



Volume I REGIONAL PROFILE

Monmouth County Planning Board
Monmouth County, New Jersey

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COASTAL MONMOUTH PLAN – VOLUME 1

REGIONAL PROFILE

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1.0 INTRODUCTION

Monmouth County Planning Board (“MCPB”) has initiated a study to culminate in a plan for the future development of the County’s Atlantic coastal region. This region spans 27 miles of the New Jersey shoreline and includes four major rivers – the Navesink, Shrewsbury, Shark and Manasquan Rivers. Thirty of the 53 Monmouth County municipalities and 40% of the entire County population are within this region.

Funded through a Smart Futures Grant from the New Jersey Office of Smart Growth (“NJOSG”), the goal of the plan is to plan for sustainable development, balancing development with the unique environmental resources of the region.

A Regional Collaborative consisting of municipal, County and State agency representatives, public interest groups, and the public was established to guide the study. A Coastal Monmouth Plan (“CMP”) webpage had also been set up on the Monmouth County Planning Board website to provide information on the study. (See www.monmouthplanning.com)

This Coastal Monmouth Regional Profile Report provides background information on the Coastal Monmouth Region (“CMR”). It will be used as an inventory of existing conditions and assist in the formulation of ideas to be forwarded in the Plan. This report includes information from Monmouth County plans and reports, the 2004 Monmouth County Cross Acceptance Report which included a detailed questionnaire completed by each municipality, and municipal master plans. Related State and federal data has been cited. The CMP Questionnaire (received through February 7, 2007) was also incorporated into this document.

The Regional Profile includes a wide range of information including, but not limited to demographics, land use, ecological resources, historic resources, economy, infrastructure and transportation conditions. Also, the Plan includes a development build-out analysis prepared by Monmouth County for the CMR that identifies future growth areas for both the 2025 horizon and a full build out based upon the current zoning. This information will help assess transportation, infrastructure and other service needs through the study process. (Please note that Volume I, Regional Profile was prepared and distributed in February 2007. Limited updates were made to the Regional Profile included in the Coastal Monmouth Plan.)

2.0 PLAN GOALS AND OBJECTIVES

The following goals and objectives to guide the CMP were reviewed and refined at the Regional Collaborative Meeting #1 in November 2006. They are as follows:

GOAL

To create a vision and planning strategy for the Coastal Monmouth Region (“CMR”) to cooperatively address development issues on a regional scale in a manner that is sensitive to the area’s unique coastal setting, diverse community character and critical environmental, cultural and aesthetic resources.

OBJECTIVES

1. *To preserve and enhance the character and quality of life in the CMR.*
2. *To identify and assess current and future land use, economic development, public services, transportation and design issues within the CMR.*
3. *To identify development, redevelopment and revitalization opportunities within the CMR.*

4. *To identify and address conservation strategies to aid in the preservation, protection and accessibility to the region's sensitive environmental, cultural and aesthetic resources.*
5. *To identify and assess transportation strategies that provide safe, efficient and enhanced multimodal mobility for the CMR.*
6. *To identify and assess public infrastructure (water, sewer, schools) capacities to ensure sustainable development within the region.*
7. *To identify and assess community design strategies that will provide alternative models to address specific design issues identified in the CMR.*
8. *To identify and assess regional mechanisms that will encourage regional cooperation to address multi-municipal concerns.*
9. *To cooperatively prepare a regional plan for submittal to the State Planning Commission for Plan Endorsement.*

2.1 CMR QUESTIONNAIRE RESULTS

Questionnaires were distributed at the first Regional Collaborative meeting, sent to the CMR municipalities and also posted on the CMP webpage. The list below summarizes the major planning concerns by category tabulated from the questionnaires returned.

Housing

- Need for affordable housing:
 - concerns regarding meeting COAH obligations, increasing access between housing and jobs, and the ability to age-in-place.

Environmental and Coastal Protection

- Need to address stormwater management and runoff issues:
 - concerns regarding water runoff due to development. as well as, flooding issues.
- Need for increased protection and acquisition of land for open space and recreation
 - Open space expansion including land acquisition in urban areas as opposed to rural open space.
- Need for improved public access to open space.

Traffic and Transportation

- Need to address seasonal and year round traffic congestion:
 - concerns regarding overdevelopment of major thoroughfares, traffic flows, parking, and its relation to increased traffic/speeding along secondary roadways.
- Need to increase pedestrian access and promote pedestrian-friendly ways:
 - concerns regarding traffic calming, and pedestrian/bike safety.
- Need to address mass transit issues:
 - concerns regarding access, revitalization of transit facilities, increased parking facilities, and implementation of a regional ferry service.
- Need to prepare regional Emergency Management Plan

Economy

- Need for redevelopment and revitalization:
 - concerns regarding creation of employment opportunities, co-ordination of redevelopment/revitalization efforts, and curbing potential decline in businesses.
- Need to address overdevelopment issues:
 - concerns regarding both residential and commercial sprawl and coastal density.

Infrastructure

- Need to maintain current infrastructure (water and sewer facilities).

Intermunicipal and Regional Planning Participation

- Need to increase shared services
- Continued and expanded planning participation in regional organizations and commissions.
- Need to coordinate redevelopment and revitalization efforts on an intermunicipal basis.

Design Ideas for Further Study

- Need to promote Smart Growth principles:
 - support for communities addressing Smart Growth,
 - promotion of walkable Town Centers
- Transportation ideas
 - traffic calming
 - smart signs
- Need to incorporate eco-friendly practices in design:
 - ideas such as green building, energy conservation, utilization of solar energy for municipal buildings.
 - natural landscapes and pesticide and fertilizer-free park properties.

3.0 REGIONAL CONTEXT

The CMR comprises the eastern most portion of Monmouth County. It is bounded to the north by the Navesink River, south by the Manasquan Inlet, and lies east of the Garden State Parkway. The CMR is also bounded to the east by the Atlantic Ocean and to the west by the municipalities of Tinton Falls and Middletown. Major north-south corridors serving the CMR include the Garden State Parkway and New Jersey State Routes 18, 71, 34, 35 and 36. The CMR is also served by eight major east-west corridors, including Interstate 195; New Jersey State Routes 33, 66, and 138; and Monmouth County Routes 520, 524, 537 and 547. Several of the roadways within the CMR, such as New Jersey Routes 35 and 36 serve as gateways into the regions and major access roadways for commercial hubs. Major intersections occur at the crossings of Routes 35 and 36 in Eatontown and Routes 34 and 35 in Manasquan. (See Regional Location Map I-1.)



Elberon Train Station



Little Silver Train Station



Red Bank Train Station

An important transportation link in the CMR is the New Jersey Transit North Jersey Coast Line system which runs generally north-south from Red Bank to Manasquan. There are 10 year-round transit stations along the rail line. These stations are located in 11 of the 30 municipalities within the CMR.

The CMR is comprised of 30 of Monmouth County's 53 municipalities as listed in the table below. (See Regional Location Map I - 1). Summary fact sheets have been prepared to highlight conditions in the 30 municipalities in the CMR. These fact sheets are based upon the CMR Questionnaire, 2004 Monmouth County Cross Acceptance Report and municipal planning documents. The fact sheets are included in Volume III - Appendix.

Table I – 1 Coastal Monmouth Region Municipalities

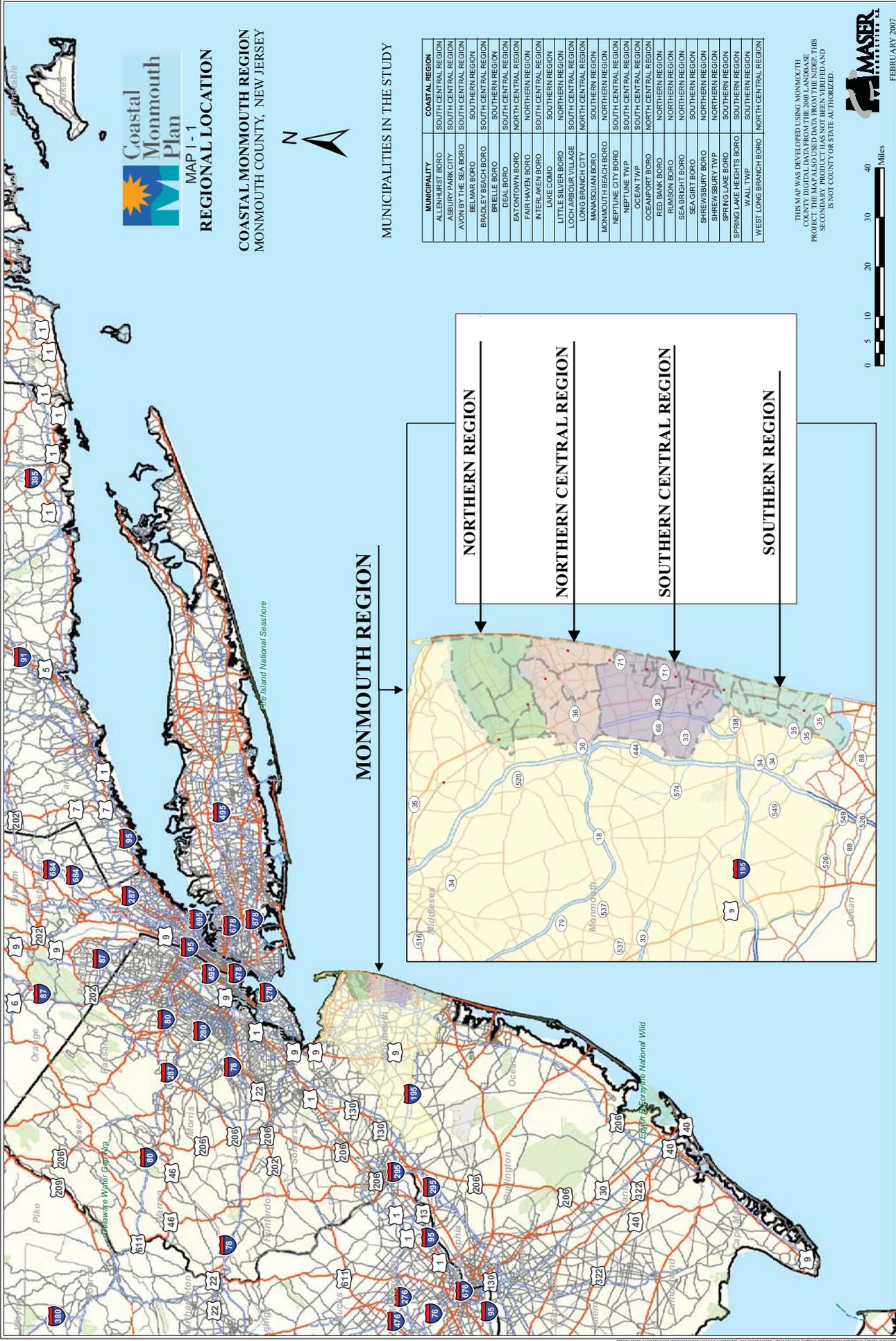
Allenhurst	Lake Como	Red Bank
Asbury Park	Little Silver	Rumson
Avon-by-the-Sea	Loch Arbour	Sea Bright
Belmar	Long Branch	Sea Girt
Bradley Beach	Manasquan	Shrewsbury Borough
Brielle	Monmouth Beach	Shrewsbury Township
Deal	Neptune	Spring Lake
Eatontown	Neptune City	Spring Lake Heights
Fair Haven	Ocean	Wall*
Interlaken	Oceanport	West Long Branch

The CMR is approximately 95.8 square miles and is home to 242,661 persons.² The Region makes up a significant portion of Monmouth County's population, approximately 39%, while only comprising approximately 20% of its area. Additionally, the CMR has over 25 linear miles of ocean beaches. The CMR is a unique area within both the County and the State.

In order to adequately address the diverse planning needs of the CMR within the greater planning needs of Monmouth County and New Jersey, the CMR has been further subdivided into four geographic regions (Northern Region, North Central Region, South Central Region and Southern Region) for the purposes of this study. (See Study Area Map I-2.)

¹ For the purposes of this study, only portions of Wall Township lying east or directly on the Route 35 corridor are considered in terms of long

² 2000 US Census

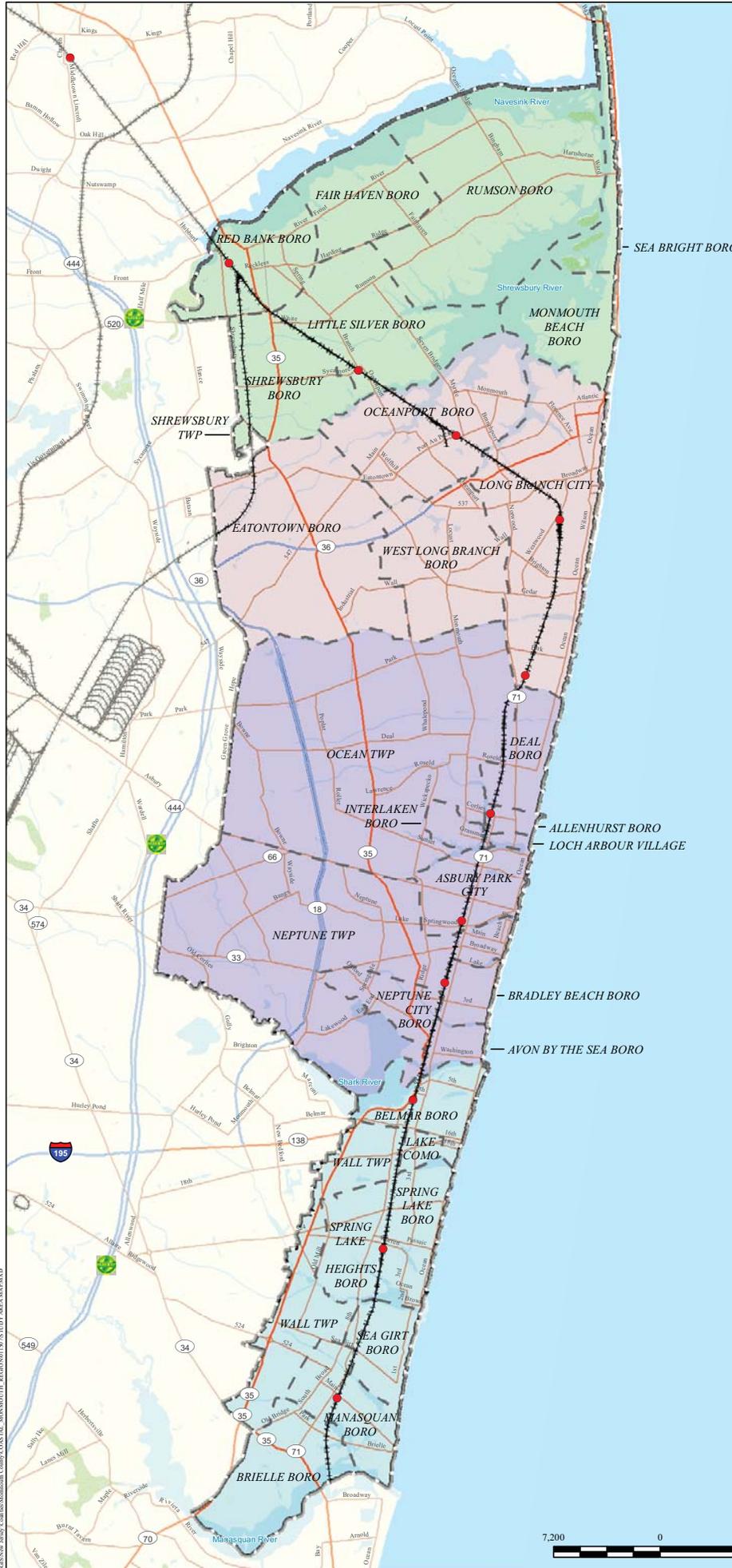


Source: Monmouth County GIS, Coastal Monmouth Plan Regional Location Map



LEGEND

-  MUNICIPAL BOUNDARIES
-  NORTHERN REGION
-  NORTH CENTRAL REGION
-  SOUTH CENTRAL REGION
-  SOUTHERN REGION
-  LIMITED ACCESS ROADWAY
-  HIGHWAY
-  MAJOR ROAD
-  LOCAL ROAD
-  MINOR ROAD
-  OTHER ROAD
-  RAMP
-  RAILROADS
-  TRAIN STATION
-  WATER BODIES
-  SWAMP/MARSH



THIS MAP WAS DEVELOPED USING MONMOUTH COUNTY DIGITAL DATA FROM THE 2005 LANDBASE PROJECT. THE MAP ALSO USED DATA FROM THE NDEP. THIS SECONDARY PRODUCT HAS NOT BEEN VERIFIED AND IS NOT COUNTY OR STATE AUTHORIZED.



3.1 THE NORTHERN REGION

Table I – 2 Coastal Monmouth Northern Region Municipalities

Fair Haven	Red Bank	Sea Bright
Little Silver	Rumson	Shrewsbury Borough
Monmouth Beach		Shrewsbury Township



Red Bank Marina



Red Bank

The Northern Region is bounded by the southern shore of the Navesink River to the north and the northern shore of the Shrewsbury River to the south. It is comprised of eight municipalities as listed in the table above. As of the 2000 Census, the Northern Region had a population of 41,189 persons or approximately 17% of the Coastal Monmouth Region’s total population. Within the Northern Region, Red Bank, the largest municipality with a population of 11,844 persons, serves as the commercial and cultural center of the Northern Region. The Northern Region covers approximately 15.4 square miles.

The Northern CMR is characterized largely by the natural landscapes created by the Navesink and Shrewsbury Rivers. The majority of the municipalities in the Northern CMR are residential in character. The Region supports commercial and business districts along the major thoroughfares including State Route 35 and 36 and County Routes 520 and 13B. In addition to promoting the residential character of their municipalities, many of the towns in the Northern CMR work actively to protect the environmental resources. The Northern CMR is serviced by the North Jersey Coast Line, which maintains stations in Little Silver and Red Bank. Both stations have been renovated and improved. Over the course of the past several years, Red Bank has become a local and regional destination due to its draw as a major center of commerce and the arts.

3.2 THE NORTH CENTRAL REGION

Table I – 3 Coastal Monmouth North Central Region Municipalities

Eatontown	Long Branch	West Long Branch
	Oceanport	

The North Central Region is bounded by the northern shore of the Shrewsbury River to the north and the municipalities of Ocean and Deal to the south. It is comprised of four municipalities as listed in the table above. As of the 2000 Census, the North Central Region had a population of 59,413 persons or approximately 24.5% of the Coastal Monmouth Region’s total population. Within the North Central Region, Long Branch, the largest municipality with a population of 31,340 persons, is the regional center for the North Central Region. The North Central Region covers about 16.9 square miles.

The North Central CMR is characterized by its diverse mix of residential and commercial uses. The Region is primarily shaped by the major roadways that crisscross its municipalities, providing regional access to its commerce and business centers. The North Central CMR is also home to Monmouth University, the only residential four-year higher education institution in Monmouth County. The municipalities of Eatontown and Long Branch serve the surrounding communities as centers of regional commerce with their vast array of shopping and entertainment opportunities. The North Central CMR is serviced by the North Jersey Coast Line, which maintains two year-round stations in Long Branch and a seasonal station at Monmouth Park in Oceanport.



Pier Village – Long Branch



Fort Monmouth



Pier Village – Long Branch

Additionally, Seven President’s Park and other various public beaches in Long Branch serve as seasonal recreation destinations. Long Branch is undergoing significant redevelopment along the beachfront and the Broadway Gateway. A new pier is planned to provide ferry service in Long Branch. The decommission of Fort Monmouth will have a significant effect on the area with the potential loss of over 5,500 jobs and related auxiliary impacts on the economy. Plans for redevelopment of Fort Monmouth are underway through a base reuse study being conducted by others.

3.3 THE SOUTH CENTRAL REGION

Table I – 4 Coastal Monmouth South Central Region Municipalities

Allenhurst	Bradley Beach	Neptune
Asbury Park	Deal	Neptune City
Avon-by-the-Sea	Interlaken	Ocean
	Loch Arbour	

The South Central Region is bounded by the municipalities of Long Branch, West Long Branch and Eatontown to the north and by the Shark River and Shark River Inlet to the south. It is bordered by the municipality of Tinton Falls to the west. The South Central Region is comprised of the ten municipalities listed in the table above. As of the 2000 Census, the South Central Region had a population of 86,802 persons or approximately 35.6% of the Coastal Monmouth Region’s total population. Within the South Central Region, Neptune is the largest municipality, with a population of 27,690 persons. Asbury Park is the urban center for this region and a focus of jobs, housing and entertainment. The South Central Region covers about 24.6 square miles.



Asbury Park Train Station



Deal



Bradley Beach

The South Central CMR is characterized by both its historical and current communities. Many of the municipalities in the Region were initially settled in the late 19th and early 20th century as seasonal resort communities for the wealthy. While most of the communities in the South Central CMR maintain year-round populations, they continue to see large influxes in their seasonal population by both day-trippers and vacationers alike. The communities of the South Central CMR are predominately residential in character with the exception of Asbury Park which has been designated as an Urban Center. The South Central CMR is serviced by the North Jersey Coast Line, which maintains stations in Allenhurst, Asbury Park and Bradley Beach. Recent redevelopment and revitalization efforts in Asbury Park have focused on creating resurgence in local businesses and the reestablishment of the City as a major regional destination for housing, jobs and entertainment. Planned redevelopment activities in Neptune Township include significant new jobs and housing along the Route 35 Corridor or the “Neptune Gateway”.

A transit village is planned adjoining the train station area in Belmar. Neptune City has planned redevelopment along the rail line on Steiner Avenue.

3.4 THE SOUTHERN REGION

Table I – 5 Coastal Monmouth Southern Region Municipalities

Belmar	Manasquan	Spring Lake
Brielle	Sea Girt	Spring Lake Heights
Lake Como		Wall

The Southern Region is bounded by the Shark River and Shark River Inlet to the north and the Manasquan River to the south. The Southern Region is comprised of the eight municipalities listed in the table above. As of the 2000 Census, the Southern Region had a population of 55,257 persons or approximately 22.8% of the Coastal Monmouth Region’s total population. Within the South Central Region, Wall is the largest municipality, with a population of 25,261 persons. However, it must be noted that only the portion of Wall Township located east of New Jersey Route 35 and along the Route 35 corridor is within CMR study area. This area has about 12,157 residents. The Southern Region covers approximately 38.9 square miles.

The Southern CMR is characterized for its traditional “Jersey Shore” communities like Belmar and Spring Lake which combine residential neighborhoods with walkable downtown areas making them desirable as year-round and seasonal communities. Seaside resort communities in the Southern CMR have seen an increase in the conversion of seasonal units into year-round homes over the past decade. The Southern CMR is serviced by the North Jersey Coast Line, which has stations in Belmar, Spring Lake and Manasquan. The Southern CMR maintains commercial districts primarily along State Highway 35 and Route 71. Belmar is currently the only designated transit village in the CMR. Redevelopment of the Seaport Village incorporating the transit village area and along the Shark River waterfront is underway. Spring Lake has begun to discuss redevelopment options for their commercial areas. A limited section of Wall Township is located within the Southern Region. It includes almost 48% of Wall’s current population and is an older developed area. Along Route 71, between Belmar and Spring Lake Heights, Wall has an adopted redevelopment plan for this mixed commercial/residential area.



Spring Lake



Belmar



Manasquan

4.0 PLANNING CONSIDERATIONS

4.1 STATE DEVELOPMENT AND REDEVELOPMENT PLAN

In order to address growth issues throughout New Jersey, the State Planning Commission produces the New Jersey State Development and Redevelopment Plan (“SDRP”). The most recent SDRP was released in 2001; the Plan has since gone through an extensive Cross-acceptance process between the State and Municipal and County governments. In January of 2005, the Monmouth County Planning Board (“MCPB”) released the *2004 Cross Acceptance Report*.

4.1.1 State Planning Areas

The SDRP established planning areas throughout the State that share common development and environmental characteristics. These planning areas serve as the framework for application of the policies in the SDRP. Each planning area has policy objectives that guide growth and environmental protection. The five planning areas are as follows³:

- **Metropolitan Planning Area: PA1**
Provide for much of the State’s future redevelopment; revitalize cities and towns; promote growth in compact forms; stabilize older suburbs; redesign areas of sprawl; and protect the character of existing stable communities.
- **Suburban Planning Area: PA2**
Provide for much of the State’s future development; promote growth in Centers and other compact forms; protect the character of existing stable communities; protect natural resources; redesign areas of sprawl; reverse the current trend toward further sprawl; and revitalize cities and towns.
- **Fringe Planning Area: PA3**
Accommodate growth in Centers; protect the Environs primarily as open lands; revitalize cities and towns; protect the character of existing stable communities; protect natural resources; provide a buffer between more developed Metropolitan and Suburban Planning Areas and less developed Rural and Environmentally Sensitive Planning Areas; and confine programmed sewers and public water services to Centers.
- **Rural Planning Area: PA4 and Rural/Environmentally Sensitive Planning Area: PA4B**
Maintain the Environs as large contiguous areas of farmland and other lands; revitalize cities and towns; accommodate growth in Centers; promote a viable agricultural industry; protect the character of existing stable communities; and confine programmed sewers and public water services to Centers.
- **Environmentally Sensitive Planning Area: PA5 and Environmentally Sensitive/Barrier Islands Planning Area: PA5B**
Protect environmental resources through the protection of large contiguous areas of land; accommodate growth in Centers; protect the character of existing stable communities; confine programmed sewers and public water services to Centers; and revitalize cities and towns.

Based on the adopted 2001 SDRP, the vast majority of the CMR is designated as a Metropolitan Planning Area (PA1) which is consistent with the region’s highly developed character. Some Northern Region river towns like Fair Haven, Red Bank, and Rumson have the Environmentally Sensitive Planning Area (PA5) designation along their riverfront areas. Additionally, a small area of Monmouth Beach and all of Sea Bright have been designated as an Environmentally Sensitive/Barrier Island Planning Area (PA5B). The Shark River Park area and the adjacent Shark River Golf Course in Neptune, which is owned and operated by the Monmouth County Park System, are also designated as an Environmentally Sensitive Planning Area (PA5). It is located off of Old Corlies Avenue near the interchange of Route 18 and Route 33. The following table shows all applicable Planning Area

³ NJDEP website 2004 <http://www.state.nj.us/dca/osg/plan/stateplan>

designations for each municipality in the study area based on the 2001 adopted SDRP. (See 2001 State Development and Redevelopment Plan – Policy Map I – 3.)

4.1.2 Centers

The State Plan guides development and economic expansion in each of the planning areas. The Plan also encourages “Smart Growth” in compact forms of development that consume less land, deplete fewer natural resources and are more efficient in the delivery of public services. These areas are known as Centers. After 2004, Centers are recognized as part of the Plan Endorsement process through which they evaluate the entire municipality or region for consistency with the SDRP. Centers help to determine areas of concentrated growth within a municipality or in some cases, within a region. In addition to determining Centers within the region, the NJOSG also classifies the Centers into five different types: urban, regional, town, village and hamlet.⁴

- **Urban**
Generally the largest Designated Centers, offering the most diverse mix of industry, commerce, services, residences and cultural facilities.
- **Regional**
A compact mix of residential, commercial and public uses, serving a large surrounding area and developed at an intensity that makes public transportation feasible.
- **Town**
Traditional Designated Centers of commerce or government throughout New Jersey, with diverse residential neighborhoods served by a mixed-use Core offering locally oriented goods and services.
- **Village**
Primarily residential places that offer a small Core with limited public facilities, consumer services and community activities.
- **Hamlet**
Small-scale, compact residential settlements organized around a community focal point, such as a house of worship, luncheonette, small park or civic building.

Of the CMR’s five designated centers, there is currently one urban center, two regional centers and two towns. (The table below lists the five designated centers). All of the center designations, except Asbury Park, are due to expire in 2008; however, the 2008 NJDEP Permit Extension Act extended Center designations for 2 years. Asbury Park’s designation is set to expire in 2015.

Table I – 6 Coastal Monmouth Designated Centers

Municipality	Center	Type	Start Date	Expiration Date
Asbury Park	Asbury Park	Urban Center	5/18/2005	5/18/2015
Long Branch	Long Branch	Regional Center	5/1/1996	1/7/2008
Manasquan	Manasquan	Town	5/24/2000	1/7/2008
Neptune	Midtown Neptune	Town	6/19/2002	6/19/2008
Red Bank	Red Bank	Regional Center	5/29/1996	1/7/2008

SOURCE: The Office of Smart Growth, Department of Community Affairs
<http://www.nj.gov/dca/osg/plan/centerslist.shtml>

NOTE: Data accurate as of January 2006

⁴ OSG Website. Designated Centers Overview. <http://www.nj.gov/dca/osg/plan/centers.shtml>.

4.1.3 Plan Endorsement Process

The Plan Endorsement Process is a multi-step process by which municipalities, regions or counties can apply for technical State aid in determining long-term planning strategies for their respective community. The main goal of the process is to coordinate and incorporate local and regional plans to help meet the overall planning goals of the SDRP and other various planning and Smart Growth initiatives.

The process begins with a pre-petition meeting between the local or regional planning entity and the NJOSG. The next step is the “Initial Plan Endorsement Petition” which is an extensive review of local planning documents and processes by the NJOSG to determine whether the municipal or regional plan is consistent with the SDRP. Once this is completed, the petitioner continues to the Planning and Implementation Agreement (“PIA”) stage which is a collaborative commitment between the State and local entity to implement the endorsed plan. After the PIA is completed, it is submitted to the State Planning Commission for final endorsement. In May of 2005, the City of Asbury Park received final endorsement for its Asbury Park Urban Center Plan. It is the only municipality in the CMR to achieve Plan Endorsement as of 2008.

Municipalities and regional planning organizations may also decide to receive Advanced Plan Endorsement by completing an additional three-step process. Currently, the NJOSG is seeking to combine the Initial and Advanced Plan Endorsements into a single streamlined process.

Achieving Plan Endorsement has certain benefits to municipalities and regions alike. It allows the petitioner to receive technical assistance, as well as the streamlining of some permitting processes. Funding may be provided to aid in completing projects as identified in the PIA.

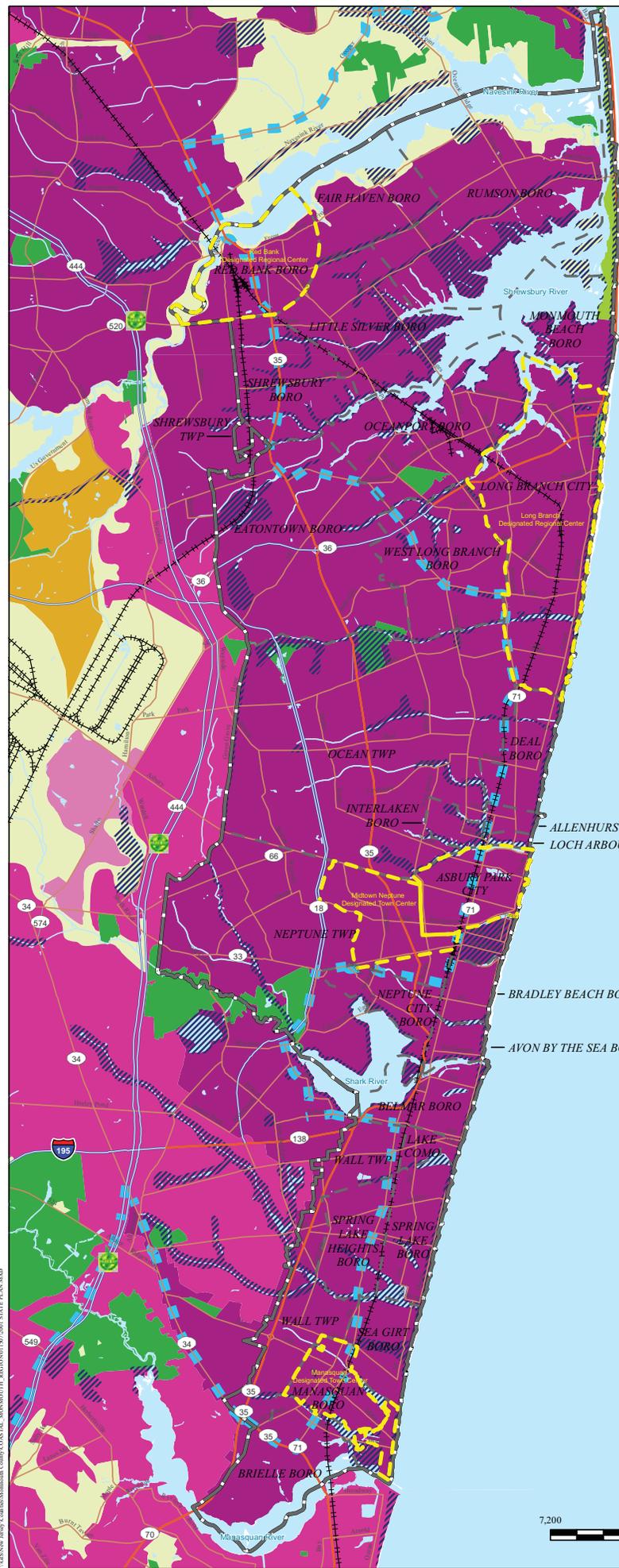
**2001 STATE DEVELOPMENT
AND REDEVELOPMENT PLAN
~ POLICY MAP ~**

COASTAL MONMOUTH REGION
MONMOUTH COUNTY NEW JERSEY



Legend

-  COASTAL MONMOUTH REGION
-  MUNICIPAL BOUNDARIES
-  LIMITED ACCESS ROADWAY
-  HIGHWAY
-  MAJOR ROAD
-  LOCAL ROAD
-  MINOR ROAD
-  OTHER ROAD
-  RAMP
-  RAILROADS
-  WATER BODIES
-  CAFRA BOUNDARY
-  DESIGNATED CENTER BOUNDARIES
-  CRITICAL ENVIRONMENTAL AND HISTORIC SITES
-  PA1 - METROPOLITAN
-  PA2 - SUBURBAN
-  PA3 - FRINGE
-  PA4 - RURAL
-  PA4B - RURAL ENV. SENSITIVE
-  PA5 - ENVIRONMENTALLY SENSITIVE
-  PA5B - ENV. SENSITIVE BARRIER IS
-  PARKS & NATURAL AREAS
-  MILITARY INSTALLATIONS



Atlantic Ocean



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4.2 COASTAL AREA FACILITIES REVIEW ACT

The Coastal Area Facilities Review Act (“CAFRA”) was initially enacted as a means of curbing the adverse environmental effects of extensive development along and near fresh, saline and brackish waterways, wetlands and the Atlantic coast beaches. The law regulates development within the designated CAFRA boundaries. Most development within the boundaries must be approved by additional permitting processes through the New Jersey Department of Environmental Protection (“NJDEP”). For the CMR, the “coastal area” which falls under the jurisdiction of CAFRA is any land that lies east of the boundary as determined and described in the Act. (See CAFRA Zone Map I – 4.)

Of the Coastal Monmouth Region’s 30 municipalities, only Shrewsbury Township falls completely outside the bounds of CAFRA.

Table I – 7 CAFRA Centers and Coastal Planning Areas

Municipality	% of Municipality within CAFRA Boundary			CAFRA Designation				Coastal Planning Area		
	100%	>50%	<50%	Urban Center	Regional Center	Town	Coastal Town	Metropolitan	Suburban	Environmentally Sensitive
Allenhurst		X						X		
Asbury Park		X		X				X		
Avon-by-the-Sea	X							X		
Belmar	X							X		X
Bradley Beach	X							X		
Brielle		X						X		
Deal		X						X		
Eatontown			X					X		
Fair Haven	X							X		X
Interlaken			X					X		
Lake Como	X							X		
Little Silver	X							X		
Loch Arbour		X						X		
Long Branch	X				X			X		
Manasquan		X				X		X		
Monmouth Beach	X						X	X		X
Neptune			X					X		
Neptune City	X							X		
Ocean			X					X		
Oceanport	X							X		
Red Bank		X			X			X		X
Rumson	X							X		X
Sea Bright	X						X			X
Sea Girt		X						X		
Shrewsbury Borough		X						X		
Shrewsbury Township			X							
Spring Lake	X							X		
Spring Lake Heights			X					X		
Wall			X					X		
West Long Branch		X						X		

SOURCES: NJDEP CAFRA Centers and Proposed Coastal Centers Map, http://www.state.nj.us/dep/legal/coastal_rule/maps/monco3.pdf; Coastal Zone Management Rules: Appendix 3 and 4

The table above shows the extent of CAFRA jurisdiction within the Coastal Monmouth Region. Thirteen municipalities lie completely within the CAFRA jurisdictional boundary; of those 13, only Sea Bright is additionally classified as a completely Environmentally Sensitive Planning Area. Additional riverfront portions of Red Bank, Fair Haven, Rumson, Monmouth Beach and Belmar are also classified as Environmentally Sensitive. The majority of the Region that lies within the CAFRA boundary is classified as a Metropolitan Coastal Planning Area.

While CAFRA includes additional permitting requirements, not all development within the CAFRA boundary requires a permit. As highlighted in Section 13:19-5.2 of CAFRA, some permit exclusions include: enlarging a development as long as the enlargement does not increase the number of dwelling units or increases the footprint of the development; the construction of residential patios and decks; maintenance and repair of public highways; public highway widening that does not increase the number of travel lanes; expansion of amusement piers as long as the expansion is a less than 25 percent increase of the initial footprint. Additionally, permits are not required for residential developments with 24 or fewer units or commercial developments with fewer than 50 parking spaces.

The CAFRA Zone is divided into different Centers and planning areas. CAFRA administers restrictions on the intensity of development in each of the various Planning Areas. Consistent with the State Plan, CAFRA regulations encourage growth within Centers and minimize development potential outside these Centers by requiring more stringent regulations. CAFRA restrictions for impervious cover and tree preservation are indicated in the following table.

Table I – 8 CAFRA Land Use Regulation

	Impervious Coverage Percentage	Tree Preservation	
		for forested portion of site	for unforested portion of site
CAFRA Urban Center	90%	10%	0%
CAFRA Regional Center	80%	10%	0%
Coastal Regional Center	80%	10%	0%
CAFRA Core	80%	10%	0%
CAFRA Node	80%	10%	0%
CAFRA Town	70%	25%	5%
Coastal Town	70%	25%	5%
Military Installation	70%	10%	0%
CAFRA Village	60%	30%	5%
Coastal Village	60%	30%	5%
CAFRA Hamlet	50%	40%	5%
Coastal Hamlet	40%	40%	5%
Coastal Metropolitan Planning Area	80%	10%	0%
Coastal Suburban Planning Area with sewer service area	30%	35%	5%
Coastal Suburban Planning Area outside sewer service area	5%	70%	5%
Coastal Fringe Planning Area	5%	70%	5%
Coastal Rural Planning Area	3%	70%	5%
Coastal Environmentally Sensitive Planning Area	3%	70%	5%

SOURCES: Coastal Zone Management rules NJAC 7:7E, February 2, 2004

Currently, Asbury Park is designated as a CAFRA Urban Center, Red Bank and Long Branch are designated as CAFRA Regional Centers and Manasquan is designated as a CAFRA Town. Monmouth Beach and Sea Bright are designated as Coastal Towns.

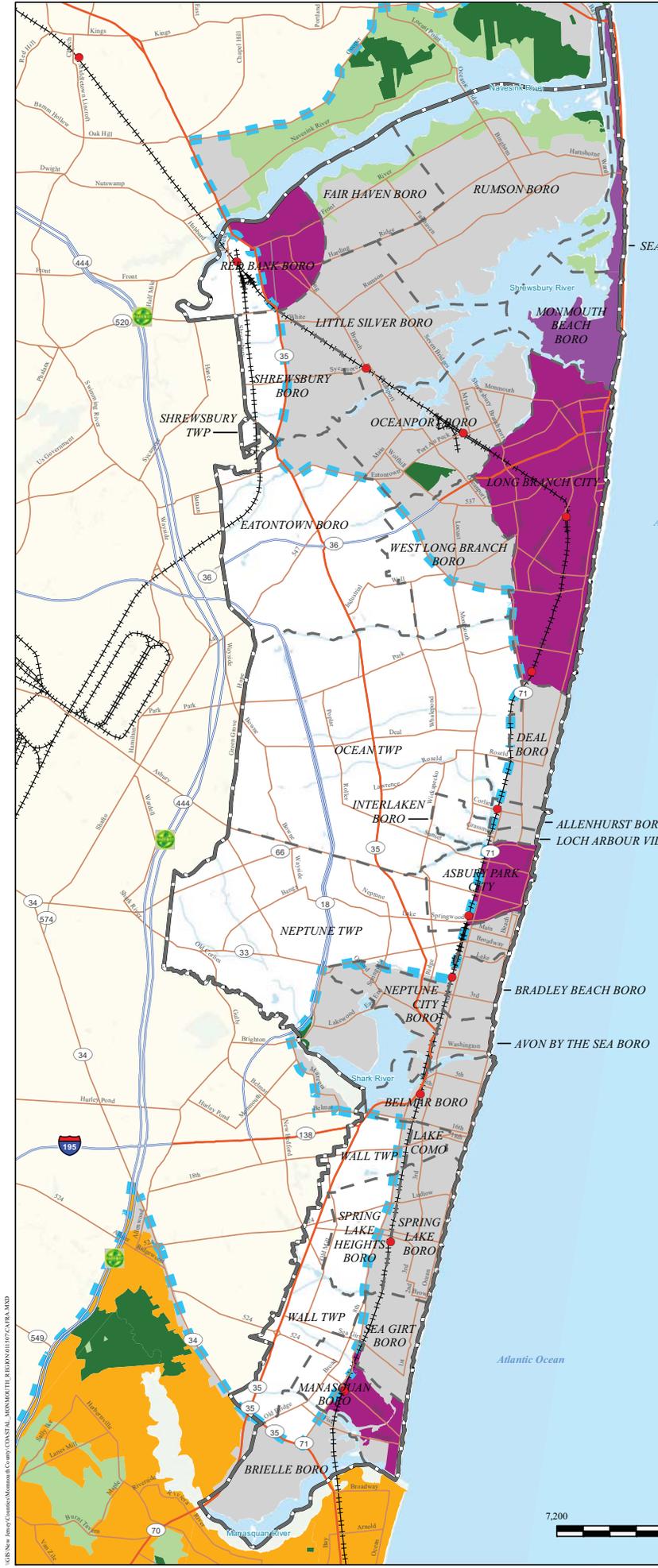
CAFRA ZONE

COASTAL MONMOUTH REGION
MONMOUTH COUNTY NEW JERSEY



Legend

- COASTAL MONMOUTH REGION
- MUNICIPAL BOUNDARIES
- LIMITED ACCESS ROADWAY
- HIGHWAY
- MAJOR ROAD
- LOCAL ROAD
- MINOR ROAD
- OTHER ROAD
- RAMP
- RAILROADS
- WATER BODIES
- CAFRA BOUNDARY
- CAFRA CENTER
- CAFRA CORE
- CAFRA NODE
- MAINLAND COASTAL CENTER
- NON-MAINLAND COASTAL CENTER
- COASTAL METROPOLITAN PLANNING AREA
- COASTAL SUBURBAN PLANNING AREA
- COASTAL FRINGE PLANNING AREA
- COASTAL RURAL PLANNING AREA
- COASTAL ENVIRONMENTALLY SENSITIVE PLANNING AREA
- COASTAL PARK



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4.3 MONMOUTH COUNTY PLANS

4.3.1 Monmouth County Growth Management Guide

The Monmouth County *Growth Management Guide –Goals, Objectives & Policies* was adopted by the MCPB in December 1995⁵. The Guide provides a comprehensive approach to development and redevelopment, and protection of unique resources of the County. Ten areas are identified as major categories with specific objectives crafted to address a wide range of issues within each category. For each objective, a number of policies are stated to establish a firm approach to meeting these policies.

Most of the policies and objectives are applicable to the CMR with some having higher relevance given the CRM's location on the coast, the unique resources of the region and other issues more specific to the region.

The following section provides an overview of the *Growth Management Guide* goals and objectives:

I. Air Resources

GOAL: *Promote land use planning that encourages the use of transit, walking and bicycling and the creation of centers in order to improve air quality by reducing automobile trips and congestion.*

OBJECTIVES: *Promote integrated and multimodal development to reduced trips.*

Within the CMR, the NJ Transit Coastal Line provides train access with bus routes serving the region. Seasonal travel options such as shuttles from off beachfront parking area may be a consideration. There are limited designated bike routes within the CMR. Bicycle facilities expansion is planned. Older coastal municipalities are well served by pedestrian facilities.

II. Centers

GOAL: *Promote new and revitalized older urban areas into well designed mixed use centers with an easily accessible compact but varied core of residential, commercial and community services which provide employment and create a specific identity.*

OBJECTIVES: *Promote planned centers based on the capacity of the infrastructure, infrastructure investment in the centers, a variety of housing types, mixed use development etc.*

Within the CMR, a majority of the municipalities are older towns and cities, many of which are considering redevelopment and revitalization.

III. Comprehensive Planning

GOAL: *Promote comprehensive planning among all levels of government as well as the private sector by sharing information and developing a continuing dialogue for regulations, plans, policies and uses.*

OBJECTIVES: *Promote coordinate data sharing, outreach and coordinated and cooperative review of programs with 'greater than local impact'....*

A number of CMR municipalities indicated in the 2004 Cross Acceptance Report that this was something they would consider. A number of cooperative regional planning mechanisms are in place.

⁵ Growth Management Guide – Goals, Objectives & Policies, Monmouth County Planning Board, December 1995.

IV. **Economic Development**

GOAL: *Promote managed growth by providing a suitable long-term economic climate and preserving and enhancing the quality of life in Monmouth County for the attraction of new businesses and the retention of existing businesses.*

OBJECTIVES: *Enhance the regional economy by encouraging coordination among municipalities; encourage the retention of federal facilities; support activities that contribute the high quality of life in addition to contributing to the local economy such as tourism, historic preservation, agriculture and fishing.*

CMR economy is strongly based on tourism for the coastal municipalities and fishing industry and marine activities. The decommission of Fort Monmouth will be a major economic determinant in the future. A number of municipalities indicate a need to retain and promote the economy through redevelopment and revitalization efforts.

V. **Farmland Preservation and Agriculture Development**

GOAL: *Promote and preserve the agricultural industry and to assist in farmland preservation.*

Agriculture is a very limited land use in the CMR. There are no preserved farmlands within the CMR.

VI. **Historic, Cultural, Natural and Scenic Resources**

GOAL: *Preserve the valuable historic, cultural, natural and scenic resources of Monmouth County.*

OBJECTIVES: *Promote protection of significant historic and cultural resources, unique natural resources, to provide public lands for use of the natural resources.*

This is an important objective for the CMR, due to the unique nature of the cultural and natural resources. Also, there is the need to coordinate preservation and public access to these resources.

VII. **Housing**

GOAL: *Provide housing opportunities for all residents of Monmouth County.*

OBJECTIVES: *Target resources to underserved segments of the housing market; to promote affordable housing, to coordinated housing with other community services.*

The need to provide affordable housing and "age in place" facilities has been identified in the CMR.

VIII. **Solid Waste**

GOAL: *Provide environmentally and economically sound long term disposal capacity for all municipalities while conserving existing landfill space through cost effective waste prevention and recycling programs.*

OBJECTIVES: *Reduce quantity, support improvements, promote education; to reduce and mitigate impacts from disposal sites.*

The need to continue solid waste recycling efforts should be promoted in the CMR which includes almost 40% of the County's population. The limited landfill capacity makes this a critical effort for education and action.

IX. **Transportation**

GOAL: *Plan for a comprehensive and reliable intermodal transportation system which properly provides for public safety and meets the needs of the County's workers, residents and visitors as well as respects the environment.*

OBJECTIVES: *Coordinate planning, encourage cost effective alternatives; plan for intra and intermodal transportation links, coordinate land use and transportation planning, encourage aesthetically pleasing design, promote transit.*

Many transportation issues, including year round and seasonal congestion, parking, transit improvements, and pedestrian and bicycle facilities, will need to be addressed by the CMR.

X. **Water Resources**

GOAL: *Provide all of Monmouth County with a safe and pollution-free water environment and to conserve valuable water-oriented resources.*

OBJECTIVES: *Encourage protect and conservation of all water resources, potable coastal, provide to improvement of surface water quality, groundwater quality and quantity, protection of water-oriented wildlife habitat and protect and preserve wetlands and stream corridors.*

Watershed management is addressed through Watershed Management Area 12 Planning Councils and should be reflected in the CMP.

4.3.2 Monmouth County Planning Indicators Report⁶

The 2005 *Monmouth County Planning Indicators Report* identifies planning indicators to evaluate the planning policies presented in the adopted 1995 *Monmouth County Growth Management Guide*. Indicators are typically quantifiable measures used to assess conditions that can evaluate specific goals or objectives.

The following list identifies six general uses and relates them to the growth management categories:

- **Environment** - Air Resources (I), Water Resources (X), Solid Waste (VIII)
- **Smart Growth** - Centers (II), Comprehensive Planning (III), Community Design
- **Resource Protection** - Farmland Preservation & Agricultural Development (V), Open Space (MCPS), Historic, Cultural, Natural and Scenic Resources (VI)
- **Economic Development** - Economic Development (IV)
- **Housing** - Housing (VII)
- **Transportation** - Transportation (IX)

The *Planning Indicators Report* assists in both county-wide assessment and also can serve as a model for municipalities to evaluate conditions in their area.⁷

4.3.3 Monmouth County Open Space Plan⁸

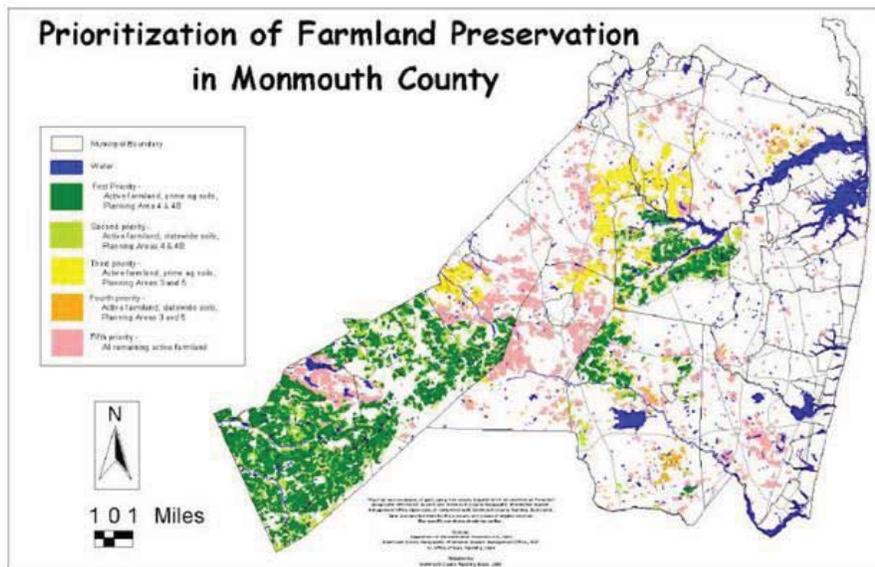
The 2006, *Monmouth County Open Space Plan* provided a framework for preservation and acquisition of public open space to serve the needs of the County residents now and in the future. Within the CMR, a number of properties are proposed for acquisition. This is further documented in the Open Space section of the Regional Profile Report.

⁶ Monmouth County Planning Indicators, Monmouth County Planning Board, 2005.

⁷ Monmouth County Planning Indicators, page 52.

⁸ Open Space Plan, Monmouth County Park System, May 16, 2006, adopted August 21, 2006 Monmouth County Planning Board and Monmouth County Board of Recreation Commissioners.

4.3.4 Monmouth County Farmland Preservation Plan: The Comprehensive Plan⁹



The *Monmouth County Farmland Preservation Plan* evaluates agricultural lands and established a methodology for prioritizing acquisition of prime farmland. Due to the predominantly developed nature of the CMR, there are limited lands in agricultural use. Small agricultural tracts are scattered in the CMR primarily in the South Central and Southern Regions. Agricultural lands within the CMR are designated as the Fifth Priority, the lowest priority for acquisition.

The County plans to update the Farmland Preservation Plan in the near future to conform to uniform standards under the proposed rules for State Agriculture Development Committee (“SADC”) approval.

5.0 DEMOGRAPHICS

Numerous sources including the 2000 Census were used to create the tables shown in this plan. 2010 Census data should be consulted when it becomes available.

5.1 POPULATION

The CMR accounts for 39.4% of the County's overall population of 615,301 persons. Population estimates provided by the Monmouth County Planning Board for 2005 show that Long Branch is the Region's largest municipality with a population of 31,340. The Region's smallest municipality is Loch Arbour with only 280 residents.¹⁰

5.1.1 Population Trends

CMR growth is limited due to physical land constraints, especially in the resort communities. A large portion of the Region has already been developed or set aside as open space, parks or other protected lands. According to the past three U.S. Censuses, between 1980 and 2000, the CMR saw only a 5.3% increase in its population. During the same 20-year time period, Monmouth County experienced a population change of 22.3%. The CMR is growing at a much slower rate than the rest of Monmouth County. Half of the municipalities in the CMR showed population loss between 1980 and 2000. Deal had the most significant decrease in population of 882 persons or approximately 45% of its 1980 population. Conversely, municipalities like the Brielle and Shrewsbury Borough's saw population growth exceeding 20%. The highest population growth occurred in Wall population of 6,309 persons or 33.3%. However, it must be noted that only the portion of Wall Township located east of New Jersey Route 35

⁹ Monmouth County Farmland Preservation Plan: The Comprehensive Plan, Monmouth County Planning Board, August 2000.

¹⁰ 2000 U.S. Census

and along the Route 35 corridor is considered within CMR study area. This includes 12,157 persons in 2000 which is about 48% of the overall Wall population. The majority of development and growth between 1980 and 2000 in Wall Township occurred outside of the study-area.¹¹ The table below shows overall population change in the period between 1980 and 2000 for all 30 municipalities within the study region.

Table I – 9 Population Change (1980-2000)

Municipality	1980 Population	1990 Population	2000 Population	Change from 1980	
				Change	% Change
Allenhurst	912	759	718	-194	-21.3%
Asbury Park	17,015	16,799	16,930	-85	-0.5%
Avon-by-the-Sea	2,337	2,165	2,244	-93	-4.0%
Belmar	6,771	5,877	6,045	-726	-10.7%
Bradley Beach	4,772	4,475	4,793	21	0.4%
Brielle	4,068	4,406	4,893	825	20.3%
Deal	1,952	1,179	1,070	-882	-45.2%
Eatontown	12,703	13,800	14,008	1,305	10.3%
Fair Haven	5,679	5,270	5,937	258	4.5%
Interlaken	1,037	910	900	-137	-13.2%
Lake Como	1,566	1,482	1,806	240	15.3%
Little Silver	5,548	5,721	6,170	622	11.2%
Loch Arbour	369	380	280	-89	-24.1%
Long Branch	29,819	28,658	31,340	1,521	5.1%
Manasquan	5,354	5,369	6,310	956	17.9%
Monmouth Beach	3,318	3,303	3,595	277	8.3%
Neptune	28,366	28,148	27,690	-676	-2.4%
Neptune City	5,276	4,997	5,218	-58	-1.1%
Ocean	23,570	25,058	26,959	3,389	14.4%
Oceanport	5,888	6,146	5,807	-81	-1.4%
Red Bank	12,031	10,636	11,844	-187	-1.6%
Rumson	7,623	6,701	7,137	-486	-6.4%
Sea Bright	1,812	1,693	1,818	6	0.3%
Sea Girt	2,650	2,099	2,148	-502	-18.9%
Shrewsbury Borough	2,962	3,096	3,590	628	21.2%
Shrewsbury Township	995	1,098	1,098	103	10.4%
Spring Lake	4,215	3,499	3,567	-648	-15.4%
Spring Lake Heights	5,424	5,341	5,227	-197	-3.6%
Wall	18,952	20,244	25,261	6,309	33.3%
West Long Branch	7,380	7,690	8,258	878	11.9%
Coastal Monmouth Region	230,364	226,999	242,661	12,297	5.3%
Monmouth County	503,173	553,124	615,301	112,128	22.3%

SOURCE: Monmouth County Data Book 2004

¹¹ Based upon 2000 U.S. census block data, 12,157 persons reside in the area of Wall Township within the CMR study area, (which includes primarily the West Belmar neighborhood and area east of Route 35). This is about 48% of the total Wall population.

Table I – 10 Population Projection (2000-2025)

Municipality	2000 Population	2025 Population	Overall (2000-2025)	
			Change	% Change
Allenhurst	718	733	15	2.0%
Asbury Park	16,930	20,500	3,570	17.4%
Avon-by-the-Sea	2,244	2,244	0	0.0%
Belmar	6,045	6,048	3	0.0%
Bradley Beach	4,793	4,793	0	0.0%
Brielle	4,893	5,227	334	6.4%
Deal	1,070	1,132	62	5.5%
Eatontown	14,008	14,458	450	3.1%
Fair Haven	5,937	6,095	158	2.6%
Interlaken	900	908	8	0.9%
Lake Como	1,806	1,806	0	0.0%
Little Silver	6,170	6,392	222	3.5%
Loch Arbour	280	280	0	0.0%
Long Branch	31,340	34,106	2,766	8.1%
Manasquan	6,310	6,772	462	6.8%
Monmouth Beach	3,595	3,744	149	4.0%
Neptune	27,690	33,215	5,525	16.6%
Neptune City	5,218	5,447	229	4.2%
Ocean	26,959	29,216	2,257	7.7%
Oceanport	5,807	6,105	298	4.9%
Red Bank	11,844	12,306	462	3.8%
Rumson	7,137	7,275	138	1.9%
Sea Bright	1,818	2,085	267	12.8%
Sea Girt	2,148	2,148	0	0.0%
Shrewsbury Borough	3,590	3,781	191	5.1%
Shrewsbury Township	1,098	1,144	46	4.0%
Spring Lake	3,567	3,661	94	2.6%
Spring Lake Heights	5,227	5,367	140	2.6%
Wall	25,261	28,015	2,754	9.8%
West Long Branch	8,258	8,525	267	3.1%
Coastal Monmouth Region	242,661	263,528	20,867	7.9%
Monmouth County	615,301	703,784	88,483	12.6%

SOURCE: Monmouth County Planning Board 2004 Cross Acceptance Report

5.1.2 Projected Growth

The Monmouth County Planning Board released projected growth estimates for the County and its municipalities through 2025. The data suggests a moderate growth of 20,867 persons or 7.9% increase of the 2000 CMR population by the year 2020. The total population of Monmouth County is anticipated to grow by 88,483 persons or 12.6%.

Between 2000 and 2025, the greatest growth percentage is anticipated in Asbury Park. The projections estimate a 17.4% growth or a net increase of 3,570 persons. Neptune is forecasted to have the highest net increase in population during the period with a growth of 5,525 persons or 16.6% of the 2000 population. Five municipalities including Avon-By-The-Sea, Bradley Beach, Lake Como, Loch Arbour and Sea Girt are anticipated to remain stable with no net increase projected. (See Population Growth Projections Percent Change (2000-2025) Map I – 5.)

In May 2005, the North Jersey Transportation Planning Authority (“NJTPA”) also released its own projected growth estimates for Monmouth County. The NJTPA projections are fairly consistent with those of Monmouth County for overall growth in the CMR. They show an increase of 17,990 persons or 6.9% of the 2000 population, and for Monmouth County, an increase of 73,000 persons or 10.7% of the 2000 population.

5.1.3 Population Density

The CMR is a popular location for year-round and seasonal homes. As a result of the high demand for housing within a limited area, population density within the region is relatively high. Population density is a good indicator of the level of development within a town or region. The following table shows the population density levels for all of the municipalities in the region. It should be noted that because several of the municipalities in the region are smaller than one square mile, their density measure is larger than the municipality's given population. The CMR, with a density of 2,533.79 persons per square mile, is almost double as dense as Monmouth County as a whole with a density of 1,303.60 persons per square mile. By comparison, the CMR is more than twice (55%) as dense as New Jersey as a whole, which has the highest State population density in the nation. (See Population Density (2000) Map I – 6.)

Table I – 11 Population Density by Municipality (2000)

Municipality	Total Area (Square Miles)	Total Population	Population Density (in Persons per sq. mi.)
Allenhurst	0.30	718	2,393.33
Asbury Park	1.50	16,930	11,286.67
Avon-by-the-Sea	0.40	2,244	5,610.00
Belmar	1.00	6,045	6,045.00
Bradley Beach	0.60	4,793	7,988.33
Brielle	1.65	4,893	2,965.45
Deal	1.20	1,070	891.67
Eatontown	5.86	14,008	2,390.44
Fair Haven	1.55	5,937	3,830.32
Interlaken	0.38	900	2,368.42
Lake Como	0.20	1,806	9,030.00
Little Silver	2.80	6,170	2,203.57
Loch Arbour	0.10	280	2,800.00
Long Branch	5.10	31,340	6,145.10
Manasquan	1.40	6,310	4,507.14
Monmouth Beach	1.10	3,595	3,268.18
Neptune	8.00	27,690	3,461.25
Neptune City	0.90	5,218	5,797.78
Ocean	11.20	26,959	2,407.05
Oceanport	3.10	5,807	1,873.23
Red Bank	1.75	11,844	6,768.00
Rumson	5.20	7,137	1,372.50
Sea Bright	0.60	1,818	3,030.00
Sea Girt	1.05	2,148	2,045.71
Shrewsbury Borough	2.30	3,590	1,560.87
Shrewsbury Township	0.09	1,098	12,200.00
Spring Lake	1.30	3,567	2,743.85
Spring Lake Heights	1.30	5,227	4,020.77
Wall	31.01	25,261	814.61
West Long Branch	2.83	8,258	2,918.02
Coastal Monmouth Region	95.77	242,661	2,533.79
Monmouth County	472.00	615,301	1,303.60

SOURCE: "Monmouth County At A Glance:2006", Monmouth County Planning Board

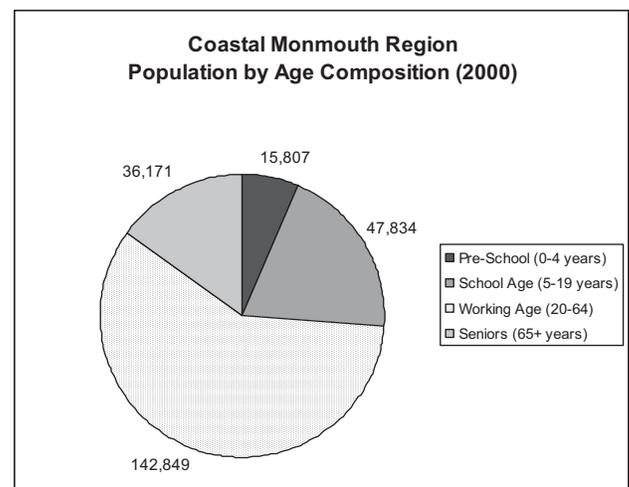
5.1.4 Age Composition

In 2000, the CMR had a total population of 242,661. 6.5% were 4 years or younger, 19.7% were school-aged (5-19 years old), 58.9% were working age (20-64 years of age), and 14.9% were senior citizens age 65 or older. By comparison to Monmouth County as a whole, the CMR has a slightly higher senior population. All other age categories are slightly lower. The regional median age is 38.3 years. Sea Girt Borough has the highest municipal median age of 50.3 years; Asbury Park has the lowest median age of 30.6 years. Monmouth County's median age is 37.7 years.

Table I – 12 Median Age (2000)

Municipality	Median Age (in years)
Allenhurst	42.5
Asbury Park	30.6
Avon-by-the-Sea	43.9
Belmar	38.5
Bradley Beach	36.9
Brielle	42.9
Deal	44.6
Eatontown	36.6
Fair Haven	37.4
Interlaken	47.6
Lake Como	35.8
Little Silver	41.1
Loch Arbour	43.0
Long Branch	34.7
Manasquan	39.0
Monmouth Beach	44.6
Neptune	39.4
Neptune City	39.8
Ocean	38.4
Oceanport	40.5
Red Bank	37.5
Rumson	39.2
Sea Bright	40.2
Sea Girt	50.3
Shrewsbury Borough	38.4
Shrewsbury Township	34.9
Spring Lake	47.7
Spring Lake Heights	48.3
Wall	40.3
West Long Branch	33.8
Coastal Monmouth Region	38.3
Monmouth County	37.7

SOURCE: 2000 U.S. Census DP-1 Profile General Demographic Characteristics



5.1.5 Racial Composition

Racial composition of the CMR is 78.3% White, 14.3% Black, 7.4% Asian and 7.6% Hispanic origin. Despite the fact that the region is predominately White, several municipalities are more racially diverse. Asbury Park City, Long Branch, Neptune Township, Red Bank, and Shrewsbury Township all have minority populations that comprise over 30% of the municipal population.

5.2 HOUSING

5.2.1 Housing Overview and Characteristics

Although containing over 39% of Monmouth County's population, the CMR accounts for 45% of the County's housing stock: 108,631 units of the County's 240,884 housing units. Due to land constraints within the CMR, housing unit variation tends to be modest by comparison to the rest of the County. Between 1990 and 2000 the Region saw the creation of 5,228 new housing units or a 5.1% increase. During the same time period, Monmouth County's housing stock grew by 22,436 units or a 10.3% increase.

5.2.2 Housing Occupancy and Vacancy

Over half of the housing stock in the CMR is owner-occupied. Of 108,631 total housing units in the Region, 60,339 units or 55.5% are owner-occupied; 36,135 units or 33.3% are renter-occupied; and 12,157 units or 11.2% are classified as vacant. Of the 9,956 housing units in Wall, 5,465 units are located within the CMR. Of these units, 69.2% are owner occupied, 23.7% are renter-occupied and 17.1% are vacant. The CMR has a higher renter-occupied unit and vacant-unit rate than Monmouth County.

The high vacancy rate in the Region can be attributed to its popularity as a seasonal destination for vacationers and day-trippers alike. Of the 12,157 vacant units in the CMR, 57.2% or 6,951 are classified for seasonal and occasional use purposes. The seasonal and occasional purpose rate varies by municipality. Deal has the highest rate of vacant units used for seasonal purposes at 95.8%; Asbury Park has the lowest rate of 4.6%. Twelve of the 30 municipalities have vacant units used for seasonal purposes at a rate of 70% or higher, as seen in the table below.

A majority of the 12,157 vacant units are concentrated in the Southern and South Central Regions with 3,029 units or 43.6% and 2,515 units or 36.2% respectively. The Northern Region has only 612 vacant units or 8.8% and the North Central Region has 795 vacant units or 11.4%. The highest actual concentration of vacant units is within Belmar (729 units), Long Branch (703 units), Neptune Township (681 units), Manasquan (675 units) and Bradley Beach (614 units).¹²

¹² Wall within the CMR including West Belmar neighborhood and area along and east of Route 35 has 5,465 housing units or 54.8% of the total Wall housing units. 69% were owner occupied, 23.7% were renter units and 7.1% were vacant. The vacant units within Wall Township in the CMR accounted for 387 housing units or 74% of the total vacant units.

Table I – 13 Housing Characteristics (2000)

Municipality	Owner-Occupied Units		Median Value Owner-Occupied (in dollars)	Renter-Occupied Units		Median Value Renter-Occupied (in dollars)	Vacant Units		Total Units
	Total	%		Total	%		Total	%	
Allenhurst	206	55.7%	\$359,000	79	21.4%	\$815	85	23.0%	370
Asbury Park	1,317	17.0%	\$92,800	5,437	70.2%	\$615	990	12.8%	7,744
Avon-by-the-Sea	630	45.4%	\$370,100	413	29.8%	\$789	344	24.8%	1,387
Belmar	1,398	35.0%	\$186,700	1,548	38.7%	\$779	1,050	26.3%	3,996
Bradley Beach	967	30.9%	\$161,200	1,330	42.5%	\$542	835	26.7%	3,132
Brielle	1,617	76.2%	\$285,000	321	15.1%	\$1,090	185	8.7%	2,123
Deal	294	30.8%	\$553,800	140	14.7%	\$950	519	54.5%	953
Eatontown	2,841	44.8%	\$178,200	2,939	46.3%	\$766	561	8.8%	6,341
Fair Haven	1,869	91.8%	\$305,900	129	6.3%	\$1,219	39	1.9%	2,037
Interlaken	369	92.9%	\$280,600	17	4.3%	\$1,333	11	2.8%	397
Lake Como	494	44.6%	\$124,300	330	29.8%	\$811	283	25.6%	1,107
Little Silver	2,153	94.1%	\$300,400	79	3.5%	\$1,125	56	2.4%	2,288
Loch Arbour	89	57.1%	\$322,400	31	19.9%	\$755	36	23.1%	156
Long Branch	5,346	38.2%	\$135,300	7,248	51.8%	\$727	1,389	9.9%	13,983
Manasquan	1,848	52.3%	\$265,300	752	21.3%	\$808	931	26.4%	3,531
Monmouth Beach	1,338	68.0%	\$342,000	295	15.0%	\$1,037	336	17.1%	1,969
Neptune	7,146	58.5%	\$138,100	3,761	30.8%	\$658	1,310	10.7%	12,217
Neptune City	1,312	56.0%	\$124,100	909	38.8%	\$705	121	5.2%	2,342
Ocean	6,889	64.0%	\$198,900	3,365	31.3%	\$689	502	4.7%	10,756
Oceanport	1,802	85.2%	\$231,400	241	11.4%	\$672	71	3.4%	2,114
Red Bank	2,478	45.5%	\$178,900	2,723	50.0%	\$547	249	4.6%	5,450
Rumson	2,209	84.6%	\$455,300	243	9.3%	\$1,187	158	6.1%	2,610
Sea Bright	543	45.2%	\$227,600	460	38.3%	\$906	199	16.6%	1,202
Sea Girt	844	65.7%	\$549,300	98	7.6%	\$1,095	343	26.7%	1,285
Shrewsbury Borough	1,150	94.0%	\$258,300	57	4.7%	\$898	16	1.3%	1,223
Shrewsbury Township	259	47.4%	\$61,100	262	48.0%	\$825	25	4.6%	546
Spring Lake	1,162	60.2%	\$638,200	301	15.6%	\$1,420	467	24.2%	1,930
Spring Lake Heights	1,580	53.6%	\$218,600	931	31.6%	\$877	439	14.9%	2,950
Wall	8,111	81.5%	\$234,700	1,326	13.3%	\$818	520	5.2%	9,957
West Long Branch	2,078	82.0%	\$203,300	370	14.6%	\$639	87	3.4%	2,535
Coastal Monmouth Region	60,339	55.5%	\$228,021	36,135	33.3%	\$716	12,157	11.2%	108,631
Monmouth County	167,311	69.5%	\$203,100	56,925	23.6%	\$759	16,648	6.9%	240,884

SOURCES: 2000 U.S. Census DP-1 Selected General Demographic Characteristics; 2000 U.S. Census DP-4 Selected Housing Characteristics

5.2.3 Housing Cost

According to data from the 2000 U.S. Census, the median value of owner-occupied units in the CMR is \$228,021, which is above the Monmouth County median value of \$203,100. Spring Lake Borough had the highest median value of owner-occupied units at \$638,200; Shrewsbury Township had the lowest median value for owner-occupied units at \$61,100. Based upon the 2005 American Community Survey, the median value of owner-occupied units in Monmouth County is \$421,800 or more than double the 2000 median value.¹³ Detailed information is not available for individual municipalities. However, based upon the home sales prices between 2000 and 2006, the average sales price in 22 of the 30 CMR municipalities increased by 100% or greater in these six years. The percent change in overall sales price increased by 200% in four municipalities: Loch Arbour (241%), Asbury Park (232%), Belmar (228%) and Lake Como (214%). Eight municipalities increased at a less robust rate of under 100% change: Oceanport (94%), Little Silver (94%), Wall (88%), Brielle (78%), Shrewsbury Borough (77%), Spring Lake (71%), Rumson (32%), Deal (14%)¹⁴.

¹³ 2005 American Community Survey, US Census.

¹⁴ Star Ledger, New Jersey's Housing Boom. <http://www.nj.com/news/housingboom/index.ssf?/str/sales/rank/ranings2.asp>

Table I – 14 Seasonal and Occasional-Use Unit Inventory (2000)

Municipality	Total Vacant Units	Vacant Units Used for Seasonal and Occasional Purposes	
	Total	Total	%
Allenhurst	85	76	89.4%
Asbury Park	990	46	4.6%
Avon-by-the-Sea	344	298	86.6%
Belmar	1,050	729	69.4%
Bradley Beach	835	614	73.5%
Brielle	185	122	65.9%
Deal	519	497	95.8%
Eatontown	561	30	5.4%
Fair Haven	39	9	23.1%
Interlaken	11	3	27.3%
Lake Como	283	217	76.7%
Little Silver	56	29	51.8%
Loch Arbour	36	27	75.0%
Long Branch	1,389	703	50.6%
Manasquan	931	675	72.5%
Monmouth Beach	336	288	85.7%
Neptune	1,310	681	52.0%
Neptune City	121	22	18.2%
Ocean	502	251	50.0%
Oceanport	71	25	35.2%
Red Bank	249	29	11.6%
Rumson	158	99	62.7%
Sea Bright	199	152	76.4%
Sea Girt	343	302	88.0%
Shrewsbury Borough	16	5	31.3%
Shrewsbury Township	25	1	4.0%
Spring Lake	467	376	80.5%
Spring Lake Heights	439	311	70.8%
Wall	520	297	57.1%
West Long Branch	87	37	42.5%
Coastal Monmouth Region	12,157	6,951	57.2%
Monmouth County	16,648	7,726	46.4%

SOURCES: Monmouth County Fact Book, 2004;
2000 U.S. Census DP-1 Selected General Demographic Characteristics

In the Edison MSA, which includes Middlesex, Monmouth, Ocean and Somerset counties, the median home price fell 3.1 percent to \$373,000 in the second quarter of 2008. (Times of Trenton “Homebuyers on the Hunt for Bargains” August 15, 2008)

The median monthly rent of housing units in the CMR is \$716, which is slightly lower than the Monmouth County median monthly rent of \$756 for renter-occupied units. Spring Lake Borough had the highest median rent at \$1,420; Bradley Beach had the lowest median rent at \$542 per month. According to the 2005 American Community Survey, the median monthly rent has increased to \$971.¹⁵ Detailed information is not available for individual municipalities.

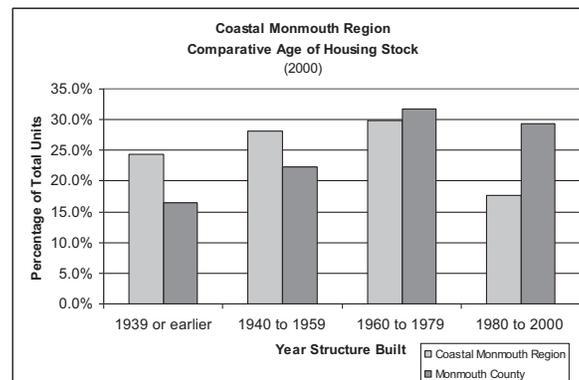
5.2.4 Age of Housing Stock

Historically, most of the communities in the Monmouth Coastal Region are fairly old and well established. Many became popular as summer resort towns at the turn of the century. Asbury Park and the neighboring community of Ocean Grove, a beachfront section of Neptune Township, were popular resort destinations in the Victorian era. Recent efforts are restoring and rehabilitating historic buildings and homes in these and many other communities in the CMR.

¹⁵ 2005 American Community Survey, US Census.

Approximately 26,370 units or 24.3% of the CMR's housing stock was built before 1940. This is about 8% higher than Monmouth County as a whole. The change in housing growth is again evidenced by the age of the housing stock in the Region. Only 17.7% of the housing stock within the Region was built in the decades between 1980 and 2000, as compared to 29.4% of the entire County's housing stock.

Table I –15 Age of Housing Stock (2000)



Municipality	1939 or Earlier		1940 to 1959		1960 to 1979		1980 to 2000	
	Total	%	Total	%	Total	%	Total	%
Coastal Monmouth Region	26,370	24.3%	30,605	28.2%	32,427	29.9%	19,219	17.7%
Monmouth County	39,760	16.5%	53,718	22.3%	76,581	31.8%	70,825	29.4%

SOURCE: 2000 U.S. Census, DP-4, Profile of Selected Housing Characteristics

Of the 30 municipalities in the Region, 4 municipalities have over 50% of their housing stock built before 1940, including: Loch Arbour 83.5% or 132 units; Allenhurst 76.6% or 282 units; Interlaken 57.2% or 227; and Avon-by-the-Sea 53.9% or 745 units.

5.2.5 Unit Type

About 65% of the Region's housing stock is single family homes. This is slightly lower than the Monmouth County rate of 75.1%. However, in five CMR municipalities single family housing stocks account for less than half of their housing. These are Asbury Park, Long Branch, Red Bank, Sea Bright and Eatontown. In the Boroughs of Interlaken and Shrewsbury, 100% of their housing stock is classified as single family. Asbury Park has the highest occurrence of multi-family housing (10 or more units) and small multi-family housing (2-4 units) accounting for 42.3% or 3,277 units and 24.3% or 1,883 units of its entire housing stock, respectively. Shrewsbury Township has the highest percentage of medium multi-family housing (5-9 units) accounting for 20.9% or 114 units of its housing stock. Additionally, Eatontown has the highest percentage of mobile homes at approximately 4.6% or 299 units.

Table I – 16 Housing Units by Type (2000)

Municipality	Single Family (Detached & Attached)		Multi-Family (2-4 Units)		Multi-Family (5-9 Units)		Multi-Family (10+ Units)		Mobile Homes (Other)		Total Units
	Total	%	Total	%	Total	%	Total	%	Total	%	
Allenhurst	302	82.1%	45	12.2%	11	3.0%	10	2.7%	0	0.0%	368
Asbury Park	1,945	25.1%	1,883	24.3%	615	7.9%	3,277	42.3%	24	0.3%	7,744
Avon-by-the-Sea	985	71.3%	206	14.9%	10	0.7%	176	12.7%	5	0.4%	1,382
Belmar	2,159	54.0%	817	20.4%	137	3.4%	876	21.9%	7	0.2%	3,996
Bradley Beach	1,683	53.7%	541	17.3%	126	4.0%	782	25.0%	0	0.0%	3,132
Brielle	1,738	81.9%	293	13.8%	13	0.6%	44	2.1%	35	1.6%	2,123
Deal	828	86.9%	44	4.6%	12	1.3%	69	7.2%	0	0.0%	953
Eatontown	3,013	47.6%	855	13.5%	650	10.3%	1,521	24.0%	294	4.6%	6,333
Fair Haven	2,012	98.8%	25	1.2%	0	0.0%	0	0.0%	0	0.0%	2,037
Interlaken	397	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	397
Lake Como	874	79.0%	140	12.6%	14	1.3%	79	7.1%	0	0.0%	1,107
Little Silver	2,244	98.1%	36	1.6%	8	0.3%	0	0.0%	0	0.0%	2,288
Loch Arbour	150	94.9%	3	1.9%	2	1.3%	0	0.0%	3	1.9%	158
Long Branch	5,758	41.2%	2,947	21.1%	895	6.4%	4,363	31.2%	20	0.1%	13,983
Manasquan	2,889	81.8%	554	15.7%	45	1.3%	43	1.2%	0	0.0%	3,531
Monmouth Beach	1,178	59.8%	47	2.4%	108	5.5%	636	32.3%	0	0.0%	1,969
Neptune	8,704	71.2%	1,395	11.4%	676	5.5%	1,326	10.9%	116	0.9%	12,217
Neptune City	1,443	61.6%	181	7.7%	43	1.8%	598	25.5%	77	3.3%	2,342
Ocean	7,609	70.7%	562	5.2%	550	5.1%	2,025	18.8%	10	0.1%	10,756
Oceanport	1,921	91.0%	17	0.8%	25	1.2%	140	6.6%	9	0.4%	2,112
Red Bank	2,453	45.0%	1,228	22.5%	312	5.7%	1,457	26.7%	0	0.0%	5,450
Rumson	2,491	95.4%	101	3.9%	11	0.4%	0	0.0%	7	0.3%	2,610
Sea Bright	555	46.0%	212	17.6%	107	8.9%	333	27.6%	0	0.0%	1,207
Sea Girt	1,216	94.6%	35	2.7%	0	0.0%	23	1.8%	11	0.9%	1,285
Shrewsbury Borough	1,223	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1,223
Shrewsbury Township	284	52.0%	76	13.9%	114	20.9%	70	12.8%	2	0.4%	546
Spring Lake	1,727	89.5%	76	3.9%	6	0.3%	108	5.6%	13	0.7%	1,930
Spring Lake Heights	2,158	73.2%	131	4.4%	234	7.9%	427	14.5%	0	0.0%	2,950
Wall	8,772	88.1%	200	2.0%	174	1.7%	616	6.2%	195	2.0%	9,957
West Long Branch	2,253	88.9%	151	6.0%	0	0.0%	131	5.2%	0	0.0%	2,535
Coastal Monmouth Region	70,964	65.3%	12,801	11.8%	4,898	4.5%	19,130	17.6%	828	0.8%	108,621
Monmouth County	180,814	75.1%	19,031	7.9%	9,520	4.0%	28,224	11.7%	3,295	1.4%	240,884

SOURCE: 2000 U.S. Census, DP-4, Profile of Selected Housing Characteristics

5.2.6 Housing Affordability and Council on Affordable Housing Requirements

Housing affordability within the CMR varies greatly both by municipality and location. The high demand to live near the beach or to live in communities with easy access to transportation hubs and corridors has caused the market demand and assessed values of properties in many municipalities to skyrocket over the course of the past decade. Recent efforts to revitalize and restore decaying seaside communities have again caused a shift in market price and affordability where existing residents are relocated to the fringe sections of these municipalities or to an alternative locale.

Since 1986, New Jersey has adopted affordable housing measures to address the needs of middle and lower income residents in response to the Fair Housing Act of 1985 and the subsequent Mount Laurel decisions. The New Jersey Council on Affordable Housing ("COAH") functions as the lead agency, on behalf of the State, in regulating and certifying municipal affordable housing plans. Since its inception, COAH's affordable housing share determination process has been through three different cycles.

During the First and Second Rounds, using a predetermined formula, COAH prescribed a specific number of affordable units for each municipality and deficient housing units occupied by low and moderate income housing units, known as the rehabilitation share. Currently, municipalities in New Jersey are operating under the Third Round methodology amended rules, adopted on May 6, 2008, requiring that a municipality's fair share consist of three elements: addressing the remaining obligation from prior rounds that was not constructed; rehabilitation; and growth share. COAH separates the State into six housing Regions. Monmouth, along with Ocean and Mercer Counties, is in Region 4. The table below shows the regional income limits, as determined by COAH, for 1 to 5 person households.

Table I – 17 2008 Regional Income Limits For Region 4 Municipalities

	1 person	2 person	3 person	4 person	5 person
Median	\$59,196	\$67,653	\$76,109	\$84,566	\$91,331
Moderate	\$47,357	\$54,122	\$60,888	\$67,653	\$73,065
Low	\$29,598	\$33,826	\$38,055	\$42,283	\$45,666

One of the indicators used by COAH to determine the affordability of housing within a municipality is to measure the percentage of household income versus housing cost. The table above illustrates the cost of housing as a percentage of household income for owner and renter-occupied units in the CMR and Monmouth County as a whole. Within the CMR, approximately 22.6% of households reside in owner-occupied units, and 32.4% of renter-occupied units spend over 35% of their income on housing. These rates are fairly consistent with the rest of Monmouth County.

Table I – 18 Households Paying More than 35% of Income on Housing Cost (2000)

Municipality	Selected Owner Costs as a % of Household Income		Gross Rent as a % of Household Income	
	Units	% of Owner-Occupied Units	Units	% of Renter-Occupied Units
Coastal Monmouth Region	12,146	22.6%	11,685	32.4%
Monmouth County	32,047	21.4%	18,197	32.1%

SOURCE: 2000 U.S. Census, DP-4, Profile of Selected Housing Characteristics

The table below shows the rehabilitation share and adjusted prior round obligation (1987-1999) for all 30 municipalities in the CMR as of December 2006 as determined in Appendix C of COAH's Third Round Substantive Rules. There is a rehabilitation obligation of 1,242 units and an adjusted prior round obligation of 5,354 affordable units. Over two-thirds, 20 of 30, of the municipalities in the CMR have taken steps to address affordable housing issues in their individual communities. The tables below show the status of all municipalities within the CMR who have petitioned, been certified or placed under court jurisdiction as per COAH's regulations.

As shown on the following tables, of those municipalities under the jurisdiction of COAH, seven towns have petitioned and filed 3rd Round Plans with COAH as of September 17, 2009 and none had yet received substantive certification. Also, seven CMR municipalities are under the Court jurisdiction.

New housing rules are under consideration that will greatly affect the approach to affordable housing in New Jersey. It is important that municipalities are aware of any pending proposals or new rule changes. The material presented within this section should be considered within the context of affordable housing rules present at the time of this report's preparation.

Table I – 19 Affordable Housing Growth Share

Municipality	Rehabilitation Share	Prior Round Obligation	Growth Share Obligation
Allenhurst	1	50	TBD
Asbury Park	299	0	TBD
Avon-by-the-Sea	13	20	TBD
Belmar	55	59	TBD
Bradley Beach	31	20	TBD
Brielle	0	159	TBD
Deal	1	54	TBD
Eatontown	32	504	TBD
Fair Haven	5	135	TBD
Interlaken	0	40	TBD
Lake Como	12	197	TBD
Little Silver	0	31	TBD
Loch Arbour	0	0	TBD
Long Branch	322	149	TBD
Manasquan	31	70	TBD
Monmouth Beach	5	33	TBD
Neptune	173	0	TBD
Neptune City	9	33	TBD
Ocean	52	873	TBD
Oceanport	0	149	TBD
Red Bank	86	427	TBD
Rumson	0	268	TBD
Sea Bright	21	37	TBD
Sea Girt	3	115	TBD
Shrewsbury Borough	0	277	TBD
Shrewsbury Township	1	12	TBD
Spring Lake	40	132	TBD
Spring Lake Heights	5	76	TBD
Wall	45	1073	TBD
West Long Branch	0	219	TBD
Coastal Monmouth Region	1,242	5,212	
Monmouth County	2,005	13,555	

SOURCE: COAH June 16, 2008 Proposed Amended Rules

NOTE Data Accurate as of August 29, 2008

Table I – 20 Affordable Housing Round Status – Coastal Monmouth Region COAH Towns

Municipality	Status	COAH Jurisdiction	3rd Round File Date	File - no petition	3rd Round Petition Date	Certification Denial Date	Final Certification Date
Belmar	petition	x			12/31/08		
Little Silver	petition	x			12/30/08		
Manasquan	petition	x			12/31/08		
Neptune City	petition	x			12/31/08		
Red Bank	petition	x			12/30/08		
Rumson	petition	x			12/31/08		
Spring Lake	petition	x			12/31/08		
County totals	7	7	0	0	7	0	0

Sources: New Jersey Council on Affordable Housing, <http://www.state.nj.us/dca/coah/status2.xls>; New Jersey Council on Affordable Housing, <http://www.state.nj.us/dca/coah/status3.xls>

NOTE: Data Accurate as of September 17, 2009

Table I – 21 Affordable Housing Round Status – Coastal Monmouth Region Court Towns

Municipality	Court Jurisdiction	Declaratory Judgment	Builder's Remedy	Date under Court jurisdiction	Judgment of Compliance and Repose
Eatontown	x	x			
Monmouth Beach	x	x			
Oceanport	x		x		
Shrewsbury Borough	x	x			
Spring Lake Heights Borough	x	x			
Wall	x	x			
West Long Branch	x		x		
County totals	7	5	2	0	0

Sources: New Jersey Council on Affordable Housing, <http://www.state.nj.us/dca/coah/status2.xls>; New Jersey Council on Affordable Housing, <http://www.state.nj.us/dca/coah/status3.xls>

NOTE: Data Accurate as of September 17, 2009

The passage of A-500, known as P.L. 2008, c.46, eliminated regional contribution agreements (RCAs) as an option in addressing a municipality's growth share obligation. Prior to its elimination, the RCAs allowed municipalities to transfer part of their housing obligation to another municipality, as long as the sending and receiving municipalities were within the same COAH region through contracting and payments between the municipalities. The table below shows RCAs that occurred during the First and Second Round Obligations in which a municipality from the CMR was either a sending or receiving municipality.

Table I – 22 RCAS Addressing COAH Prior-Round Obligations

Middletown/Monmouth	Red Bank/Monmouth	11/28/88	05/10/94	45	\$18,000	\$810,000
Middletown/Monmouth	Long Branch/Monmouth	11/28/88	05/10/94	150	\$17,500	\$2,625,000
Middletown/Monmouth	Asbury Park/Monmouth	01/09/89	05/10/94	180	\$19,500	\$3,510,000
Wall/Monmouth *	Neptune/Monmouth	04/18/90	09/24/90	250	\$17,500	\$4,375,000
Wall/Monmouth *	Long Branch/Monmouth	04/18/90	09/24/90	150	\$16,750	\$2,512,500
Total				775	\$17,850	\$13,832,500
RCAs Addressing a Second-round Obligation						
Sending Municipality/County	Receiving Municipality/County	COAH Approval of RCA	Sender's Certification or Repose	Units Transferred	Cost per Unit	Total Transfer Approved
Wall/Monmouth *	Asbury Park/Monmouth	12/03/97	02/19/98	47	\$20,000	\$940,000
Wall/Monmouth *	Bradley Beach Boro/Monmouth	02/04/98	02/17/98	95	\$20,000	\$1,900,000
Upper Freehold Twp/Monmouth	Neptune/Monmouth	03/07/01	03/07/01	22	\$20,000	\$440,000
Millstone/Monmouth	Asbury Park/Monmouth	04/04/01	10/01/03	46	\$20,000	\$920,000
Freehold Twp/Monmouth	Asbury Park/Monmouth	12/12/01	12/12/01	30	\$20,000	\$600,000
Howell/Monmouth	Asbury Park/Monmouth	10/05/04	10/05/04	102	\$25,000	\$2,550,000
Manalapan/Monmouth	Red Bank/Monmouth	02/09/05	10/23/96	100	\$25,000	\$2,500,000
West Windsor/Mercer *	Long Branch/Monmouth	04/13/05		33	\$25,000	\$825,000
Colts Neck//Monmouth	Long Branch/Monmouth	06/14/06		75	\$25,000	
Total				550	\$22,222	\$10,675,000
TOTALS FOR RCAs				1,325	(average) \$20,036.11	\$24,507,500.00

* court towns

SOURCE: New Jersey Council on Affordable Housing, <http://www.state.nj.us/dca/coah/rcas.xls>

NOTE: Data Accurate as of December 2006

6.0 LAND USE

6.1 LAND USE/LAND COVER

In creating the Land Use/Land Cover Map 1 – 7, included on the following page, digital GIS data from Monmouth County and the NJDEP were incorporated for the CMR. As determined by the State, this particular data utilizes the 2002 Modified Anderson System. The Anderson System is useful in studying residential uses. It separates areas based on residential densities. This is particularly helpful when determining overall residential patterns within a given region. The System isolates and identifies four types of residential areas, based on dwelling type and number of units per acre: high density; medium density; low density; and rural. The residential classifications are further characterized by their associated level of impervious coverage.



Ocean Grove



Ocean Grove



Fair Haven

The CMR is predominately residential. Commercial areas are almost exclusively limited to major thoroughfares such as Highways 33, 35, and 36, as well as, Route 71. While the majority of residential areas throughout the region are classified as medium density, there are also large areas of high, low and rural densities. The greatest concentration of high density residential occurs in a portion of the South Central CMR, stretching from the City of Asbury Park to the Shark River Inlet. This area includes Bradley Beach and Avon-by-the-Sea, as well as, portions of Neptune City and Neptune. Additional large areas of high density residential occur in adjacent sections of Belmar and Lake Como in the Southern CMR and in Red Bank in the Northern CMR. By contrast, Rumson is classified as being predominately rural residential.

The 2002 Land Use/Land Cover Map also illustrates environmentally sensitive and open space areas such as wetlands, forests, beaches and recreational lands. The majority of these types of lands are concentrated in the more western sections of the CMR. These types of lands are also predominately located south and west of the NJ Transit North Jersey Coast Line, suggesting that in the easternmost sections of the CMR, development has been occurring for some time. (See 2002 Land Use/Land Cover Map 1 – 7.)

2002 LAND USE / LAND COVER

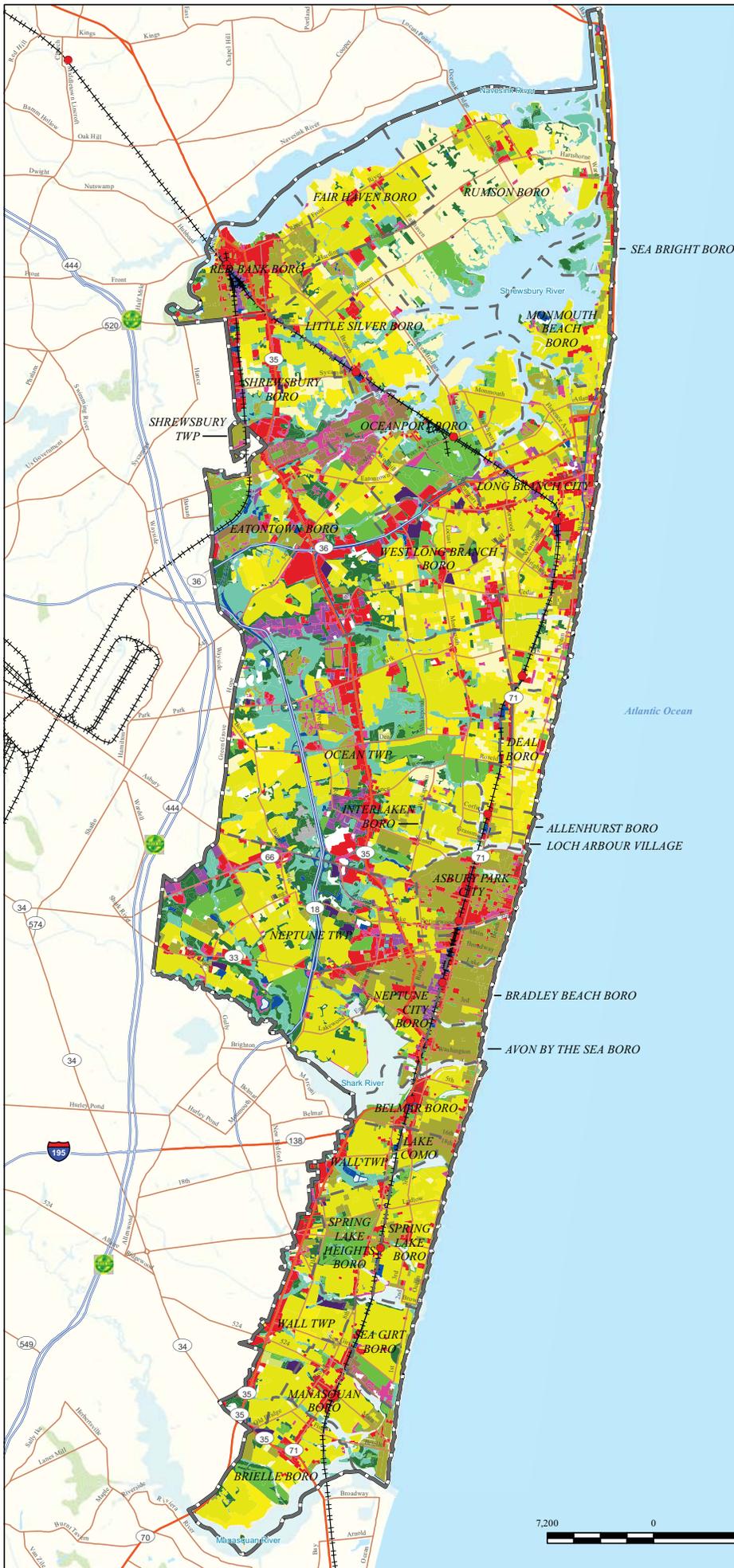
COASTAL MONMOUTH REGION
MONMOUTH COUNTY NEW JERSEY



Legend

-  COASTAL MONMOUTH REGION
-  MUNICIPAL BOUNDARIES
-  LIMITED ACCESS ROADWAY
-  HIGHWAY
-  MAJOR ROAD
-  LOCAL ROAD
-  MINOR ROAD
-  OTHER ROAD
-  RAMP
-  RAILROADS
-  TRAIN STATION
-  WATER BODIES
-  SWAMP/MARSH
- LAND USE / LAND COVER**
-  RESIDENTIAL, HIGH DENSITY
-  RESIDENTIAL, MEDIUM DENSITY
-  RESIDENTIAL, LOW DENSITY
-  RESIDENTIAL, RURAL
-  COMMERCIAL/SERVICES
-  INDUSTRIAL
-  INDUSTRIAL/COMMERCIAL COMPLEX
-  MIXED URBAN OR BUILT-UP LAND
-  RECREATIONAL LAND
-  AIRPORT FACILITIES
-  MILITARY INSTALLATIONS
-  TRANSPORTATION/COMMUNICATION/UTILITIES
-  CEMETERY
-  OTHER URBAN OR BUILT-UP LAND
-  AGRICULTURAL
-  BARREN LANDS
-  EXTRACTIVE MINING
-  BEACHES
-  FOREST
-  WETLANDS

THIS MAP WAS DEVELOPED USING MONMOUTH COUNTY DIGITAL DATA FROM THE 2005 LANDBASE PROJECT. THE MAP ALSO USED DATA FROM THE NDEP. THIS SECONDARY PRODUCT HAS NOT BEEN VERIFIED AND IS NOT COUNTY OR STATE AUTHORIZED.



6.2 LAND USE

To more thoroughly determine patterns of land use in the Region, additional Land Use maps and tables were created based on current tax parcel data. These maps, on the following pages, show both a regional overview of land uses in the CMR, as well as, a breakdown of uses by each of the four subregions within the CMR. It should be noted that some areas classified for commercial uses may be currently utilized as commercial recreation spaces such as privately-owned golf courses, marinas and beach clubs. (See Land Use Maps I-8, I-9, I-10, I-11.)

The following table shows total acreage by subregion of all use-types as identified in the tax parcel map. The table also shows total acreage for the CMR as a whole.

Table I – 23 Land Use by Tax Classification

Use-Type	Northern Region		North Central Region		South Central Region		Southern Region		CMR	
	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%
Vacant	350.23	3.8%	605.50	6.5%	120.16	5.8%	160.03	3.7%	1,235.92	5.0%
Residential	5,995.47	65.4%	3,904.03	41.8%	1,240.51	60.0%	2,412.22	55.4%	13,552.23	54.4%
Unclassified	718.05	7.8%	417.74	4.5%	149.75	7.2%	225.85	5.2%	1,511.39	6.1%
Public School	146.34	1.6%	215.87	2.3%	39.40	1.9%	51.03	1.2%	452.64	1.8%
Other School	114.66	1.3%	122.73	1.3%	2.61	0.1%	7.59	0.2%	247.59	1.0%
Public Property	449.45	4.9%	974.36	10.4%	263.70	12.7%	840.51	19.3%	2,528.01	10.1%
Church & Charitable	92.47	1.0%	99.56	1.1%	30.57	1.5%	27.52	0.6%	250.12	1.0%
Cemetery	15.20	0.2%	83.87	0.9%	8.46	0.4%	26.80	0.6%	134.34	0.5%
Other Exempt	411.94	4.5%	823.59	8.8%	9.03	0.4%	19.10	0.4%	1,263.66	5.1%
Farm (Regular)	0.00	0.0%	24.85	0.3%	0.00	0.0%	0.00	0.0%	24.85	0.1%
Farm (Qualified)	72.31	0.8%	11.65	0.1%	0.00	0.0%	0.00	0.0%	83.96	0.3%
Commercial	696.06	7.6%	1,178.86	12.6%	123.78	6.0%	482.74	11.1%	2,481.44	10.0%
Industrial	33.74	0.4%	487.09	5.2%	4.87	0.2%	3.99	0.1%	529.69	2.1%
Apartment	68.63	0.7%	348.87	3.7%	67.40	3.3%	86.77	2.0%	571.67	2.3%
Railroad (Class I)	1.70	0.0%	34.44	0.4%	8.23	0.4%	8.57	0.2%	52.93	0.2%
Railroad (Class II)	0.00	0.0%	2.15	0.0%	0.00	0.0%	1.89	0.0%	4.04	0.0%
TOTAL	9,166.24		9,335.15		2,068.48		4,354.62		24,924.49	

SOURCE: Developed using Monmouth County digital data from the 2003 Landbase Project and incorporated NJDEP data

As illustrated in both the Land Use maps and Land Use table, the CMR and its subregions are predominately residential. Residential land parcels include 54% of the total CMR area. However, the percentage of land classified as residential varies from a high of 65% in the Northern CMR to a low of 42% in the North Central Subregion.

Other significant land use types include commercial and public property which each account for approximately 10% of the total land use in the CMR. Commercial land use is a regional high in the North Central CMR. This can be attributed in part to the concentration of commercial lands along the Highway 35 and 36 corridors which both run through this area. The lowest level of commercial use occurs in the South Central CMR accounting for approximately 6% of total land use in this subregion. The highest concentration of public property occurs in the Southern CMR at roughly 19% of the total area, while the lowest concentration of public property occurs in the Northern CMR at approximately 5%.



MAP I - 8
LAND USE

NORTHERN REGION
MONMOUTH COUNTY NEW JERSEY



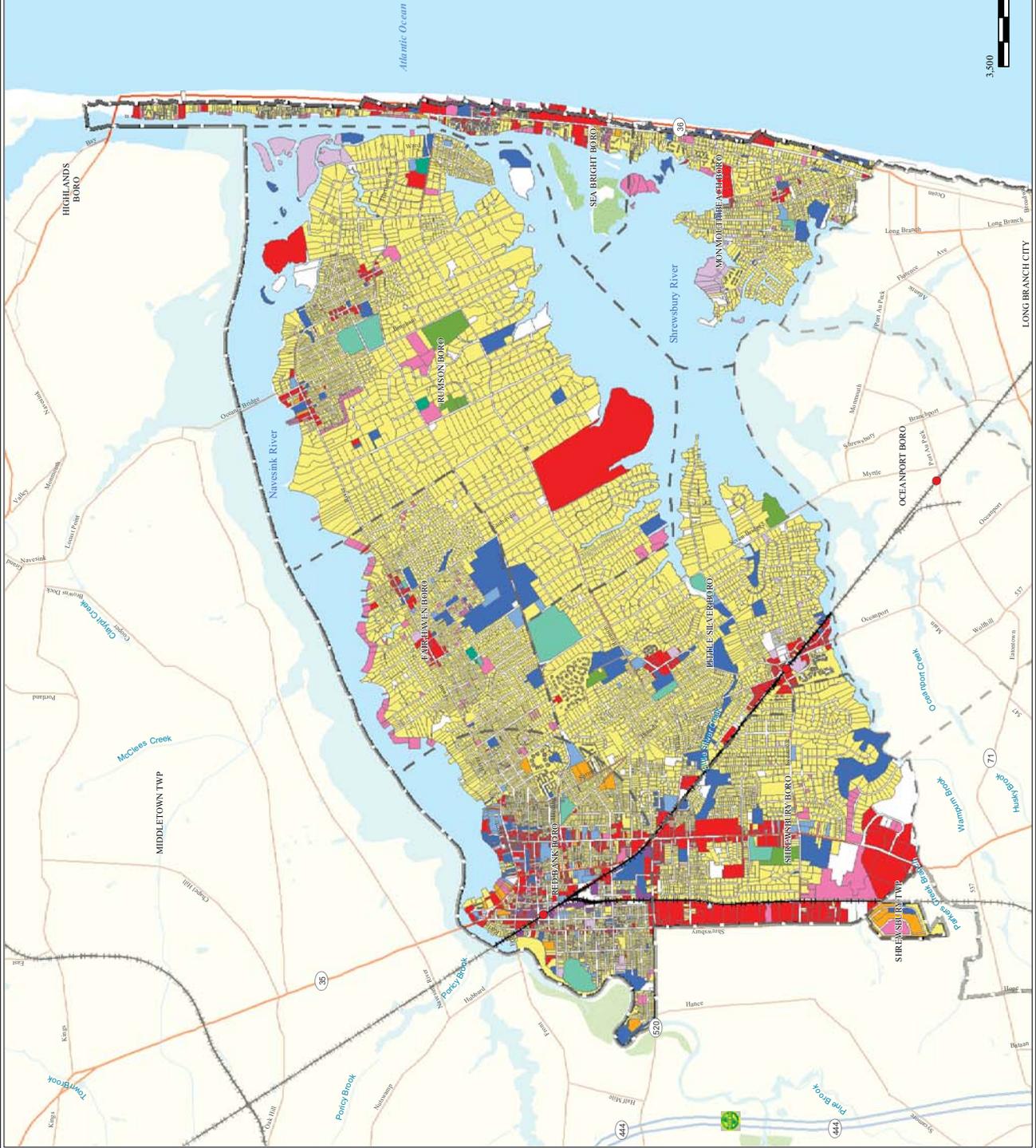
Legend

- COASTAL MONMOUTH REGION
- MUNICIPAL BOUNDARIES
- LIMITED ACCESS ROADWAY
- HIGHWAY
- MAJOR ROAD
- LOCAL ROAD
- MINOR ROAD
- OTHER ROAD
- RAMP
- TRAIN STATION
- WATER BODIES
- SWAMP/MARSH
- VACANT LAND
- RESIDENTIAL
- APARTMENT
- COMMERCIAL
- INDUSTRIAL
- FARM (QUALIFIED)
- PUBLIC PROPERTY
- PUBLIC SCHOOL PROPERTY
- OTHER SCHOOL PROPERTY
- CHURCH AND CHARITABLE PROPERTY
- CEMETERIES AND GRAVEYARDS
- OTHER EXEMPT
- RAILROAD CLASS I
- RAILROAD CLASS II
- NO CLASSIFICATION

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FEBRUARY 2007





MAP 1 - 9

LAND USE

NORTH CENTRAL REGION
MONMOUTH COUNTY NEW JERSEY



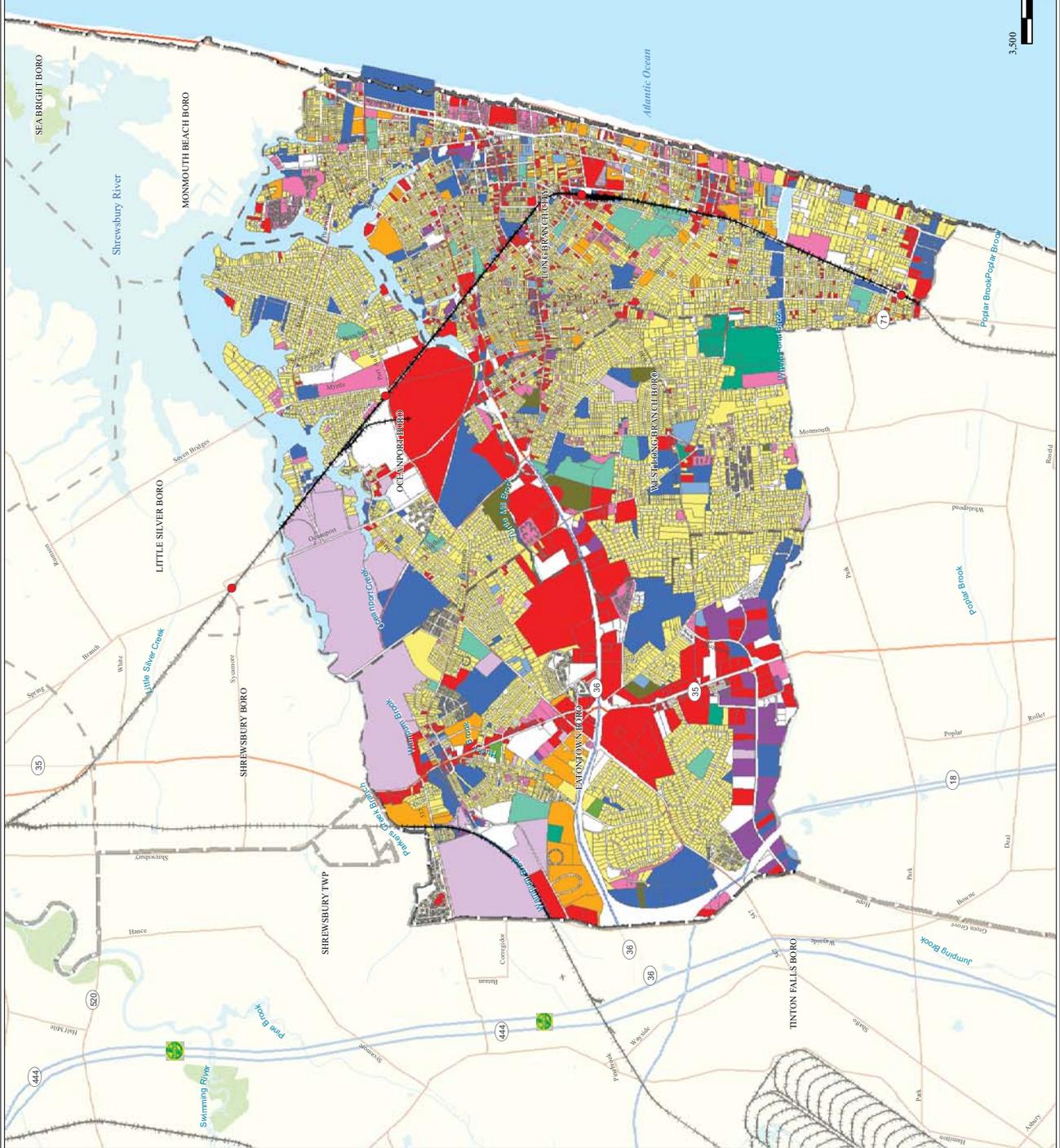
Legend

- COASTAL MONMOUTH REGION
- MUNICIPAL BOUNDARIES
- LIMITED ACCESS ROADWAY
- HIGHWAY
- MAJOR ROAD
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- NO CLASSIFICATION

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FEBRUARY 2007





MAP I - 10
LAND USE

SOUTH CENTRAL REGION
MONMOUTH COUNTY NEW JERSEY



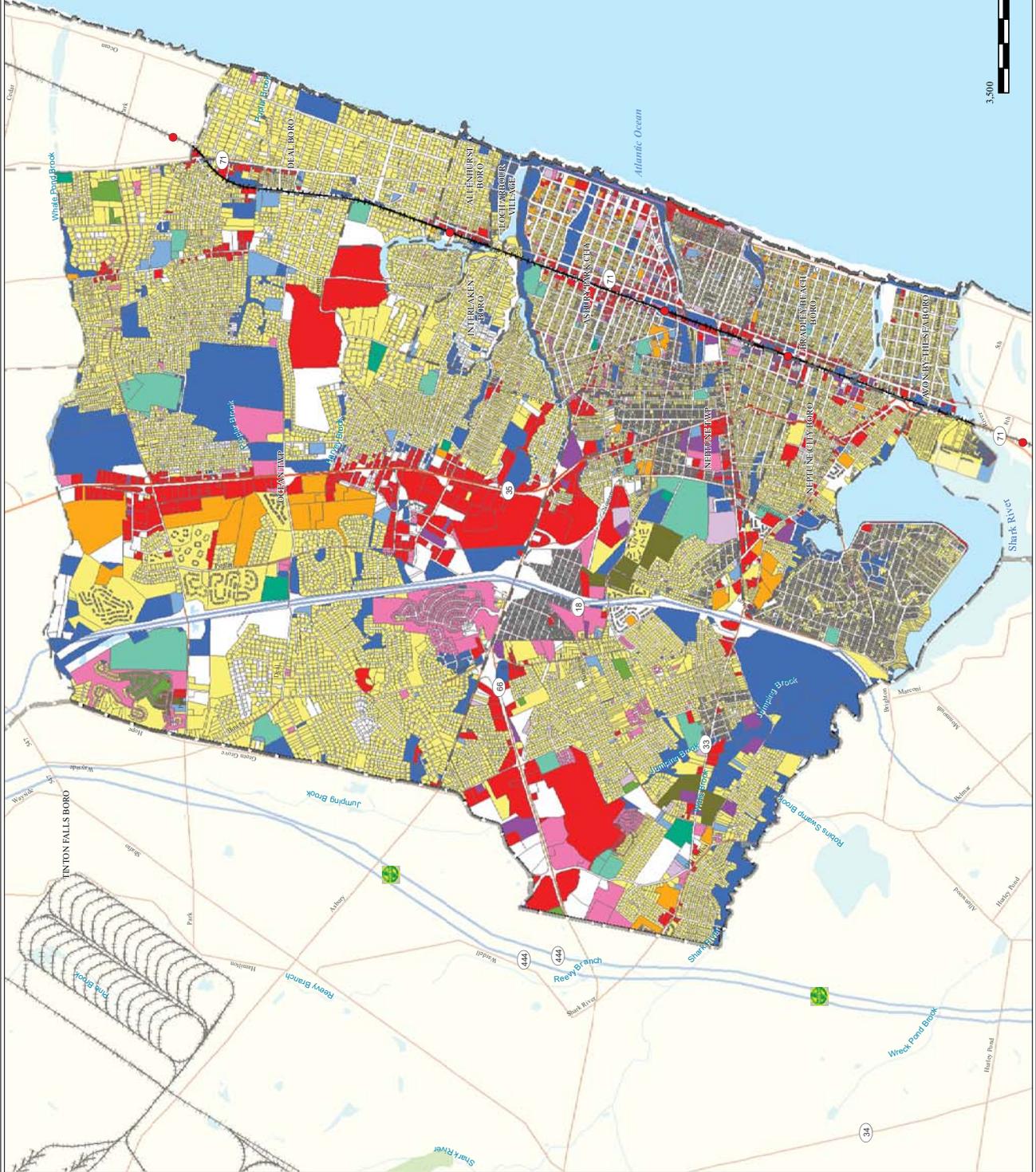
Legend

- COASTAL MONMOUTH REGION
- MUNICIPAL BOUNDARIES
- LIMITED ACCESS ROADWAY
- HIGHWAY
- MAJOR ROAD
- LOCAL ROAD
- MINOR ROAD
- OTHER ROAD
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- VACANT LAND
- RESIDENTIAL
- APARTMENT
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- INDUSTRIAL
- FARM (QUALIFIED)
- PUBLIC SCHOOL PROPERTY
- OTHER SCHOOL PROPERTY
- CHURCH AND CHARITABLE PROPERTY
- CEMETERIES AND GRAVEYARDS
- OTHER EXEMPT
- RAILROAD CLASS I
- RAILROAD CLASS II
- NO CLASSIFICATION

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FEBRUARY 2007





MAP I - 11
LAND USE

SOUTHERN REGION
MONMOUTH COUNTY NEW JERSEY



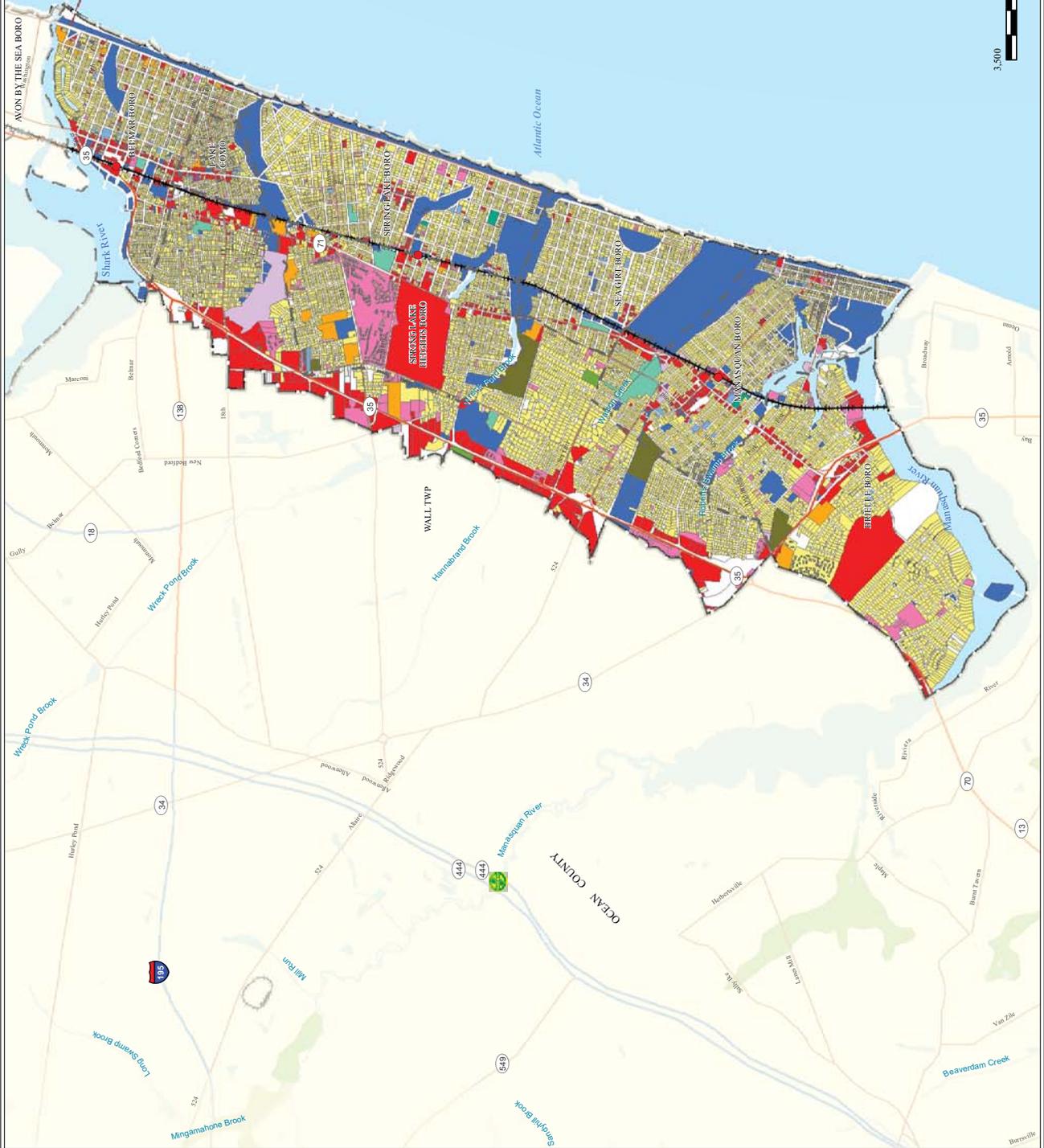
Legend

- COASTAL MONMOUTH REGION
- MUNICIPAL BOUNDARIES
- LIMITED ACCESS ROADWAY
- HIGHWAY
- MAJOR ROAD
- LOCAL ROAD
- MINOR ROAD
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- FARM (QUALIFIED)
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- PUBLIC SCHOOL PROPERTY
- OTHER SCHOOL PROPERTY
- CHURCH AND CHARITABLE PROPERTY
- CEMETERIES AND GRAVEYARDS
- OTHER EXEMPT
- RAILROAD CLASS I
- RAILROAD CLASS II
- NO CLASSIFICATION

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FEBRUARY 2007



Source: King County/Monmouth County Coastal Monmouth Plan, Coastal Monmouth Region 101107-1 AND CLASSIFICATION SOUTHERN.MXD

7.0 OPEN SPACE

7.1 COUNTY OPEN SPACE PLAN



Ocean Grove

The Monmouth County Open Space Plan¹⁶ deals directly with establishing growth and preservation priorities and strategies for the Monmouth County Park System's various holdings. Additionally, the Plan seeks to explain the preservation practices to stakeholders, including the public and local municipal and State governments, agencies and interest groups.

The Park System land classification system is organized into eight groups: regional parks; recreation areas; special use areas; conservation areas; golf courses; greenways; open lands; and unclassified areas.

The Monmouth County Park System accounts for a total of 12,503 acres of open space and recreational facilities. Of this total, only 1,456 acres or 11.6 percent are located in the CMR. The table below shows the six County parks located in the CMR by municipality, type and total acreage.

Table I – 24 Coastal Monmouth County Parks

Park	Municipality	Total Area (Acres)
Regional Parks		
Shark River	Neptune, Wall, Tinton Falls	933
Recreation Areas		
Wolf Hill	Oceanport	92
Special Use Areas		
Seven Presidents Oceanfront Park	Long Branch	38
Conservation Areas		
Fisherman's Cove	Manasquan	52
Golf Courses		
Shark River	Neptune	176
Unclassified Areas		
Weltz Park	Ocean	165
Coastal Monmouth Region		1,456
Monmouth County		12,503

SOURCE: "Monmouth County Open Space Plan: 2006", Monmouth County Planning Board

The largest park is the Shark River Park, 933 acres, which is partially located in Neptune with additional portions located in Wall and Tinton Falls, outside of the CMR. Additionally, the Shark River Park is located adjacent to the Shark River Golf Course, accounting for an additional 176 acres of open and recreational space.

¹⁶ Monmouth County Open Space Plan, Monmouth County Park System, adopted August 21, 2006



Allenhurst

In creating the *Monmouth County Open Space Plan*, the Park System utilized the Balanced Land Use approach to determine long-term open and recreational space goals. The Balanced Land Use approach recommends an estimated 7% of developable land area in a County be acquired for County-run public recreation and conservation areas. This approach recommends that 3% of developable land within a municipality be utilized for municipal recreation and conservation areas. Developable area includes areas already developed, and excludes acreage of slopes over 12%, wetlands, and federal and State-owned open space. This approach does not address acquisition of public lands for natural, cultural or historic resource conservation. It also does not include private open space and recreation lands such as golf courses and farms, etc. The Balanced Land Use goals identify a minimum goal of 19,099 acres; this yields a long-term deficit of 6,596 acres as of 2006. However, the 53 Monmouth municipalities combined have an overall long-term surplus of 4,067 acres



Deal

In addition to providing a long-term analysis of open space needs, the *Monmouth County Open Space Plan* also provided a short-term analysis of current open space and recreational space needs. In determining its short-term needs, National Recreation and Park Association (“NRPA”) guidelines recommend a standard of 12 acres of County open and recreational space for every 1,000 residents. This methodology estimates an additional eight acres of municipal open and recreational space for every 1,000 residents. Based on the 2005 County population, there is a short-term surplus of 4,759 acres County-wide. In the aggregate, the municipal short-term surplus is 7,869 acres.

The *Monmouth County Open Space Plan* identifies both long-term and short-term open space deficiencies by individual municipality. In the long-term, according to this Balanced Land Use approach, eight CMR municipalities have identified deficits. Also, in the short-term, 11 CMR municipalities are deficient in open space, as follows¹⁷:

Table I – 25 Identified Open Space Deficits

Municipality	Long Term Needs (in acres)	Short Term Needs (in acres)
Avon-by-the-Sea	-	2.43
Bradley Beach	-	10.38
Brielle	3.68	11.64
Deal	3.64	-
Lake Como	-	6.97
Loch Arbour	0.62	0.94
Neptune	-	50.74
Neptune City	3.29	28.10
Red Bank	7.70	70.44
Rumson	10.05	-
Sea Bright	6.92	9.98
Shrewsbury Township	0.26	7.30
Spring Lake Heights	-	16.33

SOURCE: "Monmouth County Open Space Plan: 2006", Monmouth County Planning Board

¹⁷ Monmouth County Open Space Plan, pages 40-41.

The relative built-out nature of the CMR further exacerbates current issues regarding open space. Also, through the CMR Questionnaire, a number of municipalities indicated a need to expand open space opportunities along with protecting existing open space and oceanfront and riverfront areas.

To eliminate short-term and long-term parkland deficits and the preserve critical resources, the *Monmouth County Open Space Plan* has identified specific properties to be acquired. Those within the CMR are shown in the following table. This includes additions to five existing park areas and proposed acquisition of a portion of the Fort Monmouth site including the existing golf course, outdoor recreation facilities, large open field areas, marina and waterfront.

The Plan also includes a greenway system made up of a hierarchy of County and municipal greenways.¹⁸ This is a three tier system where Monmouth County would be the designated lead agency for Tier 1 Greenways; the County and the host municipality(ies) would share management responsibility for Tier 2 Greenways; and Tier 3 Greenways which would involve municipalities and non-profit organizations. The following Open Space Map I - 12 identifies County, State, federal and municipal parklands and open space. The proposed Monmouth County open space acquisitions are shown, in addition to Tier 1 and Tier 2 greenways.

Table I – 26 Potential County Park Expansion in Coastal Monmouth Region

Park	Municipality	Total Area (Acres)
Regional Parks		
Shark River	Neptune, Wall, Tinton Falls	860
Recreation Areas		
Wolf Hill	Oceanport	5
Special Use Areas		
Seven Presidents Oceanfront Park	Long Branch	1
Conservation Areas		
Fisherman's Cove	Manasquan	8
Unclassified Areas		
Weltz Park	Eatontown, Ocean	10
New Park (Golf Course, Recreation Area, Special Use Area)		
Fort Monmouth Site	Oceanport, Eatontown, Tinton Falls	1,020
Coastal Monmouth Region		1,904
Monmouth County		7,820

SOURCE: "Monmouth County Open Space Plan:2006", Monmouth County Planning Board

7.2 PUBLIC ACCESS TO OPEN SPACE

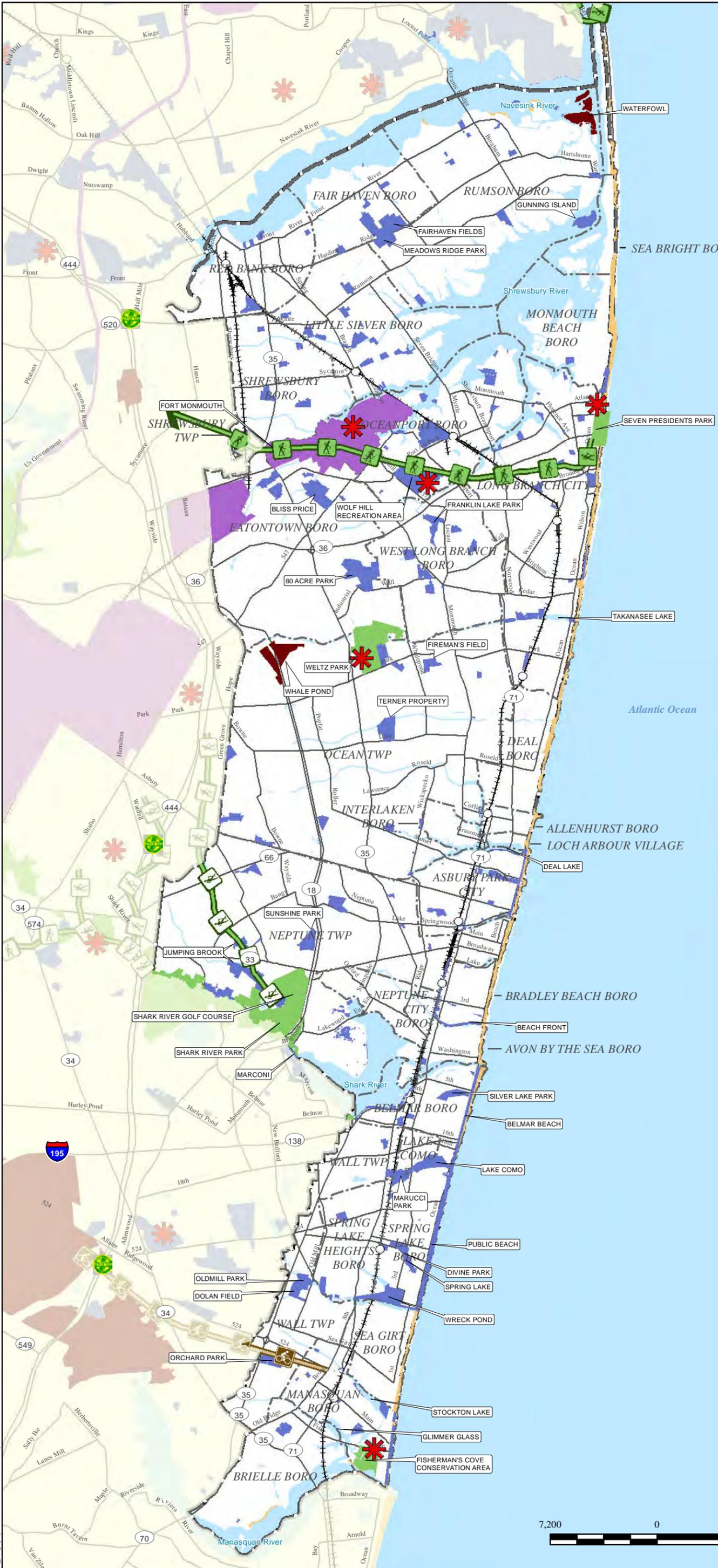
Access to public open space, especially in the ocean and riverfront areas, are an important consideration for the CMR. Many CMP Questionnaire respondents have identified it as an issue. The Watershed Management Area 12 Partnership has listed public access as an issue. The NJDEP also has adopted regulations (Fall 2006) to improve public access and facilities along the ocean. The Monmouth University Coast Initiative has mapped public access points along the Atlantic Ocean and the data they have acquired to date has been utilized in this Plan.

¹⁸ Monmouth County Open Space Plan, page 20.



Legend

- COASTAL MONMOUTH REGION
- MUNICIPAL BOUNDARIES
- ROADWAYS
- RAILROADS
- TRAIN STATION
- WATER BODIES
- PROPOSED COUNTY PARK ADDITION
- PROPOSED GREENWAY (TIER 1)
- PROPOSED GREENWAY (TIER 2)
- EDGAR FELIX BIKEWAY
- MUNICIPAL OWNED OPEN SPACE
- COUNTY OWNED OPEN SPACE
- STATE OWNED OPEN SPACE
- FEDERAL PROPERTY (NON-OPEN SPACE)
- BEACH (OSG CROSS-ACCEPTANCE)



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8.0 ENVIRONMENTAL RESOURCES

8.1 ECOLOGICAL RESOURCES INVENTORIES

As of January 2007, MCPB and the Monmouth County Environmental Council have prepared Ecological Resources Inventories (“ERI”) for the North, Mid-Coast and South Environmental Planning Regions.¹⁹ These ERI cover most, but not all of the CMR. Excluded are portions of Red Bank, Rumson and Fair Haven which are within the Navesink Valley Environmental Planning Region and Brielle, Manasquan and portions of Sea Girt and Wall which are within the Manasquan Valley Environmental Planning Region. These ERI are an important resource for the CMR. They should be referenced for specific ecological information on the CMR. The ERI describe the land use and lands of the region, physiographic resources (physiography, geology, soils, topography), vegetation and wildlife resources and habitats, unique areas, historical and archeological resources, coastal resources and surface waters and watershed resources. The Monmouth County Planning Board is preparing a County-wide ERI to be used for regional plan endorsement purposes.

8.2 UNIQUE AREAS

Other sources of environmental information include the *Monmouth County Natural Features Study*²⁰ and the *Unique Areas Study*²¹. Based upon the Monmouth County Unique Areas Study, the following areas of ecological, historical and archeological significance that are worthy of preservation were identified in the 1978. This information has been updated in the completed ERI reports to document additions and the status of these unique resources. Unique areas are shown on the following Environmental Features Map I - 13.

Table I – 27 Unique Areas

#	Site Name	Site Location	Site Description	Area Type
1	Owl Woods	Brielle Borough	Wildlife Habitat, Watershed/Floodplain	Meadows, Parks, & Forests
2	Shark River Island	Neptune Township	Waterfowl Habitat, Coastal Floodplain	Coastal Wetlands
3	Pitch Pine Swamp	Ocean Township	Wildlife Habitat, Watershed/Floodplain, Bog/Marsh	Bogs, Marshes, & Swamps
4	Whale Pond Brook	West Long Branch Borough & Ocean Township	Wildlife Habitat, Watershed/Floodplain	Waterway
5	DeVito Tract	Eatontown	Wetlands, Wildlife Habitat	Coastal Wetlands
6	Clary Tract	Eatontown	Scenic, Wildlife Habitat	Meadows, Parks, & Forests
7	Seven Presidents Park	Long Branch	Wildlife Habitat, Recreation	Meadows, Parks, & Forests
8	Parkers Creek	Eatontown	Bird Habitat, Coastal Floodplain, Recreational - Boating and fishing	Waterway
9	Manhasset Creek	Long Branch	Wetlands, Wildlife Habitat	Coastal Wetlands
10	Sickles Field	Shrewsbury Borough	Watershed/Floodplain, Recreational - Tennis & baseball	Meadows, Parks, & Forests
11	Storch Property	Little Silver Borough	Watershed/Floodplain, Coastal Floodplain	Coastal Wetlands
12	Salt Water Marshes	Sea Bright Borough	Wildlife Habitat, Coastal Floodplain, Tidal Marsh	Coastal Wetlands
13	Harding Sanctuary	Fair Haven Borough	Wildlife Habitat, Scenic	Meadows, Parks, & Forests

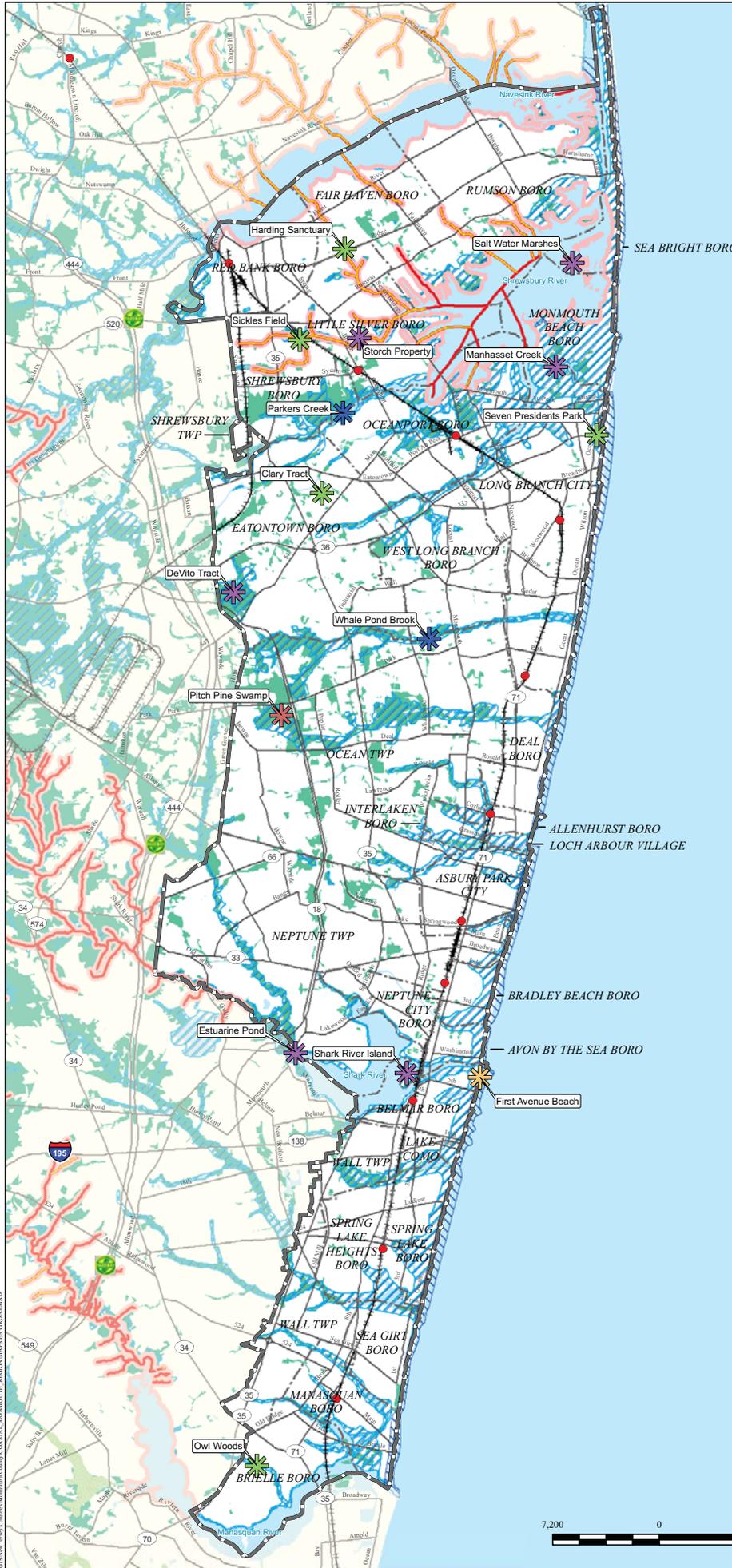
¹⁹ *South Coast Environmental Planning Region Monmouth County, New Jersey Ecological Resource Inventory*, Monmouth County Planning Board and the Monmouth County Environmental Council, December 1996

²⁰ *Monmouth County Natural Features Study*, Monmouth County Environmental Council, 1975, 1978.

²¹ *Monmouth County Unique Areas Study*, Monmouth County Environmental Council, 1978.

ENVIRONMENTAL FEATURES

COASTAL MONMOUTH REGION
MONMOUTH COUNTY NEW JERSEY



Legend

-  COASTAL MONMOUTH REGION
-  MUNICIPAL BOUNDARIES
-  ROADWAYS
-  RAILROADS
-  TRAIN STATION
-  C-1 WATERS
-  TRIBUTARY TO C-1 WATERS
-  300' BUFFERS TO C-1 WATERS
-  WATER BODIES
-  FEMA "VE" DESIGNATED AREA
-  FLOOD PRONE AREAS
-  WETLANDS

AREAS OF SIGNIFICANT ENVIRONMENTAL QUALITY

-  BEACH
-  BOGS, MARSHES, & SWAMPS
-  COASTAL WETLANDS
-  MEADOWS, PARKS, & FORESTS
-  WATERWAY

SOURCES: FEMA "VE" DESIGNATION SHOWS AREA WITH 10% CHANCE COASTAL FLOODPLAIN WITH STORMWAVE HAZZARD.

THE C-1 WATERS DESIGNATED IN THIS MAP ARE FROM THE NJDEP SURFACE WATER QUALITY STANDARDS FILE, CLASSIFIED BY THE ANTIDEG FIELD AND MODIFIED TO SHOW TRIBUTARIES OF THE C-1 WATERS.

THE WETLANDS ARE FROM THE 2002 LULC LAYER FROM THE NJDEP.

THE AREAS OF SIGNIFICANT ENVIRONMENTAL QUALITY ARE FROM THE MONMOUTH COUNTY PLANNING BOARD.

THIS MAP WAS DEVELOPED USING MONMOUTH COUNTY DIGITAL DATA FROM THE 2005 LANDBASE PROJECT. THE MAP ALSO USED DATA FROM THE NJDEP. THIS SECONDARY PRODUCT HAS NOT BEEN VERIFIED AND IS NOT COUNTY OR STATE AUTHORIZED.



8.3 WETLANDS AND WATERS INCLUDING DEEPWATER HABITATS

Wetlands within the CMR have been mapped based upon NJDEP secondary source data. (See Environmental Features Map I - 13). Wetlands affect 5,994 acres or 12.5% of the lands within the CMR. These lands are primarily located along the major river corridors and tributaries.

As defined by the State of New Jersey and the US Army Corps of Engineers and US EPA, **wetlands** are those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions [i.e., “hydrophytes”]. Wetlands generally include swamps, marshes, bogs and similar areas.

For the purposes of this plan, **deepwater habitats** are defined as “permanently flooded lands lying below the deepwater boundary of wetlands. Deepwater habitats include environments where surface water is permanent and often deep, so that water, rather than air, is the principal medium within which the dominant organisms live whether or not they are attached to the substrate. As in wetlands, the dominant plants are hydrophytes; however, the substrates are considered non-soil because the water is too deep to support emergent vegetation.” (Cowardin et al. 1979). Wetlands and deepwater habitats are classified according to a hierarchical system composed of systems, subsystems, classes and subclasses, which allows for detailed discussion of the many types of wetlands that occur in the Coastal Monmouth Region. The five systems that occur in North American, including New Jersey, are described below, four of which are represented in the CMR.



Navesink River

The **Marine System** consists of the open ocean overlying the continental shelf and its associated high energy coastline. Wetlands of the Marine System, as defined by Cowardin et al. (1979) rather than the US Army Corps of Engineers (1987) are intertidal rather than subtidal habitats (Subsystem Deepwater Habitats) and belong to Subsystem Wetlands, with a water regime influenced by oceanic tides. The entire ocean shoreline of the CMR supports intertidal Marine Wetlands and subtidal Deepwater Habitats. Because the intertidal habitats in this region lack vegetation, they do not fit the definition of wetlands used by the State of New Jersey. These habitats are considered Waters of the United States. Intertidal marine habitats are important for supporting invertebrates like sand crabs. Feeding shorebirds in the near shore deepwater habitats support local fisheries that contributes to the socio-economic benefit of recreational surf fishing. The entire economic base of the tourism industry in the CMR depends upon clean beaches and clean water. Stormwater runoff, such as from Wreck Pond located between Spring Lake and Sea Girt, can degrade water quality and beach closures, impacting recreation and tourism.

The **Estuarine System** consists of deepwater and adjacent tidal wetlands. They are usually semi-enclosed by land features called estuaries, but have open, partially obstructed, or sporadic access to the open ocean and where ocean water are occasionally diluted by freshwater runoff from the land. Wetlands of the Estuarine System are intertidal rather than subtidal habitats (Subsystem Deepwater Habitats) and belong to Subsystem Wetland. They are also influenced by oceanic tides (at least one episode seasonally or enough to establish ecosystem functions). Salinity due to ocean-derived salts is generally brackish (transitional between salt and fresh water). The CMR is characterized by a number of estuaries with intertidal wetlands and subtidal deepwater habitats. River mouth estuaries include the Navesink and Shrewsbury River estuaries in the northern portion, the Shark River Estuary in the central portion and the Manasquan River estuary at the southern boundary of the CMR. Small watershed drainages also support estuaries such as portions of Wreck Pond and Deal Lake. Many of the coastal ponds that are located along the coast of the CMR were historically estuaries but are now separated artificially from the ocean and no longer receive marine water from oceanic tides. Hence these ponds are now classified as palustrine or lacustrine environments depending on size, depth, and other features.

Important functions of estuaries include conveyance of flood waters, nutrient cycling, habitat for native biodiversity, migratory waterfowl, and threatened, endangered and rare plants and animals. Socio-economic values include important fisheries and shell fisheries, recreation, education and research, and scenic landscapes that enhance the region. Harmful impacts, however, degrade these functions and values and include impacts to water quality, sedimentation, loss of wetlands, and loss of

biodiversity. At the Navesink River estuary, reduction in the amount of submerged aquatic vegetation, due to changing land and water use practices, is correlated with a decline in the abundance of crabs that use the aquatic vegetation as habitat. Accumulation of sedimentation in all of the estuaries can result in increased frequency and magnitude of flooding, loss of access, and impacts to fisheries.

The **Riverine System** includes all wetlands and deepwater habitats contained within a channel, with two exceptions: wetlands dominated by persistent vegetation (Palustrine System) and (2) habitats in coastal embayments with water containing ocean-derived salts in excess of freshwater (Estuarine System). Wetlands of the Riverine System are littoral (i.e., shoreline or near-shore) rather than limnetic habitats (Subsystem Deepwater Habitats). Riverine wetlands are situated in a channel or along a channel shore with water flowing, or intermittent, or in channel pools. Non-persistent emergent species and woody seedlings and saplings may be widespread.



Derosa Creek

In the CMR, perennial rivers and perennial and intermittent streams and their tributaries flow into estuaries, ponds, and lakes along the coast such as at Derosa Creek in the Manasquan River Watershed. Riverine systems are important for conveying flood waters, groundwater recharge, surface water flows, water quality and habitat; but these riverine systems in the CMR are impacted by degraded water quality, erosion and sedimentation, and loss or degradation of riparian buffers. Tidal riverine wetlands, (rare in the CMR), are located at the interface of riverine and estuarine environments such as where Wreck Pond Brook drains into the estuarine portion of Wreck Pond. These transitional areas, where rare plants are restricted to the narrowly defined habitats, are vulnerable to any elimination of tidal influence such as through impoundments which eliminate their essential environmental characteristics.



Palustrine Emergent Wetland – Lake Como

The **Lacustrine System** includes wetlands and deepwater habitats situated in a topographic depression or dammed river channel that lack persistent vegetation (mosses, lichens, emergents, shrubs and trees), generally 20 acres in size. Wetlands of the Lacustrine System are not influenced by oceanic tides or the water depth is 6 ft or greater. Most, if not all, of the water bodies identified as lakes in the CMR do not fit the criteria of the Lacustrine System. They belong in part to the Estuarine System, or, more appropriately, the Palustrine System, and therefore are best considered ponds. An exception is perhaps Deal Lake which, other than its estuarine portion, may have a lacustrine environment.



Coastal Dunes – Wreck Pond

The **Palustrine System** includes all nontidal wetlands where salinity is from freshwater, not ocean-derived. Vegetation may be persistent or nonpersistent. The Palustrine System includes only wetland and open water habitats - no deepwater habitats occur in the Palustrine System. Habitats include, for example, ponds, freshwater marshes, seeps and springs, floodplain scrub and forests, and swamps. In the CMR, the Palustrine system is most evidenced by the coastal ponds and forested wetlands in riparian corridors along the regions rivers and streams. The importance of Palustrine wetlands is that its ecosystem functions includes groundwater recharge, surface water flow, water quality, nutrient cycling and habitat for resident, migratory and special status plant and animal species.



Palustrine Forested Wetlands – Jumping Brook

Although the majority of the natural **Upland Habitats** of the CMR have been urbanized, the remainder still contributes to the environmental quality of the region. The immediate coastal environmental includes beaches and adjacent dunes above the intertidal marine, most often preserved at the mouths of estuaries and coastal ponds such as at Sea Girt. These isolated patches of coastal habitat support special status plants and/or animals. They are now restricted to the remnant areas, which historically formed a more continuous habitat. Eastern Broadleaf Deciduous Forests that once

dominated the upland CMR landscape are today often confined to the upper banks of riparian corridors such as along Jumping Brook in the Shark River Watershed. Typical tree species include Black Oak (*Quercus velutina*), Chestnut Oak (*Q. prinoides*), Scarlet Oak (*Q. coccinea*), Red Maple (*Acer rubrum*), Sweet Gum (*Liquidambar styraciflua*), America Beech (*Fagus grandifolia*), and Tulip Poplar (*Liriodendron tulipifera*).

Additional upland habitats include coastal scrub, especially along banks adjacent to floodplains and estuaries, and grasslands which have established as a result of land clearing and subsequent successional growth of vegetation. A mosaic of upland plant communities (e.g., grassland, scrubland and forest) in proximity to wetland corridors and water bodies, provides an important ecological and aesthetic value to the CMR region.

8.4 FLOOD PRONE AREAS

The CMR is also affected by flood prone areas extending along the rivers and tributaries down to the Atlantic Ocean. Especially critical are the coastal areas which are within the Zone VE. These areas have a 1% annual chance of coastal flooding with additional hazards associated with storm waves. Mandatory flood insurance purchase requirements apply to developed properties within this zone. As expected, most VE areas are along the coastline, but also extend along the river corridors.

Beach replenishment projects after storm events are important especially for the summer tourism economy. There have been a number of beach replenishment projects by the U.S. Army Corps of Engineers. Municipalities also have installed beach protection projects to stabilize the coastal line. Also, local municipalities have installed movable structures or recycled boardwalk materials to reduce replacement issues and minimize damage.²² Long term beach protection is an important issue for the region. Limiting development in these areas will help to reduce flood damage.

8.5 C-1 WATERS

Category One ("C-1") waters are identified by the NJDEP for special protection including 300' buffers to control areas of importance. In the CMR, C-1 waters are the Navesink and Shrewsbury Rivers and associated tributaries and the Shark River and associated tributaries.

8.6 THREATENED AND ENDANGERED SPECIES

The NJDEP secondary source data was used to map threatened and endangered species.²³ As indicated, Bald Eagle foraging areas are located along the upper reaches of the Shrewsbury River in Little Silver and Oceanport and along the upper reaches of the Navesink River in Red Bank and Fair Haven. Forested priority sites are located within the central sections of the CMR along the Route 18 corridor and on lands in Neptune Township generally within protected Shark River parklands. Forested wetlands habitat is speckled through the study areas typically along stream corridors. Federal and State-listed Threatened and Endangered and State-listed species and habitats of special concern are listed below. (See also Threatened and Endangered Species and Shellfish Harvest Areas Map I - 14.)

²² Mid-State Environmental Planning Region, Ecological Resource Inventory, MCPB and MC Environmental Council, 2000, page 5.2.

²³ NJDEP secondary source data has been updated since preparation of the Regional Profile in 2007.

**Table I – 28 State-listed Animal and Rare Plant Species or Habitats of Special Concern
in the Coastal Monmouth Region and Vicinity**

Common Name	Scientific Name	Status	Municipalities
Animals			
Colonial Waterbird Foraging Habitat			BR, MA, SG, SL, SP, WA
Eastern Box Turtle	<i>Terrapene carolina carolina</i>	Special Concern	AL, AS, DE, IN, OC, WA
Great Blue Heron	<i>Ardea herodias</i>	S/S	SP, WA
Tern Species Foraging Habitat			BR
Plants			
Small Waterwort	<i>Elatine minima</i>	Rare	LA, SL, SP, WA
Salt-marsh Spike-rush	<i>Eleocharis halophila</i>	Rare	SG, SL, SP, WA
Parker's Pipewort	<i>Eriocaulon parkeri</i>	Rare	SG, SL
Whorled Marsh-pennywort	<i>Hydrocotyle verticillata</i> var. <i>v.</i>	Rare	SG, SP
Seabeach Sandwort	<i>Honkenya peploides</i> var. <i>robusta</i>		MA
<small>KEY AI = Allenhurst; AS = Asbury Park; AV = Avon-by-the-Sea; BE = Belmar; BR = Brielle; DE = Deal; EA = Eatontown; FA = Fair Haven; IN = Interlaken; LA = Lake Como; LI = Little Silver; LO = Long Branch; MA = Manasquan; MO = Monmouth Beach; NE = Neptune; OC = Ocean; OP = Oceanport; RU = Rumson; SB = Sea Bright; SG = Sea Girt; SH = Shrewsbury; SP = Spring Lake; SL = Spring Lake Heights; WA = Wall.</small>			
<small>* = additional species listed for topographic maps on which CMP municipalities occur but not likely within the CMR boundary; some records not included in NJDEP report.</small>			
<small>SOURCE: USGS topographic map based occurrences, NJDEP 2007.</small>			

**Table I – 29 Federal and State Listed Threatened and Endangered Animal and Plant Species
of the Coastal Monmouth Region and Vicinity by Municipality**

Common Name	Scientific Name	Federal	State	Municipalities
Animals				
Bald Eagle (foraging area)	<i>Haliaeetus leucocephalus</i>		E	EA, FA, LI, NE, OP, RU, SH, WA
Cooper's Hawk	<i>Accipiter cooperii</i>		T/T	WA
Least Tern	<i>Sterna antillarum</i>		E	AV, BE, LO, MA, MO, SB, SG, SL
Osprey	<i>Pandion haliaetus</i>		T/T	BR, RU, WA
Piping Plover	<i>Charadrius melodus</i>	T	E	LO, SG, MO, SB, SL
Plants				
Sea-Beach Amaranth	<i>Amaranthus pumilus</i>	T	E	SG, MO, SB
Spiny Coontail	<i>Ceratophyllum echinatum</i>		E	WA
Coast Flat Sedge	<i>Cyperus polystachyos</i>		E	BE, SL
Swamp Pink	<i>Helonias bullata</i>	T	E	BR, WA
Awl-leaf Mudwort	<i>Limosella subulata</i>		E	LA, SG
Slender Water-milfoil	<i>Myriophyllum tenellum</i>		E	LA, SL
Sea-beach Knotweed	<i>Polygonum glaucum</i>		E	BE, SG
Seaside Buttercup	<i>Ranunculus cymbalaria</i>		E	BR
<small>AI = Allenhurst; AS = Asbury Park; AV = Avon-by-the-Sea; BE = Belmar; BR = Brielle; DE = Deal; EA = Eatontown; FA = Fair Haven; IN = Interlaken; LA = Lake Como; LI = Little Silver; LO = Long Branch; MA = Manasquan; MO = Monmouth Beach; NE = Neptune; OC = Ocean; OP = Oceanport; RU = Rumson; SB = Sea Bright; SG = Sea Girt; SH = Shrewsbury; SP = Spring Lake; SL = Spring Lake Heights; WA = Wall.</small>				
<small>* = additional species listed for CMR municipalities but from sites probably not within the CMR boundary; some records not included in NJDEP report. Additional reports from municipalities partially within the CMR but for habitats and species not likely to occur within the CMR boundary.</small>				
<small>SOURCE: USGS topographic map based occurrences.(NJDEP 2007*)</small>				

8.7 NJDEP NATURAL HERITAGE PRIORITY SITES



Wreck Pond Natural Heritage Priority Site

The Natural Heritage Priority Sites Coverage was created to identify critically important areas for conserving New Jersey's biological diversity. Particular emphasis is given to rare plant species and ecological communities. These sites are based on analysis of information in the New Jersey Natural Heritage Database. However, these sites do not cover all known habitat for endangered and threatened species. The Natural Heritage Priority Sites Coverage is a valuable tool which can be used by individuals and agencies concerned with the protection and management of land. However, the coverage was not developed for regulatory purposes, and should not be used as a substitute for the on-site surveys and Natural Heritage Database searches required by regulatory agencies. These areas should be considered to be top priorities for the preservation of biological diversity in New Jersey. Currently, two Natural Heritage Priority Sites have been identified for the CMR, Wreck Pond and Belmar Beach.

Wreck Pond, located within four municipalities (Sea Girt, Spring Lake, Spring Lake Heights and Wall) is a four-basin wetland ecosystem that has estuarine, riverine, and palustrine components. The seaward-most basin is estuarine supporting a small population of one of the few remaining populations of the State-listed endangered plant known as Mudwort (*Limosella subulata*). Other special status plants are Parker's Pipewort (*Eriocaulon parkeri*), Whorled Marsh Pennywort (*Hydrocotyle verticillata*), Sea-Beach knotweed (*Polygonum glaucum*), and Sea-beach Amaranth (*Amaranthus pumilus*). The latter two are state and federal-listed endangered species. Piping Plover (*Charadrius melodus*), a federal-listed threatened and state-listed endangered bird species is known from the beach and dune habitats in the vicinity of the mouth of the estuary.



Belmar Natural Heritage Priority Site

Belmar Beach, located at Belmar and Avon-by-the-Sea, is a small, highly impacted area of beach and low dunes adjacent to a public beach at the mouth of the Shark River Estuary. There is a marginal occurrence of Sea-beach Amaranth which is state and federal-listed endangered and is a globally rare plant species.

8.8 WILDLIFE MANAGEMENT AREAS

The CMR contains portions of two Wildlife Management Areas ('WMA's) which are generally multiple-use public lands managed by the Division's Bureau of Land Management for fish and wildlife habitat. WMAs are prime locations for various forms of recreation including fishing, birding, wildlife viewing and photography. These areas include the Navesink River State WMA and the Manasquan River State WMA.

The Navesink River State Wildlife Management Area covers 65 acres of tidal wetlands in the Navesink River estuary acquired through Green Acres funding. Access is available only by boat. The Manasquan River State Wildlife Management Area covers 744 acres in Ocean and Monmouth counties. It was also acquired through Green Acres funding. Parking and boat access is available.

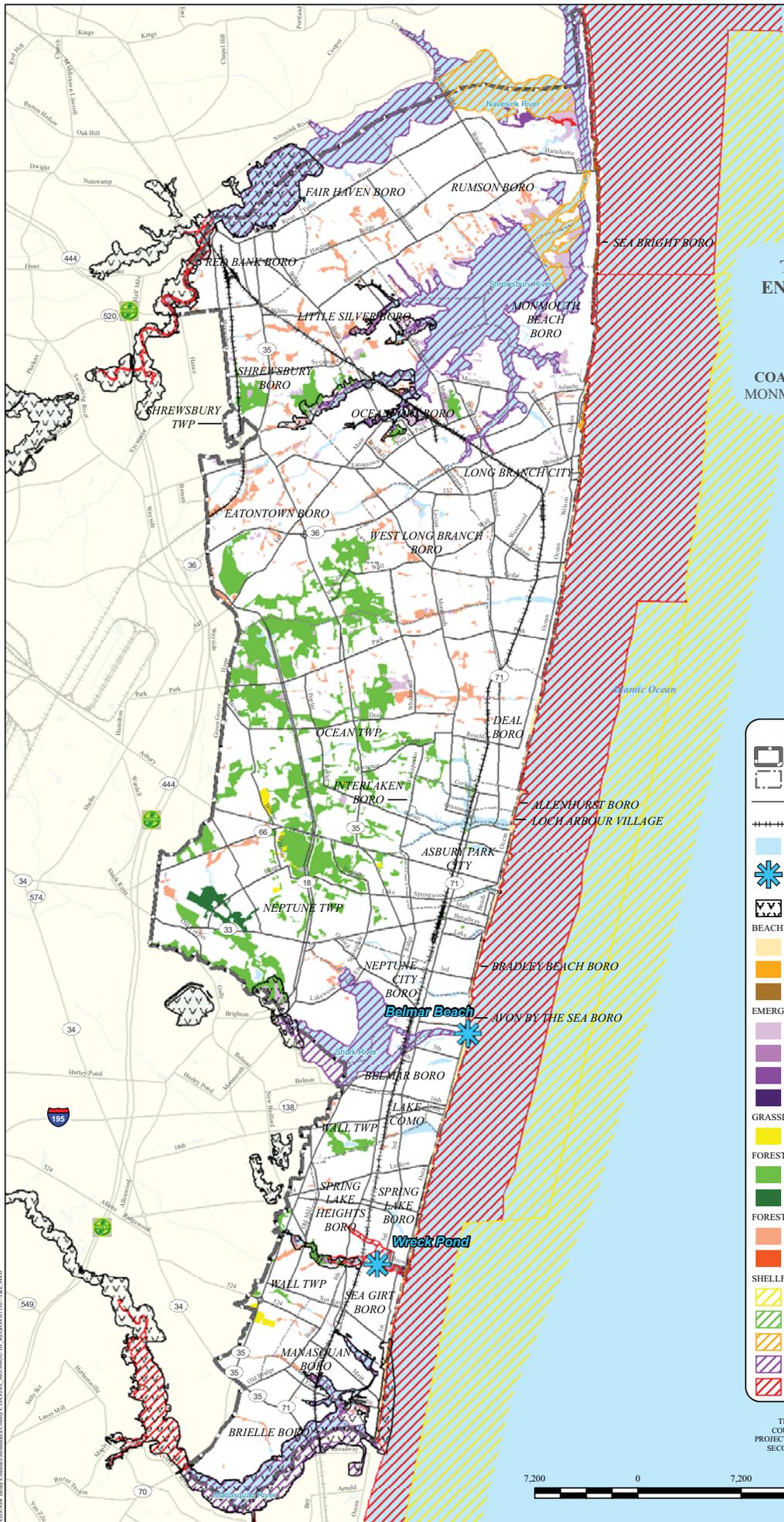
8.9 COMMERCIAL COASTAL AREAS

Along the coast, commercial uses such as hotels, bed & breakfast inns, guest houses, boardwalk recreation activities, restaurants and shops support tourists and residents alike. The commercial viability of these activities is inexorably tied to the weather, water quality and beach conditions. The impacts of increased siltation and the lack of dredging sites affect the viability of their resources.

Fishing activities, including sport fishing, requires marina locations and related facilities. Many marinas are located in the CMR along the rivers. Surf fishing is another recreational activity available. Continued siltation and sediment build-up in the boat channels affects fishing and recreational use. Shell fishing is both a recreational and commercial activity. Regulated by the NJDEP, the shellfish areas are closely regulated and affected by water quality. Based upon NJDEP data, shell fishing is prohibited directly along the coastline. The Navesink, Shrewsbury, Shark and Manasquan Rivers have special restrictions for shell fishing with seasonal restrictions (November through April) on the eastern sections of the Navesink and Shrewsbury Rivers.

**THREATENED AND
ENDANGERED SPECIES
AND SHELLFISH
HARVEST AREAS**

COASTAL MONMOUTH REGION
MONMOUTH COUNTY NEW JERSEY



Legend

-  COASTAL MONMOUTH REGION
-  MUNICIPAL BOUNDARIES
-  ROADWAYS
-  RAILROADS
-  WATER BODIES
-  NATURAL HERITAGE PRIORITY SITE
-  BALD EAGLE FORAGING AREA
- BEACHES**
-  SUITABLE HABITAT (1)
-  STATE ENDANGERED (4)
-  FEDERAL THREATENED & ENDANGERED (5)
- EMERGENT WETLANDS**
-  SUITABLE HABITAT (1)
-  PRIORITY SPECIES (2)
-  STATE THREATENED (3)
-  STATE ENDANGERED (4)
- GRASSLANDS**
-  PRIORITY SPECIES (2)
- FORESTS**
-  PRIORITY SPECIES (2)
-  STATE THREATENED (3)
- FORESTED WETLANDS**
-  SUITABLE HABITAT (1)
-  PRIORITY SPECIES (2)
- SHELLFISH HARVEST AREAS**
-  APPROVED
-  SEASONAL (JAN. - APR.)
-  SEASONAL (NOV. - APR.)
-  SPECIAL RESTRICTION
-  PROHIBITED

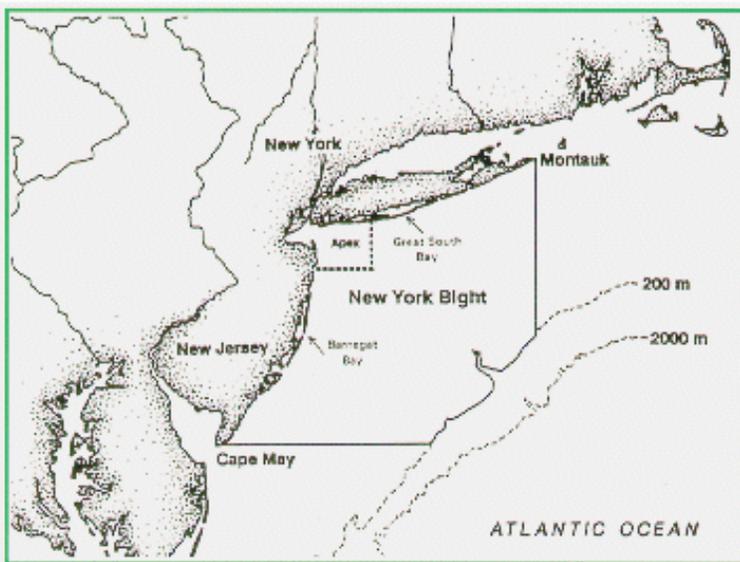
THIS MAP WAS DEVELOPED USING MONMOUTH COUNTY DIGITAL DATA FROM THE 2005 LANDBASE PROJECT. THE MAP ALSO USED DATA FROM THE NJDEP. THIS SECONDARY PRODUCT HAS NOT BEEN VERIFIED AND IS NOT COUNTY OR STATE AUTHORIZED.



9.0 COASTAL PLANNING INITIATIVES

There are a number of coordinated and intermunicipal planning activities in place which manage coastal resources within the CMR. These include the Harbor Estuary Program through the US Environmental Protection Agency (“EPA”) and the Watershed Management Partnership lead by Monmouth County in coordination with NJDEP. Additional efforts include the Monmouth County Environmental Council, Clean Ocean Action, Shark River Watershed Coalition, Manasquan River Watershed Association, and Wreck Pond Watershed Association. There are inter-municipal organizations which have been organized to manage inland waterbodies which border multiple municipalities. Coordination among the various environmental groups and watershed associations is critical to achieve the most effective effort to protect these special resources.

9.1 HARBOR ESTUARY PROGRAM (HEP)



The CMR is within the New York Bight which is the ocean area encompassing almost 240 miles of sandy shoreline, extending from Cape May, New Jersey, to Montauk Point, Long Island and extending about approximately 100 miles offshore. This area is part of the watershed of the New York/New Jersey Harbor Estuary.

The Harbor Estuary Program (HEP) is a National Estuary Program authorized in 1987 by the U.S. Environmental Protection Agency. The program is a multi-year effort to develop and implement a plan to protect, conserve and restore the estuary.²⁴ The primary planning document produced by the program is the Comprehensive Conservation and Management Plan (CCMP), completed in March of 1996 and signed by the governors of New York and New Jersey the fall of 1997. The New York-New Jersey Harbor Estuary was designated an "Estuary of National Significance" in 1988 by the US Environmental Protection Agency, in response to a request by the two State Governors.

The New York-New Jersey Harbor Estuary includes the waters of New York Harbor and the tidally influenced portions of all rivers and streams that empty into the Harbor. The “core area” is generally the most degraded; it extends from Sandy Hook, New Jersey to Rockaway Point, New York, at the mouth of the Harbor. This ‘core area’ includes the bi-state waters of the Hudson River, Upper and Lower Bays, Arthur Kill, Kill van Kull, and Raritan Bay. In New York, the area includes the East and Harlem Rivers and Jamaica Bay, and in New Jersey it includes the Hackensack, Passaic, Raritan, Shrewsbury, Navesink, and Rahway Rivers, and Newark and Sandy Hook Bays.

In 1987, Congress also required the preparation of a restoration plan for the New York Bight, the ocean area extending approximately 100 miles beyond Harbor waters. The watershed of the NY/NJ Harbor Estuary encompasses about 16,300 square miles, including much of eastern New York, northern New Jersey and small parts of western Connecticut, Massachusetts and Vermont.

²⁴ <http://www.seagrant.sunysb.edu/hep/about.htm>

Twenty-two targets and goals were adopted for the NY/NJ HEP in April 21, 2004. The Targets and Goals document has five categories: Fishing and Swimming, Habitat and Living Resources. Public Access, Clean Sediment and Navigation, and Stewardship. These goals set specific targets for measurable changes in the affected resources

9.2 WATERSHED MANAGEMENT AREA 12 (“WMA”) MONMOUTH ATLANTIC COASTAL REGION

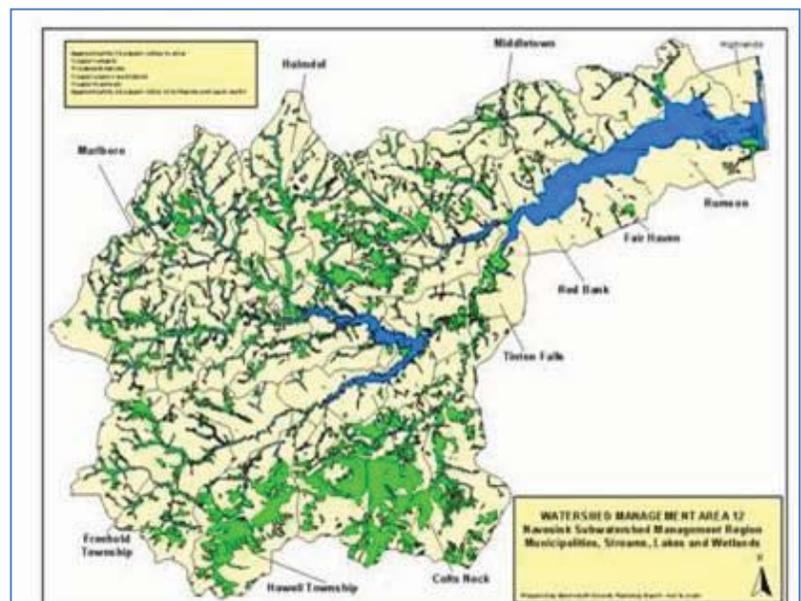
This 326 square mile WMA encompasses 57 municipalities in Middlesex, Monmouth and Ocean Counties. There are five subwatershed regions. The 30 CMR municipalities are located either partially or totally within at least one subwatershed region. The five subwatershed regions are:

- Navesink Valley/Swimming River Subwatershed Management Area
- North Coast Region Subwatershed Management Region
- Mid-Coast Region
- Manasquan Valley Region
- South Coast Region

9.2.1 Navesink Valley/Swimming River Subwatershed Management Area

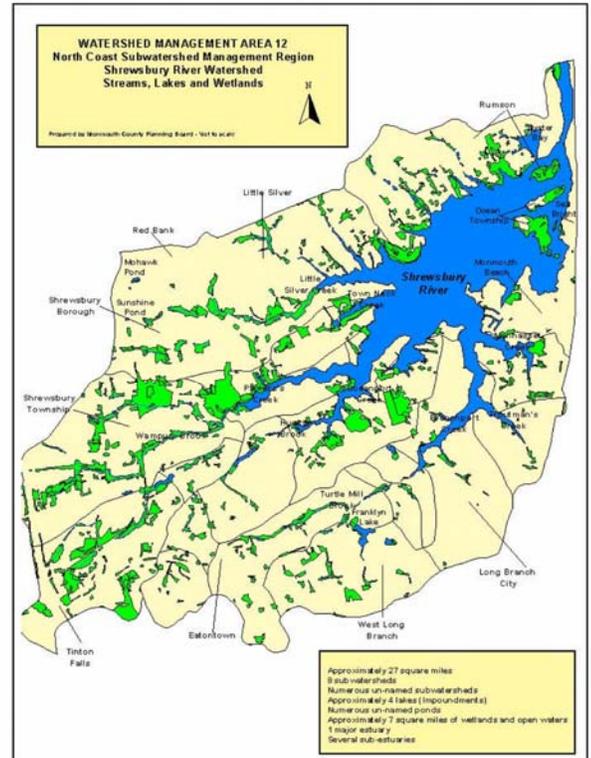
Navesink Valley/Swimming River consists of all or part of the following ten Monmouth County municipalities: Colts Neck, Fair Haven, Freehold Township, Holmdel, Howell, Marlboro, Middletown, Red Bank, Rumson and Tinton Falls. Three of these municipalities, Fair Haven, Red Bank and Rumson, are within the CMR.

It is focused on the Navesink River and its tributaries: Claypit Creek, McClees Creek, Poricy Brook, Nut Swamp Brook and Jumping Brook. Tributaries to the Swimming River include: Ramanessin Brook, Fourth Creek, Bordens Brook, Willow Brook, Hopp Brook, Big Brook, Fulling Mill Brook, Barren Neck Brook, Trout Brook, Yellow Brook, Miry Bog Brook, Mine Brook, Slope Brook, Hockhockson Brook and Pine Brook. Significant water bodies in this subregion are: Haskell Pond, Marion Lake, Poricy Pond, Marlu Lake, Bucks Pond, Shippees Pond and Schwenkers Pond.



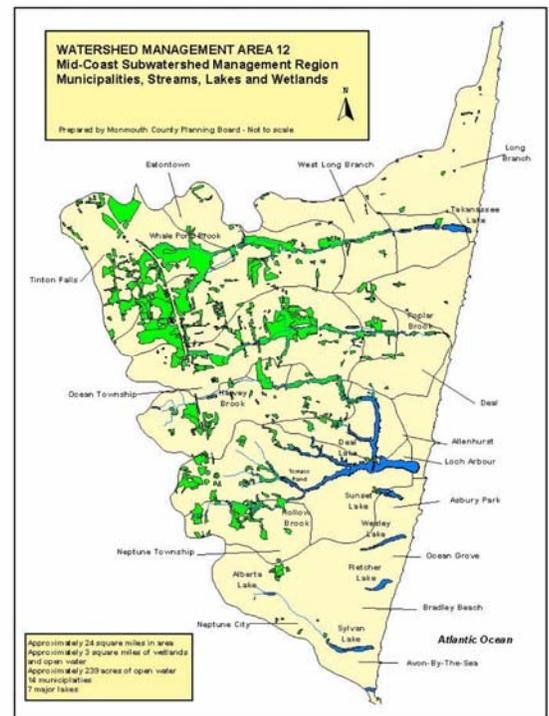
9.2.2 North Coast Region Subwatershed Management Region

This region includes all or part of 14 Monmouth County municipalities: Sea Bright, Monmouth Beach, Oceanport, Little Silver, Shrewsbury Borough, Shrewsbury Township are entirely within this region. Fair Haven, Rumson, Red Bank, Long Branch, West Long Branch, Eatontown and Tinton Falls are partially within this region. It also includes the entire Sandy Hook peninsula (Middletown Township but primarily under Federal jurisdiction). All but Tinton Falls and Sandy Hook are in the CMR. The focus is the Shrewsbury River and its tributaries. The Shrewsbury River joins the Navesink River and drains into Sandy Hook Bay. Tributaries to the Shrewsbury River include: Little Silver Creek, Town Neck Creek, Parkers Creek, Oceanport Creek, Wampum Brook, Husky Brook, Branchport Creek, Turle Mille Brook, Toutmans Creek. Manhasset Creek and Jims Creek. Other significant water bodies include Mohawk Pond, Simmons Pond and Franklin Lake.



9.2.3 Mid-Coast Region

The Mid-Coast Subwatershed Region consists of all or parts of the following 14 municipalities: Allenhurst, Asbury Park, Avon-by-the-Sea, Bradley Beach, Deal, Eatontown, Interlaken, Loch Arbour, Long Branch, Neptune, Neptune City, Ocean, Spring Lake Heights and West Long Branch. It is focused on the many streams and water bodies that drain into the Atlantic Ocean, including Whale Pond Brook, Lake Takanassee, Poplar Brook, Harvey Brook, Deal Lake, Sunset Lake, Wesley Lake, Fletcher Lake, Lake Alberta and Sylvan Lake.²⁵



²⁵ <http://www.shore.co.monmouth.nj.us/area12>

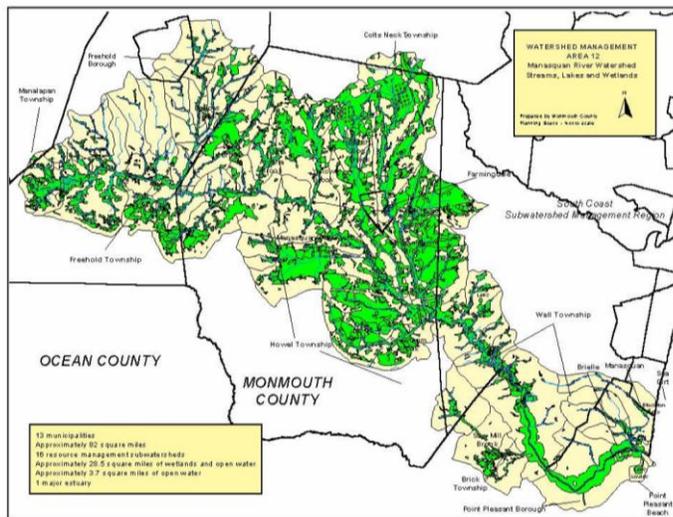
9.2.4 South Coast Region

The South Coast Subwatershed Region includes all or parts of 11 municipalities: Avon-by-the-Sea, Belmar, Manasquan, Neptune, Neptune City, Ocean, Sea Girt, South Belmar, Spring Lake, Spring Lake Heights and Wall in the CMR. It includes all or parts of Colts Neck, Howell and Tinton Falls. The Shark River and its many tributaries is the dominant watershed feature. Wreck Pond Brook is the second dominant subwatershed feature. The South Coast also features the Glendola Reservoir, a source of drinking water for Monmouth County residents. This reservoir is outside of the CMR.

The significant streams flowing into the Shark River basin include Musquash Brook, Jumping Brook, Hankins Brook, Reevy Branch, Webleys Brook, South Brook, Robins Swamp Brook, Sarah Green Brook, Laurel Gully Brook and Quaker Brook. Tributaries to Wreck Pond Brook include Hurleys Pond Brook and Hannabrand Brook. Other bodies of water include Silver Lake, Lake Como, Spring Lake, Old Mill Pond, Osbornes Pond, Albert Pond, Hurleys Pond, Polly Pond Brook and Heroy's Pond. ²⁶



9.2.5 Manasquan Valley Region



The Manasquan River subwatershed is the largest stream system within Watershed Management Area 12. It is not only one of the most heavily utilized recreational waterways on the East Coast, but is also a significant source of potable water for Monmouth and Ocean County residents. The Manasquan Valley Subwatershed Region is composed of nine municipalities in Monmouth County. This includes Brielle, Manasquan, Sea Girt and Wall within the CMR and Colts Neck, Farmingdale, Freehold Borough, Freehold Township and Howell which are outside of the CMR. All or portions of three communities in Ocean County, Brick Township, Point Pleasant Beach and Point Pleasant Borough, fall within this watershed. ²⁶

²⁶ <http://www.shore.co.monmouth.nj.us/area12/>

9.2.6 Area 12 Watershed Management Partnership

The Area 12 Watershed Management Partnership was formed to conduct watershed management activities within WMA12. Subwatershed Regional Councils were organized as well; they meet regularly to discuss regional issues. Detailed information is available as a link on the Monmouth County Planning Board website to the Monmouth Coastal Watershed Partnership website.

The adopted Vision Statement of the Area 12 Watershed Management Partnership Congress is to *“Sustain and improve the quality of life in Watershed Management Area 12 by: ensuring a safe, healthy and economically viable environment; restoring, maintaining and enhancing the integrity of the quantity and quality of water resources; protecting natural features, habitats and systems and preserving the aesthetic values and unique identity of each of our communities.”* ²⁷

An Issues List has been prepared by each of the Subwatershed Management Region Groups. These are located on the Monmouth Watershed Partnership website. The following highlights issues identified as ‘regional issues’ by these Subwatershed Management Councils.

Regional Issues List – Area 12 Watershed Management Area

Water Quality (Non Point Source Pollution and Toxic/Contaminated Sites)

- Shellfish Areas: Stormwater volumes need to be controlled to prevent impairment of shellfish beds for important recharge area and land
- Verification of toxic/contaminated sites as listed by DEP
- Quality degradation from stormwater discharges
 - High nutrients (fertilizers and lawn chemicals)
 - Fecal coliform problems throughout watershed (geese, birds, pet wastes)
 - Garbage, floatables and vehicle fluids in waterbodies
 - Runoff from construction and roads
- Insufficient water quality sampling
- Glendola Reservoir: Need to protect the quality of the water
- Additional litter vacuum trucks, like those used in Belmar, need to be purchased
- Implement dog litter ordinances for each municipality

Sedimentation (Siltation and Dredging) Erosion

- Lack of dredge spoil sites makes channel maintenance difficult and expensive
- Lack of protection of headwaters
- Continued sediment build up in the boat channels or rivers is detrimental to their recreational use
- Shark River: Traditional maritime facilities that have supported the region for more than 100 years, are threatened by need for dredging
- Manasquan River: Siltation in main stem and tributaries, contributing to water quality impairment

Natural Resource Management (Wetlands and Habitat)

- Bulkhead replaced natural environment
- Depleted fishing industry/over-fishing
- Reduced base flow throughout watershed
- Loss of habitat diversity; overgrowth of invasive species, a proliferation of lawns
- Increased phragmites growth reduces species diversity
- New developments are being approved without adequate stream buffers

- Shark River Basin & Wreck Pond: Commercial bait operations deplete the fish that birds rely on for food
- Deer overpopulation is destroying the forest understory and may be linked to fecal contamination
- Lack of maintenance of easements
- Lack of enforcement of wetlands protection regulations at the State and local levels
- Shark River: Designate certain areas as a wildlife sanctuary
- Wreck Pond watershed: Need to preserve the flood plains that remain in their natural condition, complete with natural vegetation
- Drought Management Plan needed

Stormwater Infrastructure

- Lack of enforcement of easement and buffer regulations at the local level
- Point source pollution degrades habitat
- Aging infrastructure and maintenance problems have not been documented
- Storm drain identification/stenciling needed

Recreation and Open Space

- Limited public access to rivers inhibits launching of small boats such as canoes and kayaks and fishing
- Need for open space acquisition
- Impact of motorized vehicles in Musquash Cove and other environmentally sensitive areas pose a threat to vegetation and wildlife populations:
- Need to expand Shark River Park, particularly along stream corridors; some property is now for sale

Water Quantity (Flooding, Volume and Water Supply)

- Lack of adequate groundwater recharge is in danger of impacting the water supply
- Flooding conditions

Historic and Cultural Resources

- Historic buildings and farms lost over time

Public Awareness

- Community Awareness Program needed to educate citizens about non-point source pollution
- Storm drain identification/stenciling
- Identification of hazardous/contaminated sites

**USEPA 303(d) List (1998) Regional
Impacted/Impaired Waterways**

- Franklin Lake - off Shrewsbury Creek, West Long Branch
- Shrewsbury River - Monmouth County
- Poplar Brook - Almyr Ave., Deal
- Whale Pond Brook - Larchwood Ave., Ocean Twp.
- Como Lake - Spring Lake and South Belmar
- Hannabrand Brook - Old Mill Rd, Wall Twp.
- Spring Lake - Spring Lake
- Wreck Pond - Old Mill Rd, Wall Twp.
- Jumping Brook - Corlies Ave., Neptune Twp.
- Silver Lake - Belmar, drains to Ocean
- Macs Pond - Manasquan
- Manasquan River - Monmouth County

10.0 HISTORIC, CULTURAL AND SCENIC RESOURCES

10.1 HISTORIC RESOURCES

Historic resources abound in the CMR and are documented in the ERI's and Historic Preservation Elements of some municipal master plans. The goals of the *Monmouth County Growth Management Guide*, which is supported by many CMR municipalities, is an acknowledgement of the unique historic resources that need protection, preservation and/or reuse. The ERI's and local plans should be referenced for more specific information on individual historic sites. The New Jersey State Historic Preservation Office has listed numerous designated historic sites and districts on the State and or National Register of Historic Places.



Ocean Grove



Asbury Park

The following Historic Sites and Scenic Roadways Map I – 15 identifies properties currently listed on the State and National Register. In 1988, the Monmouth County Park System inventoried archaeological resources. These are referenced in the ERIs and identified by the New Jersey Historic Preservation Office. However, they are not mapped to avoid destruction.

Table I – 30 Coastal Monmouth Region Historic Sites (Designated State & National)

Municipality	Map #	Site Name	ID #	NR Reference #
Asbury Park	9	Asbury Park Convention Hall	1952	79001512
	7	Asbury Park Post Office	1953	-
	8	Palace Amusements Building	3705	1406
	5	Steinbach/Cookman Building	1957	82003285
	6	Winsor Building	1958	79001513
	10	George Wurt's Summer Home	1959	89002162
Bradley Beach	3	Bradley Beach Railroad Station	1963	84002749
Eatontown	16	St. James Memorial Episcopal Church	1967	78001775
Fair Haven	52	Fisk Chapel	1970	75001146
Little Silver	44	Little Silver Railroad Station	1999	84002754
		Parker Farm	2000	
	45	St. John's Episcopal Church	2001	90001374
Long Branch	14	364 Cedar Avenue	2004	79001514
		"Chauncey Jerome" Shipwreck	3353	96000205
	11	Church of the President's (St. James)	2006	76001169
		Long Branch Post Office	2008	-
	18	North Long Branch School	48	99000906
Monmouth Beach	47	U.S. Lifesaving Station No. 4	257	-
Neptune	4	Ocean Grove Camp Meeting Association Historic District	2036	76001170
Oceanport		Hangar Number One Site	2040	-
Red Bank	46	T. Thomas Fortune House	2044	76001171
	51	Monmouth Boat Club	2045	94000857
	50	Anthony Reckless Estate	2046	82003286
	48	Red Bank Passenger Station	2048	76001172
		River Street School	2803	95000410
	49	Shrewsbury Township Hall	2050	80002508
Rumson		Lauriston	3948	-
	53	Seabright Lawn Tennis & Cricket Club	2053	91000883
Shrewsbury Borough	19	Abram Holmes Borden House		
	37	Allen House	2054	74001180
	39	Benjamin White House		
	42	Christ Church	2815	95001184
	27	Christ Episcopal Church		
	28	Christ Episcopal Church		
	40	Daniel Arrance House		
	23	Dr. Peter Campbell House		
	21	Francis Borden House		
	24	Garrett Stout House		
	26	Hurley Blacksmith and Carriage Shop		
	32	J.H. Nicholson House		
	34	James Broadmeadow House		
	30	Not named		
	31	Not named		
	35	Not named		
	17	Platt Valentine House		
	41	Presbyterian Manse		
	22	Richard Campbell House		
	33	Saltar House		
43	Shrewsbury Friends Meeting House			
		Shrewsbury Historic District	2055	78001779
38	Shrewsbury Presbyterian Church			
29	Waldron P. Brown House			
20	Wardell House	2056	74001181	
25	William Lambert Borden House			
36	William Van Schoick House			
Spring Lake		Audenried Cottage (Normandy Inn)	2057	91000117
		Fredrick A. Duggan Memorial First Aid and Emergency Squad Building	3366	98001177
	1	Holy Trinity Episcopal Church	2058	91000116
	2	Martin Maloney Cottage	2059	91000115
Wall		Manasquan Friends Meetinghouse	2077	91000902
West Long Branch	15	Murry Guggenheim Mansion	2082	78001778
	13	MacGregor-Tallman House	2083	8
	12	Shadow Lawn	2084	78001780

SOURCE: "New Jersey and National Registers of Historic Places: Monmouth County" <http://www.state.nj.us/dep/hpo/1identify/lists/monmouth.pdf>

10.2 CULTURAL ARTS

The arts are important assets for a community and the region. They provide for a rich cultural experience and have positive economic repercussions that draw residents and visitors to the area. The Red Bank Arts Corridor, Long Branch Arts and Entertainment District, the Belmar theatre area, and the planned Asbury Park Entertainment Center are the larger cultural arts venues (existing and planned) in the CMR. These cultural arts venues need to be encouraged and supported through the CMP. They form “arts nodes” in the CMR and support other activities.

This need to support the cultural arts is reflected in the *2005-2020 Cultural Arts Plan for Monmouth County, New Jersey, A Blueprint for the Arts*. The Monmouth County Arts Council partnered with Monmouth University, Monmouth County Planning Department and others to develop the *2005-2020 Cultural Arts Plan for Monmouth County, New Jersey, A Blueprint for the Arts*.²⁷ The Plan’s purpose is “to foster and facilitate on-going cultural development”. The Plan provides goals and benchmarks to guide the diverse arts agencies in the County. The goals of the Plan are as follows

- Build a strong arts and cultural image for the County.
- Foster community arts development.
- Facilitate increased arts education opportunities County-wide.
- Increase County-wide funding and resources for the arts.
- Continue to develop the capacity of the Monmouth County Arts Council.



Stone Pony – Asbury Park

The Plan has a specific section especially relevant to the CMP. This section discusses community development and the arts. It highlights the challenges to the artists and arts organizations as the County continues to develop or redevelop. There is pressure on the artists and arts organizations to seek space, to protect existing spaces and to be able to afford and operate within the County.

A needs assessment informed the Plan which ranked the need for spaces and hubs or districts, focused on the arts. For municipal action, it identified a number of strategies to promote the arts including:

- Need for arts councils.
- Need to use the arts to anchor revitalization and neighborhoods.
- Need to use hubs and districts themed around the arts, such as the Long Branch Arts and Entertainment District and Red Bank Arts Corridor.
- Need to get artists at the table with developers.
- Need for a streamlined and effective way to work with the arts sector.



Convention Hall – Asbury Park

10.3 SCENIC ROADWAYS

The *Monmouth County Scenic Roadways Plan* highlights the development of scenic roadways throughout Monmouth County as well as devises guidelines to create and protect scenic roadways in the long-term. The CMR accounts for 11.12 miles or 8% of the County’s 134.22 miles of scenic roadways. Of these scenic roadways, 5.4 miles or 48.6% run directly parallel to the Atlantic

²⁷ *2005-2020 Cultural Arts Plan for Monmouth County, New Jersey, A Blueprint for the Arts*, developed for The Monmouth County Arts Council, prepared by Arts Market, April 2005.

Ocean. The scenic roadways located in the CMR are listed in the following table and shown on the Historic Sites and Scenic Roadways Map I - 15.²⁸



Avon



Ocean Grove



Belmar / Spring Lake

Table I – 31 Coastal Monmouth Region Scenic Roadways

County Route #	Local Route Name	Municipality	Milepost	to	Milepost	Total Miles
Route 8A	Bingham Avenue	Rumson	1.20		1.65	0.45
Route 13A	Sycamore Ave.	Shrewsbury Borough	2.00		3.00	1.00
Route 18	Ocean Avenue	Spring Lake	9.20		11.15	1.95
		Belmar	11.50		12.68	1.53
		Avon-by-the-Sea	12.68		13.25	0.57
		Bradley Beach	13.25		14.18	0.93
		Bradley Beach	14.18		14.60	0.42
Route 520	Rumson Road	Little Silver	15.40		16.20	0.80
		Rumson	16.20		19.67	3.47
Total Miles of Scenic Roadways in Coastal Monmouth Region						11.12
Total Miles of Scenic Roadways in Monmouth County						134.22
Percentage of Monmouth County Scenic Roadways in the Coastal Monmouth Region						8%

SOURCE: The Monmouth County Scenic Roadway Plan, Monmouth County Planning Board, 2001

10.3.1 Scenic Byway Designation

The unique character of the CMR especially along the oceanfront can support designation as a Scenic Byway. "A scenic byway is a transportation corridor of regionally outstanding significance containing one or more of the following intrinsic qualities: scenic, natural, recreational, cultural, historic and archeological."²⁹ The Upper Freehold Historic Farmland Byway in Monmouth County is one of only four designated New Jersey Scenic Byways which also include Route 29, the Millstone Valley and the Palisades. Once a nomination is provisionally designated as a State Scenic Byway by the NJDOT Commissioner, a Scenic Byway Corridor Management Plan is prepared. Various funding sources are available to engage this process. The benefit of designation is conservation of the byway's intrinsic qualities, recognition, assistance in the process, planning for protection and managed growth, and promotion and marketing.

For the CMR, this designation should apply to the State, County and local roads along the oceanfront. It can enable the coordination of cultural resources (such as historic sites and districts), entertainment venues, resort facilities, tied together by the unique history of the Jersey shore development patterns. It is a tool which would enable funding to plan for, preserve and promote this special area in the CMR.

²⁸ Monmouth County Scenic Roadways Plan, Monmouth County Planning Board, September 2001

²⁹ New Jersey Scenic Byways Program presentation

**HISTORIC SITES
AND SCENIC ROADS**

COASTAL MONMOUTH REGION
MONMOUTH COUNTY NEW JERSEY



Legend

-  COASTAL MONMOUTH REGION
-  MUNICIPAL BOUNDARIES
-  LIMITED ACCESS ROADWAY
-  HIGHWAY
-  MAJOR ROAD
-  LOCAL ROAD
-  MINOR ROAD
-  OTHER ROAD
-  RAMP
-  RAILROADS
-  WATER BODIES
-  SWAMP/MARSH
-  COUNTY DESIGNATED SCENIC ROADS
-  STATE & FEDERAL HISTORIC REGISTER SITES



11.0 BUILD-OUT

11.1 OVERVIEW

The CMR has limited growth potential due to the various natural and manmade land constraints. Much of the region, particularly the small seaside communities, has little non-constrained developable land left. In light of this, redevelopment and rehabilitation efforts will play a necessary role in future development. However, in determining an effective long-term growth and planning strategy, it is also necessary to understand the maximum land development potential within the given region of study. In order to fully understand the future development potential within the County and the Coastal Monmouth Region, the Monmouth County Planning Board (“MCPB”) completed a series of build-out projections for all 53 municipalities in the County³⁰.

11.2 METHODOLOGY

In 2001 and 2002, the MCPB completed the development of a model to project population, employment and sewage flows within the County. The model was built as a result of work completed between 1998 and 2000 by the Environmental Planning Section of the Monmouth County Planning Board which had led to the *Monmouth County Composite Zoning Study 2000*. The model was based on municipal zoning requirements which assume maximum development of vacant land parcels. Vacant undevelopable land was subtracted from the total acreage before determining use-based density of the parcels. The model utilized the “most intense development option” to isolate build-out capacity or the maximum possible land development within the municipality. Acreage of developable land was given in terms of 1995 acres of developable land as updated through October 2005.

Zone densities were compiled in several manners. In residential zones, the total vacant developable acreage of the given composite zone was multiplied by the density where unit density is stipulated. In other cases, the density was determined by square footage of lot sizes. In these instances, the maximum density was determined after the 10% of the total area has been subtracted to allow for infrastructure. For non-residential zones, maximum density was calculated based on a floor area ratio, impervious coverage or building coverage. When utilizing a floor area ratio or building cover maximum within a composite zone, the total land available was multiplied by the ratio or coverage maximum, respectively. However, if a floor area ratio or building cover maximum was not given for a zone, the model utilized an average of building cover maximum to determine maximum future development.

For Mixed Use and Conservation/Recreation composite zones where a pattern of development was known, the pattern was incorporated into the model. However, if the pattern was not stipulated in municipal regulations, the residential portion was figured using the appropriate density determination and the commercial density was determined using either the floor area ratio or maximum coverage factor.

In addition to determining overall build-out, the model can also make projections for a given horizon year. In the case of this study, the horizon year is 2025. In order to adjust for the horizon year, as opposed to maximizing development possibilities, the model utilized municipal development trends for residential, commercial, industrial and recreation development. The MCPB used compiled municipal data from 1991-2000 to determine the appropriate average annual development. In determining development for the horizon year, the average annual development was multiplied by the number of years between the base year and the horizon year. Employment calculations were computed using the Council on Affordable Housing’s guidelines for non-residential properties, which project employees per square feet based upon specific permitted uses.

³⁰ Monmouth County Build Out Model, 2004 Monmouth County Cross Acceptance Report, Monmouth County Planning Board, January 2005.

11.3 DEVELOPABLE LAND

Based on the Build-out Assessment completed by the Monmouth County Planning Board as a part of the 2004 Cross-Acceptance Report, the CMR has over 3,000 acres of developable land.³¹ The table below shows total developable acreage in each of the 30 municipalities within the region of study for the eight composite zone types utilized in the build-out assessment.

Table I – 32 Developable Land by Composite Zone (in 1995 area of developable land)

Municipality	Conservation Recreation	Single Family Residential	Multi-family Residential	Mixed-Use	Commercial	Office Business	Research, Laboratory Warehouse	Industrial	Total
Allenhurst	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	2.2
Asbury Park	0.0	41.7	21.7	79.9	23.5	0.0	0.0	0.0	166.8
Avon-by-the-Sea	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Belmar	34.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0	35.0
Bradley Beach	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.9	2.1
Brielle	0.0	47.3	10.2	0.0	1.1	0.0	0.0	0.0	58.6
Deal	0.0	23.3	0.0	0.0	0.0	0.0	0.0	0.0	23.3
Eatontown									0.0
Fair Haven	25.3	17.9	0.0	0.0	0.0	0.0	0.0	0.0	43.2
Interlaken	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.5
Lake Como	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3
Little Silver	0.0	49.4	15.3	0.0	3.5	0.0	0.0	0.0	68.2
Loch Arbour	3.1	0.0	0.0	0.0	0.4	0.0	0.0	0.0	3.5
Long Branch	0.0	73.6	36.2	66.1	77.8	0.0	0.0	2.6	256.3
Manasquan	2.0	9.3	0.0	65.0	0.0	0.0	0.0	0.0	76.3
Monmouth Beach	0.0	27.3	0.7	0.0	0.0	0.0	0.0	0.0	28.0
Neptune	9.7	287.4	43.7	166.6	160.3	140.0	0.0	42.2	849.9
Neptune City	0.0	13.8	10.4	0.0	2.5	0.0	0.0	0.1	26.8
Ocean	0.0	545.9	136.2	5.3	44.6	29.0	0.0	46.2	807.2
Oceanport	0.0	46.4	2.1	0.0	11.0	0.0	0.0	1.8	61.3
Red Bank	0.0	25.3	17.1	1.9	0.0	0.1	0.0	0.0	44.4
Rumson	51.4	158.2	0.0	0.0	0.0	0.0	0.0	0.0	209.6
Sea Bright	8.1	15.3	0.0	15.6	6.8	0.0	0.0	0.0	45.8
Sea Girt	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	28.6
Shrewsbury Borough	0.0	79.7	0.0	3.9	6.0	0.0	4.5	11.2	105.3
Shrewsbury Township	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	2.6
Spring Lake	0.0	13.4	0.0	0.0	0.0	0.0	0.0	0.0	13.4
Spring Lake Heights	0.0	26.2	0.0	0.0	0.0	0.0	0.0	0.0	26.2
Wall									0.0
West Long Branch	0.0	52.0	0.0	1.8	4.3	0.4	0.0	21.8	80.3
Coastal Monmouth Region	134.4	1,583.7	298.4	406.1	343.0	169.5	4.5	128.1	3,067.7

SOURCE: Monmouth County Planning Board, 2005

As illustrated in the table, the majority of the vacant developable land, about 1,600 acres, in the region is dedicated to single-family residential development. The second-highest category for developable land was mixed-use with 400 acres available. This pattern of developable land is consistent with the general character of the region as a whole.

11.4 POTENTIAL DEVELOPMENT AT HORIZON (2025)

In completing the build-out assessment, the MCPB also completed an assessment of potential development that could be completed by a determined horizon year, in this case 2025. The potential completed development for the horizon year was determined using municipal development trends as collected by the individual municipalities and the MCPB. The following table

³¹ Information for Wall and Eatontown was not available.

represents the potential development to be completed by 2025 as based on these calculations for each municipality, given in terms of residential units or square feet depending on the category of development.³²

³² Information for Wall and Eatontown was unavailable.

Table I – 33 Potential Development at Horizon (2025)

Municipality	Conservation Recreation Units	Conservation Recreation Square Feet	Single Family Residential Units	Multi-family Residential Units	Mixed-use Residential units	Mixed-use Commercial Square Feet	Commercial Square Feet	Office Business Square Feet	Research, Laboratory Warehouse Square Feet	Industrial Square Feet
Allenhurst	0	0	0	7	0	0	0	0	0	0
Asbury Park	0	0	30	627	1,050	450,210	450,210	0	0	0
Avon-by-the-Sea	0	0	0	0	0	0	0	0	0	0
Belmar	0	0	2	0	0	0	630	0	0	0
Bradley Beach	0	0	0	0	0	0	4,260	0	0	300
Brielle	0	0	108	51	0	0	11,831	0	0	0
Deal	0	0	30	0	0	0	0	0	0	0
Eatontown	0	0	0	0	0	0	0	0	0	0
Fair Haven	0	300	64	0	0	0	0	0	0	0
Interlaken	0	0	4	0	0	0	0	0	0	0
Lake Como	0	0	0	0	0	300	0	0	0	1,410
Little Silver	0	0	57	30	0	0	46,104	0	0	0
Loch Arbour	0	300	0	0	0	0	300	277	0	0
Long Branch	0	0	253	653	427	68,029	445,350	0	0	300
Manasquan	0	0	78	0	150	53,520	0	0	0	0
Monmouth Beach	0	0	72	9	0	0	0	0	0	0
Neptune	0	0	1,362	787	461	1,120,496	2,280,540	704,550	0	735,990
Neptune City	0	0	30	87	0	0	55,290	0	0	2,445
Ocean	0	0	922	99	9	20,800	566,994	378,841	0	63,720
Oceanport	0	0	102	25	0	0	300	0	0	300
Red Bank	0	0	111	117	15	81,893	0	0	0	0
Rumson	15	0	42	0	0	153	0	0	0	0
Sea Bright	0	0	147	0	30	15,510	15,510	0	0	0
Sea Girt	0	149	0	0	0	0	0	0	0	0
Shrewsbury Borough	0	0	75	0	2	25,659	81,631	0	58,832	4,290
Shrewsbury Township	0	0	0	26	0	0	0	0	0	0
Spring Lake	0	0	46	0	0	0	0	0	0	0
Spring Lake Heights	0	0	81	0	0	0	206	0	0	0
Wall	0	0	0	0	0	0	0	0	0	0
West Long Branch	0	0	93	0	2	11,525	74,204	4,663	0	300
Coastal Monmouth Region	15	749	3,709	2,518	2,146	1,848,095	4,033,360	1,088,331	58,832	809,055

SOURCE: Monmouth County Planning Board, 2005

The 2025 horizon projection estimates an approximate growth of 8,373 residential units and 7,837,673 square feet of commercial, office, warehouse and industrial space. However, these projections can change since they would be affected by redevelopment projects or zoning changes that will affect the future development picture. Also, the decommission of Fort Monmouth and its future redevelopment after 2011 is not known at this time.

11.5 HOUSEHOLD AND JOB PROJECTIONS

The following tables summarize household and job projections between 2000 and 2025 as completed by the MCPB. The related population projections were presented in the demographic discussion within this report.

The table below suggests job and employment growth within the CMR to be slightly lower but fairly consistent with that of Monmouth County within the given period.

Table I – 34 Job Projection (2000-2025)

Municipality	2000 Jobs	2025 Jobs	Overall (2000-2025)	
			Change	% Change
Allenhurst	433	433	0	0.0%
Asbury Park	3,914	4,664	750	16.1%
Avon-by-the-Sea	242	242	0	0.0%
Belmar	800	801	1	0.1%
Bradley Beach	685	689	4	0.6%
Brielle	1,099	1,109	10	0.9%
Deal	265	265	0	0.0%
Eatontown	12,628	14,599	1,971	13.5%
Fair Haven	806	806	0	0.0%
Interlaken	31	31	0	0.0%
Lake Como	358	360	2	0.6%
Little Silver	1,748	1,786	38	2.1%
Loch Arbour	29	30	1	3.3%
Long Branch	9,694	10,122	428	4.2%
Manasquan	2,009	2,054	45	2.2%
Monmouth Beach	531	531	0	0.0%
Neptune	12,037	17,860	5,823	32.6%
Neptune City	3,095	3,145	50	1.6%
Ocean	8,758	10,301	1,543	15.0%
Oceanport	1,000	1,001	1	0.1%
Red Bank	14,793	14,861	68	0.5%
Rumson	1,208	1,208	0	0.0%
Sea Bright	661	687	26	3.8%
Sea Girt	120	120	0	0.0%
Shrewsbury Borough	3,973	4,216	243	5.8%
Shrewsbury Township	15	15	0	0.0%
Spring Lake	1,029	1,029	0	0.0%
Spring Lake Heights	863	863	0	0.0%
Wall	18,057	36,425	18,368	50.4%
West Long Branch	4,296	4,379	83	1.9%
Coastal Monmouth Region	105,177	134,632	29,455	21.9%
Monmouth County	213,053	286,267	73,214	25.6%

SOURCE: Monmouth County Planning Board Cross Acceptance 2004 (updated October 2005)

It is apparent that the anticipated job growth will affect limited municipalities. Several municipalities are also projected to experience no new job growth. Municipalities like Asbury Park, Eatontown, Neptune, Ocean and Wall are all expected to see over a 10% job growth rate. Neptune Township's job growth projections exceed 5,800 new jobs, including over three million square feet of mixed-use and commercial development. This will have consequences, especially for traffic, which will need to be considered. It should also be noted that the area of Wall within the CMR is already fairly well-developed and will most likely experience only a limited portion of the total estimated job growth. The job projections are also expected to change with the Fort Monmouth decommission and future redevelopment.

The following table suggests household growth within the CMR to be slightly lower but fairly consistent with that of Monmouth County within the given period.

Table I – 35 Household Projection (2000-2025)

Municipality	2000 Household	2025 Household	Overall (2000-2025)	
			Change	% Change
Allenhurst	285	291	6	2.1%
Asbury Park	6,754	8,177	1,423	17.4%
Avon-by-the-Sea	1,043	1,043	0	0.0%
Belmar	2,946	2,948	2	0.1%
Bradley Beach	2,297	2,297	0	0.0%
Brielle	1,938	2,071	133	6.4%
Deal	434	459	25	5.4%
Eatontown	5,780	6,152	372	6.0%
Fair Haven	1,998	2,051	53	2.6%
Interlaken	386	389	3	0.8%
Lake Como	824	824	0	0.0%
Little Silver	2,232	2,305	73	3.2%
Loch Arbour	120	120	0	0.0%
Long Branch	12,594	13,705	1,111	8.1%
Manasquan	2,600	2,790	190	6.8%
Monmouth Beach	1,633	1,701	68	4.0%
Neptune	10,907	13,082	2,175	16.6%
Neptune City	2,221	2,319	98	4.2%
Ocean	10,254	11,112	858	7.7%
Oceanport	2,043	2,149	106	4.9%
Red Bank	5,201	5,404	203	3.8%
Rumson	2,452	2,500	48	1.9%
Sea Bright	1,003	1,151	148	12.9%
Sea Girt	942	942	0	0.0%
Shrewsbury Borough	1,207	1,271	64	5.0%
Shrewsbury Township	521	543	22	4.1%
Spring Lake	1,463	1,509	46	3.0%
Spring Lake Heights	2,511	2,579	68	2.6%
Wall	9,437	10,612	1,175	11.1%
West Long Branch	2,448	2,527	79	3.1%
Coastal Monmouth Region	96,474	105,023	8,549	8.1%
Monmouth County	224,236	251,500	27,264	10.8%

SOURCE: Monmouth County Planning Board Projections 2005

While only five municipalities are expected to see no new household growth, the majority, approximately 78.9%, of household growth is expected within Asbury Park, Long Branch, Neptune, Ocean and Wall. Neptune is expected to see the largest net increase in households for the given period with a total of 2,175 new households. Again, the future household projections may change due to the Fort Monmouth decommission and redevelopment and changes in zoning and other regulatory controls.

11.6 POTENTIAL DEVELOPMENT AT BUILD-OUT

In completing the build-out assessment, the Monmouth County Planning Board computed potential development based on the maximum development that could be completed as determined by a vacant land assessment and composite zoning. The following table represents the potential development to be completed at full build-out as based on these calculations for each municipality. The build-out projection estimates total growth of 10,843 residential units and 21,899,933 square feet of commercial, office, warehouse space and industrial space.³³ However, changes in zoning and unforeseen redevelopment proposals will occur that will affect the build-out number.

³³ Information for Wall and Eatontown was unavailable.

Table I – 36 Potential Development at Build-Out

Municipality	Conservation Recreation Units	Conservation Recreation Square Feet	Single Family Residential Units	Multi-family Residential Units	Mixed-use Multi-family Residential units	Mixed-use Commercial Square Feet	Commercial Square Feet	Office Business Square Feet	Research, Laboratory Warehouse Square Feet	Industrial Square Feet
Allenhurst	0	0	0	7	0	0	0	0	0	0
Asbury Park	0	0	237	627	1,636	3,102,394	2,541,552	0	0	0
Avon-by-the-Sea	0	0	0	0	0	0	0	0	0	0
Belmar	0	0	2	0	0	0	630	0	0	0
Bradley Beach	0	0	0	0	0	0	53,053	0	0	19,708
Brielle	0	0	132	61	0	0	11,831	0	0	0
Deal	0	0	53	0	0	0	0	0	0	0
Eatontown										
Fair Haven	0	270,862	64	0	0	0	0	0	0	0
Interlaken	0	0	4	0	0	0	0	0	0	0
Lake Como	0	0	0	0	0	722	0	0	0	55,423
Little Silver	0	0	57	150	0	0	46,104	0	0	0
Loch Arbour	0	21,000	0	0	0	0	7,053	277	0	0
Long Branch	0	0	253	653	427	68,029	5,969,532	0	0	39,990
Manasquan	0	0	78	0	350	173,561	0	0	0	0
Monmouth Beach	0	0	80	9	0	0	0	0	0	0
Neptune	0	0	1,436	787	461	1,120,496	2,280,540	2,428,318	0	735,990
Neptune City	0	0	72	104	0	0	55,424	0	0	2,445
Ocean	0	0	922	835	9	20,800	566,994	378,841	0	1,085,794
Oceanport	0	0	124	25	0	0	119,859	0	0	28,112
Red Bank	0	0	173	256	15	81,893	0	0	0	0
Rumson	15	0	112	0	0	153	0	0	0	0
Sea Bright	0	0	150	0	94	130,865	59,512	0	0	0
Sea Girt	0	149	0	0	0	0	0	0	0	0
Shrewsbury Borough	0	0	122	0	2	25,659	81,631	0	58,832	172,955
Shrewsbury Township	0	0	0	26	0	0	0	0	0	0
Spring Lake	0	0	46	0	0	0	0	0	0	0
Spring Lake Heights	0	0	94	0	0	0	206	0	0	0
Wall										
West Long Branch	0	0	96	0	2	11,525	74,204	4,663	0	284,343
Coastal Monmouth Region	15	292,011	4,307	3,540	2,996	4,736,117	11,868,125	2,812,099	58,832	2,424,760

SOURCE: Monmouth County Planning Board, 2005

12.0 ECONOMY

12.1 ECONOMIC PROFILE

12.1.1 Overview

Economic development within the CMR tends to occur in the downtown districts, as well as along the major traffic corridors. In keeping with their historic roles as resort towns, the Region's oceanfront communities, particularly those in the southern and central sections of the CMR, maintain downtown business districts that attract tourists and locals alike. Communities like Manasquan, Ocean Grove, a section of Neptune Township, Asbury Park and Red Bank offer arts and entertainment venues to draw visitors.

Major traffic corridors serve not only to facilitate movement between the various municipalities, but also as major commercial districts throughout the Region. New Jersey Routes 34, 35, and 36 all have high levels of retail and commercial development.

Housing type and classification also plays a tremendous role in the economic profile of the CMR. In recent years towns like Belmar, a traditional hotspot for weekend vacationers and day-trippers alike, have begun to change zoning regulations and codes in an attempt to affect their overall character. These efforts are resulting in a switch from high volumes of seasonal and rental properties to an increase in year-round and family-oriented development.



Asbury Park



Neptune



Long Branch

There has been a strong push in recent years to revitalize and redevelop deteriorating sections of communities in the CMR like Long Branch and Asbury Park. The redevelopment trend within the CMR, most notably, began in Red Bank in the early 1990s with the creation of the Red Bank RiverCenter, which has the authority over development and maintenance of the downtown business district. Long Branch has an adopted redevelopment plan which is now gaining momentum with the recently opened Pier Village along the oceanfront. Asbury Park has plans underway for seven redevelopment areas which will expand housing, commercial and entertainment opportunities. Neptune Township projects a high level of growth due to planned redevelopment/revitalization of Neptune Midtown, Bradley Park and the Shark River neighborhoods. Growth in the housing and employment opportunities is forecast within the CMR and is tied primarily to these redevelopment opportunities. The decommissioning of Fort Monmouth will also create long term effects on the CMR, especially the North and North Central Regions.

12.1.2 General Economic Characteristics

The CMR contains a diverse array of economic conditions. According to the 2000 U.S. Census data, the CMR had an overall median household income of \$58,887 as compared to the Monmouth County median household income of \$64,271. The median per capita income within the CMR was \$30,383 while the County had a per capita income of \$31,149.

There is a fairly significant income disparity in the CMR based on median household and median per capita income. The median household income range varies by as much as \$97,784, and median per capita income varies by as much as \$60,176. The Census data further shows the wealth disparity within the CMR; within the lower quartile, the median household income doubles from \$23,081 in Asbury Park to \$47,566 in Lake Como. By contrast, within the upper quartile, the median income ranges from \$82,842 in Interlaken to \$120,865 in Rumson. Similarly, there is a rather large disparity based on the median per capita income, which varies by as much as \$60,176. The following table show economic characteristics as of 2000 for CMR municipalities and the County.

Table I – 37 Economic Characteristics (2000)

Municipality	Households (total)	Median Household Size (in persons)	Median Household Income (in dollars)	Per Capita Income (in dollars)
Allenhurst	285	2.52	\$85,000	\$42,710
Asbury Park	6,754	2.46	\$23,081	\$13,516
Avon-by-the-Sea	1,043	2.15	\$60,192	\$41,238
Belmar	2,946	2.05	\$44,896	\$29,456
Bradley Beach	2,297	2.09	\$40,878	\$25,438
Brielle	1,938	2.52	\$68,368	\$35,785
Deal	434	2.46	\$58,472	\$38,510
Eatontown	5,780	2.35	\$53,833	\$26,965
Fair Haven	1,998	2.97	\$97,220	\$44,018
Interlaken	386	2.33	\$82,842	\$47,307
Lake Como	824	2.19	\$47,566	\$27,111
Little Silver	2,232	2.76	\$94,094	\$46,798
Loch Arbour	120	2.33	\$68,542	\$34,037
Long Branch	12,594	2.47	\$38,651	\$20,532
Manasquan	2,600	2.43	\$63,079	\$32,898
Monmouth Beach	1,633	2.20	\$80,484	\$52,862
Neptune	10,907	2.46	\$46,250	\$22,569
Neptune City	2,221	2.29	\$43,451	\$22,191
Ocean	10,254	2.63	\$62,058	\$30,581
Oceanport	2,043	2.71	\$71,458	\$33,356
Red Bank	5,201	2.20	\$47,282	\$26,265
Rumson	2,452	2.91	\$120,865	\$73,692
Sea Bright	1,003	1.81	\$65,562	\$45,066
Sea Girt	942	2.28	\$86,104	\$63,871
Shrewsbury Borough	1,207	2.96	\$86,911	\$38,218
Shrewsbury Township	521	2.10	\$36,875	\$23,574
Spring Lake	1,463	2.43	\$89,885	\$59,445
Spring Lake Heights	2,511	2.04	\$51,330	\$35,093
Wall	9,437	2.64	\$73,989	\$32,954
West Long Branch	2,448	2.77	\$71,852	\$27,651
Coastal Monmouth Region	96,474	2.53	\$58,887	\$30,383
Monmouth County	224,263	2.70	\$64,271	\$31,149

SOURCE: Monmouth County Data Book, 2004; 2000 U.S. Census, DP-1, Profile of General Demographic Characteristics

12.1.3 Employment and Poverty Status

Within the CMR, private wage and salary workers constitute 77.1% of the employed labor force. By comparison, government workers account for 16% and self-employed workers account for an additional 6.6% of the employed population. The CMR is also characterized by the prominence of management and professional occupations. Approximately 40% of the workers work in this category. Sales and office occupations is the second highest occupational category with 29% of the employed labor force within the region. The following table shows employment by occupation for all municipalities within the CMR.

Table I – 38 Employment by Occupation (2000)

Municipality	Management, Professional and related Occupations		Service Occupations		Sales and Office Occupations		Farming, Fishing and Forestry Occupations		Construction, Extraction, and Maintenance Occupations		Production, Transportation, and Material Moving Occupations	
	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
Allenhurst	181	50.7%	32	9.0%	123	34.5%	0	0.0%	7	2.0%	14	3.9%
Asbury Park	1,324	21.1%	1,554	24.8%	1,806	28.8%	20	0.3%	590	9.4%	978	15.6%
Avon-by-the-Sea	584	50.6%	132	11.4%	306	26.5%	4	0.3%	72	6.2%	56	4.9%
Belmar	1,333	40.1%	461	13.9%	924	27.8%	0	0.0%	314	9.4%	292	8.8%
Bradley Beach	825	32.5%	431	17.0%	759	29.9%	0	0.0%	247	9.7%	275	10.8%
Brielle	1,241	56.0%	225	10.1%	484	21.8%	16	0.7%	107	4.8%	144	6.5%
Deal	131	37.6%	51	14.7%	139	39.9%	0	0.0%	15	4.3%	12	3.4%
Eatontown	3,215	44.8%	958	13.3%	2,046	28.5%	0	0.0%	384	5.3%	579	8.1%
Fair Haven	1,474	55.6%	183	6.9%	717	27.1%	5	0.2%	164	6.2%	107	4.0%
Interlaken	246	54.5%	36	8.0%	126	27.9%	0	0.0%	23	5.1%	20	4.4%
Lake Como	346	34.4%	166	16.5%	241	23.9%	6	0.6%	110	10.9%	138	13.7%
Little Silver	1,694	59.4%	166	5.8%	810	28.4%	5	0.2%	126	4.4%	53	1.9%
Loch Arbour	89	59.3%	10	6.7%	34	22.7%	0	0.0%	12	8.0%	5	3.3%
Long Branch	4,077	28.6%	2,925	20.5%	4,016	28.2%	22	0.2%	1,503	10.5%	1,720	12.1%
Manasquan	1,289	39.7%	455	14.0%	1,007	31.0%	9	0.3%	214	6.6%	273	8.4%
Mommouth Beach	1,031	54.9%	126	6.7%	507	27.0%	0	0.0%	125	6.7%	89	4.7%
Neptune	4,769	36.8%	2,086	16.1%	3,678	28.4%	14	0.1%	976	7.5%	1,425	11.0%
Neptune City	690	27.2%	436	17.2%	675	26.6%	7	0.3%	366	14.4%	359	14.2%
Ocean	5,559	41.6%	1,696	12.7%	4,261	31.9%	14	0.1%	824	6.2%	1,009	7.6%
Oceanport	1,221	44.7%	223	8.2%	875	32.0%	0	0.0%	221	8.1%	194	7.1%
Red Bank	2,194	36.6%	1,166	19.5%	1,788	29.8%	10	0.2%	388	6.5%	444	7.4%
Rumson	1,763	59.4%	154	5.2%	844	28.4%	0	0.0%	134	4.5%	74	2.5%
Sea Bright	538	46.9%	114	9.9%	341	29.8%	12	1.0%	63	5.5%	78	6.8%
Sea Girt	520	57.0%	76	8.3%	285	31.2%	0	0.0%	14	1.5%	18	2.0%
Shrewsbury Borough	832	50.7%	137	8.4%	516	31.5%	0	0.0%	83	5.1%	72	4.4%
Shrewsbury Township	192	30.0%	79	12.3%	232	36.2%	0	0.0%	48	7.5%	90	14.0%
Spring Lake	757	53.3%	142	10.0%	421	29.6%	0	0.0%	67	4.7%	34	2.4%
Spring Lake Heights	977	45.0%	341	15.7%	631	29.1%	0	0.0%	101	4.7%	119	5.5%
Wall	5,470	44.5%	1,190	9.7%	3,395	27.6%	56	0.5%	1,238	10.1%	954	7.8%
West Long Branch	1,391	39.1%	532	15.0%	1,120	31.5%	0	0.0%	357	10.0%	156	4.4%
Coastal Monmouth Region	45,953	40.2%	16,283	14.3%	33,107	29.0%	200	0.2%	8,893	7.8%	9,781	8.6%
Monmouth County	123,260	41.8%	36,619	12.4%	86,647	29.4%	636	0.2%	22,758	7.7%	24,702	8.4%

SOURCE: 2000 U.S. Census, DP-3 Profile of Economic Characteristics

Unemployment at 5.7% within the CMR is relatively consistent with the State average rate of 5.8% and slightly higher than the Monmouth County average of 4.6%, according to the 2000 U.S. Census. Asbury Park experienced the highest level of unemployment at 11.6% and Oceanport experienced the lowest unemployment at a rate of 2.1%. (See Unemployment Table.)

Comparatively between 1990 and 2000, the overall labor force and employed persons increased nominally by 0.2% and 0.4% respectively in the CMR. The unemployment rate increased 1.9% in the region over the same time period. By contrast, Monmouth County experienced a labor force increase of 5.5%, employment increase of 6.1% and unemployment decrease of 5.9%.

2000 U.S. Census statistics show that the poverty status of both families and individuals is comparatively higher in the Region than in Monmouth County on the whole. The table titled Poverty Status 2000 shows the poverty status of families and individuals in the CMR. Asbury Park has the highest incidence of both familial and individual poverty with almost 30% of its population falling below the poverty line. Loch Arbour, Shrewsbury Borough and Spring Lake all have zero incidence of familial poverty. Shrewsbury Borough also has the lowest rate of individual poverty with only 1% of its population falling below the poverty line.

As part of the 2004 State Plan Cross Acceptance Report, the Monmouth County Planning Board Office released its employment forecast projections dealing with population and employment. The data is based on municipally planned parcel analysis. According to the report, by 2025, employment within the CMR is anticipated to grow by 21.9% of the 2000 employment level or roughly 29,455 jobs. (See Employment Growth Projections Percent Change (2000-2025) Map I – 16.)

Table I – 39 Unemployment (2000)

Municipality	Labor Force	Unemployed	% of pop
Allenhurst	370	13	3.5%
Asbury Park	7,113	822	11.6%
Avon-by-the-Sea	1,206	44	3.6%
Belmar	3,499	168	4.8%
Bradley Beach	2,714	177	6.5%
Brielle	2,297	80	3.5%
Deal	359	11	3.1%
Eatontown	7,768	329	4.2%
Fair Haven	2,737	78	2.8%
Interlaken	465	14	3.0%
Lake Como	1,056	44	4.2%
Little Silver	2,934	80	2.7%
Loch Arbour	162	12	7.4%
Long Branch	15,423	1,135	7.4%
Manasquan	3,336	81	2.4%
Monmouth Beach	1,952	74	3.8%
Neptune	13,949	995	7.1%
Neptune City	2,640	107	4.1%
Ocean	13,980	583	4.2%
Oceanport	3,048	64	2.1%
Red Bank	6,354	364	5.7%
Rumson	3,047	78	2.6%
Sea Bright	1,219	62	5.1%
Sea Girt	944	27	2.9%
Shrewsbury Borough	1,686	46	2.7%
Shrewsbury Township	693	48	6.9%
Spring Lake	1,488	67	4.5%
Spring Lake Heights	2,337	168	7.2%
Wall	12,835	517	4.0%
West Long Branch	4,188	613	14.6%
Coastal Monmouth Region	121,799	6,901	5.7%
Monmouth County	311,406	14,190	4.6%

NOTE: Employment is calculated using both the employed civilian force and those serving in the Armed Forces.

SOURCES: 1990 U.S. Census, DP-3 Labor Force Status and Employment Characteristics;

2000 U.S. Census, DP-3 Profile of Economic Characteristics

Table I – 40 Poverty Status (2000)

Municipality	Families Below Poverty Level		Individuals Below Poverty Level	
	Total	%	Total	%
Allenhurst	2	1.0%	27	3.8%
Asbury Park	1,078	29.3%	5,006	29.6%
Avon-by-the-Sea	12	2.3%	61	2.7%
Belmar	60	4.5%	520	8.6%
Bradley Beach	60	5.7%	439	9.2%
Brielle	37	2.6%	193	3.9%
Deal	22	7.8%	120	11.2%
Eatontown	121	3.5%	777	5.5%
Fair Haven	26	1.6%	139	2.3%
Interlaken	4	1.5%	27	3.0%
Lake Como	17	4.3%	134	7.4%
Little Silver	7	0.4%	48	0.8%
Loch Arbour	0	0.0%	13	4.6%
Long Branch	1,023	13.9%	5,208	16.6%
Manasquan	37	2.2%	195	3.1%
Monmouth Beach	14	1.4%	68	1.9%
Neptune	525	7.6%	3,150	11.4%
Neptune City	67	5.0%	279	5.3%
Ocean	266	3.6%	1,350	5.0%
Oceanport	28	1.8%	149	2.6%
Red Bank	159	6.3%	1,363	11.5%
Rumson	68	3.4%	228	3.2%
Sea Bright	22	5.3%	138	7.6%
Sea Girt	13	2.1%	75	3.5%
Shrewsbury Borough	0	0.0%	37	1.0%
Shrewsbury Township	18	6.9%	96	8.7%
Spring Lake	0	0.0%	91	2.6%
Spring Lake Heights	57	4.2%	392	7.5%
Wall	117	1.7%	569	2.3%
West Long Branch	56	3.1%	303	3.7%
Monmouth Coastal Region	3,916	6.4%	21,195	8.7%
Monmouth County	7,311	4.5%	38,242	6.2%

SOURCE: DP-3, Profile of Selected Economic Characteristics

**EMPLOYMENT GROWTH PROJECTIONS
PERCENT CHANGE (2000-2025)**

COASTAL MONMOUTH REGION
MONMOUTH COUNTY NEW JERSEY

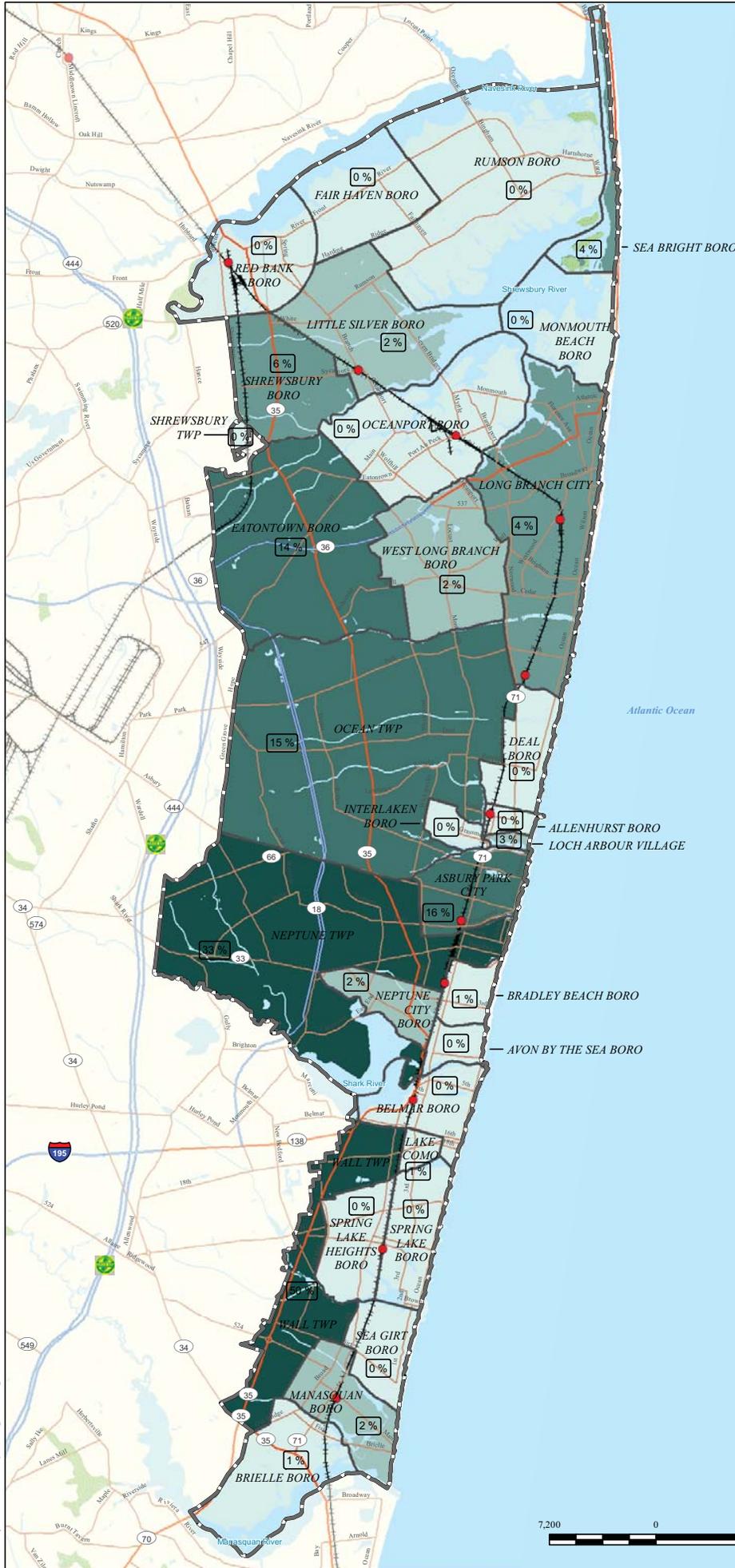


Legend

-  COASTAL MONMOUTH REGION
-  MUNICIPAL BOUNDARIES
-  LIMITED ACCESS ROADWAY
-  HIGHWAY
-  MAJOR ROAD
-  LOCAL ROAD
-  MINOR ROAD
-  OTHER ROAD
-  RAMP
-  RAILROADS
-  TRAIN STATION
-  WATER BODIES
-  SWAMP/MARSH

PROJECTED EMPLOYMENT GROWTH (2000-2025)

-  0 - 1 %
-  2 - 3 %
-  4 - 6 %
-  14 - 16 %
-  33 - 50 %



GIS/Map Services/Coastal Monmouth County/COASTAL_MONMOUTH_REGION01187/16/MAP_I_16.PDF

THIS MAP WAS DEVELOPED USING MONMOUTH COUNTY DIGITAL DATA FROM THE 2005 LANDBASE PROJECT. THE MAP ALSO USED DATA FROM THE NDEP. THIS SECONDARY PRODUCT HAS NOT BEEN VERIFIED AND IS NOT COUNTY OR STATE AUTHORIZED.

12.2 INDUSTRY ANALYSIS

This section will look at the industry growth trends over the 1997 to 2002 period. The analysis begins with an overview of Monmouth County as a whole, then focuses in on the CMR study area, and the four sub areas within. For both the County overall, and the study area, location quotients are calculated. Finally, important growth trends at the jurisdictional level are identified.

For the purposes of this analysis, US Economic Census data was gathered for 1997 and 2002, by major 2-digit NAICS categories. Because of privacy law associated with Economic Census data, and the suppression that follows, establishment data is used throughout this analysis.

12.2.1 Monmouth County

As shown in the table below, overall industries grew in Monmouth County by 16%. The strongest growth, both in terms of actual establishments and percent change, was in the Professional, Scientific and Technical Services industry. This certainly is understandable considering the extraordinary growth in this sector across the country.

Table I – 41 Monmouth County Industry Growth (1997-2002)

NAICS code	NAICS Description	1997	2002	1997-2002	
				Change	% Change
31-33	Manufacturing	587	525	-62	-11%
42	Wholesale trade	1,197	1,208	11	1%
44-45	Retail trade	2,870	2,855	-15	-1%
51	Information	-	332	332	N/A
53	Real estate & rental & leasing	599	684	85	14%
54	Professional, scientific & technical services	2,195	2,722	527	24%
56	Administrative & support & waste management & remediation services	711	1,064	353	50%
61	Educational services	131	172	41	31%
62	Health care & social assistance	1,695	2,019	324	19%
71	Arts, entertainment & recreation	263	335	72	27%
72	Accommodation & food services	1,377	1,457	80	6%
81	Other services (except public administration)	1,177	1,424	247	21%
County Total		12,802	14,797	1,995	16%

NOTE: NAICS Code 51, Information, was not calculated in the 1997 survey.

SOURCES: U.S. Economic Census, 1997 and 2002.

Another important measure of the industry strength in a given area is through Location Quotient analysis. A location quotient (LQ) compares the percentage of a particular industry in a given geography, in this case Monmouth County, to the percentage of the same industry in the State of New Jersey. A LQ greater than 1.0 indicates an industry with a "locational advantage" in Monmouth County versus the State as a whole. It is an important component to an overall industry targeting effort.

Table I – 42 Location Quotient Analysis, Coastal Counties Adjacent to Monmouth County

NAICS code	NAICS Description	Middlesex	Monmouth	Ocean
31-33	Manufacturing	0.89	0.57	0.64
42	Wholesale trade	1.13	0.84	0.57
44-45	Retail trade	0.82	0.96	1.13
51	Information	1.01	0.96	0.70
53	Real estate & rental & leasing	0.78	0.91	1.01
54	Professional, scientific & technical services	1.27	1.01	0.65
56	Administrative & support & waste management & remediation services	7.81	8.37	8.74
61	Educational services	0.99	1.03	1.00
62	Health care & social assistance	0.78	1.00	1.07
71	Arts, entertainment & recreation	0.61	1.23	1.71
72	Accommodation & food services	0.82	0.97	1.11
81	Other services (except public administration)	0.90	0.91	1.08

SOURCES: U.S. Economic Census, 1997 and 2002.

The table above shows the location quotient of coastal New Jersey counties adjacent to Monmouth County. In this analysis, the LQ is calculated against the State of New Jersey. Several industries show a locational advantage for Monmouth County, including: Professional, scientific and technical services; Administrative, support, waste management and remediation; Educational services; and, Arts, entertainment & recreation.

12.2.2 Overview of the Coastal Monmouth Study Area

The analysis of Monmouth County above showed a strong industry growth of nearly 2,000 establishments over the 1997 to 2002 period. As the analysis drills down to the CMR, similar impressive results are seen. As the table below shows, establishments in the overall CMR increased by 728 the same period.

Table I – 43 Coastal Monmouth Region Industry Growth (1997-2002)

NAICS code	NAICS Description	1997	2002	Change
31-33	Manufacturing	113	85	-28
42	Wholesale trade	444	502	58
44-45	Retail trade	1,258	1,233	-25
51	Information	-	113	113
53	Real estate & rental & leasing	273	329	56
54	Professional, scientific & technical services	832	982	150
56	Administrative & support & waste management & remediation services	289	434	145
61	Educational services	60	72	12
62	Health care & social assistance	768	880	112
71	Arts, entertainment & recreation	100	133	33
72	Accommodation & food services	644	663	19
81	Other services (except public administration)	532	615	83
TOTAL		5,313	6,041	728

SOURCES: U.S. Economic Census, 1997 and 2002.

The overall CMR showed the strongest absolute growth in professional, scientific and technical services and educational services. The health care and social services industry sector also exhibited impressive growth, adding over 110 firms.

As with the County analysis above, it is also important for planning and targeting purposes to identify those industries with a locational advantage. The table below shows the location quotient for major industry sectors in the CMR as compared to the County and the State.

Table I – 44 Coastal Monmouth Region Comparative Location Quotient

NAICS code	NAICS Description	2002 Firms	"County" LQ	"State" LQ
31-33	Manufacturing	85	0.40	0.23
42	Wholesale trade	502	1.02	0.85
44-45	Retail trade	1,233	1.06	1.01
51	Information	113	0.83	0.80
53	Real estate & rental & leasing	329	1.18	1.07
54	Professional, scientific & technical services	982	0.88	0.89
56	Administrative & support & waste management & remediation services	434	1.00	8.37
61	Educational services	72	1.03	1.06
62	Health care & social assistance	880	1.07	1.07
71	Arts, entertainment & recreation	133	0.97	1.19
72	Accommodation & food services	663	1.11	1.08
81	Other services (except public administration)	615	1.06	0.96

SOURCES: U.S. Economic Census, 1997 and 2002.

In the table above, location quotients were calculated for the CMR against the County of Monmouth and the State of New Jersey. This approach provides greater understanding on the particular strengths of the CMR. Most job attraction comes from within the nearby areas or the State overall, as these companies are already familiar, and likely happy with, the operating environment of a New Jersey location.

Industry sectors that score a locational advantage ranking (LQ>1.0) in at least one column in the table above are strength areas for the CMR to capitalize on. Industry sectors with a positive locational advantage in both columns, County and State ranking, should be considered primary target areas for investigation.

12.2.3 Coastal Monmouth Region Analysis

There is a wide range in the number of establishments between the CMR municipalities, which is to be expected considering the difference in sizes of the CMR municipalities. It is for this reason that in the table below, actual change and percent of change is calculated for the period between 1997 and 2000.

Table I – 45 Coastal Monmouth Region Business Establishments (1997-2002)

Municipalities	1997	2002	1997-2002	
			Change	% Change
Asbury Park	213	264	51	24%
Belmar	149	172	23	15%
Bradley Beach	72	74	2	3%
Brielle	112	131	19	17%
Eatontown	547	610	63	12%
Fair Haven	112	126	14	13%
Little Silver	167	206	39	23%
Long Branch	464	495	31	7%
Manasquan	185	194	9	5%
Monmouth Beach	42	42	-	0%
Neptune City	131	128	-3	-2%
Neptune	373	442	69	19%
Ocean	611	705	94	15%
Oceanport	77	111	34	44%
Red Bank	672	732	60	9%
Rumson	94	99	5	5%
Shrewsbury Twp	42	42	-	0%
Spring Lake	129	156	27	21%
Spring Lake Heights	89	78	-11	-12%
Wall *	817	973	156	19%
West Long Branch	215	261	46	21%
Total	7,310	8,043	728	10%

NOTE: 1. All of Wall is included in this figure. 2. Data was not available for all jurisdictions.

SOURCE: *US Census Economic Census, 1997 & 2002*

Oceanport exhibited the greatest growth, in percentage terms, of over 44%. Other top performers include Asbury Park (23.9%), Little Silver (23.4%), West Long Branch (21.4%) and Spring Lake (20.9%).

In terms of absolute growth in establishments, Wall leads the way with the strongest growth in absolute firms, with 156. Ocean (94), Neptune (69), Eatontown (63) and Red Bank (60) also exhibited impressive growth over the 1997 to 2002 period.

12.3 ECONOMIC ISSUES FROM THE CMP QUESTIONNAIRE

An important component to understanding economic conditions relates to perceived economic issues facing the CMR municipalities. The Consultant Team provided questionnaires to the Regional Collaborative members which include CMR municipal representatives. Those issues that address economic development are summarized below and represent responses received by February 1, 2007. Note the number in parenthesis indicates the number of respondents who indicated that issue.

Question 5. What are your municipality's goals for economic development?

- Our goal is to create a diverse mix of businesses and community events that will encourage residents to visit our town center to shop and socialize, thereby further enhancing our home-town feeling.
- Revitalization of all commercial and light industrial uses (*2).

- Redevelopment Plans.
- Balancing tax rates with services costs with as little impact on local tax payers as is possible.

Question 6. What do you feel are the key economic issues facing your municipality?

- Major influx of transient extended family units which are major users of City services and minor contributors to the City's economy/quality of life.
- The key economic issue facing our municipality is beach replenishment. Without the beach, income from our bathing pavilion, the largest source of revenue for the Borough after property taxes would be at risk. Loss of this revenue stream would place an undue burden on local businesses and residential property owners.
- Survival of small businesses downtown (*2).
- Attracting new quality businesses into the downtown (*2).
- Control of property taxes (*2).
- Promote the retention of our diverse community and provide a viable downtown district to allow people to live in our community without the need to use a car extensively.
- Rising cost of housing.
- Closure of Fort Monmouth.
- Attracting high quality rates to the development corridors as defined in the Master Plan and Gateway Redevelopment Plan.

Question 7. What do you feel are the key economic issues facing the Coastal Monmouth Region?

- Growing the employment base, tax stability and housing affordability

12.4 REDEVELOPMENT PROJECTS

Planned redevelopment projects will have an impact on the economy of the CMR. Red Bank has established revitalization efforts that have taken root and flourished creating a town center serving the Northern Region. The North Central Region is gaining a cultural and entertainment center through the on-going Long Branch redevelopment efforts along the oceanfront and Broadway Avenue. The South Central Region through the Asbury Park redevelopment efforts is promoting an entertainment venue and almost 4,000 new housing units. The Southern Region will focus on Belmar which is a designated Transit Village and is undergoing redevelopment to expand their Seaport Village area. Belmar is a developing entertainment and business center for this subregion.

The decommission of Fort Monmouth by 2011 will have a critical impact on the County and the CMR in terms of direct and secondary impacts on the economy. A base reuse plan was adopted in September 2008. Information on Fort Monmouth is presented at the end of this section.

Coordination of redevelopment plans between municipalities is crucial to build on and strengthen the planning efforts. This will assist in addressing the intermunicipal impacts – both positive and negative – which can result. For example, Belmar’s Seaport Village and Neptune’s Shark River Waterfront redevelopment project could coordinate to provide synergistic support and marketing. The recommendation to implement Shark River ferry service can draw visitors and support the economy of both venues. The Transit Village is planned for Neptune Township at the boundary of the Bradley Beach train station. Coordination between all three municipalities would address conditions in a necessary broader view.

Other revitalization efforts have occurred in the CMR through streetscape and boardwalk improvement projects such as in Avon-by-the-Sea, Manasquan and Bradley Beach. A number of CMR municipalities are beginning to discuss revitalization and /or redevelopment efforts. Sea Bright has a grant to develop a redevelopment plan for their business district. Spring Lake initiated the process to evaluate redevelopment opportunities. Fair Haven is discussing streetscape improvements for their business district. The Monmouth Race Track in Oceanport is an area of future economic growth and opportunity with the transit station that can serve as a catalyst for growth. These projects are highlighted in the municipal fact sheets in Volume III - Appendix.

The following summarizes ongoing redevelopment projects and related studies currently underway in the CMR. These involve eight municipalities: Allenhurst, Asbury Park, Belmar, Eatontown, Long Branch, Neptune Township, Neptune City and Wall. (See Redevelopment Map I - 17).

ALLENHURST

Main Street Redevelopment Plan - This Redevelopment Plan was initiated because of the imminent closure of the JCP&L facility which was the Borough’s largest taxpayer. The Redevelopment Plan provides for redevelopment of 8 acres on both sides of Main Street with about 5.6 acres planned for single and multi-family residential infill development along with a mix of retail and office use. Planned improvements to the existing Borough-owned park between Deal Lake and the railroad line are identified. The Plan encourages off-street parking behind buildings wherever possible, and provides for site plan and architectural guidelines to be aesthetically pleasing and compatible with the scale of the existing community. The Borough adopted the Redevelopment Plan in November 2006.³⁴

ASBURY PARK



Asbury Park

According to the Asbury Park website, the City contains seven redevelopment areas of which four have redevelopment plans adopted. Of the other three areas, redevelopment plans are in process.³⁵

Waterfront Redevelopment Area – on approximately 56 acres, the areas will provide 3,164 residential units and nearly 450,000 square feet of commercial space. The first phases are underway with nearly 500 units approved for construction and consist of the Boardwalk Area, Prime Renewal Area and Renovation Infill Area.

Central Business District Redevelopment Area – Located within the historic business district, the CBD Redevelopment Area is projected at build-out to contain nearly 600 residential units in mixed-use renovated buildings with a mix of retail and service businesses. Steinbach’s Department Store conversion will yield 63 apartments with 22,000 sf retail shops on the first floor.

³⁴ Main Street Redevelopment Plan, Allenhurst Borough, November 2006

³⁵ <http://www.cityofasburypark.com/redevelop.htm>

Scattered Site Redevelopment Area - City is actively seeking the redevelopment of deteriorated properties scattered throughout the City.

Strategic Target Area Rebuilding Spirit Redevelopment Area (S.T.A.R.S) - This area is located in the southwestern section of the City and involves rehabilitation or reconstruction of housing and neighborhood commercial activity along Springwood Avenue and affordable housing.



Asbury Park – Cookman Avenue

Main Street Redevelopment Area – This area was designated a redevelopment area in Spring 2004. According to the City, this area will focus on aesthetics, parking and business development.

Springwood Redevelopment Area – Litigation was settled in 2004 concerning redevelopment of vacant land in this area. Plan is to be adopted.

Washington Avenue Redevelopment Area - Washington Avenue between Prospect Avenue and Ridge Avenue has been declared a redevelopment area. The Housing Authority and the City will develop the final plan.



Asbury Park Transportation Center

Asbury Park Transportation Improvement Study - The 2005 Asbury Park Transportation Improvement Study has been completed which provides a plan to revitalize the James J. Howard Transportation Center in the City of Asbury Park into the “Crossroads of the Community.” Plan identified physical improvements to the Center, transportation improvements, streetscape improvements for the Main Street, Cookman Avenue and Springwood Avenue gateway corridors and funding sources. The MCPB worked with the local community with the support of the City of Asbury Park, NJ Transit, the North Jersey Transportation Planning Authority (NJTPA) and NJDOT to prepare this study.³⁶

BELMAR



Belmar Train Station

Transit Village Designation - Belmar designated a Transit Village in 2003. The Borough received a \$200,000 traffic calming-grant at the time of its designation as a Transit Village, and has since received a \$50,000 grant from the Office of Smart Growth Planning for its Seaport Redevelopment Project planning.

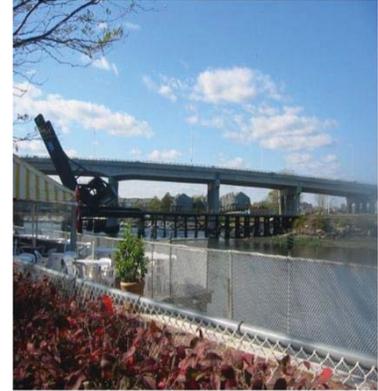
Redevelopment Area - The redevelopment of downtown Belmar involves three primary areas and a range of specific sites that are currently underutilized or not realizing the highest and best use. The three areas include the Seaport area near the Inlet, the Marina area and the Transit Village area, which typically includes a 1500-foot or five minute walking radius from the station.³⁷ Individual sites include:

- The Belmar Plaza Shopping Center, which contains a vacant supermarket site.
- The Borough Hall site.
- Infill sites along Main Street and 10th Ave. that are either currently underutilized or where the principal businesses are planned for closure.
- Sites in the Seaport area are not yielding the full potential of their waterfront access or providing the ultimate linkage to the improved marina.

³⁶ Asbury Park Transportation Study

³⁷ <http://www.belmar.com>

- Few nearby inland properties provide complementary uses that encourage pedestrians to explore Main Street.
- Sites adjacent to the train station for parking structures.
- Marina for passive upland uses such as walkways and public spaces, including small ferry stops to link Belmar by water to other communities on the Shark River. Renovation in final stage of development of transient boat slips.
- Replacement of the existing Harbormaster's building, and provides second floor restaurant uses to cater boat owners and the public.
- Temporary seasonal retail spaces to encourage pedestrian movement between the downtown and the marina
- Outdoor seasonal restaurants proposed for the piers at 8th Avenue and at K Street.
- Redevelopment of the Motor Lodge site.



Belmar – Shark River

EATONTOWN

Howard Commons Reuse Study involves decommissioned military housing comprising 486 two-story housing units along Pine Brook Road, Mitchell Drive and Helms Drive. Preferred Redevelopment Plan recommends combination of selective demolition of existing housing for a total of 274 housing units and a reduction of number of bedroom in the existing units and 100,000 square feet of commercial with improved pedestrian connections.³⁸

Eatontown Village – Plan to address stagnant economic conditions of the historic core businesses at Route 36 and Broad Street.

LONG BRANCH

Broadway Redevelopment Plan, (adopted October 2002) - Planned redevelopment of the commercial center located about two blocks from beachfront.³⁹



Broadway Gateway



Pier Village – Long Branch

Oceanfront-Broadway Redevelopment Plan, (adopted April 1996) – Sets out 5 sectors or "Zones of Change" including the Beachfront South (residential), Pier/Village Center (mixed commercial, entertainment, residential), Hotel Campus (office, hotel), Beachfront North (residential, entertainment), Broadway-Gateway mixed commercial)

- The Bluffs At Beachfront North - 104 town homes & 179 condo units (all units sold)
- Pier Village, Phase I - 320 rental apartments, 100,000 sf retail (work complete)
- Pier Village, Phase 2 - 223 rental units (under Planning Board review)
- Beachfront South (south of Pier Village) K. Hovnanian Developer - 350 condo units (work not yet begun)
- Broadway Gateway (across Ocean Blvd, from Pier Village). 500 residential units, 70 businesses (17,000 sf) 1,500 car parking garage, 2 performing arts centers including renovation of Paramount Theater for 1,800 seats. This is expected to be completed in Spring 2008.

³⁸ Howard Commons Reuse Study, Eatontown, New Jersey, Kise Straw & Kolodner in association with RKG Associates, February 2003.

³⁹ Long Branch 2004 Cross Acceptance Report

NEPTUNE TOWNSHIP

Gateways of Neptune Strategic Revitalization Plan (adopted October 13, 2004) A comprehensive strategy for revitalization of Neptune Midtown, Bradley Park and Shark River Waterfront neighborhoods. Plan includes the following elements.

- Northern Gateway - Includes properties on the southwestern side of Route 35 from Neptune – Ocean Township municipal border to Brockton Avenue. Goal is to promote a positive and inviting gateway to pedestrians and vehicles through landscaping, quality of design, signage and site development.
- Route 35 Commercial Corridor - Transition from Northern Gateway to the Crossroads.
 - Route 35 - Brockton Avenue to West Bangs Avenue - Improve physical appearance of buildings and roadway and maximize economic viability.
 - Route 35 - West Bangs Avenue to Milton Avenue - Commercial Revitalization techniques including tax abatements, façade programs, and available State aid to assist businesses in constructing improvements to facades, expanding or renovating existing buildings, supplementing site improvements or off-street parking where possible.
 - Route 35 - Milton Avenue to Heck Avenue - Commercial Revitalization techniques including tax abatements, façade programs, and available State aid to assist businesses in constructing improvements to facades, expanding or renovating existing buildings, supplementing site improvements or off-street parking where possible.
 - Heck Avenue – Route 35 to Taylor Avenue - Create pedestrian friendly and safe route for school children traveling to and from Neptune High School.
- West Lake Avenue - Includes 3.5 Blocks from the east side of Route 35 to Neptune/Asbury Park municipal border. Goal is to restore commercial viability and create a new neighborhood center for the surrounding Midtown neighborhood, consisting of commercial and residential buildings with a village character, including minimal setbacks on side streets, parking in rear of building, and a pedestrian orientation.
- Township Crossroads - Intersection of Route 33 and Route 35, northward to Heck Avenue. Use traditional building concepts to reclaim this area as a traditional “main street” area or downtown for surrounding residential neighborhoods.
- Route 33 Corridor - Properties fronting on southern side of Route 33 from Route 35 to Memorial Drive and properties on northern side of Route 33 from Atkins Avenue to Route 35; includes roadway improvements with NJTPA to coordinate planned roadway improvements with a new land use vision to create a pedestrian/bicycle friendly environment.
- Eastern Gateway - Intersection of Route 35 and Route 71 and the block at southwestern corner of intersection; goal is to promote a positive and inviting gateway to pedestrians and vehicles through landscaping, quality of design, signage and site development.
- Southern Gateway - Properties fronting on both sides of Route 35 from the Neptune – Neptune City municipal boundary, north to the Crossroads Area; goal is to promote a positive and inviting gateway to pedestrians and vehicles through landscaping, quality of design, signage and site development.
- Transit Village – a four block area within Bradley Park section of Township proximate to the Bradley Beach Train Station, from Memorial Avenue to 9th Avenue to Atkins Avenue to 5th Avenue; create a transit village, compact mixed-use community within walking distance of the Bradley Beach Train Station.
- Shark River Waterfront Redevelopment - Lands on the north side of Shark River inlet and along Route 35; includes a mixed-use waterfront center including waterfront walkway and promenade, new restaurants on waterfront, specialty shops, public plaza and pedestrian mall, mix of residential uses, new commercial and office buildings.



Shark River



Bradley Beach Train Station

Neptune's Waterfront Destination A Redevelopment Plan for the North Channel of the Shark River, (adopted July 2005). Mixed-use waterfront center including waterfront walkway and promenade, new restaurants on waterfront, specialty shops, public plaza and pedestrian mall, mix of residential uses, new commercial and office buildings.

West Lake Redevelopment Plan, (adopted April 2005) – new neighborhood center for the surrounding Midtown neighborhood including new commercial and residential buildings as well as mixed-use structures in this area; adjoins Springwood Avenue Redevelopment in Asbury Park.

High Tech Park Redevelopment Plan, (adopted 2000), provides for 19 office buildings on approximately 187 acres; part of comprehensive effort to bring businesses to Neptune Township.

NEPTUNE CITY

City declared 20 acres in eastern portion of City as “Area in Need of Redevelopment”. Area is west of Memorial Drive, south of Evergreen Avenue and east of Steiner Avenue, north of Holly Avenue. Concept plan being prepared for mix of uses (commercial and higher density residential).

WALL

West Belmar Gateway Redevelopment Area (December 2003) - The West Belmar Gateway Redevelopment Area is generally comprised of the frontage lots on either side of Route 71 between the municipal borders of Spring Lake Heights and Belmar. Plan provides for transforming underutilized and non-conforming buildings into pedestrian friendly human scale development with a colonial theme and high quality design standards. Plan also proposes to create, through lot merger or acquisition, larger development parcels.

FORT MONMOUTH (EATONTOWN AND OCEANPORT)

Fort Monmouth is a major military facility located within Eatontown, Oceanport, and Tinton Falls. In the Fall 2005, Fort Monmouth was officially designated for base closure and its operations will be transferred to Aberdeen, Maryland. The Fort Monmouth Economic Revitalization Planning Authority (“FMERPA”) is a group of elected officials and citizens designated by the State and recognized by the US Secretary of Defense to develop a reuse plan for Fort Monmouth. The US Military Department, as the property disposal agent, identified the final property disposal mechanisms.⁴⁰ The base closure and ultimate redevelopment of Fort Monmouth will have lasting effects on the CMR and the County.

This section of the report briefly summarizes the current functions and employment on Fort Monmouth and the recommendations of Base Realignment and Closing (BRAC) Commission.

Fort Monmouth Today - Fort Monmouth is the central of the Army's Command and Control, Communications, Computers, Intelligence, Sensors and Reconnaissance (C4ISR) systems. Much of the Army's research and development of these hi-tech systems is done at Fort Monmouth by members of Team C4ISR.⁴¹ Fort Monmouth is home to a variety of other Army, Department of Defense and government activities. What follows is a description of activities that take place on Fort Monmouth, according to their web site.

CECOM - The Army's Communications Electronics Command (CECOM), although geographically dispersed at various locations throughout the U.S. and around the world, is the host and largest activity at Fort Monmouth. The Software Engineering Center (SEC); Information Systems Engineering Command (ISEC); Logistics and Readiness Center (LRC); Tobyhanna Army Depot; and CECOM Acquisition Center (AC) are all part of CECOM.

CERDEC - The Communications and Electronics Research and Development Center (CERDEC) has made many contributions in research in development, such as Night Vision goggles, counter equipment for improvised explosive devices, shortstop electronic protection systems and well sensor systems to provide soldiers with a safe method for rapidly inspecting wells and underground locations in OIF/OEF. CERDEC is part of the Research, Development and Engineering

⁴⁰ <http://nj.gov/fmerpa/reuse/faq.html>

⁴¹ <http://www.monmouth.army.mil/C4ISR/about.shtml>

Command (RDECOM), headquartered at Aberdeen Proving Grounds but the CERDEC at Fort Monmouth is its largest activity.

PEOs - Team C4ISR's other members are three of the Army's Program Executive Offices (PEO), two of which are headquartered at Fort Monmouth; The PEO for Command, Control, Communications Tactical (PEO C3T) and the PEO for Intelligence, Electronic Warfare and Sensors (PEO IEWS). The third is the PEO for Enterprise Information Systems (PEO EIS), headquartered at Ft Belvoir, with Program Managers located at Fort Monmouth.

Other Fort Monmouth tenants include⁴²:

The Defense Information Systems Agency, the Joint Interoperability Engineering Organization which furthers joint interoperability through an alliance with its Navy and Air Force counterparts and a jointly staffed Commanders in Chief Interoperability Program Office (CIPO).

The United States Military Academy Preparatory School (USMAPS), which trains 250 cadet candidates each year for entrance as freshmen into the United States Military Academy at West Point, NY, also calls Fort Monmouth home.

The 754th Explosive Ordnance Disposal, which provides emergency response to military and federal civilian agencies throughout New Jersey, New York, Rhode Island, Connecticut, Massachusetts, New Hampshire, Maine and Pennsylvania, is also one of Fort Monmouth's tenants.

In 2007, there were approximately 5,088 Federal civilian employees and 467 military personnel working at Fort Monmouth. Fort Monmouth employs personnel of varied job skills across almost every field, including:⁴³

- **Engineering and Science** - Safety Engineers, General Engineers, Architects, Civil Engineers, Environmental Engineers, Mechanical Engineers, Electrical Engineers, Industrial Engineers.
- **Financial** - Budget Analysts, Management Analysts, Accountants.
- **Information Technology** - Information Technology Specialists.
- **Police & Emergency Services** - Firefighters, Police Officers, Special Investigators.
- **Education** - Teachers, Athletic Coaches.
- **Medical** - Doctors, Dentists, Veterinarians, Nurses and other Medical Specialists.

BRAC - The findings the BRAC Commission endorsed the recommendation made by the Department of Defense. It was recommended by the Department of Defense, announced May 13, 2005, to close Fort Monmouth. Those recommendations became effective Nov. 9, 2005, according to the Base Realignment and Closure Act of 1990. Accordingly, Fort Monmouth will close no later than Sept. 15, 2011. The majority of the organizations and personnel positions now operating at Fort Monmouth will relocate to Aberdeen Proving Ground, Md. and Fort Belvoir, Va.

Fort Monmouth and the Department of Defense have programs and initiatives associated with the BRAC procedure to assist employees who choose not to relocate with their respective base activities. The Civilian Assistance and Reemployment (CARE) program is an umbrella program for all transition assistance for displaced DoD employees. Employees will be notified of their eligibility for these programs if affected by Reduction in Force (RIF). The following is a list of programs available to assist employees in finding other jobs:⁴⁴

DoD Priority Placement Program (PPP). DoD established this automated referral program in 1965 to match employees facing reduction in force with vacant positions. As vacancies occur, human resource offices use the web based application, Automated Stopper, Referral System (ASARS), to immediately refer resumes of employees who are found to be qualified (a match for the title, series, grade of the vacant position), and who have indicated availability at that location.

⁴² Ibid

⁴³ <http://www.monmouth.army.mil/C4ISR/faqs.htm#brac>

⁴⁴ <http://www.monmouth.army.mil/C4ISR/faqs.htm#brac14>

Reemployment Priority List (RPL). Each agency, in this case the Department of Defense, is required to maintain a list within the commuting area of employees who have RIF separation notices for restoration of employment in DoD. Career and career-conditional employees in receipt of a RIF separation notice or certificate of expected separation may voluntarily register in the RPL.

Interagency Career Transition Assistance Plan (ICTAP). Under ICTAP, employees separating by RIF or as a result of declining relocation outside of the commuting area can receive priority consideration for jobs in other Federal agencies. This program, which is administered by the Office of Personnel Management (OPM), requires agencies in the commuting area of the separating employee to give preference to well-qualified registrants before hiring other candidates from outside the agency

In addition to the DoD Programs, a variety of programs are available to assist in career transition assistance. This includes a range of programs managed by DoD, by local activities, and in partnership with the Department of Labor. These programs are designed to help employees find jobs or prepare for new careers.

2008 Fort Monmouth Reuse and Revitalization Plan – The *Fort Monmouth Reuse and Redevelopment Plan* (FMRRP) was adopted by FMERPA on September 3, 2008 after an intensive community participation and review. The twenty-year Plan horizon projects a total of over 1,600 housing units and 3,700 new residents. Fifty existing non-residential buildings or 2,085,992 square feet are proposed for adaptive reuse. One hundred seventy-seven historic housing units will be reused. Mixed-income housing types are proposed including small lot single family, rental units, garden apartments and townhomes.

The FMRRP projected a future job growth of 6,500 new employees at Fort Monmouth at build-out. In comparison, in 2008, FERPA presented information on the employment of existing government workers at Fort Monmouth. It estimated that of the 5,000 civilian government workers, 25% will be relocated, 15% will retire and 3,050 will need to be re-employed.

The Plan provides over 500 acres as a greenbelt and ballfields and identified areas for wetlands restoration along Parkers Creek and Oceanport Creek. A future shuttle to connect to the Little Silver train station is also proposed as are other multimodal transportation facilities (pedestrian, bicycle and transit connection) to integrate future Fort Monmouth into the communities.

FMERPA identified Notice of Interest (NOI) public benefit conveyance (PBC) decisions which include requests for municipal facilities, fire houses, parks and open space and child development centers which are pending and are contingent on federal regulations and appropriate fit. Many of the NOI proposed uses are accommodated in the adopted Reuse Plan.

The FMERPA is working with the New Jersey Council on Affordable Housing towards a Memorandum of Understanding as to what the affordable obligation would be for Eatontown, Oceanport and Tinton Falls. Fort Monmouth is currently permitted as a regional entity to establish regional partnership agreements between municipalities. Also, the Federal McKinney Act requires that federal agencies identify and make available surplus federal property to assist homeless people. NOIs from a number of sources to achieve homeless accommodations on Fort Monmouth being considered include:

- Single Adult Shelter to accommodate up to 40 persons.
- Day Care center to accommodate up to 10 families.
- Funding to support acquisition and construction of new safe house for victims of domestic violence off-site.
- Permanent Supportive Housing Bank administered by the Affordable Housing Alliance including 40 family units and an assisted living /Single Room Occupancy facility with a minimum of 16 bedrooms.

Implementation of the FMRRP still requires completion of a number of critical activities including the NJDEP cleanup, addressing NJCOAH requirements, compliance with the NJ State Historic Preservation Office requirements for creation of historic districts and long-term maintenance and protection of historic resources and addressing the HUD Homeless Screening Process. The FMRRP also recommends that the Fort Monmouth Local Redevelopment Authority (LRA) adopt a Form Based Code to implement the proposed zoning.

The FMRRP discusses implementing a marketing plan to focus on Fort Monmouth as a Sustainable Technology Community. The Plan states that the "need for a careful and measured execution of a robust economic revitalization strategy is mandatory." Another issue is the need to implement infrastructure improvements to support the Plan and the costs to implement these improvements. The Plan provided a fiscal impact assessment of the proposed plan concept and found that the fiscal impact should be generally favorable within a 20 year horizon to municipal and school district revenues.⁴⁵

The following table details the development program for Fort Monmouth as adopted by FMERPA in September 2008⁴⁶.

Table I – 46 Fort Monmouth 20-Year Development Program

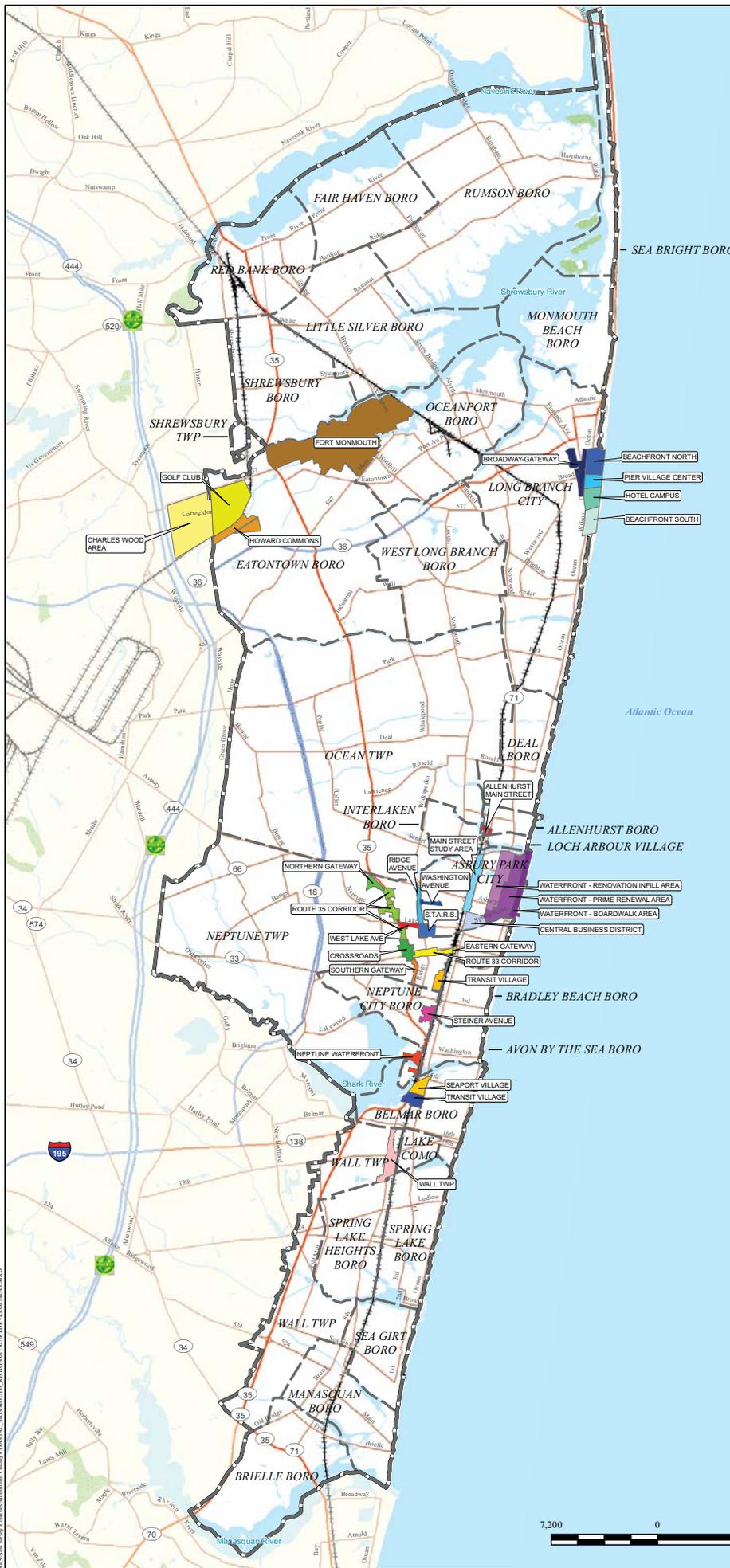
	Tinton Falls	Eatontown	Oceanport	Total
Office/R&D	839,817 SF	521,605 SF	737,119 SF	2,098,541 SF
Retail	81,335 SF	220,459 SF	146,550 SF	448,334 SF
Mixed Income Residential	288 DU	577 DU	749 DU	1,605 DU 2,407,500 SF
Hotel		150 RM	75 RM	225 RM 310,000 SF
Health/Medical Office			80,000 SF	80,000 SF
Community/Civic Facilities	88,416 SF	76,469 SF	299,709 SF	464,594 SF
Greenbelt Parks/Ballfields	99 AC	232 AC	173 AC	504 AC
Suneagles Golf		157 AC		157 AC
TOTAL				5,788,979 SF

⁴⁵ Economic Research Associates (ERA). Regional Economic Profile and Market Analysis. Draft for Discussion. September 28, 2007. prepared for FMERPA. Fort Monmouth, NJ.

⁴⁶ Rick Harrison, Deputy Director, FMERPA. Presentation to United Way of Monmouth County, Agency Directors Meeting, July 30, 2009

REDEVELOPMENT

COASTAL MONMOUTH REGION
MONMOUTH COUNTY NEW JERSEY



REDEVELOPMENT AREAS

- ALLENHURST**
- MAIN STREET
- ASBURY PARK**
- WATERFRONT - BOARDWALK
- WATERFRONT - PRIME RENEWAL
- WATERFRONT - RENOVATION INFILL
- CENTRAL BUSINESS DISTRICT
- MAIN STREET
- RIDGE AVENUE
- S.T.A.R.S.
- WASHINGTON AVENUE
- BELMAR**
- SEAPORT VILLAGE
- TRANSIT VILLAGE
- EATONTOWN / FORT MONMOUTH**
- FORT MONMOUTH
- CHARLES WOOD AREA
- GOLF CLUB
- HOWARD COMMONS
- LONG BRANCH**
- BROADWAY-GATEWAY
- BEACHFRONT NORTH
- PIER VILLAGE CENTER
- HOTEL CAMPUS
- BEACHFRONT SOUTH
- NEPTUNE CITY BORO**
- STEINER AVENUE
- NEPTUNE TOWNSHIP**
- CROSSROADS
- GATEWAY NORTH
- ROUTE 35 CORRIDOR
- GATEWAY EAST
- ROUTE 33 CORRIDOR
- TRANSIT VILLAGE
- GATEWAY SOUTH
- NEPTUNE WATERFRONT
- WEST LAKE AVE
- WALL TOWNSHIP**
- WEST BELMAR GATEWAY

THIS MAP WAS DEVELOPED USING MONMOUTH COUNTY DIGITAL DATA FROM THE 2005 LANDBASE PROJECT. THE MAP ALSO USED DATA FROM THE NJDEP. THIS SECONDARY PRODUCT HAS NOT BEEN VERIFIED AND IS NOT COUNTY OR STATE AUTHORIZED.



13.0 WATER AND SANITARY SEWER INFRASTRUCTURE

13.1 WATER

The CMR obtains water supply from a combination of groundwater wells and surface water supplies. Ten of the 30 municipalities in the CMR operate Municipal Public Water Systems which serve all or portions of 13 municipalities. Twenty-two municipalities are served by New Jersey American Water-Monmouth System. Several municipalities are serviced by more than one water purveyor. The water supply sources include wells in the Upper Potomac-Raritan-Magothy aquifer, Middle-Potomac-Raritan aquifer, Englishtown aquifer, Mt. Laurel-Wenonah aquifer, and the Atlantic City-800 ft. sand aquifer (Kirkwood). There are also several surface water suppliers that provide water to the CMR. (See Water Service Areas Map I - 18.)

In 1989, NJDEP implemented a mandatory reduction in water withdrawn from wells within certain aquifers in the coastal region. The water purveyors then obtained water from surface water sources to supplement the well water supply. The New Jersey Water Supply Authority (NJWSA) operates and maintains the Manasquan Reservoir and the Manasquan Water Treatment Plant. New Jersey American Water (NJAW) also operates and maintains surface water supplies, including the Glendola Reservoir, the Shark River and the Swimming River Reservoir that provide water to the CMR.

The following table titled Coastal Region Water Supply Information includes a list of each water purveyor, the municipalities served and the source of water for each system.

Table I – 47 Coastal Region Water Supply Information

WATER SUPPLIER	MUNICIPALITIES SERVED WITHIN COASTAL REGION	WATER SOURCE
New Jersey American Water Company - Monmouth System	Allenhurst Asbury Park Bradley Beach Deal Eatontown Fair Haven (portion) Interlaken Little Silver Loch Arbour Long Branch Monmouth Beach Neptune Neptune City Ocean Oceanport Red Bank (portion) Rumson Sea Bright Shrewsbury Borough Shrewsbury Township Wall (portion) West Long Branch	12 wells - Upper Potomac-Raritan - Magothy aquifer Middle-Potomac-Raritan - Magothy aquifer Surface water - Swimming River Reservoir Shark River Jumping Brook Glendola Reservoir (NJWSA Manasquan System) Glendola Reservoir (Shark River)
Avon-by-the-Sea Water Department	Avon-by-the-Sea	3 wells - Mt. Laurel - Wenonah aquifer Upper Potomac-Raritan - Magothy aquifer Purchase - NJAWC
Belmar Water Department	Belmar	5 wells - Englishtown aquifer Purchase - NJAWC
Brielle Water Department	Brielle	3 wells - Atlantic City - 800 ft. sand aquifer Purchase - Manasquan, NJAWC, NJWSA, Wall Twp
Red Bank Water Company	Fair Haven (portion) Red Bank Little Silver (portion)	2 wells - Upper Potomac-Raritan Magothy aquifer Purchase - NJAWC
Manasquan Water Department	Manasquan Wall (portion)	5 wells - Atlantic City - 800 ft. sand aquifer Purchase - Brielle, Sea Girt, Wall
Sea Girt Water Department	Sea Girt	3 wells - Mt. Laurel - Wenonah quifer Englishtown Atlantic City - 800ft. Sand aquifer Purchase - Manasquan
Lake Como Water Department	Lake Como	Purchase - Belmar, NJAWC
Borough of Spring Lake	Spring Lake	4 wells - Englishtown aquifer Purchase - Belmar, NJWSA, Spring Lake Hts.
Borough of Spring Lake Heights	Spring Lake Heights	4 wells - Englishtown aquifer Purchase - Wall, Spring Lake Borough
Wall Township (portion)	Wall (portion)	8 wells -Mt. Laurel - Wenonah aquifer Englishtown aquifer Purchase - Belmar, Brielle, Manasquan, NJWSA

SOURCE: NJDEP Source Water Assessment Report

The information contained in the Monmouth County Cross Acceptance 2004 (updated October 2005) Report and the CMR Questionnaires indicate that there are no water supply capacity problems in the CMR. Asbury Park indicated in the Cross Acceptance Report that the redevelopment plans include infrastructure investments including the water system. Spring Lake and Manasquan indicated that water mains have been replaced as required over the years. Manasquan has also indicated that the water treatment plant is in need of modernization which is in the planning stage. Several municipalities indicated that the water systems are evaluated each time a new development or site improvement is proposed and the developer is required to make any required system improvements.

13.2 SANITARY SEWER

The sanitary sewage flow from the 30 municipalities in the CMR is located in the Northeast and South Monmouth Wastewater Planning Regions of Monmouth County. The sewage flow from the Northeast Planning Region is treated by the Two Rivers Water Reclamation Authority (TRWRA) or Long Branch Sewerage Authority (LBSA). The sewage from the South Monmouth Planning Region is treated by Asbury Park Water Quality Control Facility, South Monmouth Regional Sewerage Authority (SMRSA), Township of Neptune Sewerage Authority (TNSA) or Township of Ocean Sewerage Authority (TOSA). The CMR is entirely within the Existing Sewer Service Area in the current Monmouth County Wastewater Management Plan, with the exception of several recreational and park sites. (See Sewer Service Areas Map I – 19, which identifies the sewer service areas for each sewerage treatment facility.)

The information contained in the Monmouth County Cross Acceptance 2004 (updated October 2005) and the CMR questionnaires (received through February 1, 2007) indicates that there are no anticipated problems with the sanitary sewer system capacities for the future estimated growth.

The majority of the municipalities in the CMR have indicated that no major sanitary sewer improvements are anticipated to be required to meet the projected development for the next 20 years. Several of the municipalities did indicate that the aging sanitary sewer systems are in need of rehabilitation and/or maintenance. Several municipalities indicated that the condition of the sanitary sewer infrastructure is evaluated prior to pavement of roads to coordinate required repairs with paving schedules. In addition, several municipalities indicated that the collection systems are evaluated when new developments are proposed. If a new development requires upgrades to the downstream sewer capacity, the developer is responsible for the system improvement. Asbury Park, Belmar, Deal, Long Branch, Neptune Township, Neptune City, Rumson and Sea Bright have indicated that improvements have been made to the sanitary sewer systems in order to reduce inflow and infiltration which contributes extraneous flow to the wastewater collection and treatment systems. Asbury Park also indicated that redevelopment plans include infrastructure investments including the sanitary sewer system.⁴⁷

The table titled Sanitary Sewer Flows lists each municipality in the CMR and the 2000 population, estimated 2025 population, sanitary sewage flow reported in 2002, and the estimated 2025 sewage flow. The estimated 2025 sewage flows are based on estimated increases in population and jobs as documented in the Monmouth County Build-Out Model.

The table entitled “Coastal Region Wastewater Treatment Plan Information” lists each wastewater treatment plant that accepts sanitary sewage flow from municipalities in the CMR, which municipalities contribute flow to each treatment plant, the reported flow and the rated capacity of each plant. It is noted that some of the wastewater treatment plants receive flow from areas of Monmouth County outside of the CMR.

The CMR wastewater treatment plants have adequate capacity to treat the projected development as seen by comparison of the estimated 2025 flow and wastewater treatment plant capacity in the above table. The sum of the projected increases in sewage flows to all six (6) wastewater treatment plants equals 4.4 MGD. This sum is larger than the estimated sewage flow increase in the CMR. The difference is due to the fact that some of the areas that contribute flow to the treatment plants are outside of the

⁴⁷ Monmouth County Cross Acceptance 2004 (updated October 2005). Coastal Monmouth Plan Questionnaire (2007).

CMR. A Maser Consulting Representative also contacted the Executive Director of each Sewerage Authority and confirmed that there are no anticipated capacity issues.

Table I – 48 Sanitary Sewer Flows

Municipality	2000 Population*	2000 Jobs*	2002 Reported Flow (MGD)**	2025 Population*	2025 Jobs*	2025 Estimated Flow (MGD)***
Allenhurst	718	433	0.1161	733	433	0.1185
Asbury Park	16,930	3,914	2.2610	20,500	4,664	2.7565
Avon-by-the-Sea	2,244	242	0.2478	2,244	242	0.2478
Belmar	6,045	800	0.9061	6,048	801	0.9066
Bradley Beach	4,793	685	0.3595	4,793	689	0.3596
Brielle	4,893	1,099	0.4292	5,227	1,109	0.4588
Deal	1,070	265	0.5637	1,132	265	0.5964
Eatontown	14,008	12,628	1.9671	14,458	14,599	2.0796
Fair Haven	5,937	806	0.3402	6,095	806	0.3493
Interlaken	900	31	0.1767	908	31	0.1782
Lake Como	1,806	358	0.3597	1,806	360	0.3597
Little Silver	6,170	1,748	1.0645	6,370	1,786	1.1000
Loch Arbour	280	29	0.0538	280	30	0.0538
Long Branch	31,340	9,694	4.2780	34,106	10,122	4.6663
Manasquan	6,310	2,009	0.6174	6,772	2,054	0.6637
Monmouth Beach	3,595	531	0.4684	3,744	531	0.4878
Neptune	27,690	12,037	3.4624	33,215	17,860	4.2988
Neptune City	5,218	3,095	0.5344	5,447	3,145	0.5591
Ocean	26,959	8,758	3.2366	29,216	10,301	3.5462
Oceanport	5,807	1,000	0.7685	6,108	1,001	0.8083
Red Bank	11,844	14,793	1.4325	12,306	14,861	1.4901
Rumson	7,137	1,208	0.9438	7,275	1,208	0.9621
Sea Bright	1,818	661	0.4380	2,085	687	0.5030
Sea Girt	2,148	120	0.2506	2,148	120	0.2506
Shrewsbury Borough	3,590	3,973	0.9382	3,781	4,216	0.9942
Shrewsbury Township	1,098	15	0.1408	1,144	15	0.1467
Spring Lake	3,567	1,029	0.5922	3,678	1,029	0.6106
Spring Lake Heights	5,227	863	0.3965	5,367	863	0.4071
Wall	25,261	18,057	1.7850	27,575	36,425	2.4077
West Long Branch	8,258	4,296	0.6813	8,525	4,379	0.7054
Coastal Monmouth Region	242,661	105,177	29.8100	263,086	134,632	33.0724

SOURCE: *Monmouth County Planning Board Cross Acceptance 2004 (updated October 2005)

** Monmouth County Planning Department

*** 2025 Estimated Flow Calculation by Maser Consulting

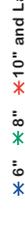
Table I – 49 Coastal Monmouth Region Wastewater Treatment Plant Information

Wastewater Treatment Plant	Municipalities Served	2002 Flow Reported (MGD)	Capacity (MGD)	Estimated 2025 Flow (MGD)**
Asbury Park Water Quality Control Facility	Asbury Park	2.261	4.400	2.900
Long Branch Sewerage Authority (LBSA)	Long Branch, West Long Branch (portion)	3.203*	5.400	4.480
Two Rivers Water Reclamation Authority (TRWRA)	Camp Charles Wood, Fair Haven, Monmouth Beach, Little Silver, Oceanport, Shrewsbury Borough, West Long Branch, Eatontown, Red Bank, Rumson, Sea Bright, Shrewsbury Twp., Tinton Falls	9.342*	14.977	10.830
South Monmouth Regional Sewerage Authority	Belmar, Lake Como, Sea Girt, Spring Lake, Spring Lake Heights, Manasquan, Brielle, Wall Township	5.537	9.100	5.720
Township of Neptune Sewerage Authority (TNSA)	Neptune, Neptune City, Avon, Bradley Beach, Ocean Grove, Tinton Falls, Wall Twp.	5.634*	8.500*	6.390
Township of Ocean Sewerage Authority (TOSA)	Allenhurst, Interlaken, Loch Arbour, Deal, Ocean Twp.	4.142	7.500*	5.480

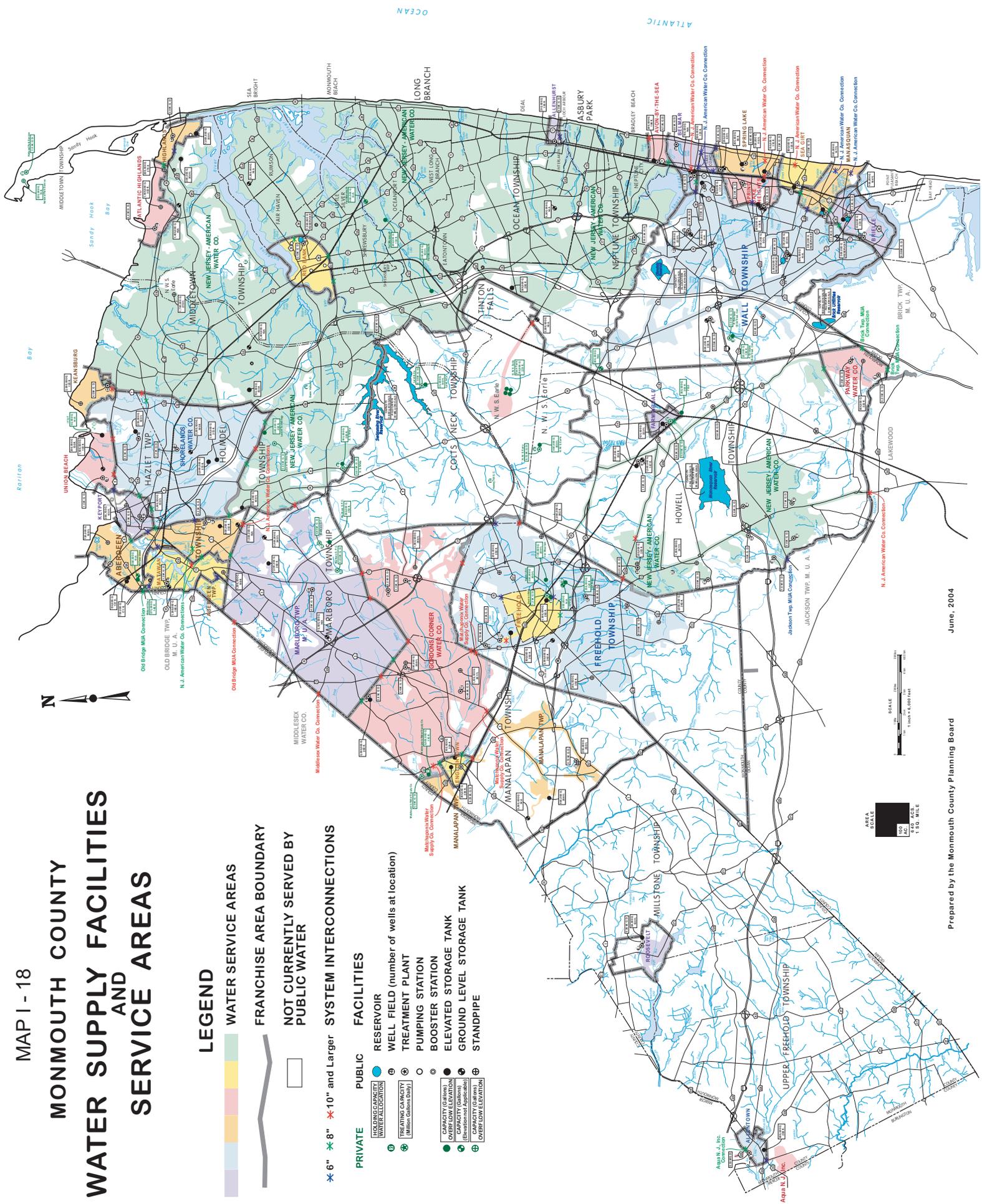
SOURCES: Monmouth County Planning Indicator Report; * 2005 NJDEP Municipal/Sanitary NJPDES/DSW Permit Flow Data Report; ** Monmouth County Planning Department.

MONMOUTH COUNTY WATER SUPPLY FACILITIES AND SERVICE AREAS

LEGEND

-  WATER SERVICE AREAS
-  FRANCHISE AREA BOUNDARY
-  NOT CURRENTLY SERVED BY PUBLIC WATER
-  * 6" * 8" * 10" and Larger SYSTEM INTERCONNECTIONS
- PRIVATE**
- PUBLIC FACILITIES**
-  RESERVOIR
-  WELL FIELD (number of wells at location)
-  TREATMENT PLANT
-  PUMPING STATION
-  BOOSTER STATION
-  ELEVATED STORAGE TANK
-  GROUND LEVEL STORAGE TANK
-  STANDPIPE

-  HOLDING CAPACITY (Water Reservoir)
-  TREATING CAPACITY (Million Gallons Daily)
-  CAPACITY (Elevated) (Elevation in Feet)
-  CAPACITY (Ground Level) (Elevation in Feet)
-  CAPACITY (Standpipe) (Over Top Elevation)



AREA SCALE
 1" = 1 MILE
 1" = 0.625 MILE
 1" = 0.3125 MILE
 1" = 0.15625 MILE

SCALE
 1" = 1 MILE
 1" = 0.625 MILE
 1" = 0.3125 MILE
 1" = 0.15625 MILE

MAP I - 19

WASTEWATER MANAGEMENT PLAN (WMP) EXISTING WASTEWATER FACILITIES

County of Monmouth, New Jersey

LEGEND

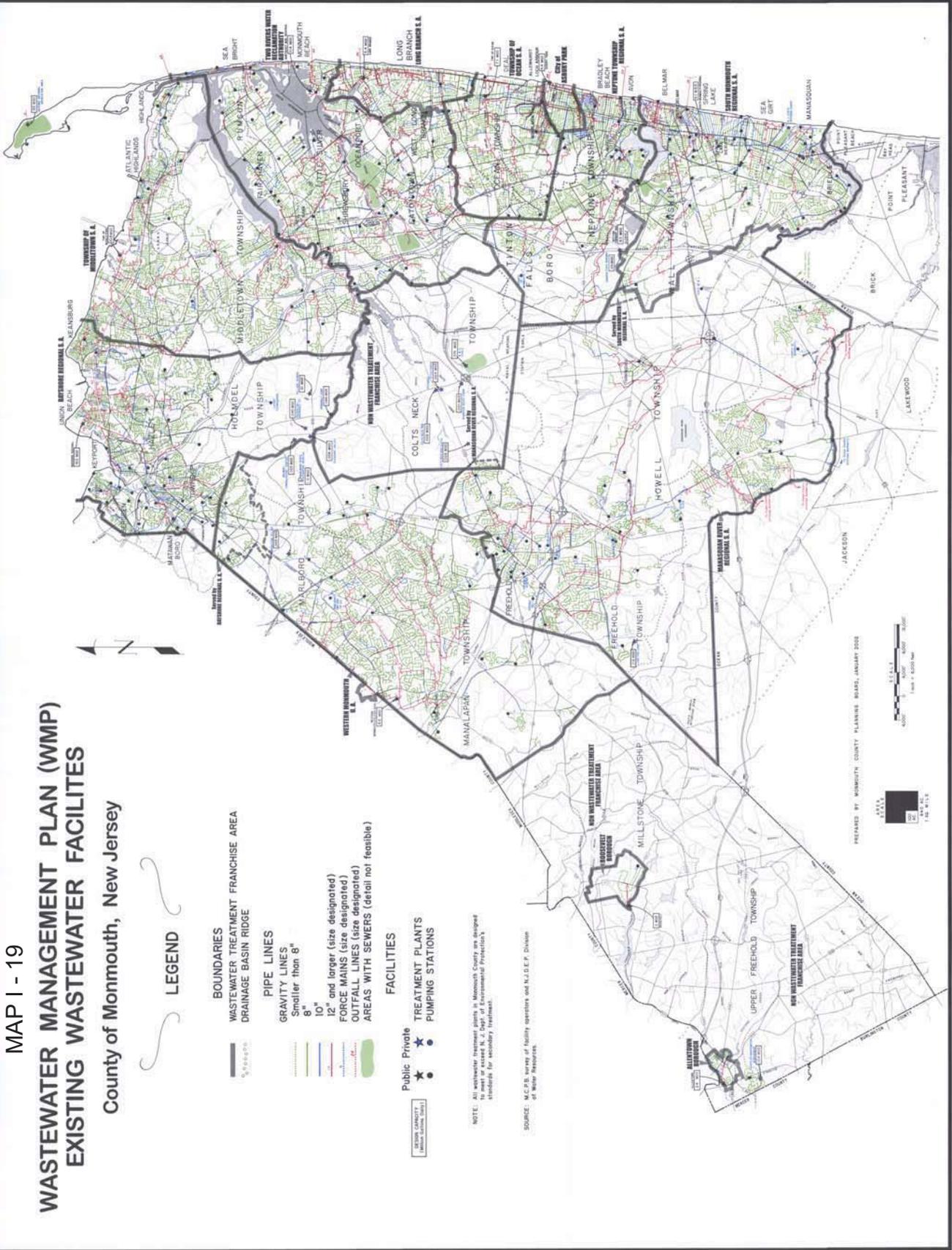
- BOUNDARIES**
- WASTEWATER TREATMENT FRANCHISE AREA
- DRAINAGE BASIN RIDGE
- PIPE LINES**
- GRAVITY LINES
 - Smaller than 8"
 - 8"
 - 10"
 - 12" and larger (size designated)
- FORCE MAINS (size designated)
- OUTFALL LINES (size designated)
- AREAS WITH SEWERS (detail not feasible)

FACILITIES

- Public
 - ★ TREATMENT PLANTS
 - PUMPING STATIONS
- Private
 - ★ TREATMENT PLANTS
 - PUMPING STATIONS

NOTE: All wastewater treatment plants in Monmouth County are designed to meet the requirements of the National Sanitation Foundation for Sewerage Treatment.

SOURCE: M.C.P.S. Survey of Facility operations and M.U.S.E.P. Division of Water Resources.



PREPARED BY MONMOUTH COUNTY PLANNING BOARD, JANUARY 2008



14.0 SCHOOLS

14.1 OVERVIEW

The various municipalities of the CMR host an array of educational opportunities for their residents and children. The CMR is home to six (6) local high schools, four (4) regional high schools, and two (2) of the five (5) Career Academies administered through the Monmouth County Vocational School District. Additionally, the Region has a total of fifty-six (56) early childhood, elementary and intermediate schools. Furthermore, the Region is served by three (3) charter schools. Data from the New Jersey Department of Education (“NJDOE”) suggests an approximate enrollment of 37,000 students within the CMR as a whole; exact enrollment data is not available due to enrollment cross-over from municipalities/sending districts within the Region to municipalities/receiving districts outside of the CMR. By comparison, based on data provided by the 2000 U.S. Census and the Monmouth County Planning Board, 47,834 persons, or 19.7 percent of the regional population, are classified as “school age” or persons between the ages of 5 and 19 years of age.

14.2 LOCAL DISTRICTS

The combination of regional and non-regional school districts creates a unique educational environment within the CMR. The total cost per-pupil for local school districts ranges from a high of \$16,391 in Avon-by-the-Sea to a low of \$8,713 in Fair Haven. Additionally, the localized cost per-pupil for local school districts varies from a high of \$13,932 in Avon-by-the-Sea to a low of \$1,101 in Asbury Park. Localized per-pupil cost is figured by determining how much of the district operating budget comes from the local school tax.

It is important to note that, as per NJDOE regulations, the Asbury Park, Long Branch and Neptune Township school districts are classified as Abbott Districts by the State of New Jersey. Abbott Districts are school districts which have been determined by the State, based on special criterion, to be at an economic disadvantage in comparison to more affluent districts. The thirty-one (31) school districts which have been classified as Abbott Districts receive State aid to help allow for the same “per-pupil” operating budget as other more affluent schools within the State.

Due to size and financial constraints, several municipalities within the region have entered into sending and receiving partnerships to better serve their residential populations while not fully regionalizing their school districts. Belmar receives elementary and intermediate students from Lake Como; Ocean Township receives elementary and intermediate students from Loch Arbour; Oceanport receives elementary and intermediate students from Sea Bright and Tinton Falls receives elementary and intermediate students from Shrewsbury Township. Additionally, Manasquan High School receives students from the nearby municipalities of Avon-by-the-Sea, Belmar, Brielle, Lake Como, Sea Girt, Spring Lake, and Spring Lake Heights and Interlaken is a sending district to Asbury Park.

14.3 REGIONAL DISTRICTS

In addition to its local school districts, the CMR is also served by four (4) regional high schools and the Monmouth County Vocational School District (“MCVSD”). The per-pupil cost for the regional schools tends to be slightly higher than for the local school districts. This is most likely attributable to the fact that all of the regional districts’ schools are high schools. The total cost per-pupil in the regional districts varies from a high of \$17,861 for Monmouth Regional to a low of \$14,873 for the MCVSD. Additionally, by comparison to the more traditional regional districts, the MCVSD maintains a fairly low localized per-pupil rate at \$5,206. This is due largely because of financial support for the schools on the County level and additional educational grants; conversely Shore Regional has the highest local per-pupil cost at \$13,952.

Table I – 50 Coastal Monmouth Region – Local School Districts

District	Schools	Grades Served	Total Enrollment	Cost per Pupil	
				Total	Local
Asbury Park*	Asbury Park High School	K-12	2,797	\$15,730	\$1,101
	Asbury Park Middle School				
	Bangs Avenue Elementary				
	Bradley Elementary				
	Thurgood Marshall Primary School				
Avon-by-the-Sea	Avon Elementary	K-8	121	\$16,391	\$13,932
Belmar**	Belmar Elementary	K-8	554	\$11,551	\$7,046
Bradley Beach	Bradley Beach Elementary	K-8	322	\$15,189	\$10,177
Brielle	Brielle Elementary	K-8	661	\$9,961	\$9,264
Deal	The Deal School	K-8	124	\$14,570	\$10,199
Eatontown	Margaret L. Veiter Elementary	K-8	1,244	\$12,794	\$1,151
	Meadowbrook School				
	Memorial Middle School				
	Woodmere Elementary				
Fair Haven	Knollwood School	K-8	973	\$8,713	\$7,775
	Viola L. Sickles School				
Little Silver	Markham Place School	K-8	821	\$11,145	\$10,142
	Point Road School				
Long Branch*	A. A. Anastasia School	K-8	5,065	\$13,629	\$4,361
	Audrey W. Clark School				
	Elberon School				
	Gregory School				
	Joseph M. Ferraina Learning Center				
	Long Branch High School				
	Long Branch Middle School				
	West End School				
Manasquan***	Manasquan Elementary	K-12	1,727	\$10,187	\$5,297
	Manasquan High School				
Monmouth Beach	Monmouth Beach Elementary	K-8	322	\$11,345	\$9,984
Neptune*	Early Childhood Center	Pre-K thru 12	4,218	\$14,761	\$5,166
	Gables School				
	Green Grove School				
	Midtown Community Elementary School				
	Neptune High School				
	Neptune Middle School				

Table I – 50 Coastal Monmouth Region – Local School Districts (Continued)

District	Schools	Grades Served	Total Enrollment	Cost per Pupil	
				Total	Local
Neptune City	Shark River Hills School				
	Summerfield School				
Ocean****	Woodrow Wilson School	K-8	417	\$10,697	\$6,632
	Ocean Township Elementary School				
	Ocean Township High School				
	Ocean Township Intermediate	K-12	4,447	\$11,976	\$8,451
	Wanamassa School				
	Wayside School				
Oceanport*****	Maple Place School	K-8	758	\$9,466	\$7,667
	Wolf Hill School				
Red Bank	Red Bank Middle School	Pre-K thru 8	793	\$12,442	\$9,580
	Red Bank Primary School				
Rumson	Deane-Porter School	K-8	987	\$10,700	\$9,523
	Forrestdale School				
Sea Girt	Sea Girt Elementary	K-8	180	\$13,782	\$12,542
Shrewsbury Borough	Shrewsbury Elementary	K-8	526	\$9,483	\$8,819
Spring Lake	H.W. Mounitz Elementary School	K-8	287	\$13,952	\$11,580
Spring Lake Heights	Spring Lake Heights Elementary School	K-8	394	\$10,591	\$9,532
Wall	Allenwood School				
	Central School				
	Intermediate School				
	Old Mill School	Pre-K thru 12	4,367	\$11,664	\$9,681
	Wall High School				
	Wall Primary School				
West Long Branch	West Belmar School				
	Betty McElmorn Elementary School	K-8	746	\$10,453	\$9,303
	Frank Anonides School				

SOURCES: New Jersey Department of Education 2004-05 School Report Cards. <http://education.state.nj.us/rc/rc05/menu/25-3260.html>

NOTES:
 * The Aebury Park, Long Branch and Neptune Township School Districts are classified as Abbott Districts as per State Regulations and Standards.
 ** Belmar Elementary serves students from Belmar and Lake Como.
 *** In addition to serving Manasquan students, Manasquan High School also receives students from Avon-by-the-Sea, Belmar, Brielle, Sea Girt, Spring Lake and Spring Lake Heights.
 **** Ocean Township schools serve students from Ocean Township and Loch Arbour.
 ***** Oceanport schools serve students from Oceanport and Sea Bright.
 Additionally, students residing in Shrewsbury Township attend K-8 in the neighboring Tinton Falls Public School District.

14.4 DISTRICT FACILITIES CAPACITY

Data from the most recent 2005 Long Range Facilities Plan (“LRFP”) was requested from each CMR school district. This LRFP is required by the NJDOE on a five year basis. As of February 1, 2007, information was received from 15 of the 24 local school districts and three of the five regional school districts. This information is presented on the following table entitled School Districts Facilities Capacity (2005 Long Range Facilities Plans).

The districts with the highest projected population growth for the 2025 build out horizon are Asbury Park, Long Branch, Neptune Township, Ocean and Wall. The LRFPs for both Asbury Park and Long Branch School Districts include \$118M and \$84M respectively in systems improvements over the next five years. Ocean School District includes \$18M in improvements. No information was provided for either Neptune or Wall School Districts. It should be noted that the LRFPs have a five year time horizon. The Monmouth County build-out projections provide additional information to assess long term facilities needs.

Table I - 51 Coastal Monmouth Region - School District Facilities Capacity

District	Schools	Proposed School Enrollment	Existing District Practices Capacity	Capacity Status	Proposed District Practices Capacity	Capacity Status	Proposed Improvements
Asbury Park	Asbury Park High School	443	591.6	148.6	571.2	128.2	2007-2009 -- Total Budget towards -- Purchase -- Off-Line -- New Construction/Bldg. Addition -- New Construction/New Building -- Systems for School District \$118,436,560
	Asbury Park Middle School	531	739.05	208.05	739.05	208.05	
	Bangs Avenue Elementary	378	450.9	72.9	450.9	72.9	
	Bradley Elementary	373	459.9	86.9	459.9	86.9	
	Thurgood Marshal Primary School	375	575.1	200.1	575.1	200.1	
Avon-by-the-Sea	Avon Elementary	150	179.1	29.1	179.1	29.1	2007 New Construction/Bldg. Addition --- Systems -- \$5,255,000
Belmar	Belmar Elementary	560	569.2	9.2	569.2	9.2	2006-2010 -- Systems \$1,455,000
	Bradley Beach Elementary	289	356.7	67.7	356.7	67.7	2006-2010 -- Systems \$2,760,125
	Brielle Elementary	790	642.6	-147.4	766.8	-23.2	2006-2009 -- New Construction/Bldg. Addition -- Systems \$6,341,490
Deal	The Deal School	105	97.4	-7.6	97.4	-7.6	2006-2010 -- New Construction/Bldg. Addition -- Demolition -- Systems \$3,800,000
Eatontown	Margaret L. Vetter Elementary						
	Meadowbrook School						
	Memorial Middle School						
	Woodmere Elementary						
	Knollwood School						
Fair Haven	Viola L. Sickles School						
	Markham Place School	393	386.5	-6.5	397.3	4.3	2005-2010 -- New Construction/Bldg. Addition -- Systems \$3,574,430
Little Silver	Point Road School	454	466.2	12.2	466.2	12.2	2005-2010 -- Systems \$2,111,100
	540 Broadway	0	141	141	0	0	
Long Branch	Alternative High School	325	157.2	-167.8	304.5	-20.5	
	Clark Elementary School	0	323.1	323.1	0	0	
	Elberon Elementary School (Existing)	647	672	25	672	25	
	Gregory Elementary School	0	307.8	307.8	0	0	
	Hand-in-Hand Toddler Center	0	0	0	0	0	
	J. Ferraina Early Childhood Center	300	300	0	300	0	
	Lenna W. Conrow Elementary School	681	669.3	-11.7	669.3	-11.7	2006-2009 -- Total Budget towards New Construction/Bldg. Addition -- Reconfiguration and/or Reassignment -- Demolition -- Off-Line -- Systems for School District \$84,703,000
	Long Branch High School	0	564.63	564.63	0	0	
	Long Branch Middle School	0	442.79	442.79	0	0	
	Morris Ave ES	0	336	336	0	0	
	New Anastasia ES	515	547.5	32.5	547.5	32.5	
	New Clark Elementary School	411	0	-411	383.4	-27.6	
	New Gregory Elem School	530	564.3	34.3	564.3	34.3	
	New Long Branch High School	1,296	1,132.20	-163.8	1,132.20	-163.8	
	New Middle School	922	1,080.00	158	1,345.20	423.2	
West End Elementary School	0	256.80	256.8	0.00	0		
District Totals		5,627	7,494.62	1,867.62	5,918.40	291.4	

Regional School Districts

District	Schools	Proposed School Enrollment	Existing District Practices Capacity	Capacity Status	Proposed Practices Capacity	Capacity Status	Proposed Improvements
Monmouth County	Academy of Allied Health and Science						2006-2009 -- New Construction/New Building -- Room Reconfiguration and/or Reassignment -- Systems \$6,835,000
Vocational School District	Biotechnology High School**						2006-2009 -- Systems \$805,875
	Communications High School						2006-2009 -- Systems \$1,820,291
	High Technology High School						2006-2009 -- Systems \$719,485
	Marine Academy of Science and Technology						2006-2009 -- Systems \$1,991,000
Monmouth Regional	Monmouth Regional High School	876	661.3	-214.7	661.3	-214.7	
Red Bank Regional	Red Bank Regional High School						
Rumson-Fair Haven	Rumson-Fair Haven Regional High School						
Shore Regional	Shore Regional High School	831	1067.6	236.6	887.4	56.4	2006-2009 -- New Construction/Bldg. Addition -- Reconfiguration and/or Reassignment -- Demolition -- Systems \$87,214,170

SOURCES: New Jersey Department of Education 2004-05 School Report Cards. <http://education.state.nj.us/rc/rc05/menu/25-3260.html>

Charter Schools

School	Proposed School Enrollment	Existing District Practices Capacity	Existing District Practices Capacity	Capacity Status	Proposed District Practices Capacity	Capacity Status	Proposed Improvements
Academy Charter High School							
Hope Academy Charter School							
The Red Bank Charter School	N/A						

SOURCES: New Jersey Department of Education 2004-05 School Report Cards. <http://education.state.nj.us/rc/rc05/menu/25-3260.html>

14.5 HIGHER EDUCATION

The CMR provides many opportunities for post-secondary academic and professional education as evidenced in the table below.

Table I – 52 CMR Higher Education Colleges, Universities and Centers

Institution	Location	Type	Programs Offered	Student Enrollment	
				Full-time	Part-time
Brookdale Community College				7,336	6,379
Higher Education Center	Asbury Park	Public Non- Residential	Associate Degree in Culinary Arts Program; Associate Degree in Human Services; Displaced Homemakers Program; credit and non-credit educational, occupational and cultural programs.	N/A	
Higher Education Center	Long Branch		GED preparatory instruction (English/Spanish); ESL instruction; Adult Basic Education; Displaced Homemakers Program; academic (credit & non-credit) and professional courses.	N/A	
Higher Education Center NJ Coastal Communniversity	Wall		Program offered in conjunction with various NJ public and private universities allowing for the completion of associate's, bachelor's and master's level degrees. Degrees offered vary by discipline/pathway. Pathways offered in business, education, criminal	N/A	
Monmouth University	West Long Branch	Private Residential	Undergraduate (4-year) programs in Humanities, Social Sciences, Education, Business, Science, Technology, Engineering, and Nursing.	3,500	500
			Graduate Program	1,600	

SOURCES: <http://www.brookdalecc.edu/>; <http://www.njcommunniversity.org/>; <http://www.monmouth.edu/>

Brookdale Community College ("BCC"), Monmouth County's community college, serves as the largest higher education institution in the region. BCC serves approximately 13,700 students from throughout Monmouth County. Though its main campus is located outside of the CMR in Lincroft, BCC offers several satellite centers throughout the CMR and the County as a whole. The main campus is also served by via NJ Transit bus from Red Bank. The Higher Education Centers in Asbury Park and Long Branch offer a variety of academic and professional services that support the needs of the surrounding communities. In addition to academic courses, the Long Branch Higher Education Center offers GED preparatory instruction in English and Spanish, as well as ESL classes. The Asbury Park Center offers associate degree programs in Culinary Arts and Human Services, as well as academic and occupational courses.

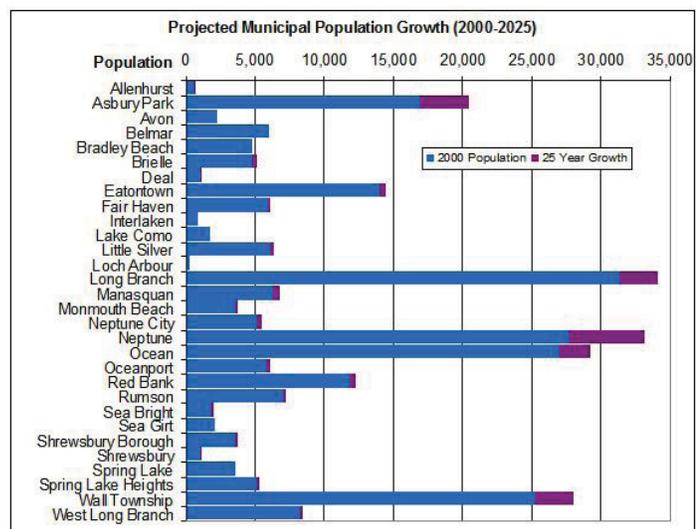
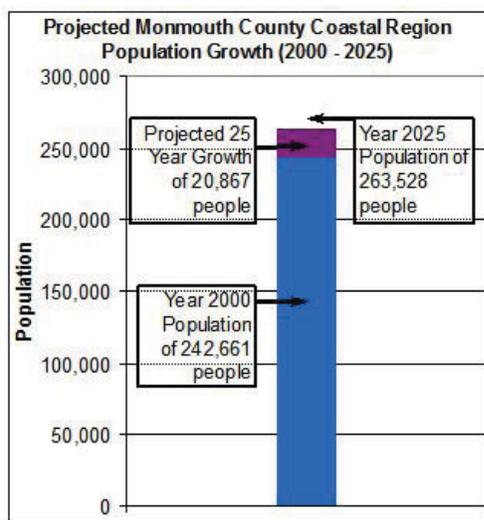
One of the more prominent programs, NJ Coastal Communniversity, is hosted in Monmouth County on BCC's Wall Higher Education Center. Although the Wall Higher Education Center is located outside of the CMR, its campus is located in proximity to Neptune and other nearby CMR communities. The NJ Coastal Communniversity is a unique academic program in conjunction with several public and private colleges and universities throughout New Jersey.⁴⁸ The Program allows County residents to take advantage of and complete associate, bachelor and master level degrees in one of six pathways on the Wall campus or via online courses. The CMR is also home to Monmouth University, which is a coeducational private 4-year residential university. Located in West Long Branch along Route 71, Monmouth University grants both undergraduate and graduate-level degrees. Monmouth University has a total student enrollment of 5,600.

⁴⁸ Brookdale Community College; Georgian Court University; Thomas Edison State University; Montclair State University; New Jersey City University; New Jersey Institute of Technology; and Rutgers, the State University of New Jersey.

15.0 TRANSPORTATION

15.1 OVERVIEW OF TRANSPORTATION NETWORK

The CMR roadway system is comprised of several major roadways creating a strong interconnected system. This system facilitates easy movement within the region, as well to other destinations. Major north-south corridors include the Garden State Parkway and New Jersey State Routes 18, 71, 34, 35 and 36. The Region is also serviced by eight major east-west corridors, including Interstate 195; New Jersey State Routes 33, 66, and 138; and Monmouth County Routes 520, 524, 537 and 547. Several of the roadways within the CMR, such as New Jersey Routes 35 and 36 serve as major access roadways for commercial hubs. Major intersections occur at the crossings of Routes 35 and 36 in Eatontown and Routes 34 and 35 in Manasquan. They are essential for mobility; however, these intersections may also result in traffic delays and congestion at peak traffic volumes periods. (See Transportation Network Map I – 20.)



The CMR accounts for over 39% of Monmouth County's population, while only comprising approximately 23% of the County's overall land area, resulting in a population density of 2,307 persons per square mile. This is nearly twice the population density of Monmouth County, which is 1,304 persons per square mile.⁴⁹ The increased density within the CMR, in turn, affects roadway congestion especially during peak times.

Over the next 25 years (2000 to 2025), the CMR expects a population increase of approximately 20,867 persons or a 7.9% growth. The CMR is forecast to account for just under one-quarter (25%) of the population growth in the entire County.⁵⁰

Traffic congestion has become a major concern for roadways locally, on the County-level and state-wide. The CMR is a unique transportation network. It must support seasonal population increases, as well as general population growth. Developing alternative transportation modes will help relieve traffic congestion. However, the current transportation conditions in the CMR must first be examined before addressing traffic congestion solutions.

⁴⁹ 2000 U.S. Census

⁴⁹ Monmouth County Planning Board 2005

TRANSPORTATION NETWORK

COASTAL MONMOUTH REGION
MONMOUTH COUNTY NEW JERSEY



Legend

-  COASTAL MONMOUTH REGION
-  MUNICIPAL BOUNDARIES
- ROADWAY NETWORK**
-  LIMITED ACCESS ROADWAY
-  HIGHWAY
-  MAJOR ROAD
-  LOCAL ROAD
-  MINOR ROAD
-  OTHER ROAD
-  RAMP
-  RAILROADS
-  TRAIN STATION
-  PARK AND RIDE FACILITY
-  BUS ROUTE
-  EDGAR FELIX BIKEWAY
-  WATER BODIES



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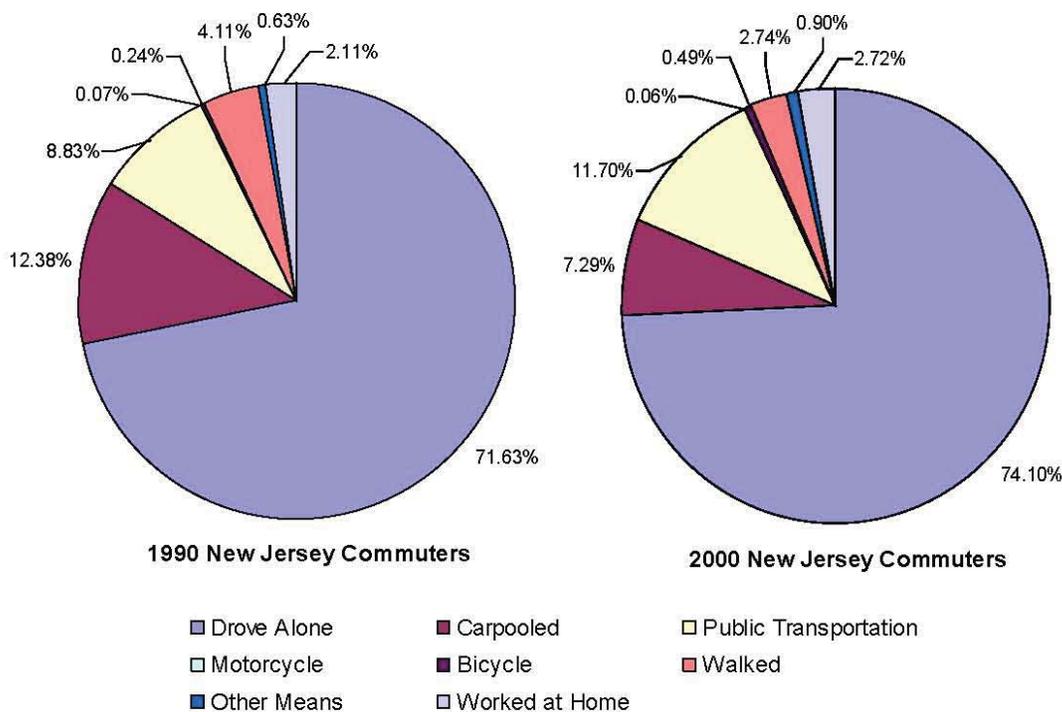
THIS MAP WAS DEVELOPED USING MONMOUTH COUNTY DIGITAL DATA FROM THE 2005 LANDBASE PROJECT. THE MAP ALSO USED DATA FROM THE NJDEP. THIS SECONDARY PRODUCT HAS NOT BEEN VERIFIED AND IS NOT COUNTY OR STATE AUTHORIZED.

15.2 COMMUTATION PATTERNS

15.2.1 State and National Commuting Patterns

The 2000 Census provides insight into travel behavior. Between 1990 and 2000, the percentage of people driving alone to work increased, while the percentage of carpoolers decreased. Multi-car ownership continues to increase, while the use of public transportation as a share of total travel declined nationwide.⁵¹ In 2000, nationally, the automobile was the overwhelming travel choice. Seventy-six percent of all workers drive alone, up by 3% from 1990. In New Jersey, the percentage of workers driving alone is 72.2 percent, up from 71.6 percent of workers in 1990.

The nationwide trend between 1990 and 2000 shows an overall decrease in the use of public transportation; interestingly, in New Jersey the overall percentage of commuters using public transportation increased to 11.4%, up from 8.8% in 1990.



15.3 Coastal Monmouth Region Commuting Patterns

Commuting statistics show that within the CMR, 85,771 workers or 76.2% drive alone to work while an additional 10,967 workers or 9.7% carpool. A total of 96,738 workers or 85.9% of the CMR workforce are auto-dependant in their everyday commute. In addition to the year-round residents, the CMR sees an influx of "day-trippers", tourists and seasonal renters during the summer months. The seasonal increase in population and vehicular travel further impacts traffic congestion.

⁵¹ This latest data comes from the 2000 U.S. Census Supplementary Survey, based on the "long form" that went to 20 million households (one in six) across the nation.

Public transportation use within the CMR as a means of commuting is 6.8%, slightly lower than the 8.9% average for Monmouth County. Workers residing in the CMR have higher incidences of working within Monmouth County (54.7%) and within New Jersey (93.6%) than the average rates for Monmouth County workers in general. By comparison, 43% of Monmouth County workers worked within the County and 88.3% worked outside of New Jersey. The median travel time to work within the CMR is 30 minutes, less than the median travel time of 34.8 minutes for Monmouth County.

15.3 PUBLIC TRANSPORTATION

The table below shows the three most common modes of public transportation utilized by commuters living in the CMR. It accounts for 88.9% of the public transit modal share.

The CMR has distinctive commutation patterns. The most common form of public transportation is the NJ Transit North Jersey Coast Line. Rail transit accounts for 49.8% of the public transportation, which is approximately 8% higher than the Monmouth County average. Bus service, which is very popular throughout Monmouth County at 46.2% usage, is much lower in the CMR at 29.1%. Ferry service is much higher in the CMR, with over 50% of the ferry boat commuters residing in this region.

Table I – 53 Public Transportation Modes (2000)

Municipality	Bus or Trolley bus		Railroad		Ferryboat	
	Total	%	Total	%	Total	%
Allenhurst	6	19.4%	20	64.5%	5	16.1%
Asbury Park	467	49.9%	224	24.0%	0	0.0%
Avon-by-the-Sea	16	25.4%	47	74.6%	0	0.0%
Belmar	46	26.0%	102	57.6%	0	0.0%
Bradley Beach	47	28.7%	57	34.8%	0	0.0%
Brielle	24	35.3%	38	55.9%	0	0.0%
Deal	14	41.2%	17	50.0%	3	8.8%
Eatontown	100	43.7%	122	53.3%	0	0.0%
Fair Haven	19	5.4%	236	67.6%	94	26.9%
Interlaken	2	4.8%	29	69.0%	11	26.2%
Lake Como	14	51.9%	10	37.0%	0	0.0%
Little Silver	33	7.6%	288	65.9%	116	26.5%
Loch Arbour	0	0.0%	7	63.6%	0	0.0%
Long Branch	370	41.1%	383	42.5%	47	5.2%
Manasquan	38	21.1%	109	60.6%	9	5.0%
Monmouth Beach	12	7.8%	82	53.6%	59	38.6%
Neptune	172	30.1%	215	37.6%	12	2.1%
Neptune City	39	61.9%	11	17.5%	0	0.0%
Ocean	170	27.5%	403	65.1%	14	2.3%
Oceanport	40	24.2%	108	65.5%	6	3.6%
Red Bank	316	42.4%	359	48.2%	13	1.7%
Rumson	24	4.5%	233	43.6%	277	51.9%
Sea Bright	24	16.3%	58	39.5%	65	44.2%
Sea Girt	10	14.3%	55	78.6%	0	0.0%
Shrewsbury Borough	16	13.0%	102	82.9%	5	4.1%
Shrewsbury Township	10	28.6%	15	42.9%	0	0.0%
Spring Lake	8	10.8%	51	68.9%	5	6.8%
Spring Lake Heights	53	31.5%	106	63.1%	0	0.0%
Wall	127	33.7%	205	54.4%	0	0.0%
West Long Branch	0	0.0%	100	86.2%	16	13.8%
Coastal Monmouth Region	2,217	29.1%	3,792	49.8%	757	9.9%
Monmouth County	11,949	46.2%	10,840	41.9%	1,455	5.6%

SOURCE: 2000 U.S. Census, P-30 Means of Transportation to Work for Workers 16 Years and Over

15.3.1 NJ Transit Rail Line

The Monmouth County Coastal Region is serviced by the New Jersey Transit North Jersey Coast Line System, and contains one (1) seasonal and ten (10) year-round train stations, as shown in the table below. There are stations located in eleven (11) of the thirty (30) municipalities within the Monmouth Coastal Region.

Table I – 54 Coastal Monmouth Region – NJ Transit North Jersey Coastline Train Stations

Station	Location	Parking Capacity	Parking Fee/Permit		Ticketing
			Resident	Non-resident	
Allenhurst	Intersection of Main Street and Corlies Avenue	95	---	---	---
Asbury Park	Cookman Avenue, 1 block west of Main Street	65	---	---	Ticket Office and Vending
Belmar	Belmar Plaza, between 9th and 10th Avenues	217	---	---	Ticket Office and Vending
Bradley Beach	Railroad Square, between Brinley and La Reine Avenues	69	---	---	---
Elberon (Long Branch)	Lincoln Ave., 1/4 mile east of Norwood Ave. and Rt. 71	222	---	---	---
Little Silver	Branch Ave. between Sycamore & Oceanport Avenues	517	\$2/12 hours OR \$240/year	\$2/12 hours OR \$240/year	Ticket Office and Vending
Long Branch	3rd Ave., between North Bath Ave. and Morris Ave.	331	\$2/day	\$2/day	Ticket Office and Vending
Manasquan	E. Main St., 500 ft. east of Rt. 71	141	---	---	---
Monmouth Park* (Oceanport)	Port-Au-Peck Ave. and Myrtle Ave.	---	---	---	---
Red Bank**	1 Central Avenue	455	\$2/day OR \$240/year	\$2/day OR \$240/year	Ticket Office and Vending
Spring Lake	Railroad Plaza, Warren Avenue	188	---	---	---

SOURCE: New Jersey Transit, www.njtransit.com

* Seasonal only. Operates during the regular Monmouth Park racing season.

** Only 69 of 455 parking spaces do not require yearly permit.



Spring Lake Train Station

The North Jersey Coast Line provides train service from its southernmost station in Bay Head, Ocean County directly to Pennsylvania Station in New York City. In addition to the eleven (11) stations within the CMR, the North Jersey Coast Line service also stops at three (3) additional stations in Monmouth County: Middletown, Hazlet and Aberdeen-Matawan. The Long Branch station services as a transfer station between all points north or south along the rail line. Travel time from the Manasquan Station, the first stop in the CMR, to New York Penn Station is approximately 2 hours; travel from the Red Bank Station, the last stop in the CMR, to New York Penn Station is approximately 1 hour 10 minutes. Communities with rail stations, or communities located adjacent to rail stations, experience the highest rates of use; over 70% of the public transit commuter populations in West Long Branch, Shrewsbury Borough, Sea Girt and Avon-by-the-Sea utilized the North Jersey Coast Rail Line.



Manasquan Train Station

In the fall of 2003, Belmar Borough, as part of the multi-agency Transit Village Initiative, was declared a Transit Village. The Transit Village Initiative is led by the NJDOT and NJ Transit, as a means of encouraging smart growth planning and management around transit hubs throughout New Jersey.

15.3.2 Bus Routes

NJ Transit bus service within the CMR is offered by both New Jersey Transit and Academy Bus lines. NJ Transit runs eight bus routes within the CMR. These routes are shown on the following table. The County has also devised and implemented the 836 Job Match Program which matches workers with potential employers along the NJ Transit 836 bus route. Approximately 500 jobs have been made available through this program since its inception.

Table I – 55 New Jersey Transit Bus Routes Operating in the Coastal Monmouth Region

Route #	Municipalities
830	Asbury Park, Avon-by-the-Sea, Belmar, Wall, Spring Lake Sea Girt, Manasquan, Brielle, Point Pleasant
831	Red Bank, Shrewsbury, Eatontown, Oceanport, West Long Branch, Long Branch
832	Red Bank, Shrewsbury, Eatontown, Oakhurst (Ocean Twp.), Ocean, Asbury Park
833	Red Bank, Lincroft, Colts Neck, Freehold Township, Freehold Borough
834	Red Bank, Middletown, Leonardo, Atlantic Highlands, Highlands
835	Red Bank, Fair Haven, Rumson, Sea Bright
836	Asbury Park, Neptune, Freehold Township, Freehold Borough
837	Long Branch, West Long Branch, Deal, Asbury Park, Ocean

SOURCE: www.NJTransit.com

BOLDdenotes municipalities located within the Coastal Monmouth Region; routes are accurate as of August 2006.

Academy Bus Service runs 13 commuter routes throughout the State of New Jersey, and terminates in New York City. The bus routes service Wall Street, Midtown Manhattan and the Port Authority, all located in Manhattan, New York City. Currently, the Academy Bus services the Monmouth County Coastal Region with Shore Line Service, originating in Point Pleasant, Ocean County and servicing the entire CMR and continuing to the New York Port Authority. Two other separate commuter bus routes originate in the northern section of the Monmouth Coastal Region, and a third stops at the Monmouth Service Area on the Garden State Parkway in Wall Township; however, this is the only line which services the entire CMR. A table of the Shore Points/Port Authority Bus Line stops is shown below.

Table I – 56 Academy Bus Service from Shore Point to Port Authority of New York

Asbury Park	Eatontown	Oceanport
Avon-by-the-Sea	Little Silver	Red Bank
Belmar	Long Branch	Sea Girt
Bradley Beach	Manasquan	Shrewsbury
Deal	Neptune (Ocean Grove)	Spring Lake

The second Academy Bus Line, which services the CMR, originates on Route 36 in Long Branch, and services North Long Branch and Sea Bright before departing for the Port Authority. The third bus line originates in Oceanport, and services Fort Monmouth, Little Silver Railroad Station, Rumson Road & Branch Ave, two stops on Broad Street, and Red Bank Railroad Station, and continues north towards Wall Street in New York City.

15.3.3 Park and Rides

Park and Ride Lots offer workers additional public transit-oriented options for their commute. Currently, there are six (6) Park and Ride facilities in the CMR that link to bus services offered by New Jersey Transit and Academy bus lines. Five of the six facilities are located on or in close proximity to the Garden State Parkway.

Table I – 57 Park and Rides Serving the Coastal Monmouth Region

Municipality	Location
Asbury Park	Asbury Park Transportation Center
Eatontown	Garden State Parkway, Exit 105
Red Bank	Garden State Parkway, Exit 109 Northbound Garden State Parkway, Exit 109 Northbound
Wall	Garden State Parkway, Exit 98 Garden State Parkway, Monmouth Service Area

SOURCE: New Jersey Department of Transportation

15.3.4 Ferry Service

There is no direct ferry service available between the CMR and the various commuter destinations in New York City. However, according to the 2000 U.S. Census, 9.9% of all commuters who utilized public transportation modes used ferryboats. This trend can be attributed to the close proximity of several municipalities to services provided by the Seastreak ferry line out of Highlands and Atlantic Highlands, and NY Waterways out of the Belford section of Middletown. Ferry services, though relatively expensive compared to other modes of transportation, offer several advantages to regional commuters including direct service to lower Manhattan and the Financial District, as well as a comparatively shorter commute. Rumson has the highest incidence of use of ferryboats by public transit users at 277 ferryboat commuters.

It should also be mentioned that Long Branch is pursuing to construct a pier in order to enable ferry service in the vicinity of the Long Branch Train Station to enable connection to the New Jersey Transit North Jersey Coast Rail Line.

15.4 PEDESTRIAN AND BICYCLE



Ocean Grove

Pedestrian and bicycle facilities are fairly common within the CMR. In addition to the miles of boardwalk, which complement seaside communities, most municipalities in the region have fairly extensive sidewalk systems. Due to the projected population increase in the CMR, utilizing non-vehicular forms of transportation is an important consideration. This combined with the population influx, which occurs in most CMR municipalities during the summer season, makes increasing pedestrian/bike access to the nearby facilities even more important. There is currently no defined bike route through the CMR, although there are bike route segments. The development of an overall bike facilities plan would enable the planning and designation of comprehensive bike routes in the CMR and beyond.

The Edgar Felix Bikeway is a multi-use trail in New Jersey running from the beach town of Manasquan to the Visitor's Center of Allaire State Park, for a total length of 5.4 miles. It is a bike trail that occupies track of the former Farmingdale and Squan Village Railroad and Freehold and Jamesburg Agricultural Railroad. The bikeway opened with two miles of trail in 1971 and has been expanded several times since. The Edgar Felix Bikeway runs from Hospital Road in Wall Township to Manasquan.

15.5 TRANSPORTATION CONDITIONS

15.5.1 State Roads in the CMR

State Roads in the CMR includes Routes 18, 33, 35, 36, 66, 71 and 138. The following section describes the State routes, the segments within the CMR, the functional classification, and identified 'congestion hot spots'. Traffic volume data is also presented for each State road in the following table.

NJSH Route 18 runs north from Wall to Piscataway Township. Route 18 traverses through the CMR between Mile Post (MP) 5.14 to MP 13.91 where it exits Eatontown. The speed limit varies between 40 MPH to 65 MPH. Between the referenced mileposts, Route 18 is a four lane roadway with a variable width median and shoulders. Route 18 is classified by the NJDOT as an Urban Freeway/Expressway.

NJSH Route 33 runs west to east in the CMR. It enters Wall at MP 35.85 and ends in Neptune Township at Route 71, spanning 7.72 miles. Within the CMR, Route 33 begins as a Rural Principal Arterial, changes to an Urban Principal Arterial and then becomes an Urban Minor Arterial as the coastline is approached. The speed limit varies from 30 to 40 MPH within the Region. Lane assignments vary from two to four; however, no shoulders are provided.

NJSH Route 34 is classified as an Urban Principal and a Rural Minor Arterial within the CMR. Route 34 begins in Wall, travels east and terminates 6.18 miles hence at Route 33 within the CMR. The speed limit within the study area is 55 MPH. Route 34 has two lanes per direction with zero to ten foot shoulders existing along Route 33. A 20' median separates the eastbound and westbound directions.

NJSH Route 35 also runs through many coastal municipalities in Monmouth County as a North-South urban principal arterial. Route 35 enters the CMR in Brielle in the south at MP 14.5 and exits through Red Bank in the north at MP 34.39, 19.89 miles. The speed limit along Route 35 varies between 30 MPH and 50 MPH, as does lane assignment. The NJDOT has identified the stretch of Route 35 between the intersections of Route 70/34 in Wall to Asbury Avenue in Neptune, and between CR 520 (Broad Street) and Allen Place in Red Bank, as "Congestion Hot Spots".

NJSH Route 36 stretches from CR 51 in Eatontown north through Sea Bright spanning 11.77 miles. Route 36 is classified an Urban Principal Arterial by the NJDOT. Speed limits vary from 30 to 55 MPH. The number of lanes varies from two to three lanes per direction and shoulder widths vary from zero to twelve feet.

NJSH Route 66 enters Neptune at MP 0.67 and traverses east through Ocean spanning 2.95 miles and ends at its intersection with Route 35. Route 66 is classified an Urban Principal Arterial by the NJDOT. The posted speed limit within the CMR is 50 MPH. The number of lanes varies from two to three lanes per direction. A ten foot shoulder is provided along both sides. No median is provided in Neptune; however, a 33-foot wide median is provided in Ocean.

NJSH Route 71 runs through the majority of the CMR and has been identified by numerous towns as a congested area, namely during the summer months. Route 71 is a north-south State Highway that runs through the CMR from Brielle in the south to the Eatontown in the north. This roadway is classified by the NJDOT as a two-lane Urban Principal Arterial between MP 0.0 and 5.1, and as an urban minor arterial and from MP 5.2 to its terminus at MP 16.78. The lane alignment varies from two-lanes to four-lanes and the posted speed limit along Route 71 varies between 25 MPH and 45 MPH. The shoulder width varies from zero to 12 feet.

NJSH Route 138 begins at the intersection with Route 34 and travels 3.52 miles east to Route 71 where it ends. Route 138 is classified as an Urban Freeway/Expressway. This highway primarily serves Belmar and Wall. The speed limit is posted at 55 MPH. The highway has two lanes per direction with a 56 foot median and 12 foot shoulders.

Table I – 58 State Roads – Traffic Volume

NJ STATE ROUTE 18			
Borough	Year	Mile Post	Traffic Volume*
Neptune Township	2005	9	46,954

**NJDOT Roadway and Traffic Counts - Interactive Traffic Counts*

NJ STATE ROUTE 34			
Borough	Year	Mile Post	Traffic Volume*
Wall Township	2003	0.6	35,265
Wall Township	1999	1.7	35,656
Wall Township	2003	5.7	29,192
Wall Township	2001	7.1	24,415

**NJDOT Roadway and Traffic Counts - Interactive Traffic Counts*

NJ STATE ROUTE 36			
Borough	Year	Mile Post	Traffic Volume*
Eatontown	2000	0.6	32,423
Eatontown	2004	2	23,271
Eatontown	2005	2.5	44,277
West Long Branch	2001	3.73	20,140
Long Branch City	2005	4.33	22,785
Monmouth Beach	2002	7.04	18,815
Sea Bright	2000	9.5	13,204

**NJDOT Roadway and Traffic Counts - Interactive Traffic Counts*

NJ STATE ROUTE 71			
Borough	Year	Mile Post	Traffic Volume*
Manasquan	2005	0.84	19,220
Spring Lake	2003	2.9	17,652
Spring Lake	2003	3.7	14,200
Belmar	2005	5.47	4,722
Long Branch	2003	11.72	7,900
Long Branch	2004	11.9	12,031
Eatontown	2005	15.9	11,715
Eatontown	2006	16.22	13,580

**NJDOT Roadway and Traffic Counts - Interactive Traffic Counts*

NJ STATE ROUTE 33			
Borough	Year	Mile Post	Traffic Volume*
Wall Township	2001	35.9	16,655
Wall Township	2004	36.7	19,980
Neptune Township	2005	39	18,811
Neptune Township	2005	40.13	24,135
Neptune Township	2005	40.7	21,105
Neptune Township	2005	41.7	15,936

**NJDOT Roadway and Traffic Counts - Interactive Traffic Counts*

NJ STATE ROUTE 35			
Borough	Year	Mile Post	Traffic Volume*
Brielle	2003	14.9	18,618
Wall Township	2001	16.46	21,420
Wall Township	2003	18.78	20,860
Neptune	2004	24.21	20,640
Ocean	2003	25.11	32,990
Eatontown	2005	28.64	36,640
Eatontown	2005	30	23,390
Shrewsbury	2002	32	22,539

**NJDOT Roadway and Traffic Counts - Interactive Traffic Counts*

NJ STATE ROUTE 66			
Borough	Year	Mile Post	Traffic Volume*
Neptune Township	2002	1.73	25,564
Neptune Township	2004	2	25,010
Neptune Township	2002	2.45	25,851

**NJDOT Roadway and Traffic Counts - Interactive Traffic Counts*

NJ STATE ROUTE 138			
Borough	Year	Mile Post	Traffic Volume*
Wall Township	2005	0.15	12,771
Wall Township	2003	2.6	21,729

**NJDOT Roadway and Traffic Counts - Interactive Traffic Counts*

15.5.2 500 Series County Routes

There are four 500 Series County routes within the CMR. These include CR 520, 524, 537 and 547. These roads function as urban arterials and provide access into and through the CMR.

County Route 520 (“CR”) enters the CMR at MP 15.55 at the Red Bank municipal boundary. CR 520 travels east 3.4 miles to the Little Silver municipal boundary. The highway varies in speed from 35 MPH to 40 MPH, lane numbers vary from two to five for both directions and neither a median nor a shoulder is provided within the CMR. The roadway is classified as an Urban Minor Arterial at the western end and changes to an Urban Minor Arterial at the eastern end.

CR 524 enters the CMR at MP 33.82 at the Wall municipal boundary. CR 524 travels east 6.1 miles to Route 71 in Little Silver. The roadway is classified as a Rural Major Collector at the western end in Wall, changes to an Urban Collector and then to an Urban Minor Arterial at the eastern end. The highway varies in speed from 35 MPH to 50 MPH. The highway consists of one lane per direction, shoulders vary from zero to ten feet and no median is provided within the CMR.

CR 537 enters the CMR at MP 63.54 at the Eatontown municipal boundary. CR 537 travels east 4.8 miles to CR 29 (Myrtle Avenue) in West Long Branch. The roadway is classified as an Urban Minor Arterial. The highway varies in speed from 30 MPH to 45 MPH. The highway consists of one lane per direction, shoulders vary from zero to four feet and no median is provided within the CMR.

CR 547 enters the CMR at MP 25.69 at the Eatontown municipal boundary. CR 547 travels east 2.6 miles to CR 537/State Route 71 in Eatontown. The roadway is classified as an Urban Minor Arterial. The highway varies in speed from 35 MPH to 40 MPH. The lane assignments vary from two to four lanes bi-directional, shoulders vary from zero to six feet and no median is provided within the CMR.

15.5.3 Intra-County Routes in the CMR

In addition to the 500 Series County routes, there are 35 County roads that serve as intra-county routes within the CMR. These are classified as Urban Minor Arterials, Urban Collectors and Urban Local roads. A majority of these intra-county routes fall within the Urban Minor Arterial and Urban Collector functional designation. A detailed list of intra-county roads in the CMR is included in Volume III - Appendix.

15.6 TRAFFIC DEMAND ANALYSIS MODEL

The Build-Out Study data prepared by the Monmouth County Planning Board was used to establish the anticipated daily trips to be generated by each municipality within the CMR at the Horizon Year 2025. (See Potential Development at Horizon Year (2025) table in prior Build-Out Section 11.0). The daily trips generated were calculated using the *ITE Trip Generation Manual, 7th Edition*. The table below indicates the amount of additional daily trips generated by each municipality per land use.

Trip generation numbers shown in Table I – 59 are based on the County's build-out analysis that was completed as part of Cross-Acceptance in 2004 (see Section 11.0 Build-Out). Neptune followed by Ocean and Long Branch are estimated to generate the most trips by 2025. Due to changes in local planning initiatives in Neptune Township, combined with a decrease in large scale commercial development related to current economic conditions, it is unlikely that Neptune will approach the estimated commercial daily trips as expressed in Table I – 59. A slowdown in anticipated development may have a similar effect on traffic generation numbers in other towns in the region as well, most likely those with largest amounts of commercially zoned land. The municipalities may want to consider implementing a Transportation Improvement District (TID). Installing a TID will aid the municipality in funding improvements needed to the transportation infrastructure by assigning a fair share contribution to anticipated development. The map and table that follows graphically represent the amount of anticipated traffic to be generated by each municipality within the CMR. (See Potential Additional Daily Traffic (2000-2025) Map I – 21.)

Table I – 59 Generated Daily Traffic For Each Municipality

Municipality	Conservation Recreation Daily Trips	Single Family Residential Daily Trips	Multi-family Residential Daily Trips	Commercia Daily Trips	Office Business Daily Trips	Research, Laboratory Warehouse Daily Trips	Industrial Daily Trips	Total Daily Trips
Allenhurst	0	0	41	0	0	0	0	41
Asbury Park	0	287	9,827	38,664	0	0	0	48,778
Avon-by-the-Sea	0	0	0	0	0	0	0	0
Belmar	0	19	0	27	0	0	0	46
Bradley Beach	0	0	0	183	0	0	2	185
Brielle	0	1,034	299	508	0	0	0	1,841
Deal	0	287	0	0	0	0	0	287
Eatontown	0	0	0	0	0	0	0	0
Fair Haven	0	612	0	13	0	0	0	625
Interlaken	0	38	0	0	0	0	0	38
Lake Como	0	0	0	13	0	0	10	23
Little Silver	0	545	176	1,980	0	0	0	2,701
Loch Arbour	0	0	0	26	3	0	0	29
Long Branch	0	2,421	6,329	22,044	0	0	2	30,796
Manasquan	0	746	879	2,298	0	0	0	3,923
Monmouth Beach	0	689	53	0	0	0	0	742
Neptune	0	13,034	7,313	146,040	7,757	0	5,130	179,274
Neptune City	0	287	510	2,374	0	0	17	3,188
Ocean	0	8,824	633	25,240	4,171	0	444	39,312
Oceanport	0	976	147	13	0	0	2	1,138
Red Bank	0	1,062	774	3,516	0	0	0	5,352
Rumson	62	402	0	7	0	0	0	471
Sea Bright	0	1,407	176	1,332	0	0	0	2,915
Sea Girt	0	0	0	6	0	0	0	6
Shrewsbury Borough	0	718	12	4,607	0	477	30	5,844
Shrewsbury Township	0	0	152	0	0	0	0	152
Spring Lake	0	440	0	0	0	0	0	440
Spring Lake Heights	0	775	0	9	0	0	0	784
Wall	0	0	0	0	0	0	0	0
West Long Branch	0	890	12	3,681	51	0	2	4,636
Coastal Monmouth Region	62	35,493	27,333	252,581	11,982	477	5,639	333,567

15.7 MAJOR PROJECTS AND STUDIES PLANNED

During the coming years, Monmouth County, in conjunction with State and regional partners, will be undertaking and continuing several major roadway projects in the CMR as part of the NJDOT's Capital Improvement Program. Also, several major study and development programs in the CMR will either be continued or undertaken and several bikeway and pedestrian improvement projects are planned. These transportation improvement projects were identified on the NJDOT FY 2007-2010 Statewide Transportation Program. As of 2010, a number of the projects have been completed. These are identified on Table I – 60 and Coastal Monmouth Region Planned Roadway and Pedestrian Improvements Map I - 22.

Table I – 60 Coastal Monmouth Region Planned Roadway and Pedestrian Improvements

No.	Roadway	Category	Description	Municipality
P-1	Ocean Avenue (CR 18)	Bicycle/Pedestrian	Study of streetscape improvements along beachfront roadway	Bradley Beach, Spring Lake Borough, Avon-by-the-Sea, Belmar Borough
P-2	Rumson Road (CR 520)	Bridge Preservation - Railroad Overhead	Study of possible improvements or rehabilitation of bridge over Shrewsbury River, CR 520	Rumson Borough, Sea Bright Borough
P-3	West Front Bridge (S-17)	Bridge Preservation	Replace existing with new bridge structure over Swimming River, CR 10	Red Bank Borough
P-4	Sunset Avenue (O-10)	Bridge Preservation	Rehabilitation or replacement of structure over Deal Lake.	Asbury Park City, Ocean Twp.
P-5	Route 35 Eatontown Borough Downtown Replacement	Hwy Operational Improvements	Redevelopment of roadway and business district between MP 30.30 - MP 30.80	Eatontown Borough
P-6	Route 35 Eatontown Borough Intersection Improvements	Hwy Operational Improvements	Investigate potential improvements within MP 29.60 - MP 30.30 of Route 35	Eatontown Borough
P-7	Route 35 Red Bank Northern Gateway Operational Improvements	Hwy Operational Improvements	Feasibility assessment of corridor link along Riverside Avenue between MP 33.79 - MP 34.20	Red Bank Borough
P-8	Route 35, Shrewsbury Borough Intersection Improvements	Hwy Operational Improvements	Reducing/slowing traffic & improving safety in the corridor located within MP 30.80 - 32.80	Eatontown Borough, Shrewsbury Borough
P-9	Route 71, Wyckoff Road (CR 547) Intersection and Sidewalk Improvements	Hwy Operational Improvements	Intersection improvements and sidewalk improvements at MP 15.62 - 15.84	Eatontown Borough
P-10	Long Branch Ferry Terminal	Ferries	Design and construction of ferry service from Long Branch to New York and other destinations	Long Branch City
P-11	Monmouth County Bridges W7, W8, W9	Bridge Preservation	Replacement of three existing bridges of Brielle Road over Glimmer Glass & Debbies Creek	Brielle Borough, Manasquan Borough
P-12	Park Ave Bridge	Bridge Preservation - NJ Transit	Replacement of bridge over the New Jersey Transit North Jersey Coast Line	Long Branch City
P-13	Route 35 & Route 36	Safety Improvements	Realign Route 35 with Route 36 to form 90 intersection with other modifications (Route 35: MP 29.00 - 29.65) (Route 36: MP 1.27 - 2.20)	Eatontown Borough
P-14	Route 35 Manasquan River Bridge Rehabilitation	Bridge Preservation - Rehabilitation	Rehabilitation of existing structure at MP 14.30 - 14.80	Brielle Borough
P-15	Route 36 Highlands Bridge over Shrewsbury River	Bridge Preservation - Rehabilitation	Replacement of existing structure at MP 11.50 - 11.75	Sea Bright Borough
P-16	Route 36 Long Branch Drainage Improvements	Roadway Preservation - Drainage	Improvements in the vicinity of Washington St, Sixth Ave, Florence Ave, MP 4.40 - 4.50	Long Branch City
P-17	Route 70 Manasquan River Bridge	Bridge Preservation - Rehabilitation	Replacement of bridge over Manasquan River at MP 58.45	Brielle Borough

Table I – 60 Coastal Monmouth Region Planned Roadway and Pedestrian Improvements

No.	Roadway	Category	Description	Municipality
P-18	Asbury, Bangs, Springwood, Sunset and Third Avenues	Safe Routes to School	Install 10 flashing school zone signs with radar sensor and digital speed display.	Asbury Park City
P-19	Route 71 & Higgins Avenue Improvements	Intersection Improvements	Speed Limit/Sidewalks improvements on either side of the roadway	Brielle Borough
P-20	Markham Place	Safe Routes to School	Construction of 0.38 miles of sidewalk from Prospect Ave to Branch Ave	Little Silver
P-21	Ocean Boulevard Bikeway Improvement	Multi-Use Path/Trail	Continuing stretch of bikeway from Chelsea Ave to North Bath Ave	City of Long Branch
P-22	West Sylvania Avenue - Pedestrian Corridor Improvements	Pedestrian Facility	Construction of new sidewalks, curbs, handicap ramps, pedestrian crossing striping and signage	Neptune City Borough
P-23	Pedestrian Access Improvements - Patterson Avenue	Safe Routes to School	Construction of sidewalks on both sides of Patterson Ave with better signage, striping and access.	Shrewsbury Borough
P-24	Divine Park, Potters Park, downtown, Borough Hall & Spring Lake Station	Pedestrian Facility	Spring Lake Pedestrian Safety - construction of new sidewalks, pathways and crosswalks	Spring Lake Borough
P-25	Richard Lane, Poplar Avenue, Linden Ave, Forest Ave, Community Drive	Safe Routes to School	Remove/Replace sidewalks and curbs and provide handicap access	West Long Branch Borough
P-26	Ocean Boulevard (CR 57) - Bikeway Improvement	Multi-Use Path/Trail	Proposed improvements will link and integrate city's redevelopment efforts	City of Long Branch
P-27	Main Avenue Streetscape Project	Streetscape	1,750 L.F. of construction of sidewalks, curbs, installation of fixtures, poles, landscaping and drainage improvements	Neptune City Borough
P-28	Asbury Park 2004 Bikeway System	Multi-Use Path/Trail	Local bike network proposed to take user through variety of neighborhoods located throughout the city	Asbury Park City
P-29	Capitol to Coast Bike Path	Multi-Use Path/Trail	From Edgar Felix Bike Path at Wall Township border to Atlantic Ocean in Manasquan	Wall Township, Manasquan Borough
P-30	Route 18 Bike Path	Multi-Use Path/Trail	Construction of bike path from existing bike path at Township Municipal Complex to Edgar Felix Bike Path	Wall Township
P-31	Bingham Avenue Bridge (S-31)	Bridge Preservation - Rehabilitation	Study of possible improvements, rehabilitation or replacement of CR 8A over Navesink River	Rumson Borough

Source: NJDOT FY 2007-10 Statewide Transportation Improvement Program; NJDOT FY 2007-2008 NJDOT Study and Development Program; NJDOT Bicycle Projects as of 2006.

15.8 STATE ROUTE CONGESTED CORRIDORS AND INTERSECTIONS

Within the CMR, there is a web of State routes which carry both commuter and seasonal traffic. Maintaining mobility and improving vehicular capacity of these routes is vital to the sustainability of economic growth in the CMR. The following tables and the Congested State Intersections and Corridors Map I – 23 identifies these areas within the CMR. These congested roads were identified on the 2002 NJDOT Congestion Buster Task Force Map.

Table I – 61 Congested State Intersections within the CMR

No.	Intersection	Municipality
C-1	Route 35 and County Route 13 (Bridge Avenue)	Red Bank
C-2	Route 35 and CR 10 (West Front Street)	Red Bank
C-3	Route 35 and CR 520 (Broad Street)	Red Bank/Shrewsbury
C-4	Route 35 and Route 71	Eatontown
C-5	Route 71 and CR 537 (Eatontown Road)	Eatontown
C-6	Route 35 and CR 547 (Wycoff Road)	Eatontown
C-7	Route 36 and CR 51 (Hope Road)	Eatontown *
C-8	Route 36 and Route 35	Eatontown *
C-9	Route 36 and Route 71	West Long Branch
C-10	Route 36 and CR 537 (Eatontown Blvd)	West Long Branch
C-11	Route 35 and West Park Avenue	Ocean
C-12	Route 35 and Deal Road	Ocean
C-13	Route 66 and CR 16 (Asbury Avenue)	Neptune/Ocean
C-14	Route 71 and CR 15 (Main Street)	Asbury Park
C-15	Route 71 and CR 16 (Asbury Avenue)	Asbury Park
C-16	Route 71 and Route 33	Neptune
C-17	Route 71 and CR 2 (Brinley Avenue)	Bradley Beach
C-18	Route 71 and Route 35	Brielle
C-19	Route 138 and Allenwood Road	Wall
C-20	Route 138 and New Bedford Road	Wall
C-21	Route 35 and Allaire Road	Wall
C-22	Route 35 and Ocean Road	Wall
C-23	Route 35 and Sea Girt Avenue	Wall *
C-24	Route 35 and Lakewood Road	Wall *

Source: 2002 NJDOT Congestion Buster Task Force Maps

Table I – 62 Congested State Corridors within the CMR

Corridor	Mileposts	Adjacent Intersections
Route 18	0.00-42.29	Route 138 in Wall, Monmouth County to Route 27 in New Brunswick, Middlesex County *
Route 35	12.93-43.11	Route 35S in Point Pleasant, Ocean County to Route 36 in Keyport, Monmouth County *
Route 36	0.00-5.78	CR 51 in Eatontown Borough, Monmouth County to Joline Avenue in Long Branch, Monmouth County
Route 66	0.00-3.62	Route 33 in Tinton Falls, Monmouth County to Route 35 in Ocean, Monmouth County *
Route 138	0.00-3.52	Route 34 in Wall, Monmouth County to Route 35 in Wall, Monmouth County

Source: 2002 NJDOT Congestion Buster Task Force Maps

* Traffic Problem Statements provided by Municipality

15.9 LOCAL TRANSPORTATION ISSUES IDENTIFIED

Many communities identified traffic congestion as a key area of concern, specifically during the summer months when commuting shore traffic is largely responsible for increased volumes along State and County roads. Some areas use cones and additional signage along local roadways to help alleviate the effects of the increased traffic and to increase pedestrian safety. Other areas reroute traffic to deal with excessive volumes. Either way, several towns have expressed interest in exploring traffic calming techniques to slow the prevailing speed of traffic and increase pedestrian safety. Overall, most municipalities have some concern regarding their existing transportation system. The following information was collected from each municipality within the CMR to address existing or potential pedestrian, transit and vehicular traffic concerns.⁵² Additionally, in response to a request by the County for additional information on traffic problem areas, traffic problem statements were received by a number of municipalities. These are included in Volume III – Appendix. Table I – 63 Transportation Issues identified by municipalities and Regional Collaborative and the Identified Transportation Issues Map I – 24 summarize transportation needs raised by CMR municipalities.

ALLENHURST

Allenhurst current infrastructure is operating at capacity, and traffic congestion becomes a concern during the summer months along ocean roads. In response to the congestion, the ocean block of Allenhurst becomes a one-way street to ease traffic within the Borough. Allenhurst is also located along the New Jersey Transit North Jersey Coast Rail Line and has considered the development of a Transit Village to supplement the existing train station.

ASBURY PARK

Asbury Park has major improvements planned to transit, pedestrian and roadway access within the CMR. The recently completed Asbury Park Transportation Improvement Study of the existing train station and connecting corridors identifies four categories of needs: (1) underutilization of the Transportation Center, (2) unmet transportation demand and service gaps, (3) pedestrian and bicycle facility needs and (4) traffic circulation and parking issues. Additionally, a parking deck has been planned and is funded by developers to address the need for adequate parking. Asbury Park is also seeking improvements in pedestrian accessibility in the Central Business District, specifically with the planned improvements to the James J. Howard Transportation Center (5-10 years), redeveloping Main Street, constructing a boardwalk to connect Asbury Park to Loch Arbour and increasing bike paths to alleviate vehicular traffic.

The major roadway improvements seek to revitalize the CBD and provide improved east/west links within city limits. The Main Street Redevelopment Plan calls for improved parking and pedestrian mobility, while the Waterfront Redevelopment Project includes the removing/improving of traffic signals and the re-striping of existing roadways to improve traffic flow.

Additionally, the NJDOT intends to open a study of two sections of highway due to an alarming number of accidents reported during 2005. According to the study, one of the most accident-prone sections of State highway was in Monmouth County on Route 35 between Asbury Avenue/Route 66 and the border of Eatontown, where 174 accidents were reported during 2005.² A study of these areas will be conducted, at which point safety improvements can be evaluated.

Transportation problem statements were provided by Asbury Park for:

- Route 71 (Main Street) Congestion
- Train Quiet Zone
- Route 35/Route 36/Asbury Avenue Circle

⁵² Information taken from municipal master plans, 2004 Cross Acceptance Report and CMR Questionnaires

² Asbury Park Transportation Improvement Study, Monmouth County Planning Board and STV Incorporated, September 2005

AVON-BY-THE-SEA

The majority of traffic congestion occurs during the summer season, May through September. There are no other major traffic issues to report.

BELMAR

Belmar is a designated Transit Village which is part of the adopted Seaport Redevelopment area. Belmar is trying to improve the existing facilities due to the seasonal increases in traffic volume and available parking.

The major traffic concerns within Belmar are congestion, specifically during the summer season, accidents and residential speeding. Other traffic issues link to implementing traffic calming techniques, mainly on Ocean Avenue, in order to improve pedestrian circulation and promote non-motorized transportation. Belmar has a fully developed infrastructure, with roadway improvements being completed on a per project basis.

Traffic problem statements were provided by Belmar for:

- Ocean Avenue in Belmar – safety, bicycle and pedestrian issues
- Main Street between 8th and 16th Avenues – pedestrian improvements
- 16th Avenue between Route 35 and Ocean Avenue (CR 18) – traffic calming

BRADLEY BEACH

The main transportation issue in Bradley Beach is completing the five-year road maintenance plan and NJ Transit improvements, which include the train station along the North Jersey Coast Line and bus services along Route 71. Traffic congestion exists within the Borough during the summer months, but measures are currently used, such as providing parking cones, to calm traffic and improve pedestrian safety. The Borough is seeking additional funding opportunities from the NJDOT to help in roadway improvements.

BRIELLE

Brielle does not currently have many major transportation concerns, with the primary traffic congestion existing on State and County routes only. However, Brielle was considering supplanting the existing highway-grade signage style with a village-style signage system. The Borough is also interested in the replacement of existing bridges located on Route 35 and Route 70 crossing the Manasquan River.

DEAL

Major traffic congestion and/or need for calming measures were not identified by Deal. Currently, Deal is working with the NJDOT to signalize the intersection of Phillips and Route 71, while also trying to implement a bicycle-only lane on Ocean Ave. to facilitate local pedestrian/bicycle accessibility and safety.

EATONTOWN

The Borough of Eatontown planning issues include development of the highway area and improving traffic circulation to relieve traffic congestion. The main improvements to the highway area include Route 35 and Route 36 highway corridors, Wyckoff Road Corridor and Route 18 North Corridor (no access to Garden State Parkway (GSP)). In 2001, the Borough of Eatontown received a grant to investigate flooding and traffic signalization synchronization along Highway 35 in Eatontown. Other improvements to Route 35 include: working with the NJDOT in planning connector roads at the Route 35 and Industrial Way to alleviate congestion, the Route 35 & Route 36 interchange redesign and the implementation of the Route 35 Master Plan. Other roadway improvements in the Borough include constructing noise barriers in local neighborhoods, heavy vehicle traffic exiting the GSP at Exit 105, State and County road congestion leading to queues on local roads (i.e. Route 18 and Hope Road). Additionally, an interchange permitting Route 18 NB to access the Garden State Parkway NB is desired.

Other traffic planning issues aim to install new synchronized traffic signals at Wyckoff and Broad Street, new traffic signal at Ind. West and Hope Road, a new Tinton Ave Railroad Bridge, the implementation of traffic calming measures and establishing an emergency traffic management plan.

Eatontown is also working to provide pedestrian mobility through additional bike paths, walkways and other natural resources, as well as installing sidewalks along Industrial Way and Wall Street for pedestrian safety. Also, overlay zones for Highway 35 are being adopted to provide pedestrian and bike mobility and town centers are promoting pedestrian accessibility. Eatontown also would like to see a light rail system installed which would connect to existing links in the Coastal Line.

The Township provided traffic problem statements for:

- Industrial Way & Route 35 intersection
- Hope Road & Industrial Way West
- South Street & Wyckoff Road intersection
- Wyckoff Road & Broad Street intersection
- Route 35/Route 36 Circle interchange
- Garden State Parkway/Route 18 connection

FAIR HAVEN

Fair Haven roadway safety issues currently outweigh traffic congestion as the major traffic concern within the Borough. Due to this, traffic calming techniques are of the utmost interest to Fair Haven. These measures will be used to improve pedestrian mobility downtown and within school zones, while also controlling the local streets to improve the 3rd Street Bike Corridor. Recently, the Borough received funds to construct bike paths and sidewalks connecting schools. Fair Haven plans streetscape improvements in the downtown area and in the vicinity of transit facilities and is seeking NJDOT funding. Transit improvements planned include expanded parking facilities and a limited expansion of bus service along River Road.

The key traffic/transit issues in Fair Haven include bike/pedestrian mobility, traffic calming on River Road and other local roads and traffic control for the bike corridor on 3rd Street. Through the use of traffic calming measures and smart highway signage, variable message signs, certain roadways can be controlled more efficiently. Currently, Fair Haven is planning to revitalize East River Road between Oak Place and Fair Haven Road and has plans to undertake West River Road within four years. Regionally, the most important corridors to Fair Haven are the Garden State Parkway, County Routes 520 & 537, and State Routes 36 and 9. Fair Haven is also seeking support to upgrade transit facilities and the implementation of smart growth technology.

INTERLAKEN

Interlaken has no traffic congestion problems but is interested in traffic calming measures and traffic signage to improve pedestrian safety. Interlaken worked with Ocean Township to make Wicapecko Drive “pedestrian friendly”. The Township has also identified the Grassmere Avenue as being used as a cut-through between Main Street and Route 35;

LAKE COMO

Lake Como is also without major traffic congestion concerns, but does wish to alleviate excessive speeding within the Borough. Lake Como is interested in acquiring specific traffic calming techniques and measures to combat these problems.

LITTLE SILVER

The key planning issues for Little Silver includes relief of traffic congestion caused by cut-through traffic and the need for signalization at specific unsignalized intersections. Specifically, traffic calming and congestion improvements are required at the following intersections: Rumson Road and Branch Avenue, White Road and Branch Avenue, and railroad crossings located on Branch and Sycamore Avenues. Also, Little Silver has identified the need to develop a new transit station for the North Jersey Coast Line at Branch Avenue.

Other vehicular transportation issues include existing traffic circulation within town limits, maintenance of safe pedestrian corridors within school zones and improvements to the Route 35 and Sycamore Avenue travel corridor.

LOCH ARBOUR

The key planning issues for Loch Arbour includes regional traffic impacts and the replacement and maintenance of infrastructure. Loch Arbour seeks the County's help with regional traffic and planning issues; local traffic problems exist on Ocean Avenue, Norwood Avenue and Route 71, as well as at the intersections of Main Street and Euclid, and Euclid and Norwood. During the summer season, additional signage is used as a traffic calming technique.

LONG BRANCH

Key planning issues revolve around improving existing roadways to accommodate present and future traffic volumes in the area. Long Branch is seeking improved transit accessibility through constructing a pier near the train station for ferry service.

MANASQUAN

Key planning issues for Manasquan include traffic and development along the Route 71 travel corridor; specifically relieving traffic congestion along Route 71 with vehicles seeking to avoid congestion through other areas. Regional traffic volumes result in queues and congestion on local roads. Manasquan also expressed interest in the use of traffic calming techniques (variable message signs) and redesigning highway corridors to reduce congestion and accidents on these highways and local roadways.

Manasquan is interested in upgrading the existing intersections of Lakewood and South Street and North Main Street and Atlantic. A new train station was recently completed on the North Jersey Coast Line. Bike and pedestrian improvements, specifically the Capitol-Coast Bike Trail, (Edgar Felix Bike Path) is planned for extension through Manasquan to the Atlantic Ocean.

MONMOUTH BEACH

Monmouth Beach has no mass transit service and would greatly benefit from a small scale feeder system with service to ferry, train and regional bus services. Traffic congestion and speeding on Route 36, specifically during summer months, and a need for better pedestrian facilities are key transportation issues for the Borough. Monmouth Beach has an annual Capital Improvement Plan aimed at addressing roadway improvements within the Borough.

Monmouth Beach provided traffic problem statements for:

- Ocean Avenue, Route 36

NEPTUNE TOWNSHIP

Neptune is considering implementing a Transit Village located near the Bradley Beach station within the next 5–10 years. They are conducting a traffic impact study to investigate the existing road and circulation system. The Township is coordinating with NJ Transit to provide jitney service from midtown to the shopping center and ocean front locations. Also, Neptune is seeking assistance from the NJDOT with the completion of widening of Route 33 east of Route 35.

The Township provided traffic problem statements for:

- Route 35 (milepost 21.77 to 22.25 – Seaview Circle to Boston Road)
- Route 66 – Municipal boundary on the west to Wayside road highway improvements
- Route 66 & Neptune Boulevard intersection
- Route 66 & Wayside Road Boulevard intersection
- Route 18
- Shuttle bus service between Neptune and Asbury Park Transportation Center
- Route 33 – Garden State Parkway interchange to Route 35
- Shark River Bikeway

NEPTUNE CITY

The City of Neptune's key traffic issue regards the accessibility of vehicles to traverse Route 35 and 3rd Avenue due to flooding during heavy rain falls. Main Avenue Streetscape project is planned and pedestrian corridor improvements along West Sylvania Avenue. The Township has also identified the Asbury Avenue Circle (Asbury Avenue / Route 66 / Route 35) as an area in need of mitigation.

OCEAN

The key planning issue within Ocean is existing traffic circulation and is preparing traffic studies to address problems. The Planning Board encourages limiting the number of driveways accessing Highway 35 and Norwood Avenue via cross-access easements.

OCEANPORT

Oceanport reports no concerns regarding traffic congestion and roadway improvements, and has a "pedestrian friendly" village center. Also, it is serviced by the North Jersey Coast Line during Monmouth Park racing season.

RED BANK

Red Bank is currently working on road and infrastructure improvements, but the key planning issue revolves around additional parking facilities and improved traffic circulation. Red Bank has participated in projects including a *Wayfinding Study*, *Transit-oriented Development Study* and *NJDOT Red Bank Circulation Study*.

Red Bank has implemented traffic calming measures on Leighton Avenue, which is used to avoid traffic on Shrewsbury Avenue. The Borough is interested in the possibility of creating a Transit Village near the train station and adding pedestrian walkway on Cooper's Bridge.

RUMSON

Rumson is primarily seeking improvements in transportation routes, relieving traffic congestion and implementing traffic calming measures. Currently, traffic congestion is a result of potential bridge closures detours (Sea Bright Bridge and Oceanic Bridge), summer shore and racetrack traffic and flooding resulting in limited roadway access. Rumson has identified improvements needed to the following travel corridors: Rumson Road (County Route 520), River Road (County Route 10), Ridge Road (County Route 34), Bingham Road, Oceanic Bridge and Ocean Ave (NJ State Route 36). Rumson requests assistance to develop an overall Emergency Traffic Management Plan.

The Borough provided traffic problem statements for:

- Bingham Avenue and Rumson Road (CR 520) Intersection

SEA BRIGHT

Sea Bright key planning issues include roadway usability, traffic control, pedestrian safety and the addition of bike paths to complement the sidewalks and paths located along the waterfront. Traffic calming measures and bus shelters along Ocean Avenue to improve pedestrian safety were identified.

SHREWSBURY BOROUGH

Shrewsbury Borough wishes to alleviate traffic congestion while increasing pedestrian access and safety. Traffic using local roads to bypass State and County roads was identified as a problem. Shrewsbury unsuccessfully requested that Shrewsbury Avenue be designated a north/south section of Route 35 to reduce congestion. The Borough currently directs traffic to Shrewsbury Avenue from Broad Street to make Broad Street a two-lane boulevard with bike paths and wider sidewalks. Bike paths and crosswalks on Broad Street were deemed unsafe without police assistance; therefore, a request to the NJDOT has been introduced to adjust signal cycle lengths to permit safe pedestrian crossing.

The Borough also has two main transit concerns. First, the Borough is concerned with the air pollution resulting from three at-grade crossings that the town cannot control. Secondly, concern exists around the NJ Transit proposal to introduce a freight line across heavily populated roadways.

Shrewsbury Borough provided traffic problem statements for:

- Broad Street & Sycamore Avenue intersection
- Sycamore Avenue (CR 13A)
- Broad Street & Patterson Avenue intersection
- Broad Street & White Road intersection

SHREWSBURY TOWNSHIP

Shrewsbury Township has some underground infrastructure that needs replacement, but is mainly seeking assistance from the NJDOT to fund potential roadway improvements.

SPRING LAKE

Spring Lake key planning issues include upgrading traffic controls, adding additional stop signs at intersections and reviewing speed limits and local street circulation. Spring Lake has installed new sidewalks from the train station to downtown and is researching the possibility of extending the boardwalk to increase pedestrian mobility within the town. The Borough has recently introduced a new program to replace traffic signs and street striping.

SPRING LAKE HEIGHTS

Spring Lake Heights is working on streetscape improvements to Route 71 and is seeking to make roadway improvements to the intersections of Allaire Road/Ludlow and Ocean/Route 71. To increase pedestrian mobility, the Borough added and replaced sidewalks along Route 71. Additional Improvements are needed along the Old Mill Road corridor.

The Borough provided traffic problem statements for:

- Allaire Road & Ludlow Avenue intersection
- Route 71 & Ocean Road intersection
- Old Mill Road

WALL TOWNSHIP

Wall is focused on improving all three aspects: transit, pedestrian and vehicular, of the existing transportation network. Additional transit stops and more local connections to transit access are being promoted, as well as are more convenient parking locations at transit hubs and increased development to gain transit stops.

Township ordinances have been used to encourage bike facilities, as well as the plan to develop Edgar Felix bike path extensions and the West Belmar Gateway Area Redevelopment Plan calling for more improved pedestrian access.

The major traffic congestion issues focus on State and County roads, such as Routes 34, 35, 71, 33/34, Atlantic Avenue, Belmar Boulevard and Allaire Road. Congestion has also been an issue at existing traffic circles within Wall Township. These problems are mostly a result of the shore-bound pass-thru traffic. Wall has recommended roadway improvements to the NJSH 33/34 Corridor between Collingsworth Circle and Howell border and the Route 34 corridor. The proposed West Belmar Gateway project includes road and streetscape improvements. The need for traffic calming measures and variable message signs on major routes has been identified as well.

Wall Township provided traffic problem statement for:

- Manasquan Circle (Route 35/Atlantic Avenue (CR 524)
- Route 35 & Sea Girt Avenue intersection

- Route 35 & Lakewood Road intersection
- Old Mill Road & 18th Avenue (CR 30) intersection
- Route 35 & Church Street intersection
- Route 35 & New Bedford Road intersection
- Route 35 & 17th Avenue intersection

WEST LONG BRANCH

The majority of traffic planning issues in West Long Branch focus on traffic calming, relieving traffic congestion and increasing pedestrian mobility. The Borough has implemented the use of crossing guards, rumble strips and sidewalks on Route 71 in the vicinity of Monmouth University and adding traffic signals and crossing guards to problematic intersections. Traffic congestion, both during the Monmouth Raceway season as well as resulting from the future redevelopment in Long Branch, is a major concern, and may require inter-municipal agreements to alleviate the problems.

Table I – 63 Transportation Issues Identified by Municipalities and Regional Collaborative

No.	ROADWAY	CATEGORY	MUNICIPALITY
I-1	Grassmere Avenue ("Cut Through" Road) Between Main Street (CR 15) & SR 35	Highway Operational Improvement	Interlaken
I-2	Industrial Way	Highway Operational Improvement	Eatontown *
I-3	Hope Road (CR 51) & Industrial Way West	Intersection Improvement	Eatontown *
I-4	South Street & Wycoff Road (CR 547) (under design)	Intersection Improvement	Eatontown *
I-5	Allaire Road (CR 524) & SR 35	Intersection Improvement	Wall Township
I-6	Allaire Road (CR 524) & Old Mill Road	Intersection Improvement	Spring Lake Heights
I-7	Allaire Road (CR 524) / Ludlow Road & SR 71	Intersection Improvement	Spring Lake Heights *
I-8	Ocean Avenue	Highway Operational Improvement	Spring Lake
I-9	Old Mill Road	Highway Operational Improvement	Spring Lake Heights *
I-10	Sea Girt Avenue & SR 35	Intersection Improvement	Wall *
I-11	Sea Girt Avenue (CR 49) & Broad Street (CR 20)	Intersection Improvement	Manasquan
I-12	White Road (Cut Through Road) Between Branch Road (CR 11) & SR 35	Highway Operational Improvement	Little Silver
I-13	Bingham Avenue (CR 8A) & Rumson Road (CR 520) (under construction)	Intersection Improvement	Rumson
I-14	Bingham Avenue (CR 8A) & River Road (CR 10)	Intersection Improvement	Rumson
I-15	Manasquan Circle (SR 35 / Atlantic Avenue (CR 524))	Highway Operational Improvement	Wall *
I-16	Asbury Avenue Circle (CR 16 / SR 66 / SR 35)	Highway Operational Improvement	Neptune Township Ocean Township
I-17	South Street (CR 20) & Lakewood Road	Intersection Improvement	Manasquan
I-18	Main St (CR 524) & Atlantic Avenue	Intersection Improvement	Manasquan
I-19	Rumson Rd (CR 520) & Branch Avenue (CR 11)	Intersection Improvement	Little Silver
I-20	Phillips Road & SR 71	Intersection Improvement	Deal
I-21	Replacement of Tinton Avenue Railroad Bridge	Bridge Preservation	Eatontown
I-22	River Road & Ridge Road Corridors	Congested County Corridor	Rumson
I-23	Newman Springs Road Corridor	Congested County Corridor	Multiple
I-24	Wycoff Road & Broad St (SR 71)	Intersection Improvement	Eatontown *
I-25	West Bangs Avenue (CR 17) & Wayside Road	Intersection Improvement	Neptune *
I-26	West Bangs Avenue (CR 17) & Green Grove Road	Intersection Improvement	Neptune *
I-27	Ocean Avenue (CR 18)	Highway Operational Improvement	Belmar *
I-28	16 th Avenue between SR 35 & Ocean Avenue (CR 18)	Highway Operational Improvement	Belmar *

I-29	Main Street (CR 30) between 8th Avenue & 16 th Avenue (CR 18)	Intersection Improvement	Belmar *
I-30	Old Mill Road & 18 th Avenue (CR 30)	Intersection Improvement	Wall *
I-31	Ocean Avenue (SR 36)	Highway Operational Improvement	Monmouth Beach *
I-32	Shark River Bikeway	Bike Facilities	Neptune Township *
I-33	Sycamore Avenue (CR 13A)	Highway Operational Improvement	Shrewsbury Borough *
I-34	Broad Street & Sycamore Avenue (CR 13A)	Intersection Improvement	Shrewsbury Borough *
I-35	Broad Street & Patterson Avenue	Intersection Improvement	Shrewsbury Borough *
I-36	Broad Street & White Road	Intersection Improvement	Shrewsbury Borough *
I-37	Wall Road	Traffic Calming	Spring Lake Heights *
I-38	SR 35 & Old Mill Road	Intersection Improvement	Wall Township *
I-39	SR 35 & Church Street	Intersection Improvement	Wall Township *
I-40	SR 35 & New Bedford Road	Intersection Improvement	Wall Township *
I-41	SR 35 & 17 th Street	Intersection Improvement	Wall Township *

* Traffic Problem Statements provided by Municipality

