



Volume III APPENDIX

Monmouth County Planning Board
Monmouth County, New Jersey

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COASTAL MONMOUTH PLAN – VOLUME III

APPENDIX

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1.0 PROJECT TIMELINE

COASTAL MONMOUTH PLAN - SUMMARY TIMELINE

- 2004/2005 – Monmouth County received Smart Futures Grant from NJOSG to perform Coastal Monmouth Plan.
- January 2006 – Notice for Request For Proposals published.
- May 2006 – Maser Consulting PA awarded contract.

Coastal Monmouth Plan Process - Task 1

- July 2006 – Project Start Up meeting.
- July 2006 and September 2006 – Letter sent to municipalities to designate representative for municipal action committee (MAC).
- October /November – Regional stakeholders were identified.
- November 20, 2006 – Regional Collaborative Meeting #1 was held at Brookdale Community College. Meeting included a discussion of plan goals and objectives, issues facing region, questionnaire being distributed to all municipalities and project schedule.

Coastal Monmouth Plan Process - Task 2

- December 7, 2006 – Coastal Monmouth webpage is launched.
- December 15, 2006 – Questionnaires are due at County.
- January –February 2007 – Regional Profile was prepared by Maser Consulting.
- March 15, 2007 – Regional Collaborative Meeting #2 was held at Brookdale Community College. Regional Profile presented at workshop. Issues of greatest concern discussed on five main topical issue including Environment/Open Space, Affordable Housing /Human Services, Economy/Tourism/Culture, Transportation and Regional/Intermunicipal Coordination.

Coastal Monmouth Plan Process - Task 3

- April – October 2007 – MAC/Municipal and Regional Stakeholder Meetings were held with all municipalities, regional stakeholders including housing, transportation, economy, environment, county and state agency representatives.
- November 19, 2007 – Regional Collaborative Meeting #3 was held at Brookdale Community College. Alternatives to address issues were discussed at the workshop.
- November – December 2007 – Transportation problem statements were received from municipalities.

Coastal Monmouth Plan Process - Task 4

- January – March 2008 – Maser develops draft Planning Implementation Agenda reflecting input from workshop and municipal and regional stakeholder meetings. Draft PIA was sent to all stakeholders for comment.
- March 31, 2008 – Regional Collaborative Meeting #4 was held at Brookdale Community College. Implementation strategies were discussed by the workshop attendees.
- April 2008 – Public meeting notices were sent out, webpage was updated and newsletter was distributed.
- April 30, 2008 – Public Meeting and Open House was held at the Monmouth County Eastern Branch Library.

Coastal Monmouth Plan Process - Task 5

- June – August 2008 – Outline of plan prepared by Maser and reviewed and approved by MCPB.
- August 2008 – January 2009 – Draft chapters of the Coastal Monmouth Plan were submitted to MCPB.
- April 2009 – Revised draft CMP – Version 2 were provided to MCPB to address comments.
- June 2009 – Revised draft CMP – Version 3 were provided to MCPB to address comments.
- July – September 2009 – Revised draft CMP Version 4 were provided to MCPB to address comments.
- October 19, 2009 – Complete plan, Regional Profile Volume 1, The Plan Volume 2, and Appendix Volume 3 – was distributed to all stakeholders and posted on webpage.
- November 10, 2009 – Regional Collaborative Meeting #5 was held at the Monmouth University Campus at McGill Commons. Presentation was made on Plan and comments were requested.
- November 16, 2009 – Monmouth County Planning Board received presentation on the draft Coastal Monmouth Plan.
- November 16, 2009 – Public Information Meeting and Open House #2 was held at the Brookdale Community College.

- December – March 2010 – Revised Draft Plan was prepared incorporating comments received from stakeholders and MCPB.
- May 25, 2010 – County Planning Board received Revised Draft Coastal Monmouth Plan for review.
- June 2, 2010 – Final Draft Plan is distributed to stakeholders.
- July 19, 2010 – County Planning Board hearing held to review Plan.
- August 16, 2010 – County Planning Board continues public hearing and unanimously adopts Coastal Monmouth Plan.

2.0 MUNICIPAL FACT SHEETS

Municipal Fact Sheets

Allenhurst

Allenhurst is located in the South Central CMR. The small residential resort community, encompassing 0.3 square miles, is characterized by its many 19th Century homes. As of the 2000 U.S. Census, the Borough was home to 718 persons; its median family income was \$109,180. Of the 370 housing units 55.7% were owner-occupied, 21.4% were renter-occupied and 23.0% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest limited (2%) residential population and household growth. There is no anticipated job growth for the given period. In keeping with the small-town resort character, the Borough operates a municipal Beach Club.



Vision

- Preservation of unique character as a historic and tranquil suburban community.

Top Planning Issues

- Loss of JCP&L created need for Redevelopment Plan.

Land Use

- Borough is fully-developed; predominately residential with commercial businesses along Main Street (Route 71).

Redevelopment/Revitalization

- Main Street Redevelopment Plan: mixed-use residential/retail service, park improvements (June 15, 2006).

Housing

- Predominately single-family with limited multi-family and apartment units over Main Street shops.

Conservation

- Completes seasonal dune construction.
- Maintains littering and hazardous materials ordinances.
- Adopted a Historic Preservation ordinance

Transportation

- NJ Transit train station and bus station.
- Addresses seasonal congestion by adjusting traffic patterns.

Economy

- No comment.

Infrastructure

- Infrastructure is at capacity.

Regional Planning

- Participates in the Deal Lake Commission.

Design Concepts

- No Comment

State Development and Redevelopment Plan

- No comment.

Asbury Park

Asbury Park is located in the South Central CMR. Asbury Park encompasses 1.5 square miles with 1.25 miles of boardwalk. As of the 2000 U.S. Census, the City was home to 16,930 persons; its median family income was \$26,370. Of the 7,744 housing units 17% were owner-occupied, 70.2% were renter-occupied and 12.8% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest relatively high population and total household growth of approximately 17%. There is a job growth of 16% anticipated for the given period. The City saw a severe decline beginning in the 1970s which continued until revitalization and redevelopment efforts were begun in the 1990s. Most recently, Asbury Park has undertaken major redevelopment projects along its beachfront and downtown areas including the building of new housing complexes, commercial and retail properties, as well as, the revitalization of historic landmarks like the Casino and Convention Hall.



Vision

- Implementation of planned redevelopment program.

Top Planning Issues

- Redevelopment of underutilized properties while maintaining housing for existing needs.
- Revitalizing the business district.
- Providing recreation and open space.
- Parking

Land Use

- The City is fully-developed and characteristically urban.

Redevelopment/Revitalization

- Seven redevelopment areas of which four have adopted redevelopment plans. Plans in process for other three areas.

Housing

- Currently updating Master Plan, including Housing Element.
- Received \$2.55 million (102 units) RCA transfer in October of 2004.

Conservation

- Environmental regulations which require review of adverse impacts on environmental elements.
- Maintains Environmental/Shade Tree Commission.
- Enhancement and reestablishment of dunes.

Transportation

- James J. Howard Transportation Center and rail station
- Asbury Park Transportation Study complete in 2006.
- Seeking to implement numerous roadway, signalization and intersection improvements.
- Planned linkages between CBD and waterfront.
- Consider expanded jitney services to activity areas.
- Currently weekend parking problems.

Economy

- Established Urban Enterprise Zone.

Infrastructure

- Waterfront Redevelopment Area will require almost complete replacement and rebuild of current infrastructure including sewer, various utility services and roadway improvements.
- Wastewater Treatment Plant will be able to meet needs of increased demand within the context of planned development.
- Wastewater Treatment Plant is set to receive upgrades to help address odor control issues.

Regional Planning

- Participates in Sunset, Deal and Wesley Lake Commissions.

Design Concepts

- Planned streetscape improvements in the Central Business District.
- Provides grants for façade improvements within the UEZ.
- Redevelopment of historic sites, according to established guidelines.
- Pursue gateway streetscape along Asbury Avenue.

State Development and Redevelopment Plan

- Received urban center designation in State Plan and CAFRA.
- SDRP Policy Map amendments requested:
 - PAC_AP1 proposes redesignation of PA-5 to a PA-1 with CES overlay in order to be consistent with other area beaches.
 - RED_AP1 proposes the inclusion of the Waterfront Redevelopment Area.
 - RED_AP2 proposes the inclusion of the Central Business District Redevelopment Area.

Avon-by-the-Sea

Avon-by-the-Sea is located in the South Central CMR along Sylvan Lake to the north and the Shark River Inlet to the south. The Borough is a predominately residential resort community. Many of its Victorian homes have been converted into small bed and breakfasts for seasonal and year-round use. The Borough is approximately 0.4 square miles and supports a small commercial area along its Main Street corridor. As of the 2000 U.S. Census, the Borough was home to 2,244 persons; its median family income was \$80,605. Of the 1,387 housing units 45.4% were owner-occupied, 29.8% were renter-occupied and 24.8% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest no additional residential population or commercial job growth. Avon-by-the-Sea's residential character makes its boardwalk and beaches a popular destination for day-trippers and vacationers seeking a quiet getaway.



Vision

- To maintain community stability with limited growth.

Top Planning Issues

- Limited growth opportunities; private redevelopment housing and mixed uses.
- Dredging and water quality
- Parking on Route 71.
- Meeting COAH obligation.

Land Use

- Borough is nearly fully-developed (92%).
- Land value and home values out pricing current residents.

Redevelopment/Revitalization

- Private redevelopment/revitalization on Main Street.

Housing

- Under court jurisdiction to meet COAH obligation.
- Two affordable housing projects approved and underway.
- Interested in affordable senior housing for current residents.

Conservation

- Participates in the US Army Corps of Engineers Beach Replenishment Program.
- Dredging of Sylvan Lake and Shark River planned.

Economy

- No comment.

Transportation

- Speeding on CR 18.
- Interested in regional jitney service.
- Downtown circulation study needed.
- Summer congestion issues.
- Identified needed improvements:
 - Signalize intersections with Main Street.
 - Add yield sign at Route 418.
 - Add Stop sign at CR 18 and 3rd Avenue.
- Emergency Management.

Infrastructure

- Maintains aging infrastructure to adequately accommodate current needs.
- School is under used.

Regional Planning

- Would promote Regional Dredging Plan for Sylvan Pond and Shark River.
- Shared services – mutual aid, public works equipment and recreation programs.
- Participates in the Mid-Coast Region Environmental Planning Council.
- Participates in the Shark River Environmental Roundtable.
- Participates in Sylvan Lake Commission.
- Interested in additional shared services such as road maintenance.

Design Concepts

- Completion of Main Street streetscape improvements.
- Implemented improvements along the Boardwalk.
- Interested in conceiving involuntary inter-municipal reviews.

State Development and Redevelopment Plan

- No comment.

Belmar

Belmar is located in the Southern CMR along the Shark River Inlet and the Atlantic Coast. Despite its relatively small size, 1 square mile, the Borough supports a lively and varied community supporting both unique year-round and seasonal populations. The downtown commercial district primarily serves the needs of the year-round community with various shops and restaurants, while the Ocean Avenue and boardwalk commercial area serves the summer population with various snack stands and other small shops. In addition to Belmar's beaches, its marina and riverfront parks provide valuable recreation and commercial resources. As of the 2000 U.S. Census, the Borough was home to 6,045 persons; its median family income was \$61,250. Of the 3,996 housing units 35 percent were owner-occupied, 38.7% were renter-occupied and 26.3% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest no significant growth in residential



population or commercial jobs. Recent actions by the Borough have focused on increasing the year-round character of the municipality by encouraging redevelopment efforts including the Seaport Redevelopment Plan and encouraging residential development of older commercial sites along Ocean Avenue.

Vision

- Continued redevelopment of Seaport and Transit Village.

Top Planning Issues

- Seaport Village Redevelopment.
- Transit Village implementation.
- Circulation improvements.
- Ocean Avenue redevelopment.

Land Use

- No vacant open space available for new development.

Redevelopment/Revitalization

- 2003 Seaport Village Redevelopment Plan.
- Designated Transit Village in 2003; implementation of Transit Village plan underway.
- Completion of Ocean Avenue redevelopment from commercial to residential.
- Development of Playhouse Theater as a cultural resource and entertainment anchor.
- Preparing Sustainable Development Plan.

Housing

- Filed petition with COAH in October 2006 for 3rd Round.

Conservation

- Various water-based pollution prevention efforts including dumping ordinances, specified non-wastewater dumping areas, and fish cleaning regulations.
- Maintains a recycling program.
- Initiated a "no smoking" ban on the beach.
- Utilizes natural vegetation for slope stabilization.
- Utilizes geese control tactics.

Transportation

- NJ Transit train station.
- Designated Transit Village.
- Belmar Marina may offer alternative downtown access – proposed water tram service.
- Additional traffic calming and pedestrian safety devices recommended.

Economy

- No comment

Infrastructure

- Will address issues on a project basis.
- Recent completion of \$3M improvement to reduce groundwater infiltration.
- Planned infrastructure improvements to the Seaport area.
- Need to replace pump station, estimated at \$1M.
- Address issues relating to flood prone areas.

Design Concepts

- Implemented traffic calming techniques.
- Additional need for pedestrian and bicycle connections around municipality.
- Seaport Village Plan Design Guide.
- Seeking to have telephone lines placed underground to improve streetscape.
- Ocean Avenue transportation and streetscape improvements.

State Development and Redevelopment Plan

- Commencing plan endorsement process to retain COAH certification.
- SDRP Policy Map amendment requested:
 - RED_BL1 proposes inclusion of the Seaport Village Redevelopment area.

Other

- Initiate application for general area-wide CAFRA permit.

Bradley Beach

Bradley Beach is located in the South Central CMR. Much like the neighboring communities Bradley Beach was a popular late 19th century resort community. It has continued to maintain its seasonal character while also becoming an established year-round community in the latter half of the 20th century. The Borough measures 0.6 square miles and supports a Main Street area with shops, restaurants and a train station. As of the 2000 U.S. Census, the Borough was home to 4,793 persons; its median family income was \$49,688. Of the 3,132 housing units 30.9 % were owner-occupied, 42.5% were renter-occupied and 26.7% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest no significant growth in residential population or jobs. The year-round population is estimated to increase six-fold during the summer months to nearly 30,000.



Vision

- Maintain present town character while revitalizing Main Street.

Top Planning Issues

- Encourage private revitalization.
- Maintain present property values.
- Provide adequate parking.
- Address beach replenishment coupled with beach recreation area access.

Land Use

- The Borough is fully-developed.

Redevelopment/Revitalization

- Revitalization of Main Street.

Housing

- Received RCA transfer from Wall Township.

Conservation

- Maintains recycling program.
- Completes lakefront and beachfront cleanups.

Transportation

- Encourage sustainable development through dual fuel vehicles, downsizing, solar panels on buildings, organic pest control, etc.
- NJ Transit train station.
- NJ Transit bus service along Route 71 corridor.
- Places cones for pedestrian safety in summer months.
- Consider expanding regional jitney service.
- Promote link between beach and train station.

Economy

- Magnet of train station, economic growth with Main Street streetscape.

Infrastructure

- Adequate water and sewer capacity.
- Continued completion of multi-stage road maintenance plan.

Regional Planning

- Participates with adjoining towns on issues regarding Fletcher and Sylvan Lakes.
- Work with coastal towns to address NJDEP beach replenishment.
- Need to develop general maintenance standards.

Design Concepts

- Installed boardwalk and streetscape improvements.

State Development and Redevelopment Plan

- No comment.

Brielle

Brielle is located in the Southern CMR along the northern banks of the Manasquan River. Brielle has approximately 4 miles of water frontage along the Manasquan and its various tributaries; in total the Borough measures 1.65 square miles. Though predominately residential, Brielle has a commercial district along Higgins and Union Avenues. There are also several riverfront marinas and restaurants with boat slips. As of the 2000 U.S. Census, the Borough was home to 4,893 persons; its median family income was \$82,867. Of the 2,123 housing units 76.2% were owner-occupied, 15.1% were renter-occupied and 8.7% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest a 6% growth in residential population and households. The forecast also suggested a low anticipated job growth rate of less than 1%. The Borough also includes the 8-acre Nienstedt Island often referred to as "Treasure Island". Local lore holds that the island was dubbed such by Robert Lewis Stevenson while he was vacationing in Brielle.



Vision

- Maintain stable and limited growth.

Top Planning Issues

- Loss of marina and associated uses along Manasquan River.
- Utilizes infill development where possible.
- No open frontage along the Manasquan River.

Land Use

- The Borough is nearly fully-developed.
- Focus on redevelopment and unification of commercial districts along Route 71 and Higgins Avenue.

Redevelopment/Revitalization

- Trend of subdividing lots into non-conforming lots.
- Revitalizing the business district.

Housing

- No comment.

Conservation

- Maintains zoning ordinances addressing tree save, steep slope and on-site grading issues.
- Two municipal public parks.

Transportation

- Construction of new Route 35 Bridge.
- Higgins Avenue transportation improvements.
- Congestion "hot spots" on Routes 35 and 71, Old Bridge Road and Riverview Drive.

Economy

- No comment

Infrastructure

- Infrastructure capacity is not an issue.

Regional Planning

- Participates in the Manasquan Watershed Planning Group.

Design Concepts

- Planned streetscape improvements.
- Inclusion of "Seashore Colonial" design theme.

State Development and Redevelopment Plan

- Considering Municipal Plan Endorsement.

Deal

Deal is located in the North Central CMR. Originally developed as a planned residential seaside resort community; Deal has retained its character for over 100 years. The Borough measures 1.2 square miles in total land area and maintains a mix of traditional seaside estates and new upscale homes. There is a limited commercial area along Norwood Avenue which hosts several specialty shops. As of the 2000 U.S. Census, the Borough was home to 1,070 persons; its median family income was \$65,313. Of the 953 housing units 30.8% were owner-occupied, 14.7% were renter-occupied and 54.5% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest a 5.5% growth in residential population and households. The forecast also suggested no anticipated job growth for the given period. The Borough is also home to a private beach club for its residents and property owners. It is estimated that the population increases five-fold in the summer months.



Vision

- Maintain present character.

Top Planning Issues

- Maintain present residential character.
- Accommodate dramatic seasonal changes in population.

Land Use

- The Borough is fully-developed.

Redevelopment/Revitalization

- Not needed.

Housing

- No comment.

Conservation

- Working with the US Army Corps of Engineers Beach Replenishment Program.
- Works with FEMA regarding flooding issues.
- Maintains impervious coverage limits to reduce runoff.
- Maintains a recycling program.

Transportation

- Working to get a traffic signal at the Route 71 and Phillips Avenue intersection.
- Bike only lane along Ocean Avenue.

Economy

- No comment.

Infrastructure

- Adequate water and sewer capacity for current and future demand.
- Upgrading sanitary sewer lines to reduce infiltration.
- Completed upgrade on municipal pumping station.

Regional Planning

- Participates in the Deal Lake Commission.
- Participates in County Transportation Council.

Design Concepts

- Developing standards for building heights and setbacks.

State Development and Redevelopment Plan

- SDRP Policy Map amendment requested:
 - CES_D1 proposes new CES designation to include all flood prone areas and wetlands along Poplar Brook.

Eatontown

Eatontown is located in the North Central CMR. Many of the Region's major roadways pass through Eatontown which has helped to create a fairly large commercial and retail corridor within the Borough. The Borough encompasses 5.86 square miles. Its commercial and retail corridors, which are predominately situated along Highways 35 and 36, and include Monmouth Mall, have become a regional destination. As of the 2000 U.S. Census, the Borough was home to 14,008 persons; its median family income was \$69,397. Of the 6,341 housing units 44.8% were owner-occupied, 46.3% were renter-occupied and 8.8% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population and households for 2025 suggest low population and total household growth of approximately 3 percent. According to an employment forecast completed by Eatontown, jobs are expected to grow nearly 13.5% in the same time period. The Borough is also home to a portion of the Fort Monmouth Army Base, which is scheduled to be completely decommissioned by 2011. In April 2006, the Fort Monmouth Revitalization Planning Authority was established by the State to manage reuse after the base's closure.



Vision

- Fort Monmouth reuse plan; implementing Historic District Redevelopment Plan; implications of potential MOM rail line will guide future development.

Top Planning Issues

- Fort Monmouth reuse.
- Eatontown Historic District.
- Expanded open space opportunities.
- Remediation of major traffic problems.
- Addressing COAH obligation.

Land Use

- The Borough is nearly fully-developed; Fort Monmouth redevelopment creates new land use planning program.

Redevelopment/Revitalization

- Received Smart Growth grant to redevelop downtown area.
- Fort Monmouth Redevelopment.

Housing

- Pursuing greenways plan to link open space.
- Placed under court jurisdiction in December 2005.
- Committed funds for housing unit rehabilitation.

Conservation

- Applied for Green Acres funding.
- Maintains several municipal parks.
- Environmental Commission monitors water quality and addresses pollution issues.
- Maintains a recycling program.
- Adopted a tree clearing ordinance.

Transportation

- Received DOT funds to install traffic signal, ease flooding problems and synchronize traffic signals along Highway 35.
- Major circulation and congestion issues along main thoroughfares and corridors.
- Address accident issues.
- Traffic calming needed: Route 18 dumps traffic into Eatontown; Traffic from Routes 35 and 36.
- No emergency traffic management plan.
- Study direct connection from Route 18 onto GSP northbound.

Economy

- Massive economic impact by loss of Fort Monmouth; need to retain and restructure economy.

Infrastructure

- Fort Monmouth needs new water and sewer infrastructure to accommodate redevelopment.
- Consider Transportation Development District for industrial area.

Regional Planning

- Participates in Fort Monmouth Economic Revitalization Planning Authority.

Design Concepts

- Proposes light rail link to connect to existing transit.
- Installation of new sidewalks to help increase pedestrian access to parks.

State Development and Redevelopment Plan

- No comment.

Fair Haven

Fair Haven is located in the Northern CMR along the southern shores of the Navesink River. Fair Haven first became a popular stop along the New York-Red Bank steamboat run during the mid-19th century and has been a steadily growing and well-developed community ever since. The Borough encompasses 1.55 square miles and supports a small commercial area along River Road. As of the 2000 U.S. Census, the Borough was home to 5,937 persons; its median family income was \$109,760. Of the 2,037 housing units 91.8% were owner-occupied, 6.3% were renter-occupied and 1.9% were vacant or seasonal purposes. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest low population and total household growth of approximately 2.6 percent. There is no anticipated job growth in the same time period. The original settlement occurred along what is now Fair Haven Road in the "Old Village".



Vision

- Revitalization of the River Road downtown area.

Top Planning Issues

- Affordability for full lifecycle.
- Tax and cost of living increases reduce Borough's diversity.
- Revitalization of Main Street downtown.

Land Use

- The Borough is nearly fully-developed.

Redevelopment/Revitalization

- Seeking to provide viable downtown district through Vision Plan.

Housing

- Seeking to utilize County rehabilitation funds to meet obligation.

Conservation

- Natural Resources Inventory completed.
- Need for improved River access.
- Fair Haven Fields is unique environmental area.
- "Old Village" Historic District.

Transportation

- Implementation of Pedestrian Master Plan.
- Bike corridor along 3rd Street; Borough promoting bike facilities.
- Implement traffic calming on River Road with County assistance.
- Traffic speeding on River Road.
- Expand bus service expansion along River Road.
- Develop jitney system along peninsula.

Economy

- Retain commercial uses.
- Improve commercial tax base.

Infrastructure

- Adequate sewer capacity for current and future demand.
- Need to address low water pressure in areas serviced by Red Bank water system.

Regional Planning

- Has shared services with Rumson and Red Bank; looking to more shared services with Little Silver
 - Shares Regional High School with Rumson.
- Pursue regional approach to Pond Maintenance with County.

Design Concepts

- Undertaking visioning plan for Main Street.
- Received grant to install new sidewalks and bike path along the street connecting the Borough's two schools.
- Need for smart highway signage.
- Interested in utilizing traffic calming techniques.

State Development and Redevelopment Plan

- SDRP Policy Map amendment requested:
 - CES_FH1-FH3 propose contiguous wetlands along stream corridor.

Interlaken

Interlaken is located in the South Central CMR. Partially situated on a small peninsula, Interlaken is aptly named for its unique geographical location along the shores of Deal Lake. The Borough encompasses a total land area of 0.38 square miles. As of the 2000 U.S. Census, the Borough was home to 900 persons; its median family income was \$104,618. Of the 397 housing units 92.9% were owner-occupied, 4.3% were renter-occupied and 2.8% were vacant or seasonal purposes. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest no significant population or job growth in the given period. There is no expected job growth in the same time period. The Borough was initially designed and developed a residential community in the 1920s; to this day it remains completely residential.



Vision

- Seeking to retain current character of the Borough.

Top Planning Issues

- Maintaining residential neighborhoods.
- Public access to the beachfront.
- Renovation/relocation of Municipal Building.

Land Use

- The Borough is nearly fully-developed.
- The Borough is completely single-family residential, with the exception of publicly held lands.

Redevelopment/Revitalization

- No comment.

Housing

- No comment.

Conservation

- Maintains conservation easements to preserve stream corridors.
- Established arboretum along the lakefront.
- Maintains recycling program.

Transportation

- No comment.

Economy

- No comment.

Infrastructure

- No comment.

Regional Planning

- Participates in the Deal Lake Commission.
- Shares municipal services with Allenhurst and Loch Arbour.

Design Concepts

- No comment.

State Development and Redevelopment Plan

- No comment.

Lake Como

Lake Como is located in the Southern CMR. Lake Como is relatively small, 0.2 square miles, interior resort community characterized by its large stock of seasonal homes and bungalows. The Borough is separated from the Ocean by only a small portion of Belmar. As of the 2000 U.S. Census, the Borough was home to 1,806 persons; its median family income was \$56,538. Of the 1,107 housing units 44.9% were owner-occupied, 29.5% were renter-occupied and 25.6% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest that the Borough will experience no significant growth over the given time period. Lake Como was officially named South Belmar until the passage of successful referendum to change its name in 2005.



Vision

- Improving Main Street with mixed use development and improvement of quality of housing stock in keeping with character of a shore community.

Top Planning Issues

- Main Street revitalization.
- Lake Como – environmental and recreation improvements.

Land Use

- The Borough is fully-developed; looking at upgrading existing housing stock and commercial area.

Redevelopment/Revitalization

- Approved Main Street Redevelopment Plan – 2007.

Housing

- Looking to be a RCA recipient to use for housing unit rehabilitation.
- Needs to address COAH obligation.

Conservation

- Considers establishing a Lake Como Commission.
- CES have been determined along stream corridors and lakefronts.
- Received NJDEP grant to conduct a Natural Resource Inventory.

Transportation

- Speeding issues in residential areas; traffic calming needed.
- Installing pedestrian path and residential improvements around Lake Como.

Economy

- Encourage mixed use development; expand diversity of uses.

Infrastructure

- Adequate water and sewer capacity for current demand.
- Five-year Capital Improvement Plan to address maintenance and rehabilitation of infrastructure.

Regional Planning

- Interlocal agreement with Spring Lake to address issues affecting Lake Como.
- Shared services study underway.

Design Concepts

- Main Street streetscape planned.
- Traffic calming needed in residential areas.

State Development and Redevelopment Plan

- No comment.

Little Silver

Little Silver is located in the Northern CMR, along the southwestern extent of the Shrewsbury River. Historically, Little Silver was a farming and fishing community; however, recent decades have seen it grow into a predominately residential community. The Borough measures roughly 2.8 squares miles in total land area. As of the 2000 U.S. Census, the Borough was home to 6,170 persons; its median family income was \$104,033. Of the 2,288 housing units 94.1% were owner-occupied, 3.5% were renter-occupied and 2.4% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest relatively low population and total household growth of about 3 percent. There is limited job growth of 2.1% anticipated for the given period. Little Silver has a small commercial downtown area along Prospect Avenue which supports a small-town feel with its various cafes, restaurants, shops and town library. The Little Silver train station located on Sycamore Avenue was designed by the famous 19th century American architect Henry Hobson Richardson.



Vision

- Future development to follow current patterns, with limited growth and maintaining small town character.

Top Planning Issues

- Complying with COAH requirements
- Traffic circulation through town.
- Increase recreational facilities

Land Use

- Borough is currently 98% built-out.

Redevelopment/Revitalization

- Opportunities for future redevelopment north of Little Silver train station.

Housing

- Borough rezoned areas to comply with COAH.
- Age restricted community planned near train station – Carriage House.

Conservation

- River dredging regional issue for Two Rivers area.
- Actively acquiring open space and recreational lands.
- Stream Corridor Protection Plan to buffer wetlands and protect steep slopes.
- Environmental Resource Inventory being updated.
- Maintains a recycling program.
- Conducts monthly water testing.

Transportation

- Train station has undergone rehabilitation and site improvements.
- Cut through traffic problem on White Road and Branch Road.
- Need for signalization of existing unsignalized intersections.

Economy

- Goal to provide highest level of services to residents of Borough.

Infrastructure

- Full public sewer and water service is adequate to meet current and future demand.

Regional Planning

- Concern over impact of regional development on Borough.
- Feels need to retain and regionalize Fort Monmouth Emergency Services.
- Retain Fort Monmouth open space as regional amenity.
- Participates in the Two Rivers Mayors Council.

- Interlocal cooperation between environmental commissions.
- Looking towards increasing regionalization of some municipal services with adjoining communities.

Design Concepts

- Downtown streetscapes project funded through NJDOT and the Borough.

State Development and Redevelopment Plan

- No comment.

Loch Arbour

Loch Arbour is located in the South Central CMR. The Village is roughly two blocks long and five blocks wide and accounts for a total of 0.1 square miles. Loch Arbour was initially designed as an adjacent resort to Asbury Park. The town has remained residential in character with a small commercial area. As of the 2000 U.S. Census, the Village was home to 280 persons; its median family income was \$74,250. Of the 156 housing units 57.1% were owner-occupied, 19.9% were renter-occupied and 23.1% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest that there is no anticipated growth in the given period of time. Loch Arbour is the only municipality in New Jersey that still utilizes the Village form of government.



Vision

- Seeking to maintain existing small-town character, but is impacted by regional development and redevelopment in Asbury Park.

Top Planning Issues

- Regional traffic impacts.
- Overdevelopment of residential lots
- Replacement and maintenance of infrastructure.
- Replacement of Deal Lake retaining wall.

Land Use

- Village is nearly fully-developed.

Redevelopment/Revitalization

- Completed by private property owners.
- Applies to Monmouth County's Community Development Program for various project grants.

Housing

- Village's housing stock is predominately single-family residential.

Conservation

- Participates in the Deal Lake Commission.
- Rezoned beachfront to protect open space and reduce residential development.
- Maintains a recycling program.

Transportation

- Increased pedestrian crossings signage in summer months.
- Affected by regional traffic congestion issues along Ocean/Norwood Avenues and Route 71.

Economy

- No comment.

Infrastructure

- Fully served by public sewer and water.
- Adequate capacity for current and future needs.

Regional Planning

- Interlocal agreements to share services like police and fire.

Design Concepts

- No comment.

State Development and Redevelopment Plan

- No comment.

Long Branch

Long Branch is located in the North Central CMR. Long Branch is a diverse City both demographically and geographically. The City is predominately suburban in character with some higher-density more urbanized areas; it encompasses a total of 5.10 square miles. Several large estates remain in the southern portion of the City as a testament to its history as a summer resort community. The City has been a vacation spot for seven United States' Presidents. As of the 2000 U.S. Census, the City was home to 31,340 persons; its median family income was \$42,825. Of the 13,983 housing units 38.2% were owner-occupied, 51.8% were renter-occupied and 9.9% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest a moderate population and total household growth of 8.1 percent. The anticipated job growth rate is 4.2% for the given period. Recent development and redevelopment efforts have been centered along the oceanfront area including the continued development and expansion of Pier Village.



Vision

- Limited growth and incorporation of revitalization and redevelopment projects.

Top Planning Issues

- Redevelopment of oceanfront area.
- Redevelopment of downtown commercial corridor.
- Creation of additional public areas/recreation and open space.

Land Use

- Developed urban area undergoing redevelopment/revitalization.
- Working with NJ Transit on "Transit Village".

Redevelopment/Revitalization

- Broadway Redevelopment Plan -Planned redevelopment of the commercial center located about two blocks from beachfront.
- Oceanfront-Broadway Redevelopment Plan – 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)

Housing

- Received approval for incoming RCA transfers in 2005 and 2006.
- Currently 500 affordable housing units approved.

Conservation

- NJDEP granted Long Branch permit CAFRA rule limiting "green" standards.
- Maintains City environmental protection ordinances.
- Maintains recycling program.
- Prohibits smoking on beaches except within designated areas.

Transportation

- Proposed intermodal transit hub connections to pier, railroad and bus services.
- Pier is being built near train station to provide ferry service.
- Congestion problems – Route 36 needs to expand to 4 lanes, address flood areas.
- Rail station needs major upgrade; rail station key component of City's plan – "Gateway to the Shore".
- Seasonal parking problems.
- Need for smart highway signs.
- Need for overall Traffic Management Plan
- City has Emergency Management Plan.

Economy

- Major influx of transient extended family units which are major users of city services and minor contributors to City's overall economy and quality of life.

Infrastructure

- Adequate sewer and water capacity to meet current and future needs.
- City coordinates with school board and its master plan.

Regional Planning

- Recommends coordinated regional approach with NJDEP for Beach Access and Maintenance.
- City cooperates with adjacent communities.

Design Concepts

- Extensive Design Guidelines for Redevelopment of City.

State Development and Redevelopment Plan

- Designated Regional Center.
- SDRP Policy Map amendment requested:
 - RED_LB1 proposes inclusion of the Waterfront Redevelopment area.

Manasquan

Manasquan is located in the Southern CMR and makes up the southernmost extent of the County's Atlantic coast. The Borough is also located along the northern banks of the Manasquan River and Inlet. Manasquan is approximately 1.4 square miles and has one mile of beachfront. Manasquan is a distinctly year-round residential community with a high level of seasonal rental homes and bungalows. As of the 2000 U.S. Census, the Borough was home to 6,310 persons; its median family income was \$73,670. Of the 3,531 housing units 52.3% were owner-occupied, 21.3% were renter-occupied and 26.4% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest moderate population and total household growth of approximately 6.8 percent. There is only a limited job growth of 2.2% anticipated for the given period. In addition to its beach and riverside recreational activities and marinas, Manasquan also has a downtown commercial area with several restaurants, specialty shops and services to support seasonal and year-round communities. The Borough is also home to the Algonquin Arts organization and theater which provides various arts programming within the community.



Vision

- Borough is fully-developed and expecting continued pattern of revitalization along the beach area and business districts.

Top Planning Issues

- Addressing parking and traffic congestion.
- Office/residential properties along Route 71 corridor.
- Addressing issue of large homes in undersized lots.

Land Use

- Increasing change from seasonal to year-round housing.

Redevelopment/Revitalization

- On-going revitalization efforts in downtown.

Housing

- Received final certification in December 2004 under COAH's 2nd Round Obligation.

Conservation

- Has Natural Resources Inventory (1996).
- Maintains recycling program.
- Completes regular beach cleanups.
- Maintains active Shade Tree Commission and has a tree-save ordinance.
- Maintains an open space tax.
- Helped protect Fisherman's Cove from development and aided in its conversion into park space.

Transportation

- NJ Transit train station has been rebuilt.
- Bus service is available along Route 71.
- Issues relating to congestion and cut-through traffic and accidents.
- Need for smart highway signage.

Economy

- Long-term issue regarding ability of downtown shops to compete with regional highway shopping centers.

Infrastructure

- Aging infrastructure.
- Water plant in need of modernization; plans to be developed in 2007.
- Adequate sewer and water capacity to meet current and future needs.

- Elementary school is in process of being expanded to accommodate recent growth.

Regional Planning

- Interested in shared services feasibility study with Brielle and Belmar.
- Participates in Manasquan River Watershed Committee.
- Participates in Monmouth County Transportation Council.

Design Concepts

- Downtown Plaza redesign currently underway to provide additional parking and green space.

State Development and Redevelopment Plan

- Considering entering the Plan Endorsement Process.
- Currently designated as a Town Center.

Monmouth Beach

Monmouth Beach is located in the Northern CMR. The Borough supports a unique coastal environment as it makes up the southernmost portion of the Sandy Hook Peninsula and barrier beach; it encompasses approximately 1.1 square miles. In addition to its beachfront area, Monmouth Beach also has an extensive riverfront along the Shrewsbury with harbor facilities. As of the 2000 U.S. Census, the Borough was home to 3,595 persons; its median family income was \$93,401. Of the 1,969 housing units 68% were owner-occupied, 15% were renter-occupied and 17.1% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest relatively low population and total household growth of approximately 4 percent. There is no anticipated job growth for the given period. Initially settled as a resort community, Monmouth Beach has developed into a well established year-round residential community.



Vision

- Preserve the small town feel; growth will remain fairly stable in the foreseeable future.

Top Planning Issues

- Protection of coast through seawall repair and beach replenishment projects.
- Review master plan and zoning to control overdevelopment.
- Meet COAH requirements.

Land Use

- Limited open space available for substantial new development.
- Portion of town is classified as a barrier island, would like pursue coastal town planning area designation (2004 Cross Acceptance Report)

Redevelopment/Revitalization

- Major renovation (\$2.9M) of bathing pavilion; urgent need to repair of seawall.

Housing

- Filed in May 2006 under the Council on Affordable Housing's 3rd Round Obligation.
- Placed under court jurisdiction.

Conservation

- Participates in the Clean Communities Program.
- Protects wetlands, stream corridors and flood plains as designated conservation lands in the Master Plan.
- Mitigates beach erosion through dune grass plantation and replenishment.
- Restoring island in Shrewsbury River.
- Maximum lot coverage reduced to protect environment and town character.

Transportation

- Congestion /increase in summer traffic.
- Need for traffic calming measures.
- Need for smart highway signage.
- Speeding on Route 36.
- Pedestrian traffic and issue.
- Mass transit is not available. Small scale feeder transit service to ferry, train and regional bus services needed.

Economy

- Beach replenishment important to maintain income from bathing pavilion.
- Goal is to create a diverse mix of businesses and community events.

Infrastructure

- Focused on improving roadways, drainage and flood control.

Regional Planning

- Participates in the Two Rivers Mayors Commission.
- Participates in regionalized planning relating to environmental health, sanitary sewage and transportation issues.

Design Concepts

- Town square type development should be studied.

State Development and Redevelopment Plan

- No comment.

Neptune

Neptune is located in the South Central CMR. Neptune is one of the most diverse municipalities in the Region as it the only one that extends from east to west across the region and encompasses 8 square miles. The unique seaside resort section, Ocean Grove, is famous for its Victorian homes and is listed on the National Register of Historic Places. As of the 2000 U.S. Census, the Borough was home to 27,690 persons; its median family income was \$57,735. Of the 12,217 housing units 58.5% were owner-occupied, 30.8% were renter-occupied and 10.7% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest relatively high population and total household growth of approximately 17 percent. Jobs are expected to grow nearly 33 percent in the same time period. In addition to its oceanfront area, the Township offers other recreational activities as it is home to Shark River Park and Shark River Golf Course which are both administered by the Monmouth County Park System.



Vision

- Seeking an “improved quality of life and economic opportunity for Neptune’s residents and businesses.”

Top Planning Issues

- Revitalization.
- Environmental protection with emphasis on water quality management.
- Economic Development.

Land Use

- No comment.

Redevelopment/Revitalization

- Established a Strategic Revitalization Plan.
- Seeking to revitalize the Midtown area, the Route 33, and 35 highway corridors, West Lake Avenue corridor and the Shark River waterfront.

Housing

- Filed in December 2005 under the Council on Affordable Housing’s 3rd Round Obligation.
- Constructing new affordable housing with various local groups.
- Established “paint program” that provides paint to residents to improve exteriors of their houses.
- Received HOPE funding and approval for tax credit financing for recently approved senior housing complex

Conservation

- Adopted ordinance requiring an Environmental Impact Statement for all development applications.
- Received funding for stormwater management purposes for Lake Alberta.
- Seeking to improve water quality for Wesley Lake and Fletcher Lake.
- Adopted a Tree Removal Ordinance that requires monetary or in-kind payment.
- Supports its active Environmental Commission.

Transportation

- Seeking Transit Village designation near Bradley Beach train station.

Economy

- Seeks revitalization of various areas in order to increase economic opportunity.

Infrastructure

- Emphasized investment in infrastructure rehabilitation.
- Completed project to reduce groundwater infiltration.

Regional Planning

- Received a grant with Asbury Park to create a revitalization plan for the West Lake Avenue and Springwood Avenue corridor.

Design Concepts

- Continued use of historical architectural design guidelines in Ocean Grove.
- Adopted façade guidelines for commercial properties.
- Developed streetscape standards for future revitalization and development purposes.

State Development and Redevelopment Plan

- No comment.

Neptune City

Neptune City is located in the South Central CMR on the northern shores of the Shark River. The Borough's main thoroughfares, Routes 33 and 35, have become an important retail and commercial area for the Borough. As of the 2000 U.S. Census, the Borough was home to 5,218 persons; its median family income was \$46,393. Of the 2,342 housing units 56% were owner-occupied, 38.8% were renter-occupied and 5.2% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest low population and total household growth of approximately 4 percent. Job growth is expected to be approximately 1.6% for the same time period. Encompassing only 0.9 square miles, Neptune City's close proximity to local beaches, transit lines and major highways has made it a popular residential community.



Vision

- Implementation of a redevelopment plan to be accomplished by 2010.

Top Planning Issues

- Steiner Avenue Redevelopment Area.
- Dredging of Shark River.
- Expanding shared services.
- Redevelopment/rehabilitation of Shark River Plaza.

Land Use

- Borough is nearly fully developed.
- Seeking to maintain commercial zones along Routes 33 and 35 and W. Sylvania Avenue.

Redevelopment/Revitalization

- Implementation of Steiner Avenue Redevelopment Plan.
- Elimination of residential housing and car repair shops along Route 35 corridor.

Housing

- Filed in December 2005 under the Council on Affordable Housing's 3rd Round Obligation.
- Seeking to fulfill housing obligation through redevelopment.
 - Combination of rehabilitation, transfer credit and new units.

Conservation

- Maintain an active well-managed recycling program.
- Planned Memorial Park improvements to expand Shark River recreation use.

Transportation

- No Comment

Economy

- Redevelopment zone includes several businesses.

Infrastructure

- Recently upgraded sewer system; on-going road reconstruction program (95% completed).

Regional Planning

- Pursue regional dredging plan with 5 towns.
 - Shared services including senior bus service with Avon
 - Interested in expanding shared services.
- Participates in Shark River Environmental Committee.
- Pursue streetscape improvements on 3rd Avenue, Sylvania Avenue and Steiner Avenue.
- Would participate in Shark River water taxi plan.

Design Concepts

- Due to level of development, opportunity for design incorporation is difficult.

State Development and Redevelopment Plan

- No comment.

Ocean

Ocean is located in the South Central CMR. The Township is the largest municipality in the Region with a land area of 11.2 square miles. Ocean is a predominately residential community with commercial properties located along the Route 35 and 71 corridors. As of the 2000 U.S. Census, the Township was home to 26,959 persons; its median family income was \$74,572. Of the 10,756 housing units 64% were owner-occupied, 31.3% were renter-occupied and 4.7% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest low population and total household growth of approximately 8 percent. Job growth is anticipated to be relatively high at 15% for the same time period. The Township maintains an extensive variety of recreational opportunities for its residents including parks and community pool and tennis facilities.



Vision

- Trying to change emphasis from development of vacant lots to redevelopment and expansion of existing uses of developed land.

Top Planning Issues

- Traffic.
- Open Space Preservation.
- Redevelopment.

Land Use

- Township is nearly fully-developed with several large tracts of vacant land remaining.
- Looking towards utilizing rezoning to encourage redevelopment over development of vacant lands.
- Encourages use of overlay zones.

Redevelopment/Revitalization

- Is focused on revitalizing commercial areas like the Seaview Square Mall project.

Housing

- Placed under court jurisdiction as per Council on Affordable Housing guidelines.

Conservation

- Participates in the Deal Lake Commission.
- Utilized Green Acres funds to purchase lands for open space and park expansion.

Transportation

- Incorporated traffic study findings into zoning regulations.
- Maintains bus shelters along Route 35 corridor.

Economy

- Revitalization has occurred predominately in commercial areas.

Infrastructure

- Requires extension of sanitary sewer lines to unsewered properties in proximity to new development or redevelopment projects.

Regional Planning

- No comment.

Design Concepts

- No comment.

State Development and Redevelopment Plan

- No comment.

Oceanport

Oceanport is located in the North Central CMR at the headwaters of the Shrewsbury River. Oceanport encompasses roughly 3.1 square miles and is predominately residential in character. Its location offers many recreational opportunities and is in proximity to several major commercial and retail shopping areas. As of the 2000 U.S. Census, the Borough was home to 5,807 persons; its median family income was \$85,038. Of the 2,114 housing units 85.2% were owner-occupied, 11.4% were renter-occupied and 3.4% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest low population and total household growth of approximately 4.9 percent. There is no significant anticipated job growth expected during the same time period. The Borough is home to a portion of Fort Monmouth and Monmouth Park Racetrack. The Racetrack is owned and operated seasonally by the New Jersey Sports and Exposition Authority. The Racetrack is serviced by an adjacent NJ Transit train station during racing season; its marquee event, the Haskell, draws thousands of spectators every summer.



Vision

- To preserve quality of life and maintain current historic character of the Borough, while allowing redevelopment of Fort Monmouth and supporting uses of the Monmouth Park Race Track.

Top Planning Issues

- Maintaining character of town.
- Future reuse of Fort Monmouth.
- Impacts of Monmouth Park.

Land Use

- Borough is nearly fully developed.
- Created Village Center zone which allows mixed-use development.

Redevelopment/Revitalization

- Fort Monmouth Redevelopment as a "transit village".
- Retention of Monmouth Park Race Track through promoting auxiliary uses.

Housing

- 3rd Round Housing Plan.

Conservation

- Pursue regional dredging plan.
- Desire conservation of Fort Monmouth parkland as additional recreation facilities as a joint effort between 3 towns and the County.
- Maintains a flood protection ordinance.
- Conducts routine water quality testing.
- Maintains a recycling program.

Transportation

- Pursuing new train station at Fort Monmouth as part of Transit Village plan.
- Seasonal train service is provided at the Monmouth Park train station.

Economy

- Limited retail/commercial use part of Fort Monmouth redevelopment.

Infrastructure

- Have water and sewer infrastructures needed to meet Fort Monmouth development.

Regional Planning

- Working with neighboring municipalities to plan for the future of Fort Monmouth.

Design Concepts

- Pursuing streetscape improvements.

State Development and Redevelopment Plan

- No comment.

Red Bank

Red Bank is located in the Northern CMR along the southern shores of the Navesink River. Red Bank which has become an important regional commercial and cultural center is only 1.75 square miles. After a slight decline in the late 1980's the Red Bank RiverCenter was founded to oversee redevelopment efforts in the downtown area. The RiverCenter redevelopment has successfully saved the character of Red Bank from potential decline. As of the 2000 U.S. Census, the Borough was home to 11,844 persons; its median family income was \$63,333. Of the 5,450 housing units 45.5% were owner-occupied, 50% were renter-occupied and 4.6% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest fairly low population and total household growth of approximately 4 percent. There is no significant anticipated job growth expected during the same time period. The Borough offers a lively downtown with restaurants, shops, galleries and nightspots. Additionally, Red Bank's various civic and local organizations offer events and activities like First Night Red Bank, the Shakespeare in the Park series, and the annual KaBoom 3rd of July fireworks display.



Vision

- Retaining current character in residential areas revitalize uptown area, while supporting growth and encouraging unified mixed-use in the downtown district.

Top Planning Issues

- Addressing parking and traffic circulation issues.
- Retaining existing character while also supporting sustainable balanced growth.
- Maintaining existing residential neighborhoods and providing sufficient mix of housing types to support diverse community.

Land Use

- Maintains a predominately mixed-use character.

Redevelopment/Revitalization

- River Center is Business Improvement District ("BID")I recently expanded BID area.
- No specified redevelopment area.

Housing

- Filed petition in December 2005 under the Council on Affordable Housing's 3rd Round Obligation.

Conservation

- Maintains an Environmental Commission.
- Participates in the Clean Shores Program.
- Participates in the Shade Tree Commission.

Transportation

- Completed major improvements in conjunction with NJ Transit at the train station affecting parking, pedestrian access, and lighting issues
- Participated in Walkability Community Workshop facilitated by NJTPA in October 2006.
- Red Bank Circulation Study prepared by NJDOT.

Economy

- River Center area has established a commercial core.

Infrastructure

- Borough is rehabilitating pump stations and new water mains to upgrade system areas with low water pressure.

Regional Planning

- Participates in the Two Rivers Council of Mayors.

Design Concepts

- Implemented traffic calming measures on Leighton Avenue.
- Requested pedestrian access to the Cooper Bridge.
- Completion of design standards for the RiverCenter area for new and existing sites.

State Development and Redevelopment Plan

- No comment.

Rumson

Rumson is located in the Northern CMR. The entire Borough is located on a peninsula between the Navesink and Shrewsbury Rivers and is roughly 5.2 square miles in total. Its unique geographic location makes portions of Rumson environmentally sensitive. As of the 2000 U.S. Census, the Borough was home to 7,137 persons; its median family income was \$140,668. Of the 2,610 housing units 84.6% were owner-occupied, 9.3% were renter-occupied and 6.1% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest fairly low population and total household growth of approximately 2 percent. There is no anticipated job growth for the given period. The Borough is predominately residential and is known for its large estate homes and shady tree-lined streets. Rumson is home to the 130 year old historic Sea Bright Lawn Tennis and Cricket Club, which is one of the oldest continuously active tennis clubs in the United States.



Vision

- To maintain current character through continuation of existing development patterns and tree preservation, as well as, minimizing overdevelopment.

Top Planning Issues

- Development mass consistent with lot size and character.
- High cost of living and limited housing availability for various age groups including seniors.
- Environmental constraints, stormwater management, tree preservation and flooding.

Land Use

- Borough is fully-developed.
- Seeking to maintain existing residential character.
- Maintains low density zoning along the Navesink and Shrewsbury Rivers.

Redevelopment/Revitalization

- Seeking infill and redevelopment in commercial zones.

Housing

- Filed petition in December 2006 under the Council on Affordable Housing's 3rd Round Obligation.
- Created accessory unit ordinance and mixed-use overlay zone.

Conservation

- Maintains an "award-winning" recycling program.
- Adopted a Tree Protection Ordinance.
- Operates six municipal parks.

Transportation

- Issues regarding traffic congestion.
- Parking regulations need to be changed to help provide access to emergency service vehicles.
- Need traffic management plan to address bridge closures.

Economy

- Issues of rising costs of housing and tax stability.

Infrastructure

- Adequate sewer and water capacity to meet current and future needs.
- Plans to upgrade existing sewer system and pump station.
- Reducing infiltration and inflow into the sanitary sewer system.

Regional Planning

- Participates in various shared services agreements.
 - Shares High School with Fair Haven.
- Participates in Two River Council of Mayors.
- Participates in the Jersey Shore Partnership.

- Various shared services agreements.

Design Concepts

- Address need to preserve character of existing neighborhoods.
- County bridge replacement needs to consider traffic and aesthetic impacts.
- Need for traffic calming measures.
- Utilizes area-wide planning in lieu of site-specific when necessary.

State Development and Redevelopment Plan

- SDRP Policy Map amendments requested:
 - PAC_RM1 proposes creates PA-5 classification along entire banks of Shrewsbury and Navesink Rivers.
 - PAC_RM2 proposes that Sedge Islands be identified as PA-5 on map.

Sea Bright

Sea Bright is located in the northernmost section of the CMR. Sea Bright's character is due in large part to its unique geographical location between the Shrewsbury River and the Atlantic Ocean and its proximity to the Sandy Hook Bay. The Borough makes up the central portion of the Sandy Hook Peninsula and barrier beach. Extending roughly 4 miles north to south, the Borough encompasses approximately 0.6 square miles. As of the 2000 U.S. Census, the Borough was home to 1,818 persons; its median family income was \$72,031. Of the 1,202 housing units 45.2% were owner-occupied, 38.3% were renter-occupied and 16.6% were vacant or seasonal. Additionally, forecasts completed by the MCPB Board for population, households and jobs for 2025 suggest relatively high population and total household growth of approximately 13 percent. There is an estimated 3.8% anticipated job growth in the given period. Though initially settled as a fishing village, Sea Bright's economy has seen a shift towards a tourism-based economy due to the growth of various oceanfront beach clubs and its limited commercial district. The Borough's riverfront is home to several commercial and private marinas.



Vision

- Revitalization of business district area and municipal facilities.

Top Planning Issues

- Public access to beach.
- Storm and flood mitigation.
- Preservation of oceanfront beaches.
- Business district revitalization
- Waterfront and environmental protection.

Land Use

- Borough is nearly fully developed.
- Completed Downtown Municipal Facilities Study.

Redevelopment/Revitalization

- Address issues relating to future of infill and utilization of undersized lots.
- Study underway regarding revitalization of the downtown area and commercial district.
- Plans to increase pedestrian access to commercial district and beaches.

Housing

- Currently completing an updated Housing Element and Fair Share Plan.

Conservation

- Address public access to ocean (currently under litigation with NJDEP).
- Mitigates beach erosion through dune grass plantation and replenishment.
- Participates in Beach Sand Replenishment programs.
- Prohibits dumping in the river and ocean. Strict enforcement of litter control rules.
- Expressed need for increased open space and parks.
- Established coastal protection area along waterfront.

Transportation

- Route 36/Ocean Avenue is the main traffic thoroughfare and commercial corridor.
- Operates a free municipal parking lot adjacent to downtown area; need to expand parking in downtown.
- Route 36 traffic congestion impacted by Long Branch redevelopment; need to reroute Long Branch traffic ;
- Replacement of Highlands Bridge and Rumson Bridge will impact Borough.
- Pursuing pedestrian/bike path behind Seawall along Route 36.

Economy

- Key issue is survival of small downtown businesses and attracting new businesses.
- Revitalization of all commercial and light industrial uses.

Infrastructure

- Working with County on flood mitigation plan.
- Replenishment of bulkhead line in downtown to reduce flooding; financial assistance needed.
- All Borough facilities are being studied for possible replacement or renovation.
- Improving sewer infrastructure with aid of recently received grant.
- Addressing issues of stormwater and sewer infiltration.

Regional Planning

- Seeking County support to pursue "Coastal Town" designation.
- School T & E funding formula is unfairly costly to Sea Bright (\$75K/student).
- Has shared 911 services/ fire official.
- Borough is undertaking a public shared services study with Monmouth Beach.
- Borough shares fire vehicle with Ocean Township; Emergency Radio interlocal with Rumson; 911 Emergency Services and Tax Assessment Mod IV with Monmouth County.

Design Concepts

- Completed study with Rutgers Landscape Design department of downtown area.
- Updating Zoning Ordinance to incorporate design concepts.

State Development and Redevelopment Plan

- No comment.

Sea Girt

Sea Girt is located in the Southern CMR. Like many other neighboring towns, Sea Girt was a popular summer resort for the wealthy during the late 1800s. The Borough has continued to maintain its residential character while also becoming a year-round community. Roughly 1.05 square miles, Sea Girt supports small commercial district with several shops and restaurants. As of the 2000 U.S. Census, the Borough was home to 2,148 persons; its median family income was \$102,680. Of the 1,285 housing units 65.7% were owner-occupied, 7.6% were renter-occupied and 26.7% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest that there is no anticipated growth in the given period of time. The southern section of Sea Girt, along Stockton Lake, is currently utilized as a New Jersey State Police and National Guard training center.



Vision

- Seeking to maintain existing residential character and enhance commercial area streetscape.

Top Planning Issues

- Address dune and beach maintenance issues.
- Wreck Pond – dredging and flooding.
- Residential tear-downs.

Land Use

- The Borough is fully developed.

Redevelopment/Revitalization

- None planned.

Conservation

- Participates in the US Army Corps of Engineers Beach Replenishment Program.
- Participates in the Manasquan Reservoir Supply project.
- Participates in the Manasquan Valley and South Coast Regional Environmental Planning Councils.
- Seeking to establish a tree preservation ordinance.

Transportation

- Seeking County approval to reduce current speed limit and eliminate passing zone on Washington Blvd.

Economy

- Limited downtown/commercial section along Washington Avenue.
- Tax assessment base has increased as a result of reconstruction and redevelopment of housing units.

Infrastructure

- No comment.

Regional Planning

- Wreck Pond – coordinated planning with Spring Lake.
- Retain National Guard recreation facilities to serve region.

Design Concepts

- Provides handicapped access to beach and improved boardwalk facilities.

State Development and Redevelopment Plan

- No comment.

Shrewsbury Borough

Shrewsbury Borough is located in the Northern CMR. Founded in 1665 the Borough is one of the first established municipalities in Monmouth County. Shrewsbury Borough measures 2.3 square miles in total. As of the 2000 U.S. Census, the Borough was home to 3,590 persons; its median family income was \$92,716. Of the 1,223 housing units 94% were owner-occupied, 4.7% were renter-occupied and 1.3% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest fairly low population and total household growth of approximately 5 percent. There is moderate anticipated job growth of 5.8% for the given period. The "Four Corners," located at the intersection of Sycamore Avenue (County Route 13A) and Broad Street (Route 35) is home to the Christ Church and Allen House which are designated as National and State Historic Places.



Vision

- To protect the historic small town character of the Borough and provide maintenance of recreational and conservation lands.

Top Planning Issues

- Preservation of Open Space.
- NJDOT road improvement project study for Route 35/Broad Street.
- NJ Transit proposal (MOM line) to convert existing freight line to a new commuter rail line between Red Bank and Howell.

Land Use

- The Borough is nearly fully-developed.
- Seeks to maintain the small town and historic character of the Borough in the Village Zone.

Redevelopment/Revitalization

- Proposed Newman Springs Road Revitalization Study.

Housing

- Placed under court jurisdiction in December 2005 as per Council on Affordable Housing guidelines.
- Planned Senior Citizen District to address housing needs of aging population.

Conservation

- Provides over 41 acres of active and passive recreation.
- Maintains the Shrewsbury Shade Tree Commission. Designated as a "Tree City USA" nine years in a row.
- Maintains various ordinances to protect environmentally sensitive areas

Transportation

- Implement Route 35 improvements to Broad Street for 2 lane boulevard.
- Promotes use of freight rail line for buffer and trail.
- Address congestion along Routes 13A, 520 and Highway 35 corridors is problematic.
- Conflicts with trail line crossings through Borough.

Economy

- Various employment opportunities are available within the Borough.
- The Borough is 37% commercial.

Infrastructure

- Water and sewer capacity adequate.

Regional Planning

- Borough participates in shared services with multiple towns: Building subcode official, fire marshal, zoning officer, tax assessor, animal control, etc.

Design Concepts

- Historical Protection Commission to be established.
- Residential development ordinance requires street trees, sidewalks, and side-facing garages.
- Non-residential development ordinance requires professional landscape plans.

State Development and Redevelopment Plan

- SDRP Policy Map amendments requested:
 - CES_SH1-14 proposes the removal of Critical Environmental Site status as the area is already developed.
 - HCS_SH1 proposes that the area be included as the Shrewsbury Borough Historical District.

Shrewsbury Township

Shrewsbury Township is located in the western portion of Northern CMR. Measuring only 0.9 square miles Shrewsbury Township is the smallest municipality in all of Monmouth County. As of the 2000 U.S. Census, the Township was home to 1,098 persons; its median family income was \$42,500. Of the 546 housing units 47.4% were owner-occupied, 48% were renter-occupied and 4.6% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest low population and total household growth of approximately 4 percent. There is no anticipated job growth for the given period. The Township's housing stock is particularly unique because all the housing units in the Township are located in the same development.



Vision

- To maintain and improve existing facilities.

Top Planning Issues

- Enlarging the Municipal Building/Community Center.
- Maintaining infrastructure.
- Insufficient parking

Land Use

- The Township is fully developed.

Redevelopment/Revitalization

- No comment.

Housing

- No comment.

Conservation

- On-going soil remediation because of oil tank leaks.

Infrastructure

- Seeking aid from NJ Department of Transportation to improve roadways.
- Underground infrastructure is aging and in need of replacement; grants are needed to cover costs.

Transportation

- Install bike path to connect to ball fields.

Economy

- No comment.

Regional Planning

- Shares services with neighboring municipalities.
 - Resident school children attend Tinton Falls' elementary schools and Monmouth Regional High School.
 - Utilizes Eatontown fire and first aid.
 - State Police services.

Design Concepts

- No comment.

State Development and Redevelopment Plan

- No comment.

Spring Lake

Spring Lake is located in the Southern CMR. Originally settled as a Victorian resort community, Spring Lake continues to be known for its extensive boardwalk and bathhouses, picturesque homes and quaint small-town feel. The Borough encompasses 1.3 square miles and its main lake is stocked with trout for recreational fishing purposes. As of the 2000 U.S. Census, the Borough was home to 3,567 persons; its median family income was \$103,405. Of the 1,930 housing units 60.2% were owner-occupied, 15.6% were renter-occupied and 24.2% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest low population and total household growth of approximately 3 percent. There is no anticipated job growth for the given period. Spring Lake and the surrounding communities are often referred to by locals as the "Irish Riviera" because of the large Irish-American population in the area.



Vision

- Minimum residential growth due to land availability and revitalization of downtown area via redevelopment plan.

Top Planning Issues

- Preserve current historic elements.
- Update Master Plan
- Revitalize the business district.
- Retain pristine beachfront and boardwalk.

Land Use

- Borough is fully developed.

Redevelopment/Revitalization

- Prepare 3rd Avenue Redevelopment Plan underway.

Housing

- Filed petition in November 2005 under the Council on Affordable Housing's 3rd Round Obligation.

Conservation

- Participates in the US Army Corps of Engineers Beach Replenishment Program.
- Maintains a recycling program.
- Completes regular beach clean ups.
- Negotiations to dredge Black Creek section of Wreck Pond.

Transportation

- Completed pedestrian paths to NJ Transit train station in downtown area.
- Need for additional parking regulations and signage.
- Promote bike facilities along Route 71.
- Promote connection between oceanfront, business district and lake.

Economy

- Pursuing downtown revitalization and marketing to retain businesses.

Infrastructure

- Addressing issues of in-flow and infiltration of sewer lines; significantly more work to do to replace aged sewer lines.
- Completes regular maintenance of water and sewer; regular street cleaning, maintenance of new storm interceptors.
- Replacing aging public beach pavilions.

Regional Planning

- Participates in the Wreck Pond advisory group.
- Considering establishment of Lake Como study group.
- Shares court services with Spring Lake Heights hosted by Spring Lake.
- Construction official shared with Spring Lake Heights, Brielle and Manasquan.

Design Concepts

- Promoting mixed use downtown.
- Promoting scale appropriate residential and infill development.
- Respect historic character of Borough.

State Development and Redevelopment Plan

- No comment.

Spring Lake Heights

Spring Lake Heights is located in the Southern CMR. The Borough's proximity to local beaches, transit corridors and services, and commercial areas has made it a popular year-round residential community. As of the 2000 U.S. Census, the Borough was home to 5,227 persons; its median family income was \$64,345. Of the 2,950 housing units 53.6% were owner-occupied, 31.6% were renter-occupied and 14.9% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest fairly low population and total household growth of just under 3 percent. There is no anticipated job growth for the given period. Spring Lake Heights is approximately 1.3 square miles.



Vision

- Seeking minimal change in order to retain current character of the Borough.

Top Planning Issues

- Conforming with CAFRA regulations
- Preserving open space.
- Limiting redevelopment.
- Addressing impacts of development in adjoining municipalities.
- Addressing COAH obligation.

Land Use

- Borough is fully-developed.
- Retail and commercial uses along Route 71 corridor.

Redevelopment/Revitalization

- Consider creating a Village Center zone to improve services and create a downtown identity.

Housing

- Seeking to address housing obligation.

Conservation

- Completed Wreck Pond Environmental Study.
- Seeking to create a new park around Wreck Pond.

Transportation

- Addressing issues of traffic congestion and signage.
- Shares train station with neighboring Spring Lake.

Economy

- Seeking development of a village center zone.

Infrastructure

- Seeking improvements to intersections of Allaire/Ludlow and Ocean/Route 71.

Regional Planning

- Shared services with Spring Lake including, police dispatcher, municipal court, and building inspector.
- Participates in the Wreck Pond and Black Creek Advisory Group.

Design Concepts

- Established and installed streetscapes along Route 71.

State Development and Redevelopment Plan

- No comment.

Wall

Wall is located in the Southern CMR, along its western bounds. As a whole, Wall is approximately 31.01 square miles. However, the portion of Wall contained within the area of study is significantly smaller and limited to any lands lying east of or directly along the Route 35 corridor. Wall Township has seen significant development in recent years; however, the area contained in the study has been relatively built-out since before the housing boom. As of the 2000 U.S. Census, the Township was home to 25,261 persons; its median family income was \$83,795. Of the 9,957 housing units 81.5% were owner-occupied, 13.3% were renter-occupied and 5.2% were vacant or seasonal. By comparison, 2000 U.S. Census data, tabulating block-level data for the area contained in the CMR, has an estimated total population of 12,157. There are 5,465 housing units of which, 69.2% were owner-occupied, 23.7% were renter-occupied, and 7.1% were vacant or seasonal. Additionally, forecasts completed by the Township for population and jobs for 2025 suggest population growth of just over 8 percent. There is a very high anticipated growth in employment of 50% for the same period. Historically, when the Township was founded, it included all lands lying between the Shark and Manasquan Rivers from the eastern border of Howell Township to the Atlantic Ocean. The Township has made continuous efforts to preserve open space as a means of retaining its rural character.



Vision

- Redevelopment of the West Belmar Gateway area.

Top Planning Issues

- Balancing ratables and providing affordable municipal services to residents.
- Implementation of West Belmar Gateway Redevelopment Plan

Land Use

- Township is predominately residential in character with retail and commercial properties along its main thoroughfares.

Redevelopment/Revitalization

- Implementation of the West Belmar Gateway Redevelopment Plan.

Housing

- Under court jurisdiction to meet COAH obligation as of December 2005.

Conservation

- Maintains recycling program.
- Completion of CES study for Wreck Pond.
- Requires environmental buffers along stream and river ways.

Transportation

- No comment.

Economy

- Redevelopment of Route 71 corridor within the West Belmar Gateway zone.
- Various commercial uses along Route 35 corridor.

Infrastructure

- Road and sewer networks are already existing and sufficient.
- Congestion is an issue along the Route 71 and 35 corridors.

Regional Planning

- Participates in the Area 12 Watershed Management Group.
- Participates in the Barnegat Bay Watershed Group.

Design Concepts

- West Belmar Gateway Redevelopment Plan requires colonial design theme and improved pedestrian ways, lighting and road improvements.

State Development and Redevelopment Plan

- SDRP Policy Map amendment requested:
 - RED_W1 proposes the inclusion of the West Belmar Gateway Redevelopment Area.

West Long Branch

West Long Branch is located in the North Central CMR. Originally home to many large summer estates, the Borough was initially a section of Eatontown, but seceded through referendum in 1908. Primarily residential in character, West Long Branch is 2.83 square miles. As of the 2000 U.S. Census, the Borough was home to 8,258 persons; its median family income was \$80,127. Of the 2,535 housing units 82% were owner-occupied, 14.6% were renter-occupied and 3.4% were vacant or seasonal. Additionally, forecasts completed by the MCPB for population, households and jobs for 2025 suggest low population and total household growth of approximately 3 percent. There is only an anticipated 2% job growth for the given period. West Long Branch is home to Monmouth University which was built on the Shadow Lawn and Guggenheim estates, both of which are listed on the National Register of Historic Places.



Vision

- Seeking to maintain current character and pattern of existing development through long-range planning.

Top Planning Issues

- Monmouth University expansion
- Traffic congestion and regional impacts of growth

Land Use

- Borough is fully-developed.

Housing

- Court settlement.

Conservation

- Efforts made to dredge and preserve Franklin Lake.
- Loans received to preserve former farmland and create Township park.
- Utilizing techniques to prevent lake contamination; water testing program.

Transportation

- Impacts of regional traffic.

Economy

- No major issues.

Infrastructure

- Sidewalk Plan prepared and is being implemented.

Regional Planning

- Participates in the Regional Lake Commission.
- Member of the Two Rivers Council of Mayors.
- Environmental partnership with 4 towns

Design Concepts

- Traffic calming techniques have been implemented – Monmouth University.
- Pedestrian improvements promoted.

State Development and Redevelopment Plan

- No comment.

Municipal Fact Sheet Sources:

Population/Jobs and Projections

Monmouth County Fact Book (2004).

Monmouth County Cross Acceptance (2004, updated October 2005).

Housing Data

U.S. Census DP-1 Selected General Demographic Characteristics (2000).

U.S. Census DP-4 Selected Housing Characteristics (2000).

Issues

Monmouth County Cross Acceptance 2004 (January 2005).

Coastal Monmouth Plan Questionnaire (2007).

- Completed by: Avon-by-the-Sea; Brielle; Eatontown; Fair Haven; Little Silver; Long Branch; Monmouth Beach; Manasquan; Rumson; Sea Bright; Spring Lake; Spring Lake Heights; and Wall.

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3.0 MEETING INFORMATION

3.1 AGENDAS



REGIONAL COLLABORATIVE MEETING #1

Monday November 20, 2006
Brookdale Community College
Donald D. Warner Student Life Center
765 Newman Springs Road
Lincroft, New Jersey

7:00 P.M. – 9:30 PM

AGENDA

1. *Welcome* *Bonnie Goldschlag, PP/AICP Assistant Director of Planning, Monmouth County Planning Board*

2. *Introduction* *Joseph Barris, PP/AICP, Project Director, Monmouth County Planning Board*

3. *NJ Plan Endorsement Process* *Russell Like, Area Planner, New Jersey Office of Smart Growth*

4. *Overview of Study Process* *Marcia R. Shiffman, AICP/PP/CLA, Project Manager, Maser Consulting, PA*

5. *Draft CMP Goals and Objectives* *Marcia R. Shiffman, AICP/PP/CLA*

6. *Workshop Breakout Session* *Regional Collaborative Members*
--Review of Draft CMP Goals & Objectives

-- Identify Coast Monmouth Regional Issues

7. *Reconvene to Present Findings* *Regional Collaborative Members*

8. *Next Steps*

9. *Adjournment*



REGIONAL COLLABORATIVE MEETING #2

Thursday March 15, 2007
Brookdale Community College
Donald D. Warner Student Life Center
Twin Lights Rooms 1 & 2
765 Newman Springs Road
Lincroft, New Jersey

7:00 P.M. – 9:30 PM

AGENDA

- | | |
|---|--|
| <i>Welcome</i> | <i>Bonnie Goldschlag, PP/AICP Assistant Director of Planning, Monmouth County Planning Board</i> |
| <i>Project Update</i> | <i>Joseph Barris, PP/AICP, Project Director, Monmouth County Planning Board</i> |
| <i>Regional Profile Presentation</i> | <i>Marcia Shiffman, PP/AICP/CLA, Project Director
Maurice Rached, PE,
Maser Consulting, PA</i> |
| <i>Workshop Breakout Session - Ideas</i> | <i>Regional Collaborative Members</i> |
| <i>Identify Coastal Monmouth Issues</i> | <i>Facilitators</i> |
| <i>Environment/Open Space</i> | <i>Rose Reichman</i> |
| <i>Housing/Social Services</i> | <i>Joseph J. Layton</i> |
| <i>Economy/Tourism</i> | <i>Marcia Shiffman</i> |
| <i>Transportation</i> | <i>Maurice Rached/Nick Schaefer</i> |
| <i>Regional / Intermunicipal Coordination</i> | <i>Bonnie Goldschlag</i> |
| <i>Historic/Cultural Area and Scenic Resources</i> | <i>Joseph Barris</i> |
| <i>Reconvene to Present Findings</i> | <i>Regional Collaborative Members</i> |
| <i>Next Steps</i> | |
| <i>Municipal/Stakeholder Meetings to be scheduled</i> | |
| <i>April –May 2007</i> | |

Adjournment

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REGIONAL COLLABORATIVE MEETING #3

Monday November 19, 2007
Brookdale Community College
Donald D. Warner Student Life Center
Twin Lights Rooms 1 & 2
765 Newman Springs Road
Lincroft, New Jersey

6:45 PM – 7:00 PM Registration

7:00 P.M. – 9:30 PM Workshop

AGENDA

- Welcome* *Bonnie Goldschlag, PP/AICP Assistant Director of Planning, Monmouth County Planning Board*
- Project Status Update* *Joseph Barris, PP/AICP, Project Director, Monmouth County Planning Board*
- Plan Alternatives Presentation* *Maser Consulting Project Team*
- Marcia Shiffman
- Wayne Ferren Jr.
-Maurice Rached
- Workshop Breakout Session:* *Regional Collaborative Members*
Discuss Coastal Monmouth Plan Alternatives
- *Transportation*
 - *Environment*
 - *Housing*
 - *Economy*
- Reconvene to Present Findings* *Regional Collaborative Members*
- Next Steps*
- *Refine Alternatives*
 - *Develop Plan Implementation Agenda- Regional PIA and Local PIA*
 - *Regional Collaborative Meeting #4 – Schedule Feb/March 2008 Meeting*
- Adjournment*



REGIONAL COLLABORATIVE MEETING #4

Monday March 31, 2008
Brookdale Community College
Donald D. Warner Student Life Center
Twin Lights Rooms 1 & 2
765 Newman Springs Road
Lincroft, New Jersey

6:45 PM – 7:00 PM Registration

7:00 P.M. – 9:30 PM Workshop

AGENDA

- Welcome* *Bonnie Goldschlag, PP/AICP Assistant Director of Planning, Monmouth County Planning Board*
- Project Status Update* *Joseph Barris, PP/AICP, Project Director Monmouth County Planning Board*
- Plan Implementation Agenda Presentation* *Maser Consulting Project Team*
- Marcia Shiffman
- Wayne Ferren Jr.
-Maurice Rached
- Workshop Breakout Session:* *Regional Collaborative Members*
- Discuss DRAFT Coastal Monmouth Plan Implementation Agenda*
- *Transportation*
 - *Environment*
 - *Housing*
 - *Economy*
- Reconvene to Present Findings* *Regional Collaborative Members*
- Next Steps*
- *Public Meeting to be announced*
 - *Prepare Draft Coastal Monmouth Region Plan*
 - *Regional Collaborative Meeting #5 – Schedule Summer/Fall Meeting*
- Adjournment*



REGIONAL COLLABORATIVE MEETING #5

Tuesday November 10, 2009
Monmouth University
Magill Commons
400 Cedar Avenue
West Long Branch, NJ 07764

6:45 PM – 7:00 PM Registration

7:00 P.M. – 9:00 PM Workshop

AGENDA

Welcome & Project Update

*Joseph Barris, PP/AICP, Project Director
Monmouth County Planning Board*

Draft Coastal Monmouth Plan Presentation

*Maser Consulting Project Team
- Marcia Shiffman, P.P., AICP
- Nicholas Schaefer, P.E.
- Wayne Ferren Jr.*

*Workshop Breakout Session to discuss DRAFT
Coastal Monmouth Plan*

Regional Collaborative Members

- *Transportation*
- *Environment*
- *Housing*
- *Economy*

Reconvene to Present Findings

Regional Collaborative Members

Next Steps

- *Present Draft Coastal Monmouth Plan to Monmouth County Planning Board – Monday November 16, 2009, 2:00 p.m.*
- *Public Information Meeting & Open House – Monday November 16, 2009, 6:45 p.m., Brookdale Community College*
- *Prepare Draft Final Coastal Monmouth Plan*
- *Public Hearing – Draft Final Coastal Monmouth Plan - February 2010, Monmouth County Planning Board*
- *Prepare Final Coastal Monmouth Plan*

Adjournment



PUBLIC MEETING #1

Wednesday April 30, 2008
Monmouth County Library
Eastern Branch
Route 35
Shrewsbury, NJ

6:30 PM – 8:45 PM

AGENDA

6:30 PM – 7:00 PM

Displays

7:00 PM – 7:30 PM

Presentation

Welcome

*Bonnie Goldschlag, PP/AICP Assistant
Director of Planning, Monmouth County
Planning Board*

Coastal Monmouth Plan Overview

*Joseph Barris, PP/AICP, Project Director
Monmouth County Planning Board*

Study Findings To - Date

*Maser Consulting Project Team
- Marcia Shiffman
- Wayne Ferren Jr.
- Maurice Rached*

7:30 PM – 8:45 PM

Open House and Comments

Next Steps

- *Prepare Draft Coastal Monmouth Plan*
- *Regional Collaborative Meeting #5 – Schedule Summer/Fall Meeting 2008*
- *Public Meeting #1 – Fall 2008*

Adjournment



PUBLIC MEETING #2

Monday November 16, 2009
Brookdale Community College
Warner Student Life Center
Navesink Room 1
Lincroft, NJ

6:30 PM – 8:45 PM

AGENDA

6:30 PM – 7:00 PM

Displays

7:00 PM – 7:45 PM

Presentation

Welcome

*Bonnie Goldschlag, PP/AICP Assistant
Director of Planning, Monmouth County
Planning Board*

Coastal Monmouth Plan Overview

*Joseph Barris, PP/AICP, Project Director
Monmouth County Planning Board*

Coastal Monmouth Plan

*Maser Consulting Project Team
Marcia Shiffman, PP, AICP
Nicholas Schaefer, PE
Wayne Ferren Jr.*

7:45 PM – 8:45 PM

Open House and Comments

Next Steps

- *Prepare Final Draft Coastal Monmouth Plan*
- *County Planning Board Public Hearing on Plan – February 2010*
- *Final Coastal Monmouth Plan - April 2010.*

Adjournment

3.2 MEETING MINUTES

MEETING REPORT

COASTAL MONMOUTH REGIONAL PLAN

- Meeting Title:** Regional Collaborative – Meeting #1
- Meeting Date:** November 20, 2006
- Meeting Time:** 7:00 pm – 10:00 pm
- Meeting Location:** Brookdale Community College
Donald D. Warner Student Life Center
765 Newman Springs Road
Lincroft, New Jersey
- Purpose:** The purpose of the meeting was to introduce the regional plan process and discuss the preliminary goals and objectives. The meeting was also an introduction to the individuals and agencies involved in the coordination and preparation of the project.
- Attendees:** Marcia Shiffman, Maser Consulting
Stephen Owens, Maser Consulting
Sue Brasefield, Maser Consulting
Maurice Rached, Maser Consulting
Joe Barris, Monmouth County Planning Board
Bonnie Goldschlag, Monmouth County Planning Board
Russell Like, New Jersey Office of Smart Growth
Participants (See attached sign-in sheet)

1. Introduction / Project Discussion

- Bonnie Goldschlag welcomed the attendees and discussed the partnership between the County Planning Board and participating municipalities and stakeholders. Ms. Goldschlag emphasized that this is an ambitious study and participation in the process is the key to its success.
- Joe Barris provided an overview of the County's role in the report process. The County will be the liaison between the participants and Maser Consulting who will be preparing the study. The County will coordinate with stakeholders to relay information and address planning issues as part of the study process. It is the County's objective to seek regional plan endorsement from the State Planning Commission (SPC). Mr. Barris reaffirmed Ms. Goldschlag's statement regarding municipal participation as a key component for the success of the study.
- Russell Like discussed plan endorsement and the cross acceptance process as it relates to the State Development and Redevelopment Plan (SDRP). He discussed the benefits of plan endorsement, consistency with the SDRP. Mr. Like described how regional plan

endorsement will make it easier for individual municipalities to seek plan endorsement; since certain information will have already been established. (Mr. Like gave the example of a County Natural Resource Inventory which will provide required information.)

- Marcia Shiffman provided a power point presentation of the proposed study process. The presentation outlined the following issues:
 - Ms. Shiffman introduced the other project associates including Rose Reichman and Vaughn Vekony from the public relations firm of RFI along with the other team members from Maser Consulting. Not present at the meeting was Mr. Tim George from George Henry George Partners, who is the economic consultant for the project and the VIC Group who will provide visual graphics to address design issues.
 - The limits of the study area as well as the boundaries of the four subsections within the coastal region were outlined.
 - The study's purpose as a regional collaborative between the municipalities, County, and other affected stakeholders to establish planning alternatives to manage growth was discussed. The intent of the plan is to create a vision of the region as well as a policy framework.
 - Ms. Shiffman discussed a preliminary schedule along with milestones and the anticipated dates for completion of outlined tasks.
 - Ms. Shiffman explained a Coastal Monmouth website should be up and running by the first week of December with access provided from the Monmouth County Planning Board Website. In addition a FTP site ([ftp//ftp.maserconsulting.com](ftp://ftp.maserconsulting.com)) has been created to also access information for the regional collaborative members.
 - Ms. Shiffman explained the importance of providing information throughout the study process. A questionnaire was provided to each participant. It is imperative that this questionnaire is filled out and returned by December 15th. (One questionnaire per municipality is sufficient). A digital version of the same will be provided on the FTP site.
 - Draft goals and objectives statements were reviewed. Ms. Shiffman noted that it reflected many municipal planning goals.
 - Ms. Shiffman provided the participants with the draft goals and objectives of the study and asked that they break out into sub- regions to review and discuss the same in a workshop format. She also requested that they identify key issues facing the region.

2. Workshop

The participants were broken into four separate groups based on their geographic location. These groups discussed the study's draft goals and objectives and other issues

facing the region. The following are the prioritized issues resulting from the workshop discussions.

Northern Sub-region – Fair Haven, Little Silver, Monmouth Beach, Red Bank, Rumson, Sea Bright, Shrewsbury Borough & Shrewsbury Township

1. The goals should not only emphasize coastal issues, but issues associated with the river communities.
2. Improve shared municipal services such as EMS, fire, etc.
3. Improve regional stormwater management.
4. Plan should emphasize “community” design as opposed to “urban” design.
5. Improve transportation issues and the effect on the regional local character, impacts and issues associated with bridges.
6. Incorporate communication systems as part of infrastructure.

North Central Sub-region – Eatontown, Long Branch, Oceanport & West Long Branch

1. The status of Fort Monmouth is an important issue for the municipalities of the region.
2. Affordable Housing Issues
3. Coastal Area issues.
4. Transportation Improvements
5. Infrastructure Improvements
6. Institutional development including Monmouth Park, Brookdale Community College, Monmouth County Park System.
7. The issue of municipal commitment to the plan recommendations.

Southern Sub-region – Belmar, Brielle, lake Come, Manasquan, Sea Girt, Spring Lake, Spring Lake heights & Wall

1. Control development and re-development in the western municipalities which have a direct impact on the sub-region.
2. Flooding, dredging and watershed management with emphasis on the effects on Wreck Pond
3. Improve regional marketing and coordination of economic development to promote tourism and small businesses.
4. Historic preservation and reuse of older structures.
5. Improve highway traffic and address impact on local roads.
6. Coordinate design along corridors.
7. Improve the limited amount of recreation spaces in the area.

South Central Sub-region – Allenhurst, Asbury Park, Avon-By-The-Sea, Bradley Beach, Deal, Interlaken, Loch Arbour, Neptune City, Neptune Township & Ocean

1. Shared services / information networking, including fiber optic networking.
2. Creative transportation solutions including funding solutions for regional transportation infrastructure.
3. Upgrade infrastructure to improve environment.
4. Open Space and Historic Preservation. This is an issue in many of the smaller municipalities since the availability and prospects for additional open space is limited.
5. Beach and recreation preservation.

Other Concerns

- Economic development and job creation.
- Property tax and rates.
- Improve education and cultural opportunities.
- Promote smart growth principles with an emphasis on mixed use development.
- Use of corridors as elements for design.

3. Conclusion

The meeting concluded with each sub-region presenting their five most important issues facing the Coastal Region. The participants left the meeting with the task of filling out and returning the provided questionnaire by December 15th, which should provide additional information for the study team to prepare "Regional Profile" report. Also Ms. Shiffman emphasized the last questionnaire item was to identify potential areas needing improvements that can be used as "models" for the region. Next meeting is expected to be scheduled for February or March 2007.

MEETING REPORT

COASTAL MONMOUTH REGIONAL PLAN

Meeting Title: Regional Collaborative – Meeting #2

Meeting Date: March 20, 2007

Meeting Time: 7:00 pm – 10:00 pm

Meeting Location: Brookdale Community College
Donald D. Warner Student Life Center
765 Newman Springs Road
Lincroft, New Jersey

Purpose: The purpose of the meeting was to review the regional profile report and to conduct a workshop to gather comments on issues affecting the region.

Attendees: Marcia Shiffman, Maser Consulting
Maurice Rached, Maser Consulting
Nicholas Schaefer, Maser Consulting
Joseph. Layton, Maser Consulting
Rose Rickle RFI, Inc.
Vaughn Vekony, RFI, Inc.
Joe Barris, Monmouth County Planning Board
Bonnie Goldschlag, Monmouth County Planning Board
Participants (See attached sign-in sheet)

1. Bonnie Goldschlag welcomed the attendees. She indicated that she had spoken to Freeholder Lillian Burry, who indicated that coordination will be made with Fort Monmouth Committee to ensure that both studies will coordinate their efforts.
2. Joe Barris, County Project Manager, gave an update on the study work since the last meeting. He also discussed the next step which would include individual meetings with municipal representatives and with local interest groups. He requested that a municipal leader be appointed from each municipality to coordinate each municipalities meeting. The meetings will be held either at Maser Consulting's Red Bank office or a venue in the Southern part of the Coastal Monmouth Region. Interest groups should also appoint a representative to contact persons and schedule meeting.
3. A summary presentation of the highlights of the Regional Profile Report was presented by M. Shiffman, Maser Project Manger. She indicated that the report is in Draft and we are seeking comments from the Regional Collaborative before finalizing the document. A copy of the PowerPoint presentation was provided to each attendee. he Regional Profile Report was sent

to all members of the Regional Collaborator and also was available for downloading on the project website.

4. M. Rached, Maser Consulting Director of Transportation Services presented finding on the transportation section of the Regional Profile Report.
5. The Regional Collaborative then divided up into interest areas to discuss issues that should be focused on the CMP. The following groups were organized; transportation, Housing, Economy and Tourism, Intermunicipal Cooperation, Environment and Open Space, After about 1 hour of discussion, the Committee reconvened to present their findings. The following are the key points raised by the representatives of each group.

TRANSPORTATION

- Improve access to mass transit.
- Reduce cut – thru traffic.
- Promote other means of transportation.
- Implement traffic calming.
- Promote diverse mix of business.
- Inter-Municipal coordination.
- Support of NJHA (Park and Ride Project).
- Implement local mass transit.
- Implement bike path projects.

HOUSING

- Needs housing that is affordable and needs *integrated* into other housing.
 - Seamless/invisible.
 - No isolation.
 - No development that is designated as “affordable housing.”
 - Approach “high density” with an open mind – (balanced development).
 - Rental properties
 - Discuss tax abatement with Developer so he doesn’t have a loss? (Maybe illegal).
 - RCAS
 - Concept of “Living over the Store.” – Tie job and housing.
Example: Neptune City and Eatontown
- Senior housing “Age in Place.”
 - Case by case for seniors.
 - Need to change perception of affordable housing.
 - Make use of coordination for affordable housing (provides valuable service).

ECONOMY, TOURISM AND CULTURAL ARTS

- Decided to combine the Historic, Culture and Arts group with Tourism.
- Activities Corridor, including the Monmouth County Arts Council's Arts plan that envisions Cultural Arts Corridors.
- Regional marketing approach to link the Arts, Culture and Entertainment Districts.
- Diverse communities within the CMR
- Historic resources can be used to promote region
- Link transportation networks with environment and tourism activities – bike, pedestrian, train, water, and road.
- Regional signage/way-finding signs needed.
- Explore scenic byway along the “Jersey Shore”.
- Expand marketing efforts beyond tourism – year round services and facilities.
- Quality of life important to Region.
- Promote mixed use to foster economic development.

INTERMUNICIPAL COOPERATION

- Fort Monmouth
- Share resources.
 - Police mergers
 - Emergency services.
 - Fire
 - First Aid
 - County based or regional
 - Sanitation
 - DPW
 - Technology
 - Regional purchases
 - Equipment/Software
 - Staff Services
- Share Ordinances
 - Develop Regional Transportation Committee
- Courts
- Schools
- Environmental (Electric/Heat/Vehicles/Buildings)
 - Demand reduction

ENVIRONMENTAL/OPEN SPACE

- State Plan – Municipal Plan timing problems

- Natural Resource Identification early in progress.
 - Natural Resource Inventory – include in State Plan.
 - Municipalities should follow CAFRA Rules when creating NRI.
 - Build outs developed with natural resources/sensitive areas. Start with sensitive areas and build economic engine based on natural resources.
 - General more support for adoption of watershed management plans.
 - Put Appendix in front of Report.
 - Beneficial re-use of wastewater should be included in plan.
 - Base planning on drinking water capacity, not wastewater treatment capability.
 - More info needed on hydrologic conditions – saltwater intrusion, etc.
 - More focus on ocean and access.
 - Open space ratio to population.
 - Open space quality – life beyond parks
 - Greenways and blueways
 - Tie NRI's to municipal zoning.
 - Impervious cover rates and links to recharge areas.
 - Impervious reduction thru redevelopment.
 - Green development certification and LEEDS certification.
 - Include coastal hazards re: flooding.
 - Public education about the Regional Plan and other planning activities.
 - Improve transit capabilities to improve air quality
 - Enhance Riparian Area Protection (Stream Corridors).
 - Promote clean marina program.
 - Promote dock and roll (boat to train).
 - Include list of C1 water and impaired sites.
6. The next meetings will be scheduled with each individual municipality and interest group over the next few months. Further information will be emailed and mailed to all RC members to schedule these meetings.

Meeting adjourned about 10:00 PM.

Meeting report prepared by Marcia Shiffman, AICP, PP, CLA, Maser Consulting.



MEETING REPORT

COASTAL MONMOUTH REGIONAL PLAN

Meeting Title: Regional Collaborative – Meeting #3

Meeting Date: November 19, 2007

Meeting Time: 6:45 pm – 10:00 pm

Meeting Location: Brookdale Community College
Donald D. Warner Student Life Center
765 Newman Springs Road
Lincroft, New Jersey

Purpose: The purpose of the meeting was to provide an update on the current study efforts and to conduct a workshop to gather comments on the regional vision and alternatives to address identified needs of the region.

Attendees: See attached sign-in sheet

1. Bonnie Goldschlag welcomed the attendees.
2. Joe Barris, County Project Manager, gave an update on the study work since the last meeting. He indicated that since the last meeting, individual meetings were held with the 30 Coastal Monmouth Region (“CMR”) municipalities, State and County representatives and four stakeholder groups. The Regional Profile Report is being updated and revised minutes of the meetings and updated municipal Fact Sheets have been transmitted to the attendees for comments. He noted that the project website is being updated to reflect the schedule change since the meetings schedule was completed in October 2007 thereby requiring a later completion date of the study.
3. M. Shiffman, Maser Project Manager presented overview of the study goals and discussed ideas raised dealing with the economy, housing and regional cooperation areas. She noted that the Draft Matrix tables provide a preliminary list of Alternatives to address the identified Needs. Also a Draft Vision Statement was prepared for review on the focus areas of the Economy, Environment, Housing, Transportation and Regional Cooperation. The Vision reflects what the final outcome that this study is trying to accomplish in the CMR.
4. W. Ferren, Maser Consulting Senior Environmental Specialist, provide a comprehensive overview of the issues related to the environment. These dealt with natural systems and ecology and also included alternatives related to parks and open space and sustainable green development.
5. M. Rached, Maser Consulting Director of Transportation Services presented findings on the transportation alternatives. These have been compiled by different jurisdictions – County, State, and NJTransit - for ease in evaluation; although there is jurisdictional overlay and need for coordination between multiple municipalities in many areas identified.

6. The Regional Collaborative attendees then divided up into interest areas to discuss Alternatives that should be focused on the CMP. The following groups were organized; Transportation, Housing and Regional Cooperation, Economy and the Environment. The groups were asked to review the Vision, and alternatives presented. They were also asked to prioritize the top ranked issues. After about 1 1/2 hour of discussion, the Committee reconvened to present their findings. The following are the key points raised by the representatives of each group.

- Transportation
 - Traffic Congestion
 - Corridor Studies
 - Bike Plans
 - Alternative Transportation Modes
 - Innovative Transportation Ideas

- Housing
 - Meet COAH Third Round affordable housing obligations
 - Provide affordable housing in a variety of options
 - Identify funding tools and mechanisms to provide affordable housing
 - Establish cost effective quality design guidelines to provide affordable housing that is well constructed, sustainable, durable, and compatible with the character of the neighborhood
 - Create design guidelines that identify and preserve scale and character of housing resources deemed important to the community
 - Identify funding sources to facilitate expansion of shared services

- Environmental
 - Coordinate better with federal agencies to improve management implementation
 - Identify and promote implementation of model ordinances and guidelines for sustainable development
 - Identify and prioritize critical natural resource areas
 - Preserve and protect native plant and animals

Environmental Group will be reconvening on December 17th to further discuss and prioritize the issues.

- Economy
 - Infrastructure – age, capacity
 - ACE's:
 - ⊖ Non-downtown economic development i.e. industrial parks
 - ⊖ Marketing the region
 - Establish a Regional Chamber of Commerce
 - Alternative revenue sources for Monmouth Race Track
 - Identify stakeholders and multi-layered resources

M. Shiffman noted that the Alternatives Matrix would be updated based upon the results of this meeting. We also welcome additional comments via fax or email. The updated Alternatives Matrix will be put on the CMP website for stakeholder review.



The Alternatives will then be refined and the Project Team will identify draft Implementation Strategies. The next Regional Collaborative meeting will be scheduled in early Spring with the to review and discuss the refined Alternatives and Draft Implementation Strategies.

Meeting adjourned about 10:00 PM.

Meeting report prepared by Marcia Shiffman, AICP, PP, CLA, Maser Consulting.

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MEETING REPORT

COASTAL MONMOUTH REGIONAL PLAN

Meeting Title: Regional Collaborative – Meeting #4

Meeting Date: March 31, 2008

Meeting Time: 7:00 pm – 10:00 pm

Meeting Location: Brookdale Community College
Donald D. Warner Student Life Center
765 Newman Springs Road
Lincroft, New Jersey

Purpose: The purpose of the meeting was to provide an update on the current study efforts and to conduct a workshop to review and prioritize implementation strategies on the draft Planning and Implementation Agenda (“PIA”).

Attendees: See attached sign-in sheet

1. Joe Barris, County Project Manager, welcomed the attendees and gave an update on the study work completed since the last meeting. He also discussed the purpose of this meeting and the “Next Steps...”, which include:
 - a. CMR HORIZON Newsletter - to be distributed in advance of the public meeting
 - b. Public Meeting #1 - Tentative for April 30, 2008
 - c. Finalize PIA
 - d. Draft Coastal Monmouth Plan
 - e. Regional Collaborative Meeting #5 - Tentative for End of Summer
2. Marcia Shiffman, Maser Project Manger presented overview of the study vision and format of the PIA. Continued to provide overview of Economy, Housing and Regional Cooperation issue areas as related to the Needs, Alternatives, Implementation Strategies and Targets of the Draft PIA. Emphasized the importance of Shared Services (given current State Budget proposed by the Governor) and Marketing Strategies.
3. Maurice Rached, Maser Consulting Director of Transportation Services, discussed the various Implementation Strategies for each of the Areas of Need for the Transportation section of the PIA. Focused on Alternative Transportation, Transit Improvements & other Innovative Transportation Solutions.
4. Wayne Ferren, Maser Consulting Senior Environmental Specialist, provided a comprehensive overview of the issues related to the Environment and Implementation Strategies identified in the draft PIA. These dealt with the inter-relationship and inter-dependency of the Natural & Infrastructure Resources, Resource Access and Environmental Education with the other focus areas (i.e. Emergency Management to coordinate with Transportation & Eco-Tourism to coordinate with Marketing/Economy)

5. The Regional Collaborative attendees then divided up into four interest areas to review and prioritize the draft Alternatives and Implementation Strategies for their respective focus area. The following groups were organized: Housing, Economy, Transportation and Environment. The priorities were determined for each group by voting for 1- High Priority, 2 - Medium Priority and 3 - Low Priority. After about 1-1/2 hours of discussion, the Committee reconvened to present their findings. Some groups noted that there was a discrepancy between the ideology behind the Priority ranking system among individuals that may present an issue. The following summarizes the key points presented by the representatives of each group:

Housing - Presented by Zunilda Rodriguez, MCPB

General Comments

- Maintaining the character of the community is an important issue which is often difficult to reconcile when it comes to affordable housing issues. Perhaps more focus should be on design regulations as a key strategy to overcome this issue.
- What is affordable housing? How do you define it given the variety of definition ranges? What is workforce vs. artist housing?
- Communities need to look at how to individually address affordable housing in areas with single, smaller lots, which are traditional of coastal communities.

Recommended Revisions to PIA

- Single-room occupancy issues should be explored as a viable affordable housing alternative that traditionally served many of the populations that use to and still require affordable housing. It should be regulated appropriately however.
- Bringing incentives and developers into the discussion and implementation mix is very important.
- Deed restriction for affordable housing accessory units may be a viable option that many coastal communities could explore.

Priorities for Implementation Strategies

- See attached Draft PIA which includes updated Priorities.
- Highest Priorities included:
 - Wide range of housing choices (#1 a, b, c)
- Lowest Priorities included:
 - Artist housing (#3) (group noted that primary advocate for artist housing was not present)
 - Preservation of community character (#6)

Transportation - Presented by Maurice Rached, Maser Consulting

General Comments

- Monmouth County is currently updating roadway inventory (last update: 1996) to investigate jurisdictional ownership. The Monmouth County Road Plan has been created and should/will be distributed via e-mail.
- Investigate the effectiveness of State Route 71 (Ocean Avenue, Shrewsbury Avenue) striping plan in various townships. Chairman of Little Silver Planning Board believes that the plan has increased traffic on the residential roadways, but no definitive study has been completed.
- Congested Intersections to be added to the PIA within Little Silver Township include:
 - River Road & Hance Road
 - Ridge Road & Hance Road
- Congested Roadways to be added to the PIA within Little Silver Township include:

- White Road (Municipality Jurisdiction)
- Branch Road (County Jurisdiction)
- Monmouth County does not have a department titled “Division of Bridges”.
- The Tinton Avenue Bridge Project is funded.
- Roadway Congestion and R.R. Delays. Possible mitigation includes:
 - Replace and update Train Circuitry
 - Install Constant Warning Time Circuitry
 - Utilize Signal Preemption
- The 7 Bridges Road Project in Little Silver, NJ is scheduled.
- Eatontown has created a pedestrian/bicycle master plan (new developments must be connected to park and other recreational facilities).
- Asbury Park utilizes bicycle facilities at the Transportation Center
- There is a difference between how government agencies view roadways (structure, hierarchy) and citizens (usability) that needs to be addressed (#22)

Recommended Revisions to PIA

- Remove MCDOB from Agencies because it does not exist. MCDOE has jurisdiction.
- #22 Remove because it is included within other NJDOT & NJTPA projects
- #24 Implementation of Bike Plan to State Bike Map
- #25 Implementation of trolley service to include Sea Bright to Red Bank
Implementation of ZipCar (car sharing) Service
- #30 Remove because it is included within other NJDOT & NJTPA projects
- #32a Implementation to include ARC (Access to the Regions Core) Tunnel in 2017
Implementation to include DMU (Diesel Motorized Unit)
- #32c Remove because NJDOT & NJTransit do not feel ADA Standards should be prioritized.
NJ Transit has a rolling program which continuously updates ADA Facilities at Transit Stations.
- #35 Agency Involvement to include MCTC

Priorities for Implementation Strategies

- See attached Draft PIA which includes updated Priorities.
- Highest Priorities included:
 - Flexibility in Roadway Design (#20a,b,c,d)
 - Alternative/Multimodal Transportation Options (#24a,b,c / #25a,b,c / #32d / #33)
 - Emergency Management / Evacuation (#27a,b,c)
 - Congested Intersections / Safety Problem Areas not being addressed by County or State (#31)
 - CMR Implementation Committee (#35)
- Lowest Priorities included:
 - Congested Corridors (#21) - Group thought they were important but often too large to take on
 - Gateway (#29a,b)
 - Quiet Zones (#36)

Economy - Presented by Joe Rizzo, Spring Lake Council

General Comments

- The group came to a consensus about the importance of the winter/off season to the area, noting that, for most of the towns involved in the CMP, the summer/high season of tourism “took care” of itself fiscally, but seasonal flux in population and recreational events/activities through out the other seasons needed to be addressed.
- Monmouth Park - Connectivity to other activities and areas; Events in the off season; Other forms of revenue generation.
- Cross Marketing - Join municipalities in a marketing scheme to draw visitors in for area events over multiple days/trips in multiple towns. Additionally forming a system which disseminates event, entertainment, recreational activity information, etc. that can be easily developed and maintain by the communities involved and accessed easily by the public.
- Circuit of Events - Using a cross marketing scheme and an information broadcasting system, coordinate a “circuit of events” in which the hosting municipalities plan with the communities surrounding to create a calendar of events which results in a constant flow of activity for residents and visitors alike.
- Infrastructure funding for capital improvements - Many of the towns are accessed by a north/south (though some are east/west) linear roadways. Funding for infrastructure projects in a municipality near neighboring borders benefit both communities by shaping a visually appealing travel corridor. Infrastructure improvements tied into the environment and/or other green improvements should also be considered.
- Chambers of Commerce - Many of the coastal towns do have a Chamber of Commerce and there are larger regional assemblies of these Chambers, though there are some gaps. To fill in the pockets, the creation of a county-wide Chambers [of Commerce] association with additional working relationships with BIDs/SIDs, tourism commissions, and other professional groups (i.e. Monmouth Ocean Development Council) should be considered.
- Environmental Awareness - Incorporated environmental education and beach-going/tourism activities. This includes informational signage or literature relating to important ecological features of the area, including but not limited to beach dunes, shore birds. Access to this information could be made available via beach staff (i.e. beach badge sellers/checkers, lifeguards) and other related employees.

Recommended Revisions to PIA

- #12b Reword Implementation

Priorities for Implementation Strategies

- See attached Draft PIA which includes updated Priorities.
- Highest Priorities included:
 - Inter-Coordination
 - Regional Connectivity
 - Strategic Marketing Plan
 - ACEs
 - Scenic Byways & Wayfinding
 - Green Eco-Tourism
- Lowest Priorities included:
 - Fort Monmouth Redevelopment (#11c)

Environment - Presented by Wayne Ferren, Maser Consulting

General Comments

- Matrix needs to be simplified
 - Combine Implementations where possible
 - Too many Plans (Combine Targets)
 - Identify funding opportunities for Implementation strategies
 - Identify more direction actions rather than prepare more plans
 - Combine Targets so results are focused
 - Group will provide written comments on matrix after revised draft is returned with Priorities added

Recommended Revisions to PIA

- Other Areas to be considered:
 - Salvage & reuse approach (i.e. oyster beds with recycled porcelain fixtures)
 - Brownfields Conversion (controversy between converting to greenfield v. development)
 - Dredge Spoil uses - exploit
 - Fish & Shellfish funding through NOAA
 - Air Quality - expand examples of impacts (i.e. car idling)
 - Energy Audit / Carbon Footprint
 - Freehold Soil Conservation District & Stormwater / Erosion Control

Priorities for Implementation Strategies

- See attached Draft PIA which includes updated Priorities.
 - Group noted that there is a discrepancy within the Priority ranking system within each individual
 - Regional v. Site Specific Issues
 - Funding Opportunities/Limitations
 - Issues already being addressed may therefore be considered a low priority
 - Highest Priorities included:
 - Coastal Pond/lake Habitat Conservation Plans
 - Establish a CMP Implementation Committee
 - T&E / Rare Plant & Animal Species
 - NJDEP Funding for Regional Green / Blue Infrastructure
 - Recreational Lands at Fort Monmouth & National Guard Training Center
 - Adult & Youth Environmental Education Opportunities
 - Lowest Priorities included:
 - Dune protection and beach grooming plans; they are already in place
 - Maintenance Plan for gray/hard infrastructure
 - Public access coordination with transportation planning
 - Open space docent programs
 - Promote ecotourism
6. Marcia Shiffman noted that the PIA Matrix would be updated based upon the results of this meeting and distributed to the RC for review and additional comments.
7. Joe Barris added that the updated PIA Matrix and other information will be put on the CMP website for stakeholder review



8. Marcia Shiffman reminded the RC about the tentative Public Meeting #1 and asked that everyone encourage their local Council and Board Members to attend as this is the most critical stage of the process.

Meeting adjourned about 10:00 PM.

Meeting report prepared by Dan Bloch, Maser Consulting.

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MEETING REPORT

COASTAL MONMOUTH REGIONAL PLAN

Meeting Title: Regional Collaborative – Meeting #5

Meeting Date: Tuesday November 10, 2009

Meeting Time: 6:45 PM – 9:00 PM

Meeting Location: Brookdale Community College
Magill Commons
400 Cedar Avenue
West Long Branch, NJ 07764

Purpose: The purpose of the meeting was to review and gather comments on the Draft Coastal Monmouth Plan

Attendees: See attached sign-in sheet

1. Joe Barris, County Project Manager, welcomed the attendees and gave an update on the study work completed since the last meeting. He also discussed the purpose of this meeting and next steps to complete the plan process, which include:
 - a. County Planning Board presentation scheduled for Monday November 16, 2009
 - b. Public Meeting #2 – Scheduled for Monday November 16, 2009 at Brookdale University.
 - c. Prepare Draft Final Coastal Monmouth Plan
 - d. Planning Board hearing on CMP tentatively in February/March 2010.
2. Marcia Shiffman, Maser Project Manager presented an overview of the Plan with a PowerPoint and discussed the PIA, and Regional Cooperation, Housing, and Economy strategies provided in the Plan.
3. Nicholas Schaefer, Maser Consulting Engineer, discussed the various strategies to address transportation needs in the region. This included congested roads and intersections, bicycle and pedestrian improvements, transit and alternative transportation modes.
4. Wayne Ferren, Maser Consulting Senior Environmental Specialist, provided a comprehensive overview of the issues related to the environment and strategies identified in the draft PIA. These dealt with natural and infrastructure resources, resource access and environmental education.
5. The Regional Collaborative attendees then divided up into four interest areas (Environment, Housing, Transportation and the Economy) to review and discuss their comments on each of these areas.
6. After about one hour of discussion, the Collaborative reconvened to present their findings. The following summarizes the key points presented by the representatives of each group.

7. Housing group attendees expressed agreement with the strategies discussed in the plan. There were only two concerns raised by the attendees. One that the preservation of community which was noted as an important goal for many towns could be in conflict with providing affordable housing. Secondly that accessory apartments be considered as an option to better fit within established residential areas.
8. Economy group was also satisfied with the strategies discussed in the plan. They felt that the structure focuses on the Arts Culture and Entertainment (ACE) nodes was a good beginning to coordinate activities for the region. They thought the area should be expanded to identify historic areas such as Ocean Grove which can provide link to other ACE activities.
9. Transportation group comments were as follows:
 - Trip Analysis Model should be reviewed. There was concern with Neptune being shown as having 180,000 daily trips projected. There is a need to determine if there was an error; if not, need to discuss the probability of this ever happening in Plan.
 - Flexible Design Standards sections should note that the County is willing to listen, on a case-by-case basis, in modifying the design standards to fit in better with each unique situation.
 - A discussion on signal coordination techniques including intelligent transportation techniques should be included in the Plan.
 - The plan should include a mention of ferry or water taxi to go from beach to beach along the coast although this may be hard to sustain due to seasonal demand.
 - Two intersections were identified as being problematic:
 - White Road and Route 35, which needs turn lanes for left turns
 - Branch Road and Route 35, which also needs turn lanes for left turns
 - Bike Routes were discussed and the consensus was that these routes were too dangerous to be installed in the roadway and ‘shared’ with motor vehicles. Bike routes should be better kept off the road on designated paths.
10. Environment group provided many comments on the plan. They are summarized as follows:
 - The Plan, at least the Environment section, is poorly edited and needs work.
 - The document should flow better and include fewer acronyms and professional jargon. For example, the Coastal Monmouth Plan and Coastal Monmouth Region could be

referenced as “the Plan” or “the Region” as an alternative to using repeatedly CMP and CMR, respectively. Also, the readability of the Plan would be improved for the general public if a straightforward style was used with fewer terms that need to be defined.

- There should be an opportunity to provide links between the various regional plans because impacts are often on a regional scale. For example, the Bayshore Plan and Western Monmouth Plan could be linked in such a way to provide a region approach to solving water and air pollution. Perhaps a supplemental study or document could identify opportunities for linkage.
- Highlight open space preservation and acquisition as a key element of the Plan. There should be a region-wide list of priority sites so when funds or opportunities for acquisition arise (e.g., recent voter approval of the statewide open space preservation/acquisition fund), the important sites will already have been identified.
- Emphasize the protection of open space and riparian buffers. Too often buffers are not clearly identified onsite and end up being used for other purposes such as extensions of residential backyards.
- Monmouth County has poor air quality in a general sense, often among the worst counties in the state. Vehicular idling was identified in earlier versions of the plan as one cause that needed to be addressed. There should be municipal ordinances regulating idling and leveling fines for offenders, and the ordinance should be enforced. One suggestion is to post permanent municipal signs identifying idling as a illegal activity. One example of an appropriate sign reads: “No Idling, Children are Breathing!”
- Blue (open water) and green types of open space should be treated separately. In some situations, open water is lumped into the inventory of open space and this would seem to overestimate the amount of actual open space available in a community.
- The Invasive Species section should include additional species such as Asian Sand Sedge, which threatens the habitat provided by local dunes including nesting areas for endangered birds. Additional problematic organisms, including excessive densities of some native species, include deer, geese, and swans.
- Sea Grant is an important organization within the region that has not been represented in the Environment Subgroup until now. Sea Grant can provide useful links to universities and colleges, including research, education, and extension programs. They can provide individuals for the previously mentioned speakers bureau or regional field trip collaborations.



- The proposed Environment Subcommittee of the anticipated Coastal Monmouth Regional Committee is an important Element of the planning process, which will coordinate the various environmental initiatives. The Plan should include a list of important, even urgent representative ideas for the subcommittee to undertake immediately upon its formation.

M. Shiffman and J. Barris thanked the Regional Collaborative members for their comments and participation in the planning process.

Meeting was adjourned approximately 9:00 pm.

Meeting minutes prepared by Marcia Shiffman, Maser Consulting, PA.



**Public Meeting #1
April 30, 2008
6:45 – 8:45 pm
Monmouth County Library, Eastern Branch
Shrewsbury, NJ**

Purpose

To present information compiled on the Coastal Monmouth Plan and gather comments from the public on draft implementation strategies.

Attendees:

See attached sign-in sheet

Meeting Summary

1. Bonnie Goldschlag welcomed attendees to the meeting.
2. Joe Barris and the Maser Project Team provided an overview of the study through a PowerPoint presentation. This presentation is on the Monmouth County Planning Board website. There is also Coastal Monmouth web page with further information.
3. Joe Barris, County Project Manager, presented an overview of the study work to date. It is a collaborative planning effort to create a vision for the region, to establish a project policy frame work, and to become an element of the Monmouth County Growth Management Plan. He discussed this is the third regional planning effort underway through Monmouth County Planning Board to evaluate the Coastal Region. The Western Monmouth Plan and the Bayshore Region Strategic Growth Plans have been completed. The Plan is focusing on the 30 Coastal Monmouth municipalities. There have been individual meetings with each municipality, 4 regional collaborative meetings since November 2006 and meetings with County, State and local stakeholder groups to develop a series of alternatives and strategies for the study. This the first public meeting.
4. Marcia Shiffman, Maser Project Manager provided an overview of the study vision of the plan dealing with 5 areas: economy, housing, regional cooperation, environment and transportation. A planning implementation agenda in draft has been prepared, which identifies the needs for problem areas, preferred or refined alternative, various implementation strategies, the agencies involved, projected timeframe and targets. This is the key focus of the plan. M. Shiffman then provided an overview of economy, housing and regional cooperation sections.
5. Wayne Ferrin, Sr. Environmental Specialist of Maser discussed the environment which included an evaluation of natural resources, infrastructure resources, expanding public access to resources, and education and outreach. These are the main categories identified and focused on in the draft planning implementation agenda for environmental issues.
6. Maurice Rached then discussed transportation strategies. The key issues included road design standards, congested corridors and intersections, bicycle facilities and alternative transportation modes, emergency management, gateways, transit improvements, and other



innovative transportation ideas.

7. At the conclusion of the presentation, the meeting was open to the public for questions. A public questionnaire was distributed to all participants and a number were returned to the Project Team for review.
8. Contact can be made on the study with Marcia Shiffman at Maser Consulting or Joe Barris at Monmouth County or email directly to the Coastal Monmouth website at (coastalmonmouth@maserconsulting.com)

The meeting was closed at 8:45 pm.

Meeting minutes prepared by Marcia Shiffman, PP, AICP, CLA – Maser Consulting P.A.



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MEETING MINUTES
ASBURY PARK
MONDAY JUNE 18, 2007
2:15 p.m.

Attendees:

Joseph Barris/MCPB
Barbara VanWagner - Planner - Asbury Park
Marcia Shiffman-Maser Consulting, P.A.

Handouts:

- Meeting Agenda
- Asbury Park Draft Fact Sheet
- Coastal Monmouth Plan questionnaire form
- Wastewater Management Plan Area 12 Regional Issues List
- List of issues raised at the Regional Collaborative Meeting

Summary of Meeting

1. Discussion of redevelopment areas. Springwood Avenue area has been revised and is up for City approval. Looking at 3 separate areas. One is to the west neighborhood commercial near Neptune Township, mid area is mixed use cultural education facilities and then the train station area.
2. Asbury Avenue is a poor visual gateway into the City, being the major east-west access route. Market Street Mission facility located within gateway. Consider Asbury Avenue - Route 66 corridor study that would look at gateway for Asbury Park. Improvements along Route 66 and Neptune as well.
3. Shared services - Barbara will provide list of shared services with other communities. Police services and fire are paid personnel. Allenhurst has shared services with Asbury Park including court, street cleaning, emergency services, sewer hook-up to Asbury Park; Bradley Beach shared construction official. Asbury Park has implemented a "sustainable Asbury" program. Barbara will send information to show Barris on this program.



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Asbury Park
June 18, 2007
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4. Discussion of arts cultural entertainment corridor. Asbury Park is one of the four "ACES". Some discussion of Savoy Theater, which is a potential opportunity. Consider expanded jitney services to activity centers.
5. Parking is a major issue for future development. Currently parking problems on weekends in downtown.
6. Regional impact of Asbury Park traffic on the surrounding region was discussed. Problems with cut-thru traffic on adjoining towns such as Interlaken was mentioned.
7. Fact sheet will be updated to reflect results of this meeting.

Meeting report prepared by Marcia Shiffman, Maser Consulting.

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MEETING MINUTES
BOROUGH of AVON BY THE SEA
THURSDAY MAY 26, 2007

Attendees:

See Attached List

Handouts:

- Meeting Agenda
- Avon By the Sea Draft Fact Sheet
- Wastewater Management Plan Area 12 Regional Issues List
- List of issues raised at the Regional Collaborative Meeting

Summary of Meeting:

1. There is limited growth opportunity available within the Borough. It is approximately at 99% build out.
 - a. Development that is occurring consists of smaller housing opportunities (i.e. condos, apartments).
 - b. There is concern for the older population that resides within the Borough to make available housing that is smaller and age restricted as well as affordable so that a person may retain residency in the municipality. Concern for increased land and home values out-pricing current residents.
2. Main Street area has been focus of many improvements.
 - a. Mixed use of buildings
 - b. Redevelopment of and improvements upon buildings, many exhibiting an "old main street" feel. Work being done is from private markets with no BID/SID or town funding.
3. Borough has a large municipal parking lot which can hold about 130-140 cars and is located about a $\frac{1}{2}$ a block from the downtown area.
4. Currently there are no parking contribution requirements for any development done in the town.



Meeting Minutes
Avon By the Sea
May 26, 2007
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5. Neptune City has some redevelopment plans which may affect Avon as the towns share a municipal boundary at the railroad line.
6. CAFRA permitting on Riverside Drive. Town interested in abandoning paper street and give land to the owners immediately bound to the property. Paper street varies in width depending upon tide levels.
7. Town received CAFRA funding from an applicant. The money is to be used towards improvement to the beaches and bulkheading for public access. One issue pertains to the end of the roadways where the monies are to be used are public access but also are in the middle of residential areas.
8. Dredging of Sylvan Lake (ownership shared with Bradley Beach)
 - a. Sylvan Lake Commission exists to deal with maintenance and problems involving this waterway.
 - b. When the lake overflows, causes beach closures due to polluted runoff. There is also a geese problem.
 - c. Some portions of the lake are only 6 inches in depth, western part of lake filling. DEP funding received (\$270K) plus municipality funding (\$30K) for dredging purposes.
 - d. Original plan sought was to take dredged material and add to a current island in the lake and make it 1 ft larger in circumference and slightly taller in height. Proposal turned down by DEP. Only alternative is to ship spoils which will consume most of the funding therefore only a much smaller portion of the lake may be dredged.
 - e. 2004 grant money has been extended a number of times, but the extensions ran out 12/06.
 - f. Proposal: Create a larger Monmouth County Lakes Commission to work on issues as a whole with other towns experiencing similar problems with coastal lakes in their municipalities.
9. Dredging of the Shark River
 - a. Similar to lake dredging is the need for dredging in the bays of the Shark River. Avon, Neptune Township, Neptune City, Belmar and Wall all own land on the River's banks. Were able to get 1 permit sponsored by all of the towns (except Wall) to dredge bay. Time and cost effective - would like to see something similar for lakes (see 8:f).
10. Downstream Impacts Challenges



Meeting Minutes
Avon By the Sea
May 26, 2007
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- a. Being all the way downstream in the watershed, Avon like other coastal towns, has incurred the burden of negative downstream impacts on water quality.
 - b. The Borough has built a sediment holding tank as a strategy to deal with these impacts but this has not solved the overall regional problem.
 - c. Proposal: A need for regional strategies to address ownership of downstream impacts, overall maintenance and obtaining dredging permits.
11. Ocean and Beach Access
- a. Avon By the Sea has been voted Best Beach and Best Boardwalk in Monmouth County by the Asbury Park Press for the LAST 8 YEARS!
 - b. All properties are residential along the boardwalk with the exception of *The Columns*.
 - c. There is no charge for parking. On busier summer days cars are parked in the municipal lot near Main St. and patrons walk up toward the beach. Also the Borough changes its street parking from parallel to diagonal from May 1st to Sept 15th.
 - d. There is no longer a train stop in Avon - which is OK, many riders go to Bradley Beach or Belmar. Interest in a jitney service to the beach- maybe can collaborate with other nearby small towns. Idea is completely weather related.
12. Commercial Businesses
- a. Most of the commercial businesses are along Rt 71.
 - b. There are only 2 year-round liquor licenses in the Borough. All others are seasonal. The number of liquor licenses is based on census population data and there is no difference between seasonal or year-round licenses when it comes to the method they are distributed. There is interest in obtaining more year-round licenses.
13. Traffic and Related Issues
- a. Why is every road treated the same throughout the county and not looked into dependent on location (i.e. Intersection of Rt. 18 and Sylvania Ave has traffic calming issues with county road having right-of-way).
 - b. Snowplowing is done by local, county and state agencies for an area that is .5 sq miles.



Meeting Minutes
Avon By the Sea
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- c. Yield to Pedestrian signs are contentious due to their placement by the municipality on a county road. Issues of insurance.
- d. Municipality would like a circulation study for the downtown.
- e. Municipality has received state funding for streetscaping.
- 14. Plan endorsement, what it is and how it is achieved, was discussed.
- 15. Emergency Management Plan
 - a. Reverse 911 system
 - b. Evacuation meeting place is Wall High School. Borough would like to find a new place - concern for township residents and sharing the meeting place with many other municipalities.
- 16. Shared Services
 - a. The Borough was asked to provide a list of shared services
- 17. Scenic Byway initiative, what it is and how it is funded, was discussed. May be of interest.

Avon by the Sea Fact Sheet will be updated to reflect the comments of this meeting.

Meeting adjourned approximately 4:00 pm.

Meeting report prepared by Meghan Leavey, Monmouth County Planning Board.



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MEETING MINUTES
BOROUGH of BELMAR
TUESDAY, JULY 31, 2007

Attendees:

See Attached List

Handouts:

- Meeting Agenda
- Belmar Draft Fact Sheet
- Wastewater Management Plan Area 12 Regional Issues List
- List of issues raised at the Regional Collaborative Meeting

Summary of Meeting:

1. The de-commercialization of Ocean Avenue. There is voluntary redevelopment in the area. Ocean Avenue has been rezoned residential with a few pockets of commercial typically related to beach users
 - a. Interest in using underdeveloped & municipal parking lots for mixed use development.
 - b. Trying not to incorporate eminent domain. Eminent domain is difficult in non-distressed cities depending on the definition of blight.
2. Quality of Life is important to the Borough's residents
 - a. The creation of more stable owner occupied neighborhoods, tougher enforcement of codes/ordinances, fines (i.e. Landlords and renters involved in an Animal House ordinance circumstance will result in fines as well as paying for a Sheriff's officer to be posted outside the property in violation if required).
3. Traffic
 - a. Traffic calming measures have been put in place on 10th Avenue, as well as 8th Ave and D St. (a 5 road intersection).
 - b. The intersection of 6th Ave and C St. has a considerable number of signs in place (26 total).



Meeting Minutes

Belmar

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- c. Within 500 ft of a park, 4-way stops have been put in place on all local streets. This was a local government decision.
 - d. Snowplowing issues - multiple agencies involved in plowing snow. Negotiations with County dealing with the swapping of plowing responsibilities have proven difficult.
 - e. A study is being performed regarding the placement of parking spaces on Ocean Avenue. To change from diagonal parking to parallel parking and the installation of a bike lane. Also part of the study is the idea of a parking structure to accommodate tourists.
- 4. Pedestrian Issues
 - a. Borough would like to see some funding from their transit village grant to be applied to pedestrian safety
 - b. Bump outs are not permitted on County roads.
 - c. 1st Ave has pedestrian problems with road width and crossings. A refuge island may relieve this problem.
 - d. Speeding cars are also a concern of the Borough's residents.
 - e. An opportunity for a bike route near the Shark River, in the areas of Marconi Rd, Belmar Blvd and the Shark River Bridge has potential.
- 5. Transportation
 - a. Borough owns 5 low speed vehicles (LSV). These LSVs are permitted on 25 mph roads (as that is their top speed).
 - b. Interest in the LSV initiative came about from trying to find a solution for senior citizens with restrictive driving capabilities as well as a courtesy for marina customers.
 - c. A petty cab ordinance is also in affect. Seasonal petty cab/trolley service available to and from marina and beach.
 - d. Train Transportation
 - i. Dual mode engines on the coastline may help north to south train line movement. A late night Belmar to Manasquan service has been pitched in the past.
 - ii. Another idea for improved service includes the change from standard to light rail trains from Bay Head to Long Branch.
 - e. Rapid bus service maybe another alternative for mass transit along the coastline. Would be similar to a train including the use of crossing gates, express services and increased schedule frequency.



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Belmar

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6. The 2003 Seaport Plan has been revised in relation to TOD amendments.
7. An active Belmar Arts Council has a summer playhouse program. Where Belmar Elementary School opens up for the summer as a setting for a theater program. There is potential in this area to foster this program further. Especially with the new municipal building potentially being erected behind the school.
8. Stormwater Management/Flood Mitigation measures
 - a. Retrofitting area to take flow away from Silver Lake and send it out in another direction using the ridge line and moving to the east to the river using gravity.
9. Dredging of the Shark River
 - a. Similar to lake dredging is the need for dredging in the bays of the Shark River. Avon, Neptune Township, Neptune City, Belmar and Wall all own land on the River's banks. Working with nearby towns on dredging and dewatering ideas.
 - b. Swale located along Rt. 35.
10. To increase the use of alternative forms of energy, Borough offers developers PILOT incentives to reduce costs. Mostly LEED Silver (alternative energy, insulation).
 - a. Also interested in calculating the Borough carbon footprint.
11. Affordable Housing/COAH
 - a. Borough is working on an accessory dwelling unit (ADU) ordinance (i.e. rear lot bungalows, over garage units). These units would be COAH and age-restricted and rented through the Belmar Housing Authority or the property owner may also control who the [year-round] renter will be (i.e. grandparent, parent, aunt, uncle, self, etc.) Those units do not have to meet COAH criteria but cannot be rented in any other fashion. Non-conforming multifamily residences and the conversion of 3-season structures also addressed in this ordinance.
12. Marinas and Related businesses
 - a. Have a "no discharge zone"
 - b. Already prohibit fish disposal into water
 - c. Not currently part of the State's Clean Marinas program but may want to pursue certification.
 - d. Marina area program for docking \$3/ft



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Belmar
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- e. The area around the marina has been focused on as an entertainment and active recreation area.
 - i. Includes the uses of:
 - 1. a water taxi transportation service
 - 2. Belmar Yacht Club, the Friends of Belmar Harbor and a community sailing center.
 - 3. Commercial fishing party boats
 - 4. A Boating Infrastructure Grant (BIG) for 57 transient boat slips, comfort stations, a floating fueling station and 2 pump out stations on floating docks.
 - ii. This area is the focus of an RFP for activities related to the water front including the construction of a seasonal dock leased on public land for kayaking, ecotourism, restaurants, etc.
 - iii. There is also proposal for redeveloping the area under the new Shark River/ Rt. 35 Bridge for an active recreation use area specifically related to miniature golf (no other courses exist in the Borough currently).
- 13. Commercial Businesses
 - a. Most of the commercial businesses are along Rt 71.
 - b. The inclusion of a supermarket in the town for the purpose of economic development in advancing affordable housing and sustainable development is of interest.
- 14. Scenic Byway initiative, what it is and how it is funded, was discussed. May be of interest.

Belmar Fact Sheet will be updated to reflect the comments of this meeting.

Meeting adjourned approximately 5:00 pm.

Meeting report prepared by Meghan Leavey, Monmouth County Planning Board.



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MEETING MINUTES
BRADLEY BEACH
MONDAY JUNE 18, 2007
12:45 p.m.

Attendees:

See Attached List

Handouts:

- Meeting Agenda
- Bradley Beach Draft Fact Sheet
- Coastal Monmouth Plan questionnaire form
- Wastewater Management Plan Area 12 Regional Issues List
- List of issues raised at the Regional Collaborative Meeting

Summary of Meeting

1. Fletcher Lake new outflow. Fletcher Lake issues include dredging program and need for dredge spoil site.
2. Water and Sewer facilities - Ongoing upgrade. IPE infiltration study done on system.
3. Beach replenishment and maintenance. Beach replenishment regulations are problematic and should be addressed in the plan. The State currently has changed regulation of maintenance and not allowed for sand blowing across the dunes. This is an issue that affects many of the coastal municipalities such as Spring Lake, Bradley Beach, Avon Beach. The inability to retain beach frontage will affect tourism economy both region and the state. Lack of ability to replenish beach to retain beaches and to remove sand from boardwalk will also affect emergency access and public access to the beach. General permit is required for dune and beach maintenance. Need to develop maintenance standards. Suggestion that general maintenance standards be specifically developed with DEP as part of an overall plan.



Meeting Minutes
Bradley Beach
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4. Bradley Beach has private redevelopment activity along Main Street. Looking at higher density mixed use residential retail. The magnet is the train station.
5. Bradley Beach has an ongoing program of dune maintenance and conservation activities. Can be used as an example in the plan. Contact is Phyllis Tuxley. Ideas include dune maintenance, garden milkweed production for butterflies, greenhouse tree grow, tree nurseries, greenhouses, ongoing educational program.
6. Transportation - Parking problems paramount. City has a combined beach rail pass with NJ Transit. Ideas raised included bike rental and possibly trolley or jitney to provide linkage between beach and transit. This could be a regionalized trolley link. Borough indicated that every certificate of occupancy provides funds to support tourism commission. These funds could be directed toward a trolley transit link. Regional jitney service idea put in plan.
7. Discuss Center Arts and Entertainment Corridor and Scenic Byway idea. Borough seemed interested.
8. Borough interested in including public art in their downtown Main Street.
9. Sylvan Lake - Borough has a five-year plan in place for bulk heading improvements. Looking at grant to dredge Fletcher Lake.
10. Open Space - Borough has significant open space, either in parks or beaches.
11. No major transportation problems identified.
12. Questionnaire given to Borough officials to update. Also fact sheet provided for update.

Meeting report prepared by Marcia Shiffman, Maser Consulting.



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MEETING MINUTES
BRIELLE
TUESDAY APRIL 30, 2007

Attendees:

See Attached list

Handouts:

- Meeting Agenda
- Brielle Draft Fact Sheet
- Coastal Monmouth Plan questionnaire form
- Wastewater Management Plan Area 12 Regional Issues List
- List of issues raised at the Regional Collaborative Meeting

Summary of Meeting

1. On Route 71 in the Business District, streetscapes improvements were proposed, including bikeways.
2. Green Avenue and Union Lane have traffic volume problems.
3. Water taxi and jitneys on the Shark River are being considered.
4. Top Planning Issues
 - a. Loss of marina is a top planning issue. These are vulnerable to other uses such as the Brielle House which was the old Brielle Yacht Club. Brielle Marine Basin Shipwreck property vulnerable. Original plan proposed ten (10) to twelve (12) slips, but did not have parking and was withdrawn.
5. Borough needs to address parking requirements for marinas, currently, one parking space per boat slip.
6. The Borough is losing charter fishing boats since there is no available parking near the sites.



Meeting Minutes

Brielle

April 30, 2007

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7. River-view area had pedestrian safety problems; Pedestrian bikeway proposed, but problems to retain or accommodate Sycamore trees along road.
8. Linkage needed between Hill and northern area of Borough.
9. Looking at Manasquan River frontage for pedestrian access, tied to NJDEP approvals. Environmental Commission promoting project to gain access along road. Aven near Osprey Point Pump Station area being considered for access.
10. Shared services:
 - Courts shared with Manasquan.
 - Salt Shed - shared with Manasquan and Sea Girt.
 - Construction officials shared with Spring Lake, Spring Lake Heights, and Sea Girt.
 - Subcode as of February 2007.
 - Discussion of ACE and Scenic Byway.
11. Fact sheet will be revised and submitted to Borough.

Meeting report prepared by Marcia Shiffman, Maser Consulting.



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MEETING MINUTES
COMBINED MEETING WITH
DEAL, LOCH ARBOUR & ALLENHURST BOROUGHES
TUESDAY JUNE 19, 2007

Attendees:

See Attached list

Handouts:

- Meeting Agenda
- Draft Fact Sheet
- Coastal Monmouth Plan questionnaire form
- Wastewater Management Plan Area 12 Regional Issues List
- List of issues raised at the Regional Collaborative Meeting

Summary of Meeting

1. Poplar Brook flooding major issue. Flooding activity primarily caused by development in Ocean Township. Need for regional solution to address flooding problem.
2. Deal Lake regional problem due to upstream development impacts. Watershed management plan is being developed for Deal Lake through the Deal Lake Commission, which includes Deal, Allenhurst, Loch Arbour, Neptune, Asbury Park, Ocean Township, Interlaken. When plan is approved by State, then it will be the regulatory framework for all municipalities draining into pond.
3. Allenhurst has a combined historic preservation planning board/zoning board. Strong historic preservation regulations. Generally, lot coverage and mcmansion teardowns are not a problem for Allenhurst.
4. Deal - Has considered but not adopted regulations to manage mcmansions. Draft ordinance addressing this was not adopted due to public concerns.



Meeting Minutes

Deal, Loch Arbour & Allenhurst Boroughs

June 19, 2007

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5. Deal Beach Replenishment Issues - The Deal Region, which includes Elberon, Deal, Allenhurst and Loch Arbour, were not part of the prior Army Corp Engineer Beach Replenishment problem. Asbury Beach has undergone sand replenishment, which has affected the Deal Reach, as drifting sand has covered jetties and flumes in the Deal Reach. Officials indicated NJDEP has now undertaken strict enforcement of the regulations and maintenance and do not allow for clearing of the jetties and flumes from the beach. This has caused financial difficulty of the towns and the fines are considered highly punitive. This issue should be included in the plan to encourage state action, revise regulations to practically address the issue of beach maintenance.
6. Transportation - Bikeway has been planned along Ocean Avenue from Lake Takanassee to Allenhurst. This is under NJDOT review. Bikeway should be added to the plan. It was noted that some difficulty continuing bikeway south of Allenhurst as road curves.
7. Deal-Ocean Township share commercial strip along Ocean Avenue. Area can use revitalization upgrades in terms of streetscape and more aesthetic continuity. Funding for this area would be important. It is a regional multi-municipal commercial area.
8. Look at how mcmanions are addressed in other towns as a potential case study effort.
9. Infrastructure in towns are being upgraded and replaced. An infiltration study has been done which focuses funding efforts. Deal requests CDBG grants for infrastructure improvements.
10. Shared Services - Town representatives will provide a list of shared services to Joe Barris for inclusion in the plan.
11. Questionnaires were handed out to all three municipal representatives. These will be returned to Joe Barris.



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Deal, Loch Arbour & Allenhurst Boroughs
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12. Fact sheets were also handed out. It was requested that they be marked up and returned to Joe Barris for inclusion in the updated report.

Meeting report prepared by *Marcia Shiffman, Maser Consulting.*

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MEETING MINUTES
EATONTOWN BOROUGH
TUESDAY MAY 30, 2007

Attendees:

See Attached list

Handouts:

- Meeting Agenda
- Eatontown Borough Draft Fact Sheet
- Coastal Monmouth Plan questionnaire form
- Wastewater Management Plan Area 12 Regional Issues List
- List of issues raised at the Regional Collaborative Meeting

Summary of Meeting

1. Review of Fact Sheet indicates the following changes:
 - a. Top planning issues should include expansion of open space.
 - b. Regarding housing, Howard Commons is included as part of the third round COAH Plan.
 - c. Borough proposing Greenways Plan linking open space area including Fort Monmouth.
 - d. Economy should indicate impact of loss of Fort Monmouth which would involve 5,500 high tech jobs, 21,000 job ancillary impact. Need to retain and re-structure jobs and economy served by Fort Monmouth.
 - e. Infrastructure. Re-development of Fort Monmouth will require new infrastructure.
 - f. Transportation Development District for industrial area may be considered.



Meeting Minutes
Eatontown Borough
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2. Two Rivers Conference of Mayors holding meeting in September 2007 which involves the twelve towns.
3. June 19, 2007, Eatontown will undergo a municipal charrette with the Fort Monmouth Planning Firm, EDAW.
4. Gale O'Reilly is the Borough Planner for Plan Endorsement. Maser Plan and Housing Plan are being updated.
5. Borough is deficient in park land. Coastal Monmouth is forty percent of the population, but only twelve percent of the park acreage.
 - a. Old Orchard Golf Course 120 acres of which thirty acres are environmentally sensitive. Property was sold to development group. Important to save this golf course.
 - b. Fort Monmouth - Notice of interest includes golf course with hotel. Greenway proposal and open space linkage tying Fort Monmouth to other properties.
 - c. Wampum Memorial Park should be included.
 - d. Other open space at Fort Monmouth includes pool and gym facilities.
6. Fort Monmouth discussion of three towns (Eatontown, Oceanport and Tinton Falls) includes sharing services and benefits.
7. Emergency Services Advisory Committee addressing Fort Monmouth facilities. Current facilities are state of the art. Decommission of Fort Monmouth affects mutual aid and emergency services for the twenty-eight (28) towns currently served by Fort Monmouth. Fort Monmouth currently has forty (40) permanent on-call fireman (5 million dollar annual cost). Emergency medical services twenty-nine (29) permanent EMS personnel (8



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Eatontown Borough
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million dollar annual cost). Eatontown suggests County take over EMS to oversee plan and facility and to take the lead in gaining grants.

8. Howard Commons officially vacated in 2003. Eatontown developed the Howard Commons plan. Currently looking at re-development for age-restricted affordable market. 259 dwelling units.
9. Fort Monmouth - 220 acres in Eatontown. 430 acres in Oceanport. Golf Course 180 acres. Howard Commons 70 acres.
10. Wampum Lake heavy metal issue pollution may be due to Fort Monmouth. Federal Government should clean up lake (uncertain of future action).
11. Transportation Issues
 - a. Route 35/Route 36 Circle Interchange.
 - b. Industrial Way
 - c. Hope Road
 - d. South Street/Wyckoff Intersection
 - e. Route 36/Widening Interchange (starts September 2007)
 - f. Wyckoff Road/Broad Street synchronized signals
12. Light rail line through Fort Monmouth being considered. Possible stop at Fort Monmouth.
13. Additional traffic problems: 1-Garden State Parkway needs direct connection north of Route 18/Garden State Parkway. 2-Truck traffic must exit at Route 36 (exit 105) through town, through borough area.
14. Fact Sheet will be updated and returned to Eatontown for review.
15. Meeting report prepared by Marcia Shiffman, Maser Consulting.



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MEETING MINUTES
FAIR HAVEN
TUESDAY JUNE 19, 2007
5:30 p.m.

Attendees:

See Attached list

Handouts:

- Meeting Agenda
- Fair Haven Draft Fact Sheet
- Wastewater Management Plan Area 12 Regional Issues List
- List of issues raised at the Regional Collaborative Meeting

Summary of Meeting

1. A problem noted by Borough representatives is the increase in house sizes which effect the character of the Borough.
2. River Road - this developed area in the Borough is located in PA-5 planning area along the Navasink River. This has been discussed through the County Cross-Acceptance process and agreed that it would be placed in PA-1. No need to include this in the CMP.
3. Borough will be undertaking a visioning exercise funded through the Municipal Land Use Center. The goal is to develop consensus on a vision for the Borough, focused on Main Street. The Borough is looking at affordable housing, open space, improved transportation, and improved streetscape.
4. Borough enacted a Pedestrian Master Plan in the 1980's and is trying to implement this plan, which may require closure of some streets.
5. Natural Resource Inventory has been prepared for the Borough.
6. Borough has emphasized bike transportation including ride to schools and other facilities.



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Fair Haven

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7. Concern about safety along River Road. Borough is interested in traffic calming and improved pedestrian access. River Road is a County road.
8. Borough stressed importance of having a "point person" to coordinate local concerns on County roads with the County personnel and officials - "a liaison" with the County.
9. Major County roads that need to be looked at include River Road and Ridge Road. Suggest showing these roads on the plan as a Study Corridors along the peninsula. Both roads are County roads and the Borough has little say in improvements.
10. Mass transit - Bus shelters should be encouraged and put in CMP. Develop jitney system between Fair Haven and Red Bank or potentially along the peninsula serving Fair Haven to Red Bank.
11. Suggestion that ponds be maintained by County and added to the County Park System. This could be managed through the Monmouth County Mosquito Control Commission. Options discussed include a potential pond impact fee to help with the maintenance. Regional approach would have more impact on maintenance.
12. Fourth Creek Watershed Study developed by Army Corp of Engineers was discussed. Army Corp recommended that the ponds fill in naturally as a meadow. However, the Borough did not agree. Costs for filling and dredging Fourth Creek Watershed is approximately \$100,000.
13. Discussion of access to the water. A regional or combined with Red Bank, Fair Haven or Rumson Fair Haven marina was brought up; however, local acquisition of open space and use of local open space tax may be a more feasible option for Green Acres funding.



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Fair Haven
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14. The Scenic Byway idea was discussed. The link through the peninsula would connect up through Middletown, the Henry Hudson Trail and the Monmouth Battlefield area with linkage to the suggested Jersey Shore Byway along the oceanfront.
15. River Road Corridor Revitalization Plan has been prepared. A copy will be provided to Joe Barris.
16. Fair Haven Fields should be included as a County unique environmental area on the CMP. Joe Barris will coordinate with the County and the Borough. Fair Haven Fields has 5 miles of trails and unique plant species.
17. Open space map should be revised to identify the Harding Bird Sanctuary. Future transportation plan should add the River Road corridor.
18. Infrastructure was discussed. Red Bank Water Company partially supplies water for the Borough. Low water pressure is a major problem.
19. Borough will provide updated fact sheet and reports as noted above to the Joe Barris.

Meeting report prepared by Marcia Shiffman, Maser Consulting.



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MEETING MINUTES
INTERLAKEN BOROUGH
TUESDAY MAY 31, 2007

Attendees:

See Attached list

Handouts:

- Meeting Agenda
- Interlaken Draft Fact Sheet
- Coastal Monmouth Plan questionnaire form
- Wastewater Management Plan Area 12 Regional Issues List
- List of issues raised at the Regional Collaborative Meeting

Summary of Meeting

1. Questionnaire distributed and request for Boro to complete and return questionnaire to J. Barris.
- 2.
3. Interlaken Borough is entirely a residential community.
 - a. Interlaken has shared services with Allenhurst.
 - b. Considering studying EMS, First Aid, Police for shared services.
 - c. Interlaken has own Police and Fire Departments.
 - d. EMS shared with Allenhurst. Status of the study is not known. Some sharing of equipment.
2. Interlaken is part of the Asbury Park School District, Elementary and Secondary schools.
3. Top planning issues should be amended. Looking at regional traffic impacts. Remove public access to beach as an item.
4. Land Use - Borough is addressing "McMansion" issues.
5. Conservation - Borough is considering tree preservation/tree canopy ordinance to protect unique trees within the Borough.



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Interlaken Borough
May 31, 2007
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6. Grossmere Avenue is maintained by the County. The cherry trees are well maintained.
7. Transportation issues - Borough is concerned with cut through regional traffic through borough utilizing Grossmere Avenue, Route 35, Main Street connection.
8. Infrastructure adequacy should be checked with Peter Avakian.
9. Scenic Byway proposal was discussed; representatives suggested highlighting Grossmere Avenue and Arboretum in future plan.
10. Borough participates in the Deal Lake Commission.
11. Fact Sheet will be revised based on meeting discussion.

Meeting report prepared by Marcia Shiffman, Maser Consulting.



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MEETING MINUTES
LAKE COMO
TUESDAY JUNE 26, 2007

Attendees:

See Attached List

Handouts:

- Meeting Agenda
- Lake Como Draft Fact Sheet
- Coastal Monmouth Plan questionnaire form
- Wastewater Management Plan Area 12 Regional Issues List
- List of issues raised at the Regional Collaborative Meeting

Summary of Meeting:

1. The Coastal Monmouth Plan questionnaire form was distributed and Borough representatives were requested to fill it out and return the form.
2. Vision of the Borough is improving Main Street and improvement quality of housing stock in keeping with character of the community.
3. Top planning issues include Main Street revitalization and Lake Como improvements to address flooding and water quality issues.
4. Lake Como interested in forming Lake Como Commission. Future improvements discussed include underground pipes from eastern end of lake going under Ocean Boulevard. Lake flooded. Heavy duty pumps were used 2-3 years ago which required that Ocean Boulevard be closed off. Borough interested in mitigating problems with Lake Como flooding.
5. Pedestrian path around lake. Borough would consider improvements to pedestrian path around lake and improve recreational amenities.
6. Lake Como dredging needed. Discussion of process and coordination between surrounding municipalities.



Meeting Minutes
Lake Como
June 26, 2007
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7. Rutger's Main Street Development Plan was just approved by the Borough.
8. Regarding the economy, the Borough is interested in encouraging mixed use development and expanding diversity of uses.
9. A shared services study is currently underway with the Borough and adjoining municipalities. Borough will provide information on current shared service agreements.
10. Regarding transportation, speeding in residential areas is an issue which will require traffic calming measures.
11. Lake Como fact sheet will be updated and provided to the Borough for review.

Meeting minutes prepared by Marcia Shiffman, AICP, CLA - Maser Consulting.

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MEETING MINUTES
LITTLE SILVER
THURSDAY MAY 24, 2007

Attendees:

See Attached List

Handouts:

- Meeting Agenda
 - Little Silver Draft Fact Sheet
 - Coastal Monmouth Plan questionnaire form
 - Wastewater Management Plan Area 12 Regional Issues List
 - List of issues raised at the Regional Collaborative Meeting
1. Mayor indicated that they are very active with the Two River Council of Mayors, which includes representatives from the communities between the Navasink and Shrewsbury Rivers.
 2. Extensive discussion on Fort Monmouth reuse, which is felt to have a significant impact on the Borough. Fort Monmouth study should include planning for the impact on surrounding communities.
 3. Fort Monmouth EMS Facilities should be retained including the hazmat facilities, EMS services. The Borough suggests the County take the lead to organize and provide these services and share expenses to the communities in the two rivers area. Consider looking at possible use of homeland security dollars to retain and get facility up and running.
 4. Open space:
Fort Monmouth open space should be retained, including golf course, bowling alley and other facilities.
 - Many municipalities have limited recreational facilities so retaining and proving public use of active recreation facilities in Fort Monmouth would be important.



Meeting Minutes
Little Silver
May 24, 2007
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5. The train station has recently been renovated.
 - The New Jersey Transit owned parking area on the south side of the train station needs significant improvements, which have not been made. Additional parking could potentially be provided in other areas near the train station. Borough has its own municipal parking lot at station.
 - Future train station for immediate area was discussed, including future station at Fort Monmouth or expansion of Oceanport seasonal station. Feeling that this would be a long-range effort given the limited funding.

6. Housing:

Providing affordable housing was a concern of the Borough. Housing plan does address this. Suggestion that use of the Fort funding to retain and augment housing in Fort Monmouth site should be considered. Reuse of existing housing at the Fort may not be an option due to problems with not meeting building code.

7. Properties on the north side of the train station provide opportunities for redevelopment, including a Dweck property in this area and other vacant or under utilized properties.

8. Traffic cut-throughs are a problem on White Road and Branch Road.

9. Borough does not want Rumson Road as a four-lane highway. Feels it would be detrimental to the area.

10. Navasink and Shrewsbury River dredging. Borough has grant to do soundings to begin the process. Federal channels expected to be dredged in 2009. Dredging of State channels date is unknown. Local channels should be piggybacked on State dredging project to reduce cost. Dredge spoil sites still have not been identified yet. Dredging of the river is important for the Two Rivers area.



Meeting Minutes
Little Silver
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11. Economy - Downtown:
Representatives felt most of the stores are stable with limited vacancies.
12. Open Space in Borough not accurately defined by the County Open Space Plan. 50 acres of the Borough open space is wetlands and not active parkland. The Coastal Monmouth Plan should indicate that active and passive open space is not broken in terms of evaluating open space deficiencies.
13. Little Silver is working to update their Environmental Resource Inventory.
14. Representatives felt that the process of Plan Endorsement is cumbersome and maybe too costly an effort and should be simplified to allow for more communities to take advantage of this process.

Little Silver fact sheet will be updated based on the results of the meeting.

Meeting report prepared by Marcia Shiffman, Maser Consulting.



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MEETING MINUTES
CITY OF LONG BRANCH
TUESDAY JUNE 26, 2007

Attendees:

Eddie Thomas
Carl Turner
Peter Agresti
Marcia Blackwell
Burt Morahuiebi
Joe Barris
Marcia Shiffman

Handouts:

- Meeting Agenda
- Long Branch Draft Fact Sheet
- Wastewater Management Plan Area 12 Regional Issues List
- List of issues raised at the Regional Collaborative Meeting

Summary of Meeting:

1. City officials provided updated copies of recent reports including Master Reexamination Report, Master Plan Summary dated 6/1/07, Oceanfront Master Plan dated 1995. (Officials subsequently provide copies of the Oceanfront Master Plan Sector books.)
2. A discussion of various projects currently in pipeline or under construction.
3. Current status of condemnation efforts was discussed.
4. Transportation issues:
 - Route 36 improvements needs. Congested corridor should be included in the plan. Need to expand Rt. 36 to 4 lanes; flooding areas on Rt. 36 close road and effect evacuation routes and ability to access Monmouth Medical Center; need to address these transportation issues.
5. Shrewsbury River - Long Branch has proposed higher water quality standards along banks to improve water quality in river.



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Long Branch
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6. Army Corp of Engineers Beach Replenishment project; sand has drifted to Monmouth Beach; beachfront 4 miles long. The NJDEP New Beach Access Rules has caused problems; discussion of pro-active coordination with NJDEP on beach access and beach maintenance. Officials suggested County take the lead to coordinate with municipalities and meet with Governor and Commissioner.
7. City indicated they are currently pro-actively working to implement "green standards" for the City for green building. Looking at incentive zoning to provide green buildings.
8. Discussion of Scenic By-way and ACE with the representatives. Officials felt ACE was an outstanding idea. City is promoting live-work affordable units for artists. Contacts include Todd Katz and Patience O'Connor.
9. Discussion of New Jersey repertory company which has a 200 seat theater on Broadway, planned for 500 seats. Old Paramount Theater is being given to City, which would support theater and theater education.
10. 500 units of affordable housing are being planned and were been approved for the City.
11. Discussion of transit rail station. Long Branch rail station needs substantial upgrades; station is planned as a major component of the City's plans as the "gateway to the shore". Long Branch is working with N J to become a Transit Village.
12. Fact sheet will be updated and submitted to the City for review.
13. Possible meeting will be held with Long Branch representatives to review on-going efforts, especially in the arts sector.

Meeting minutes prepared by Marcia Shiffman, AICP, CLA - Maser Consulting.



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MEETING MINUTES
MANASQUAN BOROUGH
APRIL 29, 2007

Attendees:

See Attached list

Handouts:

- Meeting Agenda
- Manasquan Draft Fact Sheet
- Wastewater Management Plan Area 12 Regional Issues List
- List of issues raised at the Regional Collaborative Meeting.

Summary of Meeting

1. Vision focused on redevelopment/rehabilitation in selected areas.
 - Route 71 North Corridor, upgrade gateway from the North.
 - Route 71 West in possible need of rehabilitation, need to investigate alternative uses to office zone which has limited market.
2. Manasquan downtown is retail service center for region.
 - Primarily one story buildings
 - Focus as mixed use area, retail/apts./offices
 - Needs additional parking, including Plaza area
 - Interstate Plaza with Main Street
3. Would be interested in model design guidelines (broad based) in keeping with Boro character.
4. Traffic
 - Traffic congestion areas:
 - Old Mill Road, Sea Girt and Broad Street
 - Sea Girt and Route 35
 - Concerned about traffic impact of planned developments in Belmar and Wall and traffic growth on Route 35 and Route 71.
 - Route 71 should be designated bike route because of the number of cyclists using it to travel north/south, especially on weekends, through the region.



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Manasquan Borough
April 29, 2007
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- Need to accommodate bikes on trains.
5. Recent recreation improvements:
 - Elks Beach
 - Sea Watch Beach - Green Acres funded 7-year improvements at \$400K/yr.
 - Schaefer Property - Passive park; largest remaining vacant property; received Green Acres funding.
 - Waterway trails at 4th Avenue - access for kayaks
 - Marinas - Borough has small marina; 3 private marinas
 6. Beach replenishment activities through Army Corps of Engineers through 6 year cycle.
 7. Need upgraded identification and wayfaring signage for Route 71/Sea Girt Avenue.
 8. Discussed "ACE" and Scenic Byway concepts. Borough was amenable.
 9. Shared services with Brielle:
 - Courts
 - Equipment- Sewer and salt
 - Applied for grant to undertake shared public services feasibility study with Belmar and Brielle.
 - Has potential interest in other shared services.
 - Regional high school with Avon.
 - Found that consolidating construction services did not work.
 10. Fact sheet will be revised by M. Shiffman and returned to Manasquan for review.

Meeting report prepared by Marcia Shiffman, Maser Consulting.



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MEETING MINUTES
BOROUGH of MONMOUTH BEACH
WEDNESDAY, JUNE 27, 2007

Attendees:

See Attached List

Handouts:

- Meeting Agenda
- Monmouth Beach Draft Fact Sheet
- Wastewater Management Plan Area 12 Regional Issues List
- List of issues raised at the Regional Collaborative Meeting

Summary of Meeting:

1. Dredging initiatives discussed.
2. Discussion of plan endorsement both county-wise and locally with the state.
3. Master Plan needs to be updated. MP written in 1978, only 1 reexamination since then.
4. CAFRA center
 - a. Borough does not necessarily want the density standards placed upon them by this designation.
 - b. Current zoning includes regulations of lot coverage as 27% building and 40% total impervious.
5. Environmental issues include shellfish stocks, C-1 River and Wetlands
 - a. Currently the Borough has taken action to restore a salt marsh island in the river with the help of Ducks Unlimited and other funding sources.
 - b. This is one of a number of small islands in the area that the town would like to see restored.
 - c. Borough does have a park protected by Green Acres.
 - d. Wetlands preservation is an important issue on a whole (i.e. fostering the growth of Bettina grass). Interested in seeing islands in the Shrewsbury River restored and preserved to natural habitat.



Meeting Minutes
Monmouth Beach
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6. Ownership issues with islands in the Shrewsbury River. Monmouth Beach owns 1 (being restored) with clear title. Ocean Township owns 2 w/o clear titles.
7. Commercial Business/Downtown area
 - a. Not interested in necessarily expanding the size of the district, but diversifying the businesses to maintain a "hometown feeling" and the "right mix of businesses". What will keep people in the Borough and intermingling with each other?
 - b. A market analysis to study business failures as well as what keeps people shopping in town may be helpful.
 - c. Absentee landlords
 - d. Business Association more community-oriented than business promoting.
 - e. Create a survey for residents in the Boro newsletter: "What do they want to see in town?"
8. Streetscaping
 - a. Would like to have underground electricity, but it is costly.
 - b. Pavers have been installed on Beach Rd and Riverdale Ave to Boro Hall.
9. Housing Stock
 - a. Half of the housing is condos/apartments (mostly in 3 high rises). The other half is single family residential. Approximately 1,000 of each.
 - b. There is concern for the older population that resides within the Borough. These residents do not want to leave, but fixed incomes make it difficult to afford residency in the municipality.
10. Traffic and Related Issues
 - a. Traffic crowds onto Ocean Avenue up to Highlands ferry during peak rush hours.
 - b. Interested in regional initiatives in mass transit (i.e. light rail, buses, jitneys). No NJ Transit bus service to Monmouth Beach only to Sea Bright to Red Bank. Academy runs a bus service with drop off in Red Bank.
 - c. Those who use NJ Transit train service tend to go to Little Silver over Long Branch due to security and speed issues.
 - d. Parking
 - i. Cultural Center has parking but becomes a problem in the summer.



- ii. Monmouth Race Track has plenty of parking but has ADA issues.
- 11. Beach Replenishments & Sea Wall
 - a. Applying for grant to replace splash pad on Sea Wall.
 - b. Sea Wall experienced some damage during Hurricane (tropical storm) Ernesto.
 - c. Wall erosion: A cement outflow pipe has broken off from its connected metal pipe. All sand/boulders are washing away. Need support to fix this issue.
 - d. Sand loss.
- 12. Beach Access
 - a. All sea wall stairs built are deeded to the town and provide public access, creating a controlled approach to beach access.
 - b. Old life saving station is the town's cultural center. It is leased for \$1/yr from the state and provides a large parking lot for beach goers. The purchase of a parking pass provides free beach access.
- 13. Dredging
 - a. 300,000 cubic yards to be dredged from the Shrewsbury and Navesink Rivers. Should be clean enough to be put on beaches.
 - b. Barley Point has spoil site.
 - c. Need coordination between Federal, State, County and Local government agencies.
 - d. Mosquito Commission has done dredging studies
 - e. Would like to see the Rivers restored to aid in habitat restoration and become a tourism draw.
- 14. Sea level rise addressed due to location between Shrewsbury River and the Atlantic Ocean.
- 15. Shared Services
 - a. Long Branch rakes beaches.
 - b. Public works facilities construction, salt dome, stormwater management plan - in conjunction with Sea Bright.
 - c. Contract out housing inspections.
 - d. At one time shared Boro Administrator with Long Branch (no longer).
 - e. Not opposed to sharing other services, but municipality is fortunate in the number of part-time workers available.
 - f. Part of Regional Health Department (Commission #1).



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- g. Public garbage pick up.
 - h. Own municipal police force.
 - i. School
 - i. Have own K-8,
 - ii. High School reports to Shore Regional,
 - iii. Have concerns with school budget formula based upon property taxes. Acknowledge the need for education funding being provided by 'everyone' but not necessarily through property values (maybe sales or income taxes, until then current system is equitable).
16. Emergency Management Plan
- a. Reverse 911 system.
 - b. Evacuation plan through Long Branch, Oceanport (Patton Ave Bridge) and Little Silver.
 - c. There is an acknowledgement of a 'not leaving' mindset. As well as inadequate forecasting specifically related to Nor'easters.

Monmouth Beach Fact Sheet will be updated by the Borough to reflect the comments of this meeting.

Meeting adjourned approximately 8:45 pm.

Meeting report prepared by Meghan Leavey, Monmouth County Planning Board.



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MEETING MINUTES
NEPTUNE CITY
WEDNESDAY MAY 23, 2007

Attendees:

See Attached List

Handouts:

- Meeting Agenda
- Neptune City Draft Fact Sheet
- Coastal Monmouth Plan questionnaire form
- Wastewater Management Plan Area 12 Regional Issues List
- List of issues raised at the Regional Collaborative Meeting

Highlights of Meeting:

1. Questionnaire was distributed to City officials and will be completed and returned to J. Barris.
2. Neptune City is undertaking a grayfield study of Route 33, which should be completed in 2-3 months.

Neptune City engages in shared services primarily with Avon and Neptune Township.

- Receive \$20,000 grant to feasibility study for police services with Avon.
 - Shares County Administrator with Avon.
 - Mutual Aid agreements with adjoining municipalities; Neptune Township is regional office of emergency management.
3. Shark River Management issues. Dredging needed to open up channel. The five (5) towns around the Shark River (Wall, Neptune City, Neptune Township, Avon and Belmar) are working with the State. 2-3 year



Meeting Minutes (Revised)
Neptune City
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- timeframe. Dewatering site still being discussed. Disposal site ~~likely~~ considered to be in Wall Township.
4. Neptune City is no longer considering transit village for the Steiner Avenue area. Location considered too far from the train station, with limited development options between this area and the train station.
 5. Jersey Shore University Medical Center is a major factor in development in this area. Future medical development expected.
 6. Township participates in County shared purchasing services.
 7. Economy - The City feels their economy is fairly strong. They have 150 mercantile licenses and a number of major industrial industries plus future growth due to the hospital.
 8. Open space - Memorial Park renovations needed; would be tied to Shark River dredging. Park has good access. Currently park does not permit swimming.
 9. Town is interested in sustainable development ideas.
 10. Redevelopment along the Route 33 Corliss Avenue near the hospital is anticipated, including the shopping center site and the Dwek property. The City sees increased emphasis on medical related uses tied to the hospital.
 11. Third Avenue is the City's main street. Future streetscape and revitalization improvements would be encouraged.
 12. City felt that having model design guidelines as part of the plan would be helpful as would be ideas for sustainable development.
 13. Discussion of Emergency Management Plan. The City has a plan in place.



Meeting Minutes (Revised)
Neptune City
May 23, 2007
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14. Discussion of coastal flooding due to global warming. Town was uncertain how this could be effectually on their local level.
15. The fact sheet will be updated based on the comments at the meeting.

Meeting adjourned approximately 9:00 p.m.

Minutes prepared by Marcia Shiffman, Maser Consulting.



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MEETING MINUTES
NEPTUNE TOWNSHIP
TUESDAY MAY 30, 2007

Attendees:

See Attached list

Handouts:

- Meeting Agenda
- Neptune Township Draft Fact Sheet
- Coastal Monmouth Plan questionnaire form
- Wastewater Management Plan Area 12 Regional Issues List
- List of issues raised at the Regional Collaborative Meeting

Summary of Meeting

1. Vision to be updated - state continue with re-development efforts. Looking at revitalizing midtown and promoting economic development.
2. Transit Village. Township is beginning study of Transit Village and looking at mixed use and multi-family housing.
3. Route 33 corridor transportation project pedestrian safety and access gateway for Township.
4. Redevelopment Revitalization Studies
 - a. Seeking to revitalize the midtown area, Route 33 redevelopment and Route 35 highway corridors.
 - b. West Lake Avenue proposal for 160,000 s.f of retail, 165 units market rate and "street affordable housing."
 - c. Shark River Waterfront Plan adopted in December 2006.
5. Township in process of identifying vision plan for waterfront area. Five towns along Shark River waterfront. Looking at;
 - a. Flood protection



Meeting Minutes
Neptune Township
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- b. Dredging plan which has been submitted to NJDEP. Neptune Township is taking the lead in this plan.
6. Water taxis are being considered as a regional effort with five towns on Shark River. Jitney service to link to train station, a potential opportunity.
7. Redevelopment Plan adopted for Ridge Avenue. Thirty (30) single family units. Forty(40) three to four story condos live/work units. Should be added to the Redevelopment Map.
8. Discussion of future transportation development district on Route 66 corridor which could be a regional project (Ocean Township, Neptune Township, Tinton Falls).
9. NJDOT Route 35 improvements which involve the North Channel realignment are underway.
10. Township participates in the Wellsley Lake Commission . Also shared road salt shed facility with Bradley Beach. Future efforts with street sweeping and beach clearing possible.
11. Update Neptune Township Fact Sheet to include these items.

Meeting report prepared by Marcia Shiffman, Maser Consulting.



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MEETING MINUTES
OCEANPORT BOROUGH
WEDNESDAY, JUNE 13, 2007

Attendees:

See Attached List

Handouts:

- Meeting Agenda
 - Oceanport Borough Draft Fact Sheet
 - List of draft Coastal Monmouth Plan questionnaire
 - Wastewater Management Plan Area 12 Regional Issues List
 - List of issues raised at the Regional Collaborative Meeting
1. Review of fact sheet, which was updated as part of the discussion.
 2. Questionnaire had been completed and will be provided to J. Barris.
 3. Fort Monmouth base decommission changed vision of the Borough. Study to be released includes Borough's vision for Fort Monmouth. Borough will provide copy of study. Study includes new transit village at North Jersey Coast Line; residential and commercial/office development; retaining historic buildings; marina.
 4. Climate change and/or rising sea levels not viewed as an impediment to redevelopment efforts of the Fort Monmouth.
 5. Monmouth Race Track is major planning consideration. Borough wants to encourage viability of track. Borough is interested in expanding uses at track including gaming and other commercial uses. Track is owned by the N J Sports and Exposition Authority. It is opened mid May through September. Annual event is the Haskell Cup. This year, the Breeder's Cup will be held at Monmouth Park.



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Spring Lake
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Monmouth Park is a significant revenue source for the Borough. Also is a major component of the NJ economy through synergy with other agricultural industries (Central and Western Monmouth). Official mentioned recent Rutgers Study of Agriculture benefits of racing industry.

6. Fort Monmouth Plan discussed including the importance of retaining intellectual capital in area.
7. The traffic impacts of Forth Monmouth Plan were reviewed including need to look at wider regional impacts.

Meeting adjourned approximately 10:00 pm.

Meeting report prepared by Marcia Shiffman, AICP, PP, CLA, Maser Consulting P.A.



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MEETING MINUTES
OCEAN TOWNSHIP
TUESDAY MAY 30, 2007

Attendees:

See Attached list

Handouts:

- Meeting Agenda
- Ocean Township Draft Fact Sheet
- Coastal Monmouth Plan questionnaire form
- Wastewater Management Plan Area 12 Regional Issues List
- List of issues raised at the Regional Collaborative Meeting

Summary of Meeting

1. Vision Plan was reviewed.
 - a. Vision Plan Statement should be revised. Future growth through retrofit or private redevelopment.
 - b. Transportation issues. Consider regional transportation impacts.
2. Weltz Park jug handle needed to improve turning movements at park and Route 35. Land swap with County is holding up project and should be expedited.
3. Route 36/Asbury Avenue Intersection
 - a. New signal installed. Extensive traffic congestion should be reviewed.
 - b. Asbury Park Circle re-configuration prepared by Bob Nelson for Township which should be re-visited.
 - c. Conservation - Township has acquired property for new park and expanded facilities.
 - d. Colonia/Terrace Golf Course acquired by the Township in the 1920's. Township owns about half of the property. Golf Course should be retained for future open space.



Meeting Minutes
Ocean Township
May 30, 2007
Page 2 of 2

4. Discussion of water quality management issues.
 - a. Poplar Brook - Army Corps of Engineers has proposed use of Joe Palaia Park for flooding overflow.
 - b. Deal Lake dredging.
5. Transportation considered the major issue for the Township including regional impacts.
6. Shared services includes Animal Control Officer with Long Branch. Loch Arbor shares Police Department. Township is interested in looking at future shared services.
6. Ocean Township Fact Sheet will be updated.

Meeting report prepared by Marcia Shiffman, Maser Consulting.



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MEETING MINUTES
RED BANK BOROUGH
MAY 31, 2007

Attendees:

See Attached list

Handouts:

- Meeting Agenda
- Red Bank Borough Draft Fact Sheet
- Coastal Monmouth Plan questionnaire form
- Wastewater Management Plan Area 12 Regional Issues List
- List of issues raised at the Regional Collaborative Meeting

Summary of Meeting

1. Coastal Monmouth Plan Questionnaire was distributed and Borough requested to complete and return to Joe Barris.
2. Borough provided list of major projects under review by Planning and Zoning Department dated May 31, 2007. Also copy of Walkability Community Workshop, summary of October 11, 2006 was provided to consultant team.
3. Public transportation
 - Public transportation is important to Borough. Discussion of expanding jitney service to serve other municipalities or link to other municipalities on the peninsula. Possibly River Center would be interested in working together on an expanded jitney transportation project.
4. Reinvigorating the westside business district (uptown area) was discussed. Borough is looking at zoning changes to strengthen commercial area; have more residential uses and protect historic buildings. The Borough wants to retain and reinforce the neighborhood scale and feel of this area.



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Red Bank Borough
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5. Transportation issues:
 - Trains back up traffic into the center of the downtown, which causes heavy congestion.
 - Consider elevating trains within the downtown to reduce traffic congestion.
6. Discussion of river dredging; Red Bank is part of the Two Rivers Council of Mayors.
7. Red Bank is no longer considering transit village designation.
8. River Center is a successful business improvement district ("BID"); it was recently expanded.
9. Borough is rehabilitating some bump stations and installing new water mains to upgrade their system; there are areas of low water pressure to be addressed. Availability of sewer capacity was not discussed.
10. The Scenic Byway Plan idea and "ACE" was discussed. Borough representatives seem interested this concept. The concept of requiring a 1% public arts fee was introduced to the group for future consideration.
11. Regional bike lane along River Road was discussed.
12. Fact sheet will be updated and returned to Borough for review.

Meeting report prepared by Marcia Shiffman, AICP, PP, CLA - Maser Consulting.



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MEETING MINUTES
BOROUGH of RUMSON
TUESDAY, JULY 31, 2007

Attendees:

See Attached List

Handouts:

- Meeting Agenda
- Rumson Draft Fact Sheet
- Wastewater Management Plan Area 12 Regional Issues List
- List of issues raised at the Regional Collaborative Meeting

Summary of Meeting:

1. Additional information to be added to the Borough's Fact Sheet including the approval for funding of a new Borough Hall with funding provided by CDBG for an access elevator (if eligible). Future thought for the new Borough Hall may include incorporating a police department headquarters (dependent upon a study being performed addressing the combining of coastal town police departments).
2. Discussion of plan endorsement both county-wise and locally with the state.
3. Discussion of the impacts of the current sewer ban put in place on 6/19/2007 by the Two Rivers Water Reclamation Authority. There was no prior notice given to customer towns. If a property/development has all appropriate building permits they may continue as planned, if not the affected party must apply for an exemption.
4. The Borough's sewer lines are in decent shape, the sewer ban is addressing issues related to the treatment plant/pump station and its ability to function for the current capacity.
5. The pump station needs to be refurbished to handle current capacity as well as possible expansion. This may have a high cost impact to each of the customer towns affected and may cost several million dollars to fix



Meeting Minutes

Rumson

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- the pump and then more funding will be necessary for expansion. Rates and connection fees are bound to increase.
6. In relation to stormwater infiltration, the Borough hired an inspection service, to scope its sewer lines to determine the least productive sewer lines running on 11 pump stations, especially focusing on the places where the pumps ran the longest. Some leaks were found in the system, but overall the system infrastructure/lines are in relatively good shape. Some of the older pumps have been recently replaced.
 7. Traffic/Transportation
 - a. Maintaining aesthetics or residential character on road- and bridge-ways is important
 - b. There are some bridge replacement projects to be addressed over the coming years including the Highlands, Oceanic, and Rumson/Sea Bright bridges. The Borough is concerned with consideration and coordination of replacement timing (i.e. no overlap when phasing the replacement structures)
 - c. Concerns for the Oceanic Bridge include maintaining a lower height for aesthetics as well as safety regarding the approach to the bridge. A higher bridge may impact safety concerns.
 - d. Rumson Road and the Oceanic Bridge are owned by Monmouth County
 - e. The Borough would like not to see a 4-lane highway in this area. There is already mounting concern for the intersection at Bingham Road and Rumson Road. The intersection is poorly marked and not well lit. There was expressed interest in making this area less dangerous as it is a major intersection around the Oceanic Bridge, the Borough's area restaurants and traffic flow to Sea Bright.
 - f. Traffic volumes intensify throughout the summer months. Sea Bright installed a NO TURN ON RED sign at the end of the bridge. This along with a small commercial building housing a Dunkin Donuts backs up traffic flow over the bridge. Also resulting in more visitors parking on the Rumson side of the bridge and walking over to the beachfront. Parking issues have risen with parking in prohibited areas.
 - g. The Borough expressed interest in a regional jitney service.
 - h. Traffic flow issues also exist in commercial districts where intersections that allow RIGHT ON RED do not allow for breaks in traffic where the opposing side is able make a left hand turn.



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Rumson

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8. Commercial Business/Downtown area
 - a. The commercial districts of Rumson are comparatively small to other towns mostly consisting of 5-10 thousand square foot lots.
9. Streetscaping
 - a. In the area of Borough Hall improvements have been made including lighting, sidewalks and signs.
10. Housing Stock
 - a. The character of infill homes is an important topic. This includes the size as well as aesthetics. The Borough has tried to implement new ordinances regarding this topic.
 - b. No substantial zoning changes have happened recently. Some minor adjustments may be made.
 - c. Affordable Housing/COAH projects are in the works including 2 Mt. Laurel townhouse developments which include retail on the bottom and affordable housing on top.
 - d. Other programs/tools in effect for affordable housing includes the collection of COAH fees, a mixed use overlay, & a garage apartment ordinance.
 - e. There is a height restriction in place for new construction - 35 feet from existing grade. The Borough does not give variances for height.
 - f. There are currently no green building/development ordinances in place. The Borough is trying to make the design of the new Borough Hall as green as possible
 - g. The Borough also passed a restriction to limit windmills on private property due to safety and noise concerns.
11. Dredging
 - a. Most ponds are privately maintained.
 - b. Borough's Stormwater Management Plan is being studied.
 - c. Mosquito Commission works with permitting public permits. These permits only allow for certain activities and can be costly.
 - d. Need coordination between Federal, State, County and Local government agencies.
12. Open Spaces/Recreation
 - a. New pocket parks are going in along Old Rumson Road. The County is funding and building but will be giving the lands over to the Borough.



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Rumson

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- b. There are not a lot of greenways in the Borough, most of the lots are built, but there are a number of municipal parks with waterfront area access.
 - c. There are concerns of public access to water in and near private residences. A solution to public waterfront access areas include projects like an outdoor classroom at a boat ramp which was funded by a payment of funds from a private property owner who paid \$20,000 (per owned lot) to move a public access easement from the non-accessible backyards of the properties to an area of public access.
 - d. Many Rumson parks have water access. The Borough is in the process of expanding Victory Park to the east of Barnacle Bill's. There is a growing use of the riverfronts for the sport of rowing/crew.
13. Emergency Management Plan
 - a. There are evacuation signs in the Borough, but many appear to be "signs to nowhere". There are not details on these routes from the County. It is likely that most residents in the area do/will not know what to expect, where to go or what to do if an emergency situation arises.
 - b. It will be important for the County's Office of Emergency Management (OEM) to talk to the County's coastal towns for details related to emergency situations.
14. Flooding
 - a. West Park, Black Point Horseshoe and areas south of Rumson Road are susceptible to flooding.
 - b. West Park roads have been raised to meet the rising of regular tides.
 - c. The Borough is looking at other streets to address high tide flooding and stormwater issues.
 - d. When building a substantial structure or rebuilding a structure in a flood zone area the new development is required to conform to the new flood elevation standards.
 - e. Flood insurance payments peak at \$285, 000. This is not a substantial amount of money when rebuilding in the Borough.
 - f. Although flooding is an issue and the water level is rising, waterfront property is still desirable.



Meeting Minutes

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Rumson Borough Fact Sheet will be updated by the Borough to reflect the comments of this meeting.

Meeting adjourned approximately 3:25 pm.

Meeting report prepared by Meghan Leavey, Monmouth County Planning Board.

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MEETING MINUTES
SEA BRIGHT
APRIL 30, 2007

Attendees:

See Attached list

Handouts:

- Meeting Agenda
- Sea Bright Draft Fact Sheet
- Wastewater Management Plan Area 12 Regional Issues List
- List of issues raised at the Regional Collaborative Meeting

Summary of Meeting

1. The Clerk provided a handout entitled "Future of Sea Bright, Monmouth County", which listed major concerns of the Borough that should be included in the plan. This document will be incorporated into the revised fact sheet and plan.
2. Borough is focusing on revitalization. Smart Growth Plan addressed municipal owned property. Looking at options for municipal facility, including either rehab, expansion, or new construction. (Borough subsequently provided copies of the adopted Municipal Facilities Plan and Downtown Plan to the Count).
3. Route 36 improvements - NJDOT is looking at "Context Sensitive Design". Contact is Gary Leach at the NJDOT. Bridge improvements being looked at for Highlands Bridge and Rumson Bridge.
4. Borough is looking at conducting pedestrian/bike path behind the seawall.
5. Current issue regarding NJDEP regulations on public access to the shore. Borough is currently in litigation with NJDEP and the Attorney General's office were not satisfied with the Borough's public access. The current regulations could effect the existing beach clubs and property values.



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Sea Bright
April 30, 2007
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6. Discussion of coordinated effort of coastal towns to work with NJDEP to plan for public access.
7. Flooding and beachfront replenishment.
 - Borough currently has a 50-year contract with the Army Corp of Engineers. Need to continue to keep this program maintained to replenish beachfront and protect Sea Bright's property.
 - Borough is working on flood mitigation action efforts with County and Army Corp of Engineers. Senator Palone and Lautenberg were involved. Study is now in the feasibility stage. Borough is looking at bulkheading and heavy duty pump solution.
 - Borough is looking at replacing bulkhead in the break of the seawall to address public safety issues.
 - Sea Bright is working with the County on a flood mitigation plan.
8. Shared services:
 - Subsequent to the meeting, Borough provided information on interlocal agreements including 911 emergency services with Monmouth County, fire marshal, vehicle with Ocean Township, emergency radio interlocal with Rumson and Tax Assessor Mod IV interlocal with Monmouth County.
 - Sea Bright and Monmouth Beach will be undertaking a shared service study of police services.
9. The fact sheet will be updated and returned to Sea Bright officials for review.

Meeting report prepared by Marcia Shiffman, AICP, PP, CLA Maser Consulting.



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MEETING MINUTES
BOROUGH of SEA GIRT
THURSDAY MAY 26, 2007

Attendees:

See Attached List

Handouts:

- Meeting Agenda
- Coastal Monmouth Plan Questionnaire Form
- Sea Girt Draft Fact Sheet
- Wastewater Management Plan Area 12 Regional Issues List
- List of issues raised at the Regional Collaborative Meeting

Summary of Meeting:

1. Located in Wreck Pond sub-watershed
2. Seeking to maintain existing residential character. Not expecting much expansion of the commercial districts, mostly maintain and upgrade with enhancements and streetscape improvements.
3. DEP withdrew funds for handicap access to the beach not accepting the Borough's proposal as being a "public" project. Funding went elsewhere.
4. Borough is experiencing erosion problems but is having difficulty with the NJDEP permitting processes regarding it.
 - a. Part of the boardwalk has collapsed
 - b. Pilings need to be repaired/replaced
5. Ocean and Beach Access
 - a. Dune and beach maintenance have issues of public access, incidental beach closings, flooding, & environmental degradation related to stormwater runoff.
6. Downstream Impact Challenges - Wreck Pond
 - a. Studies are and have been conducted concerning the water pollution situation in Wreck Pond as well as flooding.
 - b. A 2 phase plan was created to mitigate issues in Wreck Pond - this included the construction of an outfall pipe and the removal of



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Sea Girt

May 26, 2007

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polluted sediment from the pond, (public comment wanted the sediment removal first) the outfall pipe has been installed.

7. Commercial Businesses

a. No new commercial business expansion is expected.

8. Residential Character

a. The municipality is experiencing a "tear-down" situation of its older housing stock.

b. This is changing the character of the town. Issues of keeping character.

c. It is acknowledged though, that for the money spent on bringing an older house 'up to code', it is almost equivalent to building new construction.

d. Town has its own modification of a Cape Cod style house name the "Sea Girter".

e. Setback issues

f. Max lot coverage is 20% (building)

9. Green Standards

a. Interested in the idea of possibly incorporating some green ideas (i.e. grain gardens, tree preservation, roof gardens). Emerald Eyes, a local eye care business, has installed solar panels.

10. Recreation

a. Would like to see more open/active recreation areas.

b. Currently Fisherman's Cove (Manasquan) is for passive recreation.

c. Sea Girt, as well as surrounding towns and regional 'activity groups', has a long-standing significant relationship with the National Guard Training Center Base which is located in Sea Girt and Manasquan. The Guard Training Center provides many recreational opportunities for local groups.

11. Scenic Byway initiative, what it is and how it is funded, was discussed. May be of interest.

12. Top 3 topics: *Wreck Pond*Beach Access*National Guard Base*

Sea Girt Fact Sheet will be updated to reflect the comments of this meeting.

Meeting adjourned approximately 6:45 pm.

Meeting report prepared by Meghan Leavey, Monmouth County Planning Board.



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MEETING MINUTES
SHREWSBURY BOROUGH
MAY 31, 2007
7:30 P.M.

Attendees:

See Attached list

Handouts:

- Meeting Agenda
- Shrewsbury Borough Draft Fact Sheet
- Coastal Monmouth Plan questionnaire form
- Wastewater Management Plan Area 12 Regional Issues List
- List of issues raised at the Regional Collaborative Meeting

Summary of Meeting

1. Coastal Monmouth Questionnaire was distributed and Borough requested to complete and return to Joe Barris.
2. Discussion of transportation improvements. Route 35 plans to reconstruct as boulevard, 3 lanes with left turn lane. Information on plans will be provided by the Borough on Route 35 planning efforts be provided to the Borough. Mayor indicated that funding has been reinstated by State for improvements. This could require the County and State to swap Route 35 and Shrewsbury Avenue.
3. Village Center located on Broad Street. 4 corners area Library to Wright Road. Borough is considering future plan endorsement including Village Center area. Village Center incorporates County Library, Senior Building, Town Hall and School. Plan will emphasize pedestrian crossing at Paterson Avenue.
4. Discussion of freight line being used as part of the long line. Borough does not support long proposal. Existing freight line has trains approximately 2-3 times per week.



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Shrewsbury Borough
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5. Rail station discussed at Fort Monmouth or Ocean Court station; Little Silver train station is a local stop without a raised platform to accommodate handicapped access.
6. Other transportation improvements:
 - Route 35 and Newman Springs Rd. congested area. Improvement plan should be initiated in July.
 - Sycamore Avenue back up at train station.
 - Include Newman Springs Road as part of a County Corridor for streetscape improvements.
 - Newman Springs Road is being looked at as an overlay zone as well.
 - Newman Springs Road is being proposed as part of a revitalization study.
7. Discussion of Fort Monmouth redevelopment. Borough is in favor of county stepping into emergency management services and fire department. Fort currently has a mutual aid agreement with 28 towns.
8. Discussion of Scenic Byway and ACE plan. Borough would be especially interested in marketing village center area. Borough has ? foundation which is funded but has not been able to get "off the ground". Presbyterian church has a dinner theater; Christ Church gives a tour of the graveyards. Borough will provide information on services currently in effect. Borough indicated that water and sewer capacity is adequate for Borough's current needs.
9. Fact sheet will be updated and returned to Borough for review.

Meeting report prepared by Marcia Shiffman, AICP, PP, CLA - Maser Consulting.



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MEETING MINUTES
SHREWSBURY TOWNSHIP
TUESDAY JUNE 19, 2007
3:45 p.m.

Attendees:

See Attached list

Handouts:

- Meeting Agenda
- Shrewsbury Township Draft Fact Sheet
- Coastal Monmouth Plan questionnaire form
- Wastewater Management Plan Area 12 Regional Issues List
- List of issues raised at the Regional Collaborative Meeting

Summary of Meeting

1. Discussion of composition of Shrewsbury Township, which includes 3 separate apartment complexes. The Mutual is the older area of the Township. The Mutual has bulk purchase of gas, electric, water. Their gas facilities were upgraded and then sold to New Jersey National Gas.
2. Township has an ongoing program of upgrading the utilities in the Township primarily through grants.
3. The Mutual had 254 oil tanks which have now been closed and gas fuel is used. There are known contamination of leaking oil tanks which is being addressed through the Mutual and funded by insurance company.
4. Bikeway - Township wants to create a bikeway linking the recreational facilities in the area. Discussion of map provided by Township Engineer to include in the plan. Discussion of linkages beyond Shrewsbury Borough along Shrewsbury Avenue and Main Street. Also, emergency access link to Tinton Falls is provided through Shrewsbury Township and the adjacent K. Hovnanian development in Tinton Falls. This may provide an opportunity for a connection to the west in Tinton Falls, which is outside the study area.

Meeting report prepared by Marcia Shiffman, Maser Consulting.

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MEETING MINUTES
SPRING LAKE BOROUGH
THURSDAY MAY 24, 2007

Attendees:

See Attached List

Handouts:

- Meeting Agenda
 - Spring Lake Draft Fact Sheet
 - Coastal Monmouth Plan questionnaire form
 - Wastewater Management Plan Area 12 Regional Issues List
 - List of issues raised at the Regional Collaborative Meeting
1. Spring Lake Borough has just begun a Master Plan review process which is focusing on the downtown area.
 2. Joe Rizzo provided a copy of their Request for Proposals for their Master Plan which includes a detailed memo indicating the issues identified by the Borough. The RFP can be used to outline Spring Lake's planning priorities.
 3. Borough concerned about maintaining commercial business and marketing their downtown.
 4. Borough is interested in a regional marketing approach to assist in their downtown redevelopment effort.
 5. Emergency Management Plan has been completed for the Borough. They have a reverse 911 plan to inform residents of hazards and need for evacuation.
 6. Discussion of Lake Como and Wreck Pond environmental issues.
 - Wreck Pond received \$1 million from State for water quality improvements which will be installed by the Borough.



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Spring Lake
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7. Borough recommendation to provide deluge pumps (approximately \$1 million each) to pump water out of pond during time of emergency where there are high tides and soaking rains. Storm surge off the ocean and stormwater from uplands traps water and creates flooding around Wreck Pond.
8. Need for other stormwater management tools to reduce flooding of Wreck Pond and Lake Como. Considerations include use of undeveloped land to create flood plains during emergency flooding situations. Use of open vacant public lands as recharge areas. Need for public education on water conservation, use of other tools to improve water infiltration.
9. Borough felt global warming and effect on development along the coastal region should be an important part of the plan. Need to address rising sea levels and options for proactively approach options to this issue. Spring Lake does have properties directly on the waterfront.
10. Borough is concerned about effect on the Borough's economy by changes in population with increase with seasonal units. These effect the business district and commercial businesses retention.
11. Borough looking at hotel and B&B units making these conditional uses to retain the facilities to bring in additional visitors on a year-round basis.
12. Discussion regarding comprehensive improvements to Spring Lake. Linkages between the boardwalk, lake area and downtown to revitalize their downtown area was identified.
13. Borough is considering mixed-use development in the downtown.
14. Housing size, i.e. McMansions, is a big issue in the Borough and since there is a desire to protect community character. The Borough is having difficulty managing the size of new infills especially when two lots are being combined into one.
15. Historic preservation is also an important issue.



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16. Recreational facilities are challenged in the Borough. Need to look at ways to better utilize existing facilities since limited lands are available for new recreational use.
17. Considering sharing school facilities with the community as an important way of providing better utilization of recreational facilities.
18. Urban forestry was discussed and the need to create tree plantings, to increase green for sustainable development.
19. The discussion of reusing the existing transit line south of Long Branch for light rail was brought up. This would run from Long Branch to Bay Head and could be an important way to reduce congestion in the summer months especially. This concept needs to be reviewed with the New Jersey Transit representative.

Spring Lake Fact Sheet will be updated to reflect the comments of this meeting.

Meeting adjourned approximately 9:00 pm.

Meeting report prepared by Marcia Shiffman, Maser Consulting.



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MEETING MINUTES
SPRING LAKE HEIGHTS
TUESDAY APRIL 30, 2007

Attendees:

See Attached list

Handouts:

- Meeting Agenda
- Spring Lake Heights Draft Fact Sheet
- Wastewater Management Plan Area 12 Regional Issues List
- List of issues raised at the Regional Collaborative Meeting

Summary of Meeting

1. Discussion of Wreck Pond conditions including dredging at pond and water quality improvements.
 - a. Bacterial study of Wreck Pond has been done and should be available. Kat Crippen will provide link.
 - b. "Illegal dam" at Wreck Pond problematic; Borough would like to see dam removed; dredging required of Wreck Pond.
2. Village Center: Planned redevelopment area for new village center including residential and business uses. Maser suggested looking at an area in need of Revitalization.
3. Streetscape improvements along Route 71 are being considered.
4. Tear downs are not an issue in the Borough; it is controlled through lot coverage requirements.
5. General design guidelines would be useful according to Borough representatives.
6. Green Building Design was discussed. Native landscaping would be desirable.



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Spring Lake Heights
April 30, 2007
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7. Identification signage was not issue.
8. Traffic congestion: The following problem areas were identified:
 - a. Allaire Road
 - b. Old Mill Road
 - c. Route 35
9. Fact sheet will be revised.

Meeting report prepared by Marcia Shiffman, Maser Consulting.



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MEETING MINUTES
WALL TOWNSHIP
TUESDAY JUNE 19, 2007
12:45 p.m.

Attendees:

See Attached list

Handouts:

- Meeting Agenda
- Wall Township Draft Fact Sheet
- Wastewater Management Plan Area 12 Regional Issues List
- List of issues raised at the Regional Collaborative Meeting

Summary of Meeting

1. Discussion of arts and entertainment "ACE" corridor and Scenic Byway program being discussed as part of the plan.
2. West Belmar Area redevelopment activities underway through private development; streetscape and pedestrian friendly improvements plan proposed.
3. Route 71 bike lane considered desirable to pursue.
4. Considered discussion of pedestrian and bike connections through the Township. A copy of this bikeway plan will be provided to Joe Barris to include in the study as a link from the remainder of Wall Township into the study area. This would link through to the Manasquan Trail, Allaire State Park and look at other linkages to the municipal building. Discussion of possible linkage along Wreck Pond, some public lands, existing roadways and the SMRSA ownership open space to the west of Wreck Pond.
5. Robert Swamp Brook area was discussed.



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Wall Township
June 19, 2007
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6. Along Route 34, outside of the Coastal Monmouth Study Area, about 1.2 million of square feet of new development is within the Wreck Pond watershed. Township has purchased land near the headwaters for stormwater control and wetland enhancement at Ridgewood Road gravel pit.
7. Township is over its SMRSA wastewater allotment; Township is discussing potential reallocation of gallonage from communities with unused overage.
8. The Wall Township Engineer is a hydrographic model of the Wreck Pond watershed to ensure mitigation activities for future development.
9. COAH - Affordable Housing - Township addressed rounds 1 and 2 obligation. Has filed third round plan with COAH. Has petitioned to remain under court jurisdiction. Wall Township has ongoing approved RCA with Long Branch, Bradley Beach, Neptune Township and Lake Como. Neptune Township, Lake Como RCA Plan for this third round
10. Route 35 corridor should be included as a study corridor in the plan. There is additional right-of-way about 50 feet width on the east side of the road.
11. Shared services - A list of shared service activities will be sent to Joe Barris.
12. Dredging along Shark River was briefly discussed. Township does not have a marina site along the river due to grades and ownership.
13. Fact sheet will be updated and returned to Joe Barris.

Meeting report prepared by Marcia Shiffman, Maser Consulting.



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MEETING MINUTES
BOROUGH of WEST LONG BRANCH
TUESDAY, OCTOBER 9, 2007

Attendees:

See Attached List

Handouts:

- Meeting Agenda
- West Long Branch Draft Fact Sheet
- Wastewater Management Plan Area 12 Regional Issues List
- List of issues raised at the Regional Collaborative Meeting

Summary of Meeting:

1. West Long Branch was provided with the draft municipal questionnaire for updating and edits.
2. Traffic Concerns
 - a. Transportation problems stem not necessarily from too many roads but being utilized as a "pass-through" town on Routes 71 and 36. The Route 36 Corridor Study suggested narrowing the entrance to the municipality.
 - b. Residential streets tend to become backed up with traffic. Municipality is near to Oceanport and Monmouth Park as well as the home of Monmouth University.
 - c. The areas of Throckmorton and Parker also tend to get congested typically due to Shore Regional High School plus an elementary and a middle school.
 - d. Traffic calming around the University uses rumble strips but has not been all that successful. The streets tend to be wide and straight in the area. The University does work with Long Branch and West Long Branch Police Departments for public safety.



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West Long Branch
October 9, 2007
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3. Pedestrian Safety Concerns
 - a. Peter Cooper Village, (HUD) senior housing, received grant funds for sidewalks.
 - b. The municipality is also looking at the Safe Routes to School grant program for sidewalks along Rt. 71 and the surrounding area.
 - c. The municipality would like to connect the sidewalks on Wall St. to Parker St. via Rt. 71.
 - d. NJDOT has been in contact with the municipality about bicycle/pedestrian safety especially around the time of the large Breeder's Cup events at Monmouth Park.

4. The municipality is affected by many regional industries including Monmouth University, Monmouth Medical Center, Monmouth Park, Fort Monmouth and Monmouth Mall.

5. Development
 - a. New apartments will be built in the old "Frank's garden shop" lot. There will be 180 units of which 15% will be affordable.
 - b. Redevelopment and knocking down of homes is becoming more prevalent.
 - c. Some interest in green building techniques.

6. Historic Commission is becoming more active especially with the planning of the municipality's centennial celebration
 - a. No specific historic preservation ordinances have been pursued.

West Long Branch Fact Sheet will be updated to reflect the comments of this meeting.

Meeting adjourned approximately 2:00 pm.

Meeting report prepared by Meghan Leavey, Monmouth County Planning Board.

4.0 NEWSLETTERS

Coastal Monmouth Planners Encourage Public Input



For the past two years, Monmouth County municipalities, representing 40% of the county's population, have been working collaboratively to identify ways to strengthen the 27-mile coastal community based on a broad spectrum of economic and quality of life indicators. Called the Coastal Monmouth Plan, the study is examining the region's current land use and development patterns and identifying present and future opportunities for growth, economic stimulation, natural resource protection and quality of life.

A Regional Collaborative was established to help prepare the Plan that includes representatives from each of 30 municipalities, as well as county and state officials and community stakeholders (see sidebar). The study is funded through a Smart Futures Grant from the New Jersey Office of Smart Growth (Department of Community Affairs), with oversight by the Monmouth County Planning Board, and in collaboration with Maser Consulting, P.A.

Freeholder Director Lillian Burry, a member of the Monmouth County Planning Board, believes

the undertaking is empowering the coastal towns by giving them the opportunity to work with their neighbors and build consensus in pursuit of common regional goals. "The final Coastal Monmouth Plan will provide everyone with a clear vision for the future of this region that we all have some stake in helping to create," she states. "It will provide a roadmap that the communities can follow for economic and sustainable growth, while protecting the environment and maintaining the area's unique coastal character."

Joe Barris, Supervising Planner with the Monmouth County Planning Board and the County Project Director for the study elaborates further. "It will be a strategic plan that looks not only at the strengths and weaknesses of the area, but also identifies opportunities and potential constraints. We want the Plan to provide towns with options on dealing with regional issues, options that show them how they can work with one another as well as with other agencies and organizations to maintain and enhance the shore's cherished quality of life."

(continued on page 4)



Municipal stakeholders include the following towns:

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

The Coastal Monmouth Plan is being undertaken by the Monmouth County Planning Board in collaboration with Maser Consulting, P.A. (Red Bank).

Project Goal

Create a vision and planning strategy for the Coastal Monmouth area to address development issues on a regional scale in a manner that is sensitive to the region's unique coastal setting, diverse community character, and environmental, cultural and aesthetic resources.

Project Purpose:

Establish a set of planning alternatives to help the municipalities manage their remaining development potential, conserve open space, explore redevelopment opportunities, and address the impacts of future growth on infrastructure, the natural environment and overall quality of life.

Project Tasks:

- **Task 1 – Project Initiation (Kick Off)**
- **Task 2 – Preparation of Regional Profile Report** (helps establish baseline conditions and projects future conditions if existing land use/transportation policies/practices continue unabated.)
- **Task 3 – Visioning and Identifying Needs**
- **Task 4 – Evaluate Planning Alternatives**
- **Task 5 – Prepare Draft and Final Plans**

Tasks 1-3 have been completed; the project team is currently working on Task 4

COASTAL MONMOUTH PLAN PUBLIC MEETING & OPEN HOUSE

Wednesday, April 30, 2008 6:30 – 8:45 PM

- 6:30 – 7:00 PM: Displays
- 7:00 – 7:30 PM: Plan Overview Presentation
- 7:30 – 8:45 PM: Open House and Comments

Monmouth County Library, Eastern Branch
 1001 Route 35, Shrewsbury, NJ

Purpose:

To elicit your comments on progress to date, and hear your suggestions/input for moving forward.

Getting Involved — Stakeholders Create Vision For The Future

Using demographics, socioeconomic and land use data, community and regional stakeholders have been working diligently with project team members to develop planning alternatives that will help guide future efforts in Monmouth County. Housing, the economy, transportation and the environment are some of the major broad categories that emerged as primary issues for the coastal region. They are included in a Planning Implementation Agenda, which is a compilation of the input gathered thus far; it serves as the skeleton for the final Plan.

Maser Consulting Project Director Marcia Shiffman sees a common denominator effect around some of the issues. She notes that the stakeholder groups are looking at long-term opportunities beyond tourism for Coastal Monmouth. They agree that some sort of strategic marketing should focus on other area attributes—cultural and environmental—to broaden the base for residents and visitors. A unified, comprehensive marketing effort that synergistically builds on area strengths could mean new revenues and jobs for the region. They recommend coordinating regional marketing efforts and preparing a strategic marketing plan that will include branding to promote the region's oceanfront, entertainment venues, natural resources, and quaint towns and parks—not just during the summer months, but year round.

Sustainable development is another hot topic at the collaborative meetings. Green policies that can support the unique ecosystem of the Coastal Monmouth region are being examined and discussed including green affordable housing opportunities, LEED guidelines, and model green ordinances.

Some of the issues the stakeholder groups have identified transcend boundaries. One strategy, for example, can have positive impacts across the board. For instance, with the rising cost of gas, national statistics on obesity, concerns about fossil fuel emissions and the environment, as well as the area's tourism and scenic characteristics, it makes good sense to develop expanded bicycling opportunities. This might include bike



Participants at the collaborative meetings have been separated into issue subgroups (housing, economy, transportation and the environment) and given the task of identifying and prioritizing issues of greatest concern in their respective area.

rental services and designated scenic bicycle routes. In a single stroke, this simple and relatively inexpensive strategy would address a number of very important issues.

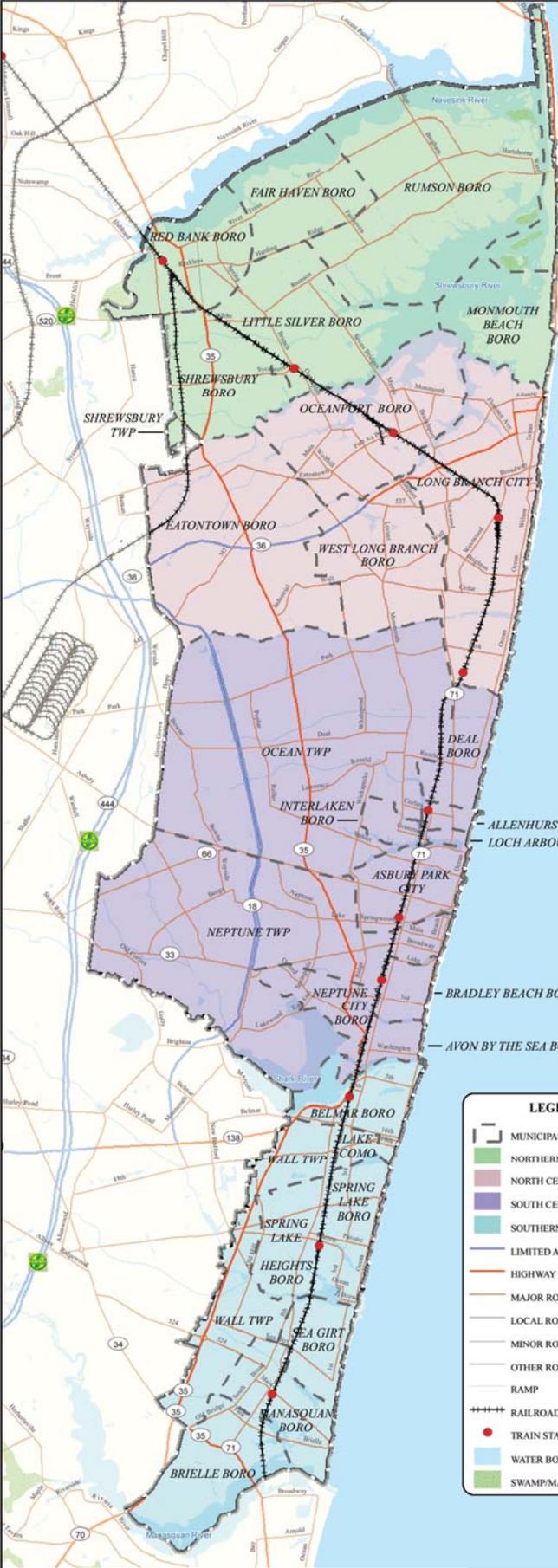
The next Regional Collaborative meeting will be held in late summer/early fall, at which time stakeholder participants will review the draft Plan that they have so diligently worked on for the past two years, and which will reflect their vision for the future of the region. After that, there will be a second public meeting to review the draft Plan and to elicit comments. The final document presented to the County Planning Board for review and approval will comprehensively detail all of the issues, the alternatives identified to address them, and recommendations for implementation. The Plan, when adopted, will be part of the Monmouth County master plan, the Growth Management Guide.

Regional Stakeholders

Affordable Housing Alliance
The American Littoral Society
ARTSCAP – Arts Coalition of Asbury Park
Brookdale Community College
Company of Dance Arts
Concerned Citizens Coalition – A-Team
Count Basie Theatre
Fort Monmouth Economic
Revitalization Planning Authority
Freedom Film Society
Garden State Film Festival
Habitat for Humanity –
New Jersey Coastal Chapter
Interfaith Hospitality Network of
Monmouth County – A-Team
Kultar International Films

League of Woman Voters
Monmouth Civic Chorus
Monmouth County Arts Council
Monmouth County Association of Realtors
Monmouth County Department of
Economic Development and Tourism
Monmouth County Division of Engineering
and Traffic Safety
Monmouth County Environmental Council
Monmouth County Health Department
Monmouth County Human
Relations Commission
Monmouth County Park System
Monmouth County Planning Board
Monmouth County Planning Board –
Community Development Program

Monmouth County Transportation Council
Monmouth University – Urban Coast Institute
National Christian Information Center, Inc.
New Jersey Council of Affordable Housing
New Creations in Christ
New Jersey Department of Environmental Protection
New Jersey Department of Transportation
New Jersey Office of Smart Growth
New Jersey Repertory Company
New Jersey Transit
North Jersey Transportation Planning Authority
Red Bank River Center a Downtown Alliance
The Red Bank Visitors Center
The Shrewsbury Foundation for the Arts



Coastal Monmouth Plan Study Area Map

Study Area And Preliminary Alternatives

Below is a summary of the major category issues that are being discussed at the Regional Collaborative meetings/workshops and that will be covered in the final Coastal Monmouth Plan, as well as some of the preliminary alternatives recommended to address them.

Housing

Rising housing costs have limited affordable housing options, and there is a need to provide affordable housing for a variety of family and individual lifestyles including low and middle income families, seniors on fixed income, workers and local artists. The umbrella of alternatives for addressing this very important issue is to provide a wide range of housing choices to serve these groups, as well as to promote green affordable housing to reduce energy and long-term maintenance costs.

Economy

An evaluation of the economy looks at, among other things, redevelopment and revitalization efforts in many of the municipalities, which may have inter-municipal/regional impacts. Alternatives to address on-going and future redevelopment and revitalization efforts from a regional perspective are being considered. For example, Monmouth Racetrack is a major income/job generator in the Coastal Monmouth area and beyond. It can be more fully evaluated for growth and development opportunities, especially during off-peak periods.

The region's infrastructure, which impacts the economy in a number of ways, calls for the development of a comprehensive long-term capital improvement program that will fund and replace aging infrastructure. The Plan will examine capacity, new development and the coordination of infrastructure replacement, improvements and expansion at all levels throughout local, county, state and regional authorities.

(continued on page 4)

(continued from page 3)



Transportation

Transportation is another primary concern for the region, particularly as it relates to public safety. There is a need to address congested travel corridors and intersections. The area is also uniquely suited for greater bicycle activity, and the introduction of other local transportation services and facilities such as water taxis, shuttles, jitneys and pedicabs. One of the recommendations would be to coordinate and link, where possible, transportation modes to promote seamless connectivity.

Environment

The conservation, protection and restoration of natural resources and ecosystems have been identified as an important need in the Coastal Monmouth region, including:

- Wetlands, waters and deepwater habitats
- Updated habitats
- NJDEP Natural Heritage priority sites
- Sub-watershed management areas
- Wildlife management areas

There is a need to ensure the preservation and recovery of biodiversity and a healthy coastal ecosystem, as well as provide for a natural and built infrastructure system that protects, improves, and sustains natural resources. The final Plan will certainly call for maintaining healthy coastal ponds and animal population; providing habitat and hydrological function; maintaining healthy rivers and estuaries to support important ecosystem functions; and protecting beaches and dunes to support critical resources.



Coastal Monmouth Planners Encourage Public Input

(continued from page 1)

Completion of the final Plan is targeted for sometime in the late fall 2008/winter 2009, with a draft version ready by late summer/ early fall. In the meanwhile, collaborative meetings and workshops are taking place to help identify issues/problems and recommend alternative solutions. The well attended interactive Coastal Monmouth Plan discussions kicked off in November 2006 at Brookdale Community College in Lincroft. Since that time, the meetings have occurred regularly; the most recent one was held on March 31st.

Those portions of the Plan that address the issues, needs, priorities and possible implementation strategies identified by participants in the Regional Collaborative meetings/workshops, will be presented for comment at a public meeting on Wednesday, April 30th at the Monmouth County Library (Eastern Branch) in Shrewsbury. Then local citizenry who have not yet become part of the planning process will have the opportunity to hear about progress to date, voice concerns and submit comments and/or suggestions for consideration and possible inclusion in the final Plan.

How You Can Participate:



Visit the Coastal Monmouth Plan project web page through the link located on the Monmouth County Planning Board website at www.monmouthplanning.com. From there you can provide comments to one of the project directors via e-mail, or mail or

fax in your comments directly to the Monmouth County Planning Board. See the Planning Board website for location and number.

Coastal Monmouth Plan Completed

Over the past three years, 30 municipalities and more than 100 state and county agencies, business organizations, community groups and citizens interested in the 27-mile coastal community of Monmouth County, have been working together on the Coastal Monmouth Plan (CMP) in order to identify ways to strengthen the region based on a broad spectrum of economic and quality of life issues. The study was undertaken by the Monmouth County Planning Board in consultation with Maser Consulting, P.A.

The Coastal Monmouth Plan provides a variety of strategies and alternative solutions to region-wide issues, and recommends how coastal towns can work together, as well as with other agencies and organizations, to maintain and enhance the shore's cherished lifestyle. Specifically, the CMP includes a set of planning strategies for managing development, conserving open space, exploring redevelopment opportunities and addressing the impacts of future growth on infrastructure and the natural environment. The Plan incorporates the contributions garnered from a multifaceted public participation process, including meetings with county and state agency representatives, stakeholders' groups and municipalities. Five Regional Collaborative meetings and two public information sessions were held. The Plan was adopted after a public hearing held before the Planning Board on August 16, 2010.

Freeholder Director Lillian Burry, a member of the Monmouth County Planning Board, states, "Much has changed since the project's inception. In these times, it's necessary to have a clear vision of what all of us can do to enhance the quality of life for residents as well as improve the business climate for the Coastal Region." Adds Freeholder John D'Amico, also a Planning Board member, "The Plan focuses on the need to support our arts, entertainment and cultural centers as hubs



of economic activity, and looks to protect environmental centers for conservation, recreation and educational purposes."

The study is available for public viewing on the Coastal Monmouth Plan project webpage though the Monmouth County Planning Board website, on the Long-Range Planning page: www.monmouthplanning.com

- **Volume I, the Regional Profile**, provides background information on the Coastal Monmouth Region (CMR) and inventories existing conditions to assist in the formulation of the ideas to be incorporated in the Plan.
- **Volume II, the Coastal Monmouth Plan**, identifies five major issues: regional cooperation, housing, economy, transportation and the environment; identifies problems or needs within these areas; evaluates alternative solutions to address these problems; and identifies possible strategies for implementation. A total of 48 separate alternative strategies were developed. Each strategy identifies a lead agency or agencies, assisting agencies, and recommended time frames to achieve the ultimate planning targets. A planning implementation agenda provides a detailed summary of strategies to address both local and regional issues.
- **Volume III, the Appendix**, contains a project time line and municipal fact sheets which summarize local conditions and issues, meeting minutes and related study documents.

Study Goal

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

Vision Statements

During the interactive regional collaborative process, visions for the future were created. The following five statements summarize visions for the most important issues identified by the Regional Collaborative:

Regional Cooperation: Engage in an ongoing cooperative approach to comprehensively address regional issues.

Housing: Provide a wide range of housing choices serving all income levels, including affordable housing; promote sustainable housing developments through green building.

Economy: The Monmouth Coastal Region is home to vibrant, pedestrian friendly and sustainable places having year-round economic activity with a focus on tourism, arts, culture, entertainment and natural resources.

Transportation: Provide alternative transportation options with a multimodal transportation network, while considering public safety, accessibility and quality of life.

Environment: Realize improved water quality, reduced flooding, preserved and restored natural resources, expanded public parks and open space, and sustainable development measures.

Regional Cooperation—Key to Implementation



Key to successful implementation of the CMP is the establishment of an umbrella organization, the Coastal Monmouth Regional (CMR) Committee, which will serve as facilitator and clearinghouse to assist involved stakeholders with implementing the recommendations and strategies identified in the Plan. The Committee will comprise representatives from study area municipalities. Subcommittees, set up to address specific issues, such as marketing, housing, transportation, the environment, etc., will be equally important.

To move ahead quickly with many of the CMP recommendations, the municipalities will take the lead and strategies will be implemented on the local level. Expanded shared services can also play a part in implementation: many CMP municipalities currently have varying levels of shared services agreements and grants, and Monmouth County has shared services resources available to assist municipalities.

Strategies and Recommendations: **Highlights**

A large number of strategies and recommendations by topic area are identified in the CMP, and these are organized in a section titled the Planning Implementation Agenda (PIA). This newsletter briefly summarizes some of the most prominent recommendations and highlights several of those best suited for short-term action. For a complete listing of specific recommendations found in the Plan, refer to the PIA in Volume II of the CMP.



Housing

Housing affordability for families and seniors; sustainable housing near public transit; live/work space for artists and craftsman vital to CMR cultural activities; and limiting over-development are all identified as important goals in the CMP. Stakeholders stressed

the importance of addressing misconceptions about affordable housing by educating the public regarding its benefits and who it serves—including young couples just starting out, government workers, teachers and services workers.

Affordable Housing

In Monmouth County, as in much of New Jersey, the typical housing unit is a single-family detached home. By diversifying housing choices, municipalities can create a housing stock that spans a person's life cycle—where young people can raise a family, where they can relocate to a smaller home when their children are grown, and where they can receive care and assistance as older adults. An affordable housing education outreach program should be developed with affordable housing advocacy groups. Affordable housing choices can be addressed locally, for example, through adoption of a Housing Element to the municipal master plan.

Senior Housing

Seniors on fixed incomes are those most likely to be forced out of their homes as a result of high taxes and rising operating and maintenance costs. Some solutions to this growing problem include Elder Cottage Housing Opportunities (ECHO) units, accessory apartments, 100% affordable senior housing projects, residential healthcare facilities and assisted living residences.

Artist Housing

Artists provide a unique resource in the CMR, yet their incomes are typically on a lower income scale and they often have difficulty finding affordable housing. To encourage artists to live and work in the CMP as well as retain those that already do requires innovative measures. Amending zoning ordinances to allow for live/work units, reserving units in redevelopment areas, creating art-oriented communities and taking advantage of national artist-housing developers are some of the options recommended to further support the region's creative culture.

Economic Development

Development of a CMR Marketing Plan, including a year-round business model, is a critical step in the development strategy. Building on entertainment and cultural venues, unique natural resources and shore activities that currently draw visitors and residents to the area, economic development planning should also promote efforts such as the integration

of the arts, cultural and entertainment venues that have year-round activities. Five ACE (Arts-Culture-Entertainment) nodes are identified – Red Bank, Long Branch, Asbury Park, Belmar and Manasquan – that are linked destinations on the North Jersey Coast

Line. The Plan also recommends giving environmental areas where human activity and nature converge the designation of Environmental Centers of Activity (ECA) to promote the development of low impact eco-tourism opportunities. Two scenic byways—the Coastal Monmouth Byway and the Two Rivers Byway—are proposed. The ACE, ECA and Scenic Byways provide expanded opportunities to market the unique character of the region.



Redevelopment and Revitalization

As redevelopment and revitalization efforts continue at various scales in many municipalities in the region, the CMP reinforces the important relationship among commerce, housing options, transportation accessibility, and a strong interconnectivity between the region's many centers including the ACE and ECA nodes. The Plan seeks to build off of the economic development initiatives of Fort Monmouth by linking Fort redevelopment to off-site transportation connections, roadway enhancements, and recreational opportunities. Over 500 acres identified at Fort Monmouth as a greenbelt or Environmental Center of Activity (ECA) could support recreation, environmental education and eco-tourism activities.

Mixed Use Transit Villages

Train stations provide enormous opportunities for new development. The North Jersey Coast Line, with 11 rail stations in the CMR, provides train service from its southernmost station in Bay Head, Ocean County, directly to Penn Station in New York City. The Plan recommends considering mixed use transit villages to focus future growth where feasible at current and future rail stations. At this time, only Belmar is a designated Transit Village, but Neptune Township and Red Bank are considering this designation, which provides funding and technical assistance benefits. Notwithstanding, the train stations can provide focus for economic development with supporting transportation advantages.

Create a CMR Brand

To market the cultural and natural resource amenities of the CMR successfully—and enhance economic development in the region—the Plan recommends a comprehensive marketing plan which includes branding the Coastal Monmouth Region with a unique logo and tag line. That branding should be multi-layered and integrated with other marketing efforts such as incorporating the CMR brand on gateway and wayfinding signage.

The marketing plan should build on efforts currently underway and market the region with scenic byways designation, arts corridors, town centers, ACE nodes and ECA. To coordinate and expand marketing activities and to assist in the coordination of local chambers of commerce, the Plan proposes that local chambers of commerce work together to help coordinate their regional efforts.



Strategies and Recommendations

Legend

— ROADWAYS	PRIMARY GATEWAY
+++ RAILROADS	SECONDARY GATEWAY
🚂 TRAIN STATION	PROPOSED GREENWAY
🟤 EXISTING TRANSIT VILLAGE	EXISTING BIKEWAY
🟡 PROPOSED TRANSIT VILLAGE	PROPOSED BIKEWAY
🟠 ACE - ARTS, CULTURAL & ENTERTAINMENT CENTER	OPEN SPACE
🔴 ACE - ARTS, CULTURAL & ENTERTAINMENT CORRIDOR	REDEVELOPMENT AREAS
🟡 DESIGNATED CENTER	LAND USE / LAND COVER
🟡 ENVIRONMENTAL CENTERS OF ACTIVITY	RESIDENTIAL
🟡 PROPOSED SCENIC BYWAY	COMMERCIAL/SERVICES
🟡 COUNTY DESIGNATED SCENIC ROAD	INDUSTRIAL
🌻 PROPOSED COUNTY PARK ADDITION	RECREATIONAL LANDS
🌻 AREAS OF SIGNIFICANT ENVIRONMENTAL QUALITY	OTHER URBAN LANDS
🟡 PLANNED ROADWAY & PEDESTRIAN IMPROVEMENTS	AGRICULTURAL
🟡 IDENTIFIED ROADWAY & PEDESTRIAN ISSUES	BARREN LANDS
	FOREST
	WETLANDS
	WATER BODIES



CMR Municipalities

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



THIS MAP WAS DEVELOPED USING MONMOUTH COUNTY DIGITAL DATA FROM THE 2003 LANDBASE PROJECT. THE MAP ALSO USED DATA FROM THE NIDEP. THIS SECONDARY PRODUCT HAS NOT BEEN VERIFIED AND IS NOT COUNTY OR STATE AUTHORIZED.



Transportation



a network of alternative transportation modes. A more “context sensitive” approach is needed to ensure that traffic is not only moving safely and efficiently, but that roadways are in harmony with the natural, social, economic and cultural environment.

Improve Congested Roadways and Intersections

The plan has identified congested corridors such as SR-36, SR-138, SR-66 and SR-35, as well as numerous congested intersections on both state and county roads. Current planned improvements already underway are noted. Municipalities have authored traffic problem statements for many areas, which will help accommodate the transportation planning process through the County and State. Traffic calming measures are also recommended.

Enhance Rail Service; Pursue Multimodal Opportunities

Specific transit improvements to enhance train travel, remove cars from the roads and improve air quality include decreasing train headways, improving crossings, and increasing train capacity and support services. The proposed use of dual mode locomotives to provide a one-seat ride to NYC would eliminate transfers at Long Branch Station and encourage commuters to use Long Branch rather than drive to either Metro Park or Matawan. Fostering greater mobility between ACE nodes and ECA using train stations as key local connectors is another recommendation.

The plan also takes a fresh look at alternative transportation modes and recommends consideration of Bus Rapid Transit (BRT) on a dedicated travel lane, ferry service, water taxis, shuttles, jitneys, pedicabs, zip cars and bike rental facilities. An updated County Bicycle Map has been recently completed and is available now in print. Municipal bicycle network planning is encouraged to link the activity nodes and open space in the region.

Coordinated Signage

Once a logo and tag line for the branding of the CMR is developed, it should be incorporated in gateway and wayfinding signage that announces entrances into the CMR and directs motorists and pedestrians to and from local areas of interest. These important transportation design elements will reinforce the identity of the region and support marketing efforts. Each gateway or local site may have its unique character, but common branding elements would acknowledge its location within the CMR.

The Environment

Environmental alternatives containing implementation strategies are also identified in the Plan, which recommends a proposed Environment Subcommittee as the major vehicle to move these strategies forward. Coordinating with affected municipalities to develop consensus on efforts; identifying, conserving and restoring natural habitats, including beaches, dunes, estuaries, river and coastal ponds; recovering sustainable populations of threatened and endangered species, rare plants and animals; and prioritizing parks and open spaces for acquisition to improve recreation opportunities are among key recommendations.

Natural Resources

The need to conserve, protect and restore natural resources and systems requires creating and updating local inventories to identify gaps. Examples include the need to reduce excessive sediment in the Shark River Basin and the need to preserve regional use of recreational lands such as Fort Monmouth and the National Guard Camp in Sea Girt. With updated information, municipalities can work with established environmental stakeholders’ groups such as Monmouth University Urban Coast Institute and New Jersey Marine Sciences Consortium/New Jersey Sea Grant to facilitate management of natural resource areas.



Improve Blue, Green and Gray Infrastructure

The overall quality of life for not only residents and visitors but also wildlife is dependent upon balanced coordinated interactions among the infrastructure systems. For example, a sustainable environment must be supported by adequate potable water supplies, high quality surface water systems, improved air quality and controlled flooding and stormwater treatment. In addition, reducing excessive sediment in estuaries, responding to the rise in sea levels and coordinating the many dredging plans underway all involve the need for new and innovative planning and for improved coordination between federal, state, county and municipal government agencies.

Outreach and Education

In order to expand the public’s knowledge, understanding, and familiarity with local, regional and global environmental issues, the Plan recommends using the local environment and ecology as a learning opportunity for all citizens. Bringing the great nearby outdoors into local classrooms is a great way to teach kids the value of maintaining a healthy environment to support a variety of wildlife. Beyond traditional education methods, an environmental education program geared towards both children and adults outside of the classroom focused on the region’s resources might include a speakers’ bureau comprised of volunteer speakers from the regional academic, professional, business, and non-profit communities; parks and recreation program outreach activities; and neighborhood and area volunteer activities. Workshops, seminars, lectures and field trips throughout the CMR could be coordinated through the proposed CMR committee.

Acknowledgements

The Monmouth County Planning Board wishes to thank all those who dedicated their time, effort, and ideas to the development of the Coastal Monmouth Plan. A complete listing of these individuals and agencies is included in the study.



The Future

Thanks to the extraordinary efforts and energy of the stakeholders and the 30 municipalities in helping to develop the CMP, Coastal Monmouth has set in place a guiding document to improve and sustain the quality of life for the region.

5.0 WATERSHED MANAGEMENT PLANNING REGIONS ISSUES LIST

Issues List Watershed Management Area 12: Navesink Valley/ Swimming River¹

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 conservation
- Refine the link between glauconitic soils and Fecal Coliform and Total P through the results of the Ramanessin Brook Study
- Pine Brook. -- evaluation of Superfund progress in clean up of dangerous toxics
- Convert DB to bio-retention basins watershed-wide or at least vegetate all basins: this has proven somewhat difficult in headwater areas due to restrictions. Continued awareness of vegetated swales and bioretention basins will aid this effort.
- Lucent Technologies should run all stormwater through bio-retention basin rather than directly to stream
- Dredging and Eutrophication in McCarter Pond
- Dog litter ordinances for each municipality
- Homeowner education regarding buffer and over-fertilization
- Grey-colored water in Nut Swamp Brook.
- Pine Brook low flow conditions strand fish on mud flats for death (historically has not occurred) – is this still happening??

Sedimentation (Siltation and Dredging) • Flood problems in Fair Haven due to rising streamflow, sedimentation

- Eroding banks, and steep slopes
- Entire Region: Continued sediment build up in the boat channels of both rivers is detrimental to their recreational use
- Navesink portion needs dredge deposit sites; Entire Region: Lack of dredge spoil disposal sites
- Stormwater erosion/ deposition at Enchanted Forest Drive, PNC

Natural Resource Management (Wetlands and Habitat)

- Better protection of wetlands
- Entire Region: Deer overpopulation is destroying the forest understory and may be linked to fecal contamination• Bordens Brook.: Blockage in pipe under highway
- Drought Management Plan
- Pine Brook low flow conditions strand fish on mud flats for death (historically has not occurred)
- Debris in wetland at Bordens Brook
- Big Brook. behind MHS needs repair, clean-up
- RR crossing at Swimming River is barrier to fish
- Dam at Shadow Lake- barrier to fish
- Cliffs and steep slopes at Swimming River
- Bank slumping in the Navesink
- GIS data available stormwater infrastructure, including detention basins
- Map all open space in the area; maps of ongoing development; maps of farmland preservation.

Stormwater Infrastructure

- Rumson (low land south of Rumson Road to the river): very slow runoff due to blocked storm sewer catch basins
- Feel that stormwater management could be a dominant cause to each and every water quality problem listed above.

Recreation and Open Space

- Entire Region: Limited public access to both rivers inhibits launching of small boats such as canoes and kayaks

Water Quantity (Flooding, Volume and Water Supply)

- Entire Region: Lack of adequate groundwater recharge is in danger of impacting the water supply. A drought management plan is needed.
- Swimming River Reservoir: Restore and maintain the reservoir. Capacity is being lost as demand rises

Erosion

- See Natural Resource section above.
- North Section of Pine Brook along Water St., trees falling in

Public Awareness

- Homeowner education regarding buffer and over-fertilization
- Water supply protection
- Stormwater
- Geese awareness
- Cleaning up after dogs in park areas and along streams

Public Access

- Multiflora rosa, Japanese Knotweed and other non-natives prevent access to streams
- Entire Region: Limited public access to both rivers inhibits launching of small boats such as canoes and kayaks

¹ <http://www.shore.co.monmouth.nj.us/area12>

Scenic Resources

- The Navesink River
- Vietnam Memorial, Enchanted Forest
- The falls on Pine Brook

Historic and Cultural Resources

- Pine Brook Falls is an important cultural resource and public access and awareness could be restored with some effort.

Issues List Watershed Management Area 12: North Coast Region²

Prioritized Issues

1a & b. Stormwater Infrastructure

- Shrewsbury River: Sedimentation occurs all along the river by storm drains
- Little Silver (A&P, Willow Park, Lippincott Pond and the Public Works): Storm drain NPS problems
- Marine Park (under the Front Street railroad trestle, and all along Navesink River): Storm drain NPS problems
- Rumson Road and Point Road: Excess volumes are a problem
- Shrewsbury River: Storm sewer grates and basins need to be kept clear of leaves, grass clippings, small tree branches and other obstructions to reduce flooding

1c. Erosion

- Tributary to Little Silver Creek: Erosion is a problem
- Alderbrook development: Stream erosion caused by overland drainage
- Entire Region: Lack of enforcement of easement and buffer regulations at the local level

2. Natural Resources Management (Habitat)

- Entire Region: Overgrowth of invasive species
- Entire Region: Increased phragmites growth reduces species diversity
- Animal Hospital in Little Silver: Cut down natural vegetation and planted sod
- Mercedes Dealership in Little Silver: Cut down trees to pave lot (no permit)
- Little Silver: Last wooded areas in town are in the process of being developed
- Beaches and Shellfish Areas: Stormwater volumes need to be controlled to prevent impairment of beaches and shellfish beds
- Waterfront in Seven Bridges Road area: Will soon be developed and conservation easements cannot be obtained

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

- Shrewsbury River (?): Fish kill during the summer of 2000 was due to low oxygen levels
- Shrewsbury River (?): High fecal coliform levels
- Shrewsbury River (?): High nitrate and phosphate levels
- Entire Region: 40 toxic/contaminated sites listed by DEP; need to verify status
- Entire Region: High nutrients
- Entire Region: High fecal counts
- Entire Region: Quality degradation from stormwater discharges

4. Sedimentation (Siltation and Dredging)

- Sickles Pond and Red Bank Regional Pond: Sedimentation problems exist
- Entire Region: Lack of dredge spoil disposal sites
- Shrewsbury River (?): Lack of boating channels

5. Natural Resource Management (Wetlands)

- Entire Region: Lack of maintenance of easements
- Entire Region: Lack of wetlands protection
- Entire Region: Lack of regulatory over-site
- Entire Region: Lack of enforcement of wetlands protection regulations at the state and local levels

Regional Issues Not Yet Prioritized

Historic and Cultural Resources

- Little Silver (?): Borough is making efforts to restore railroad station and Parker Homestead
- Red Bank - Century House: Part of Riverview Medical Center on Front Street in Red Bank may be torn down
- (?): Ruhlman House was torn down

² Issues List was prioritized at the September 13, 2001 Congress Meeting. Issues noted below are from survey responses and the Congress Meeting. Additional revisions were made to reflect new issues identified by post-Congress meeting respondents

~ Recreation and Open Space

- Entire Region: Need for open space acquisition

Public Access

- Waterfront: Limited access to river inhibits access for small boat launching

Water Quantity (Flooding, Volume and Water Supply)

- Seven Bridges Road, Point Road, Rumson Road and Prospect Avenue: Coastal flooding
- Lot in front of Red Bank Primary School (west side of Red Bank bordering on Swimming/Navesink River): Flooding occurs
- Shrewsbury River: Flooding along the shore, especially in Rumson, is continually a threat to river property.
- Polly Pond on Shrewsbury Drive: Prone to flooding
- Entire Region: Lack of adequate groundwater recharge is in danger of impacting the water supply. A drought management plan is needed.

Public Awareness

- No issues identified

Scenic Resources

- No issues identified

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

- Franklin Lake - off Shrewsbury Creek, West Long Branch
- Pine Brook - Tinton Ave., Tinton Falls
- Shrewsbury River - Monmouth County

Issues List Watershed Management Area 12: Mid-Coast Region³

Prioritized Issues

1. Sedimentation (Siltation and Dredging)

- Sylvan Lake: Sedimentation from runoff that drains into the lake from the upstream areas in Bradley Beach and Avon, enters the lake at the west end
- Alberta Lake: Sedimentation from runoff
- Sylvan Lake: Situation has caused the holding capacity of the lake to decrease with the declining depths
- Poplar Brook (Route 18 north of Deal Road, through Oakhurst and Deal): Sediment from flooding upstream enters the brook
- Wesley Lake: Silt and sediment build up, requires dredging
- Entire Region: Lack of dredge spoil disposal sites

2, 4, & 6. Water Quality (Non-Point Source Pollution and Toxic/Contaminated Sites)

- Entire Region: Garbage and floatables in waterbodies
- Lake Takanassee and Whale Pond Brook: Shore line litter
- Sylvan Lake: Stormwater discharges that cause beach closures are directly related to geese
- Sylvan Lake: Goose droppings on lakeshores are a major problem to walkers and joggers
- Alberta Lake: Goose droppings around the lake and sidewalks are a major problem
- Sylvan Lake: 3 beach closures in the 90's due to high fecal coliform counts in the area
- Alberta Lake: High fecal coliform counts
- Poplar Brook: Fertilizers, pesticides, and animal waste from domestic as well as wild animals
- Poplar Brook: Flooded pump station possibly causes raw sewage to be dumped into the Ocean
- Lake Takanassee: Dog waste on grassy areas
- Poplar Brook: Pollution from fecal coliform during heavy rain and fertilizers/pesticides
- Entire Region: Insufficient water quality sampling
- Poplar Brook: Fecal counts are taken 4 times a year; phosphates/nitrates are taken 2 times a year. Poplar Brook is considered a median with high and low counts
- Sylvan Lake: A significant algae bloom that began in the shallows on the west end, lasting from the beginning of August to the end of September 2001, generated many resident complaints about odors

3. Water Quantity (Flooding, Volume and Water Supply)

- Sylvan Lake (Avon): Some streets in area around lakeshore flood at time of high tide and heavy rain
- Poplar Brook (Brookside Avenue, Poplar Village, Norwood Avenue, Monmouth Road, Sherman Avenue, Deal Road, and Whalepond Road): Flooding
- Poplar Brook: Flooding has increased due to new construction and impervious cover
- Alberta Lake at Taylor Avenue South: Flooding
- Whale Pond Brook (Leading to the lake, by the railroad bridge): Flooding
- Poplar Brook (Joe Palia Park): Brook floods onto jogging and bike trails leaving mud
- Entire Region: Lack of adequate groundwater recharge is in danger of impacting the water supply. A drought management plan is needed.
- Wesley Lake: Spillway and flume in need of repairs

5. Erosion

- Sylvan Lake: Mild bank erosion in areas of breaks in lake wall and bulkhead
- Entire Region: Infrastructure failure
- Poplar Brook: Erosion in all residential areas of the brook as well as Joe Palia Park
- Lake Takanassee: Banks are either completely gone or nearly nonexistent
- Poplar Brook: Erosion due to lack of foundation; slumping banks due to loss of vegetation
- Wesley Lake: South side retaining wall needs to be replaced
- Wesley Lake: Need to look at shoreline bulkhead design alternatives

³ <http://www.shore.co.monmouth.nj.us/area12/> Issues List was formulated 6.20/2001 and revised 1/18/2002. The list was prioritized at the 9/13/2001 Congress Meeting.

Regional Issues Not Yet Prioritized

Stormwater Infrastructure

- Sylvan Lake: Stormwater volume increases each year as the area becomes built out
- Alberta Lake: Inadequate drainage causes water levels to rise
- Sylvan Lake: Increased stormwater flow from drainage area
- Poplar Brook (just north of Deal Road/Route 18): Stormwater drains from upstream cause major pollution as well as property damage
- Poplar Brook: Street flooding affects water quality and water management from runoff during storm conditions
- Alberta Lake: Study has shown that state storm drain line is in need of repair
- Sylvan Lake: Storm drains sometimes cannot handle heavy flow and flooding occurs
- Wesley Lake: Box culvert in need of repairs
- Wesley Lake: Stormwater outfall pipe needs repair

Recreation and Open Space

- Sylvan Lake: Western portion of the lake becomes unusable for boats or canoes during dry periods; also, heavy weed growth in this area makes it impossible to do any fishing
- Poplar Brook: Impervious cover exceeds 30%
- Wesley Lake: Shoreline vegetation and recreation/park areas needed
- Wesley Lake: Pedestrian walkways needed around the lake perimeter
- Wesley Lake: Boulevard park?

Natural Resource Management (Wetlands and Habitat)

- Poplar Brook: Less than 10% is in forest cover; loss of vegetation/trees due to new home construction; bank slumping/bank vegetation
- Lake Takanassee and Whale Pond Brook: Milkweed dominating other plants, limited fish in fishing area
- Entire Region: Non point source pollution degrades habitat
- Sylvan Lake: Flats exposed and heavy weed growth in summer months
- Alberta Lake: Overgrowth of bushes block view from homes; also several grassless areas

Public Awareness

- Wesley Lake: Watershed education programs needed
- Wesley Lake: Need to make people aware of watershed maintenance issues and install BMPs

Historic and Cultural Resources

- Wesley Lake: Bridge rehabilitation needed
- Wesley Lake: Victorian lighting and railings needed

Scenic Resources

- No issues identified

Public Access

- No issues identified

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

- Poplar Brook - Almyr Ave., Deal
- Whale Pond Brook - Larchwood Ave., Ocean Twp.

Issues List Watershed Management Area 12: South Coast Region

Prioritized Issues

1. Water Quality (Non Point Source Pollution and Toxic/Contaminated Sites) and Stormwater Infrastructure

- Wreck Pond & Shark River: Beach closings from fecal coliform levels, possibly related to goose population and human causes
- Shark River: Shellfish classification for the estuary needs to be upgraded to "Approved"
- Kelly's Marina - Shark River: need to move two pipes to discharge directly into the north channel
- Regional Beaches and Shellfish Areas: Stormwater volumes need to be controlled to prevent impairment
- Glendola Reservoir: Need to protect the quality of the water
- Entire Region: Feces from geese and other birds are a common problem
- Entire Region: Fertilizers and lawn chemicals are a major concern, especially the over use in treed islands between the sidewalk and the street
- Entire Region: Plastics get into the storm drains; drains need to be retrofitted to collect this material
- Entire Region: Additional litter vacuum trucks, like those used in Belmar, need to be purchased
- Jumping Brook in Neptune: Considered to be threatened by development
- Tinton Falls - Shark River headwaters: Former landfill may not have been closed in accordance with DEP requirements
- Belmar: Sump pumps pump stormwater into the streets where it accumulates and is a breeding ground for mosquitoes; dedicated pipes need to be installed
- Shark River - 11th Avenue in Belmar: DEP's Area 12 Watershed Report identifies a possible source of volatile organics during rainfall events
- Neptune City: Underground waste storage tanks are leaking petroleum products into local waters
- Entire Region: Runoff from construction and roadways are known sources of non point source pollution
- Entire Region: Need to identify hazardous/contaminated sites

2. Sedimentation (Siltation and Dredging)

- Shark River, Silver Lake, Wreck Pond and Black Creek: Dredging needed
- Shark River: Sedimentation limits boating
- Entire Region: Lack of dredge spoil disposal sites

3a. Erosion

- NJSH 35 - Belmar near Wall: The bulkhead is caving in and fill material from prior roadwork does not support vegetation
- Wall Township: Significant erosion along the little league field
- Shark River Park: Upstream development has created a massive gully that is a hazard to adjacent residential properties
- Shark River at Shark River Park and in Tinton Falls (several hundred feet west of Shafto Road): Stream bank restoration is needed
- Entire Region: Lack of protection of headwaters

3b & 4b. Natural Resource Management (Habitat)

- Neptune - Shark River Stream & Jumping Brook: Mature flood plain forests are being lost to development
- Shark River: Designate certain areas as a wildlife sanctuary
- Wall Township - Wreck Pond watershed: Need to preserve the flood plains that remain in their natural condition, complete with natural vegetation
- Entire Region: Over-fishing is a threat
- Entire Region: An overpopulation of deer is consuming the forest understory
- Shark River Basin & Wreck Pond: Commercial bait operations deplete the fish that birds rely on for food
- Entire Region: Bulkheads replaced natural environment

4a. Natural Resource Management (Wetlands)

- Wreck Pond - Former Sea Girt Inn Property: Mature, highly productive fresh water marshes adjacent to this property need protection
- Shark River - Marconi Road in Wall; around the Brighton Avenue and Route 18 bridges; in the Shark River Hills section of Neptune near Brighton Avenue on the County Park property; Musquash Cove in the vicinity of Clamshell Road in Neptune City; and on the west side of Shark River Island in Neptune, in the inlet between Route 35 and Route 71: The marshes need to be protected
- Entire Region: Many waterways are bulkheaded

5. Public Access

- Shark River & Wreck Pond: Improvement of public access needed
- Entire Region: Lack of public access to water bodies

6. Public Awareness

- Entire Region: Community Awareness Program needed to educate citizens about non-point source pollution (water pollution "flow map", tips to reduce pollution, etc.)
- Entire Region: Storm drain identification/stenciling is needed
- Entire Region: Need to identify hazardous/contaminated sites

Regional Issues Not Yet Prioritized

Historic and Cultural Resources

- Shark River: Traditional maritime facilities that have supported the region for more than 100 years, are threatened by need for dredging
- Belmar: The Commercial Fishing Fleet needs to be preserved

Scenic Resources

- NJSH 35 - Belmar: Trees were lost with the construction of the new bridge and dredging the marina

Recreation and Open Space

- Shark River: Motorized vehicles in Musquash Cove and other environmentally sensitive areas pose a threat to vegetation and wildlife populations; DEP has precluded towns from banning motorized vehicles in these areas because DEP claims jurisdiction over the water.
- Tinton Falls: Need follow up on 1994 municipal study on open space preservation
- Shark River Park: Need to expand the park, particularly along stream corridors; some property is now for sale
- ~ Water Quantity (Flooding, Volume and Water Supply)
- Alberta Lake: Flooding after storms; pipes leading to Shark River may have caved in (this may explain the slight improvement in the water quality by that outfall)
- Entire Region: Lack of adequate groundwater recharge is in danger of impacting the water supply. A drought management plan is needed.

Issues Raise but not Considered a Regional Priority at this Time

- Belmar - 11th Avenue: Last three wooded lots in town serve as habitat for a number of birds and small wildlife; the property is now for sale and likely to be developed unless preserved

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

- Como Lake - Spring Lake and South Belmar
- Hannabrand Brook - Old Mill Rd, Wall Twp.
- Shark River - Remsen Mills Rd, Wall Twp.
- Spring Lake - Spring Lake
- Wreck Pond - Old Mill Rd, Wall Twp.
- Jumping Brook - Corties Ave., Neptune Twp.
- Silver Lake - Belmar, drains to Ocean

Issues List Watershed Management Area 12: Manasquan Valley Region⁴

Prioritized Issues

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

- Estuary: High fecal coliform counts yield shellfish beds that are either restricted or prohibited from harvesting
- Entire Region: Fecal coliform problems throughout watershed
- Manasquan Reservoir: Need to protect the quality of water flowing toward this resource
- Entire Region: Significant problems with litter, animal/pet wastes, vehicle fluids, fertilizers/pesticides and landscaping excess throughout watershed
- Entire Region: Need to identify hazardous/contaminated sites (86 known contaminated sites documented by NJDEP)
- Public Parks and Lakes: High goose population is a nuisance that may affect water quality and public health

2. Sedimentation (Siltation and Dredging)

- Manasquan River: Siltation in mainstem and tributaries, contributing to water quality impairment
- Non-tidal Sections of the Manasquan: Sedimentation problems exist
- Entire Region: Lack of dredge spoil sites makes channel maintenance difficult and expensive

3a. Erosion

- Manasquan River: Severe stream bank and bottom erosion primarily on mainstem upstream of the narrows which contributes to water quality impairment
- Manasquan River: Lack of protection of headwaters
- Entire Region: The entire watershed has highly erodable soils

3b & 4b. Natural Resource Management (Habitat)

- Entire Region: Depleted fishing industry/over-fishing
- Entire Region: Reduced base flow throughout watershed
- Entire Region: Riparian vegetation losses and bulkheading
- Entire Region: Proliferation of lawns
- Entire Region: Loss of habitat diversity
- Entire Region: New developments are being approved without adequate stream buffers

4a. Natural Resource Management (Wetlands)

- Entire Region: Many waterways bulkheaded

5. Public Access

- Entire Region: Limited public access
- Manasquan River: Limited river access for canoeing, kayaking, etc.
- Manasquan River: Limited access for fishing

6. Public Awareness

- Entire Region: Identification of hazardous/contaminated sites

Regional Issues Not Yet Prioritized

Stormwater Infrastructure

- Upper Watershed (upstream of the Route 70 bridge): Stormwater is an issue
- Entire Region: Increased stormwater volumes are a definite problem
- Entire Region: Aging infrastructure and maintenance problems have not been documented
- Entire Region: Storm drain identification/stenciling needed

Historic and Cultural Resources

- Entire Region: Historic buildings and farms lost over time

⁴ <http://www.shore.co.monmouth.nj.us/area12/> Issues List from 6/10/2000, revised 11/1/2001, Prioritization order is from 13 September 2001 Congress Meeting and were done jointly with the South Coast Region.

Recreation and Open Space

- Manasquan River: Limited river access for canoeing, kayaking, etc.
- Manasquan River: Canoeing opportunities compromised by snags in river and low seasonal water volume
- Manasquan River: Limited access for fishing
- Entire Region: Most towns have open space plans, but still substantial losses through the years

Water Quantity (Flooding, Volume and Water Supply)

- Sea Girt, Manasquan, Wall, and Howell (specific streets not indicated): Flooding is a problem
- Entire Region: Some stream flooding occurs, but limited to specific areas
- Entire Region: Lack of adequate groundwater recharge is in danger of impacting the water supply. A drought management plan is needed.

Scenic Resources

- No regional issues identified

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

- Macs Pond - Manasquan
- Manasquan River - Monmouth County

6.0 INTRA-COUNTY ROUTES IN COASTAL MONMOUTH REGION

Intra-County Routes in the Coastal Monmouth Region

County Route 2, (6th and Brinley Avenue), begins at its intersection with State Route 33 in Neptune City, travels east through Neptune and terminates in Bradley Beach at its intersection with County Route 18, spanning 2.07 miles. County Route 2 varies between 25 to 30 MPH and is classified as an Urban Minor Arterial and an Urban Collector east of State Route 71. The roadway consists of two lanes, a cartway width varying between 29 and 39, with parking provided along portions of the corridor.

County Route 8A, (Bingham Avenue in Rumson), begins at its intersection with County Route 520, travels north through Rumson and terminates in Middletown, spanning 3.55 miles. Within the CMR, County Route 8A has a posted speed limit of 25 MPH and is classified as an Urban Collector. The roadway consists of two lanes, a cartway width of 27 feet and no median or shoulders are provided.

County Route 10, (River Road), runs west to east and begins at its intersection with County Route 12. County Route 10 travels east through Red Bank and Fair Haven, and terminates in Rumson. The roadway is classified as an Urban Minor Arterial and the speed limit varies from 30 to 40 MPH. The cartway width varies from 22 to 48 feet; however, only 2 lanes are maintained throughout the corridor. Parking is provided along portions of the roadway. The entire corridor, which is all contained within the CMR, spans 5.21 miles.

County Route 11 I, (Broad Street), is located in Red Bank. The route runs south to north from County Route 520 to County Route 10, spanning 0.83 miles. The speed limit is posted at 25 MPH. The cartway width is 39 feet and parking is provided on both sides of the roadway. County Route 11 I is classified as an Urban Minor Arterial.

County Route 11 II, (Oceanport Avenue and Branch Avenue), begins at its intersection with Port Au Peck Avenue in Oceanport, travels north into Little Silver and terminates at its intersection with County Route 520. The route is 2.33 miles in length and the speed limit varies from 35 to 40 MPH. The pavement width varies from 29 to 45 feet in width. County Route 11 II is classified as an Urban Minor Arterial. Parking is provided along portions of the roadway.

County Route 11 III, (Oceanport Avenue), begins at its intersection with County Route 537 in West Long Branch, travels north and terminates at its intersection with Port Au Peck Avenue in Oceanport. County Route 11 III is classified as an Urban Minor Arterial. The route is 1.09 miles in length and the speed limit varies from 35 to 40 MPH. The pavement width varies from 27 to 39 feet in width. Parking is provided along portions of the roadway.

County Route 13, (Shrewsbury Avenue), enters the CMR in Red Bank at MP 1.92 and terminates at State Route 35 in Red Bank at MP 3.06. The speed limit varies from 30 to 40 MPH, the pavement varies from 35 to 55 feet in width and the number of lanes varies from two to four. The roadway is classified as an Urban Minor Arterial. Parking is provided along portions of the roadway.

County Route 13A, (Sycamore Avenue), enters the CMR in Shrewsbury at its intersection with County Route 13, travels east into Little Silver and terminates at County Route 11, spanning 1.71 miles. Within the CMR, County Route 13 has a posted speed limit of 40 MPH, a varying cartway width from 26 to 43 feet and one lane in each direction. The roadway is classified as an Urban Minor Arterial. Parking is provided along portions of the roadway.

County Route 13B I, (Willow Drive and Prospect Avenue), is contained within Little Silver between County Route 11 and County Route 520. The corridor spans 1.09 miles and has a posted speed limit of 30 MPH. The pavement varies in width from 34 to 39 feet with one lane in each direction. The roadway is classified as an Urban Minor Arterial. Parking is provided along portions of the roadway.

County Route 13B II, (Church Street), spans 0.28 miles within Little Silver from Prospect Avenue to County Route 520. The route is a two lane roadway with parking provided along portions of the roadway. The posted speed limit is 35 MPH and the cartway width varies from 29 to 39 feet in width. The roadway is classified as an Urban Local roadway.

County Route 15 begins in Asbury Park at its intersection with State Route 71, travels north through Interlaken and Ocean and terminates in West Long Branch at MP 5.19, at its intersection with County Route 537. The speed limit varies from 25 to 40 MPH and one lane is provided for each direction throughout the length of the corridor. The roadway changes names as it passes through different municipalities; however, it is most commonly known as Monmouth Road. The roadway is classified as both an Urban Minor Arterial and as an Urban Collector north of State Route 71.

County Route 16, (Asbury Avenue), enters the CMR at MP 2.60, at Green Grove Road, in Ocean and terminates at State Route 66 (MP 3.56). The Route begins again at MP 4.96 in Neptune Township, at State Route 35 and terminates in Asbury Park at State Route 71 (MP 6.22). The roadway is classified as an Urban Minor Arterial. The speed limit varies from 25 to 45 MPH within the CMR and consists of one lane in each direction. The cartway width varies from 24 to 49 feet in width and parking is provided along portions of the roadway.

County Route 17 I, (Old Corlies Avenue), begins at Route 33 travels west 1.73 miles and terminates at State Route 33 within Neptune. The roadway is classified as an Urban Collector. The speed limit is posted at 35 MPH and consists of one lane in each direction. The cartway width is 22 feet, with a one foot shoulder provided.

County Route 17 II, (Old Corlies Avenue), begins at County Route 17 I travels east 3.51 miles and terminates at the Neptune Township line. The roadway is classified as an Urban Collector. The speed limit is posted at 35 MPH and consists of one lane in each direction. The cartway width is 22 feet, with a one foot shoulder provided.

County Route 17 III, (West Sylvania Avenue), begins at State Route 35, travels west 1.39 miles and terminates at Brighton Avenue within Neptune City. The roadway is classified as an Urban Minor Arterial. The speed limit is posted at 35 MPH and consists of one lane in each direction. The cartway width varies between 33 to 36 feet and no shoulder or parking is provided.

County Route 17 IV, (East End Avenue), begins at County Route 17 III in Neptune City, travels west 0.38 miles and terminates at South Riverside Drive in Neptune. The roadway is classified as an Urban Collector. The speed limit is posted at 30 MPH and consists of one lane in each direction. The cartway width is 30 feet and no shoulder or parking is provided.

County Route 17 V, (Neptune Avenue), begins at County Route 2 in Neptune, travels south 0.40 miles and terminates at County Route 17 III in Neptune City. The roadway is classified as an Urban Local roadway. The speed limit is posted at 25 MPH and consists of one lane in each direction. The cartway width is 29 feet and no shoulder or parking is provided.

County Route 17 VI, (Sylvania Avenue), begins at State Route 71, travels east 0.64 miles and terminates at County Route 18 within Avon-By-The-Sea. The roadway is classified as an Urban Collector. The speed limit is posted at 25 MPH and consists of one lane in each direction. The cartway width is 49 feet and parking is provided on both sides of the street.

County Route 18 I, (16th Avenue), enters the CMR at MP 7.25 at its intersection with State Route 35 in Belmar, travels east 1.40 miles and terminates at its intersection with County Route 18 III. The speed limit within the CMR is posted at 25 MPH and one lane is provided for each direction, however east of D Street/Newman Street the roadway becomes one way east. County Route 18 I is classified as both an Urban Minor Arterial and changes to an Urban Collector north of State Route 71. The cartway width varies from 29 to 35 feet and parking is provided on both sides of the street.

County Route 18 III, (Ocean Avenue), begins in Spring Lake at its intersection with County Route 49, travels north through Belmar and Avon-By-The-Sea 5.63 miles and terminates at its intersection with State Route 71 in Bradley Beach. The speed limit is posted at 25 MPH and one lane is provided for each direction. County Route 18 III is classified as an Urban Collector, which fronts the Atlantic Ocean the entire length of its corridor. The cartway width varies from 33 to 64 feet and parking is provided on both sides of the street.

County Route 20, enters the CMR at MP 0.74 in Wall at its intersection with State Route 35, travels north through Brielle and Manasquan 2.34 miles and terminates at its intersection with State Route 71 in Wall. The speed limit varies between 30 to 40 MPH and one lane is provided for each direction. The roadway changes name from Old Bridge Road to South Street to Broad Street to 8th Avenue as it travels north from Wall. County Route 20 is classified as an Urban Collector. The cartway width varies from 21 to 34 feet and parking is provided along portions of the roadway.

County Route 25 I, (Cedar Avenue), begins at its intersection with State Route 71 in West Long Branch, travels east 0.99 miles and terminates at its intersection with County Route 57 in Long Branch. The speed limit varies between 35 to 40 MPH and one to two lanes are provided for each direction. County Route 25 I is classified as an Urban Minor Arterial with a varying cartway width from 25 to 39 feet. A curbed 6 foot wide median is provided between Westwood Avenue and Market Place. This is where the roadway provides two lanes per direction. Parking is not provided along the roadway.

County Route 25 II, (Norwood Avenue), begins at its intersection with County Route 25 I in West Long Branch, travels north 1.26 miles and terminates at its intersection with County Route 537 in Long Branch. The speed limit varies between 30 to 40 MPH and one lane is provided for each direction. County Route 25 II is classified as an Urban Collector with a varying cartway width from 31 to 36 feet. Parking is not provided along the roadway.

County Route 29, (Branchport and Atlantic Avenue), begins at its intersection with County Route 33 in Oceanport, travels east 2.69 miles and terminates at its intersection with Ocean Avenue in Long Branch. The speed limit is not posted and one lane is provided for each direction. County Route 29 is classified as an Urban Collector with a varying cartway width from 35 to 39 feet. Parking is not provided along the roadway.

County Route 29A, (Myrtle Avenue), begins at its intersection with Port Au Peck Avenue, travels north 0.60 miles and terminates at its intersection with County Route 33 in Oceanport. The speed limit is posted at 40 MPH and one lane is provided for each direction. County Route 29 is classified as an Urban Local roadway and has a pavement width of 24 feet with a three foot shoulder provided. Parking is not provided along the roadway.

County Route 30 II enters the CMR at MP 2.78, at State Route 35, in Wall travels east through Lake Como and terminates at State Route 71 (MP 4.60) in Belmar. The roadway is classified as an Urban Collector. It is commonly called New Bedford, 18th Avenue and F Street depending on the municipality the roadway is in. The speed limit varies from 30 to 35 MPH within the CMR and consists of one lane in each direction. The cartway width varies from 29 to 49 feet in width and parking is provided along portions of the roadway.

County Route 31, (Corlies Avenue), begins at Wickapecko Drive in Ocean travels east 0.88 miles and terminates in Allenhurst at its intersection with Railroad Plaza. The roadway is classified as an Urban Local roadway and changes to an Urban Minor Arterial east of County Route 50. The posted speed limit varies between 35 to 40 MPH and consists of one lane in each direction. The pavement width varies between 33 to 38 feet with no parking.

County Route 32, (Wall Street), begins at a ramp to State Route 35/36 in Eatontown, travels east through West Long Branch, and ends in Long Branch at its intersection with County Route 25 II, spanning 3.01 miles. The roadway is classified as an Urban Minor Arterial and changes to an Urban Collector east of State Route 71. The posted speed limit varies between 35 to 40 MPH and consists of one lane in each direction. The pavement width varies between 23 to 35 feet with 2 to 4 foot shoulders provide along the corridor.

County Route 33 begins at County Route 29 in Long Branch, travels west through Oceanport, and ends in Little Silver at its intersection with County Route 520, spanning 3.34 miles. The roadway is classified as an Urban Collector with a pavement width varying between 22 to 39 feet with 3 to 6 foot shoulders provide along the corridor. County Route 33 is commonly know as Port Au Peck Avenue, Monmouth Boulevard and Seven Bridges Road, depending on which municipality the roadway is in. The speed limit is posted at 40 MPH and consists of one lane in each direction with no parking.

County Route 34 begins at County Route 11 I in Red Bank, travels east through Fair Haven and ends in Rumson at its intersection with County Route 520, spanning 4.54 miles. The speed limit varies between 30 to 40 MPH and one lane is provided for each direction. The roadway changes name from Harding Road to Ridge Road as the roadway travels east from Red Bank. County Route 34 is classified as an Urban Minor Arterial. The cartway width varies from 25 to 50 feet and parking is provided along portions of the roadway in Red Bank.

County Route 40, (Sunset Avenue), begins at State Route 35 in Ocean, travels east and ends at Wickapecko Drive, spanning 0.70 miles. The speed limit is posted at 35 MPH and one lane is provided for each direction. County Route 40 is classified as an Urban Collector with a cartway width of 35 feet.

County Route 40A, (Memorial Drive), begins at Munroe Avenue in Asbury Park, travels south through Neptune, Bradley Beach, and Neptune City and ends at State Route 35 in Avon-By-The-Sea, spanning 2.11 miles. The speed limit varies between 30 and 45 MPH and two lanes are provided for each direction. County Route 40 A is classified as an Urban Collector with a cartway width of 45 feet.

County Route 47, (Warren Avenue), begins at County Route 524 in Wall travels east 1.01 miles and ends at State Route 71 in Spring Lake Heights. The speed limit varies between 35 and 40 MPH and one lane is provided for each direction. County Route 47 is classified as an Urban Collector with a cartway width of 23 feet and 3 foot shoulders for both directions of traffic.

7.0 TRANSPORTATION PROBLEM STATEMENTS PREPARED BY MUNICIPALITIES

13 NOV 07 10 51 11

KEVIN G. SANDERS, MAYOR
JAMES "JIM" BRUNO, DEPUTY MAYOR
TERENCE J. REIDY, CITY MANAGER



COUNCIL
ED JOHNSON
JAMES W. KEALY
JOHN M. LOFFRINO

**CITY OF ASBURY PARK
OFFICE OF THE CITY MANAGER**

MUNICIPAL BUILDING • ONE MUNICIPAL PLAZA
ASBURY PARK, NEW JERSEY 07712-7000
TEL: (732) 775-2100
FAX: (732) 775-1483

November 16, 2007

Joseph M. Barris, PP/AICP
Monmouth County Planning Board
Hall of Records Annex Building
One East Main Street
Freehold, NJ 07728

RE: Coastal Monmouth Plan
Transportation Issues and Problem Statements

Dear Mr. Barris:

Enclosed please find the Traffic Problem Statements you requested in your letter dated November 8, 2007.

If additional information is needed, please call me at (732) 502-5711.

Sincerely,

Donald B. Sammet (msd)
Donald B. Sammet, PP/AICP
Director of Planning and Redevelopment

COASTAL MONMOUTH PLAN
TRAFFIC PROBLEM STATEMENT (TPS)

Site or Location:

Route 71 Congestion

Description:

The cartway width and number of through travel lanes on Main Street (Route 71) in Asbury Park causes safety problems for motorists and pedestrians alike. Motorists often "weave" around vehicles waiting to make left turns, trucks and other delivery vehicles blocking a travel lane, double parked vehicles blocking a travel lane, or bicyclists who are also utilizing Main Street. This unpredictable vehicular travel pattern, combined with the width of the roadway and speed of travel, impedes pedestrian circulation at cross streets and to the crossing Main Street itself. Pedestrian and bicyclist safety is also a concern.

The City, through its Main Street redevelopment planning effort has been looking to improve the safety and well as the functionality of this heavily traveled thoroughfare. Recommendations for improving Main Street will be incorporated within the Main Street Redevelopment Plan but implementation will be the challenge and continued cooperation from NJDOT is the key to success.

Prepared by: Donald B. Sammet, PP/AICP
Director of Planning and Redevelopment
City of Asbury Park

Signature: 

Please return to:

Joseph M. Barris, PP/AICP
Monmouth County Planning Board
Hall of Records Annex Building
One East Main Street
Freehold, NJ 07728

City of Asbury Park
Department of Planning and Redevelopment

COASTAL MONMOUTH PLAN

TRAFFIC PROBLEM STATEMENT (TPS)

Site or Location:

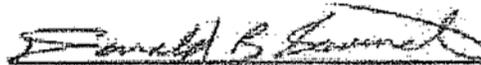
Train Quiet Zones

Description:

The North Jersey Coast Line runs immediately adjacent to a roadway and non-residential properties in Asbury Park (with a few exceptions). However, residential districts are less than a block away and the potential for mixed-use developments adjacent to the rail line in the near future could increase conflicts or concerns by residents over quality of life issues such as "train noise". The rail line in Asbury is not currently buffered from adjacent properties with any type of landscaping (vegetative or otherwise) that could act as a mitigation measure for both noise and appearance.

Prepared by: Donald B. Sammet, PP/AICP
Director of Planning and Redevelopment
City of Asbury Park

Signature:



Please return to:

Joseph M. Barris, PP/AICP
Monmouth County Planning Board
Hall of Records Annex Building
One East Main Street
Freehold, NJ 07728

COASTAL MONMOUTH PLAN
TRAFFIC PROBLEM STATEMENT (TPS)

Site or Location:

Route 35/Route 66/Asbury Avenue Circle

Description:

This traffic circle lies at the primary east-west gateway into the City of Asbury Park. During all times of the day, motorists who are unfamiliar with the circle have difficulty in determining which route to take upon entering. Although directional signage is present, improvements are needed to make that signage more visible and to give motorists plenty of time to react prior to attempting a turn.

Prepared by: Donald B. Sammet, PP/AICP
Director of Planning and Redevelopment
City of Asbury Park

Signature:



Please return to:

Joseph M. Barris, PP/AICP
Monmouth County Planning Board
Hall of Records Annex Building
One East Main Street
Freehold, NJ 07728

BOROUGH OF BELMAR, NEW JERSEY
OFFICE OF CHIEF OF POLICE

KENNETH E. PRINGLE
MAYOR
(732) 681-1176
FAX: (732) 681-3434



601 MAIN STREET, P.O. BOX A
BELMAR, NEW JERSEY 07719

JACK W. HILL, JR.
CHIEF OF POLICE
DIRECTOR PUBLIC SAFETY
(732) 681-1700
FAX: (732) 681-7470

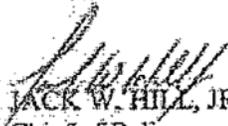
December 13, 2007

Joseph M. Barris, PP/AICP
Monmouth County Planning Board
Hall of Records Annex Building
1 East Main Street
Freehold, NJ 07728

RE: Traffic Problem Statements (TPS)

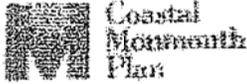
Mr. Barris:

As requested, please find enclosed Traffic Problem Statements pertaining to Belmar.
Should you have any questions, I can be reached at (732) 681-1700.


JACK W. HILL, JR.
Chief of Police
Director of Public Safety

JWH/ef

Encl



TRAFFIC PROBLEM STATEMENT (TPS)

Clearly and concisely, state your opinion as to the problem identified in your community on the attached page. Please describe the specific traffic problem that takes place at this location and what you believe to be the cause of such a problem. A sample traffic problem statement is provided below:

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Please use the space below to provide us with your TPS.

Site or Location: Ocean Avenue in Belmar

Description: This street is extremely busy with vehicular and pedestrian traffic. The roadway itself stretches from 90 feet in width to 65 feet in width. There are no neckdowns or bicycle paths along any part of Ocean Avenue. Due to the amount of pedestrians, bicycles and rollerblades, the safety considerations are many, but must be addressed through engineering and redesign of the parking and traffic patterns.

Prepared by: Chief Jack W. Hill, Jr. Signature:

Please return this filled out form to:
 Joseph M. Barris, PPA/ACP
 Monmouth County Planning Board
 Hall of Records Annex Building
 1 East Main Street
 Freehold, New Jersey 07728



TRAFFIC PROBLEM STATEMENT (TPS)

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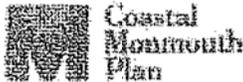
Please use the space below to provide us with your TPS.

Site or Location: Main Street between 8th and 16th Avenues

Description: Main Street is a county roadway between 8th and 16th Avenues and is a central business district for the town. The traffic problems on Main Street concern speeding cars, lack of parking, and traffic congestion during peak hours. The area needs to be made more pedestrian friendly at each intersection with use of neckdowns to limit the target availability of pedestrians while crossing the street. There also needs to be examined diagonal parking on one side of the street in order to increase the amount of spaces and provide for a friendly pedestrian environment.

Prepared by: Chief Jack W. Hill, Jr. Signature:

Please return this filled out form to:
Joseph M. Barris, PP/AICP
Monmouth County Planning Board
Hall of Records Annex Building
1 East Main Street
Freehold, New Jersey 07728



TRAFFIC PROBLEM STATEMENT (TPS)

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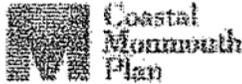
Please use the space below to provide us with your TPS.

Site or Location: Ocean Avenue in Belmar between 1st Avenue and 3rd Avenue

Description: This area of Ocean Avenue is approximately 90 feet in width and does not lend itself to safe pedestrian crossings. It also encourages high speed when vehicles are traveling northbound from Avon over the bridge. It is recommended that a safety island be constructed to facilitate safe pedestrian crossings and constructed in such a way to have a traffic calming effect and north and southbound vehicles.

Prepared by: Chief Jack W. Hill, Jr. Signature:

Please return this filled out form to:
 Joseph M. Barris, PP/AICP
 Monmouth County Planning Board
 Hall of Records Annex Building
 1 East Main Street
 Freehold, New Jersey 07728



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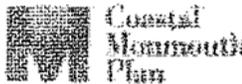
Site or Location: 16th Avenue between Highway 35 and Ocean Avenue

County Route 18

Description: This area of County Route 18 continues to suffer from speeding cars and traffic congestion during certain times of the day and night. For example, at 2:00 a.m. there is a long waiting line on the westbound lane at the intersection of Route 35 and also at the intersection of Route 71. This not only creates a pollution problem but directly affects the quality of life of our residents who live along this street. In addition, this area of County Route 18 needs physical traffic calming measures employed to reduce the frequency of speeding vehicles.

Prepared by: Chief Jack W. Hill, Jr. Signature:

Please return this filled out form to:
Joseph M. Barris, PPAICP
Monmouth County Planning Board
Hall of Records Annex Building
1 East Main Street
Freehold, New Jersey 07728



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Please use the space below to provide us with your TPS.

Site or Location: Industrial Way / Route 35

Description: There are major traffic back-ups at the intersection of Industrial Way and Route 35. During morning and evening hours, the traffic light for Industrial Way in both directions needs to have extended "Green" times. The current times allow about 5-7 vehicles through before changing to "Red". Industrial Way has numerous businesses that start and end their work hours at the same time. Because of the work hours, employees are arriving and leaving work at the same time which contribute to the congestion on this roadway.

Prepared by: PTA Troy Fowlkes Signature: PTA Troy Fowlkes #1650

Please return this filled out form to:
Joseph M. Barris, PPA/ICP
Monmouth County Planning Board
Hall of Records Annex Building
1 East Main Street
Freehold, New Jersey 07728

EATONTOWN POLICE DEPARTMENT
TRAFFIC SAFETY DIVISION
47 BROAD STREET
EATONTOWN, NEW JERSEY 07724
(732) 889-7830



TRAFFIC PROBLEM STATEMENT (TPS)

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Table with 2 columns: Sample TPS, Description. Sample text: There are major traffic backups at the intersection of Elm Street and County Route 725...

As stated in our cover letter, this information will be used determine what actions, if any, are currently underway by various jurisdictions to help alleviate the identified problem.

Please use the space below to provide us with your TPS.

Site or Location: Hope Road/Industrial Way West

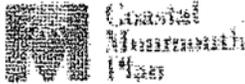
Description: This location has traffic back-ups during morning and evening rush hour times. Employees working on Industrial Way arrive by way of the Garden State Parkway at Exit 105. They then travel down Hope Road to get to Industrial Way. In an attempt to turn onto Industrial Way, traffic must yield to traffic coming out of Ocean Township on Hope Road. During this yield, traffic builds up beyond the traffic light with Wyckoff Road. Currently, there are plans to install a traffic signal at this location.

Prepared by: Mr. Troy Fawkes Signature: [Handwritten Signature]

Please return this filled out form to: Joseph M. Barris, PP/AICP, Monmouth County Planning Board, Hall of Records Annex Building, 1 East Main Street, Freehold, New Jersey 07728

(732) 388-7830

EATONTOWN POLICE DEPARTMENT TRAFFIC SAFETY DIVISION 47 BROAD STREET EATONTOWN, NEW JERSEY 07724



TRAFFIC PROBLEM STATEMENT (TPS)

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Please use the space below to provide us with your TPS.

Site or Location: South Street/Wyckoff Road

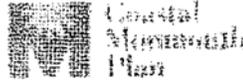
Description: At this location, our major concerns are the Motor vehicle crashes. Most of the crashes involve motorists making left turns from both directions on Wyckoff Road to both directions onto South Street. There should be dedicated left turns and signals on Wyckoff Road to alleviate the problem.

Prepared by: PTA. Troy Faulkes Signature: PTA. Troy Faulkes

Please return this filled out form to:
Joseph M. Barris, PP/AICP
Monmouth County Planning Board
Hall of Records Annex Building
1 East Main Street
Freehold, New Jersey 07728

EATONTOWN POLICE DEPARTMENT
TRAFFIC SAFETY DIVISION
47 BROAD STREET
EATONTOWN, NEW JERSEY 07724

(732) 389-7830



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Please use the space below to provide us with your TPS.

Site or Location: Wyckoff Road / Broad Street

Description: During rush hour and summer months, this intersection can get very congested. Traffic coming out of Freehold/Monmouth/Oceanport by way of Main Street attempt to make left turns onto Wyckoff Road. During this maneuver, motorists block the intersection on Wyckoff Road coming from Route 35. In the summer, a police officer is needed in the intersection to ensure that Broad St traffic does not impeded traffic attempting to make a left onto Wyckoff from Broad St.

There have been plans to install a traffic signal at this location in the past.

Prepared by: Pt. Troy Fawkes Signature: Pt. Troy Fawkes #650

Please return this filled out form to:
Joseph M. Barris, PP/AICP
Monmouth County Planning Board
Hall of Records Annex Building
1 East Main Street
Freehold, New Jersey 07728

EATONTOWN POLICE DEPARTMENT
TRAFFIC SAFETY DIVISION
47 BROAD STREET
EATONTOWN, NEW JERSEY 07724

(732) 389-7830



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Please use the space below to provide us with your TPS:

Site or Location: Garden State Parkway / Route 18 Direct

Description: This area is controlled by the New Jersey State Police.

Prepared by: Mr. Troy Fowles Signature: [Signature]

Please return this filled out form to:
Joseph M. Barris, PP/AICP
Monmouth County Planning Board
Hall of Records Annex Building
1 East Main Street
Freehold, New Jersey 07728

EATONTOWN POLICE DEPARTMENT
TRAFFIC SAFETY DIVISION
47 BROAD STREET
EATONTOWN, NEW JERSEY 07724

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TRAFFIC PROBLEM STATEMENT (TPS)

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Please use the space below to provide us with your TPS.

Site or Location: Route 35/Route 36 Circle Interchange

Description: Motorists who attempt to make left turns from Route 35 South to Route 36 East continue to be a problem weekly due to crashes. The intersection is marked by signage and road markings but motorists unfamiliar with the area continue to make left turns. The intersection also backs up on Thursday and Friday evening due to the cycle of the traffic light at Route 36 East and Myckoff Road being too short for a "green" signal. I have made calls and have written letters to the New Jersey Dept. of Transportation but have received no help on the issue

Prepared by: PTL. Troy Fowler Signature: [Signature]

Please return this filled out form to:
Joseph M. Barris, PP/AICP
Monmouth County Planning Board
Hall of Records Annex Building
1 East Main Street
Freehold, New Jersey 07728

EATONTOWN POLICE DEPARTMENT
TRAFFIC SAFETY DIVISION
47 BROAD STREET
EATONTOWN, NEW JERSEY 07724

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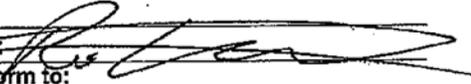
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Please use the space below to provide us with your TPS.

Site or Location: Ocean Avenue, Route 36, Monmouth Beach

Description: A major concern is the 40 mph limit the entire length of Ocean Avenue within the Borough. This entire 1 mile of roadway is bordered on the east side by a replenished beach which has over the past 5 years become a main attraction to the Jersey Shore. As a result the increased traffic along with pedestrian traffic has had a tremendous impact on our Borough. The amount of motor vehicle accidents along with pedestrian injuries has increased during that period. The State and Federal agencies have also added public access points requiring pedestrians to cross Ocean Avenue and with increased pedestrian traffic, vehicle traffic and a 40 mph speed limit, this roadway is now become a danger zone.

Prepared by: Richard A. White Signature: 

Please return this filled out form to:
Joseph M. Barris, PP/AICP
Monmouth County Planning Board
Hall of Records Annex Building
1 East Main Street
Freehold, New Jersey 07728

17 DEC '07 PM 2:13

ELEVEN TINDALL ROAD, MIDDLETOWN, NJ 07748-2792
(732) 671-6400 * fax (732) 671-7365 * www.landmassociates.com



NEPT-00150

December 14, 2007

Mr. Joseph M. Ettore
Monmouth County Engineer
Hall of Records Annex
One East Main Street
Freehold, NJ 07728

**Re: Route 35 Southbound Realignment Problem Statement
Township of Neptune, Monmouth County**

Dear Mr. Ettore:

Enclosed is the Problem Statement for the Route 35 Southbound realignment in accordance with your request at the December 3, 2007 meeting. Please review it and forward the project on to the Freeholders and the North Jersey Transportation Planning Authority, as the NJDOT has preliminarily discussed the project with us and considered it at the Project Pool meetings recently held in September 2007.

Thank you for your assistance and continued cooperation.

Very truly yours,

T & M ASSOCIATES

A handwritten signature in black ink that reads 'John C. Jennings'.

JOHN C. JENNINGS, AICP, P.P.
PRINCIPAL PLANNER

JCJ:lbw

Enclosure

cc: Mayor James Manning, Township of Neptune
Randy Bishop, Deputy Mayor, Township of Neptune
Philip Huhn, Administrator, Township of Neptune
Mike Bascom, CFO, Township of Neptune
Robert Clark, Director, Monmouth County Planning Board
Joseph Barris, Principal Planner, Monmouth County Planning Board

H:\NEPT\00150\Correspondence\Problem Statement121307.doc

PROBLEM STATEMENT

Location: **Route 35**
 Milepost: 21.77 to 22.25
 Limits: Seaview Circle to Boston Road
 County: Monmouth
 Municipality: Neptune Township

Description of Problem:

Route 35 is a multi-lane urban principal arterial that carries a significant amount of traffic with an ADT of greater than 16,000. It consists of two through lanes in each direction with additional auxiliary lanes for weaving, acceleration and deceleration. The speed limit is 35 mph. Just north of the project area, Route 35 narrows to an undivided two-lane and limited-shoulder roadway segment. The NJDOT Straight Line Diagram is attached.

Safety Concern: A new structure 1311158 was installed by NJDOT in 2001 that resulted in smoother and faster traffic flow along Route 35, especially coming off the northbound approach. The traffic situation for the southbound direction is complicated by several merging/diverging and driveway traffic conflicts. There are design matters that, due to cost constraints, were not fully addressed by the bridge project and results of that project deserve to be addressed. With existing land use development in the median of the highway and a short distance for northbound drivers to commit themselves to one of three roadways/ramps to maintain or change their course of direction; a safety issue exists. This highway carries a significant amount of regional traffic and there are additional substandard design features with inadequate weave lengths provided for motorists.

- Drivers coming downgrade from the bridge have to commit to a u-turn, Route 35 north, or Route 71 North in a 200 to 250 foot area. This is followed by another split along Route 71 for Avon-by-the-Sea within another 400 feet.
- On the southbound direction, a Route 71 southbound ramp merges from the left side of the roadway and permits an immediate right turn into a stub street serving Coastal Trucking with traffic needing to cross three lanes within about 100 feet.
- This is compounded by trucks and vehicles that park with the rear of the vehicle on the Route 35 southbound shoulder, as there is not enough space along the stub street and on the Coastal Trucking site.
- Another existing northbound u-turn facility from the left side of the road merges onto Route 35 southbound within 100 feet of the Memorial Drive access. From there to the existing uncontrolled intersections and with the center median access and two other local streets to the Waterfront, this situation is geometrically deficient.

- There are several physical condition problems that are substandard and deficient, including the lack of adequate stopping sight distance and vertical and horizontal issues that the NJDOT should be addressing.

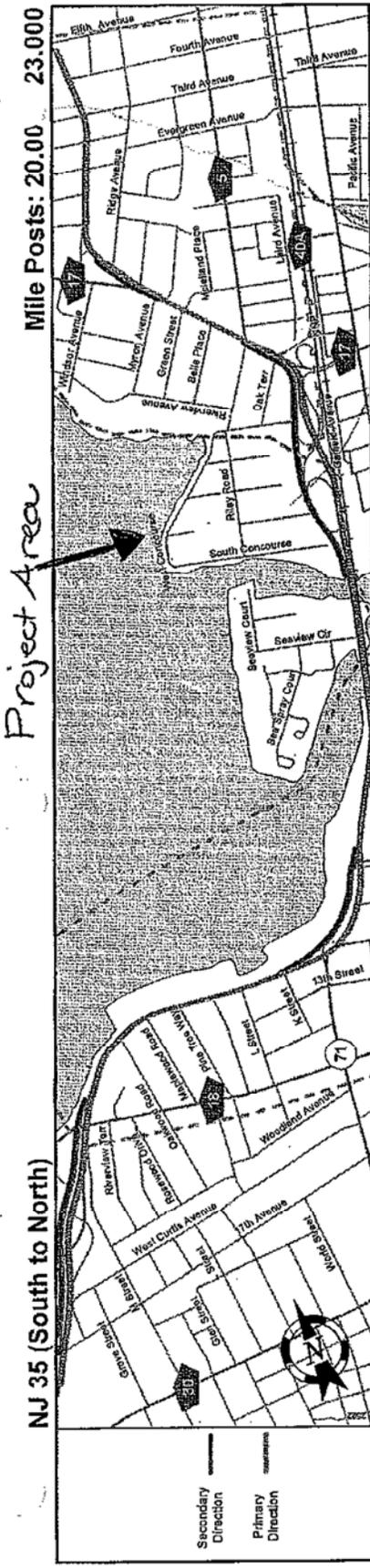
Regional Benefit: The proposed realignment and reconfiguration of Route 35 southbound along with ramp closures complemented by improved signing, replacement connections, and traffic signals will improve safety and coordinate better accessibility to the area. This will provide significant regional benefit to other communities including Avon-by-the-Sea, Belmar, Neptune City, Wall, and West Belmar.

SMART GROWTH: The Township has met with the State and County officials to exchange concepts and explain the relationship of their Smart Growth efforts consistent with the approved Strategic Redevelopment Plan for this area west of Route 35 near the North Channel. The area is envisioned to include mixed use development including residential, commercial (retail and restaurants), hotel, and a parking deck that will be built adjacent to the Neptune Channel. Creating additional public space along the waterfront and enhancing bike-pedestrian connections to the newly acquired municipal land on Seaview Island will be another goal of this project.

There are relatively new condominiums and boat launches on the Seaview Island that do not have adequate pedestrian and bicycle access to the North Channel Area and Belmar. With the increase in public recreational space on Seaview Island, the Township desires to improve access for all users of this area with an improved reconfiguration of Route 35.

The benefits will be noticed and appreciated as locally this is consistent with the Neptune Master Plan and Revitalization Area. By reconfiguring Route 35 southbound, this will eliminate the median access along Route 35 and allow additional and safer development patterns between Route 35 and the Waterfront Area.

On behalf of Neptune Township, we are asking the County to endorse the problem statement and actively seek to elevate the problem identification by the County, the North Jersey Transportation Planning Authority, and NJDOT to the Capital Program for concept and project development. All the public agencies have recognized that the safe and efficient accessibility to the many properties associated with the locally approved redevelopment plan is critical. Neptune Township understands that there may be an element for local participation for some of the connections and improvements along this section of Route 35 and will continue as a cooperating partner to guide development consistent with the overall transportation project and the redevelopment plan.

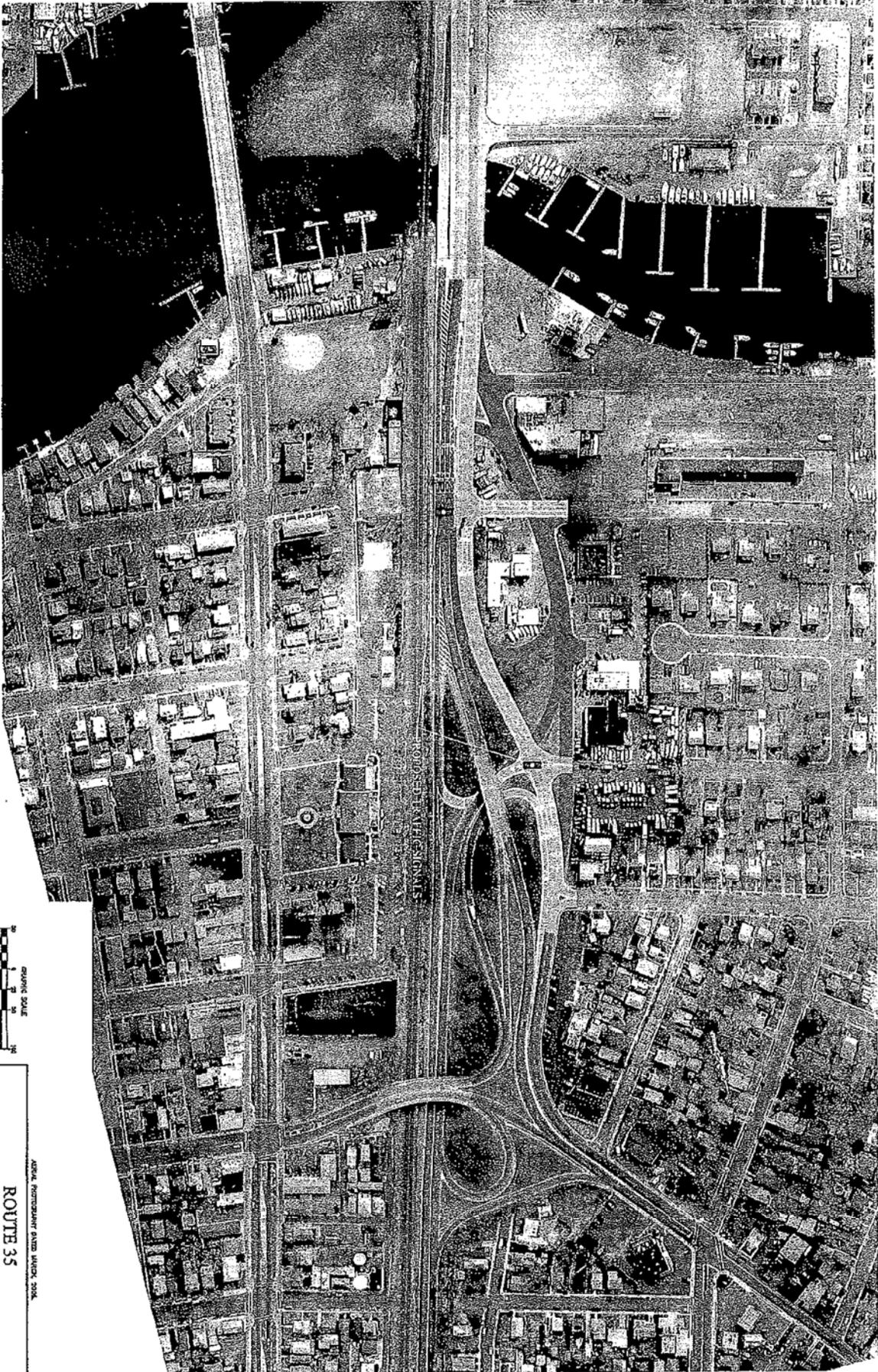


Milepost	Street Name	Direction	Notes
20.00	Marietta Ave	Secondary Direction (23.00)	
20.04	Wall Twp, Monmouth Co		
20.13	Curtis Ave	Primary Direction	
20.16	17th Ave		
20.20	15th Ave		
20.24	13th St		
20.28	11th Ave		
20.31	10th Ave		
20.35	9th Ave		
20.38	8th Ave		
20.41	7th Ave		
20.45	Shark Riv		
20.48	6th Ave		
20.51	5th Ave		
20.54	4th Ave		
20.57	3rd Ave		
20.60	2nd Ave		
20.63	1st Ave		
20.66	0th Ave		
20.69	1st Ave		
20.72	2nd Ave		
20.75	3rd Ave		
20.78	4th Ave		
20.81	5th Ave		
20.84	6th Ave		
20.87	7th Ave		
20.90	8th Ave		
20.93	9th Ave		
20.96	10th Ave		
20.99	11th Ave		
21.02	12th Ave		
21.05	13th Ave		
21.08	14th Ave		
21.11	15th Ave		
21.14	16th Ave		
21.17	17th Ave		
21.20	18th Ave		
21.23	19th Ave		
21.26	20th Ave		
21.29	21st Ave		
21.32	22nd Ave		
21.35	23rd Ave		
21.38	24th Ave		
21.41	25th Ave		
21.44	26th Ave		
21.47	27th Ave		
21.50	28th Ave		
21.53	29th Ave		
21.56	30th Ave		
21.59	31st Ave		
21.62	32nd Ave		
21.65	33rd Ave		
21.68	34th Ave		
21.71	35th Ave		
21.74	36th Ave		
21.77	37th Ave		
21.80	38th Ave		
21.83	39th Ave		
21.86	40th Ave		
21.89	41st Ave		
21.92	42nd Ave		
21.95	43rd Ave		
21.98	44th Ave		
22.01	45th Ave		
22.04	46th Ave		
22.07	47th Ave		
22.10	48th Ave		
22.13	49th Ave		
22.16	50th Ave		
22.19	51st Ave		
22.22	52nd Ave		
22.25	53rd Ave		
22.28	54th Ave		
22.31	55th Ave		
22.34	56th Ave		
22.37	57th Ave		
22.40	58th Ave		
22.43	59th Ave		
22.46	60th Ave		
22.49	61st Ave		
22.52	62nd Ave		
22.55	63rd Ave		
22.58	64th Ave		
22.61	65th Ave		
22.64	66th Ave		
22.67	67th Ave		
22.70	68th Ave		
22.73	69th Ave		
22.76	70th Ave		
22.79	71st Ave		
22.82	72nd Ave		
22.85	73rd Ave		
22.88	74th Ave		
22.91	75th Ave		
22.94	76th Ave		
22.97	77th Ave		
23.00	78th Ave		

Street Name	Jurisdiction	Functional Class	Federal Aid Sys	Control Section	Speed Limit	Number of Lanes	Med. Type	Med. Width	Pavement	Shoulder	Traffic Volume	Traffic Sig. ID	Structure No.	Enlarged Views
NJ 35	N.J.D.O.T.	Principal Arterial	STP		35	4	None	0	24	8	16,302 (2001)	131150	131151	
MP 20.31 = End of NJ 138											18,403 (2001)	131152	131153	
MP 21.06 = Begin Dupl. With NJ 71											16,252 (2001)	131154	131155	
MP 21.41 = End Dupl. With NJ 71											16,772 (2001)	131156	131157	
MP 21.59											6,262 (05)	131158	131159	

Date last inventoried: April 2007

SRI = 0000035



ROUTE 35
REALIGNMENT PLAN

GENERAL CONTRACTOR: [unreadable]

ELEVEN TINDALL ROAD, MIDDLETOWN, NJ 07748-2792
(732) 671-6400 * fax (732) 671-7365 * www.tandmassociates.com



NEPB-G0701

December 18, 2007

Joseph M. Barris, P.P., AICP
Monmouth County Planning Board
Hall of Records Annex Building
One East Main Street
Freehold, New Jersey

**Re: Transportation /Traffic Problems
Coastal Monmouth Plan
Neptune Township**

Dear Mr. Barris:

In response to your letter dated November 8, 2007, I am providing a list of additional transportation/traffic issues and problems in Neptune Township for the Coastal Monmouth Plan. This information will supplement the Traffic Problem statement submitted to your office by the Neptune Township Traffic Bureau and is in addition to the list of traffic and transportation problems attached to your November 8th correspondence.

Transportation and traffic issues, concerns and problems in Neptune Township are listed below:

Route 66

Segment: Municipal boundary on the west to Wayside Road on the east.

Description: This segment of Route 66 is one lane in each direction. The surrounding commercial development includes major office buildings, a Wal-Mart, a Home Depot, and a shopping center. A Wawa gasoline station/convenience store, as well as a Holiday Inn Express (at the Forest Manor Nursing Home site), were recently approved. In addition, the Chelsea Outlet Center in Tinton Falls is currently under construction, which will have a major access on Route 66.

Route 66 is the gateway to Neptune Township and one of the links to Asbury Park which is in the midst of revitalization. An evaluation prepared for Neptune Township several years ago indicated that, based on current traffic volumes and future growth, additional lanes are appropriate for this segment of Route 66. Improvements will be required along this segment.

Route 66 and Route 18

The 2000 Neptune Township Master Plan indicates that Route 66 and Route 18 serve as gateways to Middtown from the north and the Hi-Tech Park. (Components of the Hi-Tech Park Redevelopment Plan have changed since the date of the Master Plan adoption; however, substantial development is proposed at that location.) The Master Plan concludes: "All efforts should be made to facilitate access to this area including improvements to the Neptune Boulevard and Wayside Road intersections at Route 66." (The Wayside Road intersection was recently improved to provide a traffic signal.)



Le: Joseph M. Barris, P.P., AICP
Monmouth County Planning Board
Re: Transportation/Traffic Problems
Coastal Monmouth Plan
Neptune Township

Transportation Linkage

Shuttle bus services between key locations in Neptune and the Asbury Park Transportation Center would be appropriate to improve the ability of Neptune residents to commute to major employment centers via bus and train.

Route 33

Segment: Garden State Parkway interchange to Route 35

Description: This segment of Route 33 is two lanes in each direction, and there is no barrier between the east and west lanes. The Neptune Planning and Zoning Boards have expressed concerns during the deliberation of development applications along this segment regarding left-hand turning movements. The sight distances and speed of the roadway are factors related to the ability of vehicles to cross two lanes of the roadway to proceed in the desired direction. Neptune Township and the NJ Department of Transportation should work together to balance the rights of access with traffic safety requirements.

Route 35 Realignment

Please refer to Attachment One which is an extensive problem statement for the realignment of Route 35 in the southeastern portion of Neptune Township.

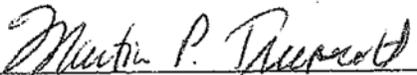
Shark River Bikeways

The Neptune Township Master Plan recommends that the Shark River waterfront be improved with a bicycle route along the water on Riverside Drive and the North and South Concourses. This recommendation is reinforced by the recent acquisition of portions of the Shark River waterfront by the Township of Neptune for recreation, preservation, and boating purposes.

I trust this submission addresses your request. If there are any questions concerning this letter and the attachment, please contact my office.

Very truly yours,

T&M ASSOCIATES


MARTIN P. TRUSCOTT, P.P., A.I.C.P.
PLANNING CONSULTANT

MPT:lbw

Attachment

cc: Mayor James Manning
P. Huhn, Administrator

H:\NEPB\G0701\Correspondence\J. Barris_MPT_Traffic Problems.doc

Neptune Tap Response

TRAFFIC PROBLEM STATEMENT

1. West Bangs Ave. & Wayside Road. This is a hazardous intersection, which has been a concern, due to numerous serious accidents. There is a curve in the roadway on West Bangs Ave., which makes it difficult for traffic on Wayside Road. There is currently a flashing light and stop signs in place, but a traffic signal would help alleviate this concern and help reduce accidents at this intersection making it safer. The speed limit on West Bangs Ave. is 40 MPH and Wayside Road is 25 MPH.
2. West Bangs Ave. & Green Grove Road. This is a hazardous intersection, which has been a concern, due to numerous serious accidents. There are also two schools located on Green Grove Road with school buses frequently traveling through this intersection. There is a slight hillcrest on West Bangs Ave., which makes it difficult for traffic on Green Grove Road. There is currently a flashing light and stop signs in place, but a traffic signal would help alleviate this concern and help reduce accidents at this intersection making it safer. The speed limit on West Bangs is 40 MPH and Green Grove Road is 25 MPH.
3. SH#33 & West Bangs Avenue. This is a hazardous intersection, which has been a concern, due to numerous serious accidents. There are no dedicated left turn lanes and no left turn arrows at the traffic signal for vehicles traveling west on SH#33. Due to the speed (45 MPH) on SH#33, traffic obstruction for vehicles waiting to turn left onto West Bangs Ave. from SH#33 east and sun glare, this intersection should have a dedicated left turn lane and left turn arrows at the traffic signal in order to reduce accidents.
4. SH#33 & Neptune Blvd. This is a hazardous intersection, which has been a concern, due to numerous serious accidents. There are no dedicated left turn lanes and no left turn arrows at the traffic signal for vehicles traveling west on SH#33. This intersection should have a dedicated left turn lane and left turn arrows at the traffic signal in order to reduce accidents.

Already attached to your letter was a list of traffic problems already identified as follows: The Route 66 corridor, Route 35 corridor, Route 35/Route 66 Circle. The Route 35/Route 66 Circle has been a concern, due to a significant amount of accidents that have increased over the years, which could be avoided if not eliminated if the Asbury Circle was redesigned.

Pt. Anthony Gualario

PREPARED BY: Ptl. Anthony Gualario
Traffic Bureau
Neptune Township Police

Randy Bishop, Mayor
Dr. Michael Brantley, Deputy Mayor
Thomas J. Catley
Mary Both Jahn
James W. Manning, Jr.



Philip D. Hubn, M.P.A., CPM
Business Administrator
Richard J. Cuttrel, R.M.C.
Municipal Clerk
Michael J. Bascom, C.M.F.O., C.T.C.
Chief Financial Officer
Economic Development Director

For Your Information:
Bonnie
Ed
Joe

17 JAN '08 AM 8:44

January 15, 2008

Public Visioning Workshop for the Neptune Transit Village Plan
Tuesday, January 29, 2008, 7:00 PM to 10:00 PM
Location: Neptune Senior Center, 1825 Corlies Avenue, Neptune, NJ

Dear Residents and Interested Citizens:

Neptune Township is starting to develop a Transit Village Plan for the Bradley Park neighborhood that will address transit-friendly development opportunities near the Bradley Beach Train Station. The proposed plan will focus on the area between Memorial Drive to Atkins Avenue and from Fifth Avenue to Ninth Avenue (see attached map). You are invited to attend a Public Visioning Workshop to help shape the Neptune Transit Village Vision Plan.

The preparation of the Transit Village Plan and the visioning workshops are being funded by a Grant from the Office of Smart Growth (OSG) at the NJ Department of Community Affairs (DCA).

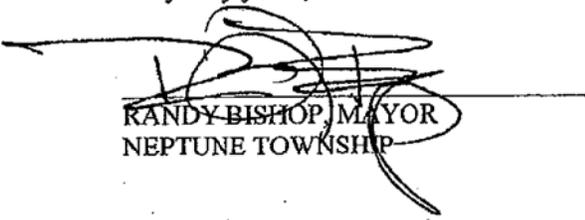
We would like to hear your opinions on how this area should be developed and discuss the opportunities and constraints related to the future development of our community. Your input is critical in establishing a vision for this area that will form the foundation of the plan. After a draft plan is developed, we will share that plan with the public before preparing a final Transit Village Plan for the Township.

The public visioning meeting will be facilitated by T&M Associates, the planning consultant firm hired by the Township to prepare the Transit Village Plan. If you have materials for us to consider in developing the Plan, we encourage you to bring copies for us to refer to in preparing the Draft Transit Village Plan for this area of Neptune.

Please contact Lynn Servon at (732) 988-5200, extension 245 to confirm your interest. If you are representing an organization and cannot attend, please provide written comments, or designate an alternate representative to attend this meeting and provide input. Please let me know if you have any special needs to be accommodated. Your anticipated cooperation in this matter is greatly appreciated.

We look forward to your input and hope to see you at the workshop on January 29th.

Very truly yours,


RANDY BISHOP, MAYOR
NEPTUNE TOWNSHIP

Re: Public Visioning Workshop for the Neptune Transit Village Plan
Meeting Announcement

Enclosures: Study Area Map
FAQ- Frequently Asked Questions

cc: Philip Huhn, Township Administrator
Michael J. Bascom, Township CFO
Richard Cuttrel, Township Clerk
John C. Jennings, T&M Associates
Stakeholders - All property owners in study area and within 200 feet of study area
Township Planning Board Chair
✓ Robert Clark, Monmouth County Department of Planning
Joe Ettore, Monmouth County Department of Engineering
Borough of Bradley Beach- Municipal Clerk
Neptune City- Municipal Clerk
Stacy Grillo, Office of Smart Growth, NJDCA
Vivian Baker, NJ TRANSIT
Monica Etz, NJDOT

NEPTUNE TRANSIT VILLAGE VISIONING SESSION

BACKGROUND

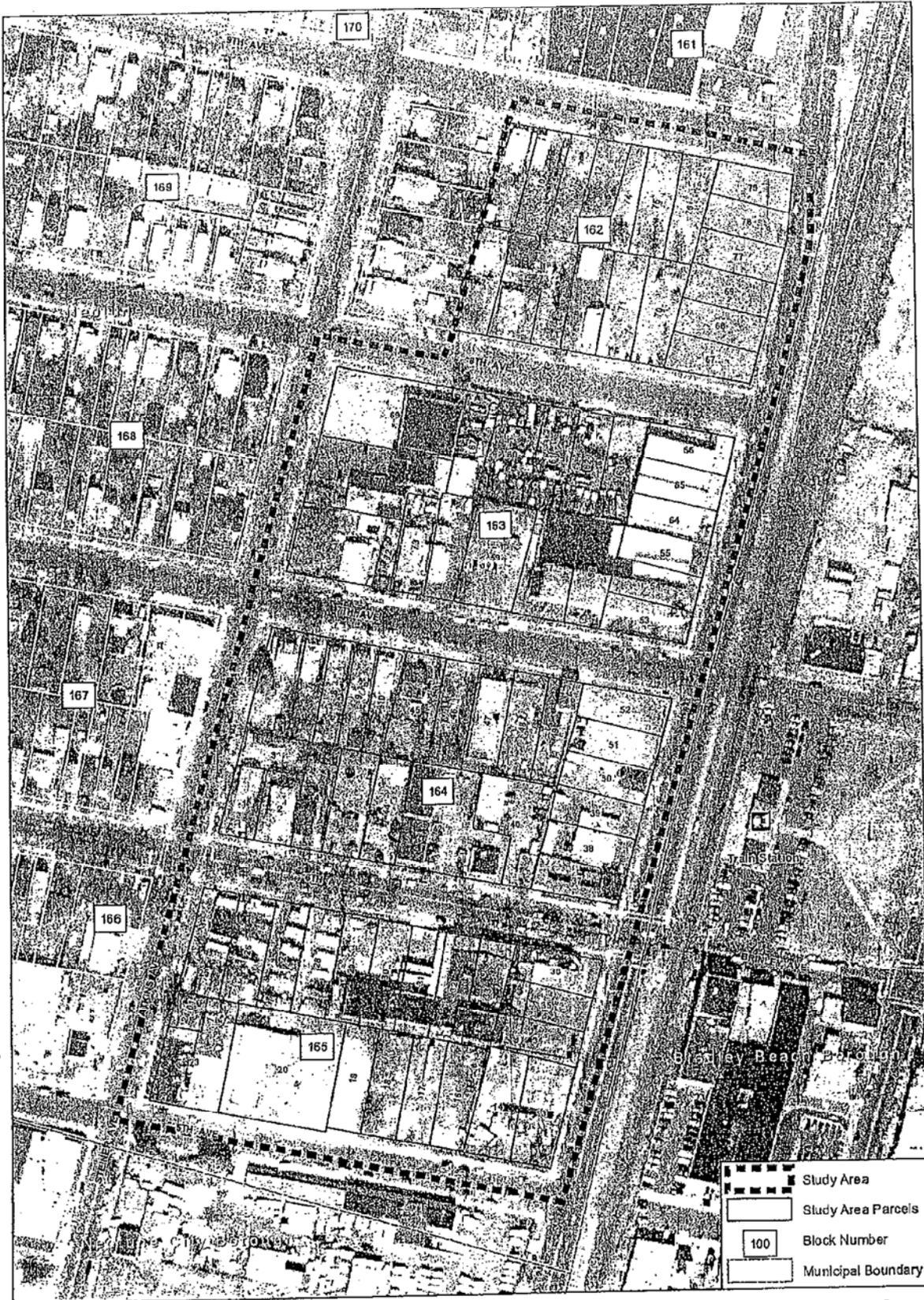
The Neptune Transit Village Study Area ("Study Area") includes a mix of land uses, among these being commercial and light industrial, retail sales and services, a restaurant, offices, auto-related uses and single family residences, mobile homes, and multifamily housing. The Study Area encompasses approximately 14.30 acres and is located within walking distance of the Bradley Beach Train Station. The study area for the Transit Village includes properties in Neptune west of Memorial Drive (CR-40A) and between Fifth Avenue and Ninth Avenue over to Atkins Avenue. The area is presently zoned as Light Industrial.

The NJ TRANSIT North Jersey Coast Line provides five northbound morning peak period trains originating from the south at Bay Head. The train ride is about 1 hour and 15 minutes to Newark with connections to Hoboken and New York City. In the afternoon peak period, there are eight trains out of New York City, Newark, and Hoboken to Neptune.

Motor vehicle access to the train station is available in Bradley Beach from driveways along Lareine Avenue (7th Avenue in Neptune Township), and Brinley Avenue (6th Avenue in Neptune Township). There are protected pedestrian crossings along Memorial Drive and bicycle storage provisions at the station. The entire study area is within a five-minute walk of the rail station.

FREQUENTLY ASKED QUESTIONS

1. **What is a Transit Village or Transit oriented design (TOD)?** The Station area is within a five or ten minute walk of the Train Station and the community should suggest ways to provide Bradley Park residents with a compact neighborhood and pedestrian-friendly access to the train station. TOD development should make it convenient for people to access transit by foot or bicycle. The community can develop a plan that blends shops, residential uses, and services to serve the Station area.
2. **What is the Visioning Session?** A Visioning Session allows the public and stakeholders to express their feelings and desires for the long range development of the neighborhood and community. Participants will help plan and design the potential future land uses, the road, street, and sidewalk design, and feel for the community and public places that is desirable for the area.
3. **Why is my input important?** As a stakeholder or property owner in the Study area, this plan will be developed representing the views and opinions of the participants. Come prepared to take an active role in the Visioning Session to share your ideas with other members of the community to help develop the plan. This meeting provides you the opportunity to shape and develop the Smart Future plan for the study area.
4. **What are the benefits of planning ahead and guiding development through the Visioning process?** The benefits are that the community can create building and design standards for the area to improve the appearance and vitality of the area. The process allows the community to develop a consensus on the future look and feel of development that benefits from its proximity to the transit services and station. The plan will support developing a sustainable environment. Without a plan the area will continue to remain as it is today and can stagnate without new economic investment.
5. **What are results and outcomes of tonight's meeting?** The consultant will take the input and fashion a design concept responsive to the community. A draft TOD concept plan will be discussed and presented to the Township and shared with the community. Based on another round of public input, a final plan will be drafted and discussed with the Planning Board to include in the local Master Plan and submit to the Office of Smart Growth as a final product.



**Figure 1: Aerial of Study Area
Neptune Township
Monmouth County, New Jersey**

T&M 11 Tindall Road
Middletown, NJ 07748-2792
Phone: 732-671-6400
FAX: 732-671-7365

0 62.5 125 250
Feet

Prepared by: STK, January 8, 2008
Source: NJDEP - 2002 Orthophoto Aerials, Municipal Boundary; Monmouth County
GIS Dept. - Roads; Neptune Township Tax Maps - Tax Parcels, Study Area
File Path: H:\NEPT00130\GIS\Projects\map130_1g15\studyArea_BW.mxd



NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

ATTACHMENT ONE

Location: Route 35
Milepost: 21.77 to 22.25
Limits: Seaview Circle to Boston Road
County: Monmouth
Municipality: Neptune Township

Description of Problem:

Route 35 is a multi-lane urban principal arterial that carries a significant amount of traffic with an ADT of greater than 16,000. It consists of two through lanes in each direction with additional auxiliary lanes for weaving, acceleration and deceleration. The speed limit is 35 mph. Just north of the project area Route 35 narrows to an undivided two lanes and limited shoulder roadway segment. The NJDOT Straight Line Diagram is attached.

Safety Concern: A new structure 1311158 was installed by NJDOT in 2001 that resulted in smoother and faster traffic flow along Route 35 especially coming off the northbound approach. The traffic situation for the southbound direction is complicated by several merging/ diverging and driveway traffic conflicts. There are design matters that due to cost constraints were not fully addressed by the bridge project and results of that project deserve to be addressed. With existing land use development in the median of the highway and a short distance for northbound drivers to commit themselves to one of three roadways/ramps to maintain or change their course of direction; a safety issue exists. This highway carries a significant amount of regional traffic and there are additional substandard design features with inadequate weave lengths provided for motorists.

- Drivers coming downgrade from the bridge have to commit to a u-turn, Route 35 north, or Route 71 North in a 200 to 250 foot area. This is followed by another split along Route 71 for Avon-by-the-Sea within another 400 feet.
- On the southbound direction, a Route 71 southbound ramp merges from the left side of the roadway and permits an immediate right turn into a stub street serving Coastal Trucking with traffic needing to cross three lanes within about 100 feet.
- This is compounded by trucks and vehicles that park with the rear of the vehicle on the Route 35 southbound shoulder as there is not enough space along the stub street and on the Coastal Trucking site.
- Another existing northbound u-turn facility from the left side of the road merges onto Route 35 southbound within 100 feet of the Memorial Drive access. From there to the existing uncontrolled intersections and with the center median access and two other local streets to the Waterfront, this situation is geometrically deficient.

- There are several physical condition problems that are substandard and deficient including the lack of adequate stopping sight distance and vertical and horizontal issues that the NJDOT should be addressing.

Regional Benefit: The proposed realignment and reconfiguration of Route 35 southbound along with ramp closures complemented by improved signing, replacement connections, and traffic signals will improve safety and coordinate better accessibility to the area. This will provide significant regional benefit to other communities including Avon-by-the-Sea, Belmar, Neptune City, Wall, and West Belmar.

SMART GROWTH: The Township has met with the State and County officials to exchange concepts and explain the relationship of their Smart Growth efforts consistent with the approved Strategic Redevelopment Plan for this area west of Route 35 near the North Channel. The area is envisioned to include mixed use development including residential, commercial (retail and restaurants), hotel, and a parking deck that will be built adjacent to the Neptune Channel. Creating additional public space along the waterfront and enhancing bike-pedestrian connections to the newly acquired municipal land on Seaview Island will be another goal of this project.

There are relatively new condominiums and boat launches on the Seaview Island that do not have adequate pedestrian and bicycle access to the North Channel Area and Belmar. With the increase in public recreational space on Sea Spray Island, the Township desires to improve access for all users of this area with an improved reconfiguration of Route 35.

The benefits will be noticed and appreciated as locally this is consistent with the Neptune Master Plan and Revitalization Area. By reconfiguring Route 35 southbound this will eliminate the median access along Route 35 and allow additional and safer development patterns between Route 35 and the Waterfront Area.

On behalf of Neptune Township, we are asking the County to endorse the problem statement and actively seek to elevate the problem identification by the County, the North Jersey Transportation Planning Authority, and NJDOT to the Capital Program for concept and project development. All the public agencies have recognized that the safe and efficient accessibility to the many properties associated with the locally approved redevelopment plan is critical. Neptune Township understands that there may be an element for local participation for some of the connections and improvements along this section of Route 35 and will continue as a cooperating partner to guide development consistent with the overall transportation project and the redevelopment plan.



OFFICE OF EMERGENCY MANAGEMENT
BOROUGH of RUMSON



MARK RUBIN
OEM COORDINATOR

Via FAX 732 409 7540 (2 pages)

(Sent on
28 Nov 07
21 Nov 07)

Monmouth County Planning Board
Hall of Records Annex
One East Main Street
Freehold, NJ 07728

Attn: Mr. Joseph M. Barris, PP/AICP
Project Manager

Ref: Coastal Monmouth Plan (CMP): Transportation Issues and Problem
Statements

Your Letter of 08 Nov 07

Subj: Traffic Problem Statement (TPS) for Rumson, NJ

Dear John:

Attached please find a Traffic Problem Statement for Item #20 of your list (not familiar with issues with Item #27); the other items marked for Rumson are for expansion studies and are not really traffic problems.

Please feel free to contact the undersigned if you require any additional information.

Very truly yours,

Mark Rubin
Mark Rubin
Rumson OEM Coordinator

MR/cj

Encl: CMP TPS Statement (1 Page)

cc: M. Rubin
T. Rogers (Rumson Borough Administrator)
File



TRAFFIC PROBLEM STATEMENT (TPS)

Clearly and concisely, state your opinion as to the problem identified in your community on the attached page. Please describe the specific traffic problem that takes place at this location and what you believe to be the cause of such a problem. A sample traffic problem statement is provided below:

Sample TPS	There are major traffic backups at the intersection of Elm Street and County Route 725. During rush hour, motorists been known to take four or five light cycles just to travel through this intersection. There are no dedicated right turn lanes, so those making a right onto CR 725 have to wait through the light cycle with motorists traveling through straight or making a left hand turn at the intersection. There is no delayed left turn signal from Elm onto County Route 725 which contributes to the problem
------------	---

As stated in our cover letter, this information will be used determine what actions, if any, are currently underway by various jurisdictions to help alleviate the identified problem. The problem statement will also be used by the County to help us prioritize projects for funding purposes.

Please use the space below to provide us with your TPS.

Site or Location: #20 BINGHAM AVENUE/RUMSON ROAD (RUMSON, NJ)
(RUMSON ROAD IS COUNTY ROUTE 520)

Description:
THIS INTERSECTION IS EXTREMELY DANGEROUS AND IS THE SITE OF SEVERAL SERIOUS ACCIDENTS WITH INJURIES; IT IS NOT CLEAR TO MOTORISTS JUST WHERE THE ROAD ENDS IN SPITE OF THE STOP AND WARNING SIGNS THAT HAVE BEEN POSTED; MANY MOTORISTS GO RIGHT THROUGH THE STOP SIGN, RISKING SERIOUS INJURY. THIS INTERSECTION IS MAINTAINED BY THE COUNTY, AND RUMSON HAS MADE REPEATED REQUESTS FOR MORE SIGNS, LIGHTED SIGNS, OR A BLINKER.

THIS INTERSECTION WILL CONTINUE TO BE EXTREMELY DANGEROUS AND ADDITIONAL ACCIDENTS/INJURIES/DEATHS MAY OCCUR UNLESS PROMPT ACTION IS TAKEN TO CORRECT THIS DANGEROUS SITUATION. TIME IS OF THE ESSENCE.

Prepared by: MARK RUBIN Signature: *[Signature]*

RUMSON OEM COORDINATOR Please return this filled out form to:
25 NOV 07

Joseph M. Barris, PP/AICP
Monmouth County Planning Board
Hall of Records Annex Building
1 East Main Street
Freehold, New Jersey 07728



BOROUGH OF SHREWSBURY

MOFC 07-0000

PO BOX 7420
419 SYCAMORE AVE.
SHREWSBURY, NJ 07702
TELEPHONE 732-741-4200
FAX 732-741-6549

December 12, 2007

Monmouth County Planning Board
Attn: Joseph M. Barris, PP/AICP
Hall of Records
Freehold, NJ 07728

Dear Mr. Barris,

Attached are two responses for the Traffic Problem Statement (TPS); one is from our Police Department and the other has been filled out by a Councilman, Thomas Menapace on behalf of the Mayor. Also attached are two letter copies sent to Joseph Ettore by the Mayor this past summer, as an FYI.

If there is anything else you need please call our offices.

Sincerely,

Lynn A. Spillane, RMC-CMC
Municipal Clerk

cc: Mayor Siciliano
Thomas Seaman, Admin.



TRAFFIC PROBLEM STATEMENT (TPS)

Clearly and concisely, state your opinion as to the problem identified in your community on the attached page. Please describe the specific traffic problem that takes place at this location and what you believe to be the cause of such a problem. A sample traffic problem statement is provided below:

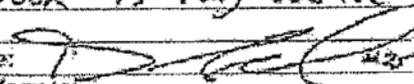
Sample TPS	There are major traffic backups at the intersection of Elm Street and County Route 725. During rush hour, motorists been known to take four or five light cycles just to travel through this intersection. There are no dedicated right turn lanes; so those making a right onto CR 725 have to wait through the light cycle with motorists traveling through straight or making a left hand turn at the intersection. There is no delayed left turn signal from Elm onto County Route 725 which contributes to the problem.
------------	--

As stated in our cover letter, this information will be used determine what actions, if any, are currently underway by various jurisdictions to help alleviate the identified problem. The problem statement will also be used by the County to help us prioritize projects for funding purposes.

Please use the space below to provide us with your TPS.

Site or Location: Broad St and Sycamore Ave.

Description: During morning and evening commutes there continues to be constant traffic backups west bound on Sycamore Ave. During these times it will take motorists numerous light cycles to cross through the intersection. There is one left turn lane which is underutilized, while motorists wishing to cross the intersection wait in traffic in the lone straight ahead / right turn lane, aggressive drivers routinely use the left turn to go straight through the intersection and continue west bound on Sycamore Ave. Also the timing of the left turn signals need to be adjusted. Drivers attempting to catch the left turn and those same aggressive drivers who start into the intersection as soon as the light changes green usually meet in the middle. A longer delay would help to reduce the number of left turn crashes at this location. At an intersection where we have had numerous crashes, a long lined look is long overdue.

Prepared by: Sgt. Daniel J. Calicci Signature: 

Please return this filled out form to:
Joseph M. Barris, PP/AICP
Monmouth County Planning Board
Hall of Records Annex Building
1 East Main Street
Freehold, New Jersey 07728



TRAFFIC PROBLEM STATEMENT (TPS)

Clearly and concisely, state your opinion as to the problem identified in your community on the attached page. Please describe the specific traffic problem that takes place at this location and what you believe to be the cause of such a problem. A sample traffic problem statement is provided below:

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------------	---

As stated in our cover letter, this information will be used determine what actions, if any, are currently underway by various jurisdictions to help alleviate the identified problem. The problem statement will also be used by the County to help us prioritize projects for funding purposes.

Please use the space below to provide us with your TPS.

Site or Location:

Description: County Route 13A, Sycamore Avenue, Shrewsbury

There is a problem with excessive speed and volume during the AM rush hour involving westbound traffic between Sunnybank Drive and Route 35. Drivers turning west onto Sycamore Ave. are "tailgated" and endangered. Drivers turning east frequently have long waits and then risk being broadsided by rapidly closing traffic. The problem with speeding traffic, both east and west bound, continues through most of the day. During late afternoon and PM rush hour, eastbound traffic between Route 35 and the Little Silver NJ Transit train station backs up from the grade crossing into Shrewsbury for a half mile to a mile. This problem has been discussed in detail in letters from Shrewsbury Mayor Emilia Siciliano to Joseph Ettore, P.E., Monmouth County, Division of Engineering, dated June 19 and July 18, 2007 (copies attached). The back up is the result of traffic being restricted by road barriers in east bound Sycamore Ave. just west of the grade crossing, reconfiguration of access to Oceanport Ave. from Ayers Lane, Little Silver, and north/south bound trains stopping at the station. The commensurate problems are well articulated in Mayor Siciliano's letter of June 19th.

Prepared by: Thomas Menapace, Councilman

Signature: *Thomas C. Menapace*

Please return this filled out form to:
Joseph M. Barris, PP/AICP
Monmouth County Planning Board
Hall of Records Annex Building
1 East Main Street
Freehold, New Jersey 07728



BOROUGH OF SHREWSBURY
NEW JERSEY

P.O. BOX 7420
SHREWSBURY, N.J. 07702
TELEPHONE: (732) 741-4200
FAX: (732) 741-6549

July 18, 2007

COPY

Monmouth County
Division of Engineering
Attn: Joseph M. Ettore, P. E.
Hall of Records Annex
Freehold, NJ 07728

Re: Little Silver Intersection - Sycamore Avenue & Ayres Lane
N. J. Transit North Jersey Coast Line Little Silver Station

Dear Mr. Ettore,

Although you had a conversation with Councilman Kevin Murphy on the above referenced subject, the courtesy of a response to the Borough of Shrewsbury's letter of June 19, 2007 would have been appreciated. The letter reiterated concerns expressed on September 28, 2006 about the barriers that were installed between the intersection of Sycamore Avenue/Ayres Lane and Sunny Bank Drive in Shrewsbury and Hickory Lane in Little Silver.

As you are aware, County Route 13A, Sycamore Avenue, is the only direct east/west corridor from County Route 537 and Garden State Parkway, (via Route 520 and Hope Road). With the opening of Monmouth Park, in conjunction with beach traffic, the problems expressed on June 19, 2007 have multiplied two fold. What can we expect in October, when 55,000 people are expected to attend the Breeder's Cup at Monmouth Park? Removal of the barriers will reduce congestion and provide more livable and healthier communities in the Boroughs of Shrewsbury and Little Silver.

Based on the conversation he had with you, Mr. Murphy advised me that there are continuing studies to determine possible alternatives to the barriers but not to expect an answer soon. Please be advised that area residents are quite vocal about the negative affect on the quality-of life in the area.

Yours truly,

Emilia M. Siciliano
Mayor

Attachment:

Correspondence of 06/19/07

Cc: Freeholder Hon: William C. Barham, Director
Members of The Board of Chosen Freeholders
Shrewsbury Councilman Kevin Murphy



BOROUGH OF SHREWSBURY NEW JERSEY

P.O. BOX 7420
SHREWSBURY, N.J. 07702
TELEPHONE: (732) 741-4200
FAX: (732) 741-6549

June 19, 2007

Monmouth County
Division of Engineering
Attn: Joseph M. Ettore, P.E.
Hall of Records Annex
Freehold, NJ 07728

COPY

**Re: Little Silver Intersection – Sycamore Avenue & Ayres Lane
NJ Transit North Jersey Coast Line Little Silver Station**

The communication sent to you on September 28, 2006, expressing our concerns about the barriers that were installed between the intersection of Sycamore Avenue/Ayres Lane and Sunny Bank Drive in Shrewsbury and Hickory Lane in Little Silver, bears repeating.

The Governing Body of the Borough of Shrewsbury, in support of residents and non-residents who have filed complaints about the road barriers, requests a new study be conducted by your Traffic Safety Engineer, to evaluate the purpose/need of the road barriers as cited by Little Silver at the joint meeting of June 12, 2006.

The installation of the road barriers has resulted in repeated ½ to 1 mile back-ups of stalled traffic on Sycamore Avenue that impacts the quality of life and health of Shrewsbury residents and Little Silver residents. Removal of the road barriers will alleviate the daily congestions and reduce exposure to harmful emissions from stalled vehicles, including the diesel soot emissions from stalled school buses, garbage trucks and publicly owned diesel vehicles.

The back-up of stalled traffic often extends to State Highway 35/Broad Street. Near accidents have occurred as drivers who intend to enter a residential street north of Sycamore Avenue attempt to by-pass the back-up by driving east on the west bound lane of Sycamore Avenue.

Justification for Shrewsbury's request:

- The barriers have eliminated what had been an acceptable movement of traffic from Sycamore Avenue to Ayres Lane to Oceanport Avenue when eastbound traffic was halted due to a red light or a NJ Transit train stopped at the Little Silver rail station.
- The backup of stalled traffic, due to the road barriers, is compounded when NJ Transit southbound and northbound trains arrive at the Little Silver station at the same time. Railroad gates halting traffic come down well before the trains reach the intersection of Sycamore Avenue and Branch Avenue, thereby, extending the period before vehicles can proceed east. Formerly, vehicles intent on using Ayres Lane were able to do so despite the stalled eastbound traffic.

Monmouth County Division of Engineering
Little Silver Intersection - Sycamore Avenue & Ayres Lane
September 28, 2005/June 19, 2007
Page 2

- Traffic movement at the Little Silver intersection of right turns from Branch Avenue on to Sycamore Avenue at the same time vehicles on Oceanport Avenue are making left turns over the rail crossing on to Sycamore Avenue can be frightening.
- Volunteer members of Shrewsbury First Aid Squad or Shrewsbury Fire Department have difficulty responding to emergency calls in a timely manner due to stalled vehicles blocking the intersections along Sycamore Avenue.
- **Removal of the road barriers will achieve the stated objectives of the Monmouth County Division of Engineering and the NJ Department of Transportation that promise to develop services and programs to reduce congestion and to support more livable communities.**

Respectfully,

Emilia M. Siciliano
Mayor

Cc with attachment:

Shrewsbury Borough Council Members
Tom Seaman, Borough Administrator
Lynn Spillane, Borough Clerk
Police Chief John Wilson
Michael Bell, Captain First Aid Squad
Robert Wentway, Chief Hose Company #1

Attachment:

Correspondence of 12/08/06 re letter to the HUB from a Little Silver resident.



TRAFFIC PROBLEM STATEMENT (TPS) Borough of Shrewsbury

Clearly and concisely, state your opinion as to the problem identified in your community on the attached page. Please describe the specific traffic problem that takes place at this location and what you believe to be the cause of such a problem. A sample traffic problem statement is provided below:

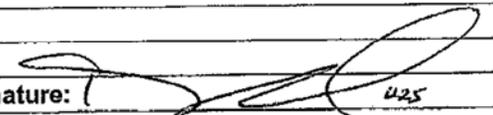
Sample TPS	There are major traffic backups at the intersection of Elm Street and County Route 725. During rush hour, motorists been known to take four or five light cycles just to travel through this intersection. There are no dedicated right turn lanes, so those making a right onto CR 725 have to wait through the light cycle with motorists traveling through straight or making a left hand turn at the intersection. There is no delayed left turn signal from Elm onto County Route 725 which contributes to the problem
-------------------	---

As stated in our cover letter, this information will be used determine what actions, if any, are currently underway by various jurisdictions to help alleviate the identified problem. The problem statement will also be used by the County to help us prioritize projects for funding purposes.

Please use the space below to provide us with your TPS.

Site or Location: Broad St and Patterson Ave.

Description: Patterson Ave is a very busy roadway in our borough which is used as a cut through from Shrewsbury Ave (CR 713) to Broad St. As motorists attempt to make a right turn and proceed south on Broad St, they have to contend with other motorists already traveling at 40-45 MPH as they attempt to merge. If there is a vehicle waiting at the intersection to make a left, there becomes a line of sight issue. Often, the motorist on the right will edge forward onto the highway to see, resulting in a crash. Lastly, numerous left hand turn crashes are a result of motorists crossing over two lanes on the highway and their inability to judge the speed of on coming traffic. This intersection pales in comparison to issues at Broad St and Sycamore Ave.

Prepared by: St. Daniel J. Caligiuri Signature:  425

Please return this filled out form to:
 Joseph M. Barris, PP/AICP
 Monmouth County Planning Board
 Hall of Records Annex Building
 1 East Main Street
 Freehold, New Jersey 07728



TRAFFIC PROBLEM STATEMENT (TPS) *Borough of SHREWSBURY*

Clearly and concisely, state your opinion as to the problem identified in your community on the attached page. Please describe the specific traffic problem that takes place at this location and what you believe to be the cause of such a problem. A sample traffic problem statement is provided below:

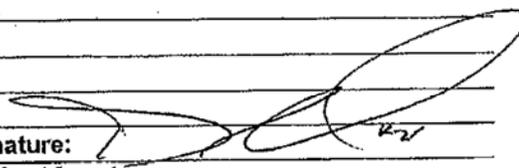
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-------------------	---

As stated in our cover letter, this information will be used to determine what actions, if any, are currently underway by various jurisdictions to help alleviate the identified problem. The problem statement will also be used by the County to help us prioritize projects for funding purposes.

Please use the space below to provide us with your TPS.

Site or Location: *Broad St and White Rd.*

Description: *Traffic at this intersection is greatly affected by the constant train service. Traffic backup on White Rd westbound as it is unable to merge onto Broad St due to traffic from the train service. As a result of this impatient motorists use side streets to cut through to Broad St.*

Prepared by: *Sgt. Daniel J. Calicori* Signature: 

Please return this filled out form to:
Joseph M. Barris, PP/AICP
Monmouth County Planning Board
Hall of Records Annex Building
1 East Main Street
Freehold, New Jersey 07728

Spring Lake Heights Police Department
55 Brighton Avenue
Spring Lake Heights, New Jersey 07762
Telephone (732) 449-8161
Fax (732) 449-8547



Fax

To:	Mr. Joseph M. Bartis, PP/AICP Project Manager	From:	Chief Mark A. Steets Spring Lake Heights Police Department
Fax:	(732) 408-7540	Pages:	Cover + 4 pages
Phone:		Date:	December 14, 2007
Re:	Morris County Planning Board Traffic Problem Statements (TPS)	Fax:	732 449-8253
		Phone:	732 449-8186

Urgent For Review Please Comment Please Reply Please Recycle

* **PRIVACY NOTICE:** This report is intended only for the use of the individual or entity to which it is addressed and contains information that is privileged, confidential or exempt from disclosure under applicable Federal or State Law. The reader of this report is hereby notified that any dissemination, distribution, or copying of this report or any part of it is strictly prohibited.

I hope this is what you are looking for. Please call me.

Thank you.

Monmouth County Planning Board Traffic Problem Statement (TPS)

Site or Location: Allaire Road / Ludlow Ave (#26), Spring Lake Heights Borough

Description: This intersection is presently under investigation by Monmouth County Traffic Engineers and NJ Department of Transportation. There are plans to change this intersection and add turn lanes on State Highway 71 to improve the traffic flow and also create safer/ more visible pedestrian cross walks.

At the present time New Jersey Natural Gas Company is replacing the gas lines through this area. The estimated date for the re-construction of this intersection is early spring 2008.

Although this intersection is to receive a much needed facelift, I think once it is completed there should be a follow up traffic survey conducted to ascertain if the changes completed meet our intended goals.

Prepared by: Mark A. Steets
Chief of Police
Spring Lake Heights

Signature: 

Monmouth County Planning Board Traffic Problem Statement (TPS)

Site or Location: Ocean Road / State Highway 71 Intersection, Spring Lake Heights (#25)

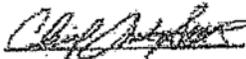
Description: State Highway 71 is a *North-South* highway that runs the length of Spring Lake Heights between Sea Girt and Wall Township. This a two-lane highway that is heavily traveled from 5 AM on through 10 PM. A recent traffic survey completed revealed that 20,000 vehicles traveled this road daily.

If for any reason State Highway 35 were to be congested or Old Mill Road was closed, this number would climb considerably.

At the intersection of Ocean Road there is a 7:11 convenience store that is constantly busy. The problems created as a result of traffic to and from this store compound the issues at the traffic signal located at this intersection.

Ocean Road is one of four *East - West* through streets in the Borough. It is a narrow street with a posted 25 MPH. It is a residential area and is heavily traveled. There are numerous complaints daily on the amount of vehicles as well as the speed of vehicles on this road.

Prepared by: Mark A. Steets
Chief of Police
Spring Lake Heights

Signature: 

Monmouth County Planning Board Traffic Problem Statement (TPS)

Site or Location: Old Mill Road, Spring Lake Heights (#15)

Description: Old Mill Road is a *North-South* road that runs the length of Spring Lake Heights on its western boarder with Wall Township.

Old Mill road parallels with and is located between State Highway 35, Wall Township and State Highway 71, Spring Lake Heights.

With the increase in traffic throughout the area, this road has become a "Cut-Through" to avoid the congestion on both Hwy 35 & Hwy 71. This increase is compounded whenever there are any delays or construction on either Hwy 35 or Hwy 71.

Old Mill Road is a posted 25 MPH zone, but with the few cross streets it has become a favorite route for locals to avoid the highways, as well as visitors en route to their final destination.

In January of 2007, Monmouth County installed a traffic signal on Old Mill at Allaire Road (Cty 524). This has helped significantly to reduce the number of serious motor vehicle crashes at this location. But due to the increase of traffic on Old Mill it may be time to install a traffic signal at the intersection of Old Mill Road and Warren Ave., as there are also serious motor vehicle crashes at this location. As a matter of fact, there happened to be a crash as I typed this report, with two people taken to the hospital.

Prepared by: Mark A. Steets
Chief of Police
Spring Lake Heights

Signature: 

Monmouth County Planning Board
Traffic Problem Statement (TPS)

Site or Location: Wall Road, Spring Lake Heights
This street was not on the list, but we feel it needs attention

Description: Wall Road, Spring Lake Heights is a residential street with a posted 25 MPH. This road is a *East-West* road used to bypass Allaire Road. It is heavily traveled all times of the day and especially during rush hour as a cut-through from Spring Lake Borough to Wall Township and on to the Garden State Parkway. It connects State Highway 71 with State Highway 35 in Wall Township.

It is a narrow two-lane road with parking restricted on the north side. The increase in traffic has spilled onto this street creating an unsafe condition for residents living on this street.

Prepared by: Mark A. Steets
Chief of Police
Spring Lake Heights

Signature: 



WALL TOWNSHIP POLICE DEPARTMENT

P.O. BOX 1168 / 2700 ALLAIRE RD. WALL TOWNSHIP, NJ 07719
PHONE: (732) 449-4500 • FAX: (732)-449-1273 • WWW.WALLPOLICE.ORG

DAVID MORRIS
CHIEF OF POLICE

Site or Location:

Manasquan Circle (SH 35 / Atlantic Avenue (CR524))

- Description:

Traffic stacks through the Manasquan Circle all year long during am rush hour, pm rush hour, and lunch time. In particular, during the summer season, traffic stacks from Silton's Swim along Atlantic Avenue eastbound into the circle. Therefore traffic is in gridlock.

Site Location:

Sea Girt Avenue / SH 35 Intersection

- Description:

The Sea Girt Avenue / SH 35 Intersection is one of the most congested intersections within the Township of Wall. The vicinity of the Manasquan Circle, the Boroughs of Sea Girt and Manasquan, and the amount of retail stores provided a high volume of traffic. Any traffic control improvements to assist the vehicular flow would be welcomed.

Site Location:

SH 35 / Lakewood Road Intersection

- Description:

Lakewood Road experiences back-ups due to the lack of traffic signal delays and the narrow road width.



"PROUDLY SERVING THE COMMUNITY SINCE 1931"



21 NOV '07 AM 8:44



WALL TOWNSHIP POLICE DEPARTMENT

P.O. BOX 1168 / 2700 ALLAIRE RD. WALL TOWNSHIP, NJ 07719
PHONE: (732) 449-4500 • FAX: (732)-449-1273 • WWW.WALLPOLICE.ORG

DAVID MORRIS
CHIEF OF POLICE

November 19, 2007

Joseph M. Barris, PP/AICP
Monmouth County Planning Board
Hall of Records Annex Building
1 East Main Street
Freehold, New Jersey 07728

Re: Traffic Problem Statement

Dear Mr. Barris:

As per request, the below Traffic Problem Statement is directly connected to your correspondence dated November 8, 2007, Coastal Monmouth Plan: Transportation Issues and Problem Statements. The statement is as follows:

Traffic Problem Statement (TPS)

Site or Location:
Old Mill Road / 18th Avenue (CR30) Intersection

- Description:

The Old Mill Road / 18th Avenue intersection is offset. As a result, it is difficult for motorists to judge other motorists' actions, merge onto 18th Avenue from Old Mill Road, and locate a clear site picture. The aforementioned intersection reaches its height of congestion during pm rush when it is difficult to transverse.



"PROUDLY SERVING THE COMMUNITY SINCE 1931"





WALL TOWNSHIP POLICE DEPARTMENT

P.O. BOX 1168 / 2700 ALLAIRE RD. WALL TOWNSHIP, NJ 07719
PHONE: (732) 449-4500 • FAX: (732)-449-1273 • WWW.WALLPOLICE.ORG

DAVID MORRIS
CHIEF OF POLICE

Site Location:

SH 35 / Church Street
SH 35 / New Bedford Road
SH 35 / Old Mill Road
SH 35 / 17th Avenue

- Description:

The aforementioned roads intersecting SH 35 are in need of further traffic control evaluation. Currently, the stated roadways have limit traffic controls and access SH 35.

If you have any question, please do not hesitate to contact me. Thanking you in advance in this matter.

Yours Truly,

Ptl. R. D'Andrea #90
Community Support Unit
Wall Township Police Department



"PROUDLY SERVING THE COMMUNITY SINCE 1931"



8.0 PUBLIC COMMENTS

Public Comment Provided by:	Written Public Comments Final Draft Plan
Claire Antonucci NJMSC/NJ Sea Grant	Sea Grant
Donna Barr Borough of Red Bank Planning and Zoning	General Comments
Steven Callas Monmouth County Economic Development and Tourism	Shared Services
Robert Clark Monmouth County Planning Board Director	General Comments Format
Jennifer DiLorenzo, Monmouth University Urban Coast Institute	Open Space/Sustainability
Vincent Domidion Monmouth County Planning Board Colts Neck Resident	Regional Demographic Study and Analysis (provided own analysis of region) Sub-regional breakdown Planning Implementation Agenda Projections and Estimates Format and Grammar
Geri Elias Monmouth County Planning Board	Format and Grammar
Faith Hahn Monmouth County Park System	Parks
Mary Kinslow West Long Branch Resident	Long Branch-Oceanport Greenway
Robert Mergaro General Public	Open Space
Patricia (Tee) Lesinski, President, Citizens for Wesley Lake Commissioner, Wesley Lake Commission, Resident of Asbury Park	General Comments
Susan L. O'Brien Monmouth County Confidential Aide	Wildlife Observations
John Tiedemann Monmouth University Urban Coast Institute	Coastal Lakes
Louis Usechak NJ League of Women Voters	Wildlife Implementation Strategy Format and Grammar
Fran Varacalli Conservation Project Manager Monmouth Conservation Foundation	Open Space/Natural Resources
Linda Zucaro Monmouth County Human Relations Commission and Regional Collaborative Housing Stakeholder	Format and Grammar

Written public comments are retained on file for review at the Monmouth County Planning Board.