

# LAND USE IN THE BOROUGH OF SURF CITY



# The Master Plan

- Written – December 20, 1978
  - Re-examined
    - 1995
    - 2002
    - 2009



A guide to decision making as it encompasses both short and long range general applications of borough goals and objectives.

- Outlines a plan for continued orderly development of the community
- Identifies existing conditions in the borough at the time it was written/re-examined.
  - Demographics of the borough
  - Conditions in the borough to maintain
  - Conditions which need to be changed.
- Mandated by State statute
- Defines/identifies specific areas of the borough
- Serves as the foundation on which development ordinances are based
  - Site plan
  - Zoning
  - Sub-division



# The elements of the Master Plan

- Land use Plan
- Housing Plan
  - Mt. Laurel Decision
    - COAH
- Stormwater Management Plan
- Recycling Element
- Conservation Plan
- Environmental Commission
- Recreation



# Land Use and Zoning Ordinances

- Based on the Master Plan
- Developed and established by the governing body
- Land-use/planning ordinances
  - Chapter 29 in the Revised General Ordinances of the Borough of Surf City, Subdivisions
    - Purpose is to provide rules, regulations and standards to guide land subdivision in Surf City
  - More general, future ordinances
  - Looks at overall picture of development in the borough
    - Improvements
      - Curbs, sidewalks, signs utility mains
    - Design Standards
    - Streets, blocks, lots, public use and service areas



# Zoning Ordinances

- More specific in detail
- Chapter 30 in the Revised General Ordinances of the Borough of Surf City, Zoning.
  - The purpose is to protect and encourage the most appropriate use of land; to lessen congestion in the streets; to secure safety from the dangers of fire, panic and other dangers; to insure the provision of adequate light, air and amenity; to prevent undue concentration of population and the overcrowding of land; to conserve the value of property; and to promote the health, safety, welfare and convenience of the community.



# Site Plans

- Chapter 28 in the Revised General Ordinances of the Borough of Surf City, Site Plan Review
- What are they?
  - Defined by N.J.S. 40:55D-7
    - Means a development plan of one or more lots on which is shown:
      - The existing and proposed conditions of the lot
      - The location of all existing and proposed buildings, drives, parking spaces, walkways,, means if ingress and egress, drainage facilities, utility services, landscaping, structures and signs, lighting, screening devices and,
      - Any other information that may be reasonably required in order to make an informed determination pursuant to an ordinance requiring review and approval of site plans by the planning board
  - Prepared by duly certified Land Surveyors or Engineers



# **SURF CITY**

# **MASTER PLAN**



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## INTRODUCTION

This Master Plan Study is the culmination of intensive study and research, ranging over many months and involving input from state, county, and surrounding municipalities. The study takes into account the varying interests of much interest of many diverse groups and presents the finest synthesis of these interests fitted into a framework that demands growth, requires intelligent application, and admits to a dream for the future. The proposed plan herein is not a blueprint but a screen held over the land through which descend the best, the most advantageous, and the most practical solutions to the problems facing us all.

Growth may be inevitable and desirable but only insofar as our original dreams remain within our grasp. In the last quarter of the twentieth century, we are finally becoming aware of the limits of our power to extend our grasp; we are becoming aware that the land must work with us, not for us to answer our intentions. This realization is perhaps the single most important aspect of our time and the effects of this realization will be felt for the next century and beyond. We must plan for the future; we must make the decisions now that will guide growth and development that will change the face of the land we leave to our children.



In keeping with this planning concept, the nation has made the decision to plan for energy usage in the future. Individuals have also become energy conscious when we insulate our homes, drive smaller, cleaner (and more expensive) cars, build sewer plants--all are methods of implementing that decision. The price is huge in personal and community costs, yet the returns are greater; our dreams demand that we prepare for the future. The tomorrow we leave our children depends on our decisions and actions today. The plan delineates our dreams, clarifies our problems and demonstrates what actions we shall take.



## **INTENT OF THE PLAN**

The Comprehensive Plan is a statement of policy to guide the future physical development of the borough. It consists of combination of both text and illustrative maps. The Plan will serve as a guide to decision -making as it encompasses both short and long -range general applications of the borough goals and objectives. Planning on long-range basis is of vital importance because today's decisions will affect development occurring for the next several decades. As conditions change, the comprehensive Plan must be general in presentation and considered as a guiding policy statement rather than a literal direction. By it's generality, it achieves a desirable measure of flexibility and resiliency which permits it to retain it's guiding function even as building and development methods change. To maintain it's vitality, however, it is necessary that the Plan be frequently reviewed. After adoption, and when needed, it should be updated to continually reflect changes in borough goals, objectives and new development.

## **ADVANTAGES OF A COMPREHENSIVE PLAN**

A Comprehensive Plan for the borough Of Surf City can help guide day-to day and long range activities in the following ways:

1. By dealing with minor problems so that they do not become major problems in the future;
2. By making the most of the recognized opportunities for a better borough in the years ahead;



3. By limiting the impact of change which can be foreseen and which will occur in the future.
4. By guiding the shape of the new development within the image of the boroughs stated objectives;
5. By stabilizing public and private investment values in land for future years through the borough's stated direction, and;
6. By guiding both public and private action to save money time and effort.

The shot-range and long -range aims of having a plan are to make the Borough of Surf City a better place in which to live.



**OBJECTIVES, PRINCIPLES  
AND ASSUMPTIONS**

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## GOALS OF THE BOROUGH COMPREHENSIVE PLAN

Surf City will be the result of the goals and objectives determined now and instituted as policy through adoption of the Comprehensive Plan and Development controls. For this reason, the policies adopted by the Borough must reflect both residents' desires for the community development and the necessary future requirements of the Borough as demonstrated by Master Plan base studies. By creating a balance of needs with the land use proposals within a compatible framework, goals become both meaningful and feasible. More importantly, the borough becomes aware of a desirable future course at which point practical policies for guiding development can be determined and **THE BOROUGH BECOMES THE MASTER OF ITS OWN DESTINY.**

To implement the ideals established in future growth policies, specific recommendations and stated intents have been developed --some within the present capability of Borough government, some to be implemented later.

**GOAL** *Past development in the borough has produced the kind of residential environment that the residents enjoy, and for which many moved into Beach Haven. It is recognized that future growth of residential areas will not be the same as past growth; however, every effort will be made to maintain the character of the Borough which has made it a desirable place to live while, at the same time, provided encouragement for well-planned residential expansion.*

## OBJECTIVES

1. The desirable residential character of the Borough has developed to great degree because of the almost exclusive use of single-family housing for both permanent and seasonal residences. That scale of development is pleasant and readily accepted by the majority of residents. The design of the future development should



Development should attempt to preserve the same density or preferably a lower density deviation from the present single dwelling unit character of building.

2. While the development of much of the housing in the Borough has very effectively served its intended purpose over the past fifty to sixty years, development standards for future housing will require a higher standard of development and construction. The era of a part-time summer house has ended. This change in use creates the need for upgraded requirements for development for both new and older housing.

3. Residential areas will be encouraged to develop a high degree of maintenance for existing homes. Houses which may become substandard will be required to be rehabilitated to standard conditions through the regulations of the Borough codes. Continuing observations will be made of housing in high density areas to prevent the onset of deterioration. The conservation of older residential areas will be actively encouraged in order to maintain an attractive and healthy environment. Building deterioration places a heavy tax burden upon all of the residents of the Borough and cannot morally or financially be tolerated.

4. All housing construction, whether for seasonal or permanent occupancy, shall comply with the state construction regulations including structural requirements and all electrical and mechanical systems.

**GOAL** *The Borough will encourage an increasingly better quality of housing for its residents. Encouragement shall be given to builders and developers to try new housing types, methods and materials. Construction codes and control of housing quality should be used to preserve and enhance the quality of the housing.*

### **OBJECTIVES**

1. The Comprehensive Plan and the Borough zoning ordinance will provide areas where different densities of housing can be built to satisfy varying age and income groups within the community.



2. In areas where development is expected, regulations controlling development and providing guidelines encouraging high site design, types of housing, land use, density of development, access and compatibility with adjacent existing and proposed.

**GOAL** *The Borough realizes the importance of protecting the estuarine or wetlands area for the protection of the Borough and the continuing vitality of many forms of marine life. The Borough will cooperate with the state of New Jersey in determining areas which should be removed from the estuarine lands as feasible without adversely affecting the fragile wetlands ecology.*

### **OBJECTIVES**

1. The Wetlands are recognized and an integral part of life in the Borough, and provide an important element in the Borough's image and appearance. Because of the physical heritage that the wetlands provide in the appearance and activity of the borough, they will become an important element in the development of the Comprehensive Plan.

**GOAL** *Areas of unique natural beauty should be preserved for benefit of not only the residents of the Borough, but of the County and state as well. The borough will encourage the preservation of the key areas for future park and recreational development in order to maintain the present attractive open character of the Borough.*

### **OBJECTIVES**

1. Preservation of selected open spaces will be actively sought through investigation of programs available to provide aid in open space acquisition. Programs for land preservation within the Borough will be coordinated with objectives of larger planning and municipal units of government, including the Ocean County Planning Board and the State of New Jersey.



2. Valuable recreational open spaces will be acquired through outright purchase, easement purchase or other acquisition arrangements wherever possible and ahead of the time when the area will be critically needed, in order to acquire the property at a cost which is advantageous to the Borough. Pre-need acquisition will be used wherever feasible.

**GOAL** *The Borough will actively encourage expansion and improvement of existing business as well as attempt to attract new business uses into planned areas, especially adjacent to compatible use areas.*

### **OBJECTIVES**

1. The expansions of existing business and the attraction of new business should be encouraged to provide local opportunities for an expanding resident population. Planned and properly protected business development should be encouraged to help create and maintain an attractive, harmonious, and economically vigorous community.

2. Areas suitable for business uses should be initially determined and periodically reviewed within the context of the Comprehensive Plan and Zoning ordinance. Areas suitable for future development of a residential or non residential natural will not be prematurely zoned for such use even though such use may be indicated in the twenty-year Comprehensive Plan.

**GOAL** *The major traffic artery traversing the Borough has a primary function which is to move traffic within and beyond the Borough. All activities of the major highway system relating to private property are secondary.*



## **OBJECTIVES**

1. Arterial streets shall, wherever feasible, be kept free of conflicting traffic movements, congestion and improper use. Strip development of commercial uses shall be discouraged wherever they would adversely affect traffic and/or create improper development of the Borough. Within the borough, non-residential development will be discouraged except in areas and in ways it can beneficially serve the majority of residents. Planned commercial uses in particular will be encouraged to locate in a central Commercial district rather than as a strip development.
2. The development of marine and commercial uses should be carefully reviewed when proposed, prior to development, in order to avoid creating conflict with traffic ways.

## **GENERAL OBJECTIVES FOR THE DEVELOPMENT AND IMPLEMENTATION OF THE COMPREHENSIVE PLAN**

1. The Borough should continue and increase coordination of its planning program with the Ocean County Planning Board and surrounding municipalities. Such coordination will facilitate the most feasible development of the areas physical and social objectives in conjunction with those of the county. Decisions affecting local growth will, more and more, be affected by decisions made on a higher than municipal level. It is imperative therefore, that Surf City assumes a positions knowledgeable participation. Local interest should be safe-guarded by establishing local goals, objectives and policies which will direct local growth. These should be regularly reviewed and updated.
2. Residents of the Borough should have a variety of goods, services, and facilities readily accessible. The elements of the total environment become accessible only if they are logically placed in proper relationship to the present and future development of the surrounding area. Incompatible land uses cause deterioration and lower property values, but may prevent the concentration of goods and services which should greatly benefit all of the Borough residents. Poorly located business and residences can greatly and adversely affect one another's proper function.



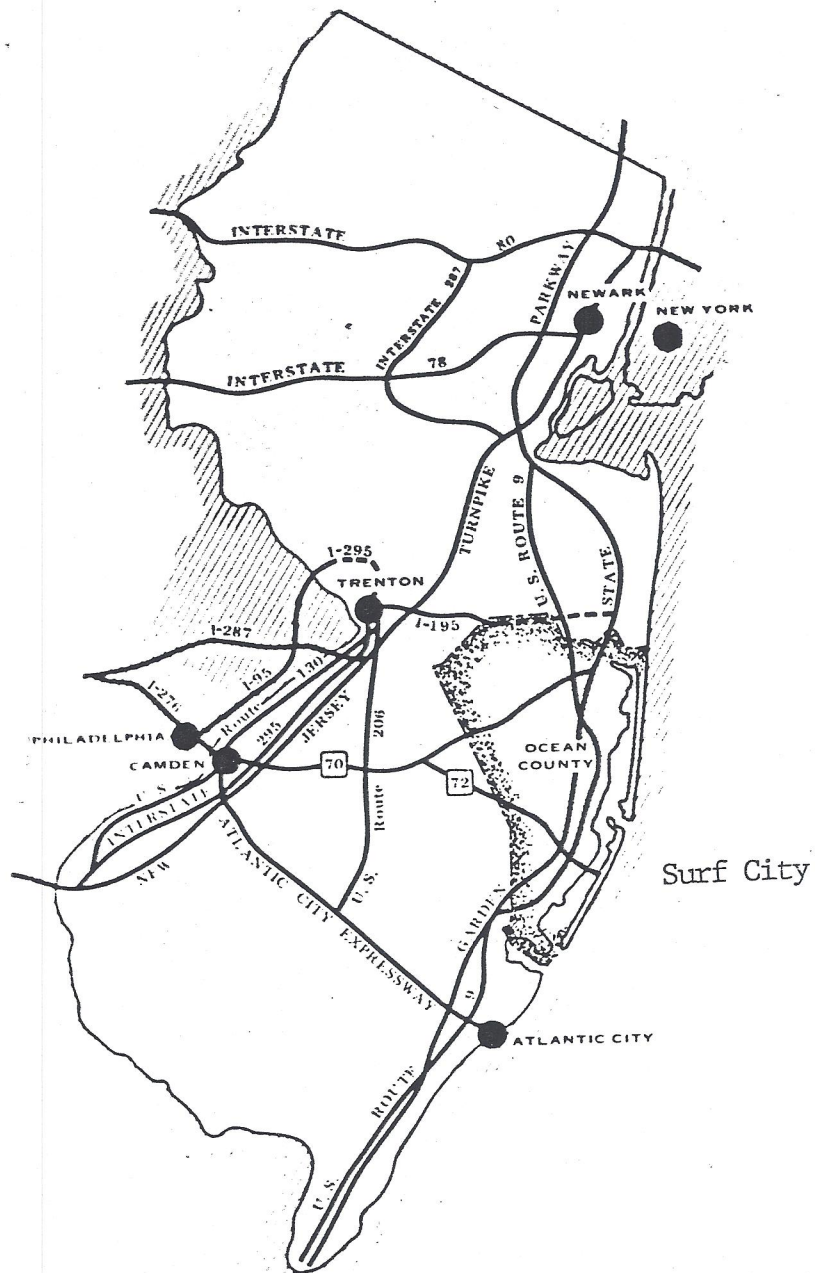
**MASTER PLAN AND ZONING  
COMPRASION  
WITH  
LOCAL, COUNTY AND STATE EFFORTS**

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## REGIONAL LOCATION





## **RELATIONSHIP TO OTHER PLANS AND EFFORTS**

New Jersey Land Use Law requires that the Master Plan address plans and schemes of other municipalities and regions. This is an effort in ensuring compatibility with the works of others and is designed to lessen conflicts of growth.

The Borough of Ship Bottom at present does not have an existing Master Plan. However, it currently has under way a series of studies which will culminate in a document to become its Master Plan.

The Borough of Ship bottom posses the only East-West Traffic artery connecting Long Beach Island with the Mainland as such, the borough of Surf City is dependent upon the activities and movements along this major traffic artery. Development along the artery has been predominantly commercial with few residences constructed nearby. With the importance of the artery, it does not seems conceivable that residential development or larger-scale commercial development which could possibly restrict traffic flows will occur; however, it must be borne in mind that the Ocean County Concept Plan does specifically designate this intersection as being a commercial center for all the residents of Long Beach Island.

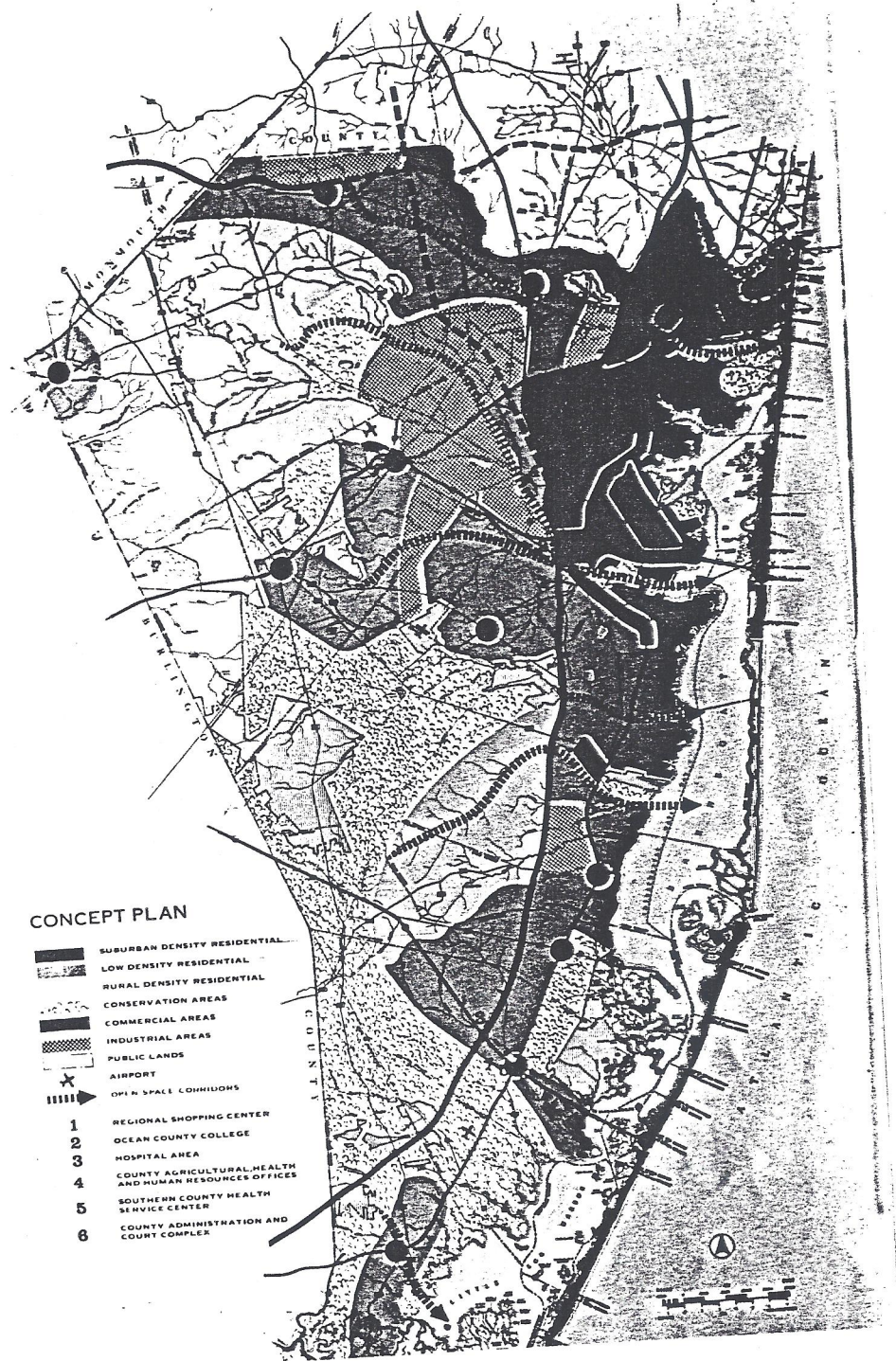


Long Beach Township currently has a Master plan in force which was adopted in 1965 and prepared by E. Eugene Oross and Associates. At the present moment, this Master Plan is being updated and revised by Charles Mackie and Associates of Barnegat. However, for the area in question, it appears that no significant changes will be made to the current existing plan.

The plan of Long Beach Township indicates that those section of the Township known as Loveladies would be designated as a low density residential area. By definition, low density areas are sections where large lot sizes prevail, normally being one-quarter acre or larger. The Density there would be four dwelling units per acre or less.

Current zoning of Long Beach Township , however, indicates that Loveladies is designated R-20--Single Family Residential-- thereby providing for somewhat smaller lot size and although similar, the Master Plan does not make provision for Two-Family Residential; therefore, a conflict between the zoning ordinance and the Master Plan exists.





The Ocean County Concept Plan is concerned with the distribution of the density for new development as well as land which is purposed for conservation or preservation. Essentially four densities were proposed for residential use: conservation, rural, low-density, and suburban-density with the latter two being located in those areas which has sewers or are currently planned for sewers. The distribution area of the coastal beaches i.e. Long Beach Island and the peninsula from Island Beach to Point Pleasant are designed for suburban and low-density development.





*"Suburban areas include the oldest built-up communities in the county and several of the Boroughs on the coastal beaches which were intensely developed. Most of the suburban-density areas are proposed in areas which have access to major North-South, with East-West crossings of the Bay. (Ship Bottom)*

*Low-density, residential areas are primarily located on the coastal beaches, the corridor between the Garden State Parkway and the coastal wetlands and East-West corridor I-195 in the Northern section of the county.*

*Coastal resort commercial development along the coastal beaches has traditionally occurred as a scattered strip. This tradition is not likely to be reversed, nor is it necessary to do so. The narrow width of the coastal beach community suggests a strip commercial development as an optimal form for resort and demand. However, the length of each commercial strip should be defined and interrupted by residential development through control of the municipal zoning. Small shopping plazas should be encouraged to cluster compatible retail uses and provide for adequate off-street parking."*

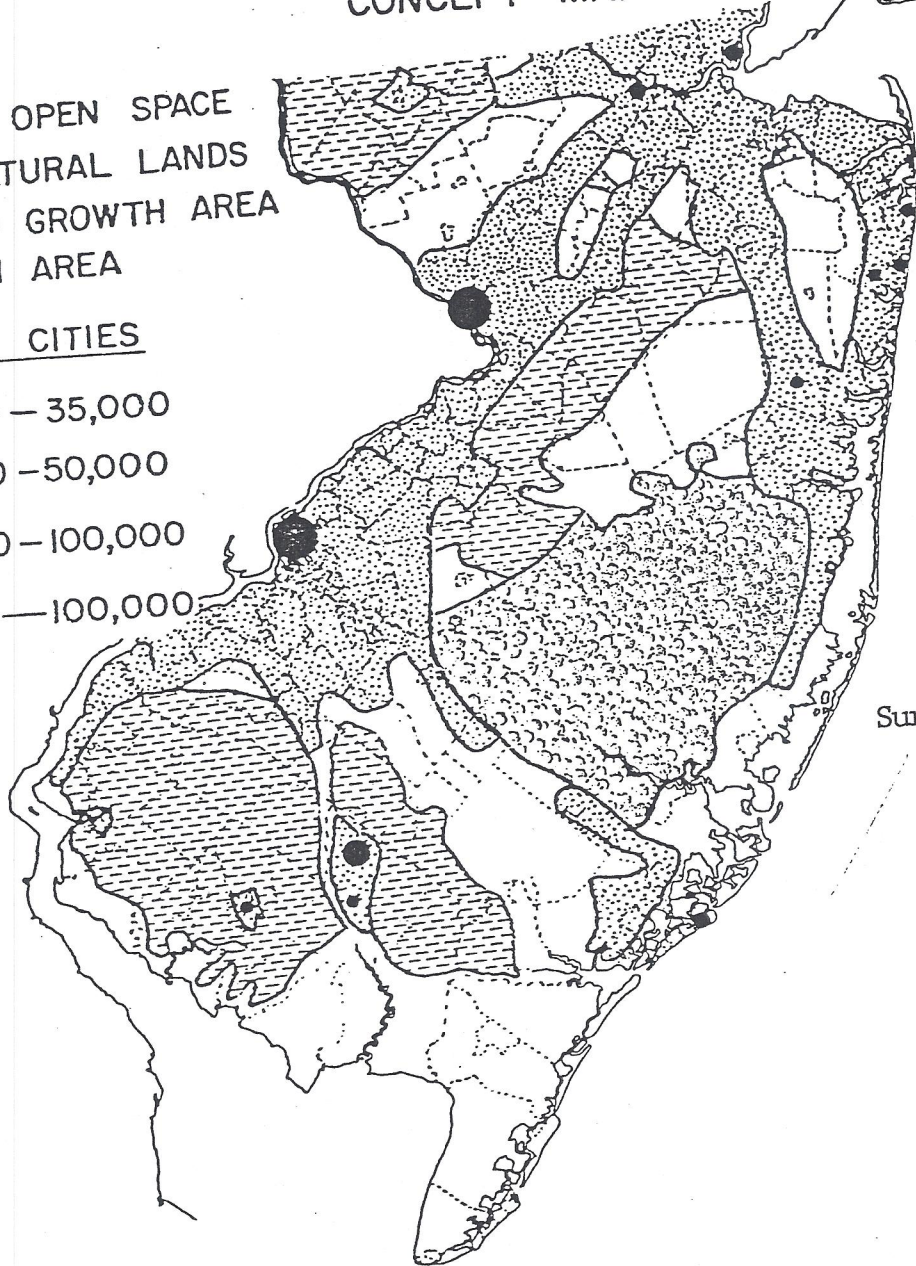


# STATE DEVELOPMENT GUIDE PLAN CONCEPT MAP

-  PUBLIC OPEN SPACE
-  AGRICULTURAL LANDS
-  LIMITED GROWTH AREA
-  GROWTH AREA

## URBAN CITIES

- — 10,000 — 35,000
- — 35,000 — 50,000
- — 50,000 — 100,000
- — OVER — 100,000



Surf City

The State of New Jersey in its State Development Guide Plan, designates the area extending to Tuckerton as being in the Parkway-Route 9 growth corridor; however, they exclude Long Beach Island as a developing or developed area. In essence, the Island falls within the Urban Community Classification density; however, the state's guide plan considers it to be of a limited growth potential.

## **TRANSPORTATION**

***December 20, 1978***

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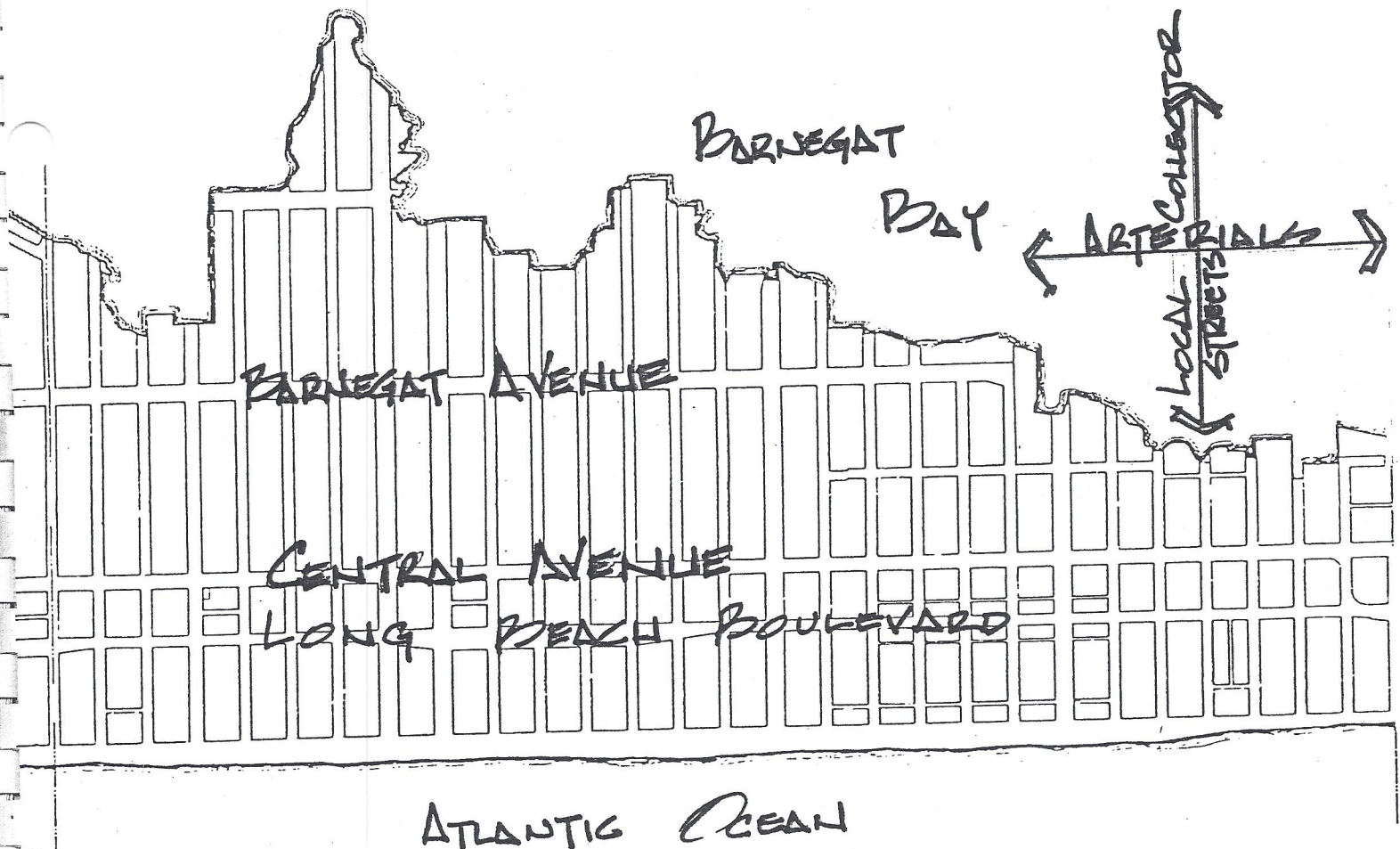
## TRANSPORTATION

Within the Borough of Surf City, street right-of-ways account for approximately one-hundred acres of land, or nearly one-third of the Borough's total land area. Obviously the importance of streets cannot be minimized, especially for a resort oriented community like Surf City.

There are four primary functions of a street system:

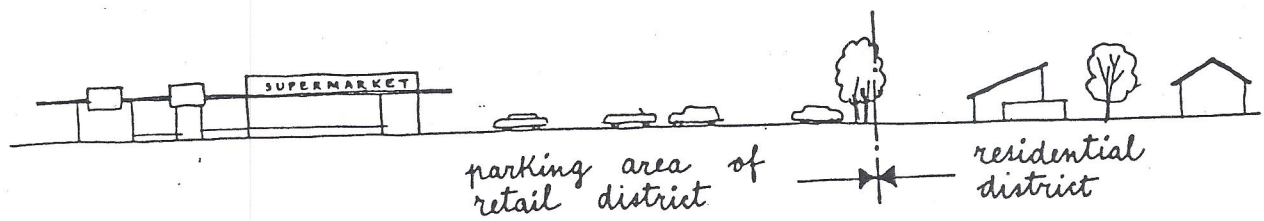
1. to move people and goods;
2. provide access to individual properties;
3. offer provisions of light and ventilation;
4. allow for utilities.

Surf City's street system is generally termed as a grid iron consisting of three major traffic carrying roads; Barnegat Avenue, Central Avenue and Long Beach Boulevard. These roads lie in a North-South direction with local streets at right angles thereto.



Traffic in Surf City follows a relatively simple and unencumbered pattern. Vehicles using the Northern portion of the Island will turn right on 24th Street thence left on Central Avenue until reaching Ship Bottom; whereas, traffic heading North has the opportunity of traveling along Barnegat, Central or Long Beach Boulevard in order to reach residences and facilities further North. All cross streets with the exception of those from 18th Street northward have the option of traveling on one of the major North-South roads in order to circumvent traffic hazards and/or congestion.

During the winter, traffic congestion does not provide a significant problem; however, in the summer the contrary is the case in that with the influx of summer residents, their guests' and vacationers' road ways are quickly consumed by parked vehicles. In as much as land is a premium, little if anything can be accomplished in order to alleviate the situation other than outright purchase by the Borough of Surf City for parking space acquisition or encouragement of businesses to provide adequate on-site or adjacent parking.



Commensurate with summer traffic and congestive parking lies the pedestrian hazard. In as much as the Borough of Surf City is, in essence, narrow, land owners and summer time residents have a tendency to walk from the Bay to the Ocean rather than have to try and find parking spaces unnecessarily. Therefore, they must of necessity walk within the right-of-way which enhances prospect of personal injury caused by vehicle accidents. Where ever possible, sidewalks should be constructed for pedestrian and vehicular safety.

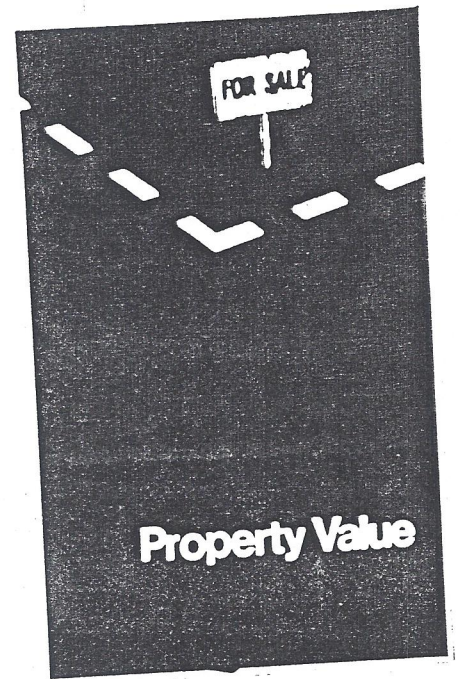
These sidewalk areas can be of materials other than concrete in order that a tactile feeling and a sense of place be established.

*Side Walks encouraged  
but not Necess Concrete.*



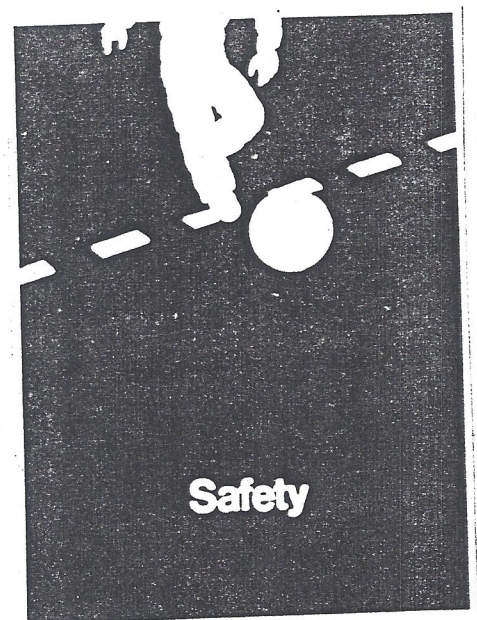
# SIDEWALKS

INCREASE PROPERTY  
VALUES BY DEFINING  
SPACES.



ENCOURAGES PROPERTY  
UPKEEP AND MAINTENANCE

SEPARATION PROTECTS  
CHILDREN-ADULTS FROM  
VEHICLES

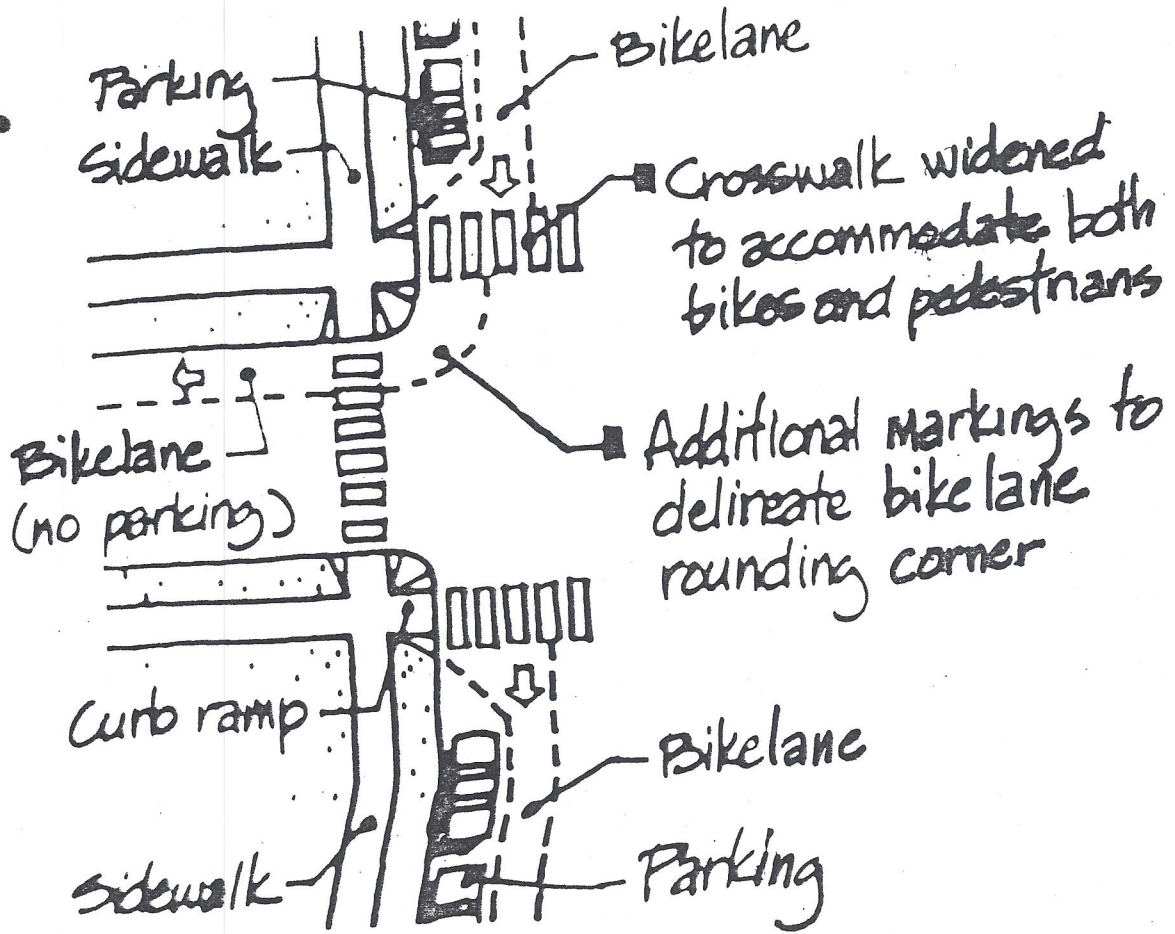


The Ocean County Engineering Department currently plans a bike way which will traverse Long Beach Island from one end to the other. For the Borough of Surf City, bicycles are expected to utilize Barnegat Avenue to 17th Street thence to Central Avenue to 24th and finally back to Long Beach Boulevard. Four feet on either side of the roadway will be utilized for a bike land which allows the balance to be used for vehicular transportation. The enclosed chart reflects suggested methods in which a bike way can be developed.

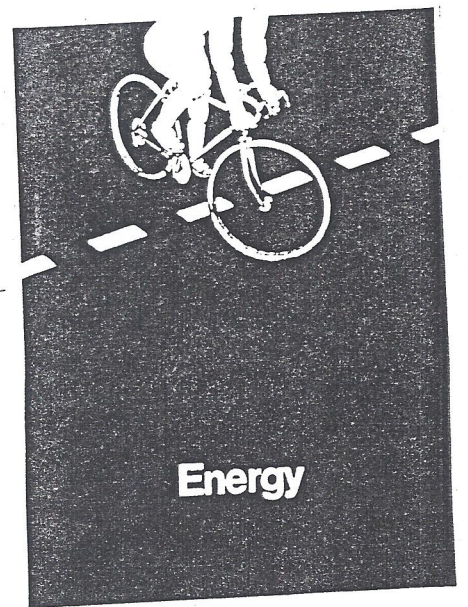




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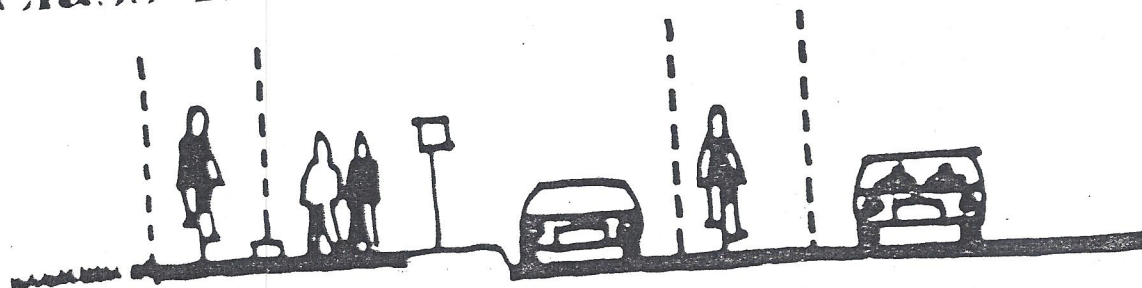


Bike lane



Energy

## Class II



Bikeway/walk      Parking      Roadway  
Bikeway

Total or partial separation / Adjacent, but separated  
right of ways on same  
surface.

## Class III

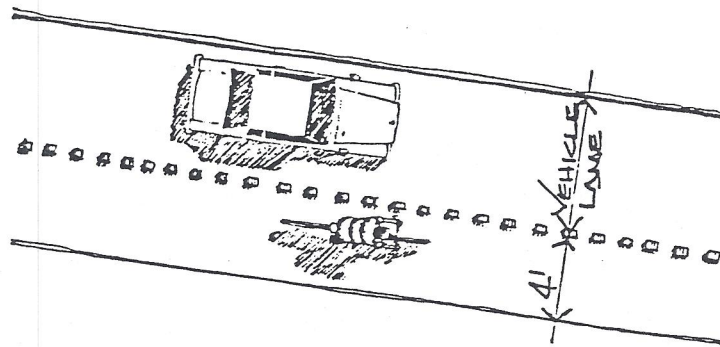


Bikeway/walk      Bikeway/Roadway

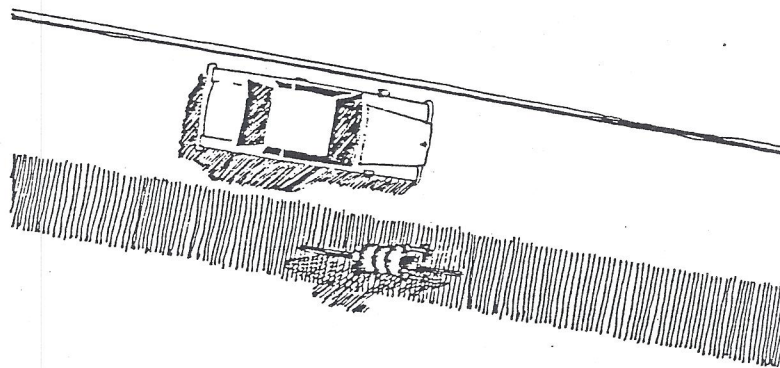
Partial or no separation / Shared right-of-way  
on same surface



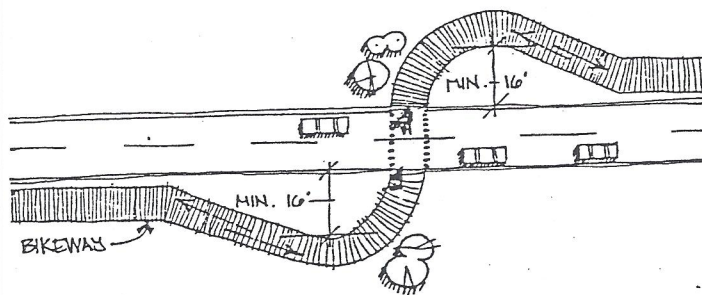
# BIKEWAY IMPROVEMENTS



REFLECTORIZED PAVEMENT-MARKINGS



FULL WIDTH COLORED PAVEMENT MARKINGS



RECOMMENDED CROSS-OVER

**PROPOSED  
MASTER PLAN  
OF  
THE BOROUGH OF SURF CITY**

**December 20, 1978**



## **BACKGROUND STUDY**

Since its inception, Surf City has shown a steady increasing year-round population as well as that of the seasonal resident. Concurrent with growth is the transition of seasonal residences to permanent living units. Although new units are constructed each year, existing homes are refurbished resulting in there not being any area in Surf City which is in dire need of rehabilitation.

Where allowed through large lot sizes, duplex units are being constructed along the Ocean front as well as immediately West of the Boulevard from both borders inward. As yet this pattern is widely spread throughout the Borough and is thereby creating an infill of vacant lots or rehabilitation of the traditional Cape Cod type house to two family living units.

As can be expected for any Island community, the predominance of land form is single-family residential; however, because of high initial cost of land, construction prices, the desirability of the seashore, and the scarcity of available summer homes, multi-family units have become noticeable in many districts. These two uses--single family residential and multi-family -- account for nearly 83% of the total land use of the Borough of Surf City. As can be noted on the chart entitled "Land Use (in lots) Borough of Surf City 1977, " the next largest use

lies in the category of vacant property. These lots can be found throughout the Borough awaiting development and as many of these are bay front property, the potential for unrestrained development is ever likely. However, considering the municipality in total, it appears that basic proportions now existing will remain implying that much of this vacant land will be constructed as single-family residential, rather than Commercial or Marine-Commercial.

The Borough of Surf City can be expected to be affected by people trying to escape the pressure of the mainland. As the borough is a half mile North of the Causeway, the Borough will increase it's population at rather continuous rate but not at a pace which would create abnormal problems. This will maintain the character and balance of the community and also enable the community to plan for the future needs rather than having to react unnecessarily.

In 1977, the Borough of Surf City had 2,373 dwelling units of which 483 were duplex's. Translated into potential population, it is implied that there will be approximately 13,000 persons living in Surf City at any particular time during the summer, based on 4-5 persons per dwelling unit.

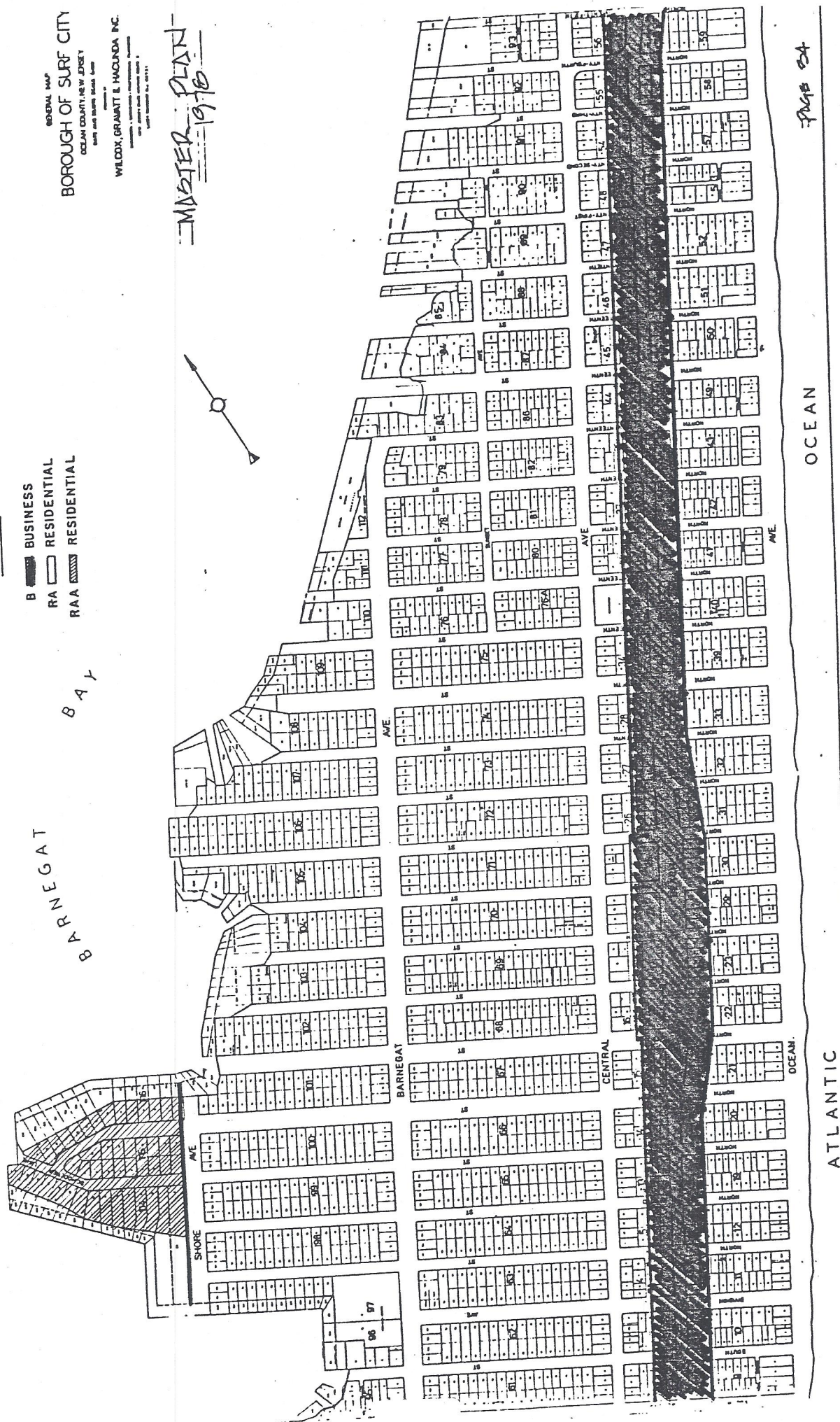


LEGEND

B  BUSINESS  
RA  RESIDENTIAL  
RAA  RESIDENTIAL

3 APR 1964

MASTER PLAN  
1970



Page 34

OCEAN

ATLANTIC

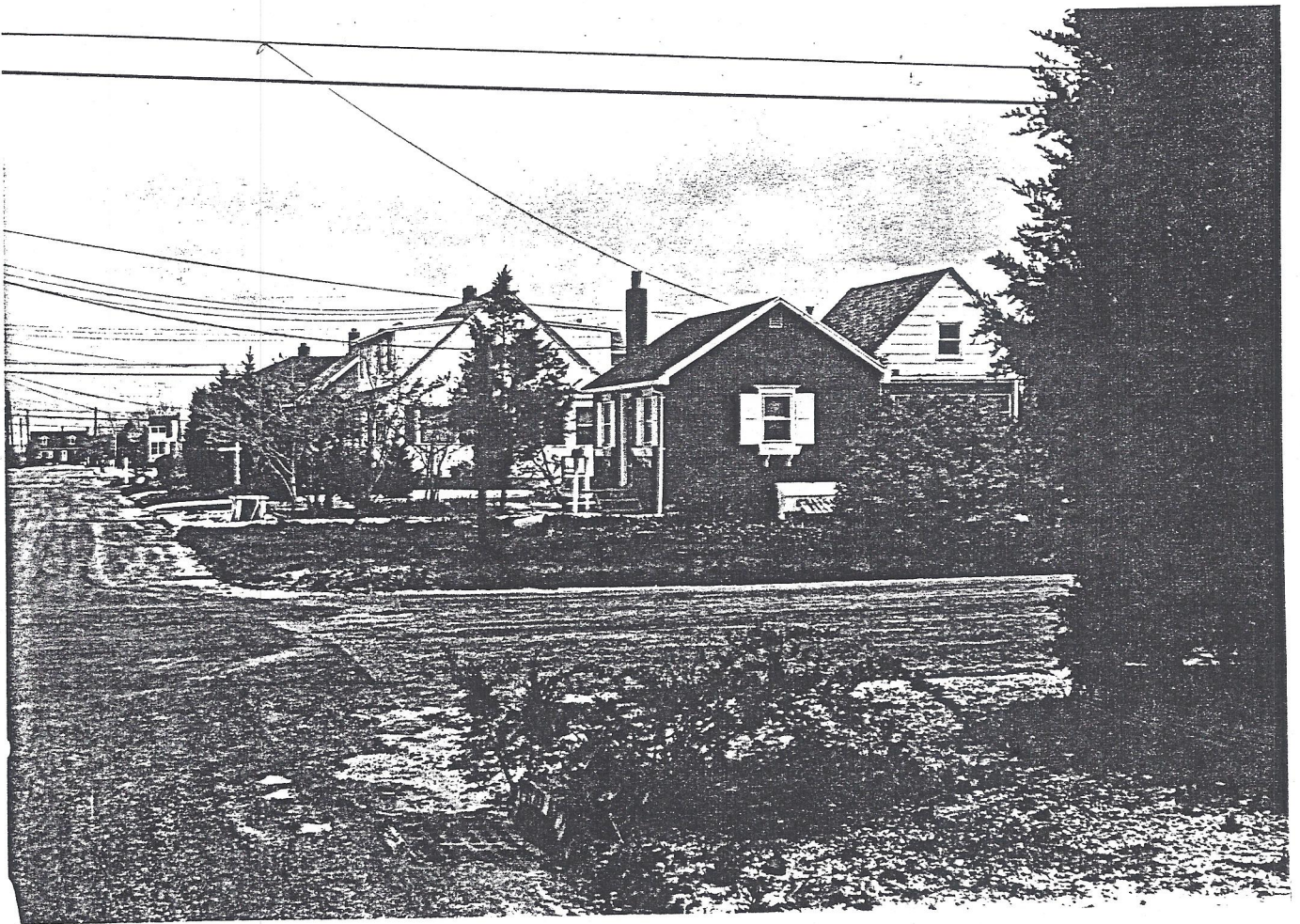


## MASTER PLAN RECOMMENDATIONS

### RESIDENTIAL

The Borough of Surf City is encouraged to retain the present two zoning districts and the requirements thereof. It cannot be anticipated that appreciable change of residential units will occur over the upcoming 20 years. What will happen is the likely continuation of rehabilitation and new construction in much the same manner as has occurred in the past.

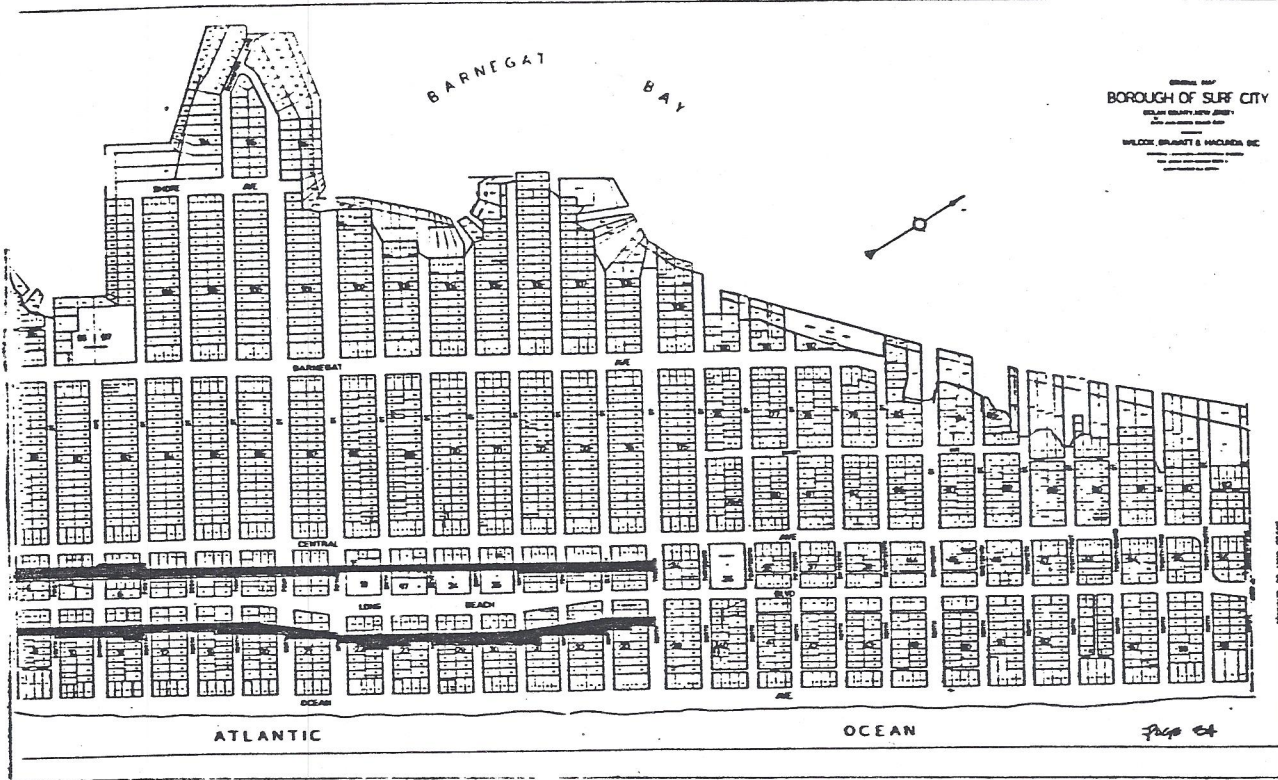
The attraction of well-maintained homes on manicured lots will result in the stabilization of each block and the retention of the cohesive character of neighborhoods. A gradual transition to year-round dwelling units will occur as well as the construction of larger units on existing lots. This combination will result in increased security and protection of the individual unit by the natural tendency of residents to be aware of happenings around them.





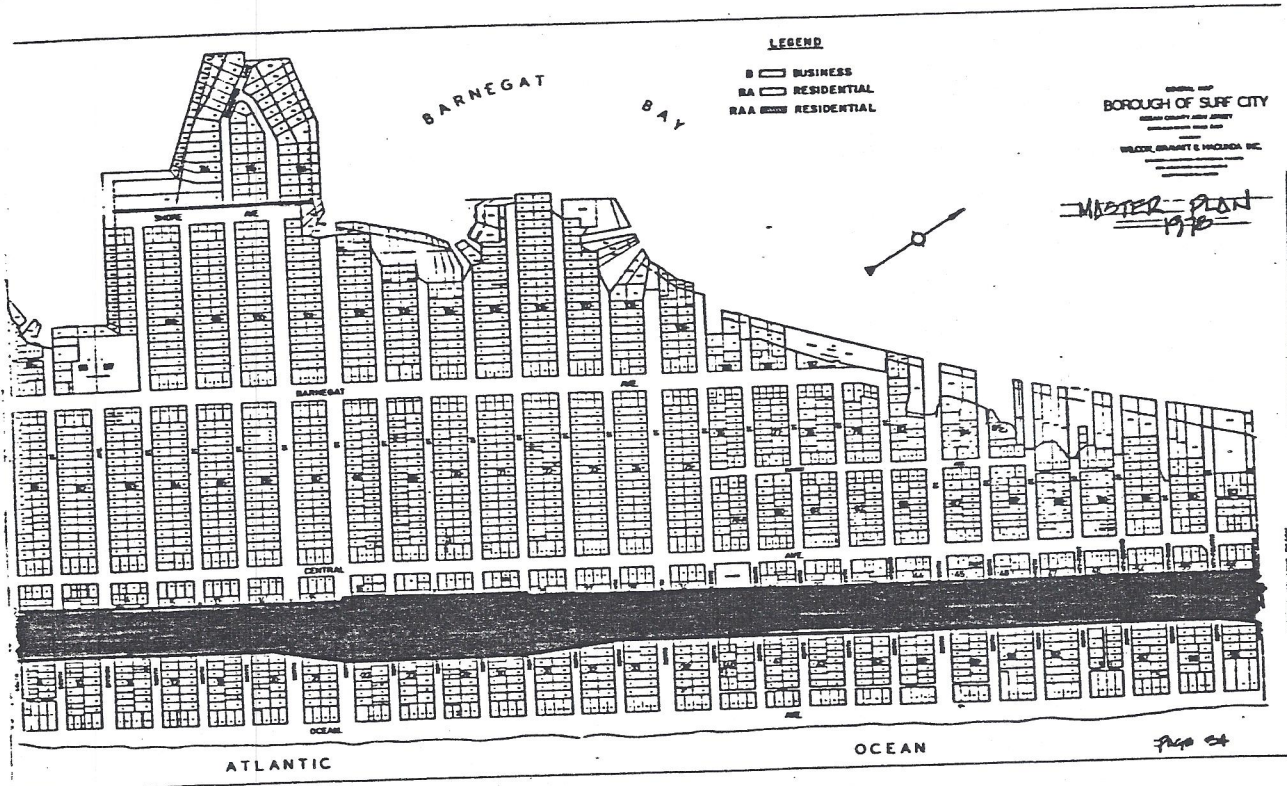
## COMMERCIAL

The present configuration of a strip of land 100'± wide along the Boulevard from the North to the South end of the Borough shall continue in its present form.



In order to lessen traffic congestion and increase pedestrian safety a variable width space consisting of the first full lot from the Borough line Northward to North Twelfth adjacent to the commercial district shall have allowed thereon parking facilities for the businesses in front. Once these lots begin to merge from the patchwork pattern, deed restrictions and access rights should be insisted upon by the Planning Board in order that access to the Boulevard ultimately will be by the side streets.

Driveway access to the Boulevard from individual businesses should be discouraged as much as possible in favor of combined driveways entering from side streets. The encouragement therefore will be for individual businesses to cluster toward the street and increase pedestrian areas. The front setback line for businesses should be used as a public space, covered with suitable canopy material in order to encourage maximum pedestrian access and utilization.

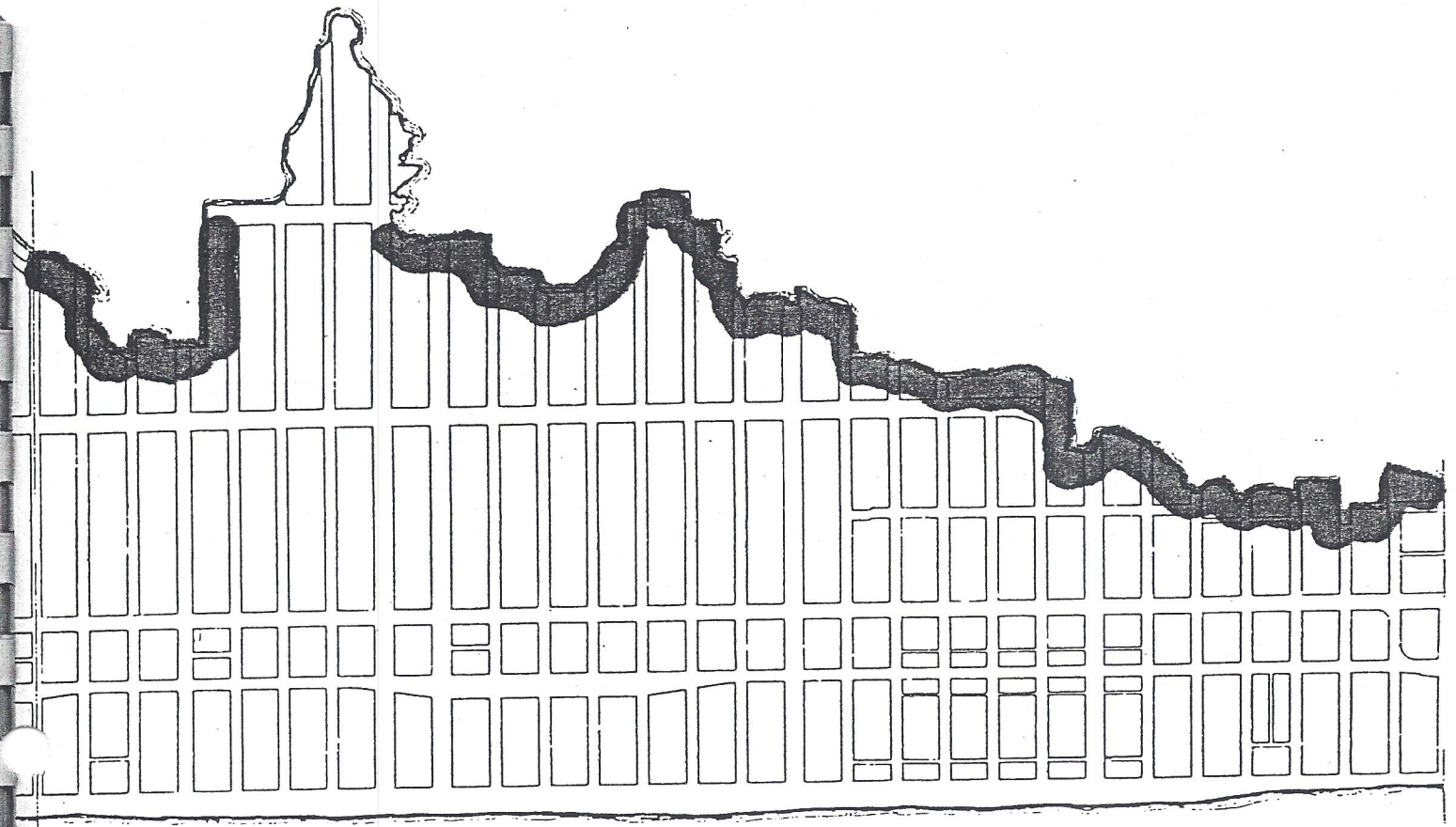


Recognizing that the automobile is shrinking in size, national standards nonetheless recommend an individual stall size of 10' X 20'. Even with the smaller cars, a 10 X 20 requirement allows space for the driver to enter a space and upon parking, to open a door without striking the adjacent car. For handicap parking each commercial enterprise needs to supply a minimum of one space, preferably two. These spaces must comply with New Jersey law or 12' X 20'.

Existing lots, including Borough owned, should be rehabilitated and re-striped to adhere to the above standards.



## MARINE COMMERICAL

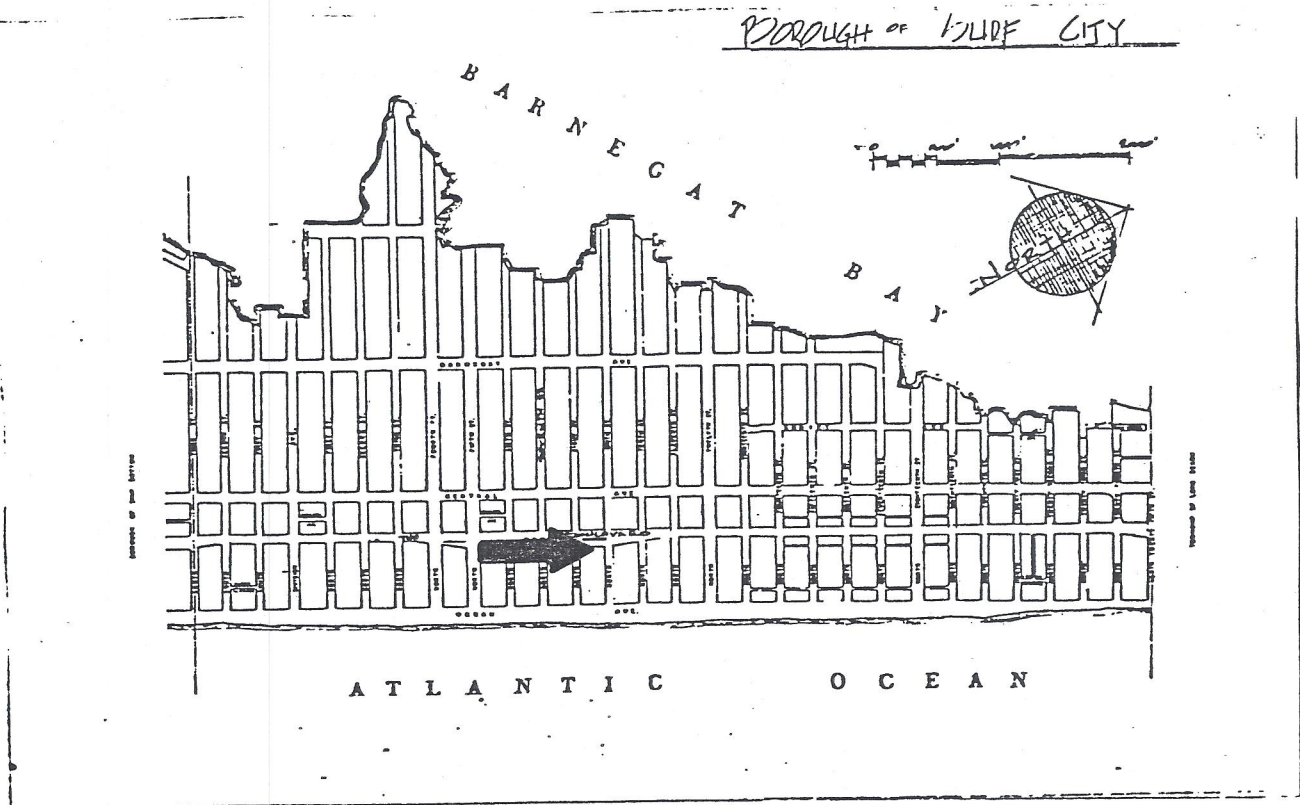


Marine Commercial uses are now allowed within the R.A. Zone provided they possess at least 200 foot frontage along Barnegat Bay. With the increasing demand for boat storage and use facilities in neighboring municipalities, it is prudent to further limit the zone depth to 200 feet inland from the Bay in order that residential property values are not adversely affected.

## TRANSPORTATION

Because of the elongation of the Borough of Surf City and the rectilinear block pattern established over time, few, if any, recommendations to change traffic patterns can be effected. Rather, for the most part, the Borough of Surf City must live with this existing pattern and try to adapt uses and/or needs of the traveling public as best as can be accommodated within the restraints imposed upon these residents. Commercial parking should be restricted to the business districts or adjacent lots in order that the single and multi-family homes will not be affected unduly by excessive automobile parking. (See also Page 33 )

On the East side of the Borough between North 4th Street and North 10th Street between the structures and the main traffic stream should become North bound only. The ultimate result can only be a decreased accident rate in this area but also a smoother traffic flow will result.



While it is understood that mass transit on Long Beach Island will become a reality sometime in the future, attention is necessary now



of areas which will encourage transit facilities. While everyone may not desire mass transit, the ever increasing gasoline prices and traffic congestion will inevitably make it more attractive. Therefore, consideration needs to be given now so that it can be accommodated later.

Attention needs to be given to the consideration of helicopter evacuation from Surf City and other Island communities to lessen transit time (for the critically ill) to Southern Ocean County Hospital Heliports can be located safely throughout Long Beach Island in each municipality by which to transport the injured safely to the hospital. Although during the winter helicopter movements are not necessary, it should be realized that during the summer time, traffic and congestion (particularly on the weekends) cause undue delays which increase the risk of death for the critically ill.



## RECREATION

With a substantial increase in mobility and leisure time, experienced by Surf City residents and New Jerseyans throughout the sixties and seventies came a demand for park and recreation facilities which is yet to be fully satisfied. Today we see these trends continuing to escalate. People are turning more and more to activities for recreation and health and the planting of trees and vegetation is becoming common place in the development of plazas and public projects. Central area redevelopment and rehabilitation places major emphasis on landscaping, pedestrian areas, and development scales in human proportions.

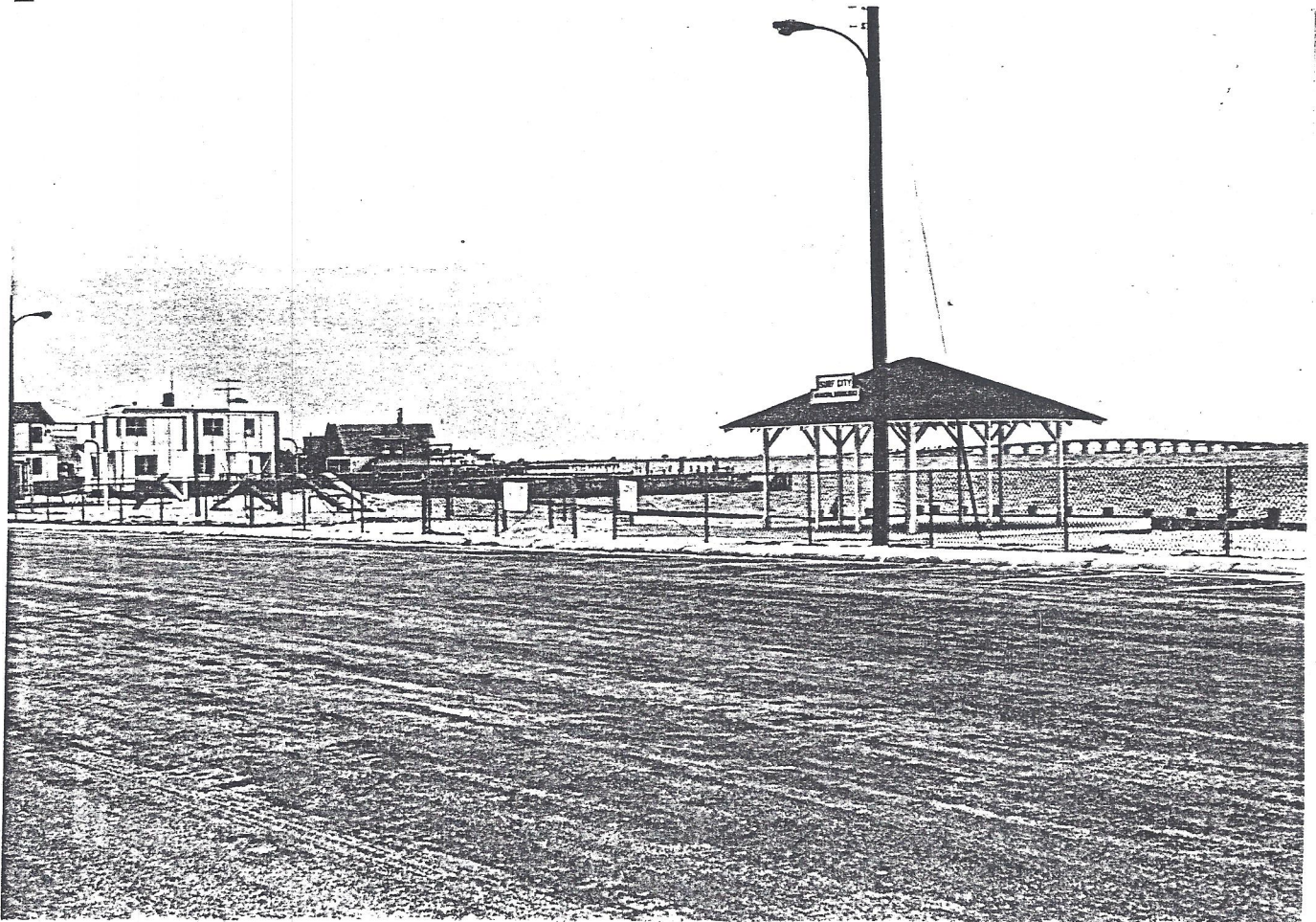
Community parks perform a vital function in the overall recreational needs of the population by providing a location for recreational forms such as tennis, ball fields, picnic spaces and other similar amenities which need to be buffered from residential, commercial and transportation arteries. In as much as public recreation areas in Surf City are oriented towards the ocean and bayfront, the Borough is encouraged to purchase where ever possible expanses of water front land in order to provide public with maximum access. Every effort must be made to preserve existing natural recreational and open-space areas and to develop additional areas. Continual conservation and observation of the ocean front beaches and dunes are recommended and encouraged in order that recreational opportunities are not lost.



Additional boat ramps need to be developed within the Borough for this ever popular sport. Excellent locations are along Shore Drive and the present ramp which could be expanded.



December 20, 1978



Additional sites along the Boulevard should be developed in order to allow the public full use of the Municipal Amenities and to preserve open space wherever possible.



## IMPLEMENTATION

A Master Plan Proposes policy and programs for development of houses, businesses, schools, roads, ect. A master Plan affects each person and landowner in someway. A Plan strives to set down guidelines and policy to direct the development of the Borough to achieve a community that will be a good place to live, work and play.

A Master Plan does not, in itself, put new roads on the ground, build new schools or parks. The plan sets the framework against which day-to-day and year-to year decisions are made. This Plan suggest various revisions of development policy as well administrative and department policy. It is recommended that each department and commission within the Borough report to the Planning Board and Officials on a schedule on a schedule basis in order that the Planning Board may chart progress toward Plan objectives. Further, where reports indicate planning programs and/or strategies are not working, the Board may adjust and programs in accord with new conditions and factors.

The Master Plan is a first but major step in setting down a policy for total community development. This Plan puts forth a framework for various municipal plan code revisions and capital improvement scheduling. The adoption of this Plan is by no means the end of the planning program. The adoption of a Master Plan is a major and important accomplishment but continued work and study is absolutely necessary to keep the Plan in tune with subtle and evolved change.