

Chapter 9: Goals and Objectives

General Purposes

The following represent the general purposes of the 1999 Master Plan:

- a. To guide decision-makers in the Township of Little Egg Harbor in the appropriate use of lands within the Township to promote the public health, safety morals and general welfare;
- b. To minimize the development conflicts with the development and general welfare of neighboring municipalities, Ocean County, and the State as a whole;
- c. To promote the establishment of appropriate population densities and concentrations that will contribute to the well-being of persons, neighborhoods, the community and region and preservation of the environment;
- d. To encourage the appropriate and efficient expenditure of public funds by the coordination of public development with land use policies;
- e. To provide sufficient space in appropriate locations for a variety of residential, recreational, commercial and industrial uses and open space, both public and private, according to their respective environmental requirements in order to meet the needs of all citizens;
- f. To encourage the location and design of transportation routes which will promote the free flow of traffic while discouraging location of such facilities and routes which result in congestion or blight;
- g. To promote a desirable visual environment through conservation and preservation of valuable natural features;

- h. To promote the conservation of open space and valuable natural resources and to prevent urban sprawl and degradation of the environment that would occur through the improper use of land; and,
- i. To encourage coordination of the various public and private procedures and activities shaping land development with a view of lessening costs of such development and to the more efficient use of land.
- j. The Township Committee and the Planning Board should coordinate efforts with the Little Egg Harbor Municipal Utilities Authority to extend sewer service to commercial and business areas.
- k. Little Egg Harbor Township should develop a specific plan of sidewalk extensions to improve the safety of pedestrians and school children. The priority in sidewalk improvement should begin with new development. Sidewalk improvements in existing neighborhoods and within two miles of school locations area also very important. The source of funds for sidewalk extensions in existing neighborhoods must be determined before such a program can be initiated.

Goals and Objectives

The following are the underlying goals and objectives of the 1999 Master Plan:

- a. To reduce permitted residential densities, where appropriate, consistent with planning efforts aimed at minimizing the fiscal impacts of new residential development;
- b. To concentrate new residential and commercial development in planned centers or other growth corridors where infrastructure is available or comprehensively planned;
- c. To adopt land use regulations that will capitalize upon and promote the Tuckerton Seaport project;
- d. To adopt land use regulations that encourage a better balance among residential, commercial and industrial land uses so as to promote improved municipal fiscal planning efforts;
- e. To promote better coordination and consistency between State and Municipal planning efforts;
- f. To coordinate with the N.J. Highway Authority and County to continually improve the roadway system of the Township and to plan for anticipated changes brought on by growth and development;
- g. To promote bikeways and pedestrian walkways as a means of recreation and to lessen reliance on the automobile as the sole means of transportation; and
- h. To promote land use policies and regulations that encourage economic development and redevelopment that improve the Township's property tax base.

Chapter 10: Land Use Plan

The purpose of the Land Use Plan is to serve as a guide for the Township's land use (zoning) decisions. The Land Use Plan represents the culmination of the master planning process and brings together all of the background studies and other Plan elements, including the goals and objectives of the Master Plan. The Land Use Plan Summary, Figure 8, contains the 1999 Little Egg Harbor Township Land Use Plan. Exhibit 21 quantifies the acreage of each proposed land use category.

The scope of the Land Use Plan Element covers only the non-Pinelands section of Little Egg Harbor Township. There are no land use recommendations concerning future land use of any land areas governed by the Pinelands Comprehensive Management Plan (PCMP).

The various land use categories comprising the Land Use Plan are as follows:

Preservation Residential

Large tracts of land in Little Egg Harbor Township are classified as freshwater and tidal wetlands or are owned by the Federal government for wildlife conservation. There are also similar tracts owned by the State of New Jersey as part of the Bass River State Forest. Development of these lands is highly unlikely in the foreseeable future. The density of the tracts should reflect this reality. The preservation residential land use category has been established in recognition of the environmental sensitivity and public ownership of these areas. The preservation residential areas are primarily located in the eastern and southern most portions of the Township. Land uses in this category will be limited to parks, open space, recreation, government uses and single family dwellings. The density recommendation of the Land Use Plan is a minimum lot size of 5 acres.

The preservation residential land use category will be the largest, in terms of total area, in the non-Pinelands portion of Little Egg Harbor Township and contains approximately 8,373 acres.

Low Density Residential

The low density residential land use category is intended for areas where detached single family dwellings would be permitted at densities ranging from one dwelling unit per two to five acres. The areas are generally the more remote areas of the Township with significant environmental sensitivity, lack of suitable access and/or infrastructure to permit more intense development within the timeframes of this Master Plan.

The primary low density residential areas include: the area generally bounded by Stage Road on the north, Otis Bog Road on the east and Route 9 on the south; the areas generally west of North Green Street and north of Nugentown Road to the Tuckerton Creek; the area east of North Green Street bounded on the south by Parkertown Drive and on the north by the Garden State Parkway.

The low density residential category comprises approximately 3,244 acres.

Medium Density Residential

The medium density residential land use category is intended primarily for detached single family dwellings at densities ranging from one to four dwelling units per acre. Such areas generally have suitable access and infrastructure capable of supporting a somewhat higher intensity of residential development. Such areas would provide for minimum lot sizes ranging from 7,500 square feet to one acre.

This designation covers a substantial portion of existing areas of the Township developed as residential, but also provides for substantial infill development.

It is the intention of this Land Use Plan, in the medium density land use areas, to recommend upgrades in residential zoning classification (i.e. reduce permitted densities), where appropriate, based on the land use pattern and access to utilities and infrastructure.

This land use category contains approximately 2,808 acres or 14.1% of the non-Pinelands portion of the Township.

High Density Residential

The high density residential category is intended exclusively for existing developed areas in the Mystic Island section of the Township. Such areas are generally developed with detached single family dwellings on lots of 5,000 square feet and densities of 5 dwelling units per acre or greater. This land use category contains 2,091 acres or 10.5% of the non-Pinelands portion of the Township.

Multi-Family Residential

The multi-family residential land use category is intended to provide areas for development of multi-family housing at densities in excess of five dwelling units per acre. This designation is intended to be limited to areas of existing multi-family development or areas where there are development approvals for multi-family development. This land use category contains 208 acres or 1.4% of the non-Pinelands portion of the Township.

It is also recommended that conditional uses in the Multi-Family residential areas, as well as all residential areas, be updated to specify life care, assisted living, nursing homes, residential health care, and adult day care uses to address the residential and health needs of senior citizens.

Commercial/Business

The commercial and business areas are primarily located along Route 9, North Green Street and Mathistown Road. Three general types of commercial/business are proposed for the areas so designated matching current zoning (i.e. Highway Business, General Business, and Neighborhood/Special Business). "Highway Commercial" type uses are intended for that portion of the commercial/business designated area along Route 9, generally west of Otis Bog Road. The largest portion of the commercial/business designated area is intended for "General Business" uses along most of the remaining Route 9 and Route 539 corridors. The "Neighborhood/Special Business" type uses are intended for smaller or more unique business situations.

The Commercial/Business land use category now contains an area along Mathistown Road, from Route 9 to the LEHMUA water tower, which is currently designated for “Office-Professional” uses. The Office Professional land use designation is too limiting in terms of economic development a land use category for this gateway corridor to the Township. The subject area is designated for Commercial/Business in the 1999 Master Plan to provide for an expanded range of business uses.

It is also recommended that the conditional uses in the highway and general commercial areas be updated to specify life care, assisted living, nursing homes, residential health care and adult day care uses to address the health needs of the senior citizen population. The senior care uses will provide a low impact land use for the Township consistent with this comprehensive Master Plan revision.

Light Industry

There is one area in Little Egg Harbor Township designated for Light Industry. It is a triangular tract located between Rt. 539, Old North Green Street and the Garden State Parkway. The area corresponds to the existing light industrial zone. The 1999 Land Use Plan recommends elimination of the Light Industry designation at the Township Public Works Yard since Light Industry is inconsistent with the surrounding land uses and land plan designations.

Parks/Recreation

The Parks/Recreation designation is intended to include all areas of the Township that are improved and utilized for recreation and open space, or planned for such future use, consistent with the Recreation Plan Element adopted by the Planning Board on October 22, 1997.

Public Lands

The Public Lands designation includes all lands owned and maintained by the municipality and the Board of Education.

Planned Adult Community

There are four areas in the Land Use Plan, designated for planned retirement communities. Three of the areas are a continuation of previous land use policies. One area is the completed Mystic Shores development in the vicinity of Mathistown Road. The second is the vacant tract on the south side of Route 9, east of Mathistown Road, known as the “Cranberry Creek” adult residential development. The original Cranberry Creek development approval included 510 homes and a shopping center at this location approximately 8 to 10 years ago. The approval was recently amended by the Planning Board to reduce the number of residential units. The Land Use Plan provides for the western section, presently zoned for Planned Community, and presently owned by the Federal Government, to be revised to a very low density residential designation. The third area is situated on the west side of Route 539 between Railroad Avenue and Frog Pond Road. The Sea Oaks Golf Course is currently under development on the tract. Upon receipt of the necessary sewer extension and other approvals, a residential community is contemplated at this location. The fourth Planned Adult Community is located between Radio Road and Center Street in the vicinity of the Tall Timbers development. The Planning Board recently granted an amended approval for this tract to allow an adult community.

Waterfront Development

The Waterfront land use designation includes certain lands, appropriate for commercial and residential water-related uses. The Waterfront category will provide commercial areas tailored for waterfront and marine-type uses. The areas in this category are intended to match the existing locations of the WFD Waterfront Development and Marine Commercial zones. No revisions are proposed in this land use category.

Exhibit 21

Land Use Plan Acreage **Little Egg Harbor Township**

Land Use Category	Acres	Percent of Total
Preservation Residential	8,373	42.0
Low Density Residential	3,244	16.2
Medium Density Residential	2,808	14.1
High Density Residential	2,091	10.5
Multifamily Residential	208	1.4
Business/Commercial	1,381	6.9
Light Industry	321	1.6
Parks/Recreation	272	1.4
Public	181	0.9
Planned Adult Community	882	4.4
Waterfront Development	137	0.7
Total	19,898*	100.0

* Non-Pinelands Area of the Township.

Chapter 11: Community Facilities Plan

Figure 8, the Community Facilities Plan, shows the locations of existing and proposed facilities within the Township serving the public. Except as otherwise noted below, the community facilities are existing facilities.

Municipal Building/Criminal Justice Complex

The Township Committee has retained an architect to advise the Township on the feasibility of constructing new Police Department and courtroom facilities on a lot adjacent to the municipal building. The Department is in need of larger office quarters, additional storage areas and a secure parking area.

Recreation and Open Space

The Little Egg Harbor Township Planning Board adopted a Recreation Plan Element on October 22, 1997 addressing the existing and future recreation and open space needs of the Township. The Recreation Plan recommended that the Township acquire a community park, of at least 50 acres, for active and passive recreation purposes in a central location. The Recreation Plan included a list of potential sites, each of which would achieve the goals of the Plan. Subsequently Little Egg Harbor Township acquired a 117.6 acre site west of Route 539, in the Tuckerton Manor area, and received a low interest loan from the Green Acres program to develop the tract for active recreation. The site, shown on the Community Facilities Plan, abuts the Mitchell Elementary School. The facility is intended for cross utilization. The Community Facilities Plan also identifies a proposed Ocean County recreation acquisition site near Playhouse Road.

Bikeways

A proposed bikeway is indicated along the entire 5.8 mile length of Great Bay Boulevard. The Township has submitted an application to the NJ Department of Transportation for a grant from the NJ Transportation Trust Fund to construct a bikeway on the westerly side of the roadway.

A second bikeway is proposed from Nugentown Road to Tuckerton Manor Boulevard, the site of the proposed Township community park. The bikeway location is proposed in the right-of-way of Lake Street, which is a paper street parallel to North Green Street. (The Atlantic Electric utility right-of-way is situated within the Township's right-of-way.) The Township Engineer recently submitted an application for NJ Department of Transportation funding to construct this one mile bikeway. The bikeway will provide bicycle access from the Pinelands Regional Schools to the new park without additional road crossings.

Both bikeways are indicated on Figure 8.

Chapter 13: Circulation Plan

The Circulation Plan is the community's strategy to address future transportation needs for all vehicular trips within the context of the current road network and the projected development trends. The Circulation Plan also serves to separate local and through trips, provide for pedestrian and bicycle circulation and anticipate the need for traffic improvements. An effective Circulation Plan foresees future transportation system needs and schedules the necessary improvements in a timely manner. Typically, traffic improvements are reactive to safety and congestion problems because there is a time lag between the identification and the actual resolution of the problem.

The Circulation Plan of the Township of Little Egg Harbor Township (Figure 10) provides a classification of existing roadways, proposed roadways and future intersection improvements.

Proposed Roadways and Improvements

New Jersey Highway Authority

The New Jersey Highway Authority (NJHA) operates and maintains the Garden State Parkway. The Authority plans to widen the Parkway from milepost 30 to milepost 80 in the near future. The plans are currently in the engineering design phase and will include a third lane in each direction. According to Ocean County officials, the plans will not include any change to the number of access ramps at exit 58, North Green Street (Route 539).

The “main line” Parkway widening is currently in the design phase. NJ Highway Authority officials are willing to discuss any municipal concerns about improvements at the interchange such as the number of access ramps, access ramp widening and turning lanes to and from North Green Street and the Parkway. The Ocean County Engineer’s office is coordinating design and permitting issues with several municipalities for additional access ramps at various Ocean County interchanges.

New Jersey Department of Transportation

The New Jersey Department of Transportation (NJDOT) has investigated the traffic congestion along Route 9 and has advanced proposals to the Borough of Tuckerton and the Township of Little Egg Harbor to improve the intersections of the State Highway at Route 539 and Great Bay Boulevard. However, no specific construction plans for either intersection have been approved or endorsed by all parties.

The New Jersey Department of Transportation has convened a Study Group to examine various traffic congestion issues for the segment of Route 9 from Toms River to, and including, Little Egg Harbor Township. The group, which includes the Ocean County Engineering and Planning Departments and representatives of the affected municipalities along the Route 9 corridor, has been meeting for over a year, reviewing population and traffic forecasts and discussing potential means of improving traffic circulation. NJDOT

established the group to obtain municipal input concerning general and specific projects to relieve congestion on Route 9, such as intersection improvements, bypasses, parallel routes and park and ride facilities. Little Egg Harbor Township officials should continue to attend such meetings and provide input.

Ocean County

Ocean County plans to modify the curve of Giffordtown Road just south of Nugentown Road at a future date. In addition, Ocean County is planning the future reconstruction of both Mathistown Road and Center Street. A timetable for improvement has not yet been announced. In addition, Ocean County is planning the future reconstruction of both Mathistown Road and Center Street.

Modification of the Tuckerton By-Pass

The concept of a Route 9 by-pass road around Tuckerton was incorporated into the 1979 Master Plan. Since 1978, Ocean County and the State of New Jersey have constructed several improvements associated with this by-pass roadway. The improvements include: modification of Giffordtown Road; the signalization of the Route 9/Giffordtown Road intersection; and construction of Railroad Avenue. The Ocean County Engineering Department also pursued the feasibility of this new roadway about ten years ago. The feasibility analysis analyzed the viability of several alternate alignments for the segment between Nugentown Road and Route 539, which crosses Tuckerton Creek. The Ocean County Engineering Department analysis determined that permitting and construction constraints resulting from the Tuckerton Creek stream and wetland corridor rendered a by-pass route unfeasible. As a result, the Ocean County Engineer's Office has removed the bypass from the County's capital improvement plans.

One proposal, which surfaced in discussion with the Ocean County Engineer during the preparation of the current Master Plan, is for the by-pass to utilize existing roads in Little Egg Harbor Township and Tuckerton Borough. Additional improvements could be made to Giffordtown and Nugentown Roads, which already link Route 9, west of Tuckerton, to Route 539. The continuation of the roadway from the Nugentown Road – Route 539 intersection to Railroad Avenue does not appear feasible since a direct connection is blocked by the Greenwood Cemetery. Therefore, at this time, it is unlikely that a major Route 9 by-pass will be constructed.

Municipal

The Circulation Plan contains several proposals for improvements to the local roadways in the circulation system.

Otis Bog Road: Otis Bog Road from Nugentown Road to Route 9 south to Center Street, is designated a future minor collector running generally parallel to Mathistown Road, consistent with the 1978 Master Plan. A minimum right-of-way width of sixty (60) feet should be reserved as part of any development application traversed by the project alignment.

Poor Man's Parkway: Poor Man's Parkway, which parallels the Garden State Parkway from North Green Street to the municipal boundary, is within the right-of-way of the Parkway. A proposed local road is shown along the Parkway to indicate the Township's position that the road should remain open for the future and be replaced if the Highway Authority should impact the existing roadway. A minimum right-of-way of 50 feet is recommended.

Frog Pond Road: Frog Pond Road can be expected to function as a minor collector in the future based on potential development along this roadway. A minimum right-of-way width of 60 feet is recommended.

Hickory Lane: Hickory Lane is designated as a future minor collector with a minimum right-of-way width of 60 feet. The purpose of this designation is to reserve adequate right-of-way from future development on the north side of the roadway. As a minor collector, Hickory Lane may serve as an emergency by-pass of the downtown Tuckerton area due to its connection to Railroad Avenue.

Future intersection improvements: Future intersection improvements are shown in Figure 10 to indicate intersections which will need improvements based on future growth. Some of the intersections will require signalization, as volumes warrant, or as widening is required to accommodate increased traffic. For example, Mathistown Road at Route 9 should be improved to provide a separate right hand turning lane for northbound Route 9 traffic. In addition, the State should consider a left hand turning lane for Route 9 southbound traffic onto Mathistown Road. Other intersections identified for future improvements are: Oak Lane at Center Street and Radio Road; North Green Street at Nugentown Road; and Frog Pond Road at Parkers Road near Parkertown.

Transportation Policies

Park and Ride Facility

Park and ride facilities meet the parking needs of carpooling and bus commuters. Typically, the facilities are strategically situated to intercept commuters at convenient locations. The demand for such facilities should be investigated for the work trips to the north on the Garden State Parkway and work trips to the south (i.e. Atlantic City) via Route 9 and the GSP. A facility at or near the Route 539 Garden State Parkway interchange appears to be the most logical but needs to be studied in more detail. Other locations for Atlantic City commuters could be investigated.

An inquiry of the NJ Highway Authority in March 1999 indicated that the Authority has no active plans for a park-and-ride facility at Interchange 58. In addition the Authority has minimal surplus property at this location. The Highway Authority will work with Little Egg Harbor officials to investigate the feasibility of such a facility within existing Authority property or examine other potential locations at Interchange 58.

Traffic Calming

As a result of increased traffic, planners, public officials and citizens have looked for innovative methods to mitigate traffic congestion. One technique, which has received considerable recent attention because it is diametrically opposite to traditional traffic engineering, is "traffic calming". Traffic calming describes types of circulation improvements that slow traffic to improve pedestrian safety. The traditional engineering approach advocates wider lanes and roadways, which increase speeds and volumes. Traffic calming involves vertical and horizontal changes to the roadway that change the

character of street to slow traffic. For example, traffic calming may include “humps” which raise the entire curb-to-curb section of the road for a length of 20-25 feet, similar to a speed bump, to slow traffic. A “choker” narrows the road to a width of 12 to 20 feet to force vehicles to decrease their speed. Traffic calming techniques can be used in residential neighborhoods to slow traffic and increase safety for pedestrians and cyclists. Such techniques should be reviewed by Township officials and considered for future municipal development standards.

Bike Paths

Consideration should be given to construction of bike paths along existing roads, which connect residential areas to recreational facilities and schools, along scenic routes and within new residential developments. A bike path can be a level shoulder, a sidewalk-type route along a street, a separate route on a utility easement, or a former railroad right-of-way. Routes for bike paths can be constructed on existing roads. Municipalities also can mandate bike paths as on-site improvements for development projects. The Ocean County Transportation Plan for the Year 2000 identifies a proposed bikeway along County Route 539, starting at State Highway Route 9 and continuing north through the Township. The State of New Jersey has increased funding of bikeway construction in recent years to assist municipalities in the effort to provide new bikeways.

Chapter 14: Relation of Master Plan to Other Plans

Plan Policy Statement

1. **State Policies**

a. **State Development and Redevelopment Plan**

The State Development and Redevelopment Plan (SDRP) was adopted by the State Planning Commission on June 12, 1992 to guide State agencies and local governments in public actions that affect growth and development. The State Plan identifies goals and strategies to address statewide planning objectives regarding land use, housing, economic development, transportation, natural resource conservation, agriculture, recreation, public facilities and intergovernmental coordination. The goals and strategies of the Plan are applied in a Resource Planning and Management structure consisting of Centers and Planning Areas. The geographic locations (centers) and the planning areas are geographically delineated by the State Planning Commission for the entire state.

The intended purpose of the SDRP is to guide the capital investment and allocation of resources of State agencies. Therefore, the Plan affects the funding of utility infrastructure, State roads, all types of grants and open space acquisition assistance. The Governor has instructed all State agencies by Executive Order to utilize the State Master Plan in decision-making. As a result of the Governor's order, the Plan has been used to

guide permitting decisions, especially by the Department of Environmental Protection.

A review of the Resource Planning and Management maps of the SDRP indicates that Little Egg Harbor Township is within two Planning Areas: the Rural Planning Area (Planning Area 4) and the Environmentally Sensitive Planning Area (Planning Area 5). The maps also identify two town centers: Mystic Island and Nugentown. Identification of centers does not mean the Township has already received town center status. Center designation is obtained by submitting a petition to the Office of State Planning, accompanied by a detailed planning document. The planning documents must delineate a community development boundary to distinguish the growth area(s). The benefits of center designation include expedited permits and priority in State grant programs.

b. **Cross Acceptance Status**

In September 1998, the Ocean County Planning Board published a draft "Ocean County Cross Acceptance Report" and held two public hearings for public comment on the document. The Cross Acceptance Report is a summary of the concerns expressed by municipalities and citizens of Ocean County concerning the proposed revisions to the SDRP. The County Planning Board indicates, in the Cross-Acceptance Report, that the planning designation of the Route 539 Corridor is an outstanding issue from the first round of cross-acceptance. As detailed below, the Township has worked with two adjacent municipalities to address this issue.

The Township participated with Tuckerton Borough and Eagleswood Township in a joint Center Designation petition for a Tuckerton Town Center and Village Center at Parkertown/West Creek. The Tuckerton “town center” includes portions of Tuckerton Borough and Little Egg Harbor Township. The “village center” includes the areas of Parkertown and West Creek (Eagleswood Township) within a village. The Ocean County Planning Board coordinated the petition, based on submissions by each of the participants and a series of meetings over a 12 to 15 month time period. The joint group reached consensus on the community development boundary of the two centers. These boundary of the centers are shown in Figure 7, The Land Use Plan. The petition has been included in the Ocean County Cross Acceptance Report. The Office of State Planning has promised an expedited review of the petition.

c. **Proposed Coastal Area Facility Review Act Rules**

In December 1998, the NJDEP published proposed rules to modify the method in which development intensity is determined for purposes of Coastal Area Facility Review Act (CAFRA) Permits. The existing rules provide for a site specific analysis of a series of factors within the various coastal regions to determine the level of allowable impervious coverage. The proposed rule establishes that the level of the allowable impervious coverage of certain CAFRA –regulated development will be based upon the location of the tract in a SDRP planning area or coastal center as designated pursuant to the SDRP or on an interim basis. The current as well as the proposed regulations limit impervious coverage of proposed

regulated development as the primary means to control development intensity. Within a coastal center residential and non-residential CAFRA development, projects may have an impervious coverage of up to 70%. CAFRA regulated development outside of the community development boundary of a coastal town cannot exceed 1% impervious coverage in Planning Areas Four and Five.

The coastal center maps, published by the DEP, propose two (2) coastal centers for Little Egg Harbor Township: Tuckerton/Nugentown coastal town and Mystic Island coastal town. The proposed centers differ from the joint center petition submitted to the Office of State Planning in the cross-acceptance process. The difference in the areas will have to be reconciled in the Township's discussion with the Office of State Planning concerning the town and village center petition.

d. **Pinelands**

The Land Use Plan Element, discussed herein, has not designated future land uses for the section of Little Egg Harbor Township within the jurisdiction of the Pinelands Commission. The Pinelands portion of the Township is all of the lands north of the Parkway and a portion of Bass River State Forest, which extends south of the Parkway in the Nugentown area. The Land Use Plan does not modify proposed land use within the jurisdictional area of the Pinelands Commission. Revisions to the Pinelands zones will occur at some future date, as necessary.

The Pinelands Commission has planning advisory authority over lands outside of its direct jurisdiction but within the “Pinelands National Reserve.” The latter term represents the geographic area recognized by the Federal Government in the National Parks and Recreation Act of 1978. The boundary of the “National Reserve” encompasses the entire remainder of the Township. The Pinelands Commission has provided planning designations for Reserve areas in its Comprehensive Management Plan (CMP). For example, portions of the Route 539 and Route 9 Corridors are designated as a Regional Growth district. The Pinelands Commission defines a Regional Growth District as an area “to encourage appropriate patterns of compatible residential, commercial and industrial development...in order to accommodate regional growth influences... while protecting the Pinelands environment.” Development of such areas is critical to the planning designations of the overall Pinelands Plan because Regional Growth districts absorb growth pressures that otherwise may threaten the Pinelands ecosystem. The significance of the Pinelands Commission planning for areas in Little Egg Harbor Township in the Pinelands National Reserve is that the CMP provides a regional planning basis for the applicable land use designations, in the Township Land Use Plan and Town Center petition. The State Plan, which was adopted after the CMP, does not reflect the Regional Growth designations of the CMP.

e. **Residential Site Improvement Standards**

On June 3, 1997 the Residential Site Improvement Standards (RSIS) became effective for all municipalities and utility authorities in New

Jersey. The RSIS regulations are a set of minimum technical standards, applicable only to residential development, which address road widths, pavement specifications, curb and sidewalk construction, sewer and water utilities and stormwater management. Landscaping and shade trees are not included in the RSIS at this time. The rules preempt existing municipal improvement requirements for the stated purpose of reducing housing costs by limiting site improvement costs via uniform and minimum standards.

According to the NJ Department of Community Affairs, no local action is required to resolve any conflicts between the RSIS and the improvement standards of Township. It is recommended that specific conflicting standards in the Township's Land Development Ordinances, if any, be deleted and replaced with a reference to the RSIS subchapter and paragraph. The advantages of such an ordinance revision are: 1) the standards which are superseded are removed to reduce confusion and misinformation and 2) the ordinance will not have to be updated with future revisions or updates of the technical provisions of the RSIS.

f. **Fair Housing Act/ Council on Affordable Housing**

Since the adoption of the Master Plan and Re-examination Report in 1988, the Council on Affordable Housing (COAH) has adopted "Low and Moderate Income Housing Need" figures for the 1993-1999 cycle. The need numbers supersede the housing need identified in any previous planning documents.

The 1993-1999 indigenous housing need figure for Little Egg Harbor Township is 32 units and the total calculated need is 225 units. COAH will be publishing housing need estimates shortly, which will govern the 1999-2005 cycle.

The Planning Board intends to complete a Housing Element at a future date.

2. **Ocean County Master Plan**

The Ocean County Comprehensive Master Plan was adopted in December 1988 to guide the future development of Ocean County. The County Master Plan reviews population, housing and economic data, environmental resources, land use and other significant information and provides a comprehensive land use and policy plan. The General Development Plan designates several land use types and densities for Little Egg Harbor Township. The Mystic Island area is designated for Suburban Density Development (five units or more per acre). The West Tuckerton, Route 539 (southern segment), Mathistown Road corridor and Parkertown areas area designated for Medium density (2-4 units per acre). Stream corridors such as Parker's Creek, Gifford Branch, Mill Branch, Willis Creek, branches of the Westecunk creek and tidal meadows areas are designated for preservation. The proposed Land Use Plan of the Little Egg Harbor Township is consistent with the Ocean County Comprehensive Master Plan.

3. **Contiguous Municipalities**

Little Egg Harbor Township shares land boundaries with Eagleswood Township, Tuckerton Borough and Bass River Township.

a. **Eagleswood Township**

The current land use planning of Eagleswood Township is generally consistent with the proposed Little Egg Harbor Township Land Use Plan. The land bordering Little Egg Harbor Township in Eagleswood is zoned residential, commercial and industrial. The abutting Eagleswood residential zones require similar minimum lot areas as Little Egg Harbor. The commercial zone in Eagleswood parallels Route 9 as does the commercial area in Little Egg Harbor. Eagleswood has an industrial district along the Garden State Parkway, which abuts a low-density residential area in Little Egg Harbor Township, and therefore is an inconsistent land use designation. The inconsistency is mitigated by the fact that the areas are separated by a wetlands corridor.

b. **Tuckerton Borough**

Tuckerton Borough is completely enclosed by Little Egg Harbor Township, except for the portion of Tuckerton fronting the bayside. The Tuckerton Borough planning is generally consistent with the proposed Little Egg Harbor Township Land Use Plan. The abutting residential areas in both municipalities are similar in density. The Tuckerton business districts are consistent with the business/commercial designated areas in Little Egg Harbor Township. One exception is a Little Egg Harbor Township business/commercial land use on Oak Lane, which

abuts a medium density area of Tuckerton Borough. The conflict may be mitigated by the fact that a wetlands corridor traverses the rear of the Little Egg Harbor business area. Because the wetlands area may not be developed, it acts as a buffer between future commercial development along Oak Lane and the medium residential density area of Tuckerton.

c. **Bass River Township**

The entire western boundary of Little Egg Harbor Township is shared with Bass River Township, which is a municipality within Burlington County. The land use planning in Bass River Township is generally compatible with the Little Egg Harbor Township Land Use Plan. For example, the majority of the area which abuts Little Egg Harbor, south of the Garden State Parkway and north of Route 9, is in the Preservation District of the Pinelands Comprehensive Management Plan. The minimum lot size in the Bass River Preservation District is 3.2 acres. The Little Egg Harbor area adjacent to the Preservation district is designated in the proposed Land Use Plan for low-density residential land use. A non-Pinelands Rural Development district in Bass River is located between Route 9 and the aforementioned Preservation area. This is contiguous with a low density residential zone in Little Egg Harbor. In the eastern sector of Bass River Township, south of Route 9, the prevailing zoning is Coastal Wetlands. This district is also a low intensity zone, which permits single family dwellings in non-wetlands areas on a minimum lot area of 3.2 acres, allowing alternate or innovative on-site sewage disposal. The abutting area of Little Egg Harbor Township, separated by Ballanger

Creek, is designated for medium density and low density residential land use.

4. **Solid Waste Management and Recycling**

As detailed in Chapter 6 (Community Facilities/Open Space), Little Egg Harbor Township has implemented solid waste and recycling efforts consistent with the Source Separation and Recycling Act enacted by the State in 1987. The Township has also implemented recycling and solid waste planning efforts consistent with the Ocean County Solid Waste Management Plan.

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