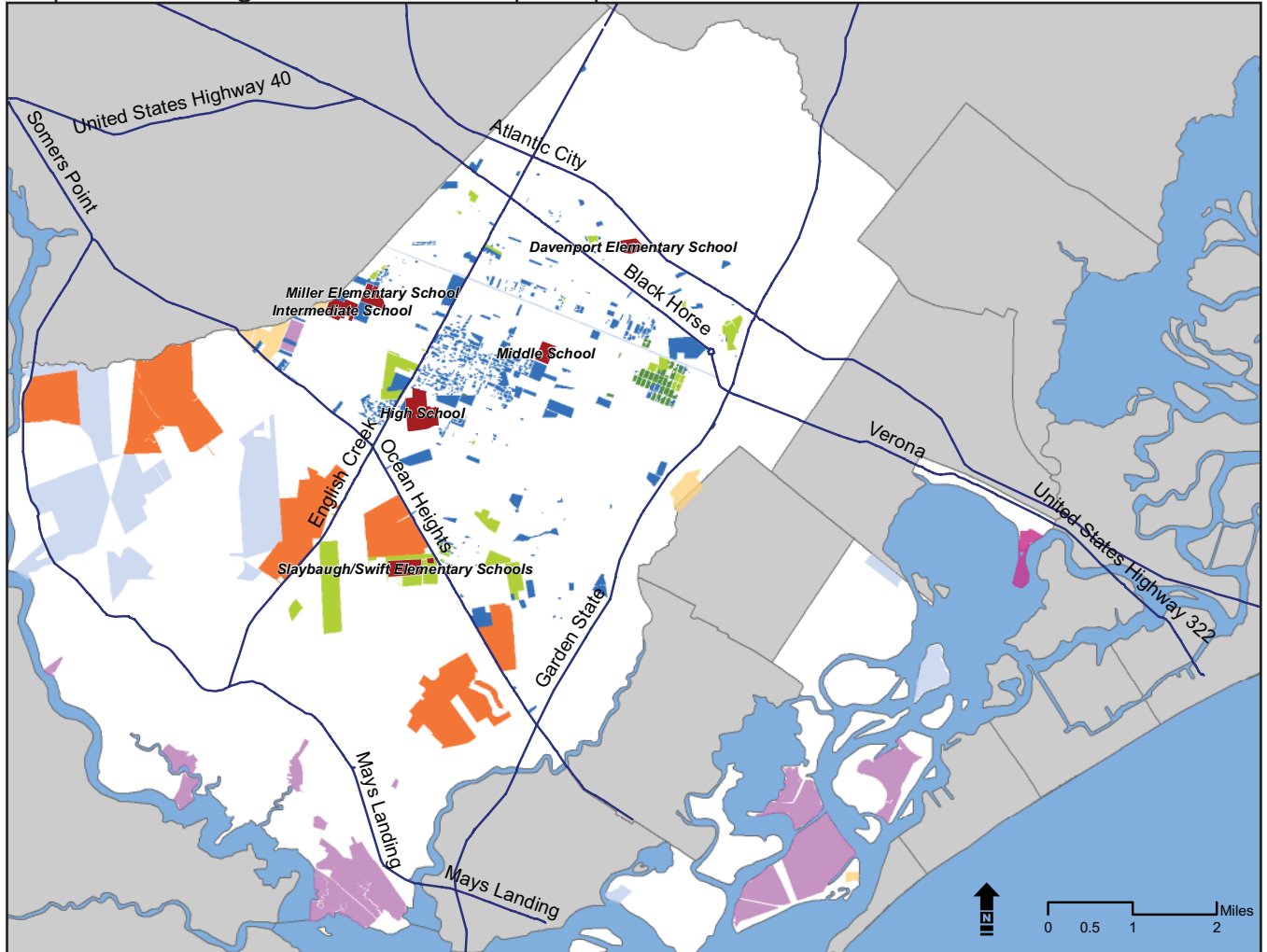
Environmental Constraints

The New Jersey Department of Environmental Protection has recognized 53 areas in the township as having ground, soil, or water contamination, many of which are considered brownfields³ (see Map 3.3). All but four sites are still in active use, many as gas stations, auto repair shops, and other light industrial uses. While groundwater contamination is a serious issue, and there are areas of the township where contamination exists from lead, mercury, and mixed organic compounds,

3 Known Contaminated Sites in NJ Report, 7th Ed., Spring 2006. The term 'brownfield site' means real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. (www.epa.gov/brownfields/glossary.htm)



Map 3.4- Existing Recreation and Open Space Facilities



there is no indication that ground water supplies are being seriously affected by contaminated sites.

Recreation Facilities and Open Space

For the 2004 estimated township population of 36,877, the cumulative existing open space acreage offers 117 acres of open space⁴ per 1,000 people. This ratio far exceeds National Recreation and Park Association (NRPA) open space adequacy standard of 10 acres per 1,000 residents.⁵ This standard is a

Legend

- Egg Harbor Township - Recreation
- Egg Harbor Township - Open Space
- Atlantic County
- Various Public - NJPC
- NJDEP Div. of Fish, Game & Wildlife
- Non-Profit Open Space
- NJ Natural Lands Trust
- Golf Courses
- Schools
- Major Roads

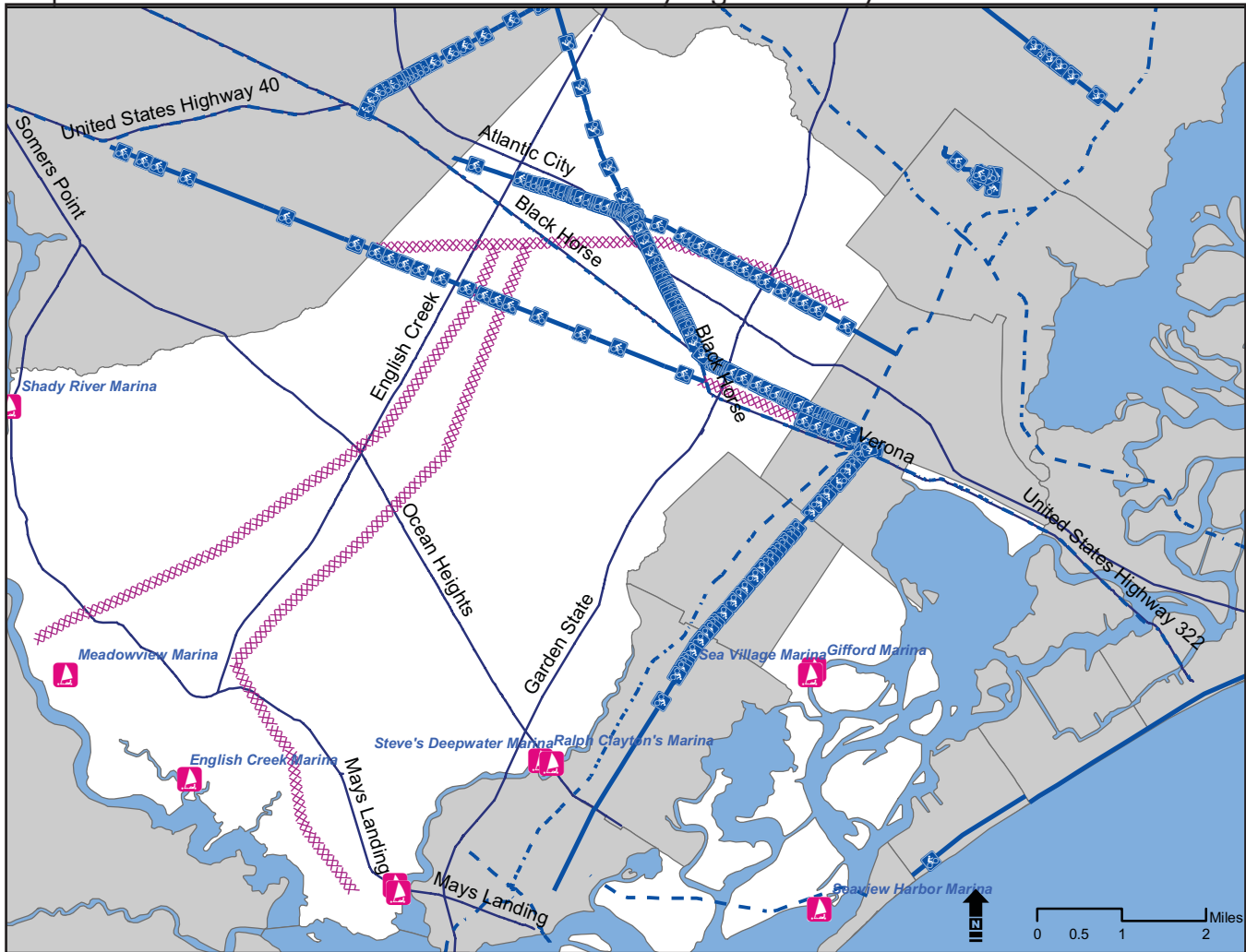
Source: NJDEP Green Acres and Base Layers, NJDOT Road Layer, Egg Harbor Township Parcel Tax Layer

4 Open space area includes all open space listed in Figure 2.1 except Golf Courses

5 Source: 1996. Park, Recreation, Open Space and Greenway Guidelines. National Recreation and Park Association. J. Mertes and J. Hall.



Map 3.5- Preserved and Public Lands and Utility Rights-of-Way



Legend

Utility Right-Of-Ways

Bike Paths

- Existing Atlantic County Facility
- Existing Atlantic Co. Shoulder Facility
- Existing Municipal Facility
- High Point to Cape May
- Proposed Atlantic County Facility
- Proposed Municipal Facility
- Proposed NJDOT Shoulder Facility

Points of Interest

- Library
- Marina

Source: Atlantic County GIS data

general guide that reflects the quantity of open space in the Township, but not the quality. Difficult to access lands like wetlands or the needs of specific population groups, such as individuals who cannot drive, are not addressed by this standard. Additional information about the Township parks, recreation, and open space is available from the Egg Harbor Township Revised Recreation and Open Space Element (2002) prepared by Mott and Associates.

Recreation Programs

The programmed use of recreation facilities by sports leagues and others is managed by the Egg Harbor Township Department of Recreation. There are also five



community learning and recreation centers that host a range of recreation programming (see Appendix C). A new community center is currently being planned at the intersection of English Creek and Arizona Avenues, adjacent to the Tony Canale Training Center. This facility will offer a large gym, multi-purpose room, meeting room, and several activities rooms for recreation and educational programs.

Passive Recreation and Paths

Egg Harbor Township’s passive recreation parks include Spruce & Ninth, Ridge Avenue, and the Temple Tract. These areas offer facilities for All Terrain Vehicles (ATV), mountain biking, equestrians, and miscellaneous trail use. Additional passive recreation opportunities, such as bird watching, boat launches, and nature trails, exist, often informally, in other public and private preserved areas of the Township. Though no official trails exist, utility right-of ways are used for equestrian uses, ATVs, running, and biking. Most equestrian activities occur south of Ocean Heights Avenue.

Bike paths exist along West Jersey Avenue, Tilton Road, and Delilah Road. The paths on Tilton Road and Delilah Road are on-road and separated from vehicle traffic by lane markings. The path along West Jersey Avenue is built on a former rail corridor and is separated from the roadway. The rail corridor continues to the east beyond the mall on the other side of the Black Horse Pike and becomes a bike trail again in Pleasantville. There are a number of bike paths that interconnect adjacent municipalities and other shore destinations as shown on Map 3.5.

3.2 Analysis

Areas in Need of Preservation

Township wetlands are protected by the Pinelands

Figure 3.1- Open Space Area Ownership

Ownership	Acres
Egg Harbor Township Parks and Recreation and Open Space	569
Atlantic County	1,774
Egg Harbor Township Schools	263
Golf Courses	2,032
NJ Natural Lands Trust	168
NJDEP Div. of Fish, Game & Wildlife	1,486
Non-Profit Open Space	64
Total	6,356

Source: Areas calculated from GIS parcel data. Ownership from Atlantic County, the Pinelands Commission, and Egg Harbor

“There are so many kids in the Township now that second and third leagues need to be created.”
 – Comment from stakeholder interviews.

1,718 acres or 3.9% of the Township land area is owned by public or non-profit organizations, excluding the Federal Aviation Administration land.



Two of the Township’s many recreation facilities. The baseball diamond is located at Childs-Kirk Memorial Park and the playground is located at Veteran’s Memorial Park.





The above aerial view is an example of clear-cut development practices that do not preserve site vegetation.

Protection Act through a 300 foot restricted-use buffer area within the Regional Growth Area⁶ and by the New Jersey Freshwater Wetlands Protection Act outside the Growth Area.⁷ The NJDEP statewide delineation of freshwater wetlands provides a generalized location of wetlands, but analysis of specific sites often result in wetland boundaries that are significantly different, and often less inclusive, than the state’s approximate delineation. Simply drawing a 300 foot boundary around the state designation freshwater wetlands, therefore, does not provide the Township with an accurate account of which of its lands are protected under state law, as illustrated at left.



Often development does not match state-designated wetlands boundaries, as seen in the above image.

Woodland areas are protected by the Township’s lot

⁶ Pinelands Protection Act - N.J.S.A. 13:18A et seq.

⁷ New Jersey Department of Environmental Protection Freshwater Wetlands Protection Act - N.J.S.A. 13:9B



disturbance standards;⁸ however, exceptions to these standards are commonplace. Development practices that clear cut and intensively grade sites prior to construction appear to be the norm based on site visits, plan reviews, and aerial photography. Regulations that protect woodlands exist within the township code and are supported by the Pinelands Comprehensive Management Plan.⁹ The township's lot disturbance standards, however, provide an applicant the option to provide a "landscaping plan" if they are "not able to meet" the stricter standards (Section 94-36 D). Most developers claim to be unable to meet the standard and instead prepare a landscape plan which includes clearing the tract of existing trees and vegetation.

Recreational Needs

Recreational fields, courts, and other facilities in the Township are generally adequate, if well used, but they are overly auto-dependent. This significantly limits the recreation opportunities of the non-driving public. As addressed in Section 5, Transportation and Pedestrian Safety, the entire community faces severe constraints on pedestrian and bicycle access due to the absence of sidewalks and bicycle facilities on arterial roads.

The Egg Harbor Township Department of Recreation does an excellent job of meeting the rising demand for active recreational needs, especially for school-aged residents. Residents who participated in stakeholder interviews during the planning process often suggested that more adult recreation opportunities are needed.

⁸ Egg Harbor Township Design, Performance, and Improvement Standards § 94-36. Lot disturbance

⁹ The CMP states "a municipal master plan or land use ordinance must provide for the protection of the integrity of Pinelands vegetation" in order to be certified (CMP 7:50-6.22)



The area of the township in CAFRA's jurisdiction (south of Ocean Heights Avenue) is in effect the Township's passive recreation right now.

– Comment from Visioning Team

"Sporadic sidewalk availability is dangerous – it invites children to walk/bike where there is no path.

– Comment from Visioning Team

There is an excellent array of quality golf courses in and around the township that could be marketed to attract a broader range of golfers and tournaments. One of these, McCullough's Emerald Links Golf Course, on Ocean Heights Avenue, belongs to Egg Harbor Township and was developed as a reuse for a former solid waste landfill.

Passive Recreation Needs

Preserved and open lands in the township offer outstanding opportunities for bird watching, canoeing, nature walks, and a variety of other passive recreation activities. Despite the opportunities in the township, there are a limited number of formally designated areas, like the new arboretum, that invite and encourage passive activities. Likewise, opportunities for bike riding, rollerblading, walking or jogging, and horse riding exist, but are limited in the Township.

3.3 Solutions

Conserve Environmentally Sensitive Areas

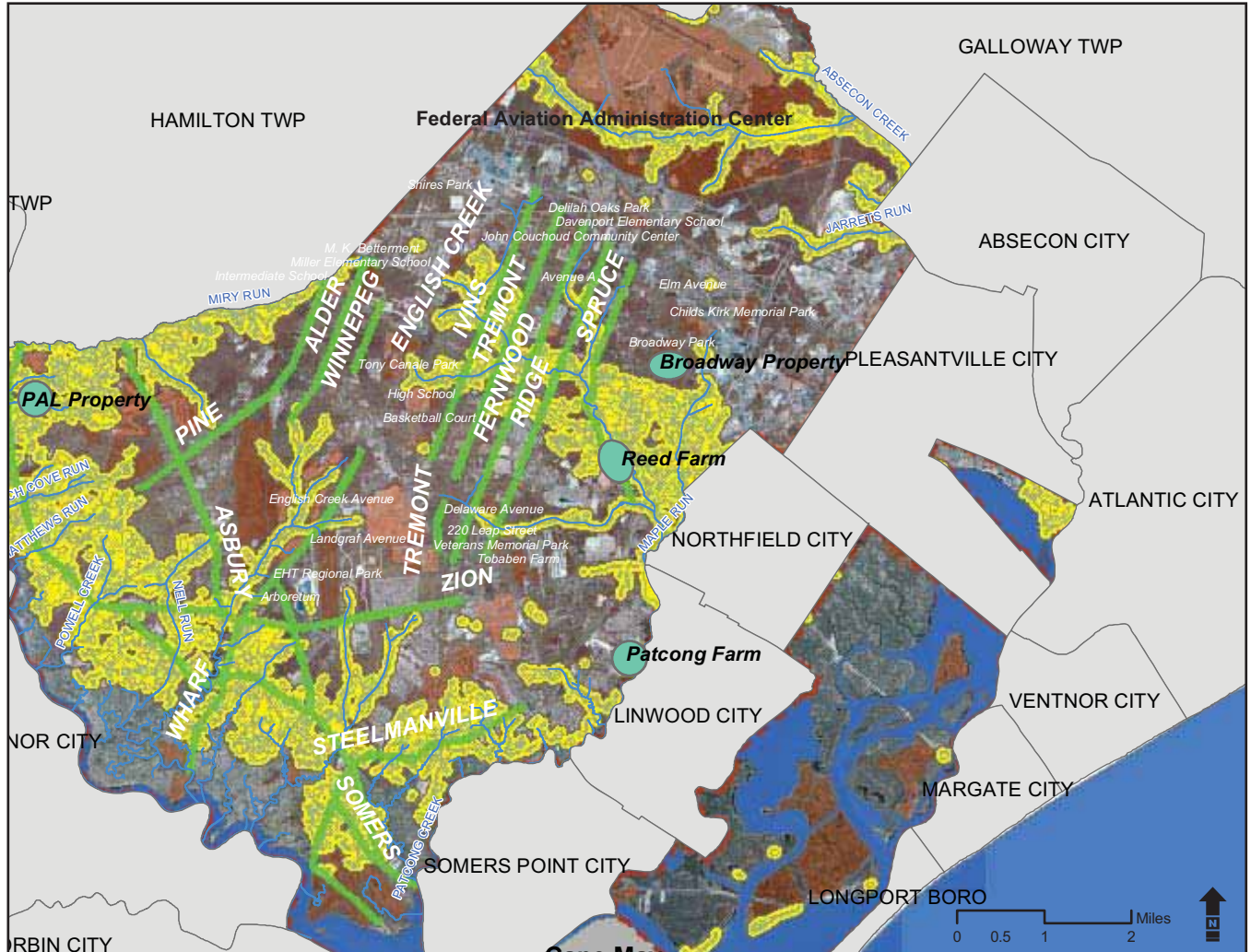
Areas within or adjacent to NJDEP-designated freshwater wetlands should be conserved by limiting the maximum site coverage allowed for development. Clustering techniques and conservation of existing trees and vegetation during the development process are feasible and would protect natural features. These options are discussed further in Section 6.

Wooded areas should be conserved through more vigorous enforcement of the existing township tree conservation ordinance.¹⁰ Clear cutting and intensive grading of lots for development should be regulated against. The definition of specimen trees should be expanded to preserve trees of significant quality per the

¹⁰ Egg Harbor Township Zoning Code § 94-32 Specimen Trees



Map 3.6- Conservation Recommendations



Township specimen trees ordinance. The Township Environmental Commission should be allowed greater latitude to declare specimen trees to increase overall tree quality in the Township.

To protect the visual quality of woodlands along the Township’s roadways, trees located along certain roadways should be protected. A ‘Green Roads’ technique should be employed to maintain the rustic Pine Barrens character evident along many roads in the township.

Legend

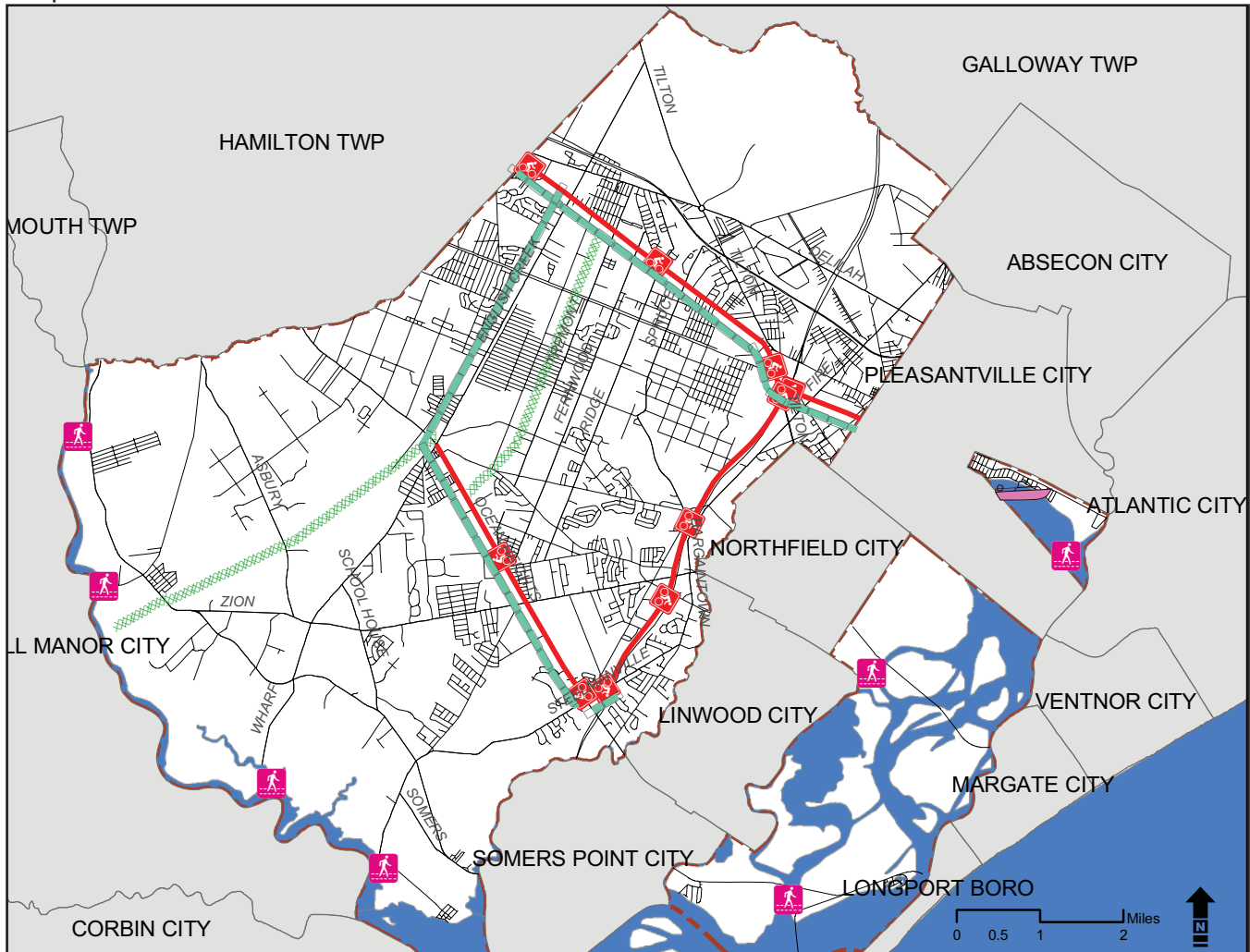
- Conservation Area**
- Township Green Roads**
- Preserve Key Open Spaces**

Existing Public Lands, Open Spaces, and Environmental Features

- Current Open Space and Public Land**
- Fresh Water Wetlands**



Map 3.7- Recreation Recommendations



Legend	
	Recreation Path on Utility ROW
	Bike Paths
	Sidewalks
	Improve Access to Water
	Promote Waterfront Recreation

Preserve Vulnerable Environmental Resources

There are a number of parcels of particular cultural and historical importance to the township that are vulnerable to development. These areas are the Reed Farm, the Patcong Farm, the Police Athletic League property on Mays Landing Somers Point Road, and the Broadway Tract. A concerted effort to protect these tracts is needed.

Develop Recreation Linkages

The greatest passive recreation need in the township is for non-automotive linkages between schools, neighborhoods, recreation centers, shopping areas, and other destination points. To create these needed



linkages, new sidewalks, bike lanes and other paths should be developed (see Map 3.6). The utility right-of-ways that run south of Ocean Heights should be improved for bikes and for equestrian uses. Motorized vehicles should be prohibited on these right-of-ways. These recommendations are discussed in further detail in the Transportation Section, Section 5.

Lakes Bay has the only sand beach off of the [ocean] shore and there will be access whether or not we plan for it.
– Comment from first public meeting

Expand Active Recreational Facilities for Adults

To meet recreation programming demands, the township should expand recreational opportunities for adults through a variety of programming and facility changes. This issue will be partially addressed through the development of the community center on English Creek Avenue. Other improvements can be funded through the township's recreation impact fee ordinance. The ordinance requires a developer to provide on-site recreation or post an off-tract assessment for open space and recreation. The Township has just adopted an increase of the in-lieu recreation contribution to \$5,750/unit. In addition, it increases the amount of land that must be provided for developed recreation in any major residential development from 2.5 acres to 8 acres.

Expand Passive Recreation

Egg Harbor Township's numerous water-based passive recreation opportunities should be formalized and expanded by the addition of official township signage, parking, trails, small boat launches, and other amenities at selected sites with access to water or other natural features (see Map 3.6 for recommended sites). Along Lakes Bay, in West Atlantic City, greater access to the water would provide an excellent opportunity for a large variety of waterfront activities including a promenade, windsurfing center, and waterfront park.



3.4 Conclusion

As the township continues to grow, it will become increasingly important that environmental and recreational resources serve residents and that the quality of these resources is preserved. Many of the township's existing regulations can effectively preserve wooded areas when carefully implemented. Where preservation tools do not exist, new regulations that reduce the impact of development will need to be created. The Department of Recreation should develop new programs and facilities targeted to adults. For all residents to take advantage of these numerous resources, the township will need to develop better access to facilities through trails, paths, signage, and advertising.



4. SCHOOLS AND COMMUNITY SERVICES

Egg Harbor Township has done an excellent job of responding to increased demand for community services in recent years. Increased demand, however, has meant spending more on services ranging from sanitation, policing, community development and especially education. These costs continue to rise at a faster pace than ratables have been added to the tax base. As a result, many residents are rightfully concerned that their taxes may increase.

4.1 Current Conditions

School Facilities

The Egg Harbor Township School District operates seven schools, including four elementary schools, two middle/intermediate schools, one high school, and an alternative school, the Eagle Academy (see Map 4.1 for school locations). In 2005, the township approved a \$55 million bond referendum for two new primary schools and an expansion of the high school. In response to rapid increases in enrollment, trailer classrooms have been in regular use. In addition, renovations will be completed at the Intermediate School in the fall of 2007. The conversion will result in two middle schools. The Egg Harbor Township School Board initiated a planning process in the spring of 2006 that will identify the School District's facility needs for the next five years to 2011.¹ The Five-year Long Range Facilities Plan, which is being drafted by the Design

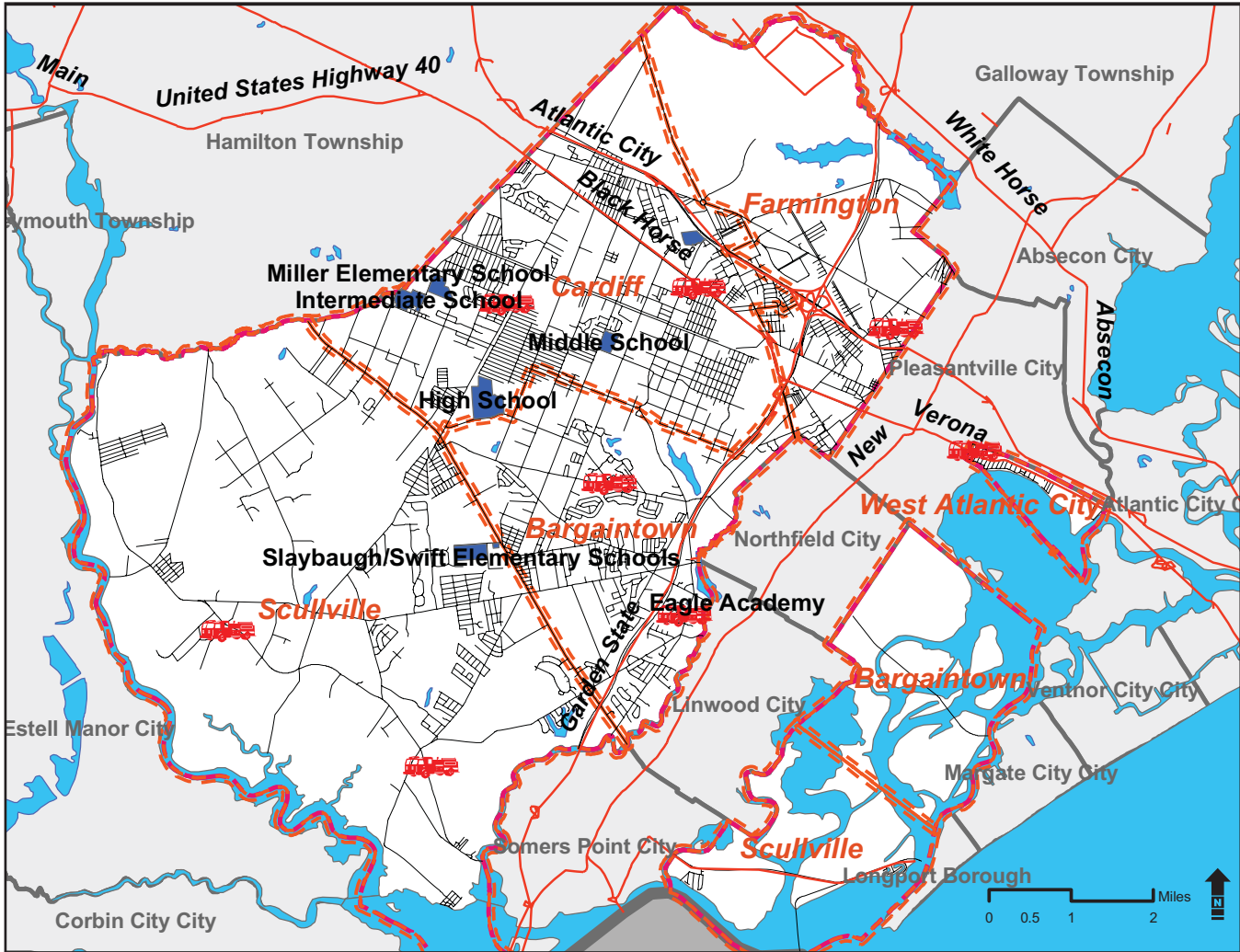
¹ The New Jersey Educational Facilities Construction and Financing Act (2000) requires school districts to prepare a Long Range Facilities Plan every five years to be eligible for state funding.






Egg Harbor Township High School and temporary class rooms at the Middle School.



Map 4.1- School and Community Facilities



Legend

- Fire Districts 
- Fire Stations 
- Schools 

Source: School locations from 2003 tax assessment data. Fire Districts hand digitized from paper maps provided by Egg Harbor Township.

Collaborative of Stone Harbor, New Jersey, will be completed after this report has been completed.

Student Body

The school district reports that overall enrollment has been increasing by 300 to 400 students per year for past seven years, as shown in Figure 4.1. Increased attendance will possibly require up to two new schools. The school district’s five-year facilities plan will provide an enrollment projection ranging from an estimated 8,445 students to 11,200 students in 2011 (1,492 to 5,833 more than 2005 enrollment).



School Budget

The overall school budget has increased rapidly. The proposed 2006-2007 school year budget of over \$85 million is six percent more than the previous year, and 51 percent more than the 2002-2003 school year (see figure 4.2 below).

Diminishing or static state funding for school operating costs and increasing demand for capital funds for new facilities places an enormous amount of pressure on the School Board. Expansion costs are compounded by increased insurance and salary costs. For 05-06, spending per pupil in Egg Harbor Township was the 7th lowest of the 104 New Jersey districts, \$8,965 per pupil, as compared to the state average of \$11,673 per pupil.² This per pupil cost includes the bussing of 100% of district students, which requires three runs for each vehicle each morning and evening.

Figure 4.3 shows that the local share of expenses has increased by 9 percent over three years, while state aid has decreased by 10 percent as a proportion of the total budget. Under the law that provides state education aid, the Comprehensive Education Improvement and Financing Act of 1996 (CEIFA), the State Department of Education imposes a ten percent cap on the growth of state aid given to a district over the prior year's state aid. This cap applies regardless of the actual growth in student population.

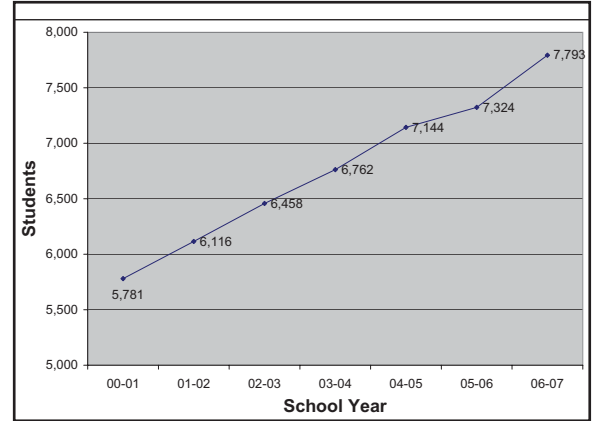
Figure 4.2- Egg Harbor School District Budget

	2002/03	2003/04	2004/05	2005/06	Proposed 2006/07
Budget	\$56,394,106	\$67,650,014	\$72,923,418	\$80,576,682	\$85,102,108

Source: Egg Harbor Township School District

² Department of Education (DOE) 'Comparative Spending Guide'

Figure 4.1- Enrollment in Egg Harbor Township School District



Source: Egg Harbor Township School District

"Children have been taught in trailers for eight years."
 - Comment from first public meeting

Between classes it is tough to move in the hallways. There are too many students and not enough room.
 - Interview with Egg Harbor Township High School student

Figure 4.3- Egg Harbor Township School District Revenue Sources

	2002-2003	2003-2004	2004-2005
Local	48%	55%	57%
State	50%	41%	40%
Federal	2%	3%	2%
Other	0%	1%	1%

Source: Egg Harbor Township School District

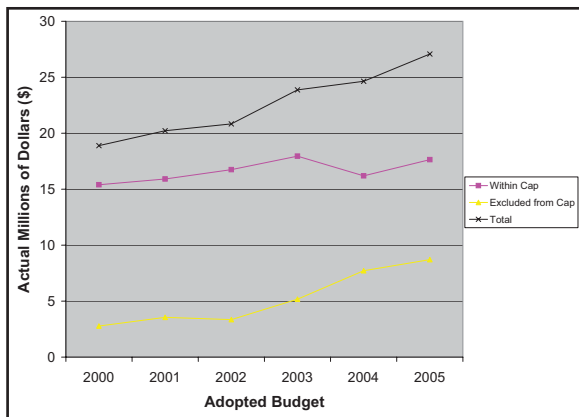


“Township schools do a good job with what they are dealt. State funding is not fair. It should be provided on a per student basis.”
 – Comment from public meeting.

Community Services

The community services examined in this report include fire, health, sanitation, police, libraries, and school services (addressed above). Of these services, the township operates fire, police, sanitation, and school. Other services are provided through private or county companies, programs, and agencies. Appendix D provides a detailed description of all community services.

Figure 4.4- Township Budget Appropriations, 2000-2005



Source: Egg Harbor Township Administrator

Egg Harbor Township Finances

The Township budget has increased at a rapid rate over the past five years. The annual appropriations of the adopted budget have increased by 43 percent since 2000 (Figure 4.4).

Budget increases are the result of more spending on required services to accommodate growth. The largest increases between 2000 and 2005 occurred in Police Dispatch/911 and the Department of Public Works. Figure 4.5 provides a snapshot of the most significant departmental increases between 2000 and 2005.

4.2 Analysis

Status of School Facilities

The financial burden caused by the rapidly growing student body, static state funding, and a residential tax base that is growing much faster than the commercial or industrial tax base, is the most pressing issue for the Egg Harbor Township School Board. The five-year facilities plan will likely recommend one or possibly two new schools. It should be noted that the five-year horizon mandated by the state is highly inefficient for a township such as Egg Harbor Township that has high rates of growth and needs to plan further into the future.



It is not within the scope of this plan to address how the state funds school districts. It is clear, however, for municipalities that are experiencing high rates of growth, such as Egg Harbor Township, that it is impractical to set funding at fixed levels that are unresponsive to actual enrollment. Given this situation, it will be important for the township to increase the real estate tax ratable base and do so in ways that do not add children to the system. The township can also push for state enabling legislation that would permit education impact fees on new development.

While Egg Harbor Township schools have strong connections to the community (three of the public meetings for this plan were held at schools), the schools and the community lack a physical connection. Access to the schools is auto or bus dependent and pedestrian access is extremely limited or discouraged.

Taxes and the Cost of Community Services

In general, the township’s health, emergency, and sanitation services all appear to be meeting the needs of Egg Harbor Township residents. However, the demand for services is increasing with the growth in the township’s population as is the cost to provide services.

From 1998 to 2005, the effective tax rate³ in the township has been fairly steady fluctuating from \$2.10 to \$2.51 per \$100 of taxable assessed value. This has been somewhat lower than towns within the Pinelands area and lower than the rest of South Jersey over the past two decades.⁴ Recent increases in revenue have come

Figure 4.5- Department Budget Increases from 2000 to 2005

Police Dispatch / 911	53.4%
Public Works	44.0%
Governing Body	39.1%
Utilities	33.7%
Community Development	33.5%
Recreation	33.4%
Police Dept	30.5%
Fire	7.2%
<i>Source: Egg Harbor Township Administrator</i>	

³ According to the State of New Jersey’s Division of Taxation, effective tax rate is “a statistical study that enables the comparison of one district to another district (based on the assumption that all districts are at 100% valuation).”

⁴ Pinelands Commission



Figure 4.6- Township Assessment Class Proportions, 2004

	Parcels	Assessed Value	Percent
Vacant	5,667	\$170,624,300	8.5%
Residential	11,300	\$1,395,556,600	69.7%
Farm land	22	\$3,392,900	0.2%
Farm homestead	65	\$467,900	0.0%
Commercial	847	\$423,454,900	21.2%
Industrial	0	-	0.0%
Apartment	21	\$8,452,000	0.4%
Total	17,922	\$2,001,948,600	100.0%

Source: NJ Department of Community Affairs, Division of Local Government Services

from single family detached residential development, which tend to add costs to the school system at a far faster rate than they add revenue. This is especially true in Egg Harbor Township where the household size (2.74) and population under 18 (27.9%) are greater than in the rest of Atlantic County (household size of 2.59 and population under 18 of 25.3% in 2000). Figure 4.6 shows the 2004 assessment classes. Nearly 70 percent of the total township assessment in 2004 was from residential property, slightly lower than Galloway Township and slightly higher than Hamilton Township.

4.3 Solutions

The five-year school facilities plan will determine the size, grade range, and number of new school facilities required for 2011. Previous facilities plans selected school sites based largely on what properties were under Township control. A more deliberate effort to site a school so that it could contribute to the nearby neighborhoods should be made. The location of new school facilities should be guided by criteria meant to create neighborhood schools. Central to these criteria is the desire to create a 'community' where students that live in the immediate area can walk to school. Complimentary uses such as recreation and community centers and even commercial uses such as a book store or cafe should be included in the criteria. Once sites are identified, the township should develop an official map to help secure desired school sites.

A neighborhood school must provide appropriate infrastructure to ensure safe walking routes and must meet federal and state requirements for heterogeneous classroom composition. Sidewalks, controlled roadway crossings, appropriate lighting, and crossing guards where appropriate must be in place before



any student is asked to walk to school. There are few areas in the Township that currently have all the desired characteristics, though most new developments have internal sidewalks. Neighborhood schools are also challenging because they make it more difficult to control the ethnic, gender, socioeconomic, and performance makeup of the student body. The state and federal governments link their aid packages to the composition of the student body, so it is critical that the school board control these ratios. Limiting a student body to a specific area could make these ratios difficult to meet requiring some bussing.

Increase Ratables

Egg Harbor Township needs to increase ratables to match more closely the growth rate of the population and especially the cost of educating school children. The amount of required additional funding can only be estimated. Every \$1 million dollars of assessed land in the township provides roughly \$30,000 in revenue. If, as forecasted, 3,000 new students move to the Township by 2011 and the cost of their education is roughly \$10,000 per student per year, that cost is \$30 million per year. To meet that cost strictly through property tax, ratables would need to increase by \$100 million.

To achieve this level of increase in that time frame, and to do so either in non-residential uses or in housing that is not family oriented, the commercial ratable base would have to increase by about 25%. This is a very large increment to achieve in that timeframe. Moreover, current tax abatement policies for commercial development have the effect of shifting almost the entire cost to homeowners.



4.4 Conclusion

Dramatic increase in the cost of providing municipal services, especially education, is very concerning to the township and tax payers. Recent growth has provided new revenues, but they have been disproportionately from residential building, which adds school-aged children and costs. To support a stable tax base rooted in commercial ratables, the Township needs to look toward intense land uses in centers with non-family-oriented residential units. Section 6 of this report makes recommendations for changing land uses and intensities along the Black Horse Pike and Ocean Heights Avenue that offer an opportunity to increase tax revenues.



5. TRANSPORTATION AND PEDESTRIAN FACILITIES

The road network that serves Egg Harbor Township is best understood as consisting of two layers, one of local roads that were once intended for light use in a large, sparsely populated woodland area, and a second of major highways designed to carry motorists to and from destinations that are beyond, often far beyond, the township. In the face of the very rapid growth of the township, these layers leave local residents with an often poorly functioning internal road system, and with access points to the regional highway network that are confusing and inconsistent. Facilities for pedestrian movement lag still farther behind.

5.1 Current Conditions

The Major Highways

There are three major highways that pass through Egg Harbor Township: US Routes 40/322 (Black Horse Pike), the Garden State Parkway, and the Atlantic City Expressway. Each was built to serve travelers destined to points beyond the township, and key design decisions were made based upon the assumption that the township would continue to be a sparsely occupied woodlands.

The Black Horse Pike is part of a roadway that opened in 1927 and extends from San Francisco to Atlantic City and was, and still is in some sections, known as US Route 40. Another adjoining route, US Route 322, runs from Cleveland, Ohio, to Atlantic City. In New



Historic advertisement of US Route 40 - the Black Horse Pike.



Traffic on the Black Horse Pike.





The McKee City Diner that once stood along the Black Horse Pike.



Uncontrolled access points are common on the Black Horse Pike

Jersey one impetus behind US 40/322 was to provide ready access for the burgeoning motoring public from Philadelphia to Atlantic City and another was to provide farmers from Southern New Jersey easier access to the Philadelphia market.

Commercial activity along the Black Horse Pike commenced as soon as it opened. Farm stands, motels, and auto service businesses cropped up quickly. Thus, the Black Horse Pike became Egg Harbor Township's 'Main Street', its principal commercial corridor. Today, the Black Horse Pike is a four-lane, divided highway which extends 5.2 miles within the township. There are traffic signal controlled intersections at Tower Avenue, English Creek Avenue, Fernwood Avenue, Spruce Avenue, Tilton Road and Fire Road (See Map 6.2). Peak hour congestion is routine according to local residents, especially in the vicinity of Fire Road, Tilton Road and to the west on the approach to the Hamilton Mall area where a partial interchange with the Atlantic City Expressway is located.

The Garden State Parkway is a limited-access design, toll financed, for automobiles only, and not for heavy truck traffic. These constraints permit a slightly lower standard of highway design. For instance, full shoulders are not provided along much of the route, with a grass verge serving as the breakdown area. While the first segments opened in 1954, the portion through Egg Harbor Township did not become fully operational until 1958 when the Great Egg Harbor Bridge was opened. There is full interchange capability in the Township from Tilton Road and Fire Road but it is spread apart and widely described as confusing. The only other connection in the Township is a pair of ramps to and from the north that connect to Washington Avenue, north of the Black Horse Pike. The next access point to



the south is a split interchange in Somers Point, more than six miles away, with ramps to and from the north at Laurel Drive and to and from the south off US Route 9, just north of the Great Egg Harbor Bridge (see Map 5.1). Again, this configuration is frequently described as confusing – especially by visitors.

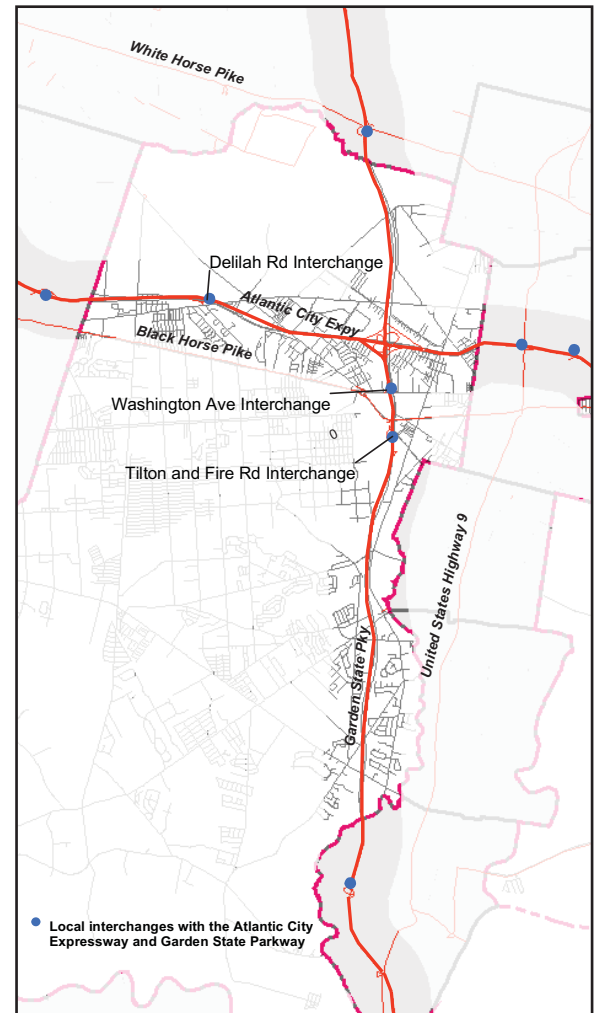
By the 1960s it had become apparent that the Black Horse Pike was congested and functionally obsolete. The Atlantic City Expressway was constructed between Atlantic City and Philadelphia to resolve congestion. While various local road connections were assumed the only full scale, high speed, interchange was to be with the Garden State Parkway in Egg Harbor Township. Effective local service to Egg Harbor Township from the Black Horse Pike corridor was clearly not a priority when the Expressway was conceived.

A split interchange, with access to and from the west at Wrangleboro Road (County Route 535) and to and from the east off Access Road is provided in Hamilton Township, just to the west of Egg Harbor Township. There is also an interchange in the township on Delilah Road, which provides access to and from the west and to the east. One of these ramps, to the Expressway westbound, involves making a near U-turn off Delilah eastbound to the ramp. The ramp designs are substandard. The next local interchange is in Pleasantville where, in 2002, a full interchange with US 9 was opened.

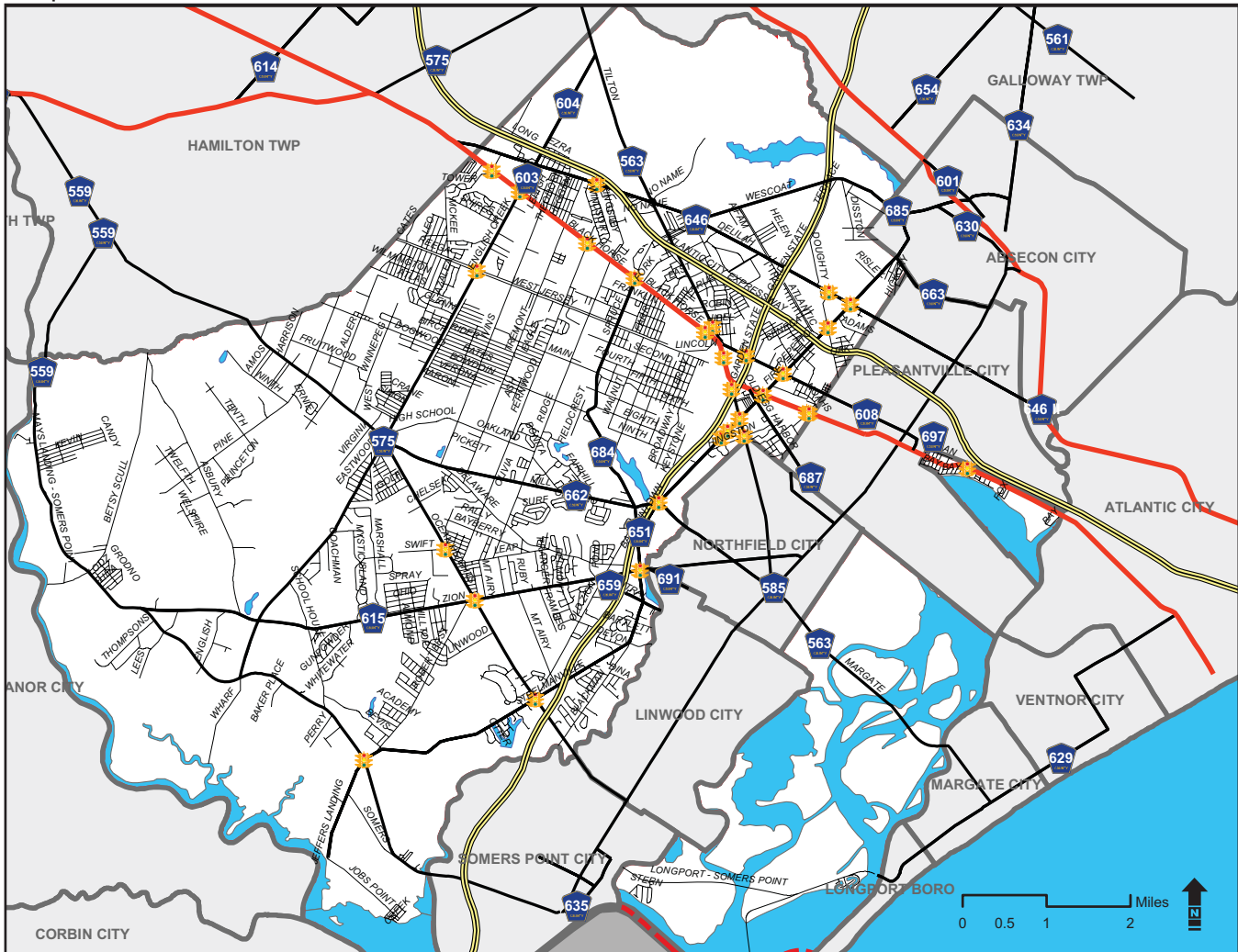
5.2 Local Road Network

The majority of local roads in Egg Harbor Township are two-lanes and were designed to meet the needs of a rural population by connecting small villages to each other. Over the last several decades, a large population has grown up around these rural roads and

Map 5.1 - Township Expressway and Parkway Interchanges



Map 5.2- Road Network



Legend

- Traffic signals 
- Roadways**
- Toll Highway 
- Highway 
- County Road 
- Streets 

Source: Roads data from Atlantic County

the road system has become strained. The key arterial roads are largely owned by Atlantic County (See Map 5.2). While traffic is a major concern to residents, investment in the local network by Atlantic County has been very modest. For a more detailed description of Egg Harbor Township’s roadways (see Appendix E).

Traffic

According to the 2003 Traffic Circulation Plan for Egg Harbor Township, “morning and afternoon peak hour traffic has been further aggravated by the rapid residential expansion in the township.” (Adams, Rehmann, Heggan Associates, Inc.) The majority of the congested intersections are on arterial roads, which



are mostly County operated. The County has made several intersection improvements in recent years, but rapid growth requires additional improvements. Between 1999 and 2002, Egg Harbor Township Police reported 2,299 accidents, or almost two per day for 3.5 years. The intersections with the most frequent accidents are located on major roadways. The highest accident locations and frequency are listed below:



Reconfiguring Cardiff Circle was one of the improvements made by Atlantic County in recent years. The original circle is shown above.

Highest Accident Locations (1999 – 2002)

1. Cardiff Circle (prior to reconfiguration), 385 accidents
2. NAFEC Circle (a.k.a. Airport Circle), 227 accidents
3. Shore Mall, 211 accidents
4. Black Horse Pike/English Creek Avenue, 176 accidents
5. Black Horse Pike/Fire Road, 155 accidents

Alternatives to the Automobile

Sidewalks are required in new residential developments but are in very short supply elsewhere in the township. Where new developments occur along existing roadways developers often pay a fee in-lieu-of building new sidewalks.



Bicyclists and pedestrians often do not have a safe place to ride and walk in the Township

Limited bicycle facilities are available in the township. The Atlantic County Bike Path runs along West Jersey Avenue and features 7.5 miles of the off-street path. There are also shoulder bike lanes on Tilton and Delilah Roads.



Atlantic County Bike Path adjacent to West Jersey Avenue.

Transit

New Jersey Transit bus service provides residents limited access to points within the Township, Atlantic City, and throughout southern New Jersey. However, all of this service is accessed along or north of the Black





A woman waits for a bus on the Black Horse Pike.

Horse Pike with almost no bus services elsewhere in the township (See Map 5.3). None of the roughly 30 bus stops in the Township have shelters.

NJ Transit bus routes include:

- Route 502: Atlantic Cape Community College to Atlantic City, via Black Horse Pike – stops include English Creek Shopping Center, Cardiff Power Center and Shore Mall
- Route 507: Atlantic City to Ocean City via West Atlantic City
- Route 508: Atlantic City to Hamilton Mall – stops in West Atlantic City, limited service to Social Security office
- Route 553: Upper Deerfield to Atlantic City – limited service on Black Horse Pike in Egg Harbor Township.

The NJ Transit Atlantic City rail line goes through the very northern top of the Township but there is no stop within Township boundaries. The nearest stops are Absecon and Atlantic City.

5.3 Analysis

Major Highways

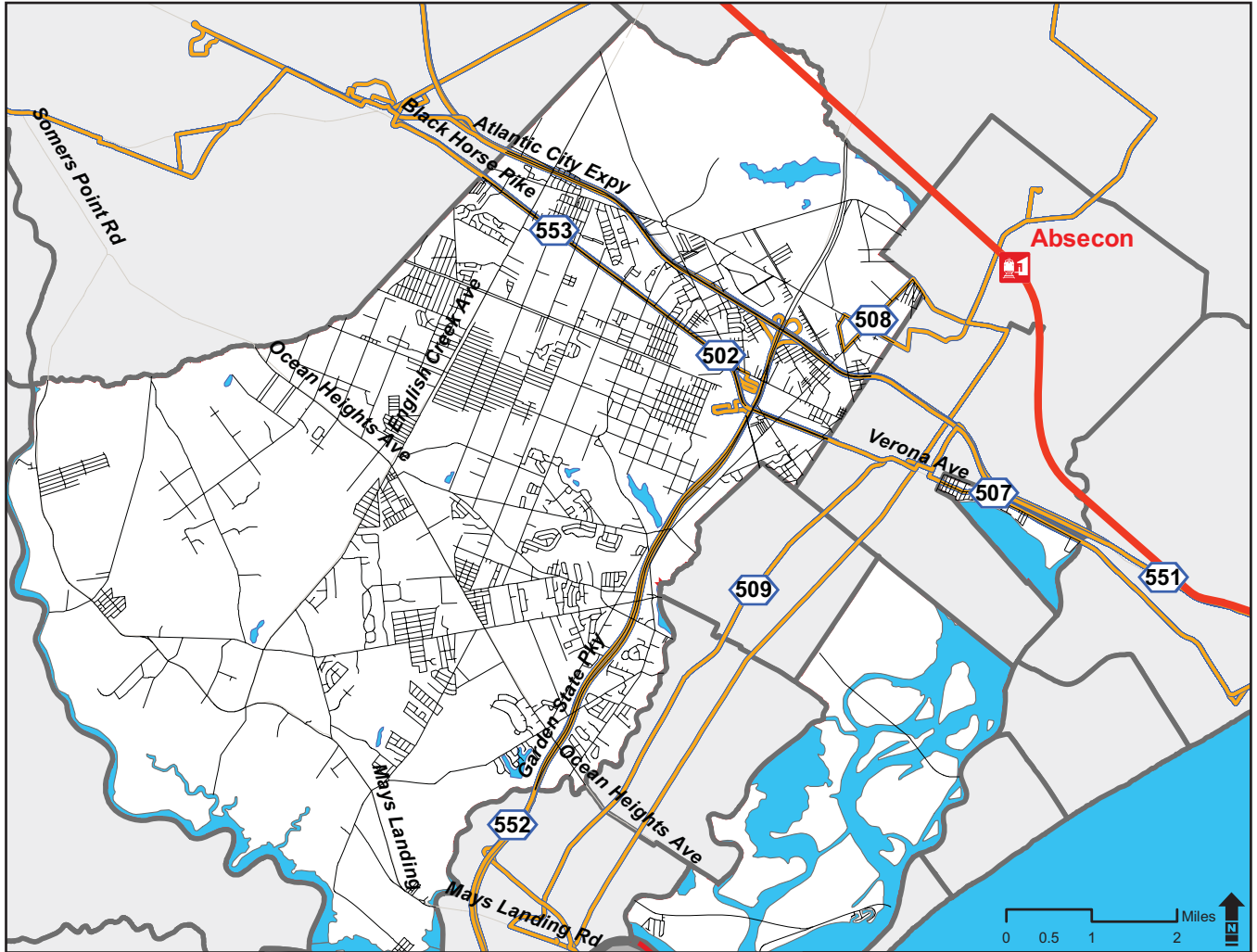
The Black Horse Pike is functionally obsolete as a main street for Egg Harbor Township and as a commuter road to employment centers to the east and west. Driveways, which are numerous and haphazardly located, need to be rationalized and better facilities are needed for pedestrians and cyclists. The appearance of the corridor is chaotic, largely unpleasant, and does not reflect the importance of the roadway to the Township. Strip commercial development, largely in areas close to the Black Horse Pike, has added curb cuts which generate conflicts with accelerating and decelerating vehicles when cars accelerate into moving traffic.



The Black Horse Pike, above, has heavy traffic and is often unsafe and unpleasant for pedestrians.



Map 5.3- Transit Routes



The Garden State Parkway does not provide sufficient service to the township, especially in the south. It is impossible for northbound traffic in southern Egg Harbor Township to divert to the Garden State Parkway to avoid local roads such as Ocean Heights and Fire Roads. An additional interchange would be a significant benefit to Egg Harbor Township, and other nearby communities.

The Atlantic City Expressway also has limited access within the township and creates an enormous barrier to the northern part of the Township. Essentially there are two communities, north and south of the Expressway. The ability to travel north-south across the

Legend

- Bus Routes — (orange line)
- Streets — (grey line)
- NJ Transit Rail — (red line)
- Rail Station — (red square with train icon)

Source: Roads data from Atlantic County





Traffic on English Creek Avenue.

Expressway is particularly important as a large number of Township residents are employed by the William J. Hughes Technical Center (FAATC), the Atlantic City International Airport, and in Atlantic City, which are accessed primarily from the northern parts of the Township.

Local Road Network

During the planning process, many residents expressed concerns about severe congestion problems on township roads. The local road network is becoming increasingly strained by growth and improvements will likely be needed for several intersections. The Mill and Fire Road intersection, for example, suffers from significant delays during morning and evening peak periods. While improvements may help alleviate congestion at the intersection, it may be improved in part by providing access to and from the north via the Garden State Parkway as described later in this section.



The top photo shows a sidewalk from a new development that ends into the road. The bottom photo, at Zion Road and Ocean Height Avenue, shows curb cuts and crosswalks but no sidewalks.

Numerous residents and Visioning Team members suggested that existing north-south connections are frequently congested. Three County Routes, English Creek Avenue (Routes 575, 603, 604), Spruce Avenue (Route 684), and Fire Road/Bargaintown Road (Route 651) are the primary north-south roadways. By far the most important north-south route is English Creek Avenue because it is the principal access route to and from the Black Horse Pike for much of the township. It has a modernized signal and channelized lane approaches at the Black Horse Pike. This type of intersection modernization is needed in many locations in the township. Additional north-south capacity will be critical in the future as the casino industry grows and more people need to make their way north through the township.



Pedestrian and Bicycle Facilities

There are very limited opportunities for children and others who cannot drive to playgrounds, schools or shops in Egg Harbor Township. Internal streets within subdivisions often have sidewalks but they typically end at main arterial roads. This disjointed system presents a dangerous situation for residents who walk or run for recreation or transportation. Also, many roadways lack appropriate crosswalks, paving, and walk signals and are difficult and unsafe for pedestrian crossings.

There are no north-south bicycle paths in the township and on-street biking is often dangerous due to high traffic volumes and narrow or nonexistent shoulders. The County bicycle plan calls for the provision of a shoulder bike path whenever a roadway is being improved or repaved, if possible within right-of-way constraints. This provision has not yet led to additional facilities which address north-south connections or safety issues.

Transit

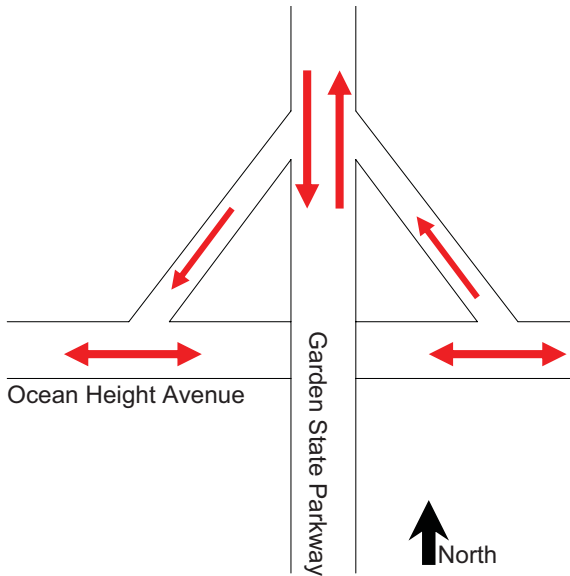
Bus routes in the township serve primarily through-passenger commuters, and are east-west oriented. Existing bus routes run on the Black Horse Pike, the Atlantic City Expressway, and in a small loop in the north-eastern section of the township on Fire and Delilah Roads. Service to residential neighborhoods, schools, and community amenities south of the Black Horse Pike is very limited. There are no north-south connections to the Black Horse Pike commercial corridor or job centers, such as the FAA facility. Existing bus stops are noted only by signs, do not provide benches or shelters and there are generally no connecting sidewalks to nearby neighborhoods.



A cyclist on English Creek has no dedicated land to safely ride in.



Figure 5.1- Proposed Garden State Parkway Interchange



Proposed half interchange on the Garden State Parkway to provide access to the and from the north.



The recently improved intersection at Ocean Heights and English Creek Avenues

5.4 Solutions

Major Highways

Better north-south connections are necessary to facilitate the flow of traffic. A new half interchange should be developed on the Garden State Parkway at the intersection of Ocean Heights Avenue to provide better access to and from the North. This would provide considerable relief to the Fire Road/Bargaintown Road and English Creek corridors. It should be noted that Pinelands Commission’s Comprehensive Management Plan does not currently allow for addition interchanges on the Garden State Parkway. The Pinelands will need to amend the Comprehensive Management Plan to allow this additional interchange (subject to a Secondary Impacts Assessment and with the support of the NJ Turnpike Authority) change this policy as one in many steps they are taking to acknowledge the additional needs of communities designated for growth.

Local Road Network

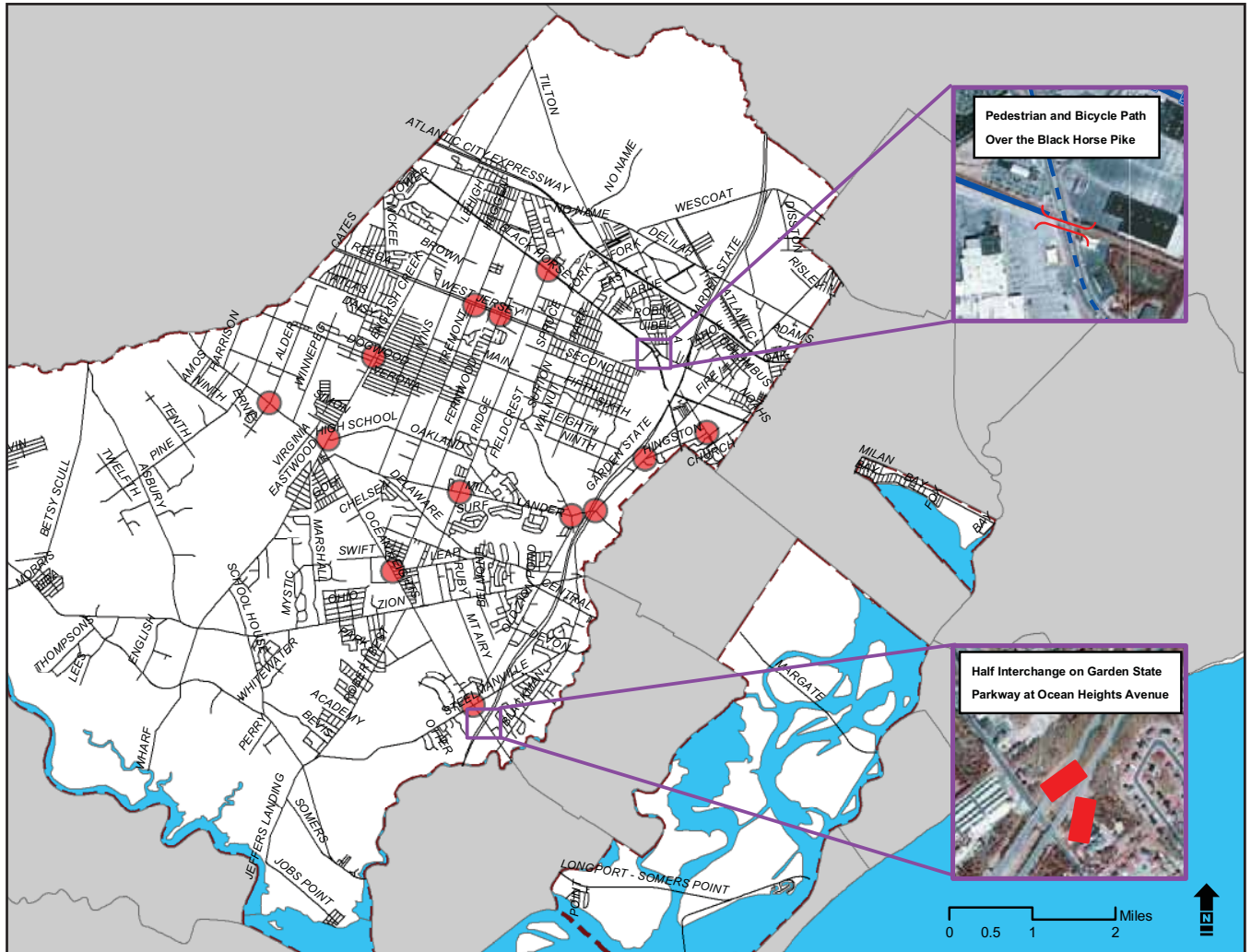
The local road network should be improved through a series of intersection enhancements. Members of the public and the Visioning Team suggested intersection improvements in several locations with high congestion, safety, or signaling issues. Designated turning lanes, intersection widening, clearly-delineated cross walks, and timed signals can alleviate congestions at many of these intersections. Traffic studies are required to determine where need is greatest and to recommend design solutions. The Township should begin studies on the sections of roadway that have the most problematic intersections and provide Atlantic County with conceptual designs and cost estimates.

Provide Sidewalks

Expanded pedestrian facilities throughout the township are needed to connect the existing disjointed sidewalk



Map 5.4- Transportation and Circulation Enhancements



system and offer more recreation and safe pedestrian transportation opportunities. A continuous sidewalk should be provided along Black Horse Pike and on English Creek between the Black Horse Pike and Ocean Heights Avenue. The sidewalk should be continued on Ocean Heights Avenue east of English Creek to Steelmanville Road. Several Township schools and recreation facilities are adjacent to this route, which would increase walking opportunities for Township residents to schools and parks. Because these are state and county roads, the state and the county must take the lead in their design and implementation.

A pedestrian bridge over the Black Horse Pike is

Legend

Proposed Transportation Improvements

- Intersection Improvements
 - Dogwood Ave and English Creek Ave
 - Ridge Ave and Black Horse Pike
 - Ridge Ave and Mill Road
 - Spruce Ave and Mill Road
 - Mill Road and Fire Road
 - English Creek Ave and High School Drive
 - Hingston Ave and Old Egg Harbor
 - Fire Road and Hingston Ave
 - Leap Street and Ocean Heights Ave
 - Ocean Heights Ave and Alder Ave
 - West Jersey Ave and Fernwood Ave
 - Ocean Heights Ave and Steelmanville Rd
 - West Jersey Ave and Tremont Ave

■ **Major Facility Improvements**

- Pedestrian Bridge over the Black Horse Pike
- Partial Interchange at Ocean Heights Ave and the GSP





Egg Harbor Township utility rights-of-way with and without trails

proposed to connect the West Jersey Avenue bike trail to the Cardiff Center, and ultimately to the eastern portion of the County Bike Trail, which leads to Atlantic City. Such a pedestrian bridge would also support planned redevelopment of these commercial sites discussed in section 6.

Develop Bike Paths

On-road bike paths should be established along the Black Horse Pike and Ocean Heights Avenues. Additional bike paths should eventually be added to connect interior residential areas to the arterial roadway bike paths.

Atlantic City Electric Company has agreed to cooperate with the township to formalize their right-of-ways for recreational activities. A bike path should be established between Ocean Heights Avenue and the Black Horse Pike on the right-of-way east of English Creek Avenue.

Develop Recreation Path Adjacent to the Parkway

The Garden State Parkway has a wide right-of-way through most of Egg Harbor Township, which provides a crucial north-south route and opportunity for a recreational path, as shown in the adjacent photo, taken at another parkway type facility. Access to other proposed sidewalks and bike facilities would be enhanced by a parkway recreation path. The path would run on the west side of the parkway, begin at the intersection of Ocean Heights Avenue and the Garden State Parkway and end at the intersection of the Atlantic County bike path at the Shore Mall. This would complete a recreation loop in the middle of the township with Ocean Heights Avenue, English Creek Avenue and the Black Horse Pike.



The George Washington Parkway, outside of Washington DC, provides a well used recreation path.



Improve Transit Service

Transit service in the township should be accessible from residential neighborhoods and connect to community and employment centers in both north-south and east-west directions. An additional bus route from the airport south past the Black Horse Pike on English Creek Avenue and east on Ocean Heights Avenue should be pursued to connect the southern part of the township with the commercial and employment corridor. This route would connect to NJ Transit Routes 502 and 553 on Black Horse Pike and NJ Transit Route 507 on Shore Road in Linwood via Ocean Heights Avenue. The proposed route would provide linkages to the proposed expanded bike and pedestrian facilities, schools, residential neighborhoods, and Township recreation facilities.

Covered bus shelters should be provided at each bus stop to accommodate riders during waiting time and inclement weather.

A previously-proposed regional rail commuter connection between the township and Atlantic City would alleviate traffic and offer an alternative to the bus. The proposed route would have a western station on the east side of US Route 40/322 at Cardiff Plaza. This extension would involve rerouting the Atlantic City bike route, which is partially built on a railroad right-of-way.

5.5 Conclusion

Egg Harbor Township's rural history did not require an extensive road system or accommodation for pedestrian movement. The three major highways that run through the township were built to serve people passing through, not the local community. As the Township grew and developed, however, circulation



Bus shelters not only protect riders from the elements, they can be attractive parts of the streetscape that help to identify a community



needs were not improved to meet the needs of the population. These improvements must now be made. Better access to the Garden State Parkway and Atlantic City Expressway must be created. County arterial roads need to be improved to handle larger volumes of traffic. Accommodation for pedestrian and bicycle riders need to be improved. The Black Horse Pike must be transformed into a functioning main street that serves the needs of the businesses and communities along the corridor. Large investments must be made to improve circulation in the township and the support of the state, the county, and regional transportation organizations is essential.



6. COMMUNITY FORM

One of the most striking things about Egg Harbor Township is that there is no downtown or 'Main Street.' There are no special gathering places where people go to meet others, shop, grab a bite to eat or a cup of coffee, or otherwise spend time with friends and neighbors. Egg Harbor Township's original towns were along the coast while small rural villages located within present day Egg Harbor Township served as the gathering spots. Residents hope to preserve the rural character that is rapidly being lost to residential development, yet no 'village' or other center has emerged. Such a center might consist of a cluster of intermingled uses, residential within easy walking distance of retail and office, and possibly public uses such as schools and libraries. The growth can be shifted towards centers of varying sizes from areas of the township where the rural and environmental character is still strong and where significant development is not appropriate.

Providing a mix of uses is integral to creating centers. In mixed-use development there is a symbiotic relationship between all uses. Ground floor retail uses create a welcoming environment for pedestrians and encourage exploration of places. Upper story uses such as residential or office space generate more traffic within the area to support the retail uses. An active streetscape is critical to the success of any district. As new properties are developed and underutilized parcels are redeveloped, particular attention should be paid to building higher buildings with ground level retail. An



The intersection of Somers Point-Mays Landing Road and Steelmanville Road is one of Egg Harbor Township's traditional village centers.



Areas of the township, such as shown in the top photo can be better preserved when housing is concentrated in centers as is done in Mays Landing Village below.



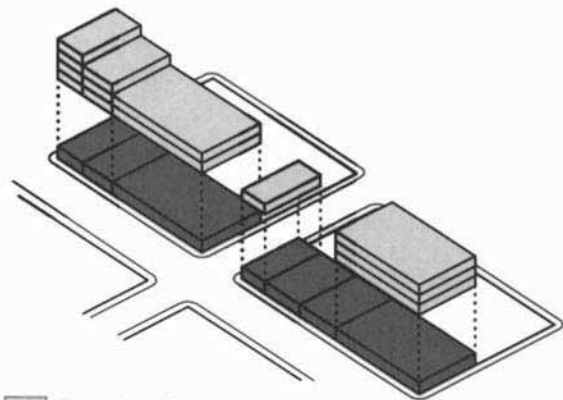


excellent example of how mixed-uses help to create a sense of place and a functioning town center is in Clarendon Market Common in Virginia, shown at left. Clarendon Market Common provides a significant percentage of the municipality’s tax revenues.

6.1 Existing Conditions

The Egg Harbor Township Center

Because the coastal communities broke away, the township has no concentration of commerce and civic amenities that would characterize a true neighborhood or mixed-use town center. Instead, commercial development has predominantly sprouted along the Black Horse Pike and, to a lesser extent, Fire Road and other major thoroughfares. The closest things in the township to a main street are a number of small crossroad hamlets, such as at Ocean Heights Avenue and Zion Road, and older strip commercial developments, which are often underutilized and have now obsolete layouts.



Residential
 Commercial

Clarendon Market Common in Virginia has ground floor retail, great pedestrian spaces, upper story residential, civic uses, and active streetscape. This mix-of uses is an essential element in the success of this center, as shown in the above diagram.



Commercial businesses along the Black Horse Pike and Somers Point Mays Landing Road.



Neighborhood Centers

Egg Harbor Township’s traditional neighborhoods were village centers, including McKee City, Scullville, Bargaintown, Cardiff, English Creek, and Steelmanville (See Map 6.1). New residential developments generally do not provide connections to these historic centers. New residential development does not link to existing commercial areas and has not, to date, generated the synergies that such connections can engender. Site design and street configuration in subdivision layouts compounds the problem. To illustrate, three adjacent developments in the township, none of which provide direct linkages to the others, are shown in the below



None of the three adjacent developments in the below parcel line drawing feature direct linkages to one another.

illustration.

Neighborhood Centers are further weakened by a limited range of housing types. According to the 2000 Census, over two-thirds of housing units in the township were single-family detached dwellings. The next most prevalent type was mobile homes, which comprised 15 percent of the municipality’s dwelling units. Remaining housing units include relatively minimal numbers of one-family attached dwellings, two-family homes and multi-family dwellings. There is variety in the age, size and design of single-family detached homes but rapid growth over the past decade has been entirely single family three or four bedroom homes, a house

Where is Egg Harbor Township’s center?

When asked this question, Township residents, stakeholders, and Visioning Team members did not have a clear and consistent answer. Responses included:

- The Township has no center
- Cardiff Circle (reconfigured several years ago)
- Shore Mall
- The Hamilton Mall (not in Egg Harbor Township)
- The Cumberland Farms parking lot at Zion Road
- Intersections at:
 - English Creek Avenue and the Black Horse Pike
 - English Creek Avenue and Ocean Heights Avenue
 - Zion Road and Ocean Heights
- The Delaware Avenue Corridor
- The Black Horse Pike Corridor
- The Municipal Complex on Bargaintown Road

Map 6.1 - Traditional Village Locations





Examples of three housing types in Egg Harbor Township

type designed for young families. There are few housing options for many of the township's young and old residents with limited incomes other than mobile homes. There are also few options for residents who prefer small yards and commercial amenities within close walking distance.

Woodland Character

Preserving the wooded look of Egg Harbor Township was one of the main concerns expressed by the Visioning Team and the public in the process of preparing this plan. Many of the township's roads still have the wooded appearance seen throughout the Pine Barrens. New development tends to clear woodlands and replace the wooded character with that of typical suburban residential development.

6.2 Analysis

The Egg Harbor Township Center

As the township grew from a population of 3,000 in 1930 to over 40,000 today, formerly forested land and open space were converted to housing without a corresponding increase in commercial development – at least not in an arrangement that resulted in walkable nodes of activity or centers. The absence of corresponding commercial development also reflects a tax base that is heavily reliant on residential uses. Existing commercial land, where a center might have otherwise developed, is generally underutilized and could be better developed for retail, office, and residential uses.

While most town centers are older areas that traditionally had a mix of shops, offices, and residences, new town centers are being developed around the country in municipalities that encourage mixed-use developments. These municipalities, such as Washington Township in

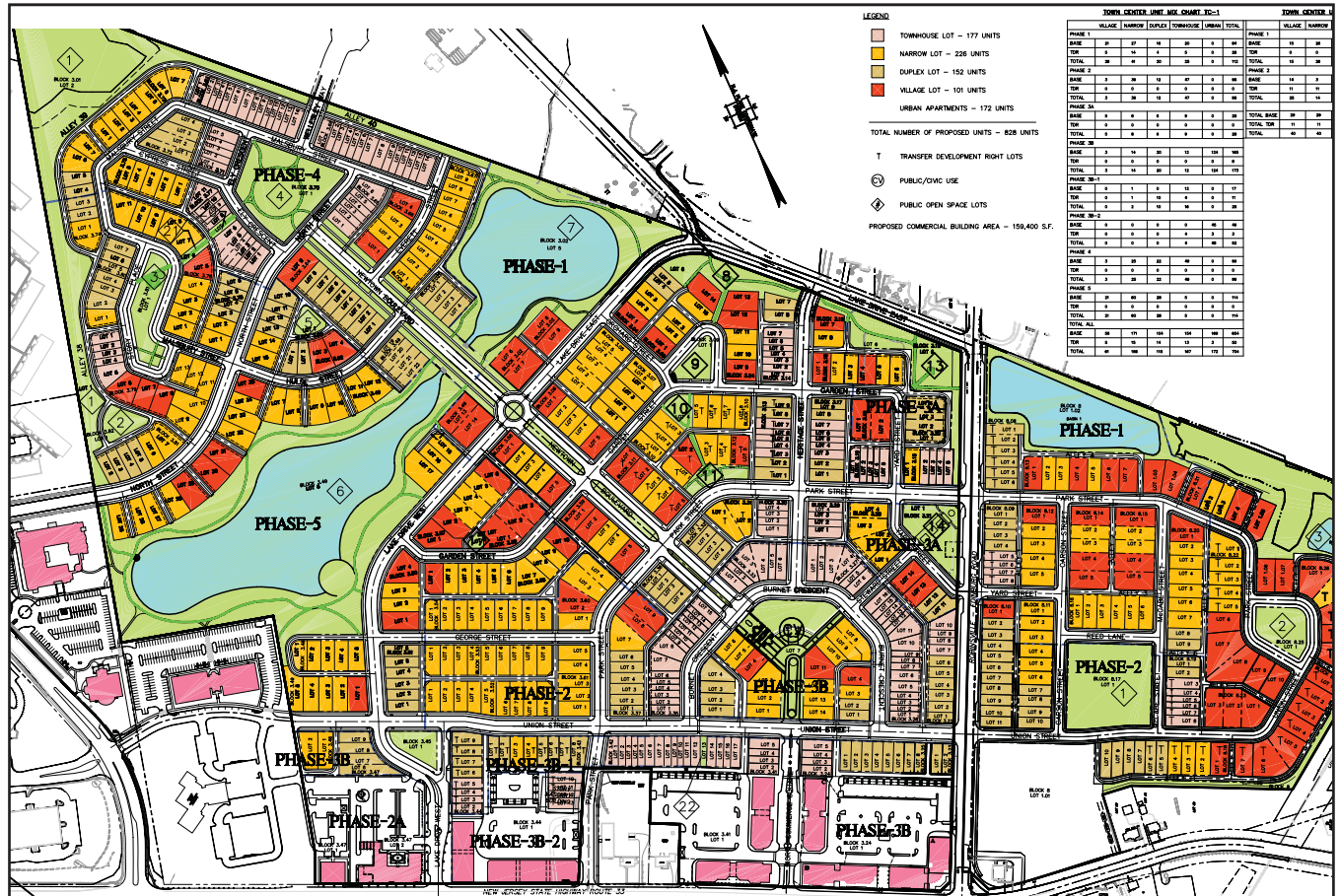


Mercer County, New Jersey, understand the benefits of walkable human-scale development that creates a sense of community.

Municipalities are not the only ones interested in encouraging mixed-use development. Developers have long understood that greater profits are possible when more diverse and intense land use is permitted. The Urban Land Institute (ULI), a non-profit education organization that provides international leadership on real estate development, financing, and regulatory trends, published its second edition of the Mixed-Use Handbook in 2005, which serves as a developer's manual for selecting, financing, promoting, and building mixed use developments. ULI provides pro forma financial analysis for the different uses in a mixed-use development to help builders understand



Washington Town Center (plan below) is a newly built community in New Jersey that provides mixed-uses and housing types.





Riverside Development in Atlanta is an example of a new development where people live and shop.



Development on the Black Horse Pike provides no integration of uses and few pedestrian or streetscape amenities.



Current uses on the Black Horse Pike lack pedestrian access.

their project costs and income and to secure capital from lending agencies. Dozens of examples of mixed-use developments are cited in the Handbook, several from municipalities with similar concerns as Egg Harbor Township's.

Black Horse Mixed-Use District

The Black Horse Pike functions inadequately as a main street and is deteriorating as a transportation corridor. It also does not reflect the character of the township, yet it was cited by many in the interview process that started this study as the 'center' of Egg Harbor Township. There are no distinguishable features that raise any awareness of Egg Harbor Township. Features that do exist are often framed by underutilized, vacant, or uninviting lots and buildings. While there are several successful and well-maintained developments on the Black Horse Pike, they lack distinctive site design elements that could be associated with Egg Harbor Township's character.

Neighborhood Centers

Traditional neighborhood centers or villages are nearly lost in Egg Harbor Township and places such as Scullville are used frequently to describe the history of the Township rather than its future. While a few of these traditional centers are still active, they are being overwhelmed by homogenous residential development with no commercial uses. Most of the new residential developments lack design elements that create a sense of place, offering a nearly uniform appearance, sometimes lined up along the new streets with laser precision.

Bayview Economic Development District

West Atlantic City, which is physically separated from the main section of the township by the City of Pleasantville, consists of a stretch of land paralleling the Black Horse



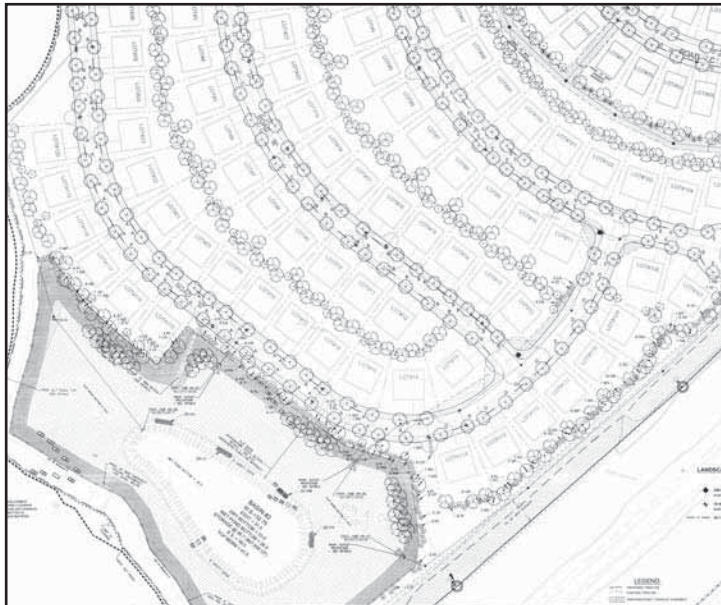
Pike up to Atlantic City. Lakes Bay provides nearly 1.5 miles of shoreline and beautiful water views along West Atlantic City’s southern edge. A long stretch of mostly underutilized commercial uses (many of which are motels) are located to the north of the Black Horse Pike. Residential areas, beach, and marshlands exist to the south of the Pike. The whole area has enormous potential for economic redevelopment because of its close proximity to Atlantic City and beautiful views of Lakes Bay. The area’s underutilized and obsolete properties offer significant opportunity for site specific redevelopment.

Woodland Character

Delineating environmentally sensitive, wooded, and rural lands for preservation within the Regional Growth Area in Egg Harbor Township is a difficult task due to the fragmented pattern of recent residential development. South of Ocean Heights Avenue, however, there is significantly more undeveloped land. This land includes wetlands and flood-prone areas which are



New Development can preserve the Township’s woodland character, as seen in the top photo, or can be transformed into a typical subdivision. Photos are of Dogwood and Delaware Avenues



This subdivision plan, approved by the township in 2006, proposes to clear a portion of a large wooded lot and will provide uniform lots with newly planted smaller trees. The road in the bottom right, has a landscape buffer that does not preserve existing trees.



already state protected.

The woodland character and rural environment is a central concern to many residents and a main reason why people move to the Township. Egg Harbor Township has made some effort to preserve trees during construction through its lot disturbance ordinance, but relatively few mature trees are actually being preserved. Newer subdivisions are largely barren, without evidence of tree-preservation measures.

6.3 Solutions

Egg Harbor Township's community form can be better managed by establishing centers and conserving the remaining areas that still have a rich woodland character. Centers are recommended to create a commercial core for the township and to create several smaller neighborhood areas with residential uses integrated within commercial and civic uses. A major state-backed corridor improvement plan is recommended for the Black Horse Pike. The plan will employ growth objectives of the State and the township to create walkable mixed-use development. West Atlantic City should be redeveloped to maximize tax ratables and celebrate access to Lakes Bay. Proposed center locations are shown in Map 6.2.

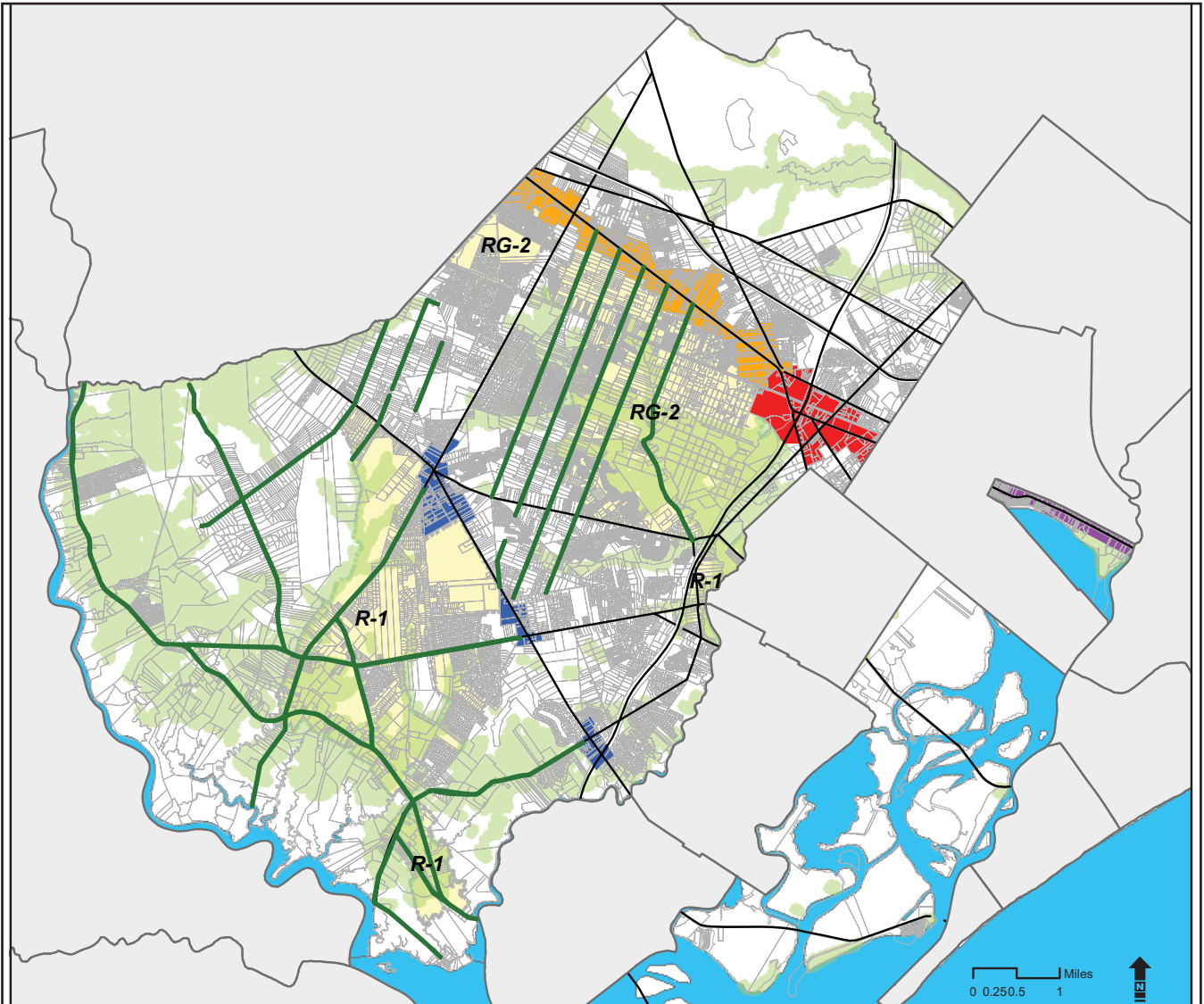
To offset the growth along the Black Horse Pike and in centers, a zoning capacity shift is recommended that will take development pressure off of wooded areas. Down-zoning residential areas is recommended to decrease densities and several conservation techniques are proposed to ensure that the township maintains its woodland character.

Create an Egg Harbor Township Town Center

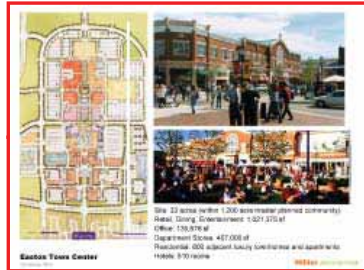
Egg Harbor Township has a rare opportunity to develop a town center and create an identity for



Map 6.2- Focusing Growth



Egg Harbor Township Center



Neighborhood Centers



Conservation Area



Black Horse Pike Mixed-Use District



Green Roads



Down Zoning

Bayview Economic Development Area



itself that can be carried forward as the community continues to grow. The identity should incorporate components of a contemporary center that include a mix of uses, pedestrian orientation, continuity with existing communities, and active civic spaces. Mixing and concentrating residential uses with commercial uses will absorb growth pressure faced by the township while leaving environmentally sensitive areas unspoiled. Concentrating growth in mixed use centers will not only absorb growth pressure and free up sensitive areas but also potentially reduce service demands, provide for alternative housing options, create community focal points, reduce congestion, and create opportunities for alternative transportation modes.

The location envisioned for the Town Center is one of the underutilized commercial areas along the Black Horse Pike near the intersection with the Garden State Parkway (see Map 6.2). This portion of the municipality appears to qualify as an area “in need of rehabilitation” pursuant to the New Jersey Local Redevelopment and Housing Law. The law applies to “properties where there is a quantifiable ‘underutilization’ or lack of proper utilization.”¹ According to the Redevelopment Handbook this may include obsolete commercial and industrial facilities. A rehabilitation plan allows the township to target land use tools to guide future development of specified areas.²

New land use code must be created that supports

¹ New Jersey Department of Community Affairs, “The Redevelopment Handbook” (2003) p. 54

² “[Designating] an area in need of rehabilitation permits a municipality or redevelopment entity to use all of the powers of redevelopment with the exception of eminent domain...Designating an area in need of rehabilitation may be an attractive...option...where the rehabilitation of existing buildings and structures is the primary objective. This designation also permits municipalities to grant five-year tax abatements and exemptions that may encourage private property owners to rehabilitate and reinvest in their properties.” “The Redevelopment Handbook” (2004), p. 74



the development of a town center. At least three uses with significant physical and functional integration of project components including uninterrupted pedestrian connections should be required. Greater building height should be encouraged to allow for office or residential uses above ground-floor retail. Public spaces where people can sit, talk, and informally gather should be required. Parking requirements should be shared by allowing one space to be used by several users such as by day shoppers and residents. The maximum building height and Floor Area Ratio (FAR) should be higher for mixed-use developments than non-mixed-use to encourage developers to build mixed-use.

The town center also offers an opportunity to supply housing types that are not currently well-provided in Egg Harbor Township. Buyers with a broad range of financial resources want to live close to amenities where more services are provided rather than in a typical suburban residential development. Townhouses, duplexes, and apartments provide for a range of family sizes and income levels. Apartments can have a range of unit sizes. Units focused on adult occupants may be appropriate as well. It is therefore recommended that no more than 50% of one housing type is allowed in a given development.

Figure 6.1 shows the existing standards for the RCD District, which encompasses proposed town center, and recommended changes. See Appendix F for a model town center code.

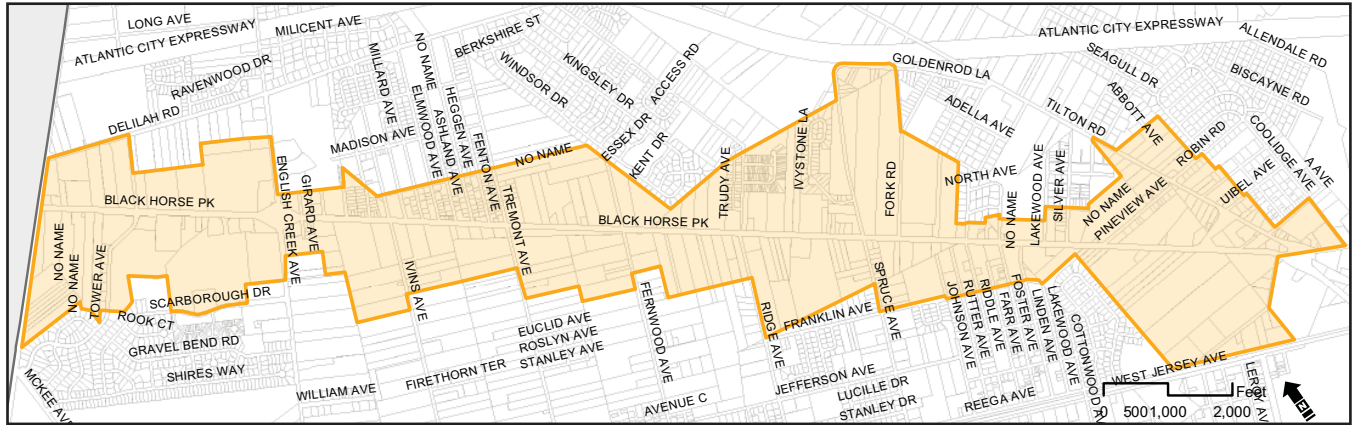


Figure 6.1- Town Center Regulatory Recommendations

Standard	Existing RCD District Standards	Recommended for Town Center	
		Non-Mixed-Use	Mixed-Use
Permitted Principal Uses	<ul style="list-style-type: none"> • Offices • Light industry • Wholesaling or retailing of goods and/or services • Various retail and service establishments • Various food service establishments • Scientific or research laboratories • Education facilities • Service stations • Auto sales and leasing • Commercial recreation facilities • Funeral homes • Shopping centers • Restaurants • Banks • Clubs and eleemosynary uses • Motels • Cell towers up to 120 feet in height 	<ul style="list-style-type: none"> • Same as currently permitted, with changes noted below • Replace “motels” with “hotels” 	<p>Mixed-use Residential (no more than 50% of units can be of a given type):</p> <ul style="list-style-type: none"> ▪ Multifamily (only with retail on the ground floor) ▪ Row homes ▪ Duplex <p>Hotels Offices Retail Restaurants Live Theater Venue Movie Theaters Religious Assembly Financial Services Personal Services (health clubs and gyms) Art galleries Civic Uses:</p> <ul style="list-style-type: none"> ▪ Museum ▪ Library ▪ Outdoor auditorium ▪ Parking structures <p>High schools Childcare Fire station Police station</p>
Open Space and Civic Use* Minimum	--	5% of gross tract area	5% of gross tract area
Mixed-Use in a Single Structure	--	NA	A min of 15% of total square feet in a development must be mixed-use in a single structure
Residential Requirement	--	NA	30%-50% of total square feet in a development must be residential
Commercial Retail	--	NA	20%-40% of total square feet in a development
Commercial Office	--	NA	10%-40% of total square feet in a development
Permitted Accessory Uses	<ul style="list-style-type: none"> • A single dwelling unit physically attached to the principal building 	--	Parking garages
Permitted Conditional Uses	<ul style="list-style-type: none"> • Fast food restaurants • Arcades • Drive-through banks 	• Same as currently permitted	
Minimum Lot Area	3 acres	3 acres	15 acres
Minimum/Average Front Yard	80 ft. Min	50 ft. Min	30 ft. avg. on the Black Horse Pike, Washington Avenue, Tilton Road, Fire Road 20 ft. avg on local Township Roads
Max. Building Height	45 ft.	45 ft.	95 ft.
Max. Building Coverage/FAR	70% Building Coverage	.05 FAR	1 FAR
Max. Impervious Coverage	--	55%	85%
Maximum Density	--	NA	18 dwelling units per acre**
Maximum driveways	1 per 150 ft. of lot frontage, 3 per any one street	Traffic study required.	Traffic study required.
<p>*Civic uses are community uses open to the public including: meeting halls, libraries, schools, child care centers, police stations, fire stations, post offices (retail operations only, no primary distribution facilities), religious halls, museums, cultural societies, visual and performance arts, transit centers, and government functions, especially those involving the public.</p> <p>** Density is inclusive of PDC usage.</p>			



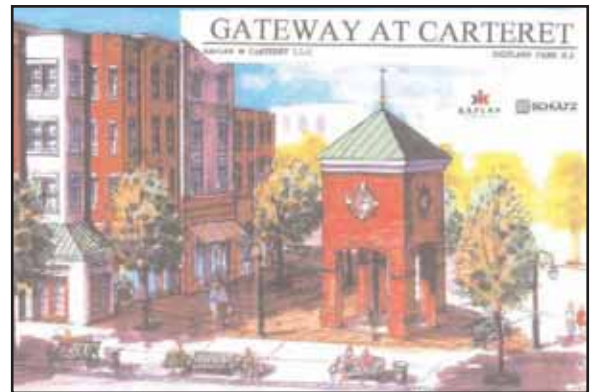
Map 6.3- Black Horse Mixed-Use District



Black Horse Mixed-Use District

The Black Horse Pike corridor represents a superb opportunity for the State of New Jersey to demonstrate how they are working toward smart growth in the state’s communities. The road is currently a sprawling collection of uncoordinated commercial business that is unfriendly for pedestrian usage and undistinguishable from many other corridors across the country. Yet, there is an opportunity to transform the Black Horse Pike into a model of neotraditional smart growth development. Significant physical improvements are needed to the corridor to improve transportation operations, safety, and aesthetics. Assembly of vacant or underutilized parcels should be coordinated along the Black Horse Pike to attract new smarter development to areas where it is needed most. The corridor plan must address streetscape, pedestrian movement, transit operations, and vehicular circulation issues. This corridor is a vestige of the 1940s that can be transformed into a vibrant gem through a coordinated effort.

Residential units should also be integrated into development on the Pike to support a range of commercial and civic uses. A diverse housing stock should be permitted to meet a range of needs of the community. Senior and/or age-restricted (i.e.,



The Gateway at Carteret is an example of the type of development that could occur on the Black Horse Pike. It is an 8.5 acre project currently under development. The project will include 378 units and 42,000 square feet of retail.



Figure 6.2- Black Horse Mixed-Use Regulatory Recommendations

Standard	Existing Highway Business District	Recommended BHP Mixed-Use District	
		Non-Mixed-Use	Mixed-Use
Permitted Principal Uses	<ul style="list-style-type: none"> Restaurants Professional or business offices Banks Private or public schools, clubs and eleemosynary uses Various retail and service establishments Various food service establishments Warehouses Commercial recreation facilities Funeral homes Shopping centers Cell towers up to 120 feet in height 	<ul style="list-style-type: none"> Same as currently permitted, with changes noted below Add "Mixed-use developments" as a permitted use Remove "warehouses" as permitted use 	<p>Mixed-use Residential (no more than 75% of units can be of a given type):</p> <ul style="list-style-type: none"> Residential above (only with retail on the ground floor) Row homes Duplex <p>Hotels Offices Retail Restaurants Movie Theaters Religious Assembly Financial Services Personal Services (health clubs and gyms) Art galleries Civic Uses:</p> <ul style="list-style-type: none"> Museum Library Parking structures <p>High schools Childcare Fire station Police station</p>
Civic Use* Minimum	--	5% of gross tract area	5% of gross tract area
Mixed-Use in a Single Structure	--	NA	15% - 40% of total square feet in a development must be mixed-use in a single structure
Residential Requirement	--	NA	30%-60% of total square feet in a development must be residential
Commercial Retail	--	NA	20%-40% of total square feet in a development
Commercial Office	--	NA	10%-30% of total square feet in a development
Permitted Accessory Uses	<ul style="list-style-type: none"> A single dwelling unit physically attached to the principal building 		Parking garages
Permitted Conditional Uses	<ul style="list-style-type: none"> Service stations Fast-food restaurants Arcades Auto sales and leasing Drive-through banks Motel/hotel 	<ul style="list-style-type: none"> Same as currently permitted, with changes noted below Replace "motel/hotel" with "hotels" 	-
Open Space			
Minimum Lot Area	80,000 sq. ft.	2 acres	10 acres
Minimum Front Yard	50 ft.	50 ft	25 ft. on BHP 15 ft. on other
Maximum Front Yard	--	100 ft.	35 ft.
Max. Building Height	30 ft.	30 ft.	60 ft.
Max. Building Coverage/FAR	70% Max Building Coverage	.05	.75
Max. Impervious Coverage	--	50%	85%
Maximum Density	--	NA	8 dwelling units per acre, 12 dwelling units per acre where affordable and/or "workforce" housing is provided (min. 15% of units) *

* Density is inclusive of PDC usage.



age 55 and over) housing should be close to retail uses to provide needed access and convenience. Loft apartments should provide housing for younger people who currently have few housing options in the Township. Residential development will not only support commercial and civic uses on the Pike, it will also take residential growth pressure off other parts of the Township.

Map 6.4- Neighborhood Centers



Neighborhood Centers

New residential development in the Township should be anchored to a system of community infrastructure that connects complimentary uses and creates neighborhood centers. By establishing neighborhood centers, Egg Harbor Township can provide a way for new residential development to be integrated into the community. New local roads can be directed toward neighborhood centers through the adoption of an Official Map, a tool municipalities can use to determine the layout of their road system, parks, schools, and open space.

Ocean Heights Avenue is an ideal corridor to develop centers around because it has access to many civic uses, parks and playgrounds, and residential areas. The intersections at English Creek Avenue, Zion Road, and Steelmanville Road are connected to separate residential areas that are distinct and well-spaced and



Aggie Village in Davis California is a 10 acre neighborhood center with 54 residential units and 150,000 square feet of retail.



therefore should be developed as distinct Neighborhood Centers with sidewalks, store fronts, and public or civic areas. New development in these centers should be mixed-use, at a pedestrian scale, and offer pedestrian and bicycle connections to local residential areas, parks, and schools. A mix of housing types should be allowed, including residential units above retail, townhouses, and single-family detached units on small lots.

The intersection of English Creek Avenue and Ocean Heights Avenue presents an excellent opportunity to establish a neighborhood center. The intersection is close to Tony Canale Park, immediately adjacent to the High School, and a short bicycle ride from the Intermediate School, the Twisted Dune Golf Course, and a large residential population. New development at the intersection could serve the neighborhoods, provide open public space, and create a positive public atmosphere. Pedestrian paths to the high school and parks should be required improvements for development in the area.

To achieve development that creates a neighborhood center, the township land use code must be amended. These changes are outlined in Figure 6.3. District



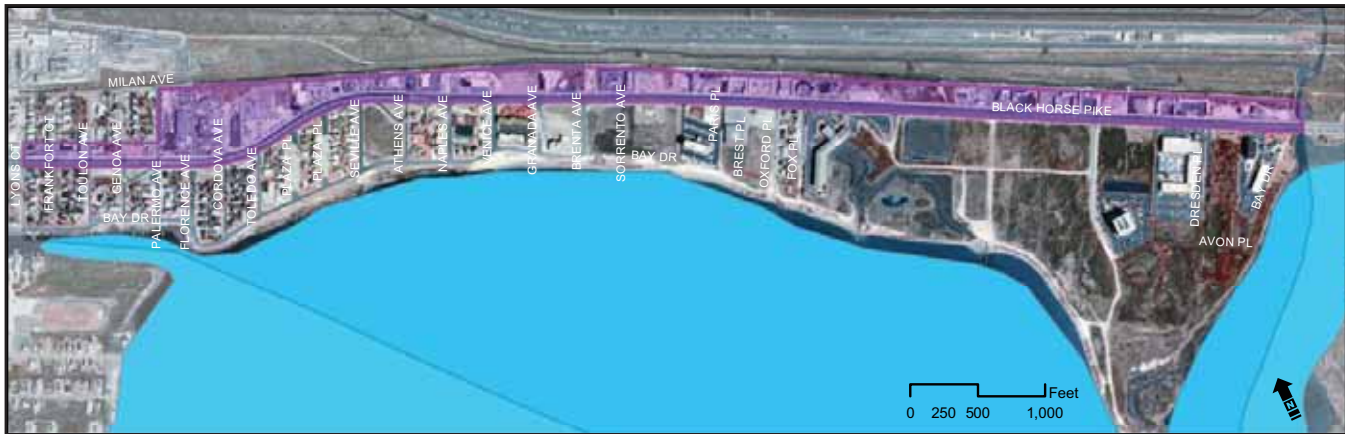
Figure 6.3- Neighborhood Centers Regulatory Recommendations

Standard	Existing Neighborhood Business District	Recommended	
		Non-Mixed-Use	Mixed-Use
Permitted Principal Uses	<ul style="list-style-type: none"> Restaurants Professional or business offices Banks Private or public schools, clubs and eleemosynary uses Food markets, delicatessens, bakeries Liquor stores Personal service establishments Business services Cell towers up to 120 feet in height (NB) 	<ul style="list-style-type: none"> Same as currently permitted, with changes noted below Retail and service commercial uses 	<p><u>Mixed-use</u></p> <p>Residential:</p> <ul style="list-style-type: none"> Residential above retail on the ground floor Row homes Duplex Single family detached (not more than 50% of total units) <p>Offices</p> <p>Retail</p> <p>Restaurants</p> <p>Religious Assembly</p> <p>Financial Services</p> <p>Personal Services (health clubs and gyms)</p> <p>Art galleries</p> <p>Civic Uses:</p> <ul style="list-style-type: none"> Museum Library <p>Childcare</p> <p>Fire station</p>
Open Space* Minimum	--	5% of gross tract area	5% of gross tract area
Residential Requirement	--	NA	30%-60% of total square feet in a development must be residential
Commercial Retail	--	NA	20%-30% of total square feet in a development
Commercial Office	--	NA	0%-20% of total square feet in a development
Permitted Accessory Uses	<ul style="list-style-type: none"> A single unit physically attached to the principal building (CB) 	Same as currently permitted	Same as currently permitted
Permitted Conditional Uses	<ul style="list-style-type: none"> Automotive repair and service (NB) Service stations (CB) 	Automotive repair and service uses	Automotive repair and service uses
Minimum Lot Area	40,000 sq. ft. (NB Zone), 60,000 sq. ft. (CB Zone)	60,000	3 acres
Minimum Front Yard	50 ft.	50 ft.	0 ft.
Maximum Front Yard	--	--	15 ft.
Max. Building Height	60 ft.	60 ft.	60 ft.
Max. Building Coverage	75% (NB), 70% (CB)	--	--
Max. Impervious Coverage	--	50%	85% where open space or community facilities open to the public are provided
Maximum Density	--	--	4 dwelling units per acre. 6 units per acre where greater than 10% of tract area is open space or community facilities open to the public are provided*

* Density is inclusive of PDC usage.



Map 6.5- Bayview Economic District



This type of paved promenade, located in Scotland, could be used along the shores of Lakes Bay.



Two approaches to development in Egg harbor Township

boundaries should be adjusted to account for existing lot configurations.

Bayview Economic Development District

West Atlantic City has enormous potential for economic redevelopment because of its proximity to Atlantic City and beautiful views of Lakes Bay. North of the Black Horse Pike, there are numerous underutilized and obsolete properties that are well suited for redevelopment. The township should use regulations contained in the New Jersey Local Redevelopment and Housing Law (LRHL) that allow for a redevelopment plan to revitalize this area. The plan should target properties along the north side of the Black Horse Pike for assemblage and redevelopment as modern hotels and residential condominiums. The residential areas south of the Pike do not require extensive improvements, but they would benefit from enhanced streetscapes, infrastructure, and new waterfront public access amenities.

Land Conservation

Conservation of natural areas is needed to balance the growth directed toward centers in other parts of this plan. Wooded areas should be down-zoned to offset the amount of growth that the Township is experiencing. Just decreasing the number of units in a District will not preserve wooded areas. It is therefore



necessary to provide stricter tree protection standards through stricter lot disturbance standards, clustering development, and protecting the wooded look of the Township's scenic roadways.

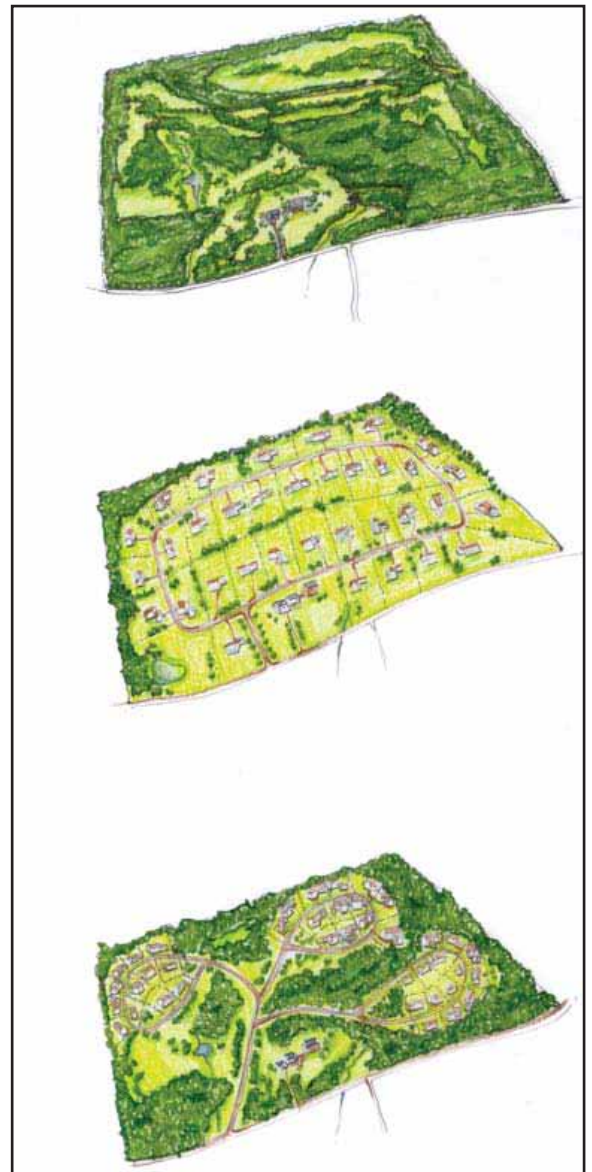
Conservation overlay district

A conservation overlay district should be developed that includes the fresh water wetlands in the Township and a protection buffer area 300 feet beyond the wetlands (see Map 6.2). Development in this buffer area would require clustering. Where a portion of a lot is inside the buffer area, new development should be located on the portion of the lot that is outside the buffer to the greatest degree possible without affecting lot yield. This will provide the Township with some control over the intensity of the development that occurs adjacent to wetlands.

Down Zone RG-2 and R-1 Districts and require clustering

The existing RG-2 District allows for a base density of 2 units per acre or 3 units per acre if Pinelands Development Credits are used in an approximately 4,100 acre area roughly in the center of the Regional Growth Area. The District's maximum permitted density should be reduced to 1.5 units per acre to decrease the number of homes built in the District. However, given the relatively low land price in Egg Harbor Township it is unlikely that this reduction in density would reduce the amount of land developed. Requiring clustering whenever two or more units are proposed the Township could reduce the impact of development on the wooded character. New developments of this type in these Districts would retain the wooded character of the Pine Barrens instead of the ubiquitous suburban character that is seen through New Jersey and the country.

The R-1 District permits a density of 1 unit per 40,000



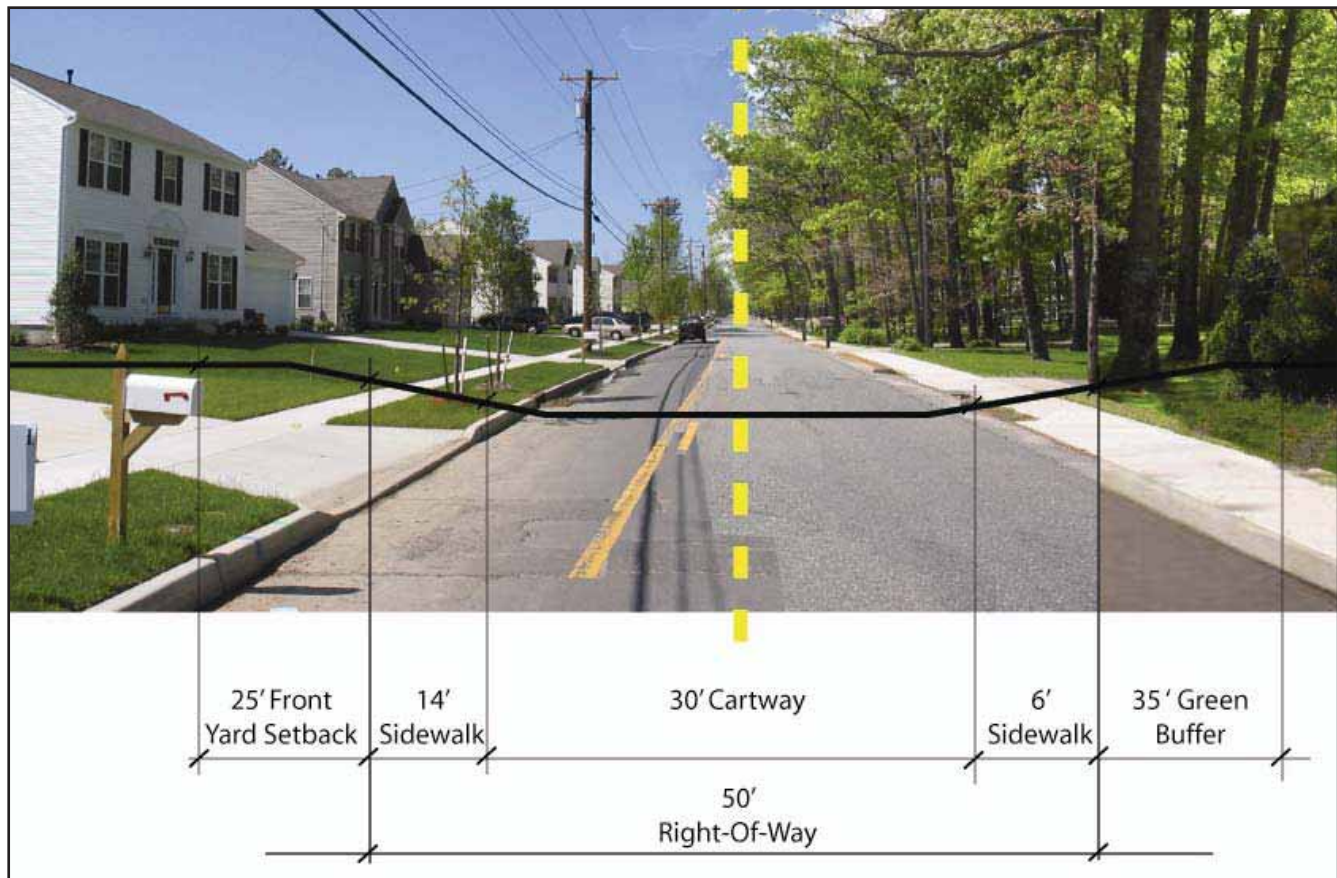
The above figures illustrate a parcel (1) before development, (2) with conventional development practices, and (3) with cluster development practices.



Figure 6.4 Green Roads Example

Typical Section

Desired Section



square feet (just under an acre). The R-1 density should be reduced to 1 unit per 5 acres to take significant development pressure off of the District. Requiring clustered development that preserves wooded lands would further preserve the Township’s rural character. The CRW Conservation-Recreation-Wetland District and RA Rural Agriculture District are immediately adjacent to the R-1 District to the south and west respectively. Reducing development pressure in the R-1 District would therefore support a contiguous area of low-impact developable lands.

A Green Roads technique is proposed to help retain the wooded character along scenic roadways in the township (Green Roads are shown on Map 3.5). This



technique creates a scenic buffer that maintains the wooded Pine Barrens look of a road by limiting tree removal. An example of the Green Roads technique is provided above.

6.5 Conclusion

The suburbanization of the township's neighborhoods and commercial corridors has occurred over the last 50 years, although more dramatic changes are more recent. Building a community form that reflects the character of Egg Harbor Township and strengthens the residential and commercial fabric of the community will take years to develop. This section of the Plan employs mixed-use centers that direct development away from natural areas toward livable community nodes where people will not only live, but shop, work, recreate, and contribute to a unique sense of place in Egg Harbor Township. Centers will create an identity and sense of place that is being rapidly lost in recent growth. If Egg Harbor Township employs these techniques, combined with the recommendations from the other sections of this Plan, they will have taken a meaningful step toward creating a strong and cohesive community form.



7. PLAN IMPLEMENTATION

New planning and investment policies that better enhance the development of livable communities are being adopted by Egg Harbor Township and by agencies, departments, and commissions at many levels of government across the State of New Jersey, including the Pinelands Commission. Individually, these policies are having some impact, but collectively they have the potential to make meaningful changes in Egg Harbor Township and demonstrate how planning, permitting, and funding decisions can create communities with a rich and positive character. This Plan proposes to bring these agency's collective and complimentary policy making powers and resources to bear on a community that is looking for help to focus its growth.

This section of the Plan provides specific actions that agencies must undertake individually and together to change land use regulations and target funding for capital improvements. The time frames in which actions are to be completed are recommended and estimated projected costs and potential funding sources are identified. To track accountability for each action item, an Implementation Committee consisting of local and agency stakeholders must be formed. The Implementation Committee should use this section of Livable Community Plan as a manual to



coordinate, guide, and encourage action on the part of all agencies involved. A comprehensive listing of all the recommended actions and descriptions of how the action items are to be carried out are provided in this chapter.

Implementation Partners

The State of New Jersey has an outstanding opportunity in Egg Harbor Township to demonstrate how their smart growth policies can be meaningfully implemented. The State must be able to offer meaningful funding and other support options in order to engage the Township in this effort. Any relationship forged between the state and the township to implement this plan must be results driven. The State Office of Smart Growth (OSG) should serve on the Implementation Committee and be empowered to advance the township's planning, permitting, and funding needs across departmental lines. Specific planning, permitting, and funding needs have been defined in this plan, however, it must be understood that a flexible and results driven effort is needed and that the implementation process will likely result in new or modified action items over time.

In addition to the OSG, support from the State of New Jersey will be needed from the Department of Transportation, Department of Environmental Protection, Department of Education, and the State Agricultural Development Committee.

The Pinelands Commission has critical interest in the future development of Egg Harbor Township and must continue to provide political support, refined and supportive regulatory systems and technical expertise in the development of land use ordinances. While the Commission has limited funding resources, it is able to provide political strength to bring other agencies to the



table. The Commission should also be active in the Implementation Committee.

Active support from other regional and county agencies that is needed to implement this plan includes support from the following agencies:

- Atlantic County,
- The South Jersey Transportation Planning Organization,
- The New Jersey Turnpike Authority,
- The South Jersey Transportation Authority,
- The Casino Reinvestment Development Authority, and
- The Atlantic County Improvement Authority.

Each of these agencies should participate in the Implementation Committee and will be responsible for recommended action items.

Egg Harbor Township must drive the implementation of this plan. By approving this Plan, the Township Committee will have taken the first step by giving their approval to each recommended action item. The Township must continue to be active in realization of each action item through adoption of appropriate recommendations by the Planning Board and involvement by the Implementation Committee. Numerous recommendations are dependent on Township action.

7.1 Plan Initiation

1. Convene Implementation Committee

The Implementation Committee is essential to coordinate and maintain the involvement of the agencies participating in this effort and to ensure that action items are completed in a timely fashion. Technical and administrative support must be provided



by Egg Harbor Township, the State Office of Smart Growth, and the Pinelands Commission. These three agencies will serve as an executive committee and are expected to meet monthly through the first two years. Each agency must agree to a higher level of coordination, communication, and commitment than existing and past growth planning efforts.

Sub-committees on environment, transportation, design, and economic development are expected to meet quarterly. The Implementation Committee will be responsible for setting deadlines for the completion of the action items, assigning responsible parties, and generating progress reports.

Composition of Committee

The Livable Community Plan Visioning Team should serve as the foundation of the Implementation Committee and should contribute to both the executive committee and the sub-committees. They should also meet semi-annually with the Township Committee to review implementation progress. Other members should include Atlantic County, the Casino Reinvestment Development Authority, the South Jersey Transportation Planning Organization, the South Jersey Transportation Authority and the Atlantic County Improvement Authority. The Township, in adopting this plan, should authorize its Administrator to establish the Implementation Committee, recommend its members to be appointed, and be the staff delegate to the Committee. One new staff person, preferably a professional planner, should be added to the township's administrative staff to both provide day-to-day management of this effort and to assist the review of new development proposals made under the revised ordinance.



2. Hold Partnership for Livable Community Summit

A one-day summit should launch this planning effort and be used to ensure that the Implementation Committee has the full support of the participating agencies. The summit should be hosted by the Mayor of Egg Harbor Township, Atlantic County Freeholders, and the appropriate State legislators. The local and state press should be invited. The Pinelands Commission should lend administrative and political support in bringing this event together and should coordinate with the Office of Smart Growth to detail the initial resources that they will bring to this effort. Other key players from each agency on the Implementation Committee must be brought to the table to fully develop the role they will play in Egg Harbor Township's future. Commitments of time and resources by all parties will be required to implement this plan.

Action	Responsibility	Timing	Cost	Funding
1. Convene Implementation Committee	Township Committee	Short-term	\$0	-
2. Hold Partnership for Livable Community Summit	Pinelands Commission	Short-term	\$5,000	Pinelands Commission and OSG

7.2 Enhance Natural Environment and Recreation

Recommendations for enhancing environmental and recreational resource focus on the quality of the resources and creating new linkages that will improve their utility and accessibility. These are issues that can be partially addressed through changes in Township regulations and development of targeted improvement plans. The township can address many of the needed changes, but additional funding will be necessary for capital projects and these funds will need to be provided by other agencies including NJDOT, Atlantic County, the State Agricultural Development Committee.

Conserve Environmentally Sensitive Areas

3. Enforce lot disturbance standards

Section 94-36 Lot Disturbance of the Egg Harbor



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

4. Assess fines for removing trees

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

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

6. Preserve Existing Farms

Four specific properties were recommended for



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

7. Acquire key recreation parcels

The Broadway Property and PAL tracts should be acquired by the township for future passive recreational uses. The Broadway tracts could also be shared with a new school building if recommended by the School Board's five-year facilities plan. The costs to acquire the Broadway tract are reduced greatly because the township already owns numerous lots in the area. The PAL property has limited development potential because of its location and the presence of protected wetlands. The cost to acquire the property would be approximately \$3.7 million at a per acre price of \$40,000, but may be available for a lower price or for

Action	Responsibility	Timing	Cost	Funding
3. Enforce lot disturbance standards	Planning Board and Pinelands Commission	Short-term	\$0	NA
4. Assess fines for removing trees.	Township Committee	Short-term	\$0	NA
5. Enforce specimen tree protection regulation	Township Committee and the Pinelands Commission	Short-term	\$0	NA
6. Preserve Reed and Patcong Farms	OSG and ADC	Mid-term	\$14 M	ADC
7. Acquire key recreation parcels	Township	Mid-term	\$3.7 M	Township



a land trade with the township.

Expand Recreational Facilities

Active recreational facilities targeted toward the adult population in Egg Harbor Township are needed. Some adult recreation needs are met through equestrian, running, and biking paths located along utility and road right-of-ways as described later in this section. These represent an important improvement opportunity that deserves near-term attention.

8. Establish adult sports league

Adult sports leagues should be established by the Department of Recreation or an outside community organization. This would require additional programming for the Department of Recreation but not additional facilities. Only minor start-up costs are anticipated as it may be possible to operate this system on user-fee income.

9. Include adult recreation amenities in new facilities

As the township develops new recreation facilities, such as the proposed community center facility at the intersection of English Creek and Arizona Avenues, additional adult recreation facilities should be included. These could include a rock climbing gym and racquetball courts. The cost of these additions are estimated at \$15,000 and \$35,000 and will vary widely depending on the size of the facility.

10. Expand advertisement for Adult Community School

The Egg Harbor Township School District provides excellent recreational opportunities through the Adult Community School. The District should work with the township to grow this capability by better advertising these quality services in methods beyond current



Action	Responsibility	Timing	Cost	Funding
8. Establish adult sports league	Dept of Recreation	Short-term	\$0	NA
9. Include adult recreation amenities in new facilities.	Township	Mid-term	\$50,000	Township Budget
10. Expand advertisement for Adult Community School	Egg Harbor Township School District	Short-term	\$0	NA

website-based listings.

Expand Passive Recreation

11. Improve water access points

Map 3.7 indicates six sites where access to the water should be improved by providing amenities such as parking, signage, trails or walk ways, interpretive information, boat launches, and other appropriate amenities. The Implementation Committee should prioritize the water access points and initiate a planning and development process that improves one access point every two years. Priority should be given to the sites that present the greatest opportunity and access to the public and which present the least site constraints, such as wetlands. An initial prioritization is established in the following table with Longport Somers Point being the highest priority and Jeffers Landing the lowest. The prioritization should be reviewed by the Township's Department of Public Works and the Environmental Commission. Costs will vary depending on the extent of the facility proposed. A minimum of \$50,000 should be allowed for each access point for signage, garbage receptacles, and improved parking. Other amenities could include boardwalks and interpretive signs.

12. Create water-based amenity on Lakes Bay

The township with financial assistance from the Casino Reinvestment Development Authority should develop a plan for a promenade along Lakes Bay. The promenade should be implemented through the redevelopment plan for West Atlantic City, discussed below, and through private investment. Amenities that could tie into the promenade include restaurants/cafes, kayaking, and wind-surfing facilities. The promenade is estimated to be 2,000 feet long and at \$35 a linear



Action	Responsibility	Timing	Cost	Funding
11. Improve Water Access Points				
Longport Somers Point	Township	Short-term	\$50k	Township
Harbor Road	Township	Mid-term	\$50k	Township
West Atlantic City	Township	Mid-term	\$50k	Township
Betsy Scull	Township	Long-term	\$50k	Township
Wharf Road	Township	Long-term	\$50k	Township
Jeffers Landing	Township	Long-term	\$50k	Township
12. Create water-based amenity on Lake Bay	Egg Harbor Township	Mid-term	\$700k	CRDA

foot would cost roughly \$700,000.

Recreation Linkages

13. Develop bike path on utility right-of-ways

Recreation trails should be constructed along utility right-of-ways in the township. Between Tremont Avenue and Filmore Avenue, North of Ocean Heights Avenue to the Black Horse Pike, an asphalt path ten feet wide should be constructed for bicyclists, walkers, joggers, and rollerbladers. This stretch or ROW is roughly 20,100 feet (3.5 miles). The cost per square yard (including clearing and grubbing, a gravel base and the asphalt) is estimated at \$31 a square yard. Approximately 22,500 yards are required for the trail yielding a project cost of \$700,000.

14. Develop equestrian path on utility right-of-ways

Another utility right-of-way runs south of the intersection of Ocean Heights and English Creek Avenues to Asbury Road, just north of the intersections with Zion Road. A woodchip path should be developed on this right-of-way for equestrian and other activities that do not require a paved area. Motorized vehicles should not be allowed on any of these trails. The path is 20,000 feet long and would require an estimated 2,500 cubic yards of wood chips will be required for the path. Project costs are estimated to be \$100,000 including clearing and grubbing, woodchips, a log edge, and

Action	Responsibility	Timing	Cost	Funding
13. Develop bike path on utility right-of-ways	Township	Mid-term	\$700,000	Township
14. Develop equestrian path on utility right-of-ways	Township	Mid-term	\$100,000	Township



7.4 Schools and Community Services

15. Neighborhood schools

The School Board should investigate the construction of a neighborhood school to meet part of their future facilities needs. To encourage the School Board to move in this direction and to offset increased site costs, the State Department of Education should offer capital funds for the construction of the school. An initial contribution from the DOE for the neighborhood school should be \$3 million to augment increased land costs (the site will be close to existing development and not in a ‘greenfield’ as is typical) and other costs related to infrastructure improvements for connecting the school to a neighborhood. This amount should not come from regularly programmed construction funds obligated to the school district. It is recommended that the following concepts be considered in school site decisions.

- Location adjacent to established or planned residential communities constructed at comparatively high densities, such as six units to the acre,¹
- Location along or connected to existing or planned pedestrian or bicycle facilities,
- Connection to existing or new recreation facilities,
- Served by a system of neighborhood and Township-wide sidewalks,
- Avoid being adjacent to or within a half of a mile

Action	Responsibility	Timing	Cost	Funding
15. Encourage neighborhood schools	School Board	Near-Term	TBD	State DOE

¹ Planning literature does not provide a recommended density required to support a neighborhood school. However, a neighborhood school should serve an area within a half-mile radius so most children can walk to school. There are approximately 500 acres contained in the area within a half mile radius. If 400 of those acres are developable at six units to an acre, 2,400 units might be expected to support the school.



Community Services

Increase Non-residential Ratables

16. Adjust tax abatement policy

A stable ratable base is necessary to ensure the financial health of the township and school system. Commercial uses provide revenues without the expense associated with educating children. Commercial ratables are therefore very important to the Township. Currently the township provides abatements of these taxes to new commercial developments greater than 5,000 s.f. These taxes should only be abated when new development can demonstrate to the Township that the business will still be viable beyond the five year abatement period. The Township Committee should also implement changes recommended in Section 6 of this report that will increase the intensity of the land use, attract development, and thereby increase the tax base.

Action	Responsibility	Timing	Cost	Funding
16. Adjust tax abatement policy	Township Committee	Short-term	\$0	NA

7.5 Transportation and Pedestrian Safety

Intersection Improvements

17. Improve intersections

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



have ranged from \$326,000 for Fire Road and Delilah Road to \$1.4 million for West Jersey and English Creek Avenues according to County records. The Township cost for initial conceptual design is estimated to be \$15,000 per intersection.

Improvements should be grouped by roadway segments at roughly three a year. Signals along Ocean Heights Avenue should be addressed first, followed by English Creek Avenue, West Jersey Avenue, Fire Road, Ridge Avenue, and the Hingston Avenue intersections. The designs and estimates should be submitted to Atlantic County, which controls most of these roads, for inclusion in their Highway Improvement Program and Annual Transportation Program. Atlantic County must increase the pace at which intersection upgrades are provided. Where the intersections are under Township jurisdiction funds should be solicited from the NJDOT Municipal Aid Program. Costs shown below reflect study costs only.

Action	Responsibility	Timing	Study Cost	Funding
17. Improve intersections				
Ocean Heights Avenue and Leap Street	County	Short-Term	\$15,000	Township
Ocean Heights Avenue and Alder Avenue	County	Short-Term	\$15,000	Township
Ocean Heights Avenue and Blackman Road	County	Short-Term	\$15,000	Township
English Creek Avenue and Dogwood Avenue	County	Mid-term	\$15,000	Township
English Creek Avenue and High School Drive	County	Mid-term	\$15,000	Township
West Jersey Avenue and Spruce Avenue	County	Mid-term	\$15,000	Township
West Jersey Avenue and Fernwood Avenue	County	Mid-term	\$15,000	Township
West Jersey Avenue and Tremont Avenue	County	Mid-term	\$15,000	Township
Ridge Avenue and Black Horse Pike	County	Mid-term	\$15,000	Township
Ridge Avenue and Mill Road	County	Mid-term	\$15,000	Township
Fire Road and Hingston Avenue	County	Long-term	\$15,000	Township
Hingston Avenue and Old Egg Harbor	County	Long-term	\$15,000	Township

Sidewalks

18. Develop new sidewalks

Sidewalk improvements, on at least one side of the road, should be made on the following arterial roads (shown in Map 3.7):

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



These road segments total over 66,000 linear feet (11.6 miles), which cannot be realistic constructed under a single project. Sidewalk construction should therefore be phased at roughly 10,000 linear feet a year. Atlantic County should work with the township to prioritize sidewalk improvements and coordinate them with their other maintenance projects. Costs for sidewalk improvements are estimated to be \$500,000 a year and include clearing and grubbing, gravel foundation, and poured cement at a combined \$8 per square foot. In some sections, roadway edge drainage systems may need to be modified to accommodate sidewalks. These conditions will increase costs in those areas.

19. Install a pedestrian bridge

A pedestrian bridge should be installed over the Black Horse Pike to provide a safe crossing over the roadway, connect the Shore Mall and the Cardiff Center, and provide a link between the bike path on West Jersey and the rail right-of-way/bike path to Atlantic City. At present, it is very difficult to safely cross the Black Horse Pike on foot. Such enhancements are eligible for federal funding. Funds for preliminary design should be added to the SJTPO’s Transportation Improvement Program.

Action	Responsibility	Timing	Cost	Funding
18. Develop new sidewalks	Atlantic County	Phased	\$200,000/ year	Atlantic County
19. Install a pedestrian bridge	NJDOT	Long-term	\$200,000	NJDOT

Trails and Bike Paths

20. Add new on-road bike paths

On-road bike lanes should be installed on the Black Horse Pike and Ocean Heights Avenue as indicated in Map 3.7. Atlantic County has been adding bike lines when roadways are improved for several years and part of the costs of the lanes should be covered in regular roadway improvements. The total length



of the proposed bike lanes is roughly 41,000 linear feet (7.2 miles) much of which has shoulders that can accommodate the lanes. The cost for stripping the lines and supporting signage is estimated at \$0.60 a linear foot for a total of \$50,000. A bike lane is not recommended for English Creek Avenue because an off-road bike path is recommend for a utility right-of-way that parallels the roadway (Action item 13 above).

Action	Responsibility	Timing	Cost	Funding
20. Add new on-road bike paths.	Atlantic County	Phased	\$24,600	Atlantic County

Parkway Recreation Path

21. Develop recreational trail along the Garden State Parkway

A ten-foot wide asphalt recreation trail along the western side of the Garden State Parkway should be constructed by the New Jersey Turnpike Commission. The total length of the trail is 20,700 feet. Using the same cost estimated for the path on the utility right-of-way (\$31 per square yard), the cost for the Garden State path is estimated to be \$720,000. This does not include road crossings of which there are three. Bike and pedestrian traffic can either be routed to the nearest controlled crossing or a new overpass structure for the path attached the Garden State Parkway bridges can be investigated.

Action	Responsibility	Timing	Study Cost	Funding
21. Develop recreational trail along the Garden State Parkway	New Jersey Turnpike Authority	Long-term	\$715,000	New Jersey Turnpike Authority

Transit

22. Expand bus service

An additional bus route from the airport south past the Black Horse Pike on English Creek Avenue and east on Ocean Heights Avenue is needed to connect the southern part of the Township with the commercial and employment centers in the north and to the existing east-west routes in the Black Horse Pike Corridor.



New Jersey Transit should investigate the feasibility of providing this service.

23. Install bus shelters

Bus shelters should be installed at all bus stops in the township. The township should install three a year. The cost of the shelters could be offset, in part, by advertising revenues if this approach proves acceptable. Durable shelters are offered by many distributors. An estimated cost for one shelter from Polygon, Inc., is \$9,400. Installation costs are estimated to be an addition 35%, for a total of \$12,690 per shelter. Bus shelters will encourage transit use.

24. Investigate commuter service to Atlantic City

The South Jersey Transportation Planning Organization prepared the South Jersey Regional Rail Study that investigated the feasibility of creating rail commuter service to Atlantic City from the Cardiff Center. They estimate the cost to restore rails service to the eight-mile section to be \$58 million. Non-rail options were not investigated in the report. Transit service presents an enormous opportunity for the Township to increase ratables and create a transit oriented development in the Shore Mall/Cardiff Center area. This type of investment is ideally suited to smart growth goals and is a relatively affordable opportunity given typical new transit service costs. The OSG should work with NJDOT, the South Jersey Transportation Authority, New Jersey Transit, and Atlantic County to get this project on the list of federal New Start projects, which would qualify it for a 50% funding match.

Action	Responsibility	Timing	Cost	Funding
22. Expand bus service	New Jersey Transit	Short-term	TBD	New Jersey Transit
23. Install new bus shelters	Township	Phased	\$12,690	Township and advertising
24. Investigate Commuter service to Atlantic City	Implementation Committee	Long Term	TBD	SJTPO



North South Capacity via The Garden State Parkway

25. Install half interchange on the Garden State Parkway

A very effective method for providing relief on the north-south arterial roads in the Township would be to move some of this traffic onto the Garden State Parkway. The New Jersey Turnpike Authority should initiate planning for a new half interchange at Ocean Heights Avenue that provides access to and from the north. The SJTPO, together with the New Jersey Turnpike Authority should begin the process of environmental and preliminary engineering for the project. The preliminary work is estimated to cost \$250,000. A secondary impacts analysis would also be required. Once these tasks have been successfully complete, the The Pinelands Commission must amend their policy against new interchanges on the Garden State Parkway and acknowledge the needs of growth communities.

Action	Responsibility	Timing	Cost	Funding
25. Half interchange on the Garden State Parkway engineering	New Jersey Turnpike Authority	Long-term	\$250k	New Jersey Turnpike Authority

7.6 Community Form

26. Hire a Township Planner

The township should hire a planner to support the implementation committee and to help develop a form-based code and assist in the development review process. It is recommended that this individual be a full-time Township employee and be the primary staff for the implementation committee.

27. Adopt a form-based code

The township should develop a form-based zoning code for the mixed-use district that reflects the character and ideals of the township. The code must ensure that retail uses are carefully integrated into a mixed-use development and that shops enforce the concept of



a town center instead of that of a strip development or typical suburban mall. Retail uses should be built near the front of the property line unless a civic area is provided, such as an outdoor café, or a town square. Store fronts should be transparent from the pedestrian streetscape. Similarly, high ground floor ceilings should be encouraged to provide an open pedestrian scale. A form-based code, which emphasized the design and form of the built environment, would be well-suited to achieve this objective.

Action	Responsibility	Timing	Cost	Funding
26. Hire a Township Planner	Township Committee	Short-term	\$80,000 yrlly	Township and Development escrows
27. Adopt a form-based code	Township Committee	Mid-term	\$40,000	The Smart Future Planning Grant

Egg Harbor Township Town Center

28. Adopt Town Center code

Egg Harbor Township should adopt a Town Center code. A model Town Code ordinance is included in Appendix F of this Plan.

29. Engage Atlantic County Improvement Authority
 The Township should initiate discussion with the Atlantic County Improvement Authority about funding the purchase of select properties in the Town Center for redevelopment.

Action	Responsibility	Timing	Cost	Funding
28. Adopt a Town Center code	Township	Short-term	\$0	NA
29. Engage Atlantic County Improvement Authority	Township/ACIA/ CRDA	Short-term	\$0	NA

Black Horse Mixed-Use District

30. Adopt Mixed-Use District

The Township should adopt a Mixed-Use District for the Black Horse Pike based on the parameters presented in Section 6.3. Draft code is provided in Appendix F.

31. Develop a Black Horse Corridor Plan

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



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

Action	Responsibility	Timing	Cost	Funding
30. Adopt Mixed-Use District	Township	Short-term	\$0	NA
31. Develop a Black Horse Corridor Plan	Township	Short-term	\$250,000	The Smart Future Planning Grant

Neighborhood Centers

32. Adopt Neighborhood Center Code

The Township should adopt a Neighborhood Center District for the areas indicated on Map 6.2. Parameters for the district are presented in Section 6.3. Draft code is provided in Appendix F.

Action	Responsibility	Timing	Cost	Funding
32. Adopt Neighborhood Center Code	Township	Short-term	\$0	NA

Bayview Economic Development District

33. Initiate Redevelopment Plan

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

The township must declare an area in need of redevelopment before they can adopt a redevelopment plan. A preliminary investigation is the first step in this



process. The township with its professional planner should meet with residents from West Atlantic City to delineate the boundaries of the area to be investigated. The preliminary investigation should then be initiated. The OSG should expedite a change in the State Redevelopment and Development Plan in this area from Planning Area 5 to Planning Area 1.

Action	Responsibility	Timing	Cost	Funding
33. Initiate Redevelopment Plan.				
Conduct preliminary investigation	Township	Short-term	\$65,000	CRDA
Create Redevelopment Plan	Township	Short-term	\$35,000	CRDA

Land Conservation

34. Develop Green Roads code

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

35. Down Zone RG-2 and R-1 Districts and require clustering

The density standards in these Districts should be reduced as described in Section 6.3 and clustering should be required. Modifications to the township’s



clustering ordinance are provided in Appendix F.

36. Develop Conservation Overlay District

To ensure that sensitive wetlands areas outside the RG-2 and R-1 Districts are protected, the Township should develop a conservation overlay district that requires clustering.

Action	Responsibility	Timing	Cost	Funding
34. Develop Green Roads code	Township	Short-term	\$5,000	The Smart Future Planning Grant
35. Down Zone RG-2 and R-1 Districts and require clustering	Township	Short-term	\$0	NA
36. Develop Conservation Overlay District	Township	Short-term	\$5,000	The Smart Future Planning Grant

7.7 Conclusions

Decades of intensive residential growth in Egg Harbor Township have occurred without an equal effort to maintain community infrastructure. Strains to the township's road infrastructure, schools, community, and overall quality of life were the result of state, county, regional, and local policies and funding decisions over the past several decades. It will take a determined effort, over an extended period of time, with support from numerous parties to accomplish this ambitious agenda. The Implementation Committee established in this plan is meant to sustain and coordinate efforts and to achieve effective accountability. Energetic implementation of this Plan will guide Egg Harbor Township toward becoming a more cohesive community that respects its Pine Barrens heritage and that provides a high quality of life for all its residents.





Appendix A – Meeting Notes and Public Input

This Appendix includes meetings notes from:

Interview Questionnaire

Visioning Team Member Biographies

Visioning Team SWOT Meeting

Visioning Team Topic 1 – Environment and Recreation

Visioning Team Topic 2 – Community Design

Visioning Team Topic 3 – Transportation

Visioning Team Topic 4 – Schools and Community Facilities

Visioning Team Synthesis Meeting

Visioning Team Plan Meeting

March 7th Public Meeting

May 16th Public Meeting

June 20th Public Meeting

Interview Questionnaire

“Livable” Community Planning
Egg Harbor Township

Interview Team: _____ Date: _____

Interviewee(s): _____

Agency/Interest: _____ Years lived/worked in EHT? _____

Summary Instructions

Intro and brief overview of project and team with focus on physical study. Quick discussion of recent trends – population, dwelling units, etc.

Interviewee background with or in Egg Harbor

Questions will be selected based on area of expertise of the individual

- Key documents or information (agency folks, i.e. school pop. Forecasts, traffic, sewage capacity etc.) _____
 - What changes are anticipated – new schools etc. _____
 - Characterize Egg Harbor Township – what makes its image – where is the physical heart of the township? _____
 - Do you believe EHT is changing for better or worse – why? _____
 - What do you like best / least about Egg Harbor?
 - Traffic/Congestion
 - Services
 - Quality of life
 - Recreation/environmental opportunities
 - Character/aesthetics (commercial, residential, other)
 - Sense of place/community
 - Other _____
 - How do you feel about recent growth in the Township?
 - Good aspects / Bad aspects: _____
 - Are you satisfied with recreation and open space facilities? _____
 - Are the schools satisfactory? Do they have a physical link and connection to the community? _____
-

- How do feel about the retail shopping in the Township?
 - Where do you shop?
 - Do you walk/drive?
 - How long of a commute is it to you shopping?

- Where are the core residential areas in the Township?

- How do find commuting to work, schools, shopping, or other places?

- Besides traveling by car, is walking or bicycling a viable option?

- What are your favorite communities that you have visited?

- What are your favorite South Jersey communities? Is there one that you like to walk around in?

- Draw the boundaries of your neighborhood on the map.

-

-

- Other Impressions:

- Who else should we talk to?

Visioning Team Member Biographies

Manny Aponte has lived in Egg Harbor Township since 2002. He is married with a two-year old son. Manny is a member of Township Planning Board and of the Hispanic Alliance. He works as a financial advisor for the Alquist Wealth Management Group of Wachovia Securities.

Paul Barbere has lived in the Township for 14 years. He is married with two children ages 9 and 13. Paul is an Atlantic City Police Officer and moved into the Egg Harbor Township from Atlantic City to start and raise my family.

Patty Chatigny was born and raised in Egg Harbor Township. She has been married 32 years and raised a family in the Township. Patty has been and employee of Egg Harbor Township for 25 years in various departments and has been the Township Zoning Officer for the last 7 years.

Peter Castellano has lived in the Township for several years, is married, has two daughters, ages 3 and 6. He has served for six years on the Egg Harbor Township Board of Education, three of those years as Vice President. He is also founder and Chairman of the Community Partnership for Township Schools, a non-profit foundation that raises private funding to benefit the school district. Peter works in the Township as an Attorney with the FAA Technical Center.

Nathan Davis

No information provided

Joe Gurwiz

No information provided

John Heinz Jr. is a retired State Certified Public Manager. He is the former Mayor of Egg Harbor Township, a Township Committeeman, Planning Board member, and currently the Chairman of the Egg Harbor Township Zoning Board. He served for many years as a Commissioner of the local Township Municipal Utilities Authority and the Atlantic County Municipal Utilities Authority. He also served as a commission member of the Hazardous Waste Siting Commission representing county and municipal governments.

John “Jay” Henry has lived in Egg Harbor Township for 43 years. He grew up in the Bargaintown section of the Township and still resides there. He and his wife are raising their children in Bargaintown and hope to save many of the good characteristics of the community for their children and future residents of Egg Harbor Township.

Ralph Henry has lived in Egg Harbor Township for 15 years and served on the Township Planning Board for ten years, four as chairman. Ralph works as a heavy construction contractor. He is interested in getting Egg Harbor Township on a more orderly development plan and demonstrating to the State that the Township needs some changes in the Pinelands Act.

Janis Hetrick is the Chair of the Egg Harbor Township Environmental Commission. She has been a Township resident for 34 years and proud to be called in a Press of Atlantic City editorial a long time “fierce foe” of Pinelands regulations.

Christine (Chrissy) Martin has lived in Egg Harbor Township for 15 years, nine of which have been in West Atlantic City. She graduated from Mainland High in 1971, and Atlantic Cape Community College in 1979 with high honors. Chrissy has been an active member of Greentree Church in Egg Harbor Township for 34 years. She has been a realtor sales representative for 20 years and with Balsley Losco in Northfield for 8 years.

Peter Miller was appointed Township Administrator in June 1989 and has been a resident ever since. He has been continuously employed in local government in NJ for the past 30 years. He is active in the community coaching youth sports for 14 years and serving as President of Cygnus Creative Arts Centre since 1993.

Mayor James J. "Sonny" McCullough was born in EHT. He served on the Zoning Board of Adjustment prior to being elected to Township Committee. He has served on Township Committee continuously since 1986. He has served as mayor for 18 of his 22 years of service.

Steve Skwire has degrees from Cornell and Columbia Universities where he majored in physics. He works for Lockheed Martin Corporation in support of the National Air Traffic Control System. He has lived in Egg Harbor Township for fifteen years and has observed, with dismay, the rapid changes that have happened to our community. He knows that the decisions we make today, for better or worse, will determine what kind of community we live in fifteen years from now.

Visioning Team SWOT Meeting

Location	Township Building Emergency Response Room	Time & date 4:00 PM February 21, 2006
Present	Manny Aponte, Paul Barbere, Peter Castellano, Patty Chatigny, Nathan Davis, Joe Gurwicz, John Heinz, Ralph Henry, Jay Henry, Janis Hetrick, Chrissy Martin, Peter Miller, Steve Skwire Jeremy Alvarez, Peter Mahaony, and Oliver Carley, Vollmer Associates; Paul Grygiel, Phillips Preiss Shapiro Associates; David Kutner and Christine Graziano, New Jersey Pinelands Commission	
Absent	Mayor McCullough	

Report

Paul Grygiel conducted the meeting. Email contact information was confirmed for members of the Visioning Team. The meeting schedule for the remainder of the project was discussed. The Visioning Team decided they would like to hold the public meetings the same nights of the Visioning Team meetings. The final schedule is distributed as another document.

The remainder of the meeting focused on the Strengths Weaknesses Opportunities Threats (SWOT) exercise. General topics were grouped into four areas to correspond with the next four Visioning Team meetings. The strengths, weaknesses, opportunities, and threats, of each topic area were then developed by the Visioning Team. A summary of the SWOT analysis is below.

Item No	Action Items	Individual Responsible	Due Date
	No action items		

The majority of this meeting consisted of the Visioning Team discussing issues and topics that will be further evaluated as this study progresses. This discussion was conducted as a “SWOT” (strengths, weaknesses, opportunities, threats) exercise. The general themes and ideas that came out of this meeting are listed below by topic area. The date of the future Visioning Team meeting at which the topics will be explored in depth is listed after each topic heading.

1. Environment, Open Space, and Recreation – March 7

Strengths

- Good recreation facilities
- Recreation Department: offers lots of programs, including good youth programs
- Strong open space acquisition policy
- A lot of high quality environmental lands still left
- Good waterfront property
- Bike path

Weaknesses

- Landfills, junkyards and quarries give the Township a bad image
- Bad development practices (e.g., trees are clear cut for new development)
- Sewer infrastructure
- Aquifer is being drained
- No awareness about nature center

Opportunities

- Preservation of woods, farmland, and open space
- Capitalize on golf courses
- Develop a good preservation ordinance

Threats

- Depleted air quality from cars
- Capacity: dwindling water supply, running out of places to put trash, etc.
- Loss of continuous wooded areas

2. Town/Neighborhood Centers and Development Patterns – March 21

Strengths

- Black Horse Pike corridor
- Traffic tolerable (but getting worse)
- Sidewalks are mandatory for new development
- Seven discrete areas of Township (West Atlantic City, Scullville, Bargaintown, English Creek [McKee City], Farmington, Cardiff, Steelmanville, Seaview Harbor)
- Waterfront
- FAA Tech Center

Weaknesses

- Township identity: losing historic identity, no one center of Township, three non-contiguous parts, landfills/junkyards/quarries give the Township a bad image
- Bad development practices: poor aesthetics, no interconnections between developments, lot sizes too small
- Children cannot walk or bike to school/friends/play

- No neighborhood schools – 100% busing
- Mandatory high growth designation from Pinelands
- Casino pressure – increased housing burden
- Pace of growth is too fast – cannot be controlled
- Trailer parks (2,000 mobile home dwelling units)

Opportunities

- FAA Tech Center
- Commercial base is good – Shore Mall and Cardiff Center
- Create transit-oriented development (TOD)
- Create mixed-use development in West Atlantic City
- Pedestrian communities
- Demand better design for commercial development

Threats

- Losing Township’s identity: becoming bedroom community, from blue collar to yuppie-ville
- Construction of new casinos would bring more houses to the Township
- Inward migration from barrier islands
- Increased age-restricted developments
- Potential for foreclosures on “starter castles”
- Legislative hurdles: no support from Trenton, rapidly increasing taxes, no reward for being a regional growth area, regional growth boundaries run down center of roads

3. Traffic and Pedestrian Safety – April 4

Strengths

- Black Horse Pike is a focal corridor
- Traffic infrastructure is newer and could be better managed
- Traffic is tolerable (but deteriorating)
- Mandatory sidewalks
- Bike path

Weaknesses

- Traffic light timing is off
- Traffic intensity
- Road network: confusing, streets cannot be widened, little road interconnection
- Emergency response time is slow
- Children cannot walk or bike to school/friends/play
- Sporadic sidewalk availability dangerous – invites children to walk/bike where there is no path
- Lack of public transit
- No north-south corridor in Township
- Accidents are on the rise
- Traffic is on the rise

Opportunities

- Access to malls: change perceptions, change reality (provide better access)
- Create new access to Garden State Parkway
- Detailed traffic study

- Coordinate roadways between EHT and surrounding municipalities – several intersections
- Utilize rail right-of-way and bike paths
- Connections: bridge over Black Horse Pike, rail link to Atlantic City, pedestrian connections

Threats

- County’s failure to fund roads
- Failure to maintain, improve, raise taxes

4. Schools and Community Facilities – April 18

Strengths

- Schools offer great education
- Strong volunteer presence in the community
- One ZIP Code

Weaknesses

- Children cannot walk or bike to school/friends/play
- No neighborhood schools – 100% busing
- Capacity: schools overcrowded, school facilities over burdened, sewer capacity limited
- Poor school design
- Three non-contiguous parts of the Township
- Mandatory high growth designation from Pinelands
- Stagnant school aid from State
- 911 response is slow
- FAA does not add to tax base

Opportunities

- Develop neighborhood schools
- Develop a community center

Threats

- Families moving off barrier islands and into EHT (inward migration)
- Increase in student population
- Decreased funding per pupil from the state
- High school may have to split
- Legislative hurdles: no support from Trenton, lack of consideration from Pinelands, no reward for being a regional growth area
- Lack of school sites
- Rapidly increasing taxes

Visioning Team Topic 1 – Environment and Recreation

Location	Township Building	Time & date
	Emergency Response Room	4:00 PM March 7, 2006
Present	Manny Aponte, Paul Barbere, Peter Castellano, Patty Chatigny, Nathan Davis, Joe Gurwicz, John Heinz, Ralph Henry, Jay Henry, Janis Hetrick, Chrissy Martin, Mayor McCullough, Peter Miller, Steve Skwire Jeremy Alvarez, Peter Mahony, and Oliver Carley, Vollmer Associates; Paul Grygiel and Chris Rembold, Phillips Preiss Shapiro Associates; David Kutner and Christine Graziano, New Jersey Pinelands Commission	
Absent	none	

Report

Oliver Carley opened the meeting by distributing inserts for the project notebooks including a corrected contact list, a revised meeting schedule, the press release for the public meeting, and the guideline questions asked by the consultant team during the interviews with Township stakeholders. These inserts were prepared by David Kutner from the Pinelands Commission. Mr. Carley then discussed the ftp site created for the Visioning Team. An email with instructions on how to use the site was sent to everyone in the Visioning Team. The site will contain agendas, meeting reports, and other useful information. There was some confusion from Visioning Team about what information was currently available on the site and how to access it.

Paul Grygiel went over the findings of the SWOT analysis from the previous meeting (Summary of SWOT analysis was emailed to the Visioning Team on March 3). The only concern stated was about the accuracy of statements made in the SWOT about diminishing water quality and quantity.

Mr. Grygiel described the contents of the Recreation and Parks Fact Sheet for Egg Harbor Township (distributed at the meeting). The fact sheet provides information about the facilities for all of the Township's recreation land and shows substantial amounts of open space in the Township. Several Visioning Team members commented that not all open space lands are easily accessible.

Peter Mahony lead the discussion on the Environment, Recreation, and Open Space focused on the following categories:

- Unmet Active/Passive Recreation Demand
- Land-Based and Water-Based Recreation
- Private/Public Recreation Facilities
- Use of Open Space to Buffer/Control Growth Areas

- Environmentally Sensitive Areas to be Acquired/Preserved
- Greenways as Buffers, Links, Pedestrian/Bikeways
- Operational/Maintenance issues

A more detailed description of the Visioning Team’s discussion of these topics follows.

Major issues that resonated at the meeting include:

- Identify critical tracts of lands for preservation for passive use (map to be brought to meeting)
- Create connections via utility rights-of-way (map to be brought to meeting)
- Create recreational opportunities for adults
- Create recreation opportunity for West Atlantic City – opportunity should be explored, but may be politically challenging
- Develop waterfront connections to Great Egg Harbor River

Discussion Summary

Unmet Active/Passive Recreation Demand

Issues to be addressed:

- Children’s recreation facilities and programs are important
- Need to focus more on adult recreation and activities
- Need more jogging trails and other facilities
- Passive open space important as well: arboretum, bird watching, etc.
- Save lands for passive use given future growth
- The portion of the Township in CAFRA’s jurisdiction is in effect the Township’s passive reserve right now
- Currently no parks in West Atlantic City
- Possible new facilities to be considered:
 - Lacrosse and field hockey fields
 - X-Games/“extreme sports” (e.g., skate park – but if public, what about insurance?)
 - Ice skating
 - Swimming
 - Equestrian facilities
 - Bike trails (especially in north-south direction)
 - BMX track
 - High School Stadium
 - Community center
 - Racquetball
 - Cultural arts center

Land-Based & Water-Based Recreation

- Develop boat launch ramp
- Riverbend Property Atlantic County
- Already a marina in Pleasantville, but it has problems
- Land-Based Marina activity
- Bay Views—W. Atlantic City -- Bayport property
- Simple facilities important too, such as places to take in views
- Morris Beach—area on river -- Private lots?!
- Jeffers Landing: take advantage of a few parcels owned by EHT?
- County land also could be used to access river

Private/Public Recreation Facilities

- Golf – numerous golf courses
 - although private courses not integrated with housing development may face pressure to be redeveloped for housing
- Public: high school indoor pool
- Private: AtlantiCare fitness center
- Racquet clubs and gyms
- Bowling alley
- Ice rink next to bowling alley failed, but indoor soccer and lacrosse facility could work
- Clubhouses in age-restricted developments
- Campgrounds
- Shooting range
- Laser tag and similar games
- P.A.L. center
- Walking at Shore Mall
- Cultural arts center

Use of Open Space to Buffer/Control Growth Areas

- Protect passive open areas
- Prices Pit Number 2 near Atlantic Avenue (although in M-1 zone)
- Old bowling alley in West Atlantic City
- Reed Farm (but likely to be sold)
- Equestrian areas on Asbury

Environmentally Sensitive Areas to be Acquired/Preserved

- Site between Delilah Road and Atlantic Ave. (used to be a shooting range)
- Reed Farm
- Former Sandcastle site

- Broadway property at 8th/Wintergreen?
- 80 acres on the corner of West Jersey and English Creek
- Mt. Airy Avenue between Zion and Old Zion/Piamore
- Zion Road at Flemings
- Patcong Farms at Central

Greenways as Buffers, Links, Ped/Bikeways

- Create trails on Atlantic Electric rights-of-way
- Gas lines rights-of-way too?
- Arboretum
- Crimi Pit: the missing piece
- Bike trail
- Greenway links to DeCarlo properties

Operational/Maintenance issues

- User fees – can cover cost of programs, but make less accessible to some

Visioning Team Topic 2 – Community Design

Location	Township Building	Time & date
	Emergency Response Room	4:00 PM March 21, 2006
Present	Manny Aponte, Peter Castellano, Patty Chatigny, Nathan Davis, Joe Gurwicz, John Heinz, Ralph Henry, Jay Henry, Janis Hetrick, Chrissy Martin Jeremy Alvarez and Peter Mahony, Vollmer Associates; Chris Rembold, Phillips Preiss Shapiro Associates; Anish Kumar, Hillier Architecture; David Kutner and Christine Graziano, New Jersey Pinelands Commission	
Absent	Mayor McCullough, Peter Miller, Steve Skwire, Paul Barbere	

The discussion recognized and was centered on two overriding goals:

1. Preserve the look of Egg Harbor Township (EHT)
2. Accommodate Pinelands growth

Anish Kumar began the meeting with a Power Point presentation discussing the results of ill-planned growth and the opportunities to be realized from mixed-use smart growth. There are at least two major opportunities for the Township:

Opportunity 1: Maintain Green corridors. There are several methods that can be employed to achieve this, including using setback regulations, tree requirements, design standards, etc.

Opportunity 2: Preserve undeveloped/wooded areas by channeling growth to high-density centers. Currently there are no incentives to do this, Pinelands policy does not necessarily promote it, and Township codes do not require it.

Anish’s presentation then showed examples of development types that could be used in the Township with appropriate planning.¹ The Vision Team thought that the examples were exciting, and that high-density smart growth is a good thing in general.

Following the presentation there was extensive discussion about the types of development that might be possible in the Township. It was noted that in any new development, the Township wishes to control the rate of growth and partner with the County to install pedestrian facilities, sidewalks, and save trees. The ensuing discussion centered on several major design themes, including (1) trees and sidewalks (2) infrastructure, and (3) areas/nodes for higher density development.

Trees and Sidewalks

Vision Team members noted that it was important to save trees when sites are developed and roads are widened. Currently many trees are cut down during construction and replaced with new plantings, but some new homeowners do not want these trees in their yards, and they remove them. This results in a net loss of trees even when the developer has met his obligations vis-à-vis the tree ordinance.

¹ A copy of the presentation will be posted on the project’s ftp site.

It was noted that the Team should revisit the tree ordinance and consider strategies for making it both more practical and effective. For example, a regulation mandating the protection of every tree over four inches wide may be a bit too heavy of a regulation. A more effective solution could be to protect significant large trees only. This could then focus the ordinance on saving the most significant tree cover.

It was also noted that sidewalks and driveways often require tree removal. Several ideas to rectify this problem were discussed, including requiring sidewalks to be routed around significant/mature trees. A suggestion from the Consultant Team was to require new developments to reduce driveway their required coverage. This could be accomplished by using one shared driveway serving two houses, each with a private side-entry garage. There was some commentary from the Vision Team that sharing driveway space with neighbors would result in too many conflicts over driveway maintenance and that this concept would be a very hard sell in the Township.

Infrastructure

Several points were raised concerning infrastructure, including:

- When we discuss infrastructure we must remember this should mean more than just sewers. We should think of it in a broad—include roads and services in the discussion.
- Construction quality matters (quality building standards matter, especially in a coastal zone with dense development)
- Include curbs in new development and upgrade old curbs. But if this is done, then we must deal with the runoff/collected water via storm drains and basins. The county should pay for these upgrades in Township.
- The Pinelands, State, and CREDA are all potential funding sources

Nodes/Areas for Higher Density Development

A sample development site plan from an actual subdivision was provided at the meeting to aid in the discussion about the Township zoning and subdivision ordinance. The Team recognized that although the site plan did not have a great design, it is typical of the development that commonly occurs under the Township's zoning. There was further discussion about whether this type of development occurs because of the mandated growth pressures from the Pinelands Commission or from local zoning. It was pointed out that the site plan shown would not use any Pinelands Development Credits.

It was suggested that the Township has spread out its mandated growth, through its zoning, instead of targeting growth into certain areas, like some of the examples shown in the Power Point presentation. The Consulting Team began a discussion about three areas in the Township where this type of higher density node development could occur.

First was in the area of around the intersection of English Creek Avenue and Ocean Heights Avenue, but there was general objection that such development was not possible there because all of the sites have been spoken for. While this is not known for sure, several new developments including a Wawa may preclude any large-scale planned development.

Second was the English Creek Avenue/Black Horse Pike intersection. Again, there was concern that all of the sites may already be spoken for, thereby precluding planned development. However, it was pointed out that an opportunity might exist in the triangle-shape area between English Creek, Black Horse Pike, and the power lines. The Vision Team discussed requiring a good master planned

development this area, and arrived at the consensus that many existing uses along the Black Horse Pike are not appealing.

The third area discussed was the Cardiff Center/Shore Mall area. Here there are very large sites with under-performing uses. It represents a good opportunity for targeted growth.

Finally, it was noted that the Township might have to consider a zoning overlay district along the Black Horse Pike. Such a zone would allow a developer wants to build more densely than current zoning allows if good design guidelines were met.

Implementation Concerns

Despite the general impression that higher-density development nodes are desirable, there was some skepticism that such development could or should not happen in the Township, and that it could lead to even more growth than is mandated by the Pinelands. Several members suggested that there should be a mechanism for transferring additional growth to other areas of the Township in lieu of some Pinelands growth or once the Pinelands growth is achieved. The Team hoped that the Pinelands would be amenable to such a tradeoff in return for smarter growth in the Township.

Meeting Wrap-Up:

The Consultant Team will begin thinking about a tree/green space preservation plan and will design standards, including rules for setbacks, lot coverage, etc in order to better address the issues raised tonight.

The meeting was adjourned at about 6:15pm.

Visioning Team Topic 3 – Transportation

Location	Township Building Emergency Response Room	Time & date
Present	Manny Aponte, Paul Barbere, Peter Castellano, Nathan Davis, Dale Goodreau, Joe Gurwicz, John Heinz, Ralph Henry, Janis Hetrick, Mayor McCullough, Steve Skwire Jeremy Alvarez and Oliver Carley, Vollmer Associates; Paul Grygiel, Phillips Preiss Shapiro Associates; David Kutner, Christine Graziano, and Crystal Snedden, New Jersey Pinelands Commission	
Absent	Peter Miller, Patty Chatigny, Jay Henry, Chrissy Martin	

ADMINISTRATIVE

The Pinelands Commission provided updated inserts for the project notebooks. Crystal Snedden instructed the visioning team which sections of the notebooks to replace.

All of the public meetings for this plan are scheduled during School Board meetings. The School Board requested that the public meetings be rescheduled so that the Board members could attend. Dale Goodreau informed the Visioning Team that the School Board has put the next public meeting on their agenda and no rescheduling of the public meetings is required.

CAFRA MEETING

Oliver Carley briefly described a meeting Jeremy Alvarez and he had with a land use regulation representative from the Coastal Area Facilities Review Act (CAFRA). Mr. Carley explained that CAFRA regulation is based on State Planning Area designation and began to describe the planning areas in the Township. Mr. Goodreau clarified that the Township is in negotiations with the State to change the planning area boundaries.

REVIEW OF DESIGN MEETING

Jeremy Alvarez suggested that the design meeting report did not capture all of the discussion points and asked for comments about the meeting. The Visioning Team discussed whether high-density development is appropriate in the Township. Janis Hetrick suggested that current zoning does not allow for apartments and Mr. Goodreau explained that condominiums are allowed as a conditional use. The Team’s discussion also explored whether higher densities would be beneficial for the Township.

There was also a discussion about the relationship between higher residential density and the use of Pinelands Development Credits. The Team desired a trade off for providing higher density in exchange for getting lesser density in other areas. Mr. Alvarez stated that even if such a trade-off was pursued, the reality of the existing development patterns in the Township may not provide for such a tradeoff.

TRANSPORTATION

Paul Grygiel described the major finding in the fact sheet, handed out at the meeting and distributed via email. He explained that the topic areas were taken from the feedback received by the Consultant team at the public meeting and the interview sessions.

Mr. Alvarez then went through the topic areas listed on the agenda.

The lack of sidewalks was the number one complaint heard at the public meeting. There are many sections of the arterial roads that are missing sections of sidewalk. Payments in lieu of sidewalks are often used for sidewalks that lead nowhere. There was some discussion about the connections between individual residential developments. The Township wants roadway connections between developments, but residents are concerned about the increased traffic on their streets that might occur. Planning Board is not likely to require connections with public pressure against it. A strong regulatory solution could move the decision out of the Planning Board's hands.

The safety of pedestrians crossing arterials is a key concern. A comprehensive list of problem intersections was assembled based on those listed in the fact sheet. They include:

- Dogwood Avenue and English Creek Avenue
- Ridge Avenue and Black Horse Pike
- Ridge Avenue and Mill Road
- Spruce Avenue and Mill Road
- Mill Road and Fire Road
- English Creek Avenue and High School Drive
- Hingston Avenue and Old Egg Harbor
- Fire Road and Hingston Avenue
- Leap Street and Ocean Heights Avenue
- Ocean Heights Avenue and Alder Avenue
- West Jersey Avenue and Fernwood Avenue
- Ocean Heights Avenue and Steelmanville Road
- West Jersey Avenue and Tremont Avenue
- Any intersection that provides access to a school

The cut-throughs on the Black Horse Pike are very dangerous and need to be fixed. The Black Horse Pike might be an appropriate roadway for a pedestrian bridge.

Bike paths should be added to utility right-of-ways. There is no lighting on the current bike path on West Jersey Ave. When the paths become heavily used they will appear safer. Township has created standards against lighting because of their maintenance costs. Solar lights are a possible solution but are expensive and therefore not likely to be funded given scarce resources. Equestrian paths should be incorporated in utility right-of-ways

Mayor McCullough is meeting with Atlantic County to discuss roadway funding. The Team discussed the County's lack of funding for required roadway improvements. The Mayor is negotiating for new interchanges on the Garden State Parkway (GSP) at Mill Road, Ocean Heights, and Washington Avenue.

Mr. Alvarez proposed focusing on a one-way-on northbound/one-way-off southbound interchange at Ocean Heights Avenue. Not providing an entrance and exit for the same direction limits the opportunities for gas stations, but does create opportunity to local business. Mr. Alvarez drew a large

scale schematic of the interchange. The Visioning Team reviewed aerial photos of GSP interchange areas. There was some concern that a new interchange at Ocean Heights would open up the CAFRA area of the Township for development.

There is a westbound entrance onto the Atlantic Expressway that is very difficult to access from the east. This should be fixed.

The committee recommended that English Creek Avenue be extended across the AC Expressway (would connect to Tilton Road and the Airport). There was discussion about how to accomplish this politically.

A light is needed at the Cardiff Fire Station.

The committee had concerns that increased public transit could bring additional growth. A private service might be appropriate.

Item No	Action Items	Individual Responsible	Due Date
1	Provide Committee with new State Planning Area delineations and centers designations.	Dale Goodreau	ASAP
2	Provide a large scale drawing of the Ocean Heights/AC Expr interchange	Oliver Carley	April 18

Visioning Team Topic 4 – Schools and Community Facilities

Location	Township Building	Time & date
	Emergency Response Room	4:00 PM April 18, 2006
Present	Manny Aponte, Peter Castellano, Patty Chatigny, Nathan Davis, Joe Gurwicz, John Heinz, Jay Henry, Ralph Henry, Janis Hetrick, Chrissy Martin, Peter Miller, Steve Skwire, Dr. Philip Heery, School Superintendent Jeremy Alvarez and Oliver Carley, Vollmer Associates; Paul Grygiel and Chris Rembold, Phillips Preiss Shapiro Associates; David Kutner, New Jersey Pinelands Commission	
Absent	Paul Barbere, Mayor McCullough	

Peter Miller described the Pinelands Commission public hearing on the Township garage set back ordinance that he gave testimony for. From the Pinelands perspective, there may not be a density issue, and their comments might be advisory. The Visioning Team also discussed requiring varied front yard setbacks as another design control.

Oliver Carley described the petition process that the Township has undergone to change state planning areas and “center” designation. The Township’s petition has been deemed complete by the Department of Community Affairs. DCA may respond to the application by requesting the centers boundaries be adjusted. Any areas designated as Planning Area 2 (generally south of Ocean Heights Avenue toward the Garden State Parkway) in the State Development and Redevelopment Plan can have up to 70% impervious coverage under CAFRA rules. Local zoning can impose stricter development control than what is allowed under CAFRA.

Paul Grygiel went through the fact sheet on schools and community facilities (distributed via email and at the meeting). Key discussion of demographics included that the less than 18 population is a very large percentage of the Township and the number of school-aged people is increasing. The Township population can be expected to grow given that another wave of casino development is expected from Atlantic City.

There was discussion about the municipal reserve areas that are used in Hamilton Township (reserve areas are areas where development is deferred until a future time). Peter Miller explained that Egg Harbor Township had difficulties in establishing reserve areas and decided not to pursue them. Mr. Carley added that the undeveloped areas of Egg Harbor Township are generally not contiguous, so it would be difficult to create a cohesive reserve area.

Emergency Services

Mr. Grygiel went through the information on emergency services from the fact sheet. He described the fire districts and stations; stated that the police force is fairly large and sophisticated. A correction was made that the Tony Canale fire training area is maintained by the County, not the Township. West Atlantic City has the oldest fire response system. Cardiff station has trouble getting their fire trucks out of the station because of problems controlling all signals. The problem is stopping the westbound traffic. They can control eastbound traffic. Ambulance service is a separate service from the fire department with a facility on Fire Road. The ambulance service is sufficient.

Mr. Grygiel discussed healthcare next. Most care service in the Township is from private providers. There is no quarantine facility in the Township (a solution to this problem is not a part of this plan, but is important to be aware of). There is a perception in the Township of a lack of health care, despite that there are numerous services. Shore Memorial hospital needs to be added to the fact sheet.

Schools

Mr. Grygiel described the information from the fact sheet on schools. The Alternative School should be added to the map. The increases in enrollment add pressure for new schools. The intermediate school will be converted to a middle school. State contributions for new schools (capital costs) fluctuate between 52% and 55%. The State operating contribution is flat (it increases with CPI, 3%-4%) but costs are increasing 10% to 12% year because of salaries and insurance.

As part of the district's 5-year plan, schools will develop a new strategic planning committee for future facility planning. This planning process should start within a month or two. Once the decision to build a school is made, it takes approximately 36 months from bond referendum to construction.

The School District has had a funding shortfall since 2000. The district outgrew the state formula in 2000, in 2005 funding was flat, and the district did get a small increase in 2006 and 2007. Currently the district has a \$36,000,000 shortfall.

The state limits what the district can tax locally. Davenport and Slaybough are concurrent projects that are both kindergarten and 1st grade. These projects are part of an \$55 million referendum. Renovation of intermediate school is not part of the referendum.

The Visioning Team discussed how this plan should approach the planning of schools. Dr. Heery stated that the school board will wait for the outcome of strategic planning process before they comment on school facilities recommendations. Peter Miller suggested that this committee should be more progressive and look to the long-term.

There was some discussion of neighborhood schools. Dr. Heery explained that there are state programs that require ethnic mixes in the classroom. If you create a neighborhood school, you might create additional bussing needs to meet that ethnic mix.

No Child Left Behind allows parents to move students to a new school if their current school is failing. There is some danger of this in Egg Harbor Township. Bussing is a large part of the school district's budget; however two years ago they were rated top in the nation for efficiency in bussing. This is likely because they have three routes for each bus.

Long-term residents don't want a school/plan that is urban, however, with a high school that is approaching 3,000 students, the schools are urban in their size.

The schools in the Township are open for the community after hours. The new auditorium will be a performing arts center. There is some perception that schools are not reaching out to the non-parent community. The district could offer complimentary uses and bring more programs to the community. The infrastructure is there. Suggest more uses for schools 'beyond athletics.'

Developers rarely build recreation facilities that are truly open to the public. Life style centers are a new development type that offer a mixture of retail and sports club and are meant to be public. This planning effort should lean toward this idea on the black horse pike. Churches often offer a recreation association.

Economics

The Visioning Team commented that the Township does a great job with fiscal management given the pressures from growth. The commercial tax revenues have been decreasing every year. 70% of ratables are residential. There was some discussion of how revenues might be increased including getting support from the Pinelands Commission and from the Casino Reinvestment Development Authority (CRDA). EHT is supporting the casino industry by providing housing for casino employees, CRDA could provide funding for schools.

The Township should approach the budget by identifying a targeted shortfall number and work the number backwards to determine what commercial or other uses need to be built where. The Township gets \$32,000 for every \$1 million of assessment

Transportation

Jeremy Alvarez described a possible connection to the Garden State Parkway at Ocean Heights that would allow cars on the Parkway to and from the north.

Mr. Alvarez suggested a roundabout. The Visioning Team is not certain that it is a good idea.

There is a plan to close all the cut-throughs on the Black Horse Pike.

Visioning Team Plan Meeting

Location	Township Building Emergency Response Room	Time & date 4:00 PM May 16, 2006
Present	Manny Aponte, Paul Barbere, Peter Castellano, John Heinz, Ralph Henry, Jay Henry, Janis Hetrick, Chrissy Martin, Mayor McCullough, Peter Miller, Steve Skwire Jeremy Alvarez, Peter Mahony, Oliver Carley and Jeannette Brugger, Vollmer Associates; Paul Grygiel and Chris Rembold, Phillips Preiss Shapiro Associates; David Kutner and Christine Graziano, New Jersey Pinelands Commission	
Absent	Patty Chatigny, Nathan Davis, Joe Gurwicz	

Report

The primary purposes of the meeting were to prepare for the community meeting to be held in the evening after the Vision Team meeting and to discuss the proposals compiled by the consultant team that were to be unveiled at the community meeting.

Oliver Carley and Jeremy Alvarez provided an overview of meeting format and agenda, which were to include a presentation of draft ideas for consideration followed by small group discussions. The remainder of the Vision Team meeting was devoted to review of four planning concepts maps summarizing ideas that have been raised throughout the planning process that were compiled and further developed by the consultants. The Vision Team and consultants then discussed each of the maps, as detailed in the following section.

Discussion Summary

Environmental Features

- **“Conservation areas”** shown on maps represent wetlands and their buffer areas, which are already protected by various regulations, and are shown to point out the large areas they cover
- When the consultants were asked to clarify how development may be restricted in conservation areas, it was stated that rezoning or other measures may be involved, but it is not yet clear what approach will be recommended
- Township **“Green Roads”** proposed, where measures would be taken to preserve traditional wooded Pinelands appearance for motorists
- A Vision Team member pointed out that there are already setback requirements, but currently little that can be done to stop homeowners from clearing trees from front yards
- What about a 10-foot wide restricted area adjacent to rights-of-way?
- Also, sidewalks can be placed among trees – see Leap Street for a good example

- When asked if additional streets should be considered for “Green Road” designation, Pine Avenue, Alder Avenue and Winnipeg Avenue were suggested
- May make sense to have a hierarchy of Green Roads, with differing standards
- Maps show properties that should be designated for **open space preservation**
- Two additional sites were suggested as being shown preservation: the County pistol range property and the PAL site on Somers Point-Mays Landing Road

Recreation Facilities

- A primary feature is creating bicycle/pedestrian **paths**, most of which would be in utility rights-of-way
- These would ideally include both a hard surface path (for cycling, inline skating, etc.) and a soft path (for jogging, mountain bikes, horses, etc.)
- It is suggested that motorized vehicles should be prohibited on these paths
- An issue that was raised is that bike paths may get recreational use, but they won’t get full usage unless they make it more convenient to get to businesses and other destinations
- It was suggested that there might not be a need to have a bikeway along English Creek Road once paths are created on the parallel utility rights-of-way, as English Creek is not a desirable location for bicycle riding
- The consultants also suggest a **path adjacent to the Garden State Parkway**
- There is likely adequate room for the path within the Parkway right-of-way although it may be difficult to convince the Parkway to allow such a path
- A concern was raised about separating the path from the travel lanes of the road, although it was pointed out that paths exist adjacent to heavily traveled roads elsewhere without intervening fences
- **Waterfront access** points (including parking and signage) are shown in certain locations, with possible uses ranging from bird watching to boat launching depending on size and location
- Exact design will depend on character of area
- The consultants suggest the Township should identify sites and then pick some to pursue for creation
- An issue was raised as to who would pay for ongoing maintenance – options could include the Township, County or State as well as user fees or concessions
- One area discussed in particular: West Atlantic City, where formal waterfront access could be tied in with redevelopment on north side of Black Horse Pike
- Noted that prior development approval for a large property in West Atlantic City required creation of four sanctuary areas, but only one was created
- Concern noted about attracting additional motorized watercraft to the waters adjacent to West Atlantic City
- Recommended that **sidewalks** be located on at least one side of all major arterial roads

- A possible neighborhood school is suggested for the Township-owned tract west of Shore Mall, although there has been no formal interest on the part of the Board of Education
- It was proposed that the tract be developed jointly by the Township and school district, so that there can be shared facilities

Transportation Improvements

- The maps show a number of locations where **intersection improvements** are recommended based on Vision Team input
- The consultants recommend focused improvements to intersections to address congestion concerns without changing overall character of roads, instead of pursuing widening of certain main roads from two to four lanes
- A Vision Team member suggested improving McKee Avenue (which is shared with Hamilton Township) could help with north/south traffic movement in the west section of Egg Harbor Township
- Although this change would help drivers get off of Black Horse Pike to get to the center part of Egg Harbor Township, it was noted that residents near McKee Avenue were opposed to this idea when it was previously raised
- It was pointed out that it would likely cost more to acquire additional land along English Creek Avenue than opening a road on an existing right-of-way (McKee Avenue)
- Based upon discussion with transportation experts, it did not seem that building a **bridge for English Creek Avenue over the Atlantic City Expressway** would be feasible given funding issues
- Also, homes would likely need to be razed along English Creek Avenue on the south side of the Expressway in order to build ramps for the bridge
- The consultants still think the bridge should be left in the plan, however, and the Vision Team agrees
- Perhaps funding could be obtained from SJTPO
- It is proposed that the **Black Horse Pike should be made more pedestrian-friendly**, with improvements done as development occurs
- Also, bus stops along Black Horse Pike are heavily used – these could be improved by constructing **new bus shelters** (may pay for themselves through advertising)
- Map proposes a **pedestrian bridge over Black Horse Pike** to continue Jersey Avenue bikeway to Cardiff center and adjacent properties, which would help better connect Shore Mall and properties on the north side of Black Horse Pike
- By making this connection and tying into the existing bike path further east, a **connecting loop of trails** would be created
- A **transit loop** also is proposed by creating a new bus or mini-bus/jitney line, which is thought would get good use, particularly if it connects to Atlantic City
- A concern was raised that there could be negative impacts from creating more public transportation, such as attracting additional development

Centers and Development Form

- Three **neighborhood centers** were suggested along the Ocean Heights Avenue corridor
- Their boundaries are not strictly defined yet, but the general idea would be to amend development regulations to create a slightly different style of development, such as with mixed uses permitted
- Vision Team members had a number of **questions and concerns** regarding these possible centers, including the following:
 - Lack of sewer capacity in the CAFRA area, particularly at Zion Road and at Steelmanville Road
 - Sewer could be provided at Ocean Heights Avenue and English Creek Avenue – pumping station near Egg Harbor Township High School, Ocean Heights Avenue Trailer Park in Township’s sewer plan, treatment capacity available but would need to build pump station and lines
 - General worries about impacts of development, and that the public would take issue to mixed uses and any additional density
 - Ocean Heights Avenue has too much traffic to make into walkable center, although it was countered that development can have interior circulation and does not have to be oriented directly to the street
- Overall, there seemed to be more support for centers on Ocean Heights Avenue at English Creek Avenue and at Zion Road, but not as much at Steelmanville Road
- Some general thoughts regarding mixed-use developments included the following:
 - Medford Lakes is an example of a smaller-scale mixed-use development that could be emulated
 - Multiple people indicated they like Smithville (has a country feel to it, can drive in and out, walkable)
 - If centers are to be built, housing requirements should be fulfilled in them with developers required to put in retail as well
 - Shires is an example of a mixed-use development that is walkable
 - Need to draw fixed boundaries so that centers do not creep outward
 - Focus on design standards, perhaps by providing design guidelines in order to approve development appearance
- Some support was offered for more development on Ocean Heights Avenue that is similar in terms of uses and design that have been built in recent years
- As for the Black Horse Pike, the consultant team opined that much of the corridor is not that attractive and could use some improvements
- Opportunity to **improve the Black Horse Pike corridor** by allowing a new development type, in particular mix of uses with improved design standards

- There was much concern that if this type of new development is created, there would be no net gain of housing in the Township over what would otherwise be permitted (e.g., if units are added on Black Horse Pike, they should be reduced elsewhere)
- A thought was offered that if the market can absorb more housing, then it would be better to put it on Black Horse Pike in more densely developed mixed-use projects than by continuing sprawl
- A question was raised as to how many units would end up on Black Horse Pike, so that the Vision Team could know the scale of changes that would need to be made
- Perhaps a similar development type should be allowed on Washington Avenue as well
- It is suggested that **properties on Black Horse Pike in West Atlantic City could be redeveloped fairly intensely**, possibly with hotel or residential use
- It was noted that there may be issue with the soils in that area being able to accommodate large and tall buildings

Other Issues

- A Vision Team member noted that other, non-government groups in the Township are interested in this planning effort
- It was suggested that it is made clear that the result of this process will not be simply a zoning plan
- In response to a question regarding the status of the DeCarlo tract, it was stated that the Township is slowly acquiring parcels
- When considering ideas for the Shore Mall area, be aware that a major sewer interceptor line runs under some properties in the vicinity

Public Comments

Recorded from March 7, 2006 public meeting.

Egg Harbor Township Intermediary School, 7:00 – 8:30

Notes were taken by consultant team and volunteer members of the Visioning Team. These have not been aggregated or summarized.

Table 1 Environment, Open Space, and Recreation

- Tough to get around for the disabled.
- Need ADA sidewalks and connections.
- Need to keep room for airport to expand.
- Cemeteries
- Definitely need to connect.
- Disabled can't drive –they need ADA sidewalks.
- Airspace/crash zones –What are the FAA plans for expansion?
- Old homes break up sidewalk connectors.
- Ridge/Mill Street –average 1 –3 accidents.
- New developments sidewalks end at older lots.
- Connect sidewalks between developments.
- Bicycle lanes along busy roads.
- Going from rural to city. People do not realize, we all city now.
- Arboretum Plan –mini Longwood Gardens, community gardens.
- Paid entrance –Tourist attraction, botanical garden.
- Need to way to bring more people to Townships (as tourists & residents).
- Centrally located.
- Roads too narrow. Too many kids on narrow roads.
- Satellite Community Centers in Farmington Birdland.
- City Parks –there are none –trees, benches, fountains and baseball community center.
- For instance Indianapolis has to block long parks.
- Concerned about who was on visioning teams –if you want new ideas you need new people.
- Need outdoor public pool. Paid/Funds –something like the YMCA.
- Recreation should be concurrent with building.
- Midwest has recreation.
- Facilities within developments –Better parks, not like shires.
- Lakes bay –has been dredge, access to bay. Only sand beach off shore there will be access if we do not plan for it.
- Parcel next to bay club townhouses.
- Should be marine park, similar to Kennedy Park in Somers Point. Close at dark.
- This from Gary Israel –has to be managed properly.
- Not all people are opposed.

- Parking has to be planned in with it would like to be part of discussion.
- West AC Home Business Association.
- Greenery and landscaping across BHP –should look like ENT cares about it’s environment.
- Temple tract park should be passive park.
- Need places to go running like Birch Grove.
- Need trash receptacle on county bike path.
- No lights. Need solar lights.
- Lights at English Creek dangerous for pedestrians.
- Don’t empty trashcans.
- Tony Canale park is beautiful.
- Bathrooms are locked up, have to carry trash out, need more trash cans.
- High school & middle school, tennis courts are locked up.
- Only have four tennis courts that are usable.
- Slaughbaugh tennis courts ruined.
- Playgrounds and ball fields are not within walking distance.
- Provide more playgrounds close to developments.
- Need playgrounds in such development.
- Need better ways to get to bike paths.
- Should have made roads wider when they redid them.
- Controlled burns should only be done calm days.
- Open space is _____ tax doing any good great Egg Harbor River should be used as the great resource it is.
- Tributaries going into river should be protected.
- Tremont Avenue resident object to bike path on electric easement (English Mill).
- Westal needs boardwalk.
- Bay Drive too fast has scenic views.
- People can use Pay Facilities more –but they need funding.
- More basketball courts at Canale Park.
- Roads unsafe for billing because no shoulders to get off road.
- More recycling containers at parks, schools and need to be emptied.
- Need recycling containers.
- Good –Township gives out chips & mulch.
- Educate residents to recycle grass & leaves.
- Need sidewalks connections between old and new.
- Bicycle lane –lights.
- Narrow road widths
- New good community centers –maybe satellite centers?
- Preserve existing open space.
- Public boat ramp/water access is needed.
- Parks, courts –night lighting.
- Public access community center like a community center –like a YMCA.

- Public pool.
- More athletic fields.
- Twin ice rinks (public).
- Yard clamp (old cars, etc).
- Curbs in older areas.
- Concerns: 900 units ~ airport expansion.
- Only sand beach is in W. AC –Parcels in flood zone.
- Lakes/Bay perfect for marinal park.
- Mill Road bike lane.
- Exercise & bike loop.
- No need for aquatic center HS pool should be o.k.
- But maybe it could make \$ and pay for itself.
- Aquatic center –yes. Maybe a pool canal.
- Running and jogging trails.
- Bike path needs trash cans(there are only 3).
- Lights.
- Dangerous intersection on bike path at English Creek.
- Canale park good annuity –but bathrooms are locked.
- Why can't you play tennis at middle schools –they're locked.
- Why can't you play tennis at middle schools –they are locked.
- Canale needs trash cans?
- Recreational facilities not within walking distance.
- PAL courts –need nets.
- To use bike path, you drive to Shore Mall, or bike 2 mins to get there.
- There are parking lots at the bike path.
- Dangerous to bike anywhere but on paths. Small/narrow shoulders and fast traffic.
- Controlled burns are a quality issue.
- Link parks to bike paths.
- Seawall in WAC –opportunity for 'boardwalk with recreation area and restaurants'? or picnic areas.
- Map federal designation for wild scenic rivers.
- River conservation zone/River Mtg. Plan in EHT Plan.
- Conservation District in South EHT near river.
- No bike path in highline ROW property owners concern with public easement.
- Curb in WAC to prevent cars on shoulders.
- Public access/picnic areas in WAC by shore.
- Slow traffic on Bay Drive –scenic views.
- Encourage / fund PAL.
- More basketball at Canale.
- Roadways unsafe (traffic) and ___ for biking. No shoulders.
- Recycling containers –more needed. Trash cans overflow and cover the cans Care about the aesthetics.

- Standard township recycling containers.
- Strength: Recycled chips/soil/compost available free of charge.
- Recreation facilities on river for kayaking, etc.

Table 2 – Township and Neighborhood Centers

- Unsightly driveways off Main Road/trees cut.
- Back to back houses.
- Landscaped berms with walkways.
- Lot reforestation.
- Six neighborhood centers.
- Too many homes on too little land
- Black Horse Pike / Airport Approach
- Pinelands calc for age restricted housing
- Traffic / pedestrian safety.
- State time growth ordinance.
- County responsibility for roads intersection improvements.
- English Creek Avenue / Pedestrian
- Ridge & Mill accidents.
- Question: Will walking paths be used?
- Assessment of new construction to finance new schools?
- No cluster housing
- YMCA Community Center
- Benchmarking
- Spreading Pinelands growth area to other communities i.e. Egg Harbor City Corbin.
- West AC – North side of Black Horse Pike, replace tired old Motels.
-

Table 3 – Traffic and Pedestrian Safety

SIDEWALK/SHOULDER OF ROAD

- It was questioned that the sidewalks being installed are taking the place of the shoulder of the road. This obviously would reduce the room on the road.
- To use crosswalk bridges going over strategic portions of the Black Horse Pike. Closest to popular bus stops i.e. English Creek.
- All road improvement projects should include a bicycle lane.
- The need for more sidewalks and the importance of adding sidewalks where current ones end
- Bus stop locations need better pedestrian cross walks

LIGHT TIMING/INTERSECTIONS/NEW TRAFFIC LIGHT LOCATIONS

- Airport circle needs to be eliminated/re-configured
- Light timing at Mill and Spruce going to Mill and Fire. It is known that the County is addressing this intersection but the traffic coming from Spruce to turn on Fire is not long enough. Should have a dedicated turn lane and signal in each direction.
- Timing at Ocean Heights and Zion
- Timing at Tower and Black Horse Pike
- The “No Turn On Red” at West Jersey on to English Creek is inefficient
- High School Drive and English Creek needs a traffic light. Currently done by PD

ALTERNATE TRANSPORTATION

- Connect current bike path with other “bike friendly” roads. Include these connections in conjunction with developments
- There should be more public transportation
- Connect the Pleasantville bike path with EHT bike path
- Have the bike path connect to the electric line that runs close to the high school and Veterans Park
- Build a boardwalk along Bay Drive (West AC) would address several topics. It would provide a safe way to travel this road (currently no sidewalks). Provide a recreational opportunity by giving a safe place to walk, bike ride, skate etc.
- Bus routes for Seniors and Over 55 communities
- Explore using Jitney Association to run routes in the township
- Connect developments using bike paths to form more of a “town” feeling

ROADS/CONDITIONS

- Widen current roads with the possible use of Eminent Domain
- Finnish McKey or Cates Ave (unknown which road runs from new development) to the Black Horse Pike as another means to alleviate traffic. It is possible that this is already in the process of being completed
- “Alternate” routes like Regga Ave need speed enforcement. As “secondary” roads become short cuts there is an increase in speed violations
- The use of “Speed Shelves” to reduce speed in residential zones (25MPH) Example was to use these in the West AC area/ residential developments
- Re evaluate speed limits and implement speed reductions
- The timing of road improvement projects is not coordinated. It seems that one detour leads to another detour and so on.
- Overall road conditions are poor/ construction that leads to roads being torn up are not repaired in a timely fashion. i.e. Leap Street
- Is there plans for a road to connect to the development behind the high school
- Poor lighting on roads (no specific location was given)

UNRELATED TRAFFIC TOPICS

- Zoning enforcement needs to be stepped up. Currently presents a liability to the Township
- Examine/Review other towns with similar problems. “Do not reinvent the wheel”
- Make the old “PT Boat” site in West AC a park. Allow sailboats but restrict motorboats.
- Make West AC the “Gateway” to EHT. This goes to the identity of the Township. Have some type of signage or archway distinguishing the boundary.
- Funding by the state should be addressed since the state has forced the growth.

Second note taker

- Need another entrance along the Garden State parkway
- Schools are too crowded
- Sidewalks are too narrow
- Bicyclists are in danger
- Eliminate traffic circle at FAA Center
- “Why are they digging English Creek again?”
- Over or under passes are need for Blackhorse Pike
- Connection beyond the Blackhorse at English Creek is bad
- Mass Transit would be OK if the existing R-O-W are sufficient to handle the traffic

- Airport Flight approach is directly over English Creek.
- The Airport is getting Busier
- No sidewalks
- Really dark for pedestrians on roadway
- Light needed at Poplar, Steeleman and Blackman
- Light at Dogwood and English Creek
- Access management
- The High school causes lots of traffic on English Creek
- Kids from the High school have track practice on English Creek
- ROWs need to be widened
- West Jersey is always being ripped apart – why not make all improvements at once
- Safe bike paths are needed
- Overhead lighting on Streets is needed
- Stop signs are too small
- Municipality does a great job handling growth
- Children have been taught in trailers for eight years
- Better connections between roads is needed
- “Before there were roads, there was Planning”
- Roadway infrastructure is inadequate
- Princeton Street is the nicest Street in the Township
- Would love to be able to ride my bike
- More sidewalks
- At least sidewalks on one side of the road
- More people are driving faster and ignoring stop signs
- Get planners to think about transportation
- There are a lot of seniors in the Twp that should not drive
- Create bike path connections between residential developments

Table 4 – Schools and Community Facilities

- Add schools
- Traffic lights @ Dogwood & English Creek
- Buses but backups on English Creek?
- Problem getting state funding actually into EHT.
- Neighborhood schools?
- Too late – shared use of facilities.
- Developers should pay for school impacts and all developers should build new schools or pay for them.
- Community centers
- Pool indoor & outdoor
- Free programs for kids?
- Don't like idea of public funding for aquatic center need solid funding plan.
- Community facilities could be the focal point for development – would help traffic.
- Overall municipal services being strained.
- Municipal offices, police department, fire department, MUA, trash pickup, road department.
- Schools etc.
- Worried about impact of high house prices on tax burden.
- Why has Pinelands given unfunded mandate? (e.g. more school kids, but no funding).
- Need to back up preservation efforts with \$.
- Highlands: Got right, won't make same mistake as Pinelands (but won't fix here).
- Township has done well with hand dealt (not Pinelands)
- Concerns about multiple families in one house – properly account for kids but bicultural differences, multiple people _____ issue (buses, no sidewalks).
- Streets should be under the ____ school buses. Nowhere for guests to park.
- Funding for additional school resource officer – too many kids for one officer (at MS & HS each) needs one more at HS.
- Why can't Pinelands spread growth?
- Why are Pinelands rules inviolate?
- Development application fees and permits unreasonable (+/- \$17,000 just to build) \$5,600.00 recreational fee too high for township resident building one home.
- Difference in application fee for township resident building one home (vs. developer building > 1).
- Need hospital in township (or at least closer).
- HS? Yes, more opportunities, less overcrowding – but doubles some costs and doubles opportunities for some).
- Likes idea.
- Cygnus Center – Why so elaborate an expensive?, and where for maintenance?

- No bus service to Atlantic City from the heart of EHT. Why no direct service? (only on the Black Horse Pike now).
- Take care of the core of Township.
- Pinelands credits should come back to school system – but not classified as school aid, more like impact fee.
- Pinelands should write 'Lessons Learned' from EHT.
- Why isn't township cracking down on contractors with uninsured, illegal workers?
- Create jobs through non-residential development – industrial etc.
- Lessen the need to commute to Phila & elsewhere 'industrial' should include office, research etc.
- Look into who new residents are (age etc).
- Township should connect new & ex-development, especially with sidewalks – target sidewalk fund \$.
- Try to maintain exceptional character of neighborhoods – zoning needs to preserve what's there.
- Why can't public use EHT MS & HS courts?
- Would like full-day kindergarten – but can't do with current funding.
- Township schools do good job with what is dealt – but not fair state funding, should be based on per student funding, not existing overall spending.
- Smaller schools? Neighborhood schools?
- Charter schools? None in EHT, but students go elsewhere to them.
- Want better schools, even if not closest – focus funds on good education.
- Unfair tax system – why abatement for businesses?
- New schools: put solar panels on roof, state pays for it.
- Green credits - Fed too, plus lower bills.
- School system inefficient in cost per pupil (60% of tax bill).

Egg Harbor Livable Communities Planning Project Public Meeting

May 16, 2006

Public Comments

Reactions to Black Horse Pike new developments

It sounds good

I like the idea

It really delineated something

Shore mall is better than it used to be

Socially for our township, I'm very involved in the schools in ocean city and the, those people associate with something, with a downtown.

West Atlantic City

The residents were frustrated with the broad conceptual level of detail at which the ideas were presented.

For years they've been promised by state legislatures that hotels would go and robberies will stop but no changes have occurred.

West Atlantic city is the only pristine beach area in the area.

The redevelopment of the North Side is important:

What the north side needs is to clean up the hotel type development.

The south side needs Water Control: bulkhead and storm drain issues.

Wind surfers are out there all the time.

Motels:

JA: what we know so far is that the number of major motel property owners are very responsible and high quality. They'd love to build market rate hotels off the island for the 'next ring' out of Atlantic City. But what they're also saying is that they have to clean it all up or they wont invest.

In order to get those motels cleaned up, lots of work has to happen. But we're going to recommend that the North Side gets cleaned up.

It will take land assemblage.

County and DEP help for redevelopment money and support.

South side Condos are a good idea.

There is a limited amount of land between the Black Horse Pike and bay.

Recommendation page for redevelopment in West Atlantic City should be added to the Report.

Include:

Ideal bulk head and path pictures
 Possible condo proposal
 Marine park proposal
 Neighborhood watch or other crime alleviation proposal
 Pedestrian bridge to get across Black Horse Pike

South Side of Black Horse:

Condos should go there
 Marine Park like the one in a nearby municipality.

Crime areas around run down motels
 The investment to demolish the hotels is no where close to what the high returns will be.

North Side of Black Horse:

The sewer system and roadways were recently improved to minimize flooding.
 Nothing has changed: Flooding still very bad. Sewer drains back up frequently.

Guardrails and signs infrequently get replaced after accidents. There are at least 8 signs and 1 guardrail that are partly destroyed, which makes for an unsafe driving environment.

Comments on Black Horse Pike Centers:

Mixed-use and higher density development cannot be accommodated on the Black Horse Pike unless traffic is fixed. The back-up is too much with the current amount of development.

Also, make Pamone Rd 4 lanes.

General Comments:

Bikers on the street at night with no helmet wearing black in the street are stupid and ridiculous. A bike lane or more bus options would help.

All revenue from West Atlantic City businesses goes straight to EHT. They need to better represent our needs.

There is almost no new development in West Atlantic City.

Community Meeting Summary – June 20, 2006, 7

Location	Township Building Township Committee Chambers	Time & date 7:00 PM June 20, 2006
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Approximately 50 people attended this meeting, which was held at the Egg Harbor Township Municipal Building. Mayor McCullough opened the meeting by welcoming attendees and mentioned how this process fits into the Township’s prior and current planning efforts. The majority of this meeting was devoted to a presentation by Jeremy Alvarez that provided an overview of concepts that are proposed to be included in the draft Livable Community Plan. Some questions and comments were raised by audience members, both during and after the presentation. These included the following.

Has consideration been given to the safety of school bus stops on Black Horse Pike? Not specifically considered, but Black Horse Pike is problematic and requires additional consideration beyond this planning effort

Is school siting addressed by this plan? Not directly, but the Vision Team and consultants have been in discussions with the school board.

One audience member sees parallels between Cherry Hill and Egg Harbor Township, in terms of not having a walkable center. Another person thought that Cherry Hill has a “Main Street” development, although someone else indicated it is actually in Voorhees on Route 73. It was then suggested that Egg Harbor Township is more similar to Voorhees than Cherry Hill.

It was suggested this area needs more upscale shopping.

An audience member asked the Mayor why West Atlantic City was still part of Egg Harbor Township – why not just get rid of it? The response was that it is one of many distinct parts of the Township, and that increasing ratables by improving the area would have positive fiscal impacts on the entire Township and its residents.

It was suggested that a mix of uses should be considered in West Atlantic City, not just hotels, and that this area can serve as a gateway to Egg Harbor Township.

A meeting attendee mentioned that older communities such as Linwood and Northfield have a desirable character in part because they have different kinds of housing, and asked whether there is any way to minimize “cookie cutter” houses in new developments? It was indicated that the Township is encouraging more attractive housing, but is limited by statutory considerations in what it can ask for.

Are pools being considered as part of new community centers? The Mayor noted that there is already a pool at the high school, but swimming facilities also are being considered in other plans that are in the works.

The Mayor closed the meeting by noting that the Vision Team will be bringing various ideas together through this plan. He noted that it makes sense to create a “Main Street” for the Township, but that in

exchange for providing new housing in centers, the Pinelands Commission should allow a reduction in density elsewhere in the Township.

REPLY TO: Egg Harbor Township Office
 Ocean City Office

Engineer's Report
January 11, 2006

Capital Projects

Contract 39 **2005 Road Improvement Program**
Mount Construction Company

All work on this project has been completed with the exception of the Ocean Heights end of Leap Street where the EHT MUA is installing sewer lines and some minor stripping. The remainder of Leap Street will be completed in the spring.

Contract 41 **Veterans Memorial Park, Phase V**
Reconstruction of Babe Ruth Field

Final payment for this project is on the bill list tonight. All work has been completed satisfactorily.

Contract 42 **Canale Park, Phase IV**
Construction of Two (2) New Soccer Fields, Reconstruction of Two (2) others and associated Drainage and Parking

This project was awarded to Grass Busters in the amount of \$669,497.00. Work will commence this week with a completion date of May 1, 2006.

Contract 43 **Delaware Road Improvements**
Reconstruction of Delaware Road from Fernwood Ave to Mill Road

Bids were received on Monday November 21, 2005
This office is recommending Arawak Paving Co. be awarded the contract for the amount of \$349,000.000.
Work should be completed by May 1, 2006

Contract x **EHT Community Center**
Design and Permitting Phase

Preliminary site plan design has been completed
Permit applications have been submitted to the following agencies:

1. Atlantic County



2. The Pinelands Commission
3. EHT MUA

Contract x **West Atlantic City Stormwater Improvements**
Design and Permitting Phase

This project involves combining the existing outfalls along Bay Drive into Three (3) outfalls along with Tideflex valves and the construction of a bulkhead and berm along Lakes Bay

Preliminary design complete

Permit applications have been submitted to the following agencies:

1. CAFRA
2. Army Corps of Engineers

In correspondence with the following agencies to comply with the appropriate measures required by each agency to obtain the designated funding:

1. NJDEP Flood Control Project Grant (\$2,000,000)
2. NJ Dept of Community Affairs- Statewide Livable Communities Grant (\$50,000)

Contract x **NJDEP Stormwater Management**
Compliance

The Township was audited by the NJDEP office of enforcement and was found in compliance with the new rules

We are in the process of drafting the new Stormwater Pollution Prevention Plan and a Model Stormwater Control Ordinance for the Pineland Areas and associated ordinances pertaining to illicit connections, pet waste, improper disposal of waste, wildlife feeding and containerized yard waste.

We are also updating the Township's design standards to bring them in compliance with the Township's policy.

Contract x **EHT Tax Maps**
Revisions

We have completed all work orders and map revision for 2005.

We have printed the official map for the county tax board and submitted it to Civil Solutions for incorporation into the G.I.S. mapping.

We have also commenced with the revisions required by the N.J. Division of Taxation to bring our map into compliance with their regulations.

The Division of Taxation must certify our map prior to the Township moving forward the reevaluation.

We anticipated having our map certified by the end of the year.



**Contract x 2006 Road Program
Design**

We have performed preliminary surveying and design work for the following roads for inclusion in the 2006 Road Program:

- Laurel Street
- East & West Atlantic Ave
- Thrasher Ave
- Flanagan Ave
- Carman Ave
- Hand Ave

**Contract x Bargaintown Park
Design**

We have the conceptual design of this park and have received approval of design by the Townships Recreation Board

We are processing with the final design and regulatory submittals.

REPLY TO: Egg Harbor Township Office
 Ocean City Office

Engineering Report
January 11, 2006

Subdivision Construction Inspection

#	Subdivision	Approved	Occupied	Developer	Progress
1	Arbor Glen (Old Zion Rd.)	5	1	Mary Anderson	Base paving is complete. Basin is 100% complete. 1st CO was issued within the last month.
2	Arbors @ Hampton Chase II (Steelmanville Road)	36	36	Nick & Les	Ryan Homes is the home builder. Home construction is complete. A punch list is currently being generated.
3	Arbors @ Wood Hollow (Delaware Ave.)	38	38	Khov	Home Construction is complete. A final punch list has been given to the developer.
4	Atlantic Land (Eisenhower & Reega Ave.)	123	48	Tim Schaffer Homes	Phase I & II base paved. Home construction is ongoing.
5	Ballenger Woods (English Creek Ave.)	184	180	Triad Development	Chiusano Builders/Ryan Homes are the home builders. Home construction is 90% complete. Final paving should occur sometime in the spring.
6	Bay Port Townhouses (W. Atlantic City)	134	0	Matzel & Mumford	Site work has commenced.
7	Bridle Ridge (Spruce Ave.)	61	58	Paperone Homes	Project is final paved. Final punch list is currently being compiled.
8	Cedarcrest (English Creek Ave.)	162	158	Tim Schaffer Homes	Home construction is 95% complete. All phases have been final paved & the current punch list is being reviewed.
9	Centennial Walk (Spruce Ave.)	50	50	Tradition Homes	Home Construction is complete. A final punch list has been given to the developer. Basin is holding water for periods of longer than 72 hours, this will need to be corrected prior to acceptance.

MA

10 Cluster's (English Creek Ave.)	51	51	Greg DiSabatino	Home Construction is complete. A final punch list is 95% complete.
11 Crystal Lakes (Ridge Ave.)	193	0	Somerset	Base paving is complete for 50% of the project. No CO's have been issued at this time.
12 Devon Ridge (Robert Best Road)	26	26	IM Land	Last few items of the punch list are currently being completed.
13 Eagles Glen (Tremont Ave.)	82	23	Max Gurwicz & Son	Project is base paved. Home construction is ongoing.
14 English Mill (Mill & High School Dr.)	397	0	DR Horton	Phase I base paved. Developer has applied for building permits.
15 Equestrian Estates (Fernwood & Delaware Ave.)	140	47	Paperone Homes	Phase I & II base paved. Home construction is ongoing.
16 Fernwood Hills (Fernwood Ave.)	121	121	Group Ten	We have requested Group Ten to install an overflow structure to the basin.
17 Fernwood North (W. Jersey Ave. near Fernwood)	37	0	Marble Arch Homes	Clearing of ROW is complete. Project is waiting for Mountain Lane Pump Station to be complete.
18 Forest Glen (Steelmanville Road)	17	15	Mary Anderson	3 homes remain to be completed. A punch list will be generated this spring.
19 Fork Road #2 (Goldenrod & Tilton Rd.)	17	17	Tradition Homes	Final Punch list has been issued. Should be completed by summer.
20 Fox Trail (aka Ridgewood) (Delaware & Tremont Ave.)	130	37	Tom Bonner	Phase I & II base paved. Home construction is ongoing. Base paving repairs for phase I & II will be done within the next 2 weeks.
21 Gardenia Estates (W. Jersey Ave. near Fernwood)	25	0	Cave Group	Project is stalled. Awaiting completion of Mountain Lane pump station.
22 Glendale Estates (Poplar & Rochelle Dr.)	12	0	Gaetano Giordano	Base paving is complete. Basin is only 40% complete. Home construction has begun.
23 Greentree (Fernwood & Main Ave.)	83	83	Ravens Hill Const.	Home Construction is complete. A final punch list is 95% complete.

MA

24 Hampton Chase I (Steelmanville Road)	30	30	Nick & Les	Home Construction is complete. A final punch list is 95% complete.
25 Hampton Court (Ridge & Jefferson Ave.)	64	63	Foxmoor Developme	One home remaining to be build. Final paving should take place sometime in the spring.
26 Harbor Acres (Zion Road)	121	82	Hershey Homes	Phase 3 has been final paved. Developer is working on punch list.
27 Harbor Oaks (Steelmanville Road)	17	11	Gelman Development	Home construction is ongoing.
28 Harbor Pines I (Ocean Heights Ave.)	268	105	Gurwicz & Son	Developer is scheduled to repair curbs within the next few months, followed by final paving.
29 Harbor Pines II (Ocean Heights Ave.)	246	0	Gurwicz & Son	Developer must final pave phase I prior to receiving a CO in phase II.
30 Hidden Creek	36	0	Ole' Hanson	Home construction is ongoing.
31 Hidden Forest (Leap & Emerald Dr.)	71	71	Group Ten	Home Construction is complete. A final punch list is 95% complete.
32 Hidden Pine (Fernwood & Bayberry Ave.)	62	2	Khov	Base paving is complete in phase 1. Basin is 100%. First CO was issued last week.
33 Holden (Reega Ave.)	17	0	Ira Mendelsohn	Sanitary & storm have been installed. Basin is 75% complete. Planning to base pave with in the next 2 weeks
34 Hunter's Run (Delaware Ave.)	29	0	Max Gurwicz & Son	Project is base paved. Home construction has not begun at this time.
35 Jordan Acres (Winnipeg Ave.)	9	9	KMD Construction	Home Construction is complete. A preliminary punch list is being made.
36 King's Mill (Mill Road)	28	28	Tradition Homes	We are monitoring the basin during rain events.
37 Lakeside (Mill Rd. & Parkway overpass)	108	108	Nick George	Home Construction is complete. A final punch list is 95% complete.
38 Little Mill (Mill Rd. & Spruce Ave.)	300	300	DR Horton	Home Construction is complete. A preliminary punch list is being made.
39 London Court II (Old Egg Harbor	166	0	Gurwicz & Son	Townhome construction has begun.

MA

40 Meadow Run (Old Zion Rd. & Delaware Ave.)	131	129	Gurwicz & Son	Developer has been issued a final punch list. Numerous items remain to be completed.
41 Mill Road Farms (Corner of Fernwood & Mill)	24	0	Marble Arch Homes	Off site sanitary is complete. Starting work onsite for sanitary.
42 Miller Homes (Reega Ave.)	11	0	Miller Homes	Construction trailer has been removed from site. No work has taken place in 6-9 months.
43 Oak Manor	30	0	Khov	Pre-construction meeting has held last week. Work on sales trailer began Monday.
44 Oak Tree (Weeping Willow Circle)	44	44	Nate Contractor	Home Construction is complete. A final punch list is 95% complete.
45 Oceanaire (Ocean Heights Ave.)	59	59	Calton Homes	Developer has been issued a final punch list. Numerous items remain to be completed.
46 Pennington Estates (Reega Ave. & Leo Ave.)	56	20	OY Inc.	Project was stalled for 4-6 months. Construction on 1 home is currently underway.
47 Poplar Woods (Old Zion Rd.)	31	31	Group Ten	Project is final paved. Developer has completed 95% of the final punch list.
48 Ravenswood (Pine Ave & Forestview Crt.)	14	14	Ravens Hill Const.	We are monitoring the cul-de-sac during rain events.
49 Reega Estates (Reega & Fernwood Ave.)	111	0	Signature Homes	Off site sanitary is complete. Currently working onsite installing sanitary & storm.
50 Reserve @ English Creek (English Creek Ave.)	171	171	Cardinal Const.	Developer has been issued a final punch list. Numerous items remain to be completed.
51 Ridgeview (Ridge Ave. & Black Horse Pike)	12	3	Tradition Homes	Ryan Homes is the home builder. Townhouse units are currently under construction. 4 Building units have TCO's.



54	Sea Pines (Ridge & Delaware Ave.)	247	0	Elliot Group	Base paving is complete in phase I. Home construction has begun.
55	Springfield (Springfield & W. Jersey Ave.)	48	0	US Homes	This project was sold to US Homes after improvements were installed. Home construction has started. Basin 100% complete.
56	Stone Mill Court (Zion Road & Stone Mill Court)	20	19	R. Nassar	The developer has begun to complete remaining items on the final punch list.
57	Victoria Estates (Cates & Reega Ave.)	97	0	Iacucci	80% of improvements have been completed. Due to inclement weather, base paving only 10% of project.
58	Wellington Estates (Zion Rd. near Robert Best)	51	17	Alliance Homes	Entire project is base paved. Home construction is ongoing.
59	Willow Estates (Reega & McKee Ave.)	66	66	US Homes	Home Construction is complete. A preliminary punch list is being made.
60	Winterberry Walk (Mill Road)	73	73	Tradition Homes	Home Construction is complete. A final punch list is 90% complete.
61	Wood Hollow I (Delaware Ave.)	92	92	Khov	Home Construction is complete. A final punch list is 95% complete.
62	Wood Hollow II (Delaware Ave.)	27	27	Khov	Home Construction is complete. A final punch list is 95% complete.
63	Zion Woods (On Zion Rd. next to Diamond Dr.)	16	0	Group Ten	Base paving is complete. Basin is 80% complete. Home construction has begun.

	Approved	Occupied
Total	5158	2589

Appendix C – Recreational Facilities and Programming

Information on parks and recreation facilities was taken in part from the Township master Plan Recreation Element from 2002. There have been numerous changes to the recreation facilities since that time, notably additional fields added to Childs-Kirk Memorial Park, Tony Canale Park, and Veterans Memorial Park.

There are approximately 4,324 acres of existing park and open space land within Egg Harbor Township, excluding golf courses. Four public and two private full golf courses are located in the Township. The Township has eleven active recreation parks, three passive recreation parks, and six school recreation sites. Together, these parks feature:

- 27 softball/baseball fields
- 2 Little League fields
- 6 soccer fields
- 5 field hockey fields
- 13 basketball courts
- 5 volleyball courts
- 2 football fields
- 13 tennis courts
- 1 BMX moto-cross track
- 1 outdoor amphitheatre
- 2 picnic areas
- 3 trails
- 2 running tracks
- 9 multi-purpose fields
- 9 playgrounds
- 1 bocce ball court
- 1 horseshoe pit
- 1 miniature golf course
- 3 passive parks

Egg Harbor Township Parks and Open Spaces

- Veterans Memorial Park: 31 acres located on Veterans Drive off of Ocean Heights Avenue; 11 softball/baseball fields, 1 Little League field, 3 field hockey fields, 1 football field, 2 tennis courts, 1 trail, refreshment stands/bathrooms, moto-cross track
- Childs-Kirk Memorial Park: 10 acres located on Idlewood Avenue off of Coolidge Avenue; 4 softball/baseball fields, 1 Little League field, 2 soccer fields, 1 playground, a field house/refreshment stand/bathroom facilities

- Delilah Oaks Park: located at Kent Drive and Essex Drive; 1 basketball court, 1 tennis court, 1 running track, 1 multi-purpose field, 1 playground
- M.K. Betterment Park: located at 6 Atlas Lane Road; 1 basketball court, 1 volleyball court, 1 playground
- Oakland/Tremont Park: located at Oakland and Tremont Avenues; 1 basketball court, 1 picnic area
- Environmental Learning Center: 13-acre site located on 18 School House Lane; previously a township gravel pit; serves as a field laboratory for the study of revegetation; 1 passive park
- Tony Canale Park: 27 acres located on Sycamore Avenue off of Dogwood; 1 softball/baseball field, 1 soccer field, 4 volleyball courts, 2 tennis courts, 1 trail, 4 multi-purpose fields, 1 playground, outdoor amphitheater/bathroom facilities
- Shires Park: 1 softball/baseball field, 1 basketball court, 1 multi-purpose field, 1 playground
- Ridge Ave. Ready-to-Ride: abandoned gravel pit site; trails for motorcycles and ATVs along with a training/community center
- Temple Tract: 152-acre tract located on Zion Road; purchased in 2001 with the assistance of the Green Acres Program and Atlantic County; 1 playground, 1 passive recreation park
- Castle Park: adjacent to Veterans Memorial Park off of Ocean Heights Avenue; designed and constructed by Egg Harbor Township Community Playground, Inc., a non-profit group organized in 1992 to develop a community playground, 1 playground
- Spruce & Ninth: 1 passive park
- John Couchoud Community Center: 1.3 acres located on a 9.5-acre site on English Creek Avenue; used as a meeting place for various civic groups; offer arts and crafts classes and dance classes in meeting room, 1 bocce ball court, 1 miniature golf course, 1 horseshoe pit and 1 picnic area
- Tilton Road Center: located at 2594 Tilton Road, the Police Athletic League (PAL) operates a community center on 1.3 acres; facility used for meeting space, dance programs, and motorcycle/ATV training; 2 basketball courts
- Delaware Avenue Tract: located on Delaware Ave between Ridge Ave and Fernwood Ave; donated to the Township as a recreation component for several major subdivisions; active recreation anticipated
- Tobaben Tract: located between Zion Rd and Leap St between two recently approved subdivisions; adjacent to the Naame Tract and Bohle Farm, which will be used for horse trails.
- Broadway Tract: located West of the Shore Mall; targeted for a future high school
- Fernwood Tract: located off Fernwood Avenue just North of Reega Avenue; planned to be used as passive open space

- Naame Tract: located on Leap Street between Ridge Avenue and Bayberry Road; 25-acre tract used for open space/possible equestrian center.

Public School Open Space and Recreation

- EHT High School: 76 acres located at High School Drive off of English Creek Avenue; 1 football field, 1 soccer field, 1 field hockey field, 3 baseball/softball fields, 1 running track, 5 tennis courts
- EHT Middle School: 29 acres located on Fernwood Avenue off of West Jersey Avenue; 2 baseball/softball fields, 3 basketball courts, 3 tennis courts, 1 soccer field, 1 field hockey field
- EHT Intermediate School: 44 acres located on Alder Avenue off of Dogwood Avenue; 2 baseball/softball fields, 2 basketball courts, 1 multi-purpose field
- Swift School: 52 acres located on Swift Drive off of Ocean Heights Avenue; 1 multi-purpose field
- Slaybaugh School: 51 acres located on Swift Drive off of Ocean Heights Avenue; 2 baseball/softball fields, 3 basketball courts, 1 soccer field, 1 playground area
- Davenport School: 23 acres located on Spruce Avenue between the Black Horse Pike and Tilton Road; 1 baseball/softball field, 1 multi-purpose field, 1 playground area

Atlantic County Open Space and Recreation

- Powell Creek Natural Area: 124 acres
- Riverbend Park: 650 acres
- Interdevelco: 25 acres
- Nathanson Property: 157 acres
- J. Edward Klingener Fishing Pier: some portions of old bridge used as a fishing pier and has boat access ramp
- Western Seashore Line: converted into a bike trail along West Jersey Avenue
- Whirlpool Island: 185 acres located on Shelter Island Bay and only accessible by boat; Hunting/Birding activities

Golf Courses

- Gaffney Green Tree Golf Course: public 18-hole, 5,177 yard, par 71 golf course
- McCullough's Emerald Golf Links: public 18-hole, 6,600-yard, par 71 golf course
- Harbor Pines Golf Club: public 18-hole golf course, located on Ocean Heights Avenue and Steelmanville Road
- Atlantic County Green Tree Golf Course: public 18-hole golf course. 5,177 yard, par 70 course located on Somers Point-Mays Landing Road
- Ballamor Golf Club: private 18-hole golf course, located on English Creek Avenue between Ocean Heights Avenue and Zion Road

- Twisted Dune: public 18-hole golf course located on Ocean Heights Avenue between Swift Drive and Barnett Avenue
- Hidden Creek Golf Course: private 27-hole golf course located on a 750-acre site on Ashbury Road

There are five community learning and recreation centers in the township: the Arboretum, the John Couchoud Community Center, the Tilton Road Center, the Egg Harbor Township Arboretum, and the Cygnus Creative Arts Centre. The community centers and the Egg Harbor Township Department of Recreation offer or host a wide range of recreation programming including: youth sports leagues, sports clubs, environmental education, adult recreation and educational evening classes, Egg Harbor Township Library children’s events, and arts programs. The Police Athletic League also offers a wide range of youth programs including: basketball, cheerleading, dance, motorcycle riding, field trips, football, karate, kayaking, lacrosse, model rocketry, paintball, preschool and kindergarten, skiing, and summer camp.

Appendix D – Community Services

Fire

There are five fire districts covering the Township; they are served by volunteer companies based in the following areas:

- Bargaintown
- Cardiff
- Farmington
- Scullville
- West Atlantic City

Atlantic County maintains the Tony Canale Training Center, a firefighting training facility used by fire fighters throughout the County.

Police

The Township police department has approximately 96 sworn members and is supplemented by over 50 non-sworn members and volunteers. There are also five K-9 patrol dog teams and five traffic safety officers. There are 55 officers assigned to patrol, and the department responds to approximately 78,000 calls for service annually.

With 96 sworn members and an estimated 36,877 residents in 2005, the Township is served at a rate of 260 sworn officers per 100,000 residents. This is slightly more than the national average of 252 sworn members per 100,000 residents, as reported by the U.S. Department of Justice 2000 Census of State and Local Law Enforcement Agencies. The New Jersey statewide average is 298 local officers per 100,000 residents.¹ Given the large geographic area these officers must patrol, it is likely that the community would benefit from adding officers to the force. This is another operating budget issue that the Township must address.

Sanitation

The Township Department of Public Works provides trash collection services. On average, there are 25 public works employees actively collecting curbside refuse daily. An average truck will make between 500 to 700 stops and collect 13 to 15 tons of trash each day. The Atlantic County Utilities Authority handles the collection of recyclable materials.

Libraries

¹ U.S. Department of Justice, Office of Justice Programs, Bureau of Justice Statistics, Bulletin, Census of State and Local Law, Enforcement Agencies, 2000

The Township is served by the Atlantic County Library System, which maintains a branch on Swift Avenue just off of Ocean Heights Avenue. It is open from 9 A.M.-8 P.M. on weekdays, and 9 A.M. -5 P.M. on weekends.

Other County libraries area located in Brigantine, Galloway Township, Hammonton, Longport, Mays Landing, Pleasantville, Somers Point, and Ventnor.

Health

The health needs of residents of Atlantic County are served primarily by AtlantiCare, which has recently opened a new health center (with an urgent care center, clinical lab, fitness center, and corporate offices) in the Township on English Creek Avenue just north of the Black Horse Pike. The closest regional medical center is north of the Township in Pomona.

Appendix E – Transportation System

North of the Black Horse Pike, Tilton Road and Delilah Road (County Routes 563 and 646) provide access to the Atlantic City International Airport complex, a major employment center where the Federal Aviation Administration operates a major training and testing facility. Delilah Road runs into Atlantic City, joining US 30, the White Horse Pike in Absecon.

In the area south of the Black Horse Pike, east-west service is provided by the southern portion of Tilton Road, which joins Mill Road (County 662) in Northfield. Mill Road is a key connector among the neighborhoods in the Township, with intersections at Fire Road (County 651), US 9, and Ocean Heights Avenue (County 559, Alt.). The Mill and Fire Road intersection just east of the Garden State Parkway suffers from significant delays during morning and evening peak periods.

In the southern tier of the Township the east-west arterials are Mays Landing – Somers Point Road (County 559) and Ocean Heights Avenue (County 559, Alt.). They are connected within the Township by Steelmanville Road (County 651) which is, in effect an extension of Fire Road. Most of these routes follow country lane alignments, established more than 100 years ago.

North-south service through the Township is provided in only a few locations. As noted Fire Road and Steelmanville Road (County 651) runs north-south close to the Garden State Parkway. Fire Road is heavily used. There is north-south service just to the west of the Parkway on Spruce Avenue and Old Zion Road at various points along the route. By far the most important north-south route, several miles to the west is English Creek Avenue (County 575). English Creek Avenue is the principal access route to and from the Black Horse Pike for much of the Township. It has a modernized signal and channelized lane approaches at the Black Horse Pike. This type of intersection modernization is needed in many locations in the Township.

Improvements and repairs to roadways fall to the agency that has jurisdiction over a road. English Creek Avenue, for example is a County Road, and Atlantic County is responsible for how and when the road is improved. Egg Harbor Township can make the County aware of deficiencies and recommend design solutions, but Atlantic County makes the final decision based on available resources and overall needs throughout the County.

Arterial Roads (90 – 100 foot right-of-way)

- Fire Road, CR 651
- English Creek Avenue, CR 575

- Delilah Road, CR 646
- Tilton Road, CR 563
- Ocean Heights Avenue, CR 559 Alternate
- Mays Landing Somers Point Road, CR 559
- Washington Avenue, CR 608

Collector Roads (72 foot right-of-way)

- English Creek Avenue (south of Ocean Heights Avenue)
- Spruce Avenue, CR 684
- Bargaintown/Steelmanville Road, CR 651
- Wescoat Road, CR 685
- Ocean Heights Avenue (west of English Creek Avenue)
- Washington Avenue (Doughty Road to Fire Road)
- Mill Road, CR 662
- Central Avenue, CR 659

Major local roads include:

- West Jersey Avenue
- Doughty Road
- Ridge Avenue
- Delaware Avenue
- Robert Best Road

Appendix F - Proposed code:

- Town Center District
- Mixed-Use District
- Neighborhood Center District
- Clustering Standards for the RG-2 and R-1 Districts

Amend § 225-3. Definitions to include:

“**Floor Area Ratio**” means the ratio of a building’s gross floor area to the area of the lot on which the building is located.

“**Mixed-use Building**” means a building that contains at least one floor devoted to allowed nonresidential uses and at least one devoted to allowed residential uses.

“**Workforce housing**” means housing that is affordable to households earning between 50 and 70 percent of the Township average household income.

Amend § 225-5. Zoning Map

1. A Town Center District as shown on attached map
2. A Mixed-Use District as shown on attached map
3. A Neighborhood Center District as shown on attached map

Amend § 225-7. **Schedule of Area, Yard and Building Requirements.** per specifications established in proposed Town Center, Mixed-Use, and Neighborhood Centers below.

Amend § 225-13. Lot development.

A. No lot shall have erected upon it more than one principal single-family residential building. In the Pinelands Area, no more than one principal use shall be located on any one lot, except for forestry, agriculture, fish and wildlife management and recreational development on agricultural lands. **The Town Center, Neighborhood Center, and Mixed-Use Districts shall be excluded from this section of the Township Code.**

Establish TC, Town Center District

A. Purposes

The purposes of the TC, Town Center district, are to:

- (1) Promote development of a compact, pedestrian-oriented town center consisting of a high-intensity employment center, vibrant and dynamic mixed-use areas, and residential living environments that provide a broad range of housing types for an array of housing needs;
- (2) Promote a diverse mix of residential, business, commercial, office, institutional, educational, and cultural and entertainment activities for workers, visitors, and residents;
- (3) Encourage pedestrian-oriented development within walking distance of transit opportunities at densities and intensities that will help to support transit usage and town center businesses;
- (4) Promote the health and well-being of residents by encouraging physical activity, alternative transportation, and greater social interaction;
- (5) Create a place that represents a unique, attractive, and memorable destination for visitors and residents; and
- (6) Enhance the community's character through the promotion of high-quality community design.

B. Permitted uses shall be:

- (1) Same as § 225-38. RCD Regional Commercial Development District
- (2) Mixed-Use development subject to Subsection E.

C. Permitted accessory uses shall be:

- (1) Uses and buildings customary and incidental to the principal uses.

D. Area, yard and building requirements shall be as specified in § 225-7. with the following amendments:

- (1) Front yard setback shall not be less than 50 feet.
- (2) Maximum Floor Area Ratio shall not exceed .05 for developments that do not follow the standards in Sections E through I, below.

E. Permitted modifications shall be:

- (1) Mixed-use development regulations.
 - (a) Application procedures. Any application for a mixed-use development shall be made under and in accord with all the regulations and procedures as set forth for a major subdivision and major site plan as set forth in Egg Harbor Township Ordinance No. 17-1977.
 - (b) Permitted uses shall be:
 - [1] Residential. No single housing type may exceed 50% of the total units.
 - Multifamily (only with retail on the ground floor)
 - Row homes

- Duplex
- Assisted Living
- Group Home

[2] Commercial Retail.

- Hotels
- Retail
- Services (if this isn't included in the retail definition)
- Restaurants
- Live Theater Venue
- Movie Theaters
- Financial Services
- Art galleries
- Small (1–149 seats) and Medium (150–999) Entertainment and Spectator Sports
- Health clubs and gyms
- Vehicle Sales, Service, and Repair

[3] Commercial Office.

- Medical care offices
- Offices

[4] Civic/Institutional Uses:

- Museum
- Library
- Outdoor auditorium
- High schools
- Childcare
- Fire station
- Police station
- Lodge or Private Club
- Parks and Recreation
- Postal Service
- Public Safety Services
- Place of Worship/Religious Assembly
- Nursing Home

(c) Accessory uses shall include parking structures.

(d) Development regulations for mixed-use development.

[1] Minimum land area required to qualify for development option provisions: 15 acres. The minimum required area shall include only lands adjacent to each other under single or combined ownership and located within the zone district specified.

[2] Maximum floor area ratio (FAR): 1.00. The floor area ratio (FAR) shall be calculated by the fraction produced dividing the total proposed building floor area by the total area of the tract.

[3] Gross density dwellings/acre: 18 per acre. Gross density shall be calculated by multiplying the maximum number of dwelling units permitted per acre times the total acreage of the tract.

[4] Minimum and maximum percentage of total floor area ratio permitted for residential use:

- [a] Minimum: 30%.
- [b] Maximum: 80%.

[5] Minimum and maximum percentage of total floor area ratio permitted for commercial retail uses:

- [a] Minimum: 10%.
- [b] Maximum: 40%.

[6] Minimum and maximum percentage of total floor area ratio permitted for commercial office:

- [a] Minimum: 0%.
- [b] Maximum: 40%.

[7] Minimum and maximum percentage of total floor area ratio permitted for civic uses:

- [a] Minimum: 0%.
- [b] Maximum: 20%.

[8] Minimum percent required open space of total area of tract: 10%. Open space shall include all lands, whether to be in common open space, public facility areas or public areas. Required open space lands shall not include storm water retention basins, yard areas where access to lot yard(s) is closed to the public, land area within the right-of-way of a public or private street that is designed for vehicular traffic or use and land area between walkways or sidewalks and buildings wherein the principal use of said lands is to provide for pedestrian traffic to and from buildings and parking lots.

F. Other standards for residential development.

(1) Townhouse and duplexes.

(a) Setbacks.

[1] Front yards.

- Townhouses and duplexes shall not from the Black Horse Pike.
- On existing state, county, and local roadways
Minimum: 10 feet
Maximum: 30 feet
- Internal streets.
Minimum: zero (0) feet
Maximum: 10 feet.

[2] Rear yard setbacks shall be 10 to 30 percent of the overall lot depth.

[3] Side yard setbacks shall be 8 feet for duplexes.

- Minimum: 4 feet
- Maximum: 8 feet.

- (b) The maximum density shall be 18 units per acre.
- (c) Minimum floor area per unit shall be 750 square feet.
- (d) Minimum off-street parking requirements shall be established by the State of New Jersey Residential Site Improvement Standards. On-lot parking for townhouses shall be accessed from rear alleyways for not less than 70% of townhouse units.

(2) Standards for multifamily and mixed-use buildings and accessory uses which are customarily incidental to said use, such as but not limited to private car garages, swimming pools, recreational areas and incidental structures necessary thereto, management offices and maintenance and storage buildings, shall be:

- (a) Setbacks.
 - [1] Front yards.
 - No frontage on the Black Horse Pike unless retail fronts the Black Horse Pike on the ground floor.
 - On existing state, county, and local roadways.
Minimum: 20 feet
Maximum: 40 feet
 - Internal streets.
Minimum: zero (0) feet
Maximum: 10 feet.
 - [2] Rear yards
 - Adjacent to residential zones setbacks shall be twice the height of the building.
 - [3] Side yard setbacks shall be 0 feet if a continuous building mass and sidewalk are provided. Otherwise 10 feet or 15% of the lot width parallel with the frontage.
- (b) Height regulations. No mixed-use building shall exceed 95 feet. No single-use building shall exceed 45 feet.
- (c) No residential units are permitted in basements or cellars.
- (d) Minimum floor area.
 - [1] No apartment dwelling unit shall have a floor area less than 450 square feet.
 - [2] No one-bedroom dwelling unit shall have a floor area of less than 650 square feet.
 - [3] No two-or-more-bedroom dwelling unit shall have a floor area of less than 850 square feet.
- (e) Floor plans of typical units shall be required. Any room other than kitchen, bathroom, closet or combined living-dining room shall be counted as a bedroom for purposes hereof.
- (f) Off-street parking requirements.
 - [1] Residential parking standards are provided in the New Jersey Residential Site Improvement Standards. Off-street parking for all non-residential uses are provided as of § 225-56. Minimum parking requirements. Shared parking shall be permitted such that a portion of the required residential parking spaces may also be used by non-residential uses.
 - [2] All off-street parking spaces must be located to the rear of the principal building or otherwise screened so as to not be visible from public right-of-way or residential zoning districts.

[3] Each parking area shall be adequately lighted either with wall- or post-mounted ornamental fixtures.

(h) All projects shall be serviced by public water and sewer utilities.

G. Other standards for commercial retail and office development.

(1) Setbacks.

(a) Front yards.

[1] On the Black Horse Pike.

Minimum: 20 feet

Maximum: 40 feet

[2] On existing state, county, and local roadways

Minimum: 10 feet

Maximum: 30 feet

[3] Internal streets.

Minimum: zero (0) feet

Maximum: 10 feet.

[2] Rear yard setbacks shall not be less than 10 percent of the overall lot depth.

[3] When bordering commercial districts, side yard setbacks shall be 0 feet if a continuous building mass and sidewalk are provided. Otherwise 10 feet or 15% of the lot width parallel with the frontage. When bordering residential district, the setback shall be equal to the side yard of the residential district or equal to the height of the building, which ever is larger.

(2) Floor-to-Floor Heights and Floor Area of Ground-floor Space. All nonresidential floor space provided on the ground floor of a mixed-use building must have a minimum floor-to-ceiling height of 11 feet.

(3) Transparency

(a) A minimum of 60 percent of the street-facing building façade between two feet and eight feet in height must be comprised of clear windows that allow views of indoor nonresidential space or product display areas.

(b) The bottom edge of any window or product display window used to satisfy the transparency standard of paragraph (1) above may not be more than [3–4] feet above the adjacent sidewalk.

(c) Product display windows used to satisfy these requirements must have a minimum height of four feet and be internally lighted.

(3) Doors and Entrances

(a) Buildings must have a primary entrance door facing a public sidewalk. Entrances at building corners may be used to satisfy this requirement.

(b) Building entrances may include doors to individual shops or businesses, lobby entrances, entrances to pedestrian-oriented plazas, or courtyard entrances to a cluster of shops or businesses.

(4) Vehicle and Driveway Access. No curb cuts are allowed for lots that abut alleys.

H. Open space requirements.

- (1) In reviewing applications for mixed-use development, the Planning Board will require evidence that adequate open space in appropriate locations will be available.
- (2) Open space must have safe and convenient pedestrian access that is aesthetically and safely linked to the pedestrian networks on all streets with which the tract shares a border.
- (3) The applicant must consult with the Planning Board early in the design stage to ascertain open space requirements. Suitable land equal to the minimum percent of the total gross area as specified herein shall be designated as open space. Such open space shall consist of common open space, public open space, public areas inclusive of pathways and bike trails and public drainageways which shall be established and regulated in conformance with state statute.
- (4) Common open space. The landowner shall provide for the establishment of an organization for the ownership and maintenance of any common open space, and such organization shall be established and regulated by all applicable standards and conditions of state statute.

I. Required land use development staging.

- (1) As a condition to preliminary approval of a mixed-use development plan, the Planning Board may permit the implementation of the plan in whole or in sections or in stages. Such sections or stages shall be:
 - (a) Substantially and functionally self-contained and self-sustaining with regard to access, parking, utilities, open spaces and similar physical features and shall be capable of substantial occupancy, operation and maintenance upon completion of construction and development.
 - (b) Properly related to other services of the community as a whole and to those facilities and services yet to be provided in the full execution and implementation of the development plan.
 - (c) Provided with such temporary or permanent transitional features, buffers or protective areas as the Planning Board may require as will prevent damage or detriment to any completed section or stage, to other sections or stages and to adjoining properties not in the development plan. Plans and specifications of such sections or stages are to be filed with the Planning Board and are to be of sufficient detail and at such scale as to fully demonstrate the following:
 - [1] The arrangement and site locations of all structures, primary and accessory land uses, parking, landscaping, public and private utilities and service facilities and land ownership conditions.
 - [2] Such further reasonable evidence and fact that the Planning Board may require in order to determine that the objectives and standards set forth herein are met.
 - [3] Upon finding that the plan and specifications for the proposed development of the section or stage conform to the above conditions, the Planning Board shall so inform the administrative officers as are charged with the issuance of permits for the construction of utilities or structures that upon presentation of requisite working drawings and specifications such permits may be issued.

(2) Notwithstanding the aforementioned conditions and regulations, the following schedule for land development prevails. Following preliminary approval of the development plan, building permit shall be issued for the development plan in accord with the following;

(a) No building permit shall be issued for more than 25% of the residential units until at least 15% of the total commercial development contemplated by the total development plan has been issued.

(b) Following the issuance of certificates of occupancy for 15% of the total commercial buildings of the development plan, then building permits may be issued for no more than an additional 25% of the total of the residential units of the development plan. No further residential permits shall be issued until an additional 25% of the total contemplated commercial development is constructed, for which certificates of occupancy are issued.

(c) Following the issuance of a certificate of occupancy for the additional 25% of the commercial building area, building permits may be issued for the plan. No further residential permits shall be issued until an additional 35% of the total of the commercial development contemplated has been constructed and for which certificates of occupancy have been issued.

(d) Following issuance of certificates of occupancy for 75% of the commercial areas of the development plan, then the building permits may be issued for the balance of the residential dwelling units of the development plan. (e) Other standards and conditions of general applicability: street, utilities and other public facilities. The authority granted to the Planning Board and the Township of Egg Harbor to establish standards for the location, width, course and surfacing of public streets and highways, alleys, ways for public service facilities, curbs, gutters, sidewalks, streetlights, parks, playgrounds, school grounds, stormwater drainage, water supply and distribution, sanitary sewers and sewage collection and treatment shall be vested in the Planning Board for the purposes of this section. The Planning Board is hereby authorized to make such modifications of standards and requirements otherwise required of subdivisions as set forth in the Land Subdivision Ordinance of the Township of Egg Harbor as long as such modifications are consistent with the terms of this section, except that the following minimum standards shall apply:

[1] The right-of-way and pavement widths for internal ways, roads and alleys serving townhouse clusters and commercial and industrial developments shall be determined from sound planning and engineering standards in conformity to the estimated needs of the full development proposed and the traffic to be generated thereby and shall be adequate and sufficient in size, location and design to accommodate the maximum traffic, parking and loading needs and the access of firefighting equipment and police vehicles and shall be certified thereto by a competent expert or experts licensed under the laws of the State of New Jersey. In such instance, other provisions of this section shall not apply but may serve as general guides to the Planning Board in approving the development plans. Internal private roads shall have a required pavement width as follows:

[a] One-way traffic roads: 20 feet of cartway width if one lane of parking is provided. If one lane of parking is not provided, as in an alleyway accessing rear garages, the width will not exceed 14 feet.

[b] Two-way traffic roads: 28 feet of cartway width.

[c] Sidewalks shall be at least five feet in width.

[d] Serviceways for public service and emergency vehicles shall be no less than 15 feet in width.

[2] Electrical utility lines. All electric, gas and telephone utility lines shall be installed underground. Prior to the issuance of a building permit, written certification from each serving utility shall be required which shall evidence full compliance with the provisions of this requirement.

[3] In addition to all other standards, conditions or requirements set forth in this section, all site and building plans shall be reviewed by the Planning Board in regard to safety and convenience of traffic access and parking, disposition and usability of open space, compatibility of building types, building construction, floor plans and other factors relating to site design. Said site review will also include site design as it fits in with the general development of the entire development plan area.

Establish Mixed-Use District MD on the Black Horse Pike

A. Purposes

The purposes of the MD, Mixed-Use District, are to:

- (1) Accommodate mixed-use buildings with neighborhood-serving retail, service, and other uses on the ground floor and residential units above the nonresidential space;
- (2) Encourage development that exhibits the physical design characteristics of pedestrian-oriented, storefront-style shopping streets; and
- (3) Promote the health and well-being of residents by encouraging physical activity, alternative transportation, and greater social interaction.

B. Permitted uses shall be:

- (1) Same as § 225-38. HB Highway Business District
- (2) Mixed-Use development subject to Subsection E.

C. Permitted accessory uses shall be:

- (1) Uses and buildings customary and incidental to the principal uses.

D. Area, yard and building requirements shall be as specified in § 225-7. with the following amendments:

- (3) Front yard setback shall not be less than 50 feet.
- (4) Maximum Floor Area Ratio shall not exceed .05.

E. Permitted modifications shall be:

- (1) Mixed-use development regulations.
 - (a) Application procedures. Any application for a mixed-use development shall be made under and in accord with all the regulations and procedures as set forth for a major subdivision and major site plan as set forth in Egg Harbor Township Ordinance No. 17-1977.
 - (b) Permitted uses shall be:
 - [1] Residential. No single housing type may exceed 50% of the total units.
 - Multifamily (only with retail on the ground floor)
 - Row homes
 - Duplex
 - Assisted Living
 - Group Home
 - Nursing Home
 - [2] Commercial Retail.
 - Hotels
 - Retail
 - Services

- Restaurants
- Live Theater Venue
- Movie Theaters
- Financial Services
- Art galleries
- Religious Assembly
- Health clubs and gyms
- Vehicle Sales, Service, and Repair

- [3] Commercial Office.
- Medical care offices
 - Offices

- [4] Civic Uses:
- Library
 - Outdoor auditorium
 - Childcare
 - Fire station
 - Police station
 - Lodge or Private Club
 - Parks and Recreation
 - Public Safety Services
 - Place of Worship

(c) Accessory uses shall include parking structures.

(d) Development regulations for mixed-use development.

[1] Minimum land area required to qualify for development option provisions: 10 acres. The minimum required area shall include only lands adjacent to each other under single or combined ownership and located within the zone district specified.

[2] Maximum floor area ratio (FAR): 0.75. The floor area ratio (FAR) shall be calculated by the fraction produced dividing the total proposed building floor area by the total area of the tract.

[3] Gross density dwellings/acre: Ten (10) dwelling units per acre, 12 dwelling units per acre where affordable and/or “workforce” housing is provided for a minimum of fifteen percent of units. Gross density shall be calculated by multiplying the maximum number of dwelling units permitted per acre times the total acreage of the tract.

[4] Minimum and maximum percentage of total floor area ratio permitted for residential use:

- [a] Minimum: 30%.
- [b] Maximum: 80%.

[5] Minimum and maximum percentage of total floor area ratio permitted for commercial retail uses:

- [a] Minimum: 10%.
- [b] Maximum: 40%.

[6] Minimum and maximum percentage of total floor area ratio permitted for commercial office:

- [a] Minimum: 0%.
- [b] Maximum: 40%.

[7] Minimum and maximum percentage of total floor area ratio permitted for civic uses:

- [a] Minimum: 0%.
- [b] Maximum: 20%.

[8] Minimum percent required open space of total area of tract: 10%. Open space shall include all lands, whether to be in common open space, public facility areas or public areas. Required open space lands shall not include yard areas where access to lot yard(s) is closed to the public, land area within the right-of-way of a public or private street that is designed for vehicular traffic or use and land area between walkways or sidewalks and buildings wherein the principal use of said lands is to provide for pedestrian traffic to and from buildings and parking lots.

F. Other standards for residential development.

(1) Townhouse and duplexes.

(a) Setbacks.

[1] Front yards.

- No frontage on the Black Horse Pike.
- On existing state, county, and local roadways
Minimum: 20 feet
Maximum: 40 feet
- Internal streets.
Minimum: zero (0) feet
Maximum: 10 feet.

[2] Rear yard setbacks shall be 10 to 30 percent of the overall lot depth.

[3] Side yard setbacks shall be 8 feet for duplexes.

(b) Minimum floor area per unit shall be 750 square feet.

(c) Minimum off-street parking requirements shall be established by the State of New Jersey Residential Site Improvement Standards. On-lot parking for townhouses shall be accessed from rear alleyways for not less than 70% of townhouse units.

(2) Standards for multifamily and multifamily mixed-use buildings and accessory uses which are customarily incidental to said use, such as but not limited to private car garages, swimming pools, recreational areas and incidental structures necessary thereto, management offices and maintenance and storage buildings, shall be:

(a) Setbacks.

[1] Front yards.

- No frontage on the Black Horse Pike unless retail fronts on the Black Horse Pike on the ground floor.
- On existing state, county, and local roadways.

- Minimum: 20 feet
 - Maximum: 40 feet
 - Internal streets.
 - Minimum: zero (0) feet
 - Maximum: 10 feet.
- [2] Rear yards
 - Adjacent to residential zones setbacks shall be twice the height of the building.
- [3] Side yard setbacks shall be 0 feet if a continuous building mass and sidewalk are provided. Otherwise 10 feet or 15% of the lot width parallel with the frontage.
- (b) Height regulations. No mixed-use building shall exceed 65 feet. No single-use building shall exceed 35 feet.
- (c) No residential units are permitted in basements or cellars
- (d) Minimum floor area.
 - [1] No apartment dwelling unit shall have a floor area less than 450 square feet.
 - [2] No one-bedroom dwelling unit shall have a floor area of less than 650 square feet.
 - [3] No two-or-more-bedroom dwelling unit shall have a floor area of less than 850 square feet.
- (e) Floor plans of typical units shall be required. Any room other than kitchen, bathroom, closet or combined living-dining room shall be counted as a bedroom for purposes hereof.
- (f) Off-street parking requirements.
 - [1] Residential parking standards are provided in the New Jersey Residential Site Improvement Standards. Off-street parking for all non-residential uses are provided as of § 225-56. Minimum parking requirements. Shared parking shall be permitted such that a portion of the required residential parking spaces may also be used by non-residential uses.
 - [2] All off-street parking spaces must be located to the rear of the principal building or otherwise screened so as to not be visible from public right-of-way or residential zoning districts.
 - [3] Each parking area shall be adequately lighted either with wall- or post-mounted ornamental fixtures.
- (h) All projects shall be serviced by public water and sewer utilities.

G. Other standards for commercial retail and office development.

- (1) Setbacks.
 - (a) Front yards.
 - [1] On the Black Horse Pike.
 - Minimum: 30 feet
 - Maximum: 50 feet
 - [2] On existing state, county, and local roadways
 - Minimum: 10 feet
 - Maximum: 30 feet
 - [3] Internal streets.
 - Minimum: zero (0) feet
 - Maximum: 10 feet.

[2] Rear yard setbacks shall not be less than 10 percent of the overall lot depth.

[3] When bordering commercial districts, side yard setbacks shall be 0 feet if a continuous building mass and sidewalk are provided. Otherwise 10 feet or 15% of the lot width parallel with the frontage. When bordering residential district, the setback shall be equal to the side yard of the residential district or equal to the height of the building, which ever is larger.

(2) Floor-to-Floor Heights and Floor Area of Ground-floor Space. All nonresidential floor space provided on the ground floor of a mixed-use building must have a minimum floor-to-ceiling height of 11 feet.

(3) Transparency

(a) A minimum of 60 percent of the street-facing building façade between two feet and eight feet in height must be comprised of clear windows that allow views of indoor nonresidential space or product display areas.

(b) The bottom edge of any window or product display window used to satisfy the transparency standard of paragraph (1) above may not be more than [3–4.5] feet above the adjacent sidewalk.

(c) Product display windows used to satisfy these requirements must have a minimum height of four feet and be internally lighted.

(3) Doors and Entrances

(a) Buildings must have a primary entrance door facing a public sidewalk. Entrances at building corners may be used to satisfy this requirement.

(b) Building entrances may include doors to individual shops or businesses, lobby entrances, entrances to pedestrian-oriented plazas, or courtyard entrances to a cluster of shops or businesses.

(4) Vehicle and Driveway Access. No curb cuts are allowed for lots that abut alleys.

H. Open space requirements.

(1) In reviewing applications for mixed-unit development, the Planning Board will require evidence that adequate open space in appropriate locations will be available.

(2) Open space must have safe and convenient pedestrian access that is aesthetically and safely linked to the pedestrian networks on all streets with which the tract shares a border.

(3) The applicant must consult with the Planning Board early in the design stage to ascertain open space requirements. Suitable land equal to the minimum percent of the total gross area as specified herein shall be designated as open space. Such open space shall consist of common open space, public open space, public areas inclusive of pathways and bike trails and public drainageways which shall be established and regulated in conformance with state statute.

(4) Common open space. The landowner shall provide for the establishment of an organization for the ownership and maintenance of any common open space, and such organization shall be established and regulated by all applicable standards and conditions of state statute.

I. Required land use development staging.

(1) As a condition to preliminary approval of a mixed-use development plan, the Planning Board may permit the implementation of the plan in whole or in sections or in stages. Such sections or stages shall be:

- (a) Substantially and functionally self-contained and self-sustaining with regard to access, parking, utilities, open spaces and similar physical features and shall be capable of substantial occupancy, operation and maintenance upon completion of construction and development.
- (b) Properly related to other services of the community as a whole and to those facilities and services yet to be provided in the full execution and implementation of the development plan.
- (c) Provided with such temporary or permanent transitional features, buffers or protective areas as the Planning Board may require as will prevent damage or detriment to any completed section or stage, to other sections or stages and to adjoining properties not in the development plan. Plans and specifications of such sections or stages are to be filed with the Planning Board and are to be of sufficient detail and at such scale as to fully demonstrate the following:
 - [1] The arrangement and site locations of all structures, primary and accessory land uses, parking, landscaping, public and private utilities and service facilities and land ownership conditions.
 - [2] Such further reasonable evidence and fact that the Planning Board may require in order to determine that the objectives and standards set forth herein are met.
 - [3] Upon finding that the plan and specifications for the proposed development of the section or stage conform to the above conditions, the Planning Board shall so inform the administrative officers as are charged with the issuance of permits for the construction of utilities or structures that upon presentation of requisite working drawings and specifications such permits may be issued.

(2) Notwithstanding the aforementioned conditions and regulations, the following schedule for land development prevails. Following preliminary approval of the development plan, building permit shall be issued for the development plan in accord with the following;

- (a) No building permit shall be issued for more than 25% of the residential units until at least 15% of the total commercial development contemplated by the total development plan has been issued.
- (b) Following the issuance of certificates of occupancy for 15% of the total commercial buildings of the development plan, then building permits may be issued for no more than an additional 25% of the total of the residential units of the development plan. No further residential permits shall be issued until an additional 25% of the total contemplated commercial development is constructed, for which certificates of occupancy are issued.
- (c) Following the issuance of a certificate of occupancy for the additional 25% of the commercial building area, building permits may be issued for the plan. No further residential permits shall be issued until an additional 35% of the total of the commercial development contemplated has been constructed and for which certificates of occupancy have been issued.

(d) Following issuance of certificates of occupancy for 75% of the commercial areas of the development plan, then the building permits may be issued for the balance of the residential dwelling units of the development plan. (e) Other standards and conditions of general applicability: street, utilities and other public facilities. The authority granted to the Planning Board and the Township of Egg Harbor to establish standards for the location, width, course and surfacing of public streets and highways, alleys, ways for public service facilities, curbs, gutters, sidewalks, streetlights, parks, playgrounds, school grounds, stormwater drainage, water supply and distribution, sanitary sewers and sewage collection and treatment shall be vested in the Planning Board for the purposes of this section. The Planning Board is hereby authorized to make such modifications of standards and requirements otherwise required of subdivisions as set forth in the Land Subdivision Ordinance of the Township of Egg Harbor as long as such modifications are consistent with the terms of this section, except that the following minimum standards shall apply:

[1] The right-of-way and pavement widths for internal ways, roads and alleys serving townhouse clusters and commercial and industrial developments shall be determined from sound planning and engineering standards in conformity to the estimated needs of the full development proposed and the traffic to be generated thereby and shall be adequate and sufficient in size, location and design to accommodate the maximum traffic, parking and loading needs and the access of firefighting equipment and police vehicles and shall be certified thereto by a competent expert or experts licensed under the laws of the State of New Jersey. In such instance, other provisions of this section shall not apply but may serve as general guides to the Planning Board in approving the development plans. Internal private roads shall have a required pavement width as follows:

- [a] One-way traffic roads: 20 feet of cartway width if one lane of parking is provided. If one lane of parking is not provided, as in an alleyway accessing rear garages, the width will not exceed 14 feet.
- [b] Two-way traffic roads: 28 feet of cartway width.
- [c] Sidewalks shall be at least five feet in width.
- [d] Serviceways for public service and emergency vehicles shall be no less than 15 feet in width.

[2] Electrical utility lines. All electric, gas and telephone utility lines shall be installed underground. Prior to the issuance of a building permit, written certification from each serving utility shall be required which shall evidence full compliance with the provisions of this requirement.

[3] In addition to all other standards, conditions or requirements set forth in this section, all site and building plans shall be reviewed by the Planning Board in regard to safety and convenience of traffic access and parking, disposition and usability of open space, compatibility of building types, building construction, floor plans and other factors relating to site design. Said site review will also include site design as it fits in with the general development of the entire development plan area.

Establish Neighborhood Center District

A. Purposes

The purposes of the NC, Neighborhood Center District, are to:

- (1) Accommodate mixed-use buildings with neighborhood-serving retail, service, and other uses on the ground floor and residential units above the nonresidential space;
- (2) Encourage development that exhibits the physical design characteristics of pedestrian-oriented, storefront-style shopping streets; and
- (3) Promote the health and well-being of residents by encouraging physical activity, alternative transportation, and greater social interaction.

B. Permitted uses shall be:

- (1) Same as § 225-38. NB Neighborhood Business District
- (2) Mixed-Use development subject to Subsection E.

C. Permitted accessory uses shall be:

- (1) Uses and buildings customary and incidental to the principal uses.

D. Area, yard and building requirements shall be as specified in § 225-7. with the following amendments.

E. Permitted modifications shall be:

- (1) Mixed-use development regulations.
 - (a) Application procedures. Any application for a mixed-use development shall be made under and in accord with all the regulations and procedures as set forth for a major subdivision and major site plan as set forth in Egg Harbor Township Ordinance No. 17-1977.
 - (b) Permitted uses shall be:
 - [1] Residential.
 - Multifamily (only with retail on the ground floor)
 - Row homes
 - Duplex
 - Single family detached
 - Assisted Living
 - Nursing Home
 - [2] Commercial Retail.
 - Retail
 - Services
 - Restaurants
 - Financial Services
 - Art galleries
 - Health clubs and gyms

- [3] Commercial Office.
 - Medical care offices

- [4] Civic Uses:
 - Library
 - Childcare
 - Fire station
 - Lodge or Private Club
 - Parks and Recreation
 - Public Safety Services
 - Place of Worship

(c) Development regulations for mixed-use development.

[1] Minimum land area required to qualify for development option provisions: 3 acres. The minimum required area shall include only lands adjacent to each other under single or combined ownership and located within the zone district specified.

[2] Gross density dwellings/acre: 4 dwelling units per acre, 6 dwelling units per acre where open space or community facilities open to the public are provided. Gross density shall be calculated by multiplying the maximum number of dwelling units permitted per acre times the total acreage of the tract.

[4] Minimum and maximum percentage of total floor area ratio permitted for residential use:

- [a] Minimum: 30%.
- [b] Maximum: 60%.

[5] Minimum and maximum percentage of total floor area ratio permitted for commercial retail uses:

- [a] Minimum: 10%.
- [b] Maximum: 40%.

[7] Minimum and maximum percentage of total floor area ratio permitted for civic uses:

- [a] Minimum: 0%.
- [b] Maximum: 20%.

[8] Minimum percent required open space of total area of tract: 10%. Open space shall include all lands, whether to be in common open space, public facility areas or public areas. Required open space lands shall not include yard areas where access to lot yard(s) is closed to the public, land area within the right-of-way of a public or private street that is designed for vehicular traffic or use and land area between walkways or sidewalks and buildings wherein the principal use of said lands is to provide for pedestrian traffic to and from buildings and parking lots.

F. Other standards for residential development.

- (1) Single family detached houses.

- (a) Setbacks.
 - [1] Front yards.
 - On existing county roadways
Minimum: 15 feet
Maximum: 30 feet
 - On local streets
Minimum: zero (0) feet
Maximum: 10 feet.
 - [2] Rear yard setbacks shall be 10 to 30 percent of the overall lot depth.
 - [3] Side yard setbacks shall be 5 feet per side not to exceed 15 combined.
 - (b) Minimum off-street parking requirements shall be established by the State of New Jersey Residential Site Improvement Standards.
- (2) Townhouse and duplexes.
- (a) Setbacks.
 - [1] Front yards.
 - On existing county roadways
Minimum: 15 feet
Maximum: 30 feet
 - Internal streets.
Minimum: zero (0) feet
Maximum: 10 feet.
 - [2] Rear yard setbacks shall be 10 to 30 percent of the overall lot depth.
 - [3] Side yard setbacks shall be 8 feet for duplexes.
 - (b) Minimum floor area per unit shall be 750 square feet.
 - (c) Minimum off-street parking requirements shall be established by the State of New Jersey Residential Site Improvement Standards. On-lot parking for townhouses shall be accessed from rear alleyways for not less than 70% of townhouse units.
- (3) Standards for multifamily and multifamily mixed-use buildings shall be:
- (a) Setbacks.
 - [1] Front yards.
 - On existing county roadways.
Minimum: 15 feet
Maximum: 30 feet
 - Local streets.
Minimum: zero (0) feet
Maximum: 10 feet.
 - [2] Rear yards
 - Adjacent to residential zones setbacks shall be twice the height of the building.
 - [3] Side yard setbacks shall be 0 feet if a continuous building mass and sidewalk are provided. Otherwise 10 feet or 15% of the lot width parallel with the frontage.
 - (b) Height regulations. No mixed-use building shall exceed 35 feet.
 - (c) No residential units are permitted in basements or cellars.(d) Minimum floor area.

- [1] No apartment dwelling unit shall have a floor area less than 450 square feet.
- [2] No one bedroom dwelling unit shall have a floor area of less than 650 square feet.
- [3] No two-or-more-bedroom dwelling unit shall have a floor area of less than 850 square feet.

(e) Off-street parking requirements.

[1] Residential parking standards are provided in the New Jersey Residential Site Improvement Standards. Off-street parking for all non-residential uses are provided as of § 225-56. Minimum parking requirements. Shared parking shall be permitted such that a portion of the required residential parking spaces may also be used by non-residential uses.

[2] All off-street parking spaces must be located to the rear of the principal building or otherwise screened so as to not be visible from public right-of-way or residential zoning districts.

[3] Each parking area shall be adequately lighted either with wall- or post-mounted ornamental fixtures.

(f) All projects shall be serviced by public water and sewer utilities.

G. Other standards for commercial retail development.

(1) Setbacks.

(a) Front yards.

[1] On existing county roadways

Minimum: 5 feet

Maximum: 20 feet

[2] Local streets.

Minimum: zero (0) feet

Maximum: 10 feet.

[3] Rear yard setbacks shall not be less than 30 percent of the overall lot depth.

[4] When bordering commercial districts, side yard setbacks shall be 0 feet if a continuous building mass and sidewalk are provided. Otherwise 10 feet or 15% of the lot width parallel with the frontage. When bordering a residential district, the setback shall be equal to the side yard of the residential district.

(2) Floor-to-Floor Heights and Floor Area of Ground-floor Space. All nonresidential floor space provided on the ground floor of a mixed-use building must have a minimum floor-to-ceiling height of 11 feet.

(3) Transparency

(a) A minimum of 60 percent of the street-facing building façade between two feet and eight feet in height must be comprised of clear windows that allow views of indoor nonresidential space or product display areas.

(b) The bottom edge of any window or product display window used to satisfy the transparency standard of paragraph (1) above may not be more than [3–4.5] feet above the adjacent sidewalk.

(c) Product display windows used to satisfy these requirements must have a minimum height of four feet and be internally lighted.

(3) Doors and Entrances

- (a) Buildings must have a primary entrance door facing a public sidewalk. Entrances at building corners may be used to satisfy this requirement.
- (b) Building entrances may include doors to individual shops or businesses, lobby entrances, entrances to pedestrian-oriented plazas, or courtyard entrances to a cluster of shops or businesses.

(4) Vehicle and Driveway Access. No curb cuts are allowed for lots that abut alleys.

H. Open space requirements.

- (1) In reviewing applications for mixed-unit development, the Planning Board will require evidence that adequate open space in appropriate locations will be available.
- (2) Open space must have safe and convenient pedestrian access that is aesthetically and safely linked to the pedestrian networks on all streets with which the tract shares a border.
- (3) The applicant must consult with the Planning Board early in the design stage to ascertain open space requirements. Suitable land equal to the minimum percent of the total gross area as specified herein shall be designated as open space. Such open space shall consist of common open space, public open space, public areas inclusive of pathways and bike trails and public drainageways which shall be established and regulated in conformance with state statute.
- (4) Common open space. The landowner shall provide for the establishment of an organization for the ownership and maintenance of any common open space, and such organization shall be established and regulated by all applicable standards and conditions of state statute.

I. Required land use development staging.

- (1) As a condition to preliminary approval of a mixed-use development plan, the Planning Board may permit the implementation of the plan in whole or in sections or in stages. Such sections or stages shall be:
 - (a) Substantially and functionally self-contained and self-sustaining with regard to access, parking, utilities, open spaces and similar physical features and shall be capable of substantial occupancy, operation and maintenance upon completion of construction and development.
 - (b) Properly related to other services of the community as a whole and to those facilities and services yet to be provided in the full execution and implementation of the development plan.
 - (c) Provided with such temporary or permanent transitional features, buffers or protective areas as the Planning Board may require as will prevent damage or detriment to any completed section or stage, to other sections or stages and to adjoining properties not in the development plan. Plans and specifications of such sections or stages are to be filed with the Planning Board and are to be of sufficient detail and at such scale as to fully demonstrate the following:
 - [1] The arrangement and site locations of all structures, primary and accessory land uses, parking, landscaping, public and private utilities and service facilities and land ownership conditions.
 - [2] Such further reasonable evidence and fact that the Planning Board may require in order to determine that the objectives and standards set forth herein are met.

[3] Upon finding that the plan and specifications for the proposed development of the section or stage conform to the above conditions, the Planning Board shall so inform the administrative officers as are charged with the issuance of permits for the construction of utilities or structures that upon presentation of requisite working drawings and specifications such permits may be issued.

(2) Notwithstanding the aforementioned conditions and regulations, the following schedule for land development prevails. Following preliminary approval of the development plan, building permit shall be issued for the development plan in accord with the following;

(a) No building permit shall be issued for more than 25% of the residential units until at least 15% of the total commercial development contemplated by the total development plan has been issued.

(b) Following the issuance of certificates of occupancy for 15% of the total commercial buildings of the development plan, then building permits may be issued for no more than an additional 25% of the total of the residential units of the development plan. No further residential permits shall be issued until an additional 25% of the total contemplated commercial development is constructed, for which certificates of occupancy are issued.

(c) Following the issuance of a certificate of occupancy for the additional 25% of the commercial building area, building permits may be issued for the plan. No further residential permits shall be issued until an additional 35% of the total of the commercial development contemplated has been constructed and for which certificates of occupancy have been issued.

(d) Following issuance of certificates of occupancy for 75% of the commercial areas of the development plan, then the building permits may be issued for the balance of the residential dwelling units of the development plan. (e) Other standards and conditions of general applicability: street, utilities and other public facilities. The authority granted to the Planning Board and the Township of Egg Harbor to establish standards for the location, width, course and surfacing of public streets and highways, alleys, ways for public service facilities, curbs, gutters, sidewalks, streetlights, parks, playgrounds, school grounds, stormwater drainage, water supply and distribution, sanitary sewers and sewage collection and treatment shall be vested in the Planning Board for the purposes of this section. The Planning Board is hereby authorized to make such modifications of standards and requirements otherwise required of subdivisions as set forth in the Land Subdivision Ordinance of the Township of Egg Harbor as long as such modifications are consistent with the terms of this section, except that the following minimum standards shall apply:

[1] The right-of-way and pavement widths for internal ways, roads and alleys serving townhouse clusters and commercial and industrial developments shall be determined from sound planning and engineering standards in conformity to the estimated needs of the full development proposed and the traffic to be generated thereby and shall be adequate and sufficient in size, location and design to accommodate the maximum traffic, parking and loading needs and the access of firefighting equipment and police vehicles and shall be certified thereto by a competent expert or experts licensed under the laws of the State of New Jersey. In such instance, other provisions of this section shall not apply but may serve as general guides to the Planning Board in approving the development plans. Internal private roads shall have a required pavement width as follows:

- [a] One-way traffic roads: 20 feet of cartway width if one lane of parking is provided. If one lane of parking is not provided, as in an alleyway accessing rear garages, the width will not exceed 14 feet.
- [b] Two-way traffic roads: 28 feet of cartway width.
- [c] Sidewalks shall be at least five feet in width.
- [d] Serviceways for public service and emergency vehicles shall be no less than 15 feet in width.

[2] Electrical utility lines. All electric, gas and telephone utility lines shall be installed underground. Prior to the issuance of a building permit, written certification from each serving utility shall be required which shall evidence full compliance with the provisions of this requirement.

[3] In addition to all other standards, conditions or requirements set forth in this section, all site and building plans shall be reviewed by the Planning Board in regard to safety and convenience of traffic access and parking, disposition and usability of open space, compatibility of building types, building construction, floor plans and other factors relating to site design. Said site review will also include site design as it fits in with the general development of the entire development plan area.

Clustering

Added language is underlined

~~Removed language is stricken.~~

225-45. RG-2 Residential District. [Added 2-24-1993 by Ord. No. 9-1993; amended 4-25-2001 by Ord. No. 14-2001; 6-12-2002 by Ord. No. 36-2002; 11-13-2002 by Ord. No. 72-2002]

- A. Permitted principal uses shall be:
- (1) Farming.
 - (2) Single-family detached dwellings.
 - (3) Public parks, playgrounds, active and passive recreation.
- B. Permitted accessory uses shall be:
- (1) Uses customary and incidental to the principal uses.
 - (2) Professional home offices, provided that not more than 25% of the gross floor area of the principal building is used for office purposes.
- C. Area, yard and building requirement shall be as specified in § 225-7.
- D. Permitted modifications and conditional uses shall be:
- (1) Home occupations pursuant to § 225-44D(1)
 - (2) Planned adult communities pursuant to § 225-73.
 - (3) Cluster development subject to the following conditions:
 - (a) ~~The minimum wetlands area of the site must be 20% of the gross acreage.~~
 - (b) The minimum open space requirement (inclusive of all wetland areas and buffers) must be ~~25%~~ 50% of the gross acreage.
 - (c) The minimum lot size must be ~~42,000~~ 8,000 square feet.
 - (d) If Pinelands development credits are used to increase density in accordance with § 225-45E, no lot shall be reduced in area below ~~7,500~~ 6,000 square feet.
 - (4) Public and private schools, churches, chapels, synagogues or similar houses of worship subject to § 225-46D(2). **[Added 6-9-2004 by Ord. No. 31-2004]**
- E. Maximum density. The density of housing in any development hereafter constructed shall be not more than two dwelling units per one acre, unless a transfer of Pinelands development credits is applied, in which case the density shall not be greater than three dwelling units per one acre

§ 225-53.10. Cluster development.

- A. Within the Pinelands Area of the Township, specifically within the RG-2, RG-4, and RG-5 Residential Districts, outside of the Regional Growth Area in the R-1 Residential District cluster development shall be permitted only in accordance with the requirements of this section. **[Amended 3-24-2004 by Ord. No. 14-2004]**

Clustering of residential development shall be required whenever two or more units are proposed as part of a

- B. residential subdivision, except in cases where such development would conflict with the provisions of a development transfer program established pursuant to N.J.A.C. 7:50-5.30.
- ~~B. A developer may apply to cluster residential units for single-family detached and attached dwellings, two-family dwellings and multifamily buildings in a townhouse or garden apartment configuration when such uses are permitted as either principal or conditional uses.~~
- C. Area and yard requirements. The following building requirements shall apply to all cluster developments:
 - (1) Minimum tract size: 10 contiguous acres, served by public sewer and water.
 - (2) Minimum tract frontage: 300 feet on a county road.
 - (3) Minimum setback from any street right-of-way: 75 feet.
 - (4) Minimum setback from all other lot lines: 50 feet.
 - (5) Maximum density: as specified for the respective zone in the district regulations of this chapter.
 - (6) Minimum distance between buildings:
 - (a) Fifty feet from the front or back of any structure to any other structure.
 - (b) ~~Twenty~~ Thirty feet from the side of any structure to any other structure.
 - (7) Minimum parking setbacks: 35 feet from any county right-of-way and 20 feet from any municipal right-of-way or project entrance drive.
 - (8) Under the provisions of this section, no lot shall be reduced in area below the following minimum requirements: **[Amended 3-24-2004 by Ord. No. 14-2004]**

Zoning District	Required Minimum	Permitted Minimum
	Lot Area of District	Lot Area of Cluster Development
RG-2	<u>16,000</u>	<u>8,000</u>
	<u>10,000*</u>	<u>6,000*</u>
RG-4	10,000	7,500
	6,700*	5,700*
RG-5	8,000	6,400
	3,500*	3,100*

Notes:

*Pinelands development credits required.

- D. Open space. A minimum of 40% of the site area shall be deed-restricted from further residential development in order to preserve a significant amenity of the tract as identified in the Master Plan of the Township of Egg Harbor. Of the 40%, no more than 50% shall be wetlands, as designated by the United States Fish and Wildlife Service. For the purposes of this subsection, no drainage structure, drainage basin or utility right-of-way shall be considered open space. The open space shall be contiguous and, to the greatest extent possible, centrally located to the residential uses. A minimum of 200 contiguous feet of the open space shall front on a municipal right-of-way or entrance or internal drive. An open space organization shall be created pursuant to N.J.S.A. 40:55D-43 et seq., unless the open space is dedicated to and accepted by the municipality. Nothing in this subsection shall be construed to require the Township of Egg Harbor to accept such open space.
- E. Site plan review. All cluster residential development shall be subject to § 225-25 of this chapter unless all uses in the development plan consist of single-family detached dwellings, in which case the development plan shall be subject to Chapter 198 of the Township Code. **[Amended 7-14-1993 by Ord. No. 30-1993]**
- F. Parking area requirements: pursuant to Article VII of this chapter.

- G. Buffering requirements: pursuant to Chapter 94 of the Township Code.
- H. Lighting requirements: pursuant to Chapter 94 of the Township Code.
- I. Landscaping requirements: pursuant to Chapter 94 of the Township Code, with the added requirement that all public street frontages and project entrance drives shall be planted with approved street trees spaced a maximum of 50 feet apart.
- J. Recreational requirements. In the RG-4 and RG- 5 Districts all cluster development shall provide adequate active and passive recreation designed for the primary use of the development's residents in accordance with the following regulations:
 - (1) Active recreation, playground. A minimum area of 1,500 square feet, plus 10 square feet for each dwelling unit, shall be provided and so designed to provide an active recreational facility for the primary use of persons aged 10 years or younger and shall include, at a minimum, swings, a climber, a seating area for adult supervision and other such similar equipment. The area shall be fenced with a material compatible with the overall architectural scheme of the development. The recreational area shall be centrally located so as to provide equivalent access to all dwelling units.
 - (2) Active recreation, adult. A minimum area of 1,500 square feet shall be provided up to the first 10 units and 150 square feet per unit for developments of 11 dwellings units or greater. A jogging and walking path, a minimum width of five feet shall be provided around the perimeter of the site and shall be connected to the pedestrian circulation system. Developments in excess of 100 dwellings units shall provide, at a minimum, a swimming pool, tennis court or similar recreational facility which shall be centrally located to provide nearly equal access from the furthest dwelling units.
 - (3) Cash in lieu of facilities. The developer may create a cash fund in lieu of constructing the required recreational facility for units which are to be owner-occupied (fee-simple, condominium or cooperative ownership), provided that the required land area is set aside. The amount of the fund shall equal \$500 per dwelling unit and shall increase 7% per annum on the anniversary of the date of passage of this chapter. The fund created by the developer shall become an asset of the homeowners' association at its creation and shall be used solely for the construction of recreational facilities on the premises. The necessary agreement for the creation of the fund and the restriction of its use shall be contained within the homeowners' association documents. The specific section which contains the agreement shall be reviewed and approved by the Township or Board Solicitor.
- K. All development shall be located and designed in a manner which:
 - i. Promotes efficient use of existing public service infrastructure;
 - ii. Coordinates with and is located in close proximity to existing development on adjacent parcels, including residential dwellings and other principal structures;
 - iii. Minimizes the potential for land use conflicts with existing uses on adjacent parcels, including, but not limited to, active agricultural uses;
 - iv. Promotes the establishment and continuation of greenways on adjacent parcels and maximizes the contiguity of protected open space; and
 - v. Protects the environmental and unique natural attributes of the parcel, including but not limited to:
 - (1) Wetlands and wetlands transition areas;
 - (2) Habitat critical to the survival of any local populations of those threatened and endangered plant and animal species defined as such in N.J.A.C. 7:50-6.27 and 6.33; and
 - (3). Mature woodlands, record trees, active agriculture, natural meadows and sites of historic, cultural or archaeological significance.

Design standards. The following regulations shall apply to all cluster residential developments unless, after due consideration of plans, testimony and other submissions, the Planning Board or Zoning Board waives strict compliance with the requirements of this section in order to promote the purposes of this chapter.

- (1) Facades. The facade of the structure shall be varied in such manner that no more than two townhouses and no more than four garden apartments shall share the same facade at the building line. Facades shall be uniform architecturally and shall not consist of disparate materials. Individual dwellings shall be distinguished from each other only by landscaping, lighting and variation in the building line.

M
K.

- (2) Laundry facilities. Adequate laundering and drying facilities for clothing shall be provided within each structure sufficient to serve its occupants, unless such facilities are provided for each dwelling unit.
 - (3) Pedestrian circulation. A pedestrian circulation system shall be provided which connects parking areas, dwellings and recreational facilities in a coherent and comprehensive pattern. The pedestrian walkway shall be adequately illuminated at night and be surfaced with a durable, dustless, all-weather material of a minimum width of five feet.
 - (4) Trash enclosures. Trash enclosures shall be provided such that no disposal area is greater than 200 feet from the entrance of any dwelling unit, unless individual trash storage areas are provided for each dwelling unit. Trash enclosures shall be constructed of masonry with welded steel gates compatible with the architectural scheme of the development.
 - (5) Units in structure. No more than eight townhouse or 16 garden apartment dwelling units shall be contained in any one structure.
 - (6) Utilities. All utilities servicing the development shall be located underground.
- L. Performance guaranty. A sufficient performance guaranty, pursuant to Chapter 198 of the Township Code, shall be posted prior to the issuance of any zoning or building permit. **[Amended 7-14-1993 by Ord. No. 30-1993]**
- M. Certificate of occupancy. A certificate of occupancy shall be required for each dwelling unit and shall be issued only when the name, business address and telephone number of the manager, building or project supervisor or other agent responsible for the operation of the development is furnished to the Zoning Officer.



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