

2016 Master Plan Reexamination Report

City of Sea Isle City

Cape May County, New Jersey

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REVISED DRAFT

Adopted by the Sea Isle City
Planning Board on



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The original of this report has been signed and
in accordance with N.J.S.A. 45:14A-12

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INTRODUCTION

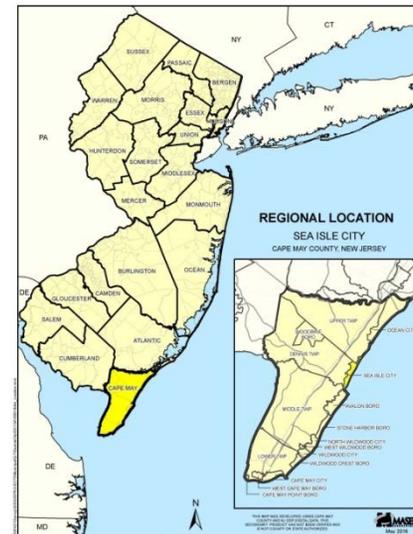
This report was prepared to enable a reexamination of the Sea Isle City Master Plan in accordance with State requirements. A Natural Resources Inventory and Forestry Management Plan have also been completed and will be adopted as an addendum to this Master Plan Reexamination Report (MPR). The MPR also provides recommendations for future planning efforts, zoning amendments, and zone district and zone map changes.

Sea Isle City encompasses over 1,400 acres of land and water on the eastern coast of Cape May County. It includes most of Ludlam Island, stretching five miles from north to south. It is bounded on the north by Strathmere in Upper Township, on the west by wetlands of Dennis Township, on the south by Avalon, and on the east by the Atlantic Ocean. It is one of the 16 municipalities comprising Cape May County, the southernmost county in New Jersey. (See map insert.)

Sea Isle City is a barrier island community. The entire City is located east of the Intracoastal Waterway on land which is a typical barrier island characterized by sandy soils, beaches, dunes and tidal flats. The entire island is subject to storm-related flooding, with several areas vulnerable to wave damage. Virtually all of the land within the City boundaries which is not developed is beach, wetland or is under water.

Access to the City from the mainland is via the John F. Kennedy Boulevard Bridge and Sea Isle Boulevard (County Route 625), which is a causeway to the Garden State Parkway and U.S. Route 9. The only other access to the City is via Ocean Drive, which connects Sea Isle City with other coastal communities to the north and south. These roads are County maintained. No other roads from Sea Isle connect with adjacent communities.

The principal economic influence for Sea Isle City and many of its neighboring communities is summer beach resort population. This seasonal population explosion creates substantial demands on City services in the summer months which peak in July and August. Most visitors arrive by private automobile via the Garden State Parkway. They come primarily from the metropolitan areas of Philadelphia and New York, although there are many visitors who travel from greater distances. Numerous campgrounds in Dennis Township on the mainland contribute to the number of day-trippers who populate the beaches, use commercial areas and add to the vehicular congestion.¹



Sea Isle City Location

¹ Sea Isle City Master Plan. July 11, 1988.

Sea Isle City is a compact community located along the shore in Cape May County, and situated on a barrier island. The City is rather densely populated in the area south of 22nd Street, and extending to the southern terminus of the island at 93rd Street.² There are about 2,114 year round residents³ with the summer population exploding to an estimated 48,000 persons⁴.

REEXAMINATION REPORT REQUIREMENTS

The Municipal Land Use Law (“MLUL”) requires a periodic reexamination of the Master Plan (N.J.S.A. 40:55D-89) at least once every 10 years. The N.J.S.A. 40:55D-89 provides that the reexamination report consider five areas which include:

- a. *The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report.*
- b. *The extent to which such problems and objectives have been reduced or have increased subsequent to such date.*
- c. *The extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural*

resources, energy conservation, collection, disposition, and recycling of designated recyclable materials, and change in State, county and municipal policies and objectives.

- d. *The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.*
- e. *The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the “Local Redevelopment and Housing Plan,” P.L. 1992, c. 79 (C.40A:12A-1 et al.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.*

As shown in the section below, the 2007 MPR is considered as the primary planning review documentation for this current 2016 MPR.

² Sea Isle City Master Plan Re-Examination Report. December 2007.

³ U.S. Census Fact Finder 2010.

⁴ Cape May County Data Book 2010.

PLANNING HISTORY

Sea Isle City Master Plan - 1968
Sea Isle City Master Plan - 1979
Sea Isle City Master Plan, prepared by Norman Day Associates- July 1988
Updated Zoning Ordinance and Map (Ord.#1038) - August 1991
Sea Isle City Master Plan Re-Examination Report - August 1994
Sea Isle City Master Plan Re-Examination Report - March 2002
Downtown Master Plan (Draft), prepared by Scott Taylor - January 2005
Sea Isle City Board of Education Long Range Facilities Plan - September 2005
Sea Isle City Storm Water Management Plan - March 2005
Sea Isle City – Zoning Map - April 2005
Sea Isle City – NJ State Plan Cross Acceptance Report - Jan.2005
Comprehensive Study of Commercial Development Issues Facing Sea Isle City - April 2006
Sea Isle City Natural Resources Inventory - February 2007
Sea Isle City Plan Endorsement Petition - April 2007
Sea Isle City Master Plan Re-Examination, prepared by Karabashian Eddington Planning Group – December 2007
City of Sea Isle City Master Plan Housing Element and Fair Share Plan – Dec. 2008
Revitalization Plan for the Beach to Bay Corridor - October 2009
Cape May County Multi-Jurisdictional All Hazards Mitigation Plan Sept. 2013
Beach Management Plan - March 2011

The first City Master Plan was adopted in 1968, which was updated in 1979. Changes in State legislation and environmental concerns directed the update of the 1979 Plan. The 1979 Plan was more responsive to environmental concerns and wetlands protection; although it assumed under certain conditions the wetlands were developable, which is now unlikely.

The most current complete Master Plan was adopted by the City's Planning Board on July 11, 1988. The 1988 Master Plan included the following elements:

- Land Use Element
- Wetland, Beach & Dune Element
- North End Element
- Housing Element
- Circulation Element
- Public Facility Element
- Utilities Element
- Energy Conservation Element
- Housing Plan
- Circulation Plan
- Utility Service Plan
- Community Facilities Plan
- Recreation Plan
- Historic Conservation Plan
- Economic Plan

By the 2002 Master Plan Reexamination (MPR), the City had implemented many of the 1988 Plan recommendations including the Downtown Improvement Plan, Townsend’s Inlet Waterfront Park and various land use and zoning changes. The 2007 MPR was a comprehensive review of City planning conditions with many recommendations provided on zoning changes, circulation and other areas. The status of the 2007 MPR recommendations is addressed in this 2016 MPR.

MASTER PLAN OBJECTIVES

The 1988 Plan provided a statement of objectives that formed the underlying basis of the Plan. This statement of objectives includes the following:

- Satisfy the general provisions of the New Jersey Municipal Land Use Law to promote the general welfare of the permanent and seasonal population of Sea Isle City.
- Encourage an appropriate mix of residential, commercial, and other land uses in the community to emphasize family-oriented resort housing needs.
- Maintain public use of the beachfront, and provide sufficient access to the ocean and bay.
- Protect environmentally sensitive areas of the community, including water areas, aquifers, beaches, dunes and wetlands.
- Institute necessary plans and controls to minimize flood damage in the community.
- Match the development potential of the City with the infrastructure which services the City.
- Control the pace of development and redevelopment to avoid exceeding permitted water withdrawal and sewage general volumes.
- Prevent overcrowding and reduce adverse impacts to stable neighborhoods which result from redevelopment.

- Enhance the existing business areas, especially the John F. Kennedy Boulevard entry area.
- Improve Sea Isle City’s boating economy through support of marine and water-dependent businesses.
- Improve parking in the downtown area.
- Development mechanisms which match development with the public investments needed to serve them.
- Improve the delivery and cost effectiveness of public services to the community.
- Limit opportunity for additional multi-family development.
- Protect and enhance the three access roads to the community – especially county Route 625, which provides direct access to the mainland and serves as an evacuation route in the event of severe coastal storms.
- Identify future public improvements which will expand the economic base of the City and provide better services to the citizens and visitors of Sea Isle City.
- Implement programs to promote the maximum practical recovery and recycling of recyclable materials from solid waste.

This 2016 MPR confirms these underlying objectives with the following caveats and additional objectives for future planning in the City.

2016 AMENDED OBJECTIVES

The 1988 Master Plan objectives are still considered substantially relevant; however the following updated objectives are recommended to be included with the prior objectives, to address current City goals.

The City, based upon recommendations in the 2007 MPR adopted mixed use development in the business districts and revised residential development standards. This was subsequently implemented through ordinance changes beginning in 2009. Through this current MPR process, the City is seeking to address parking and residential density impacts

resulting from continued housing growth in residential neighborhoods and from mixed use development. The Planning Board has recommended a number of amendments to address these problems including commercial zoning district refinements, reductions in residential densities and expanded residential parking requirements. Therefore the following objective should be added which reflects the 2007 MPR recommendations as refined through the current 2016 MPR recommendations.

- *Provide opportunities for multifamily development with appropriate parking and density standards to limit negative impacts on the surrounding areas.*
- *Provide for residential development with density, lot coverage and parking standards that will address the negative impacts on the surrounding residential neighborhood due to increased residential growth.*

The effects of global warming, ocean level rise and resultant increased flooding in the City and storm impacts and directed the need for policies to address storm resiliency. Therefore the following new objective is added:

- *Address storm water resiliency through appropriate measures including enhanced emergency preparedness planning, regulations and design tools to control flooding and its impact on the community.*

MASTER PLAN REEXAMINATION PROCESS

PLANNING BOARD

The Sea Isle City Planning Board held seven special meetings before preparing the MPR to review current planning conditions and changes that should be considered in the master plan reexamination process. The Planning Board reviewed the status of prior Master Plan recommendations, prepared and implemented an on-line public survey and conducted a public workshop to gather comments on issues and changes that should be considered in the MPR. After the workshop, the Planning Board held special meetings and specifically reviewed the following focus areas: land use, parking and circulation, recreation and open space, economic development, storm water management, infrastructure and the environment. The results of these Special Meetings were used to organize and develop the MPR recommendations.

PLANNING BOARD WORKING GROUP

Three appointed Planning Board members, met with the City Administrator, City Engineer, Planning Consultant and Director of Community Services on a regular basis to review the public survey, plan the public workshop, review the survey results and present initial comments and ideas to the Planning Board on the MPR. As of June 2016, ten Working Group meetings were held. The results of these meetings were provided to the Planning Board for further review.

MASTER PLAN REEXAMINATION PUBLIC SURVEY

From July 15, 2015 to September 19, 2015, an on-line public survey was available to aid in the MPR process. Specifically the survey focused on planning conditions that are relevant to Sea Isle City. The survey was advertised multiple times on the City website and through the City's e-newsletter. Results of the survey were made available to the public on the City's webpage.

Over 3,300 persons took the survey on-line. Only 22 persons filed a paper survey which was also tabulated. Over 77% identified themselves as property owners and about 9% were seasonal renters.

The survey focused on issues relating to land use and development, traffic and parking, parks and recreation programs, future use of public properties such as the vacant public elementary school, the Old Fire House and the Marina (old amusement park site on JFK Boulevard), the economy, stormwater management and infrastructure.

There were over 1,000 pages of comments. These comments were summarized in the Sea Isle City Master Plan Reexamination Survey (2015 Reexamination Survey) by the Planning Board Working Group. A copy of the 2015 Reexamination Survey has been included in the Appendix. This survey was reviewed by the Planning Board and each of the five Special Planning Board meetings addressed selected focus areas for review and comment by both the Planning Board members and the general public. The survey was considered an important tool used to guide the MPR review process and final recommendations.

PUBLIC MASTER PLAN REEXAMINATION WORKSHOP

A public workshop was held on Saturday October 24, 2015 from 10 AM to 2 PM at the City Welcome Center.

Purpose was to gather information from the public on planning issues to be considered in the MPR. Five focus areas were defined for review: land use, circulation and parking, parks, recreation and open space, economic development, storm water management and infrastructure. Over 200 persons attended the meeting, not including members of the Planning Board, City Council, the Mayor and the City Engineer and Planning Consultant. After introductions, an overview of the master plan reexamination process was presented. Then the audience was convened into the five focus areas with guidance given at each area by members of the Planning Board and the City Engineer to review ideas and issues that the public felt should be addressed in the MPR process. After about one hour, the audience was reconvened to review the results of each focus area. There was good input from the public on the MPR process and issues that should be addressed by the Planning Board.





The attendees had good ideas and raised concerns about a variety of areas: mixed use refinements, problems with residential density, parking, bike facilities, Sustainable NJ, and recreation improvements especially focused on water related recreation among other items. These ideas were presented to the full Planning Board and addressed in their deliberations in the MPR process.

MEETING WITH CIVIC GROUPS AND COMMISSIONS

On November 19, 2015, a meeting was held with members of various City commissions, civic groups and organizations. The purpose was to discuss ideas and issues that should be considered as part of the MPR process. The Planning Board Working Group organized the meeting. The following groups participated in the meeting:

- Environmental Commission
- Chamber of Commerce/Revitalization Committee
- Recreation Committee
- Taxpayer Association
- Tourism Commission

MAJOR PROBLEMS IDENTIFIED AND ADDRESSED RELATIVE TO THE 2007 MASTER PLAN REEXAMINATION REPORT

As required under N.J.S.A. 40:55D-89 (a) and (b), the MPR must review those major problems identified in the 2007 MPR and the extent to which they are either completed, not acted upon, or no longer valid. The 2007 MPR assessed seven focus areas and made specific recommendations for each area:

- Housing
- Land Use
- Circulation and Parking
- Parks, Recreation and Open Space
- Economic Development
- Stormwater Management
- Recycling

The recommendations and the status of the recommendations are identified below and compiled by specific focus areas used in the 2007 MPR.

2007 HOUSING RECOMMENDATIONS

The 2007 MPR stated regarding Housing for the City to pursue certification of the City's Housing Plan to meet the City's COAH (Council on Affordable Housing) 1st, 2nd and 3rd round obligations as applicable through 2014.

Status: *The 2008 Housing Element and Fair Share Plan (HEFSP) was filed with COAH on December 30, 2008. It was declared complete by COAH on March 16, 2009. The City did not petition for certification from COAH. The COAH process was embroiled in litigation which has continued until the present day. The New Jersey Courts have since taken over COAH*

jurisdiction. The City is currently preparing an updated HEFSP under the new Court rules.

2007 LAND USE RECOMMENDATIONS

1a. Limit the downtown commercial zoning district (C-1, General Business District along Landis Avenue) from its northerly terminus at 32nd Street to 37th Street and change the zoning to residential (R-2 Two-family Residential District).

Status: *C-1 District was reduced to end at 35th Street, not 37th Street in 2009.*

1b. Reduce the C-4 Beach Business District zone along Pleasure Avenue from 32nd Street to 35th Street and rezone this area to residential (R-2 Two-family Residential District).

Status: *C-4 District was reduced to end at 35th Street in 2009.*

2. Rezone the Back Bay (C-3 Marine Commercial zoned properties north of 38th Street and west of Sounds Avenue) to the residential R-2, Two-Family Residential District to match the current land uses.

Status: *Zoning map amendment was adopted in 2009.*

3. Change the zoning classification of properties near 63rd Street and Landis Ave from C-5 to C-1.

Status: *Zoning map amendment was adopted in 2009.*

4. Remove residential use as a primary permitted use on all commercially zoned properties within the Downtown Business District and encourage mixed-use development by permitting residential uses on the upper floors within this District and increase the density of upper story residential

development. The intent was to provide for increased population in this area and to create a viable downtown district environment. The 2007 MPR recommended four upper story residential units per 5,000 sf lot within mixed use buildings. The single family and two family homes as permitted principal uses should be removed.

Status: *In 2009, mixed uses were permitted in all commercial zones including the C-5 Motel District Zone and residential use as principal permitted use was removed.*

5. Examine the site at Joseph A. Larosa Way and Kneass Avenue for the possible location of a future parking structure that would be linked with a circulator bus or trolley that carries visitors up and down the island during the heavily trafficked summer months. The 2007 MPR also recommended the a plan for possible relocation of the City's public works facilities be considered to make the site available for future development more appropriate for uses tied to a marina.

Status: *Construction of a parking structure did not seem to be financially viable. A robust jitney system was established in 2014 and has been expanded. No action has been taken on relocating the public works facility to allow for commercial uses.*

6. Given that the City has determined that the newly proposed library should be located on the 48th Street site, the City should ensure that it has the final review of the County's proposed plan for this facility/site in conjunction with its professional planner. LEED (Leadership in Energy and Environmental Design) certification should be required for this building in addition to the City being involved in the siting of the actual facility.

Status: *New Cape May County Library has been completed in 2011.*

7. Incorporate the proposed Sea Isle City Design Guidelines and Prototypical Layouts relating to public space design, site planning, landscape design, building design and signage as a non-mandatory guide for all property development within the City.

Status: *The Ordinance was amended in 2009, 2013 and 2014 adding and refining the architectural design guidelines and landscape standards for commercial uses only. Signage standards were amended in 2010.*

2007 CIRCULATION AND PARKING RECOMMENDATIONS

1. Advance the concept of integrated downtown pedestrianization by improving urban design and developing JFK Boulevard, 42nd Street and Landis Avenue between 37th and 48th Streets and the Promenade as true pedestrian priority streets.

Status: *The City completed reconstruction of JFK Boulevard and improved streetscape improvements in conjunction with the Cape May County project in 2013. The streetscape project for Landis Avenue from 39th to 43th Streets was completed in the Spring 2016. The extension of the Landis Avenue Streetscape to the north and south is included in the City's Five-Year Capital Plan. Promenade improvements are ongoing.*

2. Develop temporary surface parking lots on 48th Street and Park Road and explore shared use when the site is fully developed as the proposed library.

Status: *A public parking lot has been included at the Library site.*

3. Develop temporary visitor parking, along the west side of Landis between 22nd and 26th Streets for the primary benefit of beach-goers.

Status: *This recommendation determined to be infeasible due to environmental restrictions. Alternatively, additional parking at the north*

end of the City, between 5th and 7th Streets has been made available. The provision of additional parking for the north beach area will be reviewed.

4. Designate at least ten {10%} percent of the parking spaces at all public facilities for carpool or vanpool parking where feasible.

Status: *This recommendation was not implemented since carpool or vanpool employee parking is not considered an issue relative to overall parking needs for summer season visitors.*

5. Install parking meters or other state-of-the-art devices, with appropriate time limits, in appropriate areas with two {2} hour limit on Landis Avenue and JFK Boulevard and long term four (1) hour parking in other areas.

Status: *Parking kiosks have been installed with time limitation deemed appropriate, after extensive City Council consideration and public discussion.*

6. Install a more effective system of a common parking meter machines as opposed to the current individual coin-fed parking meters.

Status: *Modern parking kiosks were installed along JFK Boulevard and at municipal lots.*

7. Set up a committee to identify, encourage and facilitate discussions and agreements with private parties and or public agencies to promote joint or shared parking especially if the hours of use between the parties under consideration vary.

Status: *This was not able to be implemented but is still under consideration by the City.*

8. Draft regulations, as part of the Land Development Codes, to restrict and manage access points on all primary arterial and collector roads, namely JFK Boulevard, Landis Avenue and Central Avenue by requiring shared access driveways and cross-access connections/easements for abutting properties.

Status: *In 2011 and refined in 2012, driveways have been further limited in*

both location and width; however, shared driveways are not specifically addressed in the regulations. Additional driveway refinements have been discussed by the Planning Board during the current 2016 MPR process.

9. Improve access to City beaches especially between 29th and 57th Streets by increased pedestrian and bike access to the beach through improving street end connections to the Promenade from prominent east-west roads.

Status: *These are on-going improvements as part of the Five-Year Capital Plan.*

10. Adopt a fee In-lieu of parking where the property owner must pay a one-time payment per parking space deficiency if a variance is granted for parking relief within downtown commercial zoning district.

Status: *A fee-in-lieu of parking requirement was established by Ordinance No.1462 (2009); however the ordinance has not generated funds at this point.*

11. Identify and pursue opportunities for satellite/intercept parking possibly at intercept parking lot on the mainland or the rest stop on the Garden State Parkway.

Status: *This was not pursued since demand had not seemed to warrant this approach; however, it has been identified again for consideration in the 2016 MPR process.*

12. Undertake feasibility studies for parking structure in conjunction with a trolley system to provide future parking for Downtown patrons, visitors and residents with easy access to the Downtown Business District.

Status: *A parking structure was not considered economically feasible given the limited season of peak parking demand. The establishment of jitney service during the summer season has greatly improved ease of travel in the City and has reduced parking needs.*

13. Incorporate gateways into the urban landscape to create a sense of place and identity for the community.

Status: Gateway improvements have been made with the JFK Boulevard project, in conjunction with the City's Beach to Bay Corridor Capital Improvement Program. Additional improvements specific to the bridge are still needed.

The City Beautification Committee has been active in organizing improvements to both the north and south gateways. The north gateway which included a garden surround the "Welcome to Sea Isle City" sign which has solar lighting, a granite turtle statute and other features which were installed by the City Public Works crews.

On the south gateway, a 'memorial garden' was created near the foot of the Townsends Inlet Bridge including personalized benches and brick memory pavers.

14. Coordinate with NJDOT and Cape May County to improve the visual aspects of the bridge by incorporating nautical themed tile murals into the concrete guards, the addition of colored light and "flowing" elements along bridge rails and painting the lighting fixtures with brighter colors.

Status: Some improvements were completed with landscaping at the base of the bridge; but improvements related to lighting, public art or painting of the bridge has not been implemented. This should be pursued with the NJDOT and County.

15. Plan, design and install a comprehensive city-wide wayfinding signage system to direct residents and visitors to the beach, recreation sites, prime destinations, parking areas and evacuation routes.

Status: This item requires further review and action.

16. Undertake a detailed and comprehensive transportation planning study to establish Sea Isle City as a multimodal community that integrates foot traffic, bikes, trolleys/people-movers and waterborne traffic in addition to

vehicular traffic.

Status: This item requires further review and action to address multimodal uses.

2007 PARKS, RECREATION AND OPEN SPACE RECOMMENDATIONS

1. Design and build a passive park that could include traditional passive recreational activities such as bird watching, walking/hiking, biking, kayaking/canoeing, picnicking, as well as other unique recreational activities at the north end of the City, the former landfill site.

Status: The landfill site at the north end is not a viable park location at this time, since the property is being remediated in accordance to NJDEP regulations. It is also a noted habitat of threatened or endangered species of bird, which will require special treatment. Once remediation is completed, it should be considered for passive park uses.

2. Evaluate the feasibility of a neighborhood park on city-owned properties on Central Avenue and 80th Street, this may be made possible if the existing utility use structures at this location are consolidated and possibly moved off shore.

Status: This is not considered feasible since it is the location of the 80th St. Water Treatment and Well facility, which is vital infrastructure for continuation of adequate water supply to the City.

3. Evaluate expansion of recreation opportunities at Dealy Recreation Center on Central Avenue between 59th and 63rd Street to include soft park surfaces with landscaping and nature trails near the wetlands portion of the site.

Status: Significant improvements have been made to Dealy Field over the

past 10 years. The City continues to work in concert with the Recreation Committee and the public to provide extensive recreational opportunities.

4. Implement joint recreational programming with the Sea Isle City School Board on Park Road and 45th Street and the expansion of the school recreation area on Central Avenue and 45th Street to allow public access during after-school hours. If given declining enrollments, the school should cease operation, consideration for adaptive reuse as a community center, performing arts center or similar should be given.

Status: *The school ceased operation in 2012. The school building is now available for daily access to its gymnasium. It had been used until September 2015 as a temporary City Hall. The 2015 Reexamination Survey and community workshop specifically asked for public input on future uses for the property, which were then reviewed by the Planning Board. Consensus of the Planning Board is to recommend that the property continue to be used for public recreation purposes.*

5. Establish a City-wide policy to promote shared use of vacant public land especially for parks and recreation purposes.

Status: *The City allows considerable use of its lands for parks and recreation purposes, such as the Farmer's Market and various festivals and programs. This can be expanded to other public venues.*

6. Expedite the construction of Excursion Waterfront Park at 40th Street and Promenade - Caspar Parcel.

Status: *The Waterfront Park was completed in 2011.*

7. Evaluate the possibility of designating a bike lane on the Promenade where feasible, in conjunction with regulated times of use.

Status: *A bike lane on the Promenade would not be possible without enlarging the Promenade width, which would require extensive permitting and costs. Bicycle facilities improvements will need further study, not just on the Promenade, but also throughout the City.*

8. Undertake a beautification program for the Promenade that could include new surface treatments, planters, lighting, street furniture etc.

Status: *The beautification program is ongoing. Extensive improvements were completed at Promenade and JFK Boulevard; Promenade lighting is included in the City's Five-Year Capital Plan.*

9. Evaluate the bayfront site between JFK Boulevard and 38th Street for development as a waterfront park and marina.

Status: *This has been a recommendation since the 1988 Master Plan to preserve this site for public marina and water related activities use. The planning of the marina site should be implemented, subject to further review with community input to identify the most appropriate, cost effective and feasible program.*

10. Undertake themed physical improvements and space programming at the Marina Commercial area in the vicinity of 42nd Place to promote the fishing industry, marina related activities and other affiliated uses.

Status: *The Marina area was completely reconstructed in 2009 -2011 with new bulkheads, docks, ramps, landscaping, parking, lighting, a boardwalk installed along the docks with a pavilion and seating areas and a new Marina building. More recently, a new boat ramp was installed and a new boardwalk was installed along the docks (with a pavilion and seating areas).*

11. Continue to preserve and protect the City's wetlands and natural resources such as the beach dunes and other environmentally sensitive lands.

Status: *In 2011, the City adopted a Beach Management Plan in cooperation with the NJ Department of Environmental Protection and the US Fish and Wildlife Service. The City works closely with the City Environmental Commission to assure preservation and protection of our natural resources.*

12. Coordinate with the County to develop a state-of-the-art library facility proposed on the 48th Street site, which can act as a learning center and venue for social affairs with extended service hours.

Status: *New library opened in 2011.*

2007 ECONOMIC DEVELOPMENT RECOMMENDATIONS

1. Pursue revitalization of the Downtown Business District and Neighborhood Commercial Areas through the use of one or more specific revitalization tools widely used in the State of New Jersey to spur economic development. These tools include:

- Creation of Redevelopment Areas
- Creation of Tax Increment Financing (TIF) Districts
- Creation a Business/Special Improvement (BID/SID) District
- Creation of a Main Street District

Status: *These tools were not implemented, but there has been considerable revitalization of the business district through an ongoing public/private partnership of the City and the Sea Isle Chamber of Commerce. This has resulted in new programs, marketing efforts, events, and the start-up of many new businesses.*

2. Undertake an economic analysis to check the feasibility of implementing a Transfer of Development Rights (TDR) program with the potential supply of open space offshore or potentially in the north end of the City and demand possibly in downtown Sea Isle City.

Status: *A TDR program has not generated any interest thus far and has not been implemented,*

3. Consider consolidating certain public functions such as City administrative offices, police services, ambulance corps, public works administration, utilities administration, post office, etc. into one or two centrally located complexes/facilities to improve operational efficiencies and maximize available resources thereby freeing up valuable land for

other uses.

Status: *The new City Hall on JFK Boulevard opened in September 2015.*

4. Encourage economic development in the City by enabling the easy dissemination of information by:

- Computerizing and integrating City operations, especially in code enforcement, GIS mapping, tax assessment for property information and development approval process.
- Establishing a "Single Point Information Source" for general information on public facilities and services offered by the City and County at various locations.
- Creating periodic community newsletters for transmission via email and print to foster a greater community spirit and generate better participation in City programs and activities.

Status: *The City's GIS mapping is in progress. Computerization of various systems of City operations has been ongoing and continues to evolve with technology. The City's bi-weekly E-newsletter along with E-alerts and reverse 911 communications have served to better disseminate information to the public.*

5. Promote energy efficiency practices by;

- Developing partnerships with consultants, agencies and firms that will develop and propose designs for installing solar energy systems for the benefit of interested residents and business.
- Embarking on a program to switch the majority of City street lights to LED's as these lights last longer and are cost effective in the long term.
- During the permitting process, encouraging property owners to turn to renewable energy sources to help create a cleaner Sea Isle City in addition to encouraging conservation of energy in building construction and appliances.

Status: *This is an on-going part of the City's capital building process. City owned street lights along JFK Boulevard and at municipal lots are LED; current building codes mandate some of the energy conservation practices.*

2007 STORM WATER MANAGEMENT RECOMMENDATIONS

Review, update and implement the recommendations of the Sea Isle City Stormwater Management Plan prepared by Walker Previti and Holmes in March 2005.

Status: *This is an on-going process.*

2007 RECYCLING RECOMMENDATIONS

The City should continue to strive to meet the recycling goals of 50% for all municipally-collected waste and 60% of total waste (e.g. demolitions, cars, etc.) as set by the State of New Jersey.

Status: *Recycling is regulated under Chapter 18 et.al. under Ordinance 947 which has been amended in 2013 to include single-stream recycling. This is an on-going process.*

EXTENT OF SIGNIFICANT CHANGES TO ASSUMPTIONS, POLICIES AND OBJECTIVES SINCE 2007 MASTER PLAN REEXAMINATION REPORT

This section of a MPR looks at whether there have been significant changes in the assumptions, policies and objectives forming the basis for the last adopted reexamination report with particular regard to density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition and recycling of designated recyclable materials and changes in State, County and Municipal policies and objectives⁵.

DENSITY AND DISTRIBUTION OF POPULATION

Overall City population also decreased between 2000 and 2010 by 721 full-time residents or by over 25% in 2010; there were 2,114 year round residents, compared to the 2000 population estimates of 2,835 persons.

The summer population has continued to increase. Cape May County has estimated that the summer population as 48,150 persons in 2012, increasing by 34% in the 11 years from the 2001 County summer population estimates of 35,820 persons⁶.

The City population has also continued to age in place. The 2010 U.S. Census shows 683 or 32% of the permanent City residents 65 years or older. In 2000, there were 768 permanent residents or 27% of the

⁵ N.J.S.A 40:55D-89(c)

⁶ Cape May County Data Book, 2003 & 2012.

permanent population. This percentage of residents over 65 years in Sea Isle City is significantly higher than both Cape May County and the State which were at 21.7% and 13.3% respectively. Aging residents will require specialized services and programs.

Changing demographics has resulted in closure of the one public elementary school in Sea Isle City in 2012. In 2000, there were 378 school aged children in Sea Isle City compared to 204 in 2010⁷. Currently there are 134 students from Sea Isle City with 83 in the Ocean City Public Schools and the remainder in private schools. In 2015, there were 141 students from Sea Isle City with 100 in the Ocean City Public Schools and 41 in private schools. This is a 5% drop in Sea Isle City children attending school over a one year period.

LAND USE

LAND USE CONDITIONS

Existing land uses in the City are shown on Map 1 and identified in Table 1. This data based upon current tax records which establish property code classifications. Preserved open space is the largest category with over 675 acres. Residential land uses are next with 584 acres. Only 26 acres are shown on the tax records as commercial. These may also include mixed use buildings.

Map 2 illustrates existing land use/land cover and provides a picture of the land use changes reflected on NJDEP land cover data. Table 2 provides a

⁷ US Census Fact Finder 2000 & 2010.

comparison between 2007 and 2012 aerial data; but it should be noted that this is generalized land cover data. There are limited changes in the land use categories' between the two time periods. The greatest change is the beaches category, which increased by 46 acres during this period. Concurrently the water category was reduced by 47 acres. Commercial services increased by over 2 acres.

Table 1 Existing Land Uses (Under Tax Codes)	
Land Use	Acres
Residential	584.21
Commercial	25.77
Public School	2.04
Private School	1.40
Church	3.24
Cemetery	0.76
Vacant	81.96
Preserved Open Space	675.46
Public Land	62.25
Public Utility	0.14
Other Exempt	0.15
Total	1,437.37

Table 2 Land Use and Land Cover 2007 and 2012		
Land Use/Land Cover	2007	2012
Athletic Fields (Schools)	1.18	1.18
Beaches	27.79	73.72
Commercial/Services	58.39	62.41
Forest	13.82	11.68
Industrial	0.62	0.62
Military Installations	1.68	1.68
Mixed Urban or Built-Up Land	10.26	10.26
Other Urban or Built-Up Land	5.34	3.86
Recreational Land	20.92	20.07
Residential, High Density or Multiple Dwelling	594.32	593.17
Residential, Single Unit, Medium Density	11.77	11.77
Stadium, Theaters, Cultural Centers And Zoos	0.00	2.73
Transitional Areas	1.71	0.92
Transportation/Communication/Utilities	20.61	20.24
Water	412.82	370.34
Wetlands	583.47	580.05
Total	1,764.69	1,764.69

ZONING EVALUATION

The Planning Board undertook a detailed review of the zoning districts in the City. There were a number of concerns that generated the need for the Planning Board to undertake this review. The 2015 Reexamination Survey provided many public comments that were taken into consideration by the Planning Board regarding both residential and non-residential development.

RESIDENTIAL ZONES

For residential development, there were concerns about over-development. The Floor Area Ratio (FAR) requirements control the size of dwellings and reduce flooding by reducing impervious coverage. The FAR standard was eliminated in 2010 (Ordinance 1489). Parking deficiencies on residential streets due to conversions from single family to duplex units which generate additional cars were also noted. (Parking recommendations are address in a subsequent section under Circulation and Parking.) Yard setbacks were another area of review as was setbacks for accessory structures.

Floor Area Ratio

The public expressed concerns with the increased density of housing in the residential areas. The Planning Board considered the increased density of housing in the residential areas with the tear-downs of single family homes and older smaller duplex units. In 2015, the Planning Board recommended that the City reinstitute the floor area ratio (FAR) standards to control density and size of residential structures. Up until 2010, the City had a 0.70 FAR standard in the residential areas.

The City Council, after receiving a report on FAR from the Planning Board, accepted the Planning Board's recommendation to move forward to reintroduce the FAR requirement rather than waiting for the completed MPR. In January 2016, the City adopted standards establishing a 0.80 FAR requirement for residential zones, which limited the overall square footage of the residential structure tied to lot area. The 0.8 FAR excludes garages, carports, patios, terraces and attached decks.

In June 2016, the City Council amended the FAR ordinance, increasing the allowable ratio to 0.85, clarifying the issue of projections and roofs over decks and requiring an additional parking space for residential structures with an FAR over 0.80.

Yard Setbacks

The Planning Board recommends the following modifications to the side yard setback standards for all residential zones which will increase distance between residential structures, reduce building footprint and provide for additional off-street parking area in the side yards:

- Front yard setback - No change
- Rear yard setback - No change
- Side yard setback - Minimum 10 feet / side yard at ground level
- Minimum 7.5 feet /side yard on levels above ground level
- All yards shall be measured to the closest point on the exterior building wall and no building encroachment shall be located in the minimum yard.

Accessory Use Setbacks

The Planning Board felt that the setbacks for accessory uses in residential zones may be too limiting, especially for small sheds. The current regulations permit up to 10% of the lot area to contain an accessory structure. The minimum setback requirements are 5 feet rear yard and side yard setbacks. The Planning Board recommends that a reduced 2.5 feet setback be permitted for smaller accessory structures only, which should be limited in size. The 5 feet setback should be retained for any larger structures.

Residential Driveways

To increase on-street parking spaces in the residential zones, the Planning Board recommends that the City study the issue with the goal of coming up with a plan that would maximize off-street and on-street parking.

COMMERCIAL ZONES

Mixed Use Development

For the commercial zones, the public was concerned about the development of mixed use buildings and the parking requirements for these buildings which were not considered by many as being adequate. (Parking is addressed in the Circulation and Parking section.) There was

also concern that the commercial districts should be reduced in size, especially where prior non-conforming residential uses are maintained or use variances have been granted to permit strictly residential uses in certain areas.

The Planning Board recommends no changes in the residential component for mixed use development in the C-1, C-3, C-4 and C-5 zones.

For the C-2 zone, the Planning Board recommends that further analysis be done of the allowable residential density. The Planning Board believes that the C-2 zone is a neighborhood commercial zone and that the allowable density should be considered for reduction to lessen the parking needs and level of activity.

No change in housing unit density is recommended for the C-1, C-3, C-4 and C-5 zones.

Modified Setback Standards

The Planning Board also recommends the following modifications to the setback standards for development in the commercial zone districts:

- For the C-1, C-4 and C-5 zones – Minimum side yard setback of 5 feet on each side.
- For the C-2 zone - Minimum side yard setback of 7.5 feet on each side.
- For the C-3 zone in Fish Alley along Park Road and 43rd Place, the Planning Board does not recommend any changes in the existing bulk standards

Commercial Zone Uses

The Planning Board recommends the bike rentals be permitted in the C-2 and C-3 zones.

The Planning Board recommends that the C-5 Motel Business district uses be updated and that parking requirements for this use be reviewed and updated as well.

IMPERVIOUS COVERAGE

The Planning Board recommends that the City review the impervious coverage requirements for all zone districts. There is concern about increased flooding, due to increased impervious coverage both for buildings and pavement. An analysis would be needed to determine possible changes in the impervious coverage and maximum lot coverage standards. The Planning Board recommends that this analysis be undertaken.

The current maximum impervious coverage requirements for all zones are:

- 70% for all other districts except:
- 95% for C-1, C-3, C-4, and C-5
- 90% for C-2
- 85% for C-6
- Maximum building coverage for residential zones in 35% plus 10% for accessory structures not including attached decks.

Also the definitions of lot coverage and building coverage should be reassessed. For example, commercial zones refer to building coverage, which is, in fact, the impervious coverage limits. Building coverage is defined as *“land areas covered by building or accessory building.”*

The Planning Board also felt that after the certificate of occupancy is issued for a new structure, the impervious coverage may be increased above that percentage permitted, due to new paving and other impervious materials added to the lots. The Planning Board recommends that a Continuing Certificate of Occupancy (CCO) for all business and residential dwelling changes in occupancy or ownership. This may help to prevent changes in the site plan with additional impervious coverage that exceeds the

regulations. This would amend Section 26-37, Certification of Front Yard, Side Yard, Rear Yard, Height, Building Coverage and Impervious Surface Coverage Compliance.

For rental properties, which are required to have a renter unit mercantile license, there is currently a self-certification form provided with the license application and there is no public inspection. The Planning Board recommends that the City consider instituting an inspection process of rental units to ensure that they comply with the licensure requirements and that they are in compliance with their approved site plan.

UPDATED LANDSCAPE STANDARDS

At the Planning Board Special Meeting on the MPR in April 2016, members of the Shade Tree Committee requested that the 2016 MPR recommend that the City's landscape standards including the list of recommended trees be amended to reflect those tree species that survive in the unique climate of this barrier island.

The Planning Board recommends that the Landscape Standards be amended to ensure appropriate species will be selected that will survive with the sandy soil, flooding and other difficult environmental conditions. The Board also recommends that the landscape requirements for all development should be revised and that the effect of other recommended changes, which are proposed in this report, should be considered in the Landscape Standards.

PROPOSED ZONE DISTRICT CHANGES

Map 3 is the Existing Zoning Map. As part of the Planning Board review of the zoning conditions, the current zoning was superimposed on an existing

land use map. The Planning Board primarily looked at land uses and conflicts within the commercial zones and zoning changes are now recommended as detailed below:

1. The C-1 zone on Landis Avenue from 35th Street to 38th Street should be rezoned to R-2 zone with the exception of properties that front on the west side of the 36th Street and Landis Avenue intersection which should be rezoned from C-1 to C-2. (See Map 4 - Proposed Rezoning)
2. One property located between West Jersey Avenue and 42nd Street is a residential use surrounded by other residential uses. This property is at the edge of the C-1 zone. It should be rezoned from C-1 to R-2. (See Map 5 - Proposed Rezoning)
3. One property located on the northeast side of 42nd Street and Park Road should be rezoned from C-3 to C-1, which is consistent with the adjacent property use. (See Map 5 - Proposed Rezoning)
4. The C-1 zone on Landis Avenue between 45th Street and 47th Street should be modified. Properties located on the west side of Landis Avenue are all residential uses. The zoning should be amended to R-2 zone. The properties on the east side of Landis Avenue between 45th Street and 46th Street are also residential uses and should be rezoned R-2. Further south between 46th Street and 47th Street are commercial and mixed use buildings. The zoning should change from C-1 to C-2. (See Map 6 - Proposed Rezoning)
5. Further south on Landis Avenue between 49th Street and 51st Street, this is currently in the C-2 zone. Modifications to selected lots which are currently residential uses are recommended,

changing the zoning from C-2 to R-2. Existing commercial and mixed use buildings would remain in the C-2 zone. (See Map 6 - Proposed Rezoning)

6. Certain properties located on Landis Avenue and Central Avenue between 61st Street and 63rd Street are recommended for zoning changes. Along the west side of Landis Avenue and 61st Street are existing residential units located currently in the C-2 zone. The zoning should be amended from C-2 to R-2 to reflect existing uses. (See Map 7 - Proposed Rezoning)
7. The Acme Shopping Center development on the west side of Landis Avenue should be rezoned from C-1 to a new zone – SC Shopping Center. New shopping center standards should be prepared for the site which would eliminate residential uses and would require parking standards consistent with shopping center use. (See Map 7 - Proposed Rezoning)
8. The vacant lot located on the northeast corner of Central Avenue and 63rd Street should be rezoned from C-1 to R-2. There is tentative discussion to develop this property for duplex units together with the adjoining property to the north which is under the same ownership. This would be consistent with the development pattern along this section of Central Avenue. (See Map 7 - Proposed Rezoning)
9. At the Landis Avenue and East Landis Avenue intersection are commercial uses which are currently zoned C-1. The Planning Board recommends that this property be rezoned C-2. This would continue to permit commercial uses, but at a lower intensity. (See Map 8 - Proposed Rezoning)

10. Between 85th Street and 87th Street is a C-2 zone. Selective rezoning changes are recommended to address existing residential properties. These would be rezoned from C-2 to R-2. (See Map 8 - Proposed Rezoning)
11. Along the bay terminating at 84th Street, 85th Street, 87th Street and 88th Street are properties currently with residential uses, although they are zoned C-3. These properties should be rezoned R-2 consistent with the surrounding residential development pattern and zone. (See Map 8 - Proposed Rezoning)
12. The Planning Board recommends that the C-3 Zone along the Bayfront at the ends of 85th, 86th, 87th and 88th Streets become a new C-3A Zone with zone standards encouraging marina type uses. (See Map 8 - Proposed Rezoning)
13. The Planning Board recommends that the C-3 Zone north of the JFK Bridge and west of Kneass Street become a new C-3A Zone with zone standards encouraging marina type uses. (See Map 9 – Proposed Rezoning)

Table 3 provides a list of those properties proposed for rezoning. Map 10, Proposed Zoning, illustrates with the recommended zoning changes.

Table 4 compares the acreage within the existing zoning districts with the proposed zoning district changes. The C-1 zone is reduced by 13 acres which is consistent with the increase in the R-2 zone area. The C-3 is reduced by 17.5 acres which is incorporated into the proposed C-3A zone. The new Shopping Center SC Zone included 3.5 acres.

Table 3 Properties Proposed for Rezoning

C-1 to C-2	Block 35.03, Lot 11 Block 36.03, Lot 24 Block 46.02, Lots 1.01, 1.02, 2.01, 2.02, 8.01, 8.02, 9 Block 83.02, Lots 46, 47 Block 35.02, Lots 1, 2, 8, 9 Block 35.03, Lots 12, 23, 24 Block 36.02, Lots 1, 2, 8.01, 8.02, 9.01, 9.02 Block 36.03, Lots 11.01, 11.02, 12, 23 Block 37.02, Lots 1.01, 1.02, 2.01, 3.01, 3.02, 4.01, 4.02, 8, 9, 10, 11 Block 41.03, Lot 9
C-1 to R-2	Block 45.02, Lots 1.01, 1.02, 2.01, 2.02, 8.01, 8.02, 9.01, 9.02 Block 45.03, Lots 11.01, 11.02, 11.03, 12.01, 12.02, 23, 24 Block 46.03, Lots 11.01, 11.02, 11.03, 11.04, 12.01, 12.02, 12.03, 12.04, 22.01, 22.02, 23.01, 23.02, 24.01, 24.02 Block 61.03, Lot 1
C-1 to SC	Block 61.03, Lots 20.01, 25.01
C-2 to R-2	Block 49.02, Lots 1.02, 2.03, 8, 9 Block 49.03, Lots 11.02, 12.02, 23, 24 Block 50.02, Lots 2, 8.01, 8.02, 9.01, 9.02, 9.03 Block 50.03, Lots 22.02, 23.01, 23.02, 939 Block 60.03, Lot 26.10 Block 61.03, Lot 26.09 Block 86.02, Lots 13.01, 13.02, 14.01, 14.02, 15, 16 Block 87.02, Lots 13.05, 14.03, 14.04
C-3 to C-1	Block 41.04, Lots 1, 2, 3.01
C-3 to R-2	Block 85.04, Lots 24.01, 24.02, 25, 26.01, 26.02 Block 88.03, Lots 1.02, 2, 2.01, 4.01, 4.02, 4.03, 4.04, 4.05, 5, 5.01 Block 89.03, Lots 26, 27, 28, 29, 30.01, 30.02, 31.01, 31.02
C-3 to C-3A	Block 38.06, Lots 1 - 22 Block 38.07, Lots 1 - 10.01 Block 39.06, Lots 1 - 22 Block 39.07, Lots 1 - 10 Block 40.07, Lots 1 - 10 Block 86.03, Lots 1.01, 1.02, 1.03, 2.01, 2.02, 3, 4, 5, 6, 18.01 Block 88.04, Lots 1.01, 1.02, 2.01, 2.02, 4.01 Block 89.03, Lots 8, 9, 10 Block 90.04, Lots 22, 23, 24

Table 4 Comparison of Existing Zone Districts with Proposed Zone Districts

Zoning	Existing Acres	Proposed Acres	Change
C-1	34.48	21.52	-12.96
C-2	7.97	7.13	-0.84
C-3	34.32	16.80	-17.52
C-3A	0.00	17.52	17.52
C-4	6.97	6.97	0.00
C-5	5.52	5.52	0.00
C-6	6.60	6.60	0.00
P-1	136.62	136.62	0.00
P-2	655.74	655.74	0.00
P-3	80.34	80.34	0.00
R-1	11.47	11.47	0.00
R-2	570.21	582.81	12.60
R-2A	44.90	44.90	0.00
SC	0.00	3.50	3.50
Total	1,595.15	1,597.44	

HOUSING

HOUSING ELEMENT AND FAIR SHARE PLAN

The City is currently working on a Housing Element and Fair Share Plan (HEFSP) which will address its affordable housing obligation. The New Jersey Superior Court is currently reviewing competing affordable housing obligation numbers for the State and each municipality, so the City's HEFSP will be addressed at a future date, once the City's affordable housing obligation is resolved.

As part of its updated HEFSP, in 2015 a Vacant Land Inventory (VLI) was prepared for the City. The VLI showed the lack of undeveloped land which established a very limited "Realistic Development Potential" according to NJ Council on Affordable Housing rules. Future residential growth will be primarily housing tear-downs and redevelopment of single family homes, older duplexes and commercial structures for more intensive development, as has been occurring over the past decades.

HOUSING CONDITIONS

According to the 2010 U.S. Census, there were 6,900 total housing units. Of these, only 1,041 or 15% were permanently occupied and 5,479 or 79% were seasonal units. In 2000, there were 6,622 housing units with 4,864 seasonal units or 74% seasonal units. There was an additional growth of 322 housing units during this 10 year period with an increasing percentage and number of seasonal units⁸. In 2010, about 67% of the total housing

⁸ U.S. Census, Fact Finder 2000 & 2010.

stock are duplex and attached units. Over 25% of the housing stock in the City was built after 2000. About 9% was built before 1960.

Between 2000 and 2014, there has been continued residential growth in the City. There was a net growth of 768 housing units during this 15 year period which includes 2,121 new housing units and 1,479 residential demolitions as documented by the New Jersey Department of Community Affairs.⁹

Between 2010 and 2014, there was a net increase of 123 new housing units. This growth reflects, in part, the changes in the commercial districts permitting mixed use development, as was recommended by the 2007 MPR. In 2010, the City regulations were amended permitting mixed commercial/residential uses, with residential uses based upon 1 residential unit/1,250 square feet of lot area. This encouraged redevelopment of what was considered underutilized commercial zoned properties for mixed residential use in the business districts.

In terms of rental units, the City requires a renter unit mercantile license. The license comes with a certificate of self-inspection. As shown in Table 5, license data issued in 2009 to 2015 was obtained from the City Clerk. The licenses went from a high of 2,356 in 2009 to a low of 1,904 in 2015. The median was 2,108 licenses in 2012. The number of renter licenses was reduced in the last years, notwithstanding the new residential construction that has occurred in the City and the increase in seasonal housing units. It would appear that 61% of the seasonal housing units are not rentals, based

⁹ New Jersey Construction Report, NJ DCA.

upon a comparison of renter licenses issued compared to 2010 census data of seasonal housing units.¹⁰

Table 3 Renter Unit Mercantile License	
Year	Renter Unit Mercantile Licenses*
2009	2,356
2010	2,139
2011	1,936
2012	2,108
2013	2,027
2014	1,967
2015	1,904
<i>*Data provided by City Clerk records</i>	

HOUSING DENSITY AND PARKING ISSUES

The R-2 residential zone also continues to experience tear-downs of older residential dwellings and the new replacement housing is typically duplex units for the older single family homes. The ‘redevelopment’ of the R-2 zone has created parking shortages on many residential streets during the summer season. In 2015, the public, through the 2015 Reexamination

¹⁰ The 2010 census data shows 5,479 seasonal housing units. Subtracting the number of 2010 renter mercantile licenses issued of 2,139 would yield 3,340 housing units that were not licensed rentals. This is 61% of the total seasonal units.

Survey and at the public meetings, have continued to express concern over parking deficiencies especially in the residential areas.

The Planning Board now recommends that the parking standards be amended to address parking needed in residential zones. (This is further addressed under the Circulation and Parking Section that follows.)

The Planning Board also recommended to the City Council that the FAR standards for residential uses, which were eliminated in 2010 be reinstated. Reinstating the FAR standard was considered to control the size of residential homes which would then be based on lot area. In January 2016, the City adopted FAR standards to establish a maximum 0.80 FAR for all residential zones. In June 2016, the FAR standards were amended to a 0.85 FAR.

BUILD-OUT ANALYSIS

A Build-Out Analysis is an important component for planning to determine the estimated residential and non-residential development. A Build-Out Analysis provides a framework to assess whether the City’s infrastructure, such as wastewater treatment capacity can accommodate the anticipated growth. The 2007 MPR prepared a build-out analysis which identified an estimated 8,380 total residential units at full build-out, utilizing the current zoning and 8,804 residential units with the recommended 2007 zoning amendments. The 2007 MPR projected that the City would reach its capacity in 25 years.

As part of the 2012 Cape May County Wastewater Management Plan, *Municipal Buildout Report for the City of Sea Isle*¹¹, an analysis was made of future residential and non-residential development under the current zoning. This analysis was prepared to assess the potential wastewater demand generated by development and redevelopment in the City. The build-out analysis projected an additional 1,540 residential units and 599,246 square feet of non-residential use based on 2011 data.

To determine full buildout, the 2010 Census identified 6,900 residential units. By adding the 1,540 residential units would yield an estimated 8,440 residential units, which is in the range of the 2007 MPR analysis. The impact of this additional development is an issue for the City to assess future impacts to parking, traffic and utility infrastructure and to ensure that the capacity of the City can accommodate this buildout. (See the following section regarding parking recommendations and the Utility Section for discussion of wastewater treatment and water supply capacities.)

CIRCULATION AND PARKING

CIRCULATION

VEHICULAR SYSTEM

The City's vehicular system is based on a traditional grid system. The three

¹¹ Cape May County Wastewater Management Plan, *Municipal Buildout Report for the City of Sea Isle*¹¹, prepared by Maser Consulting, PA, dated August 10, 2012,

principal streets are Landis Avenue, JFK Boulevard and Central Avenue. Landis Avenue and JFK Boulevard are County roads; all other roads are City roads. The system of east-west one-way streets in the center of the City runs from 35th Street to 50th Street. Pleasure Avenue is one-way south. No major changes were recommended for streets or the direction of traffic in the 1988 Master Plan and later MPRs. The 2007 MPR states that 'there are not apparent vehicular circulation issues; however, certain 'smart planning' strategies were recommended for improvements to the traditional grid network. In addition, a multimodal transportation study was recommended to address possible improvements.

In the 2015 Reexamination Survey, almost 62% of the respondents said that traffic congestion was a problem. Obviously the summer months and the Saturday change-over rental times were identified as problems. Street flooding during storms and high tides require traffic to be detoured, which exacerbates traffic congestion.

As part of this 2016 MPR, the Sea Isle City Police were contacted regarding traffic conditions that should be identified in the MPR. Accident record data from 2010 to 2015 were initially looked at to identify if there were any high accident locations or traffic problem areas which should be noted. The Police stated that at this point, there are no additional requests or suggestions for traffic studies. The physical makeup of Sea Isle's roads are what they are and according to the data, do not indicate any need to implement additional traffic controls or modifications. If any future incidents occur at a particular location or future data would show a need for additional studies or new traffic controls, the Police will consider them based on that data.

PEDESTRIAN FACILITIES

The 2007 MPR states, 'The City is well connected though a system of pedestrian sidewalks. Additionally the Promenade along the Beach is a unique multimodal City-wide connector and true infrastructure amenity of

Sea Isle City¹². Almost 80% of the survey respondents felt that walking conditions were good to excellent; however, one-third of the respondents indicated a desire for walking trails. It was the second highest recreational facility identified. Development of a trail system should be an important component of the City's circulation plan going forward. The Planning Board recommends that the City study the development of a trail system as a component of the City's Pedestrian Circulation Plan.

ACCESS TO BEACHES

The 2007 MPR recommended improved access to the City beaches especially between 29th and 57th Streets and upgraded facilities such as bike racks, showers and restrooms. Improved access to the beach will help to reduce vehicular trips especially in peak summer season. In the 2015 Reexamination Survey, almost 16% of the respondents felt that beach access was fair to poor. Many of the survey respondent's comments indicated a desire for easier beach access, particularly for ease of travel over the sand and the desire for more beach restrooms.

The City has undertaken a phased improvement program to improve beach access and amenities. Some of these improvements have been done in conjunction with the beach dunes replenishment program. Further public access improvements have been included in the Five-Year Capital Plan, which include beach walk-overs, beachfront pavilions, and ramps to the Promenade.

The North End beaches have limited services and limited public parking. Providing better services to this area could help to reduce traffic to the central beaches and reduce congestion. The 1988 Master Plan

¹² 2007 Sea Isle City Master Plan Re-Examination Report, page 51.

recommended that public parking areas with restrooms and possibly shower and concession stands be established in the City's North End. The 2002 MPR supported the concept of public parking areas and restrooms, but eliminated showers and concession stands from possible improvements because of costs and increased sewerage. Restrooms were only recommended, if public sewer service was provided to this area. The 2007 MPR indicated that if parking could be provided given the extensive wetlands, restroom facilities could be provided even without sewer service with waterless toilets.

Improvements to the North End beaches should be considered; especially when the landfill site is remediated and opportunities for off-street parking may be identified. Portable concessions may also make the area more visitor friendly. Improved wayfinding signage would help direct traffic to this area. This will help to better distribute summer beach visitors.

BICYCLE FACILITIES

Bicycle use is very popular in the City, but there are no designated bicycle routes at present. Cyclists use the streets and sidewalks for travel, affecting vehicular traffic flows and safety. Bicycles are prohibited on the Promenade and its approaches from May 15 to September 15 of each year except during the hours of 5:00 a.m. to 3:00 p.m. on weekdays, 5:00 a.m. to 12:00 noon on Saturdays and Sundays.

The 2015 Reexamination Survey identified the better need to accommodate bicyclist in the transportation system, with a concern with bicycle safety and the ability to properly bike throughout the City as a recurring item. Almost 52% of the survey respondents felt that Sea Isle City was not a safe place to bicycle. Over 73% of the respondent¹³ felt that

¹³ Percentages did not include those respondents that 'did not know'.

bicycle routes and/or lanes should be installed in Sea Isle City to promote bicycle use. Many respondents felt that the roads are not wide enough to allow bike lanes and that bike paths are needed. Suggestions included developing a bike route that covers the entire island, banning bikes on sidewalks, enforcing traffic regulations for bikers and establishing a bicycle safety program.

The 2007 MPR recommended that a bike lane be added to the Promenade. This was not implemented. A bike lane on the Promenade would not be possible without enlarging the Promenade width, which would require extensive permitting and costs. Bicycle facilities improvements will need further study, not just on the Promenade, but also throughout the City.

The 2007 MPR also recommends that an assessment be undertaken as to which east-west streets would be appropriate for bike lanes connecting to a north-south bikeway possibly along Pleasure Avenue and adding amenities such as bike racks to increase multimodal beach access. This 2016 MPR supports this recommendation.

Most City street widths are narrow and would not permit separate bicycle lanes without eliminating parking at least on one side of the street. This was not considered desirable, given the seasonal parking shortfall on most streets. Shared bike and vehicular streets is an option with low speed traffic; however, summer tourists will need to be knowledgeable of the way to 'share the road'; off-road bike paths are the most desirable from a safety viewpoint. The Sea Isle City Police are preparing a Bike Safety Program to be implemented in 2016, to ensure safer bike use especially for summer visitors where both the streets and sidewalks are congested.

As part of the 2016 MPR review, the City Engineer evaluated the use of contraflow bicycle traffic on Pleasure Avenue and determined that it was not feasible since it would eliminate parking on one side and needs at least

36 feet of road width; between eight and nine blocks of Pleasure Avenue are only 25 feet in width.

The City should undertake a plan for bicycle facilities including off-road routes. One option is a possible bike route along the bayfront with an elevated bike path between 1st Street and 35th Street to connect with possible paths in Strathmere. This should be considered a high priority in the next planning cycle and funding budgeted for both the planning and implementation of the bicycle system.

In 2015, Cape May County began planning for a County-wide bicycle route. Sea Isle City supports this County effort and will continue to work with County on this important facility.

TRANSIT

Jitney service was established in 2014 as regulated by Ordinance No. 1574 authorizing the jitney program. The Sea Isle City Jitney Association is recognized to provide jitney service in the City and all jitneys drivers in the City must be members of the Association. The service is a seasonal operation with private licensed jitney vehicles, which currently runs from 4 PM to 4 AM on a closed loop. A minimum of 30 jitneys is required to be in service operation at all times.

The 2015 Reexamination Survey had a question on the use of the jitney service. Almost 31% of the total respondents felt that it works great and no improvements are needed. The remaining respondents indicated the need for additional improvements. Greater route coverage ranked highest of these comments at 18%, followed by expanded hours of service (15%) and more frequent hourly service (13%). Over 35% of the survey respondents do not use the jitney.

Improvements have been made to the jitney service since its inauguration in 2014. Expanded hours were tried, but were discontinued due to lack of riders. The jitney service has already been extended to Strathmere. A

connection to Avalon Borough and possible Dennis Township to serve the campgrounds should be pursued by the City, since the coordination of jitney services with adjacent municipalities is desirable. This would expand the reach of the services, reduce vehicular traffic and improve access to the City.

The City should continue working with the Sea Isle Jitney Association to continue this successful program which has been established.

MULTIMODAL TRANSPORTATION STUDY

The 2007 MPR recommended that a comprehensive City-wide multimodal transportation plan be prepared. A multimodal community integrates all traffic modes with land use and parking needs. This is still an outstanding recommendation, which should be implemented. This planning study would address all transportation modes including bicycle, pedestrian, transit/jitney, water-borne traffic, in addition to motor vehicles. Linkages between the modes are an essential consideration. Parking options such as remote or even off-island facilities linked via transit shuttles should be a consideration. Integration of all circulation modes with adjoining off-island communities should be included.

TRAFFIC SAFETY

As noted in the 2007 MPR, strategies to accommodate all modes of traffic in a safe manner should be reviewed. Possible considerations include marked crosswalks, street intersection bulb-outs, traffic calming measures such as speed humps, signage among others. A crosswalk painting program has been initiated by the City and it will be expanded. A Pedestrian Education Program is being developed by the Sea Isle City Police which will be executed together with the planned Bike Safety Program in 2016. A recommendation was made to extend the yellow lines to allow better visibility at intersections. This would eliminate some parking; the Police

should analyze potential problem intersections and evaluate and recommend extensions if appropriate.

PARKING

Parking had been identified as an on-going seasonal problem in the City's 1988 Master Plan and in the subsequent MPR reports. After the 1988 Master Plan, the City established public parking areas at JFK Boulevard and Central Avenue. Also the 1991 Zoning Ordinance increased off-street parking requirements for both residential and commercial development. The 2002 MPR highlighted two new public parking areas being created at the corner of 40th Street and Central Avenue and at the 48th Street Park Site (which is now the new Library). Since 2007, additional parking has been created at the new library site at 48th Street and Central Avenue, at 45th Street and Landis Avenue at the old City Hall site, on JFK Boulevard west of Landis Avenue and the LaCosta complex and adjacent to the City marina at the base of the bridges on JFK Boulevard.

The 2007 MPR supported the creation of small surface parking lots, but felt that the City should undertake other long term options including:

- The first was a consideration of satellite/intercept parking possible on the mainland along Sea Isle Boulevard with use of the trolley system to transport visitors; and (2) the underutilized Garden State Parkway rest area near Sea Isle City Exit 17, which would need to be linked to the trolley system. Both options should still be considered in the 2016 MPR.
- Construction of a parking deck along the Back Bay on publicly owned land at the foot of Sea Isle Boulevard with links to the trolley system. The cost of the parking deck has derailed this possible solution. However, use of the existing public lots for parking decks or parking lifts may still be a consideration as

parking needs increase in the future. At this time, the Planning Board feels that a parking deck may not be economically feasible.

- Free trolley was recommended to reduce parking needs. In 2012, the City instituted a paid jitney service with private jitney operators. As noted in the previous section, expansion of the jitney service is desired by many residents.

The 2015 Reexamination Survey had a question on what areas have parking problems in the summers. The highest ranked areas were the Downtown Business District (63%), near the Promenade (55%), Residential Areas (44%) and Fish Alley (42%). Written survey comments noted that the City has reached a saturation point, the parking problems has increased when duplexes are built and the renters with larger homes bring multiple cars, blind spots on corners need to be addressed, among other comments.

PARKING PERMITS

The City regulates public parking in high traffic areas through a paid parking system using parking payment kiosks. There is a seasonal parking permit system which provides permits valid from May 15th through Labor Day of the year purchased. There are also unlimited weekly permit parking permits issued. Three hundred (300) seasonal parking permits are available per season for purchase. Any vehicle with a parking permit is permitted to park continuously (including overnight) in any parking space or any City parking lot, except 15 minute limit parking spaces. However, there is no overnight parking at the Cape May County Library parking lot. The Police do not recommend that the status of parking at the Library lot be changed, since it will encourage long term parking (with permits) and restrict daily access for Library patrons. The Planning Board recommends that the parking permit system be publicized through the City e-newsletter and other venues. Also renter mercantile license forms should provide

information for the property owners to provide to the renters to further encourage the use of weekly permits and reduce parking congestion.

PARKING SURVEY

On August 8 - 9, 2015, a survey of on-street public parking spaces was conducted by the Sea Isle City Police. The results were compiled into a composite Parking Availability Table and Public Parking Availability Map, dated January 2016. The complete 2015 Parking Survey memorandum is included in the Appendix. The survey measures parking capacity within on-street parking spaces. It does not include public parking lots or off-street private parking lots.

The GROSS total on-street parking space capacity is 5,789 parking spaces. However, to correct the missing data on certain streets, the net parking capacity eliminated all parking counts on those streets that lacked data. The NET parking capacity overall is 5,418 parking spaces. The net observed usage is 4,770 parking spaces or a difference of 648 excess parking spaces (or 12%) unoccupied parking spaces overall in the City. However, these excess parking spaces are scattered with many streets at or over capacity.

Looking at the north/south streets which have a net capacity is 1,917 parking spaces, 80% of the spaces are occupied. However, 83% of the 390 unoccupied spaces occurred along Central Avenue.

For the east/west primarily residential streets, the net capacity is 3,501 parking spaces with only 258 (or 7%) unoccupied parking spaces.

Parking capacity varies on a street by street basis. There are wide capacity and usage variations, which may be due to either observation error or illegal parking in some areas.

Landis Avenue had only 30 vacant spaces (4%) along its length. Central Avenue data shows significant numbers of unoccupied parking spaces along the total length of Central Avenue, except between 38th to 46th

Street. This is where Central Avenue intersects residential streets that are shown to be over-capacity. This area is close to the downtown, to public facilities along JFK Boulevard and to Fish Alley. The highest number of vacant parking spaces along Central Avenue is located between 53rd and 75th Streets (201 parking spaces) and between 29th and 38th Streets (81 parking spaces). Overall Pleasure Avenue had only about 36 vacant spaces along its length or about 8% unoccupied spaces. Between 53rd and 85th Street, parking is at capacity with very limited vacant spaces.

East-west streets that are shown to be over-capacity are scattered throughout the City. Those streets that are listed as at over-capacity with 10 parked cars or greater are identified below. Those that about a commercial zone are indicated by (C-) on the list. These are listed going from north to south:

- 35th Street (C-1)
- 39th Street (C-1)
- 46th Street
- 48th Street
- 53rd Street
- 61 Street/Freda (C-2)
- 85th Street (C-1)
- 91st Street

Based on the available data, it appears there are limited available unutilized on-street parking spaces in selected areas in the City. A number of residential streets show parking to be over-capacity.

The survey conclusion indicates that without data on the utilization of the public parking lots, it is difficult to assess the complete parking picture in the City. A limited survey should be made of public parking lots in the Summer 2016 and the results of the survey then reassessed.

The City should consider the following options:

- Conduct an evaluation of off-street public parking areas during summer season to confirm parking space utilization in off-street public parking lots.
- Increase residential parking requirements for mixed use development in commercial zones (which is now recommended by the Planning Board).
- Increase parking requirements for residential zones (which is now recommended by the Planning Board).
- Consider constructing off-street public parking areas where land is available, focusing on areas which exhibit parking over-capacity, after a review of the current utilization of off-street public parking areas.
- Provide information on the seasonal and weekly permits on the City webpage to encourage seasonal permit usage. Persons taking out renter unit mercantile licenses should be provided with information on the parking permit system to send to their tenants.

UPDATED PARKING STANDARDS

The Planning Board conducted a review of the parking standards as part of the 2016 MPR. The Planning Board recommends changes in parking standards to address the acknowledged need for additional parking to accommodate the larger housing units being constructed in the R-2 zone and within mixed use developments in the business districts.

Commercial Districts Mixed Use Parking Standards

Since 2007, the City parking standards have been amended. Most notably, with the amendment to all commercial districts permitting mixed use development, parking is not required for non-residential uses in mixed use buildings in the commercial districts. The intent of excluding parking for non-residential uses was to encourage commercial uses which have generally been difficult to retain due to the seasonal nature of the economic activity in the City. Because of concerns regarding insufficient parking under the original parking standards, the City amended the residential parking requirements for mixed use buildings in 2012, now

Table 4 Parking Requirements for Mixed Use Structures in C Zones	
Current Parking Requirements Mixed Use Structures	
(Section 26-34.12)	
Residential Uses	
<1,500 sf gfa/du	1 parking spaces
1,501 – 1,800 sf gfa/du	3 parking spaces
>1,800 sf gfa/du	5 parking spaces
Commercial Uses	Parking is not required
Proposed Mixed Use Parking Requirements	
Residential Uses	
<1,500 sf	2 parking spaces
1,501 – 2,000 sf	3 parking spaces
>2,000	1 additional space for every 500 s.f.
Commercial Uses	
C-1, C-3, C-4 and C-5 Zones	Parking is not required
C-2 Zone	Require parking spaces for commercial uses. Parking standards will depend on type of use; parking standards will depend upon use to be determined.

requiring additional parking spaces for the larger residential units.

The Planning Board reviewed the current parking requirements at length during the 2016 MPR process. The Planning Board is still concerned about parking deficiencies caused by the larger residential units and wanted to further adjust the parking requirements. As shown in Table 6, the Planning Board recommends the following amendments to the parking requirements for mixed use structures in the C zone districts to better accommodate the multiple vehicles resulting from each unit.

Residential Zone District Parking Requirements

The parking deficiencies apparent on many residential streets prompted the Planning Board to review the situation. This was raised in the 2015 Reexamination Survey. The 2015 Parking Survey identified a number of streets that are at or over capacity. The Planning Board was also concerned that garage parking spaces were being utilized for storage and that it was difficult to enforce these spaces for parking. As shown in Table 7, the Planning Board recommends that the parking standards be expanded in the residential zones.

The parking standards recommended by the Planning Board are not consistent with the New Jersey Residential Site Improvement standards (RSIS). However, the City can make changes that exceed the parking standards through a waiver process with the RSIS Board.

Table 5 Residential Parking Requirements	
Current Residential Parking Requirements (26-23.8)	
R-1 Zone	1 parking space
R-2 zone	2 parking spaces per <1,500 sf gfa/du
	3 parking spaces per >1,500 sf gfa/du
Proposed Residential Parking Requirements	
<1000 sf	2 parking spaces
1,001-1,500 sf	3 parking spaces
1,501–2,200 sf	4 parking spaces
> 2,200 sf	1 parking spaces /500 sf

GATEWAYS AND WAYFINDING SIGNAGE

The 2007 MPR stressed that urban design landscape would be enhanced by improvements to these elements of the transportation systems – gateways, bridges and wayfinding signage. Gateways are the entry points and visual clues to the area. The JFK Boulevard entry and bridge is the primary access to the City. Major improvements have been made since 2007 to JFK Boulevard including median landscaping, lighting, new park and marina improvements, the new Welcome Center and City Hall among other improvements. This gateway has been enhanced significantly; however, additional improvements should be considered for the JFK Bridge in terms of upgraded lighting, paint, sculpture, signage, and other decorative elements. This should be coordinated with Cape May County and the NJDOT for further enhancements.

The two other gateways at the southern terminus - 95th Street and Ocean Drive (Townsend Inlet Bridge) and northern terminus - 1st Street and Landis Avenue (at Strathmere) have also been enhanced with the assistance of the City Beautification Committee and the City Public Works crews.

The 2007 MPR recommended that a wayfinding signage program be implemented. A wayfinding signage plan will help to market and brand the City and will aid in traffic flow throughout, especially for new visitors. It should continue to be included in 2016 MPR recommendations.

Communications for weather related closing of the Townsend Inlet Bridge are being addressed with plans for electronic traffic information signs for bridge entrances. The Sea Isle City Police are also researching utilizing text messaging for bridge closure notifications.

PARKS, RECREATION AND OPEN SPACE

CURRENT RECREATION FACILITIES

Map 11 shows the Recreation and Open Space areas in the City. Based on the 2003 Recreation and Open Space Inventory (ROSI)¹⁴, Sea Isle City lists eight (8) properties for active municipal recreation use, with a total developable area of 26.99 acres.¹⁵ There are 823.77 acres of developable and developed lands in Sea Isle City. The current active recreation properties result in 3.28% of the total developed and developable lands.

¹⁴ Sea Isle City Recreation and Open Space Inventory, dated January 2003.

¹⁵ The ROSI does not include the Fishing Pier at 59th Street and the Bay.

Also there are currently 403.72 acres of wholly undeveloped lands held for conservation purposes according to the ROSI, within Sea Isle City. This is 23% of the total City land area. See Table 8 for information on recreation facilities currently included in the City’s ROSI.

Table 6 Recreation Facilities on 2003 ROSI
TOWNSENDS INLET WATERFRONT PARK: boardwalk/nature paths through the dunes and a pavilion surrounded by a large deck.
85 th SREET PARK: playground and pavilion.
DEALY FIELD RECREATION COMPLEX: tennis courts, basketball courts, playground, skate park, hockey rink, ball fields, and a recreation services building.
FISHING PIER and BOAT RAMP AT 59 TH and the Bay
PROMENADE AT JFK: pavilion, pergolas, picnic tables and bench seating.
EXCURSION PARK / BAND SHELL: Stage, bench seating and a large lawn.
JFK BOULEVARD PARK: Veterans Memorial Park, basketball courts and playground.
MARINA PARK: boardwalk along bay, pavilion, bench seating and a boat ramp.

As of 2016, the City has expanded its recreational areas to include Park Road School, and the Park at the Cape May County Library. Table 9 lists additional recreation facilities available in the City. There have been extensive improvements to the City’s recreation facilities since the 2007 MPR. Table 10 lists the recreation facilities in this category.

Table 7 Recreation Facilities Not Listed on 2003 ROSI
FORMER PUBLIC SCHOOL ON PARK ROAD: gymnasium, kitchen, classrooms for recreation programs, winter office for Recreation employees. The building is also currently used as storage for the City.
SEA ISLE CITY LIBRARY PARK: benches, gardens and flag pole.
WELCOME CENTER / COMMUNITY LODGE: The Lodge is used for many functions, ranging from City-run exercise classes and civic group meetings to Boy Scout ceremonies and Community Day gatherings.

Table 10 Recreation Facilities Expanded/Improved Since 2007
59 TH STREET FISHING PIER: Replaced and upgraded in 2013, following Super Storm Sandy.
EXCURSION PARK BAND SHELL: Built in 2010-2011 (the Band Shell was first used in June 2011).
PROMENADE AT JFK BOULEVARD: Upgraded in 2011, resulting in a new beach pavilion, bench seating overlooking Excursion Park, and new pergolas with awnings that shade picnic benches. New landscaping, brick pavers and ADA ramps have enhanced the area connecting the Promenade to JFK Boulevard.
JFK PARK: In 2010-2011, new Playground with cushioned safety surface & Basketball Courts were built, with new lighting, fencing and sidewalks.
COMMUNITY LODGE: Upgraded in 2012, when the Welcome Center addition was built. The lodge now has hardwood floors, a wall of mirrors, and an ADA ramp on the parking lot side of the building.
TOWNSENDS INLET WATERFRONT PARK: Upgraded in 2012, with new ADA ramps, railings and parking, and new decking around the pavilion. In 2015 the park received landscape improvements.
85 th STREET PLAYGROUND & PAVILION: Upgraded in 2011
MARINA PARK ALONG 42 ND PLACE: 2009-2011, new docks and ramps were installed, and a new boardwalk was installed along the docks (with a pavilion and seating areas). Several years ago, a new boat ramp was also built.

The Recreation Department provides extensive programming all year round to serve the City residents and visitors; including a variety of programs serving all age groups. As shown on Table 11, since 2007 there has been a 40% increase in number of recreation events and a 96% increase in participants.

Table 11 Recreation Events and Participants		
Year	Number of Events	Number of Participants
2007	74	7,431
2008	79	7,883
2009	88	10,764
2010	100	13,352
2011	101	13,578
2012	95	13,613
2013	97	13,981
2014	93	13,640
2015	103	14,565

**PARKS, RECREATION AND OPEN SPACE
RECOMMENDATIONS**

According to the 2015 Reexamination Survey, 60% of the 2015 Reexamination Survey respondents felt the City recreation programs were good (52%) to excellent (8%). Almost 38% of respondents participated in the Sea Isle City recreational programs. Of those that do not participant, the highest number of reasons included having no time (85), not having young children (81) or just not interested (80). They also indicated that there was a need to provide more senior programs and programs for the young. Over 37% (1,139) respondents felt that additional recreational facilities and/or programs are needed including a dog park (40%), walking

trails (34%), an outdoor pool (24%), play area for teens (24%) and a senior activity center (22%) ranking the highest out of 2475 responses.

The Sea Isle City Recreation Committee provided a number of recommendations for the Planning Board to consider in the Master Plan Reexamination report. These comments were discussed at the Planning Board Special Meeting on March 21, 2016 and dealt with the following items: the former vacant public school building and property, the old Fire House on West Jersey Avenue, Dealy Park, bayside fishing piers and the Marina site. Their comments are incorporated into the discussion below.

FORMER PUBLIC SCHOOL BUILDING ON PARK ROAD

Disposition of the former public school building was considered an important issue for the Planning Board to address in this 2016 MPR. The 2016 Reexamination Survey included two questions on the property disposition and possible future use. As for the property disposition, the highest number of respondents (36%) wanted the property developed as a park and recreation area. The second highest response was to use the property as a parking lot.

The second question asked if the property is used for recreation, what activities or programs would you like to see there. More than half of the respondents (52%) identified a gymnasium, secondly was teen activities (49%) followed by senior programs (43%). Providing an indoor swimming pool had the highest number of written comments (130).

The Recreation Committee recommended that the school property be retained by the City for indoor and outdoor recreation and that the facility be repurposed into a functioning Community and Recreation Center. The school also serves as an Office of Emergency Management designated emergency storm shelter for shelter-in-place location. They recommended that a preliminary engineering evaluation, including a strategic facilities plan and cost-effective analysis be conducted.

Planning Board agreed that the property should be retained and used for recreation and that a facilities study be prepared to assess the building and the property uses. The Planning Board also recommends that parking facilities for this recreation use be limited only to the recreation use and that the property not be used as a public parking lot.

OLD FIRE HOUSE, WEST JERSEY AVENUE

The Recreation Committee recommends that if the building is slated for demolition, the lot should be placed on the Open Space Inventory and become an extension of the JFK Boulevard recreation facilities as a park. They suggest uses including bocce, ball, volleyball, pickle ball or shuffleboard courts in the future together with a pavilion/gazebo for families.

Planning Board agreed that the property should be retained and used for recreation for property in association with the nearby courts and playground across the street.

DEALY FIELD

Recreation Committee recommended constructing a kayak and paddle board launch, a boardwalk for fishing and crabbing along the bayfront near Dealy Field, and including educational nature trails along the wetlands portion of the site. Planning Board was in agreement with these recommendations.

FISHING PIERS

The Recreation Committee recommended extension and expansion of the 59th Street fishing pier to accommodate demand for access to bay fishing and crabbing, if permitted and also to investigate other areas for bay fishing and crabbing as well. The City Engineer noted that installing fishing areas along streets end along Bay is problematic on many streets which do not have enough auxiliary parking. The 59th Street – 63rd Street fishing pier has available space for on-street parking on the bayside and about 800+ feet of frontage along bay.

The Environmental Commission representative noted the need to consult with Environmental Commission and Wetlands Institute re: terrapins along the bay and ocean.

The Planning Board was in agreement with the Recreation Committee recommendation to investigate and implement expanded fishing piers on the bay. The Planning Board recommends that the City should plan and fund for the extension of the 59th Street fishing pier and investigate other areas along the bay for suitable piers.

MARINA PARK AMUSEMENT SITE

The Marina Park amusement site on JFK Boulevard near the marina, is currently vacant. It had been used for a family amusement park, but the park proprietor had left. The City had pursued expressions of interest on the property; but was not successful.

Planning Board recommended that the City should put out an Expression of Interest on the site and that recreation activities for kids were considered very important and should be stressed. The Recreation Commission recommended that any future use conform to the Green Acres agreement that applies to the entire Marina Park.

KAYAK and PADDLE BOARD STORAGE & LAUNCH

The Planning Board recommends that kayak and paddle board storage and launch facilities on both the bay and ocean be investigated and installed to address boater needs.

38TH STREET MARINA

This area along the bay north of JFK Boulevard, has been identified since the 1988 Master Plan as a possible candidate for a waterfront park and marina. This should be considered by the City to augment the marina facilities to the south of JFK Boulevard. Initially a planning study should be done to examine land ownership, site access and other features.

ECONOMIC DEVELOPMENT

There is an ongoing public/private partnership of the City and the Sea Isle Chamber of Commerce. This has resulted in new programs, marketing efforts, events, and the start-up of many new businesses since 2007.

The 2015 Reexamination Survey had a number of questions related to the economic climate in the City. Ninety business owners were identified on the survey. The survey respondents rated the current retail businesses and services in the City as being Good (49%) or Fair (37%). Both excellent and poor categories fell in the 7% range. Regarding the question on additional types of businesses needed in the City, food market ranked highest at (48%), followed by hardware stores (47%), restaurants (31%) and specialty foods (29%). A recurring theme of the comments indicated a desire for more diversity in the City's restaurants, a gas station and movie theatre.

The City requires all businesses in the City apply for an annual mercantile license. Of the fees, 33^{1/3} % is allotted to the Tourism Development Commission.

Table 12 shows the number of mercantile licenses issued in the last six years. The number of businesses reflected in the mercantile licenses has remained fairly constant during this time period. The mean is 136 mercantile licenses issued during this period.

Based on input from the public, the Planning Board recommends that the following actions be taken to further support the business community.

Year	No. of Licenses
2010	144
2011	125
2012	141
2013	136
2014	137
2015	136

Source: City Clerk

ZONING CHANGES

The Planning Board recommends reducing the size of the C-1 business district downtown on Landis Avenue and adding a shopping center district on Central Avenue and 63rd Street encompassing the ACME shopping center which is now under construction, and changes to the C-2 and C-3 business districts. (These zoning recommendations are addressed under the Land Use section.)

Concern was raised about the extent of commercial zoning with mixed use development and the parking problems associated with these uses. There was concern about the lack of parking for mixed use development. The Planning Board recommends that parking standards for commercial uses as part of mixed use building in the C-2 and C-3 zones be considered in the outlying commercial zones. (This is addressed in the Circulation and Parking Section.)

For the C-1 zone in the downtown, the Planning Board felt that the public off-street parking areas provides parking options that are not available for the other commercial areas not close to JFK Boulevard or other public off-street parking lots. (As noted under the Parking Section, parking capacity of off-street public parking lots should be surveyed and analyzed in the Summer 2016 to determine if the C-1 zone parking standards should be amended.)

CITY MARKETING LIAISON

A City liaison should be designated that will work directly with the business community and the Chamber of Commerce Strategic Revitalization Committee (CCSRC). This individual could help to market the City, through webpage displays, arranging events in coordination with the City's marketing program, engaging business leads and providing City information and contacts.

COMMERCIAL MARKETING ENHANCEMENTS

The Planning Board recommends that City look at other regulations for outdoor activities to encourage more outdoor business activity. The City currently permits on sidewalk tables/chairs related to restaurant uses. Other sidewalk uses/vendors should be considered. These uses expand the 'street life' and encourage visitors and shoppers to support the local businesses.

City should consider permitting kiosks at the end of the marina (subject to Green Acre rules) near the Spinnaker Condos area near the Promenade and other locations should be considered as well.

The City should continue to work with County Tourism office to expand and coordinate marketing of Sea Isle City activities.

The City should promote additional events at other venues such as 63rd street area/Dealy Field area or at the Marina.

The Planning Board recommends that the City establish a fund to promote improved signage and other façade improvement that will upgrade the building facades within business area streetscape. A Design Committee could be appointed to work with businesses to upgrade their facades. This could be funded through a portion of the mercantile license fees or possibly other grant funds that may be available.

STORMWATER MANAGEMENT

The City adopted a Stormwater Management Plan in 2005 and implemented stormwater management ordinances in June 2006. The City has been operating and maintaining their stormwater system in accordance with the management plan and ordinances.

Map 12 shows the flood prone areas as mapped by NJDEP based on a combination of FEMA, NJDEP and aerial photography data. The entire municipality of Sea Isle City is located within the 100-year floodplain of the Atlantic Ocean and surrounding waters, including Ludlams Bay, Townsends Inlet and Ingram Thorofare. Large expanses of wetlands are present. These wetlands include High and Low Saltmarsh, Brackish and Freshwater Tidal Marshes.

In 2013, the City amended the special flood hazard rules Ordinance Section 14-3 requiring in areas of special flood hazard all construction to meet those standards and height requirements for the Identified "A" Zones eleven (11') feet NAVD 88 and Identified "V" Zones at an elevation of fourteen (14') feet NAVD 88.

FLOOD CONDITIONS

The rising ocean level and a greater number of extreme weather conditions and storms and flooding incidents that have inundated the City and even smaller storms during high tides have flooded areas in the City. The Planning Board determined that specific measures must be taken to further address the storm water drainage system in the City to reduce flooding incidents. The City has undertaken projects, over the last 7 years to address drainage conditions. Check valves are being addressed and maintained as part of the current Five-Year Capital Plan. This supports the Planning Board consensus that the #1 priority should be to reduce bay flooding and to provide funding for the required infrastructure.

The Planning Board recommends that the City work with Federal and State governments to address bay flooding solutions. This should be an expedited effort to address future flooding. Some of the options that had been identified were a breakwater parallel to the beach along the entire Ludlam Island and a dike along the bayfront.

The Planning Board recommends that the City implement a comprehensive Flood Control Plan in partnership with the County to address flooding issues. A partnership is especially important since JFK Boulevard and Landis Avenue are under County jurisdiction. City should work with County to address flooding issues. The City should initially prepare a flood area study which will:

- Identify all flooding areas in the entire City and break down into drainage basins
- Assess likely causes for flooding
- Identify responsible party
- Identify possible solutions
- Require public education program

The Planning Board strongly supports the priority for the City to address bay flooding and pursue planning and funding for the required infrastructure.

STORM RESILIENCY

With global warming and the more extreme storms hitting the coast, and with the damage caused by the 2012 Super Storm Sandy, storm resiliency is a major issue to be address by the City. Over 56% of the 2015 Reexamination Survey respondents expressed concern about the future 'Sandy' storms affecting Sea Isle City. A majority of the comments dealt with replenishing beaches and dunes and improving drainage and flooding. Evacuation procedures and better evacuation route signs were also identified as being needed.

ALL HAZARDS MITIGATION PLAN

In January 2009, the Cape May County Multi-Jurisdictional All Hazards Mitigation Plan (CMC All Hazards Mitigation Plan) was prepared in response to the Disaster Mitigation Act of 2000 (DMA 2000). DMA 2000 requires states and local governments to prepare all hazard mitigation plans in order to remain eligible to receive pre-disaster mitigation funds that are annually appropriated or made available in the wake of federally-declared disasters.

On November 9, 2010, Sea Isle City adopted the CMC All Hazards Mitigation Plan as the City's natural hazard and flood protection plan. A September 2013 progress report addressed the status of the City's Hazard

Mitigation Plan¹⁶. The Plan contains 14 hazard mitigation initiatives for the City to implement to reduce or prevent flood damage. The report notes that the City has expanded its program to help guide property owners to sources of funding to mitigate and elevate structures in flood prone areas. A number of projects are either in progress or have been completed to reduce and mitigate flood damage.

In October 2012, the City was admitted in to the Community Rating System (CRS) program as a Class 6 community which entitled property owners of compliant structures to a 20% discount on their flood insurance premium. With the City's fast track adoption of the Advisory Base Flood Elevation, the City achieved a Class 5 rating which will give homeowners of compliant structures a 25% discount on their flood insurance premiums.

The City has engaged in a number of actions to improve emergency evacuation and response. Some, but not all, are listed below:

- The new City Hall (which opened in 2015) was flood zone and FEMA compliant and has an emergency generator.
- In 2013, 71 repetitive loss properties have either been demolished or brought into compliance.
- The elevation of the JFK Boulevard from the Sea Isle City Bridge to Landis Avenue was designed in 2013 and the improvements have since been constructed.
- The elevation of Sea Isle Boulevard by the County and NJDOT which is underway
- The City has an on-going bulkhead maintenance plan.
- The City has an on-going education program to inform the public on preparedness for flooding situation.

¹⁶Status of Hazard Mitigation Plan, prepared by Cornelius Byrne, Sea Isle City Construction Official/Floodplain Manager, dated September 20, 2013.

The City has worked hard to implement the Hazard Mitigation Plan and to be part of the CRS program. This program must continue to be implemented to protect the City residents and structures.

STRATEGIC RECOVERY PLANNING REPORT

Cape May County has prepared a Strategic Recovery Planning Report (SRPR)¹⁷, funded through the NJDCA Post Sandy Planning Assistance Grant Program to support long range planning for community redevelopment in the municipalities and counties sustaining damage from Superstorm Sandy. The purpose of the SRPR is to evaluate the impacts of the disaster on relevant community features. The evaluation can be broad or narrow but should focus on planning goals, strategies, and priorities leading to actions that are most urgently needed for public safety and economic recovery. The SRPR should serve as a guide for actions to not only recover from the effects of Superstorm Sandy, but also to reduce vulnerabilities to future disasters.

The SRPR includes an Identification of Projects table which identifies Recovery Projects, the Responsible Entity, Funding, Duration and Recovery Values. Many of the Recovery Projects have the Cape May County Planning Department, County or FEMA as the Responsible Entity. However, there are a number of Recovery Projects which are relevant for Sea Isle City. Some projects are already underway in the City, such as beach and dune replenishment. Others should be reviewed and pursued as needed. These include, but are not limited to the following:

¹⁷ Cape May County Strategic Recovery Planning Report, Draft November 13, 2015, prepared by Maser Consulting, P.A., presented to the Public on February 2016.

- Support retrofitting or relocation of structures located in hazard-prone areas.
- Promote municipal participation in incentive based programs, such as NFPA Firewise Program and others.
- Address flooding issues on County roadways.
- Obtain backup power to ensure continuity of operations for stormwater, wastewater, public potable water, pumping stations, etc. (The new City Hall is equipped with emergency generators.)
- County to work with municipalities and property owners to assess vulnerability to wind damage.
- County to support municipalities in the update of local Stormwater Master Plan

The City should work with the County to address these projects to ensure storm resiliency.

BEACH NOURISHMENT PROJECT

The current Beach Nourishment Project was unanimously considered to be a good project to protect the City from flooding. The Planning Board recommends that elevated platforms be constructed over the sand dune to allow people to view the ocean since the elevation of the sand dune is now higher than the Promenade. These platforms would be primarily for people who do not go to the beach such as elderly people and/or disabled people.

UTILITY INFRASTRUCTURE

WASTEWATER MANAGEMENT PLAN

The Sea Isle City existing sewer service area encompasses the majority of the City south of 22nd Street, excluding the beaches and the wetland

areas. The City is served by the Cape May County Municipal Utilities Authority (“CMCMUA”) Seven Mile Beach / Middle Township Regional Wastewater Treatment Plant (“WTP”). Sea Isle City has a wastewater allocation of 2.39 million gallons per day (MGD) in the Seven Mile Beach / Middle Township Regional WTP service area.

As of 2016, Cape May County is the lead agency updating the Water Quality Management Plan (WQMP) for the County municipalities. The WQMP has been underway since 2011, but has been on hold since 2013 due to funding limitations. In 2012, Sea Isle City adopted an amended Sewer Service Area Map which was filed with NJDEP and has been accepted. At this time, the WQMP for all 16 municipalities and the County has not been completed.

It should be noted that the City adopted the sewer service area map which does not include the North End. The area north of 22nd Street was rejected for inclusion by the NJDEP; the City had wanted to include this area to sewer only those existing residences located north of 22nd Street.

WASTEWATER PROJECTIONS

As part of the 2012 WQMP, a Municipal Buildout Report was prepared for the City.¹⁸ This report assesses the potential wastewater demand generated by possible development and redevelopment within the municipality’s future sewer service area. The analysis provides a maximum yield for potential additional residential units and non-residential floor area within the future sewer service area. This is then added to existing wastewater demand.

¹⁸ Cape May County Wastewater Management Plan, Municipal Buildout Report for the City of Sea Isle, Chapter 10, prepared by Maser Consulting and the Cape May County Planning Department, dated August 7, 2012.

The estimated wastewater flows is calculated by multiplying the net future residential and non-residential development by NJDEP projected flows of 300 gallons per day (GPD) per residential unit and 0.100 GPD per square foot of non-residential floor area. The analysis estimates a net of 0.522 MGD for net future development and redevelopment. The results of the buildout analysis are presented in Table 13.

Table 13 Wastewater Impact Analysis Results							
Wastewater Capacity Analysis of Future Sewer Service Area							
Existing ¹ (MGD)	Future (MGD)	Other ¹ (MGD)	Total (MGD)	Current ¹ Allocation (MGD)	Surplus(+) /Deficit(-) (MGD)	Phase 2 ¹ Allocation (MGD)	Surplus(+) /Deficit(-) (MGD)
2.251	0.522	0.035	2.808	1.910	-0.898	2.390	-0.418

Sea Isle City has an existing allocation of 1.910 MGD and Phase 2 allocation of 2.390 MGD from the Seven Mile Beach/ Middle Township Regional WTP. The Wastewater Capacity Analysis prepared in 2012, shows that the existing peak flow generated from existing development is 2.251 MGD. Future development is projected to generate an additional 0.522 MGD and existing development to be connected will generate 0.035 MGD, for a total demand of 2.807 MGD. This would result in a deficit of 0.898 MGD above the existing allocation and 0.418 MGD above the Phase 2 allocation. The City will require additional allocation in order to serve the projected development at full buildout based on current zoning.

The Cape May County Capacity Assurance Program, which sets the allocation levels, is no longer in effect due to legislation which technically altered the concept of ‘Sewage Allocations’ and instead allocations will rely on the final results of the County’s Water Quality Management Plan to establish actual allocations for each of the municipalities that are customers of the Cape May County Municipal Utilities Authority

(CMCMUA). The CMCMUA will evaluate the allocations for each of the municipalities which are customers of the CMCMUA, once the NJDEP approves the County’s Water Quality Management Plan¹⁹.

WATER SERVICES

Water service in Sea Isle City is provided by Sea Isle City. The Department of Public Works maintains the water system. The City draws water from the Atlantic City 800 Foot Sands Aquifer via a network of five wells. The City’s water allocation permit was renewed in June 2015 and expires May 31, 2020. The current Water Allocation Permit limits the withdrawal from the Atlantic City 800 Foot Sands Aquifer to an average of 77.1 MGM and 402.5 MG. According to the Sea Isle City Water Allocation permit, the system has a storage capacity of 1.4 MG compared with a 2013 average water demand of 0.726 MGD. The peak daily water use in 2015 was 2.77 MGD. The average use in the peak month of July 2015 was 57.99 MGM. Sea Isle City has an emergency interconnection with New Jersey American Water (Strathmere). The City reports no current plans to expand the system which will be sufficient for future buildout. According to their recent allocation permit, the City submitted a Water Conservation Plan on December 22, 2013 and is required to conduct an Enhanced Water Conservation Program.

RECYCLING

The CMCMUA is the implementing agency for the Cape May County Recycling and Solid Waste Management Plan. All 16 Cape May County

¹⁹ Documentation of meeting with Charles Norkis, Executive Director of the CMCMUA on September 12, 2012.

municipalities are partners with the County in the County Regional Recycling Program (CRRP). In 2012, the CRRP was amended with NJDEP approval to switch to a single stream collection and processing system and to expand the types and quantities of source separated materials that are recycled. Sea Isle City amended its Recycling Ordinance 18-1 et. seq. in 2013 to accommodate single stream recycling.

The County’s recycling program is designed to achieve the 50% municipal solid waste and 60% total solid waste recycling goals as mandated by the State. Sea Isle City recycling program is operated through the Department of Public Works under a Recycling Coordinator. Table 14 shows the City’s efforts to meet the State’s recycling goals. The City should continue to work to expand its efforts in recycling and through public education. It is more difficult with the challenge of summer visitors, but it should be identified as an important priority. Using the City’s e-newsletter, providing information as part of the renter mercantile licensure process and creating information handouts that are available for visitors are means to distribute recycling information to the public.

Table 14 Sea Isle City Recycling Efforts		
Year	50% Goal	60% Goal
2013	34.64%	23.73%
2014	36.12%	25.82%
2015	36.04%	33.06%

CONSERVATION OF NATURAL RESOURCES

SUSTAINABLE DEVELOPMENT

The question on the 2015 Reexamination Survey - “Should Sea Isle City work to improve community-wide “Green” efforts?” - had 1,438 responses, discounting ‘don’t know’ responses. Of these responses, 80% said that the City should work to improve conditions by adding more trees and plants, preserving open space, protecting the dunes and beach, adding solar facilities and alternative power sources and education. This is wide Community support to initiate more sustainable practices in the City.

The recommendation by the Environmental Commission to obtain Sustainable Jersey certification is consistent with this effort. The Environmental Commission had previously brought this request to the City Council, but it had not yet been acted upon. Sustainable Jersey is a certification program for municipalities in New Jersey that “want to go green, save money, and take steps to sustain their quality of life over the long term.” The program identifies actions for municipalities to become certified; provides guidance and tools to enable progress on the program; provides access to grants and funding opportunities. The benefits of becoming certified is a ‘prestigious’ designation, priority access to many grant programs, free training, special events and resources.

To become certified, there is no fee. The City must pass a resolution requesting certification, establish a Green Committee and undertake certain programs to be sustainable. Presently seven Cape May municipalities are certified under this program.

The Environmental Commission noted that many sustainable elements are already being done by the City and the City should likely have enough points to meet Bronze Certification.

The Planning Board recommends that the City support of joining Sustainable Jersey.

NATURAL RESOURCES INVENTORY

The Sea Isle City Natural Resources Inventory (NRI) was prepared in 2007 as a required document as part of the City’s Plan Endorsement Petition to the New Jersey Office of Smart Growth. This Plan Endorsement Petition was adopted by the Sea Isle City Planning Board on April 23, 2007 and refers to the City’s NRI.

The NRI is an important tool that can inform the planning process by providing a factual basis for land-use decision-making. It can support the conservation and protection of existing natural areas. The extent of floral diversity in plant communities is mirrored by a similar diversity in fauna, particularly for birds and butterflies. Numerous threatened and endangered plants and animals are documented to occur in Sea Isle City. Portions of Sea Isle City are included within three Natural Heritage Program Priority Sites: Avalon-Stone Harbor Marsh, Corson Inlet South/Whale Beach and Townsends Inlet.

Sea Isle City has also retained a portion of its historical heritage. Properties have been identified in Sea Isle City that are eligible for listing on the National and New Jersey Registers of Historic Places. The sum of these resources and the awareness thereof helps to establish a sense of place for Sea Isle City citizens. This inventory can provide the framework for planning the future of the City. Valuable environmental resources can be preserved and the restoration of degraded resources can be undertaken.

This 2007 NRI is included and will be officially adopted with the 2016 MPR as part of the City Master Plan documents. It is an invaluable source of information on the natural environment of Sea Isle City.

COMMUNITY FORESTRY MANAGEMENT PLAN

A Community Forestry Management Plan (CFMP) was adopted by the City in 2013²⁰. It was prepared to recognize the unique nature of the tree resources in Sea Isle City. The mission of the CFMP is “to protect, enhance and sustain productive community shade tree and forest resources that will improve the quality of life for residents, visitors and wildlife that inhabit this unique resort community.”

The CFMP has six goals and related objectives that form the basis of the CFMP. The goals include: (1) Review and adopt the CFMP; (2) inventory and assess the community forest resources within the City; (3) develop a plan for tree resource enhancement within the City; (4) develop outreach initiative the encourage public awareness and support of community forestry programs; (5) develop a plan for sustaining forestry resources within the City; and (6) provide educational opportunities in support of the plan.

The Sea Isle City Community Forestry Program is under the direction of the City’s Department of Public Works which works directly with the Shade Tree Committee and cooperatively with the Environmental Commission. The City has already filed three annual reports which document how the CFMP is being appropriately implemented.

The Planning Board also recommends that the Community Forestry Management Plan be incorporated into the Master Plan documents.

²⁰ Community Forestry Management Plan, prepared for the City of Sea Isle City, prepared by The Lomax Consulting Group, dated April 2013.

BEACH MANAGEMENT PLAN

To protect endangered and threatened beach-nesting birds and flora occurring on the City's beaches, a Beach Management Plan for the Protection of Federally & State-Listed Species was prepared in March 2011. It was a cooperative effort by Sea Isle City with the NJDEP, Division of Fish and Wildlife, Endangered and Nongame Species Program and the United States Department of the Interior, Fish and Wildlife Services, New Jersey Field Office. As stated, "Through this plan, the parties seek to provide for the long-term protection and recovery of species populations in the City and the State, while balancing potentially conflicting missions." The plan establishes three separate management zones consisting of two Protected Zones and one Recreational Zone that are based on their current and historical use by beach-nesting birds and colonization by listed plants. These zones include:

- Northern Protected Zone (1st to 20th Streets)
- Southern Protected Zone (South end of the Island -93rd Street to the bridge at Townsends Inlet Park)
- Recreational Zone (20th to 93rd Street)

The management issues addressed in the plan include the following: biological monitoring, predator management, human disturbance, fireworks and beach management and maintenance. Each of these management issues is described, and then specific action tasks are identified by party that has responsibility for action.

The City currently coordinates with the NJDEP Division of Fish and Wildlife to ensure that activities on the beach are consistent with the guidelines established in the Beach Management Plan. This is done primarily through the City's Public Works beach crew. There is also coordination with the Police Department, primarily to ensure that the officers (including lifeguard staff, who fall under the Police Department) are aware of restrictions for vehicles and human activities. Prior to the start of the

season, the NJDEP notifies the City of identified restricted areas and protected species; and during the season, the NJDEP monitors for the presence of endangered or threatened species. For specific project activities that take place on the beach from time to time, primarily beach replenishment, the Army Corps of Engineers and National Fish and Wildlife Service are involved. Prior to projects being performed, the planned work is reviewed by the aforementioned agencies in order that the necessary protocols are put in place prior to construction. As with ongoing operations, projects are monitored for the presence of threatened or endangered species, and activities are restricted as needed to ensure appropriate protection of those species.

In response to comments from members of the Environmental Commission, the Planning Board recommends that the Beach Management Plan be reviewed with appropriate agencies to identify other plant materials that are appropriate for planting on the sand dunes, in addition to beach grass.

The Planning Board supports the City's initiative to undertake this important effort which is consistent with the conservation objectives of the Master Plan.

ENERGY CONSERVATION

An Energy Conservation Element was included in the 1988 Master Plan and recommendations included in the 2007 MPR. The City owned street lights along JFK Boulevard and at municipal lots are LED fixtures. In 2010, the City adopted Solar Energy Systems standard and regulations under Section 26-30. The City should continue to promote high energy efficiency equipment in all departments and purchases.

The Planning Board also supports the City joining Sustainable Jersey program, which will provide public education tools and guidance to

support energy conservation among other sustainability tools. Should the City become certified as a Sustainable Jersey community, as is being recommended, there are a number of projects addressing energy efficiency for the City and residents and visitors to initiate or continue.

STATE POLICIES AND REGULATIONS

PLAN ENDORSEMENT PROCESS

On July 20, 2007, Sea Isle City petitioned the New Jersey State Planning Commission (“NJSPC”) for Plan Endorsement. On August 9, 2007, the NJSPC determined the petition to be complete and on November 13, 2007, the NJOSG found significant consistency issues that need to be resolved prior to recommendation for Plan Endorsement. On July 16, 2008, Sea Isle City and NJOSG entered into a Memorandum of Understanding and adopted an Action Plan to address the remaining issues to be resolved prior to Plan Endorsement. On October 6, 2008, the Memorandum of Understanding between Sea Isle City and the NJDCA Office of Smart Growth was signed by the State. The City’s Plan was never certified and the entire State Plan Endorsement process with the NJ Planning Commission has since been terminated.

STATE DEVELOPMENT AND REDEVELOPMENT PLAN

The State Planning Commission recognizes the importance of the idea of sustainable development. The adopted 2001 State of New Jersey Development and Redevelopment Plan (SDRP) is intended to serve as a guide for public and private sector investment in New Jersey’s future. The State Plan includes the entirety of Sea Isle City, in PA5B Environmentally Sensitive Barrier Island Planning Area. As documented in the City’s 2007 Plan Endorsement Petition, Sea Isle’s planning policies, as evidenced by the 1988 Master Plan and the subsequent Reexamination Reports are

consistent with the 2001 State Plan goals and objectives for its Planning Area PA5B.

2012 DRAFT FINAL STATE STRATEGIC PLAN

The Draft 2012 State Strategic Plan (SSP) is New Jersey’s revised State Development and Redevelopment Plan designed to meet the statutory charges of the State Planning Act. The SSP was intended to be adopted by the State Planning Commission in November 2012, but was postponed due to Super Storm Sandy. The State Planning Commission is revising the SSP to incorporate disaster planning goals in light of Super Storm Sandy. The overall goal of the SSP is to guide future growth by balancing development and conservation objectives best suited to meet the needs of New Jersey.

Sea Isle City is shown on the draft SSP as Environmentally Sensitive/Barrier Islands Planning Area (PA5B) with planning guidance “to promote redevelopment and development in areas with existing infrastructure that maintains the character, density and function of existing communities and to insure efficient and beneficial use of scarce land and resources to strengthen the unique character and compact nature of barrier island communities.” Sea Isle City’s planning policies are consistent with these goals.

RECOMMENDED CHANGES TO MASTER PLAN AND REGULATIONS

Under N.J.S.A.40:55D-89d, the MPR includes specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.

As identified in the prior sections of this report, the Planning Board has made many recommendations both to update the Master Plan and development regulations and to encourage other actions to be taken by the City. These are detailed in the previous section. This section provides a summary of these recommendations. The prior section should be reviewed in all cases, for further details.

ZONING CHANGES

1. Residential Zone Amendments

- **Floor Area Ratio (FAR)** – The Planning Board provided various recommendations to address the density of development in the residential zones, including reinstating a FAR requirement. A FAR of 0.70 was required up until 2010. In the fall of 2015, the Planning Board recommended that a FAR be reinstated to reduce what was seen as over-development with greater lot coverage and parking impacts due to the larger dwellings being constructed without the FAR limitation. In response to the Planning Board's request to adopt FAR standards before completion of the MPR, in January 2016, the City adopted a 0.80 FAR standard. This was amended to a 0.85 FAR in July 2016.

The Planning Board recommends that a floor area ratio requirement be maintained that ensures appropriate building density. Residential zoning should take into account concerns relative to building mass, aesthetics, and parking, with the objective of reduced building mass and increased light, air, and open space.

- **Residential Yard Setbacks** - The Planning Board recommends the following modifications to the side yard setback standards for all residential zones which will increase distance between residential structures, reduce building footprint and provide for additional off-street parking area in the side yards:
 - Front yard setback - No change
 - Rear yard setback - No change
 - Side yard setback - Minimum 10 feet / side yard at ground level; Minimum 7.5 feet /side yard on levels above ground level
 - All yards shall be measured to the closest point on the exterior building wall and no building encroachment shall be located in the minimum yard.
- **Accessory Use Setbacks** - The Planning Board felt that the setbacks for accessory uses in residential zones may be too limiting, especially for small sheds. The current regulations permit up to 10% of the lot area to contain an accessory structure. The current minimum setback requirements are 5 feet rear yard and side yard setbacks.

The Planning Board recommends that a reduced 2.5' setback be permitted for smaller accessory structures only, which should be limited in size. The 5' setback should be retained for any larger structures.

- **Residential Driveways** – The Planning Board recommends that the City review driveway design standards to refine current driveway standards to maximize on-street parking in residential areas.

2. Commercial Zone Amendments

- **C-3 Marina Commercial Industrial Zone** - The Planning Board recommends that the C-3 Zone on Park Road and 43rd Place be a standalone zone and that no changes be made to the existing bulk requirements. The remaining C-3 Zone District areas along the bayfront should be rezoned to C-3A Marina Zone encouraging marina uses.
- **Mixed Use Development Density**
 - - The Planning Board recommends that consideration be given to reduce the parking needs and level of activity within the C-2 neighborhood commercial zone.
 - No change in housing unit density is recommended for the C-1, C-3, C-4 and C-5 zones.
- **Commercial Zone Setbacks** - The Planning Board recommends that the side yard setbacks in the City's commercial zones be increased to provide greater open space, light and air between buildings.
 - For the C-1, C-4, C-5 zones, change minimum side yard setback from a minimum of 0 feet and a maximum 15 feet total to a minimum of 5

feet on each side.

- For the C-2 zone, change minimum side yard setback from a minimum of 0 feet and a maximum 15 feet total to a minimum of 7.5 feet on each side.

- **Commercial Zone Uses** – The Planning Board recommends that the City amend the permitted uses in the C-2 and C-3 zones to permit bike rental businesses.
- **C-5 Motel Business Zone** - The Planning Board recommends that the C-5 zone standards be reviewed, that the permitted uses be assessed and that the parking requirements, especially requiring parking for motel business uses be reviewed and appropriate amendments to these standards considered.

3. Impervious Coverage

- The Planning Board recommends that the impervious coverage standards for all districts should be reviewed and amended after further study, to address the concern about increased flooding due to greater impervious coverage.
- The definition of impervious coverage and building coverage should be clarified.
- The City should institute Continuing Certificates of Occupancy inspections to ensure that impervious coverage standards continue to be met.

4. Landscape Standards - The Planning Board recommends that the Landscape Standards be amended to ensure appropriate species will be selected that will survive with the sandy soil, flooding and other difficult environmental conditions. The Board also recommends that the landscape requirements for all development should be revised and that the effect of other recommended changes, which are proposed in this report, should be considered in the Landscape Standards.

5. Zone District Amendments - The Planning Board recommends that the City adopt the zoning district changes as detailed on Table 15 and shown on Maps 4- 9 - Proposed Rezoning and Map 10 – Proposed Zoning.)

- The C-1 zone on Landis Avenue from 35th Street to 38th Street should be rezoned to R-2 zone with the exception of properties that front on the west side of the 36th Street and Landis Avenue intersection which should be rezoned from C-1 to C-2. (See Map 4 - Proposed Rezoning)
- One property located between West Jersey Avenue and 42nd Street is a residential use surrounded by other residential uses. This property is at the edge of the C-1 zone. It should be rezoned from C-1 to R-2. (See Map 5 - Proposed Rezoning)
- One property located on the northeast side of 42nd Street and Park Road should be rezoned from C-3 to C-1, which is consistent with the adjacent property use. (See Map 5 - Proposed Rezoning)

- The C-1 zone on Landis Avenue between 45th Street and 47th Street should be modified. Properties located on the west side of Landis Avenue are all residential uses. The zoning should be amended to R-2 zone. The properties on the east side of Landis Avenue between 45th Street and 46th Street are also residential uses and should be rezoned R-2. Further south between 46th Street and 47th Street are commercial and mixed use buildings. The zoning should change from C-1 to C-2. (See Map 6 - Proposed Rezoning)
- Further south on Landis Avenue between 49th Street and 51st Street, this is currently in the C-2 zone. Modifications to selected lots which are currently residential uses are recommended, changing the zoning from C-2 to R-2. Existing commercial and mixed use buildings would remain in the C-2 zone. (See Map 6 - Proposed Rezoning)
- Certain properties located on Landis Avenue and Central Avenue between 61st Street and 63rd Street are recommended for zoning changes. Along the west side of Landis Avenue and 61st Street are existing residential units located currently in the C-2 zone. The zoning should be amended from C-2 to R-2 to reflect existing uses. (See Map 7 - Proposed Rezoning)
- The Acme Shopping Center development on the west side of Landis Avenue should be rezoned from C-1 to a new zone – SC Shopping Center. New shopping center standards should be prepared for the site which would eliminate residential uses and would require parking

standards consistent with shopping center use. (See Map 7 - Proposed Rezoning)

- The vacant lot located on the northeast corner of Central Avenue and 63rd Street should be rezoned from C-1 to R-2. There is tentative discussion to develop this property for duplex units together with the adjoining property to the north which is under the same ownership. This would be consistent with the development pattern along this section of Central Avenue. (See Map 7 - Proposed Rezoning)
- At the Landis Avenue and East Landis Avenue intersection are commercial uses which are currently zoned C-1. The Planning Board recommends that this property be rezoned C-2. This would continue to permit commercial uses, but at a lower intensity. (See Map 8 - Proposed Rezoning)
- Between 85th Street and 87th Street is a C-2 zone. Selective rezoning changes are recommended to address existing residential properties. These would be rezoned from C-2 to R-2. (See Map 8 - Proposed Rezoning)
- Along the bay terminating at 84th Street, 85th Street, 87th Street and 88th Street are properties currently with residential uses, although they are zone C-3. These properties should be rezoned R-2 consistent with the surrounding residential development pattern and zone. (See Map 8 - Proposed Rezoning)
- The Planning Board recommends that the C-3 Zone along the bayfront at the ends of 85th, 86th, 87th and 88th Streets become a new C-3A Zone with standards encouraging marina type uses. (See Map 8 – Proposed Rezoning)
- The Planning Board recommends that the C-3 zone north of the JFK Bridge and west of Kneass Street become a new C-3A Zone with standards encouraging marina type uses. (See Map 9 – Proposed Rezoning)

Table 15 Properties Proposed for Rezoning

C-1 to C-2	Block 35.03, Lot 11 Block 36.03, Lot 24 Block 46.02, Lots 1.01, 1.02, 2.01, 2.02, 8.01, 8.02, 9 Block 83.02, Lots 46, 47 Block 35.02, Lots 1, 2, 8, 9 Block 35.03, Lots 12, 23, 24 Block 36.02, Lots 1, 2, 8.01, 8.02, 9.01, 9.02 Block 36.03, Lots 11.01, 11.02, 12, 23
C-1 to R-2	Block 37.02, Lots 1.01, 1.02, 2.01, 3.01, 3.02, 4.01, 4.02, 8, 9, 10, 11 Block 41.03, Lot 9 Block 45.02, Lots 1.01, 1.02, 2.01, 2.02, 8.01, 8.02, 9.01, 9.02 Block 45.03, Lots 11.01, 11.02, 11.03, 12.01, 12.02, 23, 24 Block 46.03, Lots 11.01, 11.02, 11.03, 11.04, 12.01, 12.02, 12.03, 12.04, 22.01, 22.02, 23.01, 23.02, 24.01, 24.02 Block 61.03, Lot 1
C-1 to SC	Block 61.03, Lots 20.01, 25.01
C-2 to R-2	Block 49.02, Lots 1.02, 2.03, 8, 9 Block 49.03, Lots 11.02, 12.02, 23, 24 Block 50.02, Lots 2, 8.01, 8.02, 9.01, 9.02, 9.03 Block 50.03, Lots 22.02, 23.01, 23.02, 939 Block 60.03, Lot 26.10 Block 61.03, Lot 26.09 Block 86.02, Lots 13.01, 13.02, 14.01, 14.02, 15, 16 Block 87.02, Lots 13.05, 14.03, 14.04
C-3 to C-1	Block 41.04, Lots 1, 2, 3.01
C-3 to R-2	Block 85.04, Lots 24.01, 24.02, 25, 26.01, 26.02 Block 88.03, Lots 1.02, 2, 2.01, 4.01, 4.02, 4.03, 4.04, 4.05, 5, 5.01 Block 89.03, Lots 26, 27, 28, 29, 30.01, 30.02, 31.01, 31.02
C-3 to C-3A	Block 38.06, Lots 1 - 22 Block 38.07, Lots 1 - 10.01 Block 39.06, Lots 1 - 22 Block 39.07, Lots 1 - 10 Block 40.07, Lots 1 - 10 Block 86.03, Lots 1.01, 1.02, 1.03, 2.01, 2.02, 3, 4, 5, 6, 18.01 Block 88.04, Lots 1.01, 1.02, 2.01, 2.02, 4.01 Block 89.03, Lots 8, 9, 10 Block 90.04, Lots 22, 23, 24

HOUSING

- 6. Housing Element and Fair Share Plan** – The City should complete and adopt an updated Housing Element and Fair Share Plan to both update their Master Plan and to comply with affordable housing obligations.

CIRCULATION AND PARKING

- 7. Trail System** - The Planning Board recommends that the City study the development of a trail system as a component of the City’s Pedestrian Circulation Plan.
- 8. Beach Access** - The City should continue its efforts to improve beach access and amenities including walk overs, restrooms, bike racks and kayak storage facilities. This should also include investigating and installing, where feasible on the North End, parking, restrooms and portable concessions improvements.
- 9. Bicycle Facilities** – The Planning Board recommends that a city-wide bicycle facilities plan including off-road routes be prepared. The City should also continue to work with Cape May County to plan and implement a County bike route.
- 10. Transit** – The City should continue working with the Sea Isle City Jitney Association to continue the successful program which has been established.
- 11. Multimodal Transportation Study** – The Planning Board recommends that the City should fund a comprehensive multimodal transportation study that addresses all transportation

modes, and the linkages between them and parking options including satellite lots and extended stay lots.

12. Traffic Safety – City should review and implement transportation safety measures including continuing the crosswalk painting program, to have the Police review problem intersection to improve visibility and to continue to promote the Police Public Safety Programs for pedestrian and bicyclists.

13. Parking

- **Satellite Lots** - Evaluate satellite/intercept parking lots (to be included in the proposed multimodal transportation study). Also extended stay and boat storage lots should be investigated.
- **Parking Survey** – A survey of off-street public lots should be made in the Summer 2016 to confirm utilization and update the 2015 Parking Survey. With this data, an assessment could then be made of the parking needs, especially in commercial areas.
- **Additional Public Parking Lots** - The City should consider constructing off-street public parking areas where land is available, where parking is identified at over-capacity. This would be based on the results of the updated Parking Survey mentioned above.
- **Parking Permits** – The City should vigorously publicize seasonal and weekly parking permits for residents and visitors to reduce on-street parking and to provide overnight spaces.

- **Changes in Parking Regulations** – The Planning Board recommends that the City amend parking standards for mixed use structures and for commercial uses in commercial zones as detailed in Table 16 and the parking standards for residential uses in residential zones as detailed in Table 17.
- **NJSIS Waiver** - The City should request a waiver from the State Residential Site Improvement Standard for the proposed amended parking standards for residential uses exceed the RSIS requirements.

14. Gateways – The City should work with Cape May County to implement plans to enhance JFK Boulevard Bridge gateway with signage, landscaping and other design elements.

15. Wayfinding Signage – The City should fund a wayfinding Signage Plan and with its completion fund the implementation of this plan. A Sea Isle City unique sign system will not only provide directions and market businesses and services and important City points of interest, but it would also help to ‘brand’ the City as a special destination.

Table 16 Proposed Parking Requirements for Mixed Use Structures and Commercial Uses in C Zones	
Residential Uses	
<1,500 sf	2 parking spaces
1,501 – 2,000 sf	3 parking spaces
>2,000	1 additional space for every 500 s.f.
Commercial Uses	
C-1,C-3, C-4 and C-5 Zones	Parking is not required
C-2 Zones	Require parking spaces for commercial uses
	Parking standards will depend on type of use; parking standards will depend upon use to be determined.

Table 17 Proposed Residential Parking Requirements	
<1000 sf	2 parking spaces
1,001-1,500 sf	3 parking spaces
1,501–2,200 sf	4 parking spaces
> 2,200 sf	1 parking spaces /500 sf

PARKS, RECREATION AND OPEN SPACE

- 16. Former Public School Building** – The Planning Board recommends that the City retain the property for recreation use. A professional facilities study should be done and should have high funding priority. The Planning Board also recommends that parking facilities for this recreation use be limited to the recreation use and that the property not be used as a public parking lot.
- 17. Old Fire House** – The Planning Board recommends that the City retain this site for recreation purposes to augment park facilities in area.
- 18. Dealy Field** – Working with the Recreation Committee, the City should prepare and fund plans for a kayak and paddle board launch and storage, a boardwalk over the bay area and educational nature trails in the Dealy Field area.
- 19. Fishing Piers** – The City should plan and fund for the extension of 59th Street fishing pier and investigate other areas along the bay for suitable piers.
- 20. Marina Park Amusement Site** - The City should put out another Expression of Interest to seek a use on this site that provides recreational opportunities for children.
- 21. 38th Street Marina** – The City should evaluate the bay front site between JFK Boulevard and 38th Street for development as a waterfront park and marina.

22. Kayak and Paddle Board Storage & Launch – The City should undertake a plan for kayak and paddle board storage and launch facilities in appropriate locations along bay and ocean front.

ECONOMIC DEVELOPMENT

23. City Business Assistance - A City Business Liaison should be designated that will work directly with the business community and the Chamber of Commerce Strategic Revitalization Committee (CCSRC). This individual could help to market the City, through webpage displays, arranging events in coordination with the City’s marketing program, engaging business leads and providing City information and contacts.

24. Sidewalk Use Regulations - City should review sidewalk use regulations to encourage other appropriate uses, where in addition to restaurant uses, while ensuring that there is sufficient space for pedestrians.

25. Expanded Outdoor Business Activity - The City should review its regulations for outdoor activities to encourage more outdoor business activity to expand ‘street life’. Other sidewalk uses and vendors should be considered.

26. Kiosks - The City should consider permitting kiosks at the far end of the Marina (subject to Green Acres rules), near the Spinnaker Condos area near the Promenade and other locations should be considered as well.

27. Coordination with County Tourism – City should continue this effort to market the City’s activities together with the County Tourism office.

28. Expanded Events – City should promote public events at many locations to expand the reach and provide more visitor traffic and increase business opportunities such as the 63rd Street area/Dealy Field area or at the Marina.

29. Façade Upgrades - City should consider funding improved commercial signage and other façade improvements to upgrade the commercial streetscape. The City could establish a volunteer Design Committee to work with business owners on façade improvements. Funding options would need to be considered, such as through a percentage of the mercantile license fee being set-aside for façade or streetscape upgrades.

STORMWATER MANAGEMENT

30. Bay Flooding Solutions Plan – The Planning Board strongly supports the priority for the City to address bay flooding and pursue planning and funding for the required infrastructure.

The City should work with the Federal and State governments to address bay flooding solutions. This should be an expedited effort to address future flooding. Some possible options identified were a breakwater parallel to the beach along the entire Ludlam Island and a dike along the bayfront. These and other options need to be thoroughly investigated.

31. Comprehensive Flood Control Plan - The City should implement a comprehensive Flood Control Plan in partnership with the County to address flooding issues. The City should initially prepare a flood area study which will:

- Identify all flooding areas in the entire City and break down into drainage basins
- Assess likely causes for flooding
- Identify responsible party
- Identify possible solutions
- Require public education program

32. All Hazards Mitigation Plan - The City should continue to implement the necessary provisions of All Hazards Mitigation Plan.

33. Strategic Recovery Plan – City should work with County to address projects identified in the County Strategic Recovery Plan. There are a number of Recovery Projects which are relevant for Sea Isle City. Some projects are already underway in the City, such as beach and dune replenishment. Others should be reviewed and pursued as needed. These include, but are not limited to the following:

- Support retrofitting or relocation of structures located in hazard-prone areas.
- Promote municipal participation in incentive based programs, such as NFPA Firewise Program and others.
- Address flooding issues on County roadways.
- Obtain backup power to ensure continuity of operations for stormwater, wastewater, public potable water, pumping stations, etc. (*The new City Hall is equipped with emergency generators.*)
- County to work with municipalities and property owners to assess vulnerability to wind damage.
- County to support municipalities in the update of local Stormwater Master Plan

The City should work with the County to address these projects to ensure storm resiliency.

BEACH NOURISHMENT PROJECT

- 34.** The current Beach Nourishment Project was unanimously considered to be a good project to protect the City from flooding. The Planning Board recommends that elevated platforms be constructed over the sand dune to allow people to view the ocean since the elevation of the sand dune is now higher than the Promenade. These platforms would be primarily for people who do not go to the beach such as elderly people and/or disabled people.

UTILITY INFRASTRUCTURE

- 35. Wastewater Management Plan –** City should continue to work with Cape May County to finalize and adopt the Water Quality Management Plan.
- 36. Water Service -** City should implement the Enhanced Water Conservation Plan and provide public education accordingly.

RECYCLING

- 37.** The City should continue to work to expand its efforts to meet recycling goals and to provide a public education program especially for summer visitors.

CONSERVATION OF NATURAL RESOURCES

- 38. Sustainable Development** – The Planning Board recommends that the City should join Sustainable Jersey and achieve certification working with the Environmental Commission on this effort.
- 39. Natural Resources Inventory** – Planning Board should adopt NRI as a component of the 2016 MPR.
- 40. Community Forestry Management Plan**
- The City should continue to implement the activities of CFMP with the City’s DPW working directly with the Shade Tree Committee and cooperatively with the Environmental Commission.
 - The CFMP should be adopted as an element of the 2016 MPR.
- 41. Beach Management Plan**
- The City should continue to implement the procedures of Beach Management Plan working cooperatively with the state and federal agencies to provide long term protection and recovery of species populations in the City, while balancing conflicting agency missions.
 - Dune Plantings – The City should review with the cooperative agency partners, the use of alternative plant species appropriate to the sand dunes, in addition to the beach grass.
- 42. Energy Conservation** – The City should continue to promote use of high energy efficiency material in buildings and equipment and

should join the Sustainable Jersey to support energy conservation efforts.

REDEVELOPMENT PLANS

Under N.J.S. A.40:55D-89e. *The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the “Local Redevelopment and Housing Plan,” P.:L.1992, c.79 (C.40A:12A-1 et al.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.* No redevelopment plans are recommended at this time.

APPENDIX

- Map 1 - Existing Land Use
- Map 2 - Existing Land Use/Land Cover
- Map 3 - Existing Zoning
- Map 4 - Proposed Rezoning
- Map 5 - Proposed Rezoning
- Map 6 - Proposed Rezoning
- Map 7 - Proposed Rezoning
- Map 8 - Proposed Rezoning
- Map 9 - Proposed Rezoning
- Map 10 – Proposed Zoning
- Map 11 - Recreation & Open Space
- Map 12 – FEMA Preliminary Flood Hazard Areas

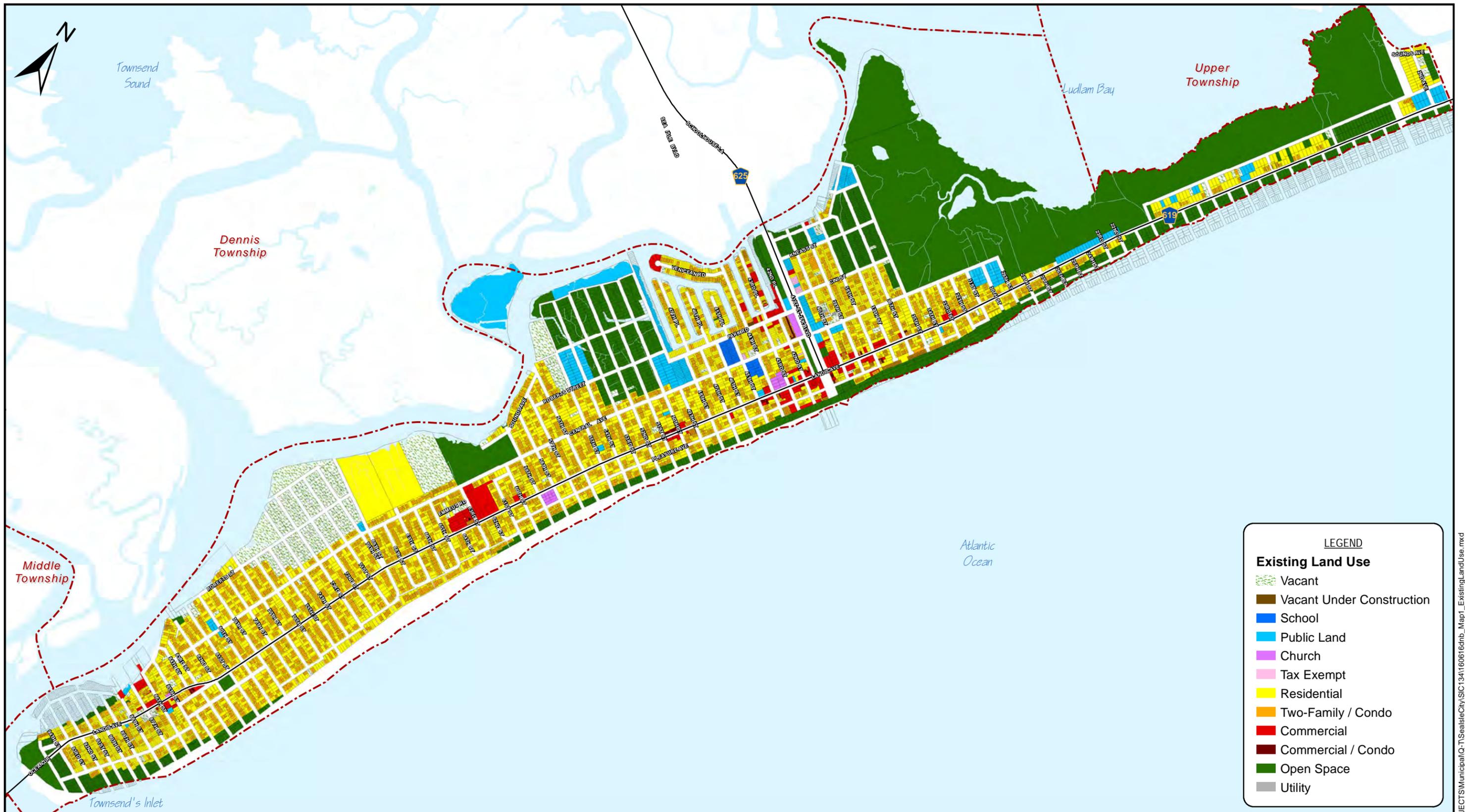
Sea Isle City Master Plan Reexamination Survey Summary, dated September 2015

Memorandum 2015 Parking Survey, prepared by Marcia R. Shiffman, PP, AICP, LLA, dated January 16, 2016

Community Forestry Management Plan, prepared for the City of Sea Isle City, prepared by The Lomax Consulting Group, dated April 2013

Natural Resources Inventory, City of Sea Isle City, Cape May County, New Jersey, prepared by Maser Consulting, PA, dated February 2007

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Map 1

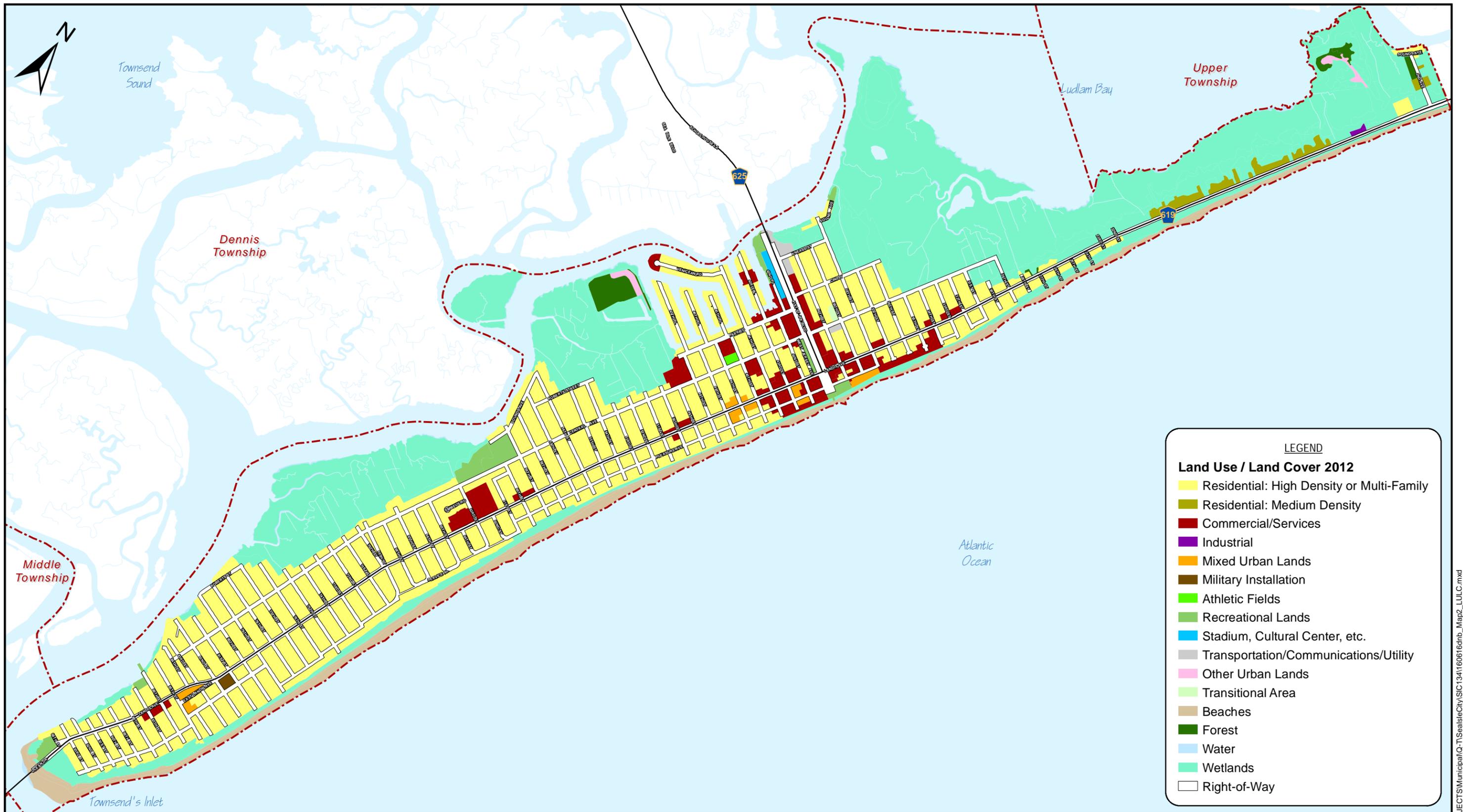
Existing Land Use

Sea Isle City

County of Cape May, New Jersey



June 2016



LEGEND

Land Use / Land Cover 2012

- Residential: High Density or Multi-Family
- Residential: Medium Density
- Commercial/Services
- Industrial
- Mixed Urban Lands
- Military Installation
- Athletic Fields
- Recreational Lands
- Stadium, Cultural Center, etc.
- Transportation/Communications/Utility
- Other Urban Lands
- Transitional Area
- Beaches
- Forest
- Water
- Wetlands
- Right-of-Way

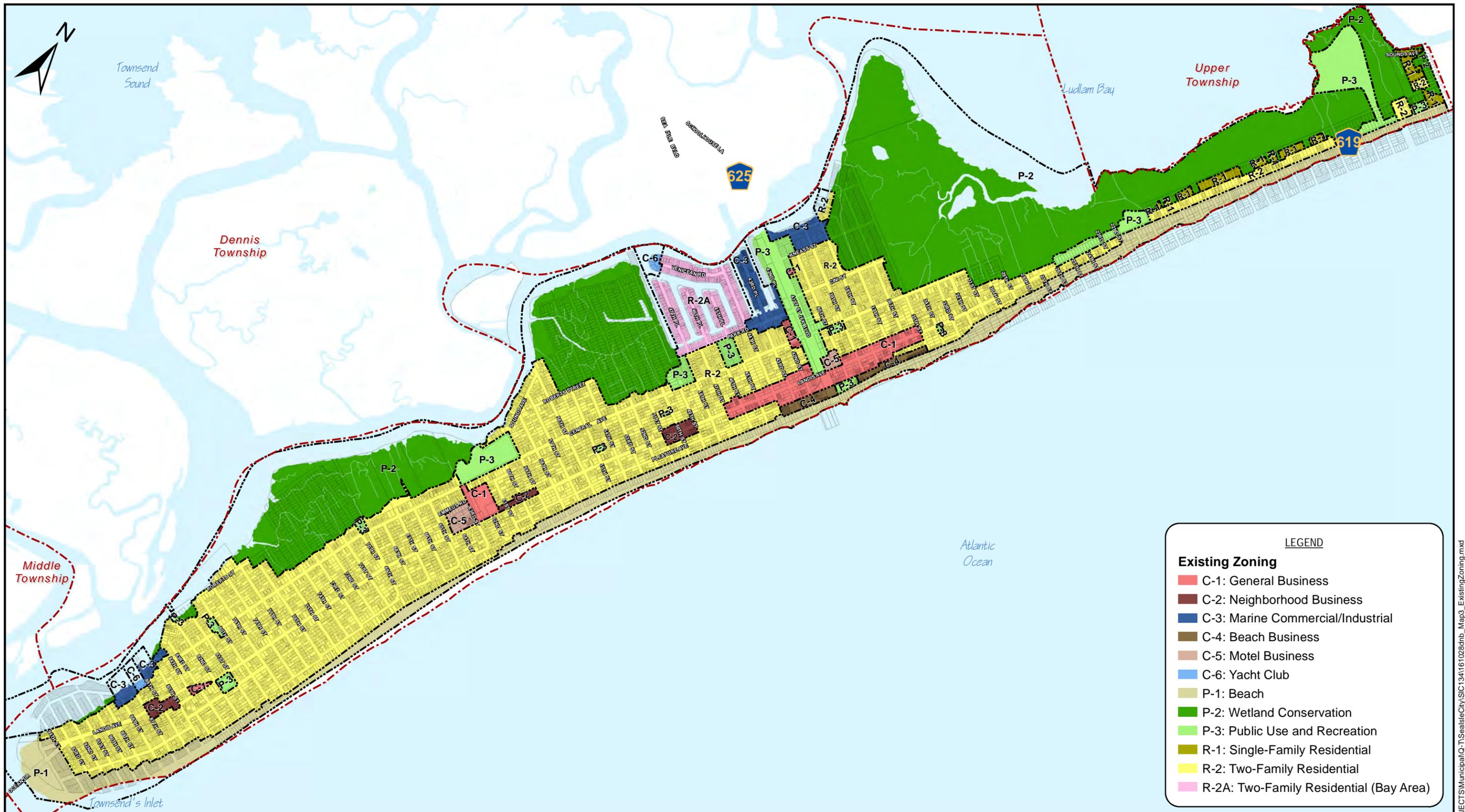


Map 2
Land Use / Land Cover
 Sea Isle City
 County of Cape May, New Jersey



June 2016

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LEGEND

Existing Zoning

- C-1: General Business
- C-2: Neighborhood Business
- C-3: Marine Commercial/Industrial
- C-4: Beach Business
- C-5: Motel Business
- C-6: Yacht Club
- P-1: Beach
- P-2: Wetland Conservation
- P-3: Public Use and Recreation
- R-1: Single-Family Residential
- R-2: Two-Family Residential
- R-2A: Two-Family Residential (Bay Area)



Map 3
Existing Zoning
 Sea Isle City
 County of Cape May, New Jersey



October 2016

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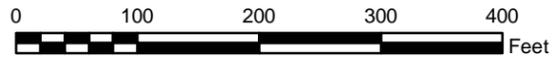


LEGEND

-  Proposed Zoning Changes
-  Existing Zone Boundary

Existing Land Use

-  Vacant
-  Public Land
-  Residential
-  Two-Family / Condo
-  Commercial
-  Commercial / Condo
-  Open Space



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Map 4
Proposed Rezoning
 Sea Isle City
 County of Cape May, New Jersey



October 2016

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LEGEND

- Proposed Zoning Changes
- Existing Zone Boundary

Existing Land Use

- Vacant
- Vacant Under Construction
- School
- Public Land
- Church
- Tax Exempt
- Residential
- Two-Family / Condo
- Commercial
- Commercial / Condo
- Open Space
- Utility



Map 5
Proposed Rezoning
 Sea Isle City
 County of Cape May, New Jersey



October 2016

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LEGEND

-  Proposed Zoning Changes
-  Existing Zone Boundary
- Existing Land Use**
-  Vacant
-  School
-  Public Land
-  Residential
-  Two-Family / Condo
-  Commercial
-  Commercial / Condo
-  Open Space



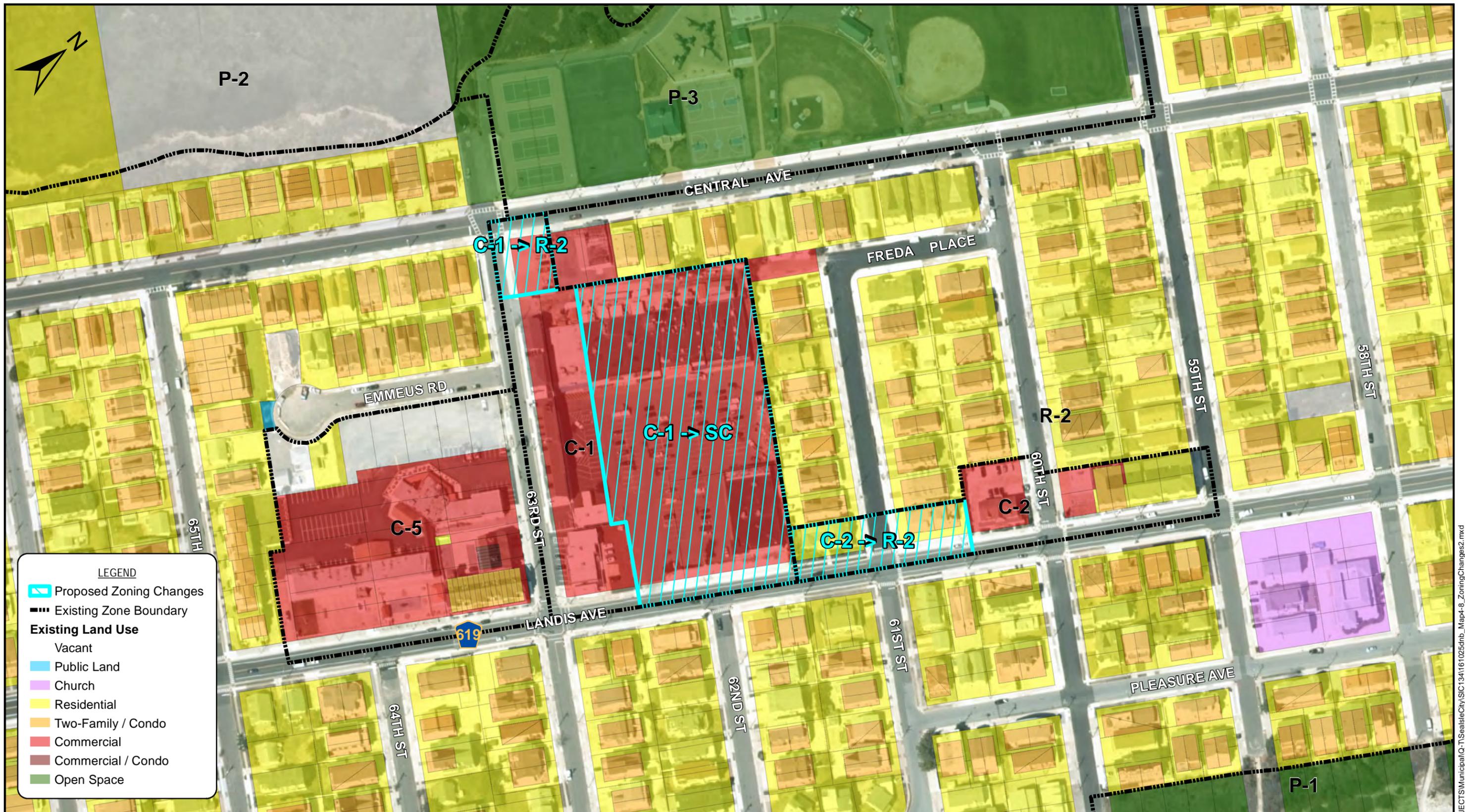
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Map 6
Proposed Rezoning
 Sea Isle City
 County of Cape May, New Jersey



October 2016

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LEGEND

- Proposed Zoning Changes
- Existing Zone Boundary

Existing Land Use

- Vacant
- Public Land
- Church
- Residential
- Two-Family / Condo
- Commercial
- Commercial / Condo
- Open Space



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Map 7
Proposed Rezoning
 Sea Isle City
 County of Cape May, New Jersey



October 2016



LEGEND

- Proposed Zoning Changes
- Existing Zone Boundary

Existing Land Use

- Vacant
- Public Land
- Church
- Residential
- Two-Family / Condo
- Commercial
- Commercial / Condo
- Open Space



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Map 8
Proposed Rezoning
 Sea Isle City
 County of Cape May, New Jersey



October 2016

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LEGEND

- Proposed Zoning Changes
- Existing Land Use**
- Vacant
- Public Land
- Residential
- Two-Family / Condo
- Commercial
- Open Space



Map 9
Proposed Rezoning
 Sea Isle City
 County of Cape May, New Jersey



October 2016

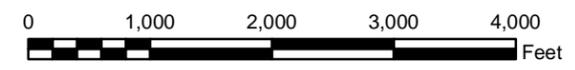
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LEGEND

Proposed Zoning

- C-1: General Business
- C-2: Neighborhood Business
- C-3: Marine Commercial/Industrial
- C-3A: Marina
- C-4: Beach Business
- C-5: Motel Business
- C-6: Yacht Club
- SC: Shopping Center
- P-1: Beach
- P-2: Wetland Conservation
- P-3: Public Use and Recreation
- R-1: Single-Family Residential
- R-2: Two-Family Residential
- R-2A: Two-Family Residential (Bay Area)



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Map 10 Proposed Zoning Sea Isle City County of Cape May, New Jersey



October 2016

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LEGEND

Recreation & Open Space Inventory

Developed and Partially Developed

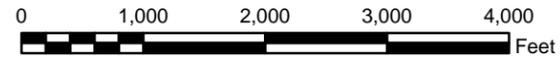
- 59th Street Fishing Pier
- 85th Street Playground
- Dealy Recreation Center
- Excursion Park (Cospar Acquisition)
- Veterans Memorial Park (JFK Blvd Park)
- SIC Community (Mini Park)
- SIC Marina Recreational
- Townsend's Inlet Waterfront Park

Undeveloped

- Beach, Dunes, Uplands & Promenade Lands
- SIC Promenade
- Wetlands

Recreation Facilities Not Listed on the ROSI

- Former Public School
- Library Park
- Welcome Center / Community Lodge

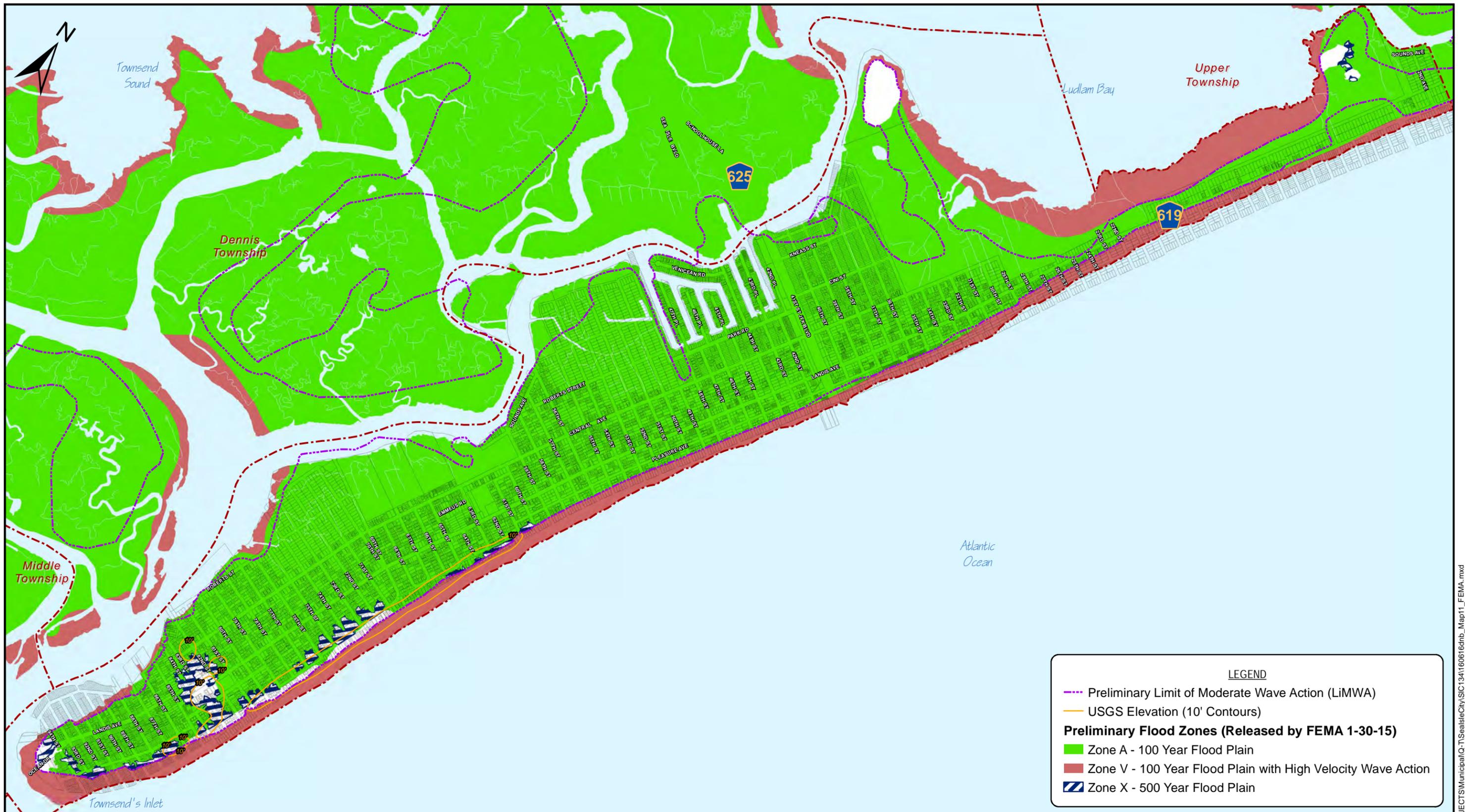


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Map 11
Recreation & Open Space
 Sea Isle City
 County of Cape May, New Jersey



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LEGEND

- Preliminary Limit of Moderate Wave Action (LiMWA)
- USGS Elevation (10' Contours)
- Preliminary Flood Zones (Released by FEMA 1-30-15)**
- Zone A - 100 Year Flood Plain
- Zone V - 100 Year Flood Plain with High Velocity Wave Action
- Zone X - 500 Year Flood Plain



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Map 12
FEMA Preliminary Flood Hazard Areas
 Sea Isle City
 County of Cape May, New Jersey



June 2016