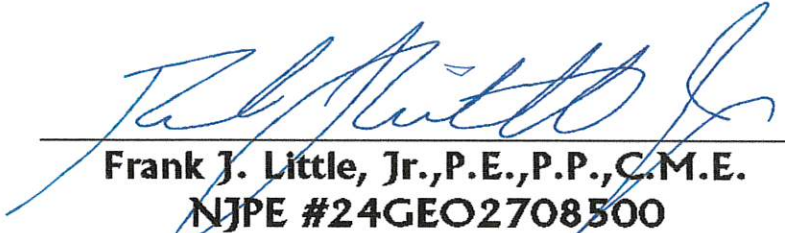


SURF CITY BOROUGH COMPREHENSIVE MASTER PLAN RE-EXAMINATION

APRIL 17, 2019

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SINCE THE LAST RE-EXAMINATION

I. INTRODUCTION

The current Surf City Master Plan was originally adopted on December 20, 1978, updated and re-examined in 1995, 2002 and 2008. The original Master Plan outlines a plan for continued orderly development of the Community and serves as a foundation upon which the development ordinances (site plan, zoning and subdivision ordinances) are based.

In accordance with NJSA 40:55D-25c, in 2004, the Surf City Planning Board and the Surf City Zoning Board of Adjustment were consolidated to form the Surf City Land Use Board, (hereinafter referred to as Land Use Board).

In accordance with NJSA 40:55D-89, the Land Use Board is required to periodically re-examine the Master Plan and development ordinances at least once every 10 years. In order to be certain that the assumptions, policies and objectives incorporated in the original plan and the subsequent re-examination reports and the Borough's ordinance continue to address present development problems the Borough faces.

The analysis which follows is formulated to comply with this mandate.

This report is being submitted pursuant to the provisions of N.J.S. 40:55D-89 which provides that:

"The governing body shall, at least every 10 years, provide for a general re-examination of its master plan and development regulations by the Planning Board, which shall prepare and adopt by resolution, a report on the finding of such a re-examination, a copy of which report and resolution shall be sent to the County Planning Board and the Municipal Clerk of each adjoining Municipality ... (A) re-examination shall be completed at least once every 10 years from the previous re-examination.

The re-examination report shall state:

- [a] The major problems and objectives relating to land development in the Municipality at the time of the adoption of the last re-examination report;*
- [b] The extent to which such problems and objectives have been decreased 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 the 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 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 regulation should be prepared.

[e] The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law", ,P.L. 1992, c.79 (C.40A:12-1 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..."

II. MASTER PLAN GOALS

The following primary goals were first compiled in the Borough's 1978 Master Plan

1. Maintain and improve quality of housing in the Borough.
2. Decrease residential densities.
3. Attract new businesses and maintain existing, viable businesses.
4. Acquire open space and recreation lands before demand for such drives up acquisition costs.
5. Focus traffic movements on arterial streets to protect interior residential neighborhoods.
6. Support environmental protection of wetlands and other environmentally sensitive features.

The 2008 Master Plan Re-examination Report indicated that the major goals and objectives remained essentially unchanged and were restated and evaluated as follows:

- A. The quality of housing in the Borough has increased , rather than decreased, over the years. Current building code standards require that dwellings be substantially constructed, which precludes development of poor constructed beach shacks that was the underlying condition of the 1978 Master Plan. The objective of maintaining and improving the Borough's housing stock remains relevant.
- B. Zoning has been put into place that serves to increase minimum lot sizes and reduce residential densities. Continuing to decrease residential densities remains an objective of the Borough.

- C. Commerce in the Borough remains vibrant and remains focused on service establishments for residents and tourists. The objective of maintaining existing businesses while attracting new opportunities to the area remains a priority for the Borough.
- D. The objective to acquire open space remains high in the Borough, however the escalation of land costs has precluded large scale acquisition of land for public purposes.
- E. Traffic has been contained to the major roadways in the Borough for the most part, because the majority of non-residential uses are located along such roadways. Traffic calming and efficient movement remain priority objectives of the Borough.

In 2019, all of these goals and objectives remain unchanged, however, a focus as of late has been on sustainability. Since Superstorm Sandy impacted the community in 2012, the Borough is focused on not only sustaining its housing stock and amenities but also its infrastructure and the quaintness that drew many people to Surf City years ago. Specifically, the following goals are part of this Master Plan Re-Examination:

Land Use

- ❖ Develop strategies and policies that meet the demands of the current and future populations, especially when focusing on housing stock and stormwater control.
- ❖ Encourage attractive exterior elevations for dwellings raised to meet FEMA's Flood regulations including entry ways and stairs.
- ❖ Prioritize the value of public access to the waterfront and the importance of a sustainable shoreline void of erosion.

Circulation

- ❖ Develop a community wide circulation map that will allow for analysis of additional parking spaces that may be available.
- ❖ Provide continued support of the LBI Shuttle System as a means of local mass transportation

Community Facilities

- ❖ Utilize grant and loan programs to improve facilities provided the costs of applying for and administering the funding does not outweigh the benefits. Emphasis should be placed on floodprone facilities.

- ❖ Prioritize the maintenance and rehabilitation of the Borough's water, sewer and stormwater infrastructure.
- ❖ Maintain the Borough's Municipal facilities including the Borough Hall and Police Department.

Recreation and Open Space

- ❖ Promote efficient use of all park properties and recreation facilities.
- ❖ Provide excitement and enrichment through the Borough Parks and Programs.

Utilities

- ❖ Continue coordination with local, State and Federal partners to combat storm surge and nuisance flooding.
- ❖ Consider Best Available Sea Level data when designing new utility infrastructure.
- ❖ Implement appropriate actions derived from recommendations relating to studies of stormwater drainage, vulnerability and resiliency.
- ❖ Utilize Best Available Technology when upgrading existing utility infrastructure including public water, sanitary sewer and stormwater facilities.

Environmental Sustainability

- ❖ Protect, maintain and conserve the natural resources of Surf City for continued environmental quality and health of all residents.
- ❖ Encourage provisions of environmentally friendly features such as rain gardens, porous pavement and natural landscapes with native plantings as appropriate.

Compatibility with other Planning Initiatives and Documents

- ❖ Participate in the Ocean County Master Plan Process.
- ❖ Participate in the Ocean County All Hazard Mitigation Plan.
- ❖ Participate in planning initiatives aimed at resiliency, mitigation and shore line stability.

LAND USE PLAN ELEMENT

PART 1 - MAJOR TRENDS AND ISSUES

This barrier island community is one of the smaller communities on Long Beach Island but still caters to full time year round residents and vacationers by providing recreational areas for swimming, access to the bay front for fishing, boating and birdwatching as well as a business district that is easily accessible by the Long Beach Island Shuttle System. Surf City, as well as the neighboring communities, have seen a surge in real estate prices over the last decade and older and smaller structures are being demolished in favor of larger homes that can accommodate multiple families simultaneously. The impact to the housing stock from Superstorm Sandy and the subsequent change in suggested base flood elevation requirements also helped to spur this change. In addition, any remaining larger parcels, especially those that are at least 100 FT in width, are being subdivided to allow for the construction of two or more homes. All of these changes are working simultaneously to change the appearance of the low lying bayside neighborhoods.

From an environmental viewpoint, the increase in large scale residential development, increasing sea level rise and recent historic storm events are directly affecting the Borough's shoreline and infrastructure. One of the most problematic issues is the increased occurrence of nuisance flooding throughout the town and also to the north and south in the neighboring Boroughs of Harvey Cedars and Ship Bottom. On average, the Borough experiences a nuisance flooding event that affects local roadways one time every two months and this event may span several tide cycles and often inhibits the use of certain roads, especially Long Beach Boulevard which is a major evacuation route. Within Ship Bottom, the areas of 8th and 9th Street are especially problematic as they flood often yet are the primary roadways onto and off Long Beach Island. The New Jersey Department of Transportation has included stormwater and drainage improvements to the Route 72 Bridge Rehabilitation Project and should be completed by 2022. It is important to note that these flood events discourage island residents and off island visitors from traveling to the sections of town and causes issues for all residents on the island to access their homes. The Borough has been working with its Municipal Engineers and also seeking guidance and recommendations from the New Jersey Department of Environmental Protection and the United States Army Corps of Engineers for possible solutions to combat this problem. As many other coastal communities are facing similar issues with coastal flooding, Surf City understands the effect these events have on the local community. The Borough will be working to develop appropriate engineered solutions to combat these issues.

PART 2 - DEMOGRAPHICS

As a seasonal barrier island community, Surf City's population increases to an estimated 15,000 people in the summer months which includes second homeowners, seasonal and weekly tenants and those on day-trips. As the construction of new large scale homes and the request for subdivisions of existing parcels continues, it is anticipated that this estimate will increase. A portion of the population leaves the Borough for the winter months and resides outside of the area. Analysis of Land Use records show that requests for subdivisions are not as prevalent as they were a decade ago therefore suggesting that the Borough is fully built out. Seasonal population growth though could continue in the way of smaller homes being demolished and larger homes, with more bedrooms, being constructed.

Since the 1990 Census, the year round population has decreased after each decade which can be attributed to a generational turnover of homes where retired couples only resided full time in the Borough and now, these homes have been transferred to heirs and are only used in a seasonal capacity.

Surf City Population Trends

1900	9
1910	40
1920	43
1930	76
1940	129
1950	291
1960	419
1970	1129
1980	1571
1990	1375
2000	1442
2010	1205
2016	1178
2018	1205

Source: US Census, NJTPA
Forecast

PART 3 - ESTABLISHED ZONING DISTRICTS AND LAND USE RECCOMENDATIONS

The Borough utilizes the following Districts to enact and enforce local zoning regulations: B-Business, RA- Residential Zone, RAA – Residential Zone, MC – Municipal Complex Zone. The parameters associated with these Districts have functioned well for controlling development in accordance with its goals for land use. The Borough remains steadfast in ensuring that the identity of the community is primarily as a family vacation resort area with moderately dense residential neighborhoods and a central strip of community services.

In the Business District, the Borough does permit mixed use buildings and in the last decade, several mixed use buildings have been constructed. On a barrier island such as Long Beach Island where property values are high, its often been noted that allowing apartments to be constructed above retail units encourages a work/live environment where a prospective business owner may buy the commercial property as well as the residential property above it. Its typically more cost effective to purchase an apartment unit rather than a stand-alone dwelling. Some property owners also construct these mixed use buildings in so that the rental rate on the commercial units can remain competitive with mainland real estate prices because the cost is being offset by the residential units. Thus far, this solution is working well for Surf City as they have a thriving town center and no issue with commercial vacancies.

Elsewhere on the island, many businesses are being demolished in favor of single family home new construction. Borough ordinances do allow residential construction in the business district, however, as noted above, most parcels have retained commercial uses.

As noted earlier in this plan, the Borough's new construction of single family homes is trending to be larger and accommodate more people or several families at one time. At the present time, two (2) parking spaces are required to be part of a plot plan to obtain a building permit and one of those spaces can be in the garage area. It is typical though for the garages to be used for storage and then vehicles are parked on the streets or encroaching in to the Right-of-Way from the driveway area. Therefore, it is recommended that the garage space be eliminated and the proposed dwelling be designed for the site in a way that accommodates the parking of two (2) vehicles each within a 9 FT x 20 FT space.

In regard to Ordinance Section 30-5.6F parking, wherein, it is permitted to consider municipal or privately owned parking lots within 300 feet, the Borough is concerned about business utilization of on-street parking that is intended for use by the general public. It is our recommendation that this Ordinance Section be eliminated.

CIRCULATION ELEMENT

Existing Traffic Patterns

Surf City's transportation system is long recognized as one focused mainly on the personal automobile as this well maintained residential community lacks close proximity to major bus depots, airports or train stations. However, regional growth on the island fueled by the replacement of small bungalows with much larger homes that can accommodate many more people is putting pressure on the local road network and the availability of parking as well as the safety of pedestrians. The Borough must balance the needs of increased municipal traffic and the traffic of all those entering and leaving the island through the Causeway Bridge.

The Borough has two main principal arterial roads, Long Beach Boulevard and Central Avenue, which serve as a feeder roads to the regional roadway network once at the Dorland Henderson Bridge and NJSH Route 72 on the mainland in Stafford Township. Typical design of these roads includes fewer curb cuts in an effort to facilitate efficient movement of traffic throughout the area. For this reason, curb cuts are usually offered on the side road of corner lots when available.

The remainder of the streets are collector and local streets which are maintained by the municipality and typically carry between 500 and 3000 vehicles per day. This varies depending on the month in this seasonal community. These streets are often more pleasant to drive and the preservation of these streets is important in the town's efforts to maintain the character of the area.

As the Borough is fully developed, the existing street pattern is expected to continue which will maintain the atmosphere of the town.

Roadway Improvements

A large scale transportation project by the New Jersey Department of Transportation is currently underway and involves the Route 72 bridges and approach roadways and is expected to last through the year 2020.

Prior to the start of construction, all four bridges of the Route 72 span from Stafford Township to Ship Bottom Borough exhibited severe deterioration and were outdated. The recently completed deck resurfacing project was only expected to extend the life of the deck until the existing Manahawkin Bay Bridge rehabilitation was completed after the proposed new parallel Manahawkin Bay Bridge is constructed.

Age and deterioration of the structures, increased marine and highway traffic, and the potential for storms to disrupt normal operations are some of the reasons why these bridges needed to be rehabilitated. The existing Manahawkin Bay Bridge and three trestle bridges along Route 72 are over 50 years old. Their serviceable life without major rehabilitation is limited based on their existing conditions and the increasing expenditures of tax dollars for necessary repairs. The continuing development of fatigue cracks in the floor beams of the Manahawkin Bay Bridge and progression of severe rusting requires replacement of its superstructure. The chipping and cracking of the pier caps of the three trestle bridges requires extensive retrofitting for these bridges. It was deemed to be more cost effective to perform a major rehabilitation than to continue repairing the bridges as problems develop.

As noted previously, highway traffic on Route 72 to Long Beach Island has increased with additional population and the popularity of the shore areas. The combination of increased recreational and commuter traffic causes more congestion on the bridges and its access roads, which also hampers access for emergency vehicles. The project will provide wider lanes and shoulders on Route 72 and constructing a new parallel Manahawkin Bay Bridge will provide redundancy for the bridge crossing that can be used during a possible emergency and/or for future maintenance and rehabilitation of either of the twin bridges.

Since Route 72 is a coastal evacuation route and is a vital link as the only access point to and from Long Beach Island, the improvements will allow better traffic flow, shoulders for increased safety and emergency access, continuous sidewalk access from the mainland to Long Beach Island, and relief from storm-related drainage issues in Surf City.

The project has been broken down into five different contracts for completion. Construction on Contracts 3 and 5 began in February 2015. Contract 3 will rehabilitate the trestle bridges over East Thorofare and West Thorofare along the Route 72 Causeway between the mainland and Long Beach Island, along with various associated improvements.

Included in Contract 5 will be the environmental mitigations needed to comply with the environmental permit conditions for the entire project. The project includes wetland creation, mitigation for freshwater wetlands and retrofit of two existing stormwater basins within the Barnegat Bay watershed and public access improvements.

A contract to rehabilitate the existing Manahawkin Bay Bridge and the trestle bridge over Hillard's Thorofare will be next and the entire Manahawkin Bay Bridge superstructure was removed and replaced.

A separate construction contract will address safety and operational issues at the Route 72/Marsha Drive intersection in Stafford Township. This contract will also include operational and drainage improvements in Surf City Borough, on Long Beach Island. The water and sewer infrastructure will also be upgraded within the corridor. Two-way traffic will be restored along Central Avenue and Long Beach Boulevard and traffic signals along 8th and 9th Streets (Route 72) will be improved.

Mass Transportation

Regional Service

Surf City is not serviced by any large scale mass transit bus or train network. Regional transportation hubs are available in Atlantic City which is approximately 40 miles away and both bus and trains are available there to Philadelphia and New York City. Connections can then be made to other major cities on the Northeast Corridor as well as to the Philadelphia and Newark International Airports.

Airports

The Atlantic City International Airport is approximately 37 miles from Surf City and is served by Spirit Airlines which offers direct flight service to 10 major cities including several in Florida where many residents of Surf City spend their winters. The nearest major hub airport is Philadelphia International Airport which is approximately 70 miles from the Borough.

Long Beach Island Shuttle

Long Beach Island Shuttles were introduced in 2014 by Long Beach Township and is a paid service that runs along all 18 miles of the island. With designated areas to stop, it is easy to find a shuttle or wave one down to get anywhere you need on the island. The service now offers an app for use on wireless cellular devices that enables riders to track the proximity of a bus to their location.

Biking Network

There is no designated bicycle network in the Borough even though bicycles are a common mode of transportation for children, adolescents and adults. The younger population uses bicycles to access the beaches and parks quickly and without the dependence of an adult while the older population, who have the option of driving a vehicle, often opt not to simple because riding a bicycle is more of a leisure activity or because its often easier to park a bicycle than a car especially during the high traffic months.

Notably, however, is that Surf City has wide shoulder lanes especially on Central Avenue and Barnegat Avenue which allows for ease of use by cyclists.

COMMUNITY FACILITIES ELEMENT

Borough Government

Surf City is governed under the Borough form of New Jersey Municipal government. The governing body consists of a Mayor and a Borough Council comprising of six council members all with positions elected at-large on a Partisan basis as part of the November General Election. The Mayor is elected directly by the voters to a four-year term of office. The Borough Council consists of six members elected to serve three-year terms on a staggered basis with two seats available for election each year in a three year cycle. Each Council member chairs a committee that oversees a department including Water and Sewer, Streets and Roads, Police, Public Property and Lifeguards, Revenue and Finance, Beach Fees and Beach Protection, Sanitation and Environmental and Public Interest.

The year round population served by the Borough's various departments is approximately 1205 residents but the seasonal variations in residents and visitors substantially increase this number and consequently the demand for services is much higher during these months. The Police Department is just one of the departments that is directly impacted by the population followed closely by the Public Works Department.

Public Safety

The Surf City Borough Police Department is a full service municipal law enforcement agency who assist to preserve life and property, enforce Federal, State and local laws and maintain a safe and peaceful environment for the residents and visitors of the town. In addition, the department also operates house checks and a Police Care Program for Elderly Residents. The Department currently employs 10 full-time police officers and numerous seasonal police officers to enhance the force during the busy summer tourist season. The Department occupies a portion of the space within the Municipal Building and remains susceptible to flooding as the first floor elevation of the structure is not high enough to be considered not-flood prone. After Superstorm Sandy, the department acquired 2 high water vehicles which are a true asset to the community as they are available to not only assist with flood related rescues if needed but also are utilized for patrol purposes during times of low to moderate flooding or significant winter weather snow events.

Public Works

The Borough offers its own Public Works Department for service to its residents who are primarily responsible for the maintenance of municipally-owned buildings and grounds, municipal water and sewer utilities as well as storm water drainage. The Department also handles the Borough's refuse and recycling collection as well as bulk trash, brush and clippings, and small scale construction debris.

Surf City Public Works does not pick up household hazardous waste and the placement of these items on the curb is not permitted. For all permitted mixed rigid plastics, the Public Works Department will pick up these items curbside on a weekly basis.

Beach Patrol

The Surf City Beach Patrol, a State and Nationally USLA Certified, squad comprised of 34 members which oversee the safety of users of the Borough's beaches and enforces the regulations of the beach as well as provide assistance to distressed swimmers or injured beach goers. The beach is also monitored by beach badge checkers who are primarily responsible for ensuring that those who are utilizing the oceanfront are in possession of a beach badge, if required. In late spring each year, lifeguard tryouts are held and a staff of guards is assembled. The Beaches are fully guarded starting mid June to Labor Day and guarded by a skeleton crew in early September.

Surf City Volunteer Fire Company

The Surf City Volunteer Fire Company #1 and Emergency Medical Services is an organization founded in 1948 that provides professional level fire protection services with 100% volunteer staffing. The company relies on donations and fundraisers to provide services, maintain equipment and continue training exercises. The company covers the Borough, North Beach to Roxy Avenue and Ship Bottom to 83rd Street.

Ethel A Jacobson Elementary School

The Ethel A Jacobson Elementary School is a community public school within the Long Beach Island Consolidated School District that serves Pre-Kindergarten through Second Grade and receives children from Surf City, Ship Bottom, Harvey Cedars, Barnegat Light and Long Beach Township. Students in third through sixth grade attend the Long Beach Island Grade School located in Ship Bottom. For seventh through twelfth grades, public school students attend the Southern Regional School District, in the Manahawkin section of Stafford Township.

UTILITIES PLAN ELEMENT

Existing Infrastructure

Surf City's utility infrastructure consists of public water, sanitary sewers and storm sewers and is served by natural gas, electric, cable service and solid waste and recycling provided by the municipality. The Borough's utility infrastructure is generally adequate to meet the needs of current residents, businesses and vacationers.

At this time, the Borough should continue its maintenance plan of its water and sanitary sewer systems and prioritize the replacement of water distribution mains where needed.

Stormwater and Nuisance Flooding

The Borough continues to experience instances of nuisance flooding and stakeholders in the government, business and residential communities agree that it is problematic and especially the way in which it is negatively impacting the 8th and 9th Street corridors in Ship Bottom which directly impacts access on and off the island. Numerous steps have been taken to begin addressing this issue including full participation with the United States Army Corps NJ Back Bays Flood Feasibility Study which is currently underway and expected to be completed by the year 2020.

Other Utilities

Utilities and services such as gas, electric and telephone and cable are provided by independent suppliers and service to Borough residents is provided directly from the supplier. The Borough should ensure that these services continue to be available to residents by utility providers as technology changes and rehabilitation projects are completed in the community.

New Technology

With technology consistently increasing, the Land Use Board should continue to monitor the new technology and adequate resources should be provided to the Board to ensure the members stay current especially in terms of telecommunications technology.

Recommendations

1. Continue coordination with local, State, County and Federal partners to combat storm surge and nuisance flooding impacts.
2. Consider Best Available Sea Level Rise data when designing new utility infrastructure.
3. Implement appropriate actions derived from recommendations relating to studies of stormwater drainage, vulnerability and resiliency.
4. Utilize Best Available Technology when upgrading existing utility infrastructure including public water, sanitary sewer and storm water facilities.
5. Encourage bulkheads and living shorelines or other forms of shoreline erosion barriers that will assist to minimize flooding and enhance the natural resources of the waterway.
6. The condition of roadways should continue to be monitored and regrading and repaving should occur as necessary.

SUSTAINABILITY ELEMENT

A person is silhouetted against a bright sunset, standing on a sandy beach and holding a surfboard. The sun is low on the horizon, creating a strong orange and yellow glow across the sky and reflecting on the water. The person is facing away from the camera, looking out at the ocean. The sky is filled with soft, wispy clouds, and the water shows gentle ripples and small waves breaking near the shore.

SURF CITY BOROUGH

A Municipal Assessment of Local Coastal Vulnerabilities

Financial Assistance provided by: The Coastal Zone Management Act of 1972, as amended, administered by the Office of Coastal Management, National Oceanic and Atmospheric Administration (NOAA) through the Department Of Environmental Protection, Coastal Management Program

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Borough of Surf City

Surf City is located north of Ship Bottom on Long Beach Island, a barrier island which consists of six (6) municipalities, off the mainland coast of southern Ocean County. Long Beach Island, like other barrier islands in the southern part of the United States, has only one means of access via NJSH Route 72 and is geographically vulnerable to natural coastal hazards therefore leaving a significant potential for large populations to become isolated. The Borough encompasses approximately 1.0 square mile of which 0.75 square miles is land and is bordered to the east by approximately 7500 feet of ocean front on the Atlantic Ocean and to the west by 11,800 LF of Bayfront on the Barnegat Bay and, consequently, suffered devastating damage from Superstorm Sandy in 2012. In 2010, the population of Surf City was just 1205 people but in the summer months, the population soars to well over 8,000 people. The Borough is home to many distinctive shops and restaurants. The only vehicular ingress and egress between the mainland and Surf City is via the Route 72 Manahawkin Bay Bridge in Ship Bottom, also commonly referred to as "The Causeway". As a result, residents of Surf City need to travel lower lying areas of Ship Bottom which becomes problematic for traffic attempting to navigate these floodwaters as the number of roads to leave the Borough are limited.

As residents and visitors to this shore community do not typically arrive by way of air, bus or train travel, all means of travel between the barrier island and the mainland occurs by way of personal transportation, making an evacuation a time consuming process. Due to these factors, the island wide Offices of Emergency Management typically starts issuing voluntary evacuation orders at least 72 hours in advance of a storm's anticipated impact. In addition, these same agencies will often issue mandatory evacuation orders in advance of County or State Mandated orders realizing the time and resources to fully evacuate the island. Lastly, the high number of lifelong residents who may have chosen to "ride out" significant storms like the Great Storm of 1962, the Storm of 1992 or even Superstorm Sandy in 2012 may be less inclined to heed the mandatory evacuation orders. These people, if they do not leave, are often the last leaving the island and are often being evacuated by highwater vehicle and not utilizing their own transportation.

In our meeting with municipal residents and even some community leaders, we learned there is still very much a mixed view of the necessity to evacuate. Given the extreme damage to the communities south of Surf City, one would anticipate that during the next storm event, residents would certainly leave. Unfortunately, that expectation is not true. Instead, people feel they must protect their property during times of storm event though this is not always rational. With the high number of homes that have been raised well above the desired FEMA Flood Elevations, we foresee the number of people staying in their homes and ignoring mandatory evacuation orders to be higher during the next event which will undoubtedly put a tremendous strain on emergency personnel and resources. Residents that do not evacuate risk many safeties. They risk not being able to have food, water, shelter and/or medical care. They also risk not having law enforcement, fire & rescue protection as services are hampered or overwhelmed. Should there be a prolonged power outage situation, they face a delay in vital public information announcements, further endangering themselves and emergency personnel. Also, due to the damage caused by

Superstorm Sandy, many areas of the island were not able to be permanently occupied in the days after the storm. A mandatory evacuation was ordered on October 28th at 4pm and Superstorm Sandy made landfall at 11:30pm on October 29th near Brigantine, NJ. Contractors were allowed on the island to start making repairs on November 5th and a permanent return of residents to the island, with the exception of Holgate, was permitted at 6 AM on November 10th if the home was habitable.

No re-entry to the island was permitted by residents during the 6 day period of time when damage assessment of homes, infrastructure and utilities was being completed and clean up was underway to permit safe travel of the roads. It was during this time that residents feel they may have had an opportunity to prevent further damage to their homes by removing water and water logged pieces of the structure as well as furnishings and immediately mitigating the mold. Instead, there was adequate time for mold growth in the flooded homes. In meetings with homeowners after the storm, and even during past storm events like Joaquin and Jonas, there is a significant population that feels they will not evacuate the next storm for fear they will not be permitted to re-enter the island in time to mitigate damage and prevent potentially further destruction. This is a concern for local OEM's as it can be grimly dangerous to occupy the island after a major storm event due to the probable lack of electricity, water and sewer service and natural gas. Local emergency managers are viewing this group as a vulnerable population. It's also been said that due to the time it took to re-enter the island, local officials feel many people, whom own property on LBI as second homes or vacation homes, may actually occupy their homes during a storm event instead of staying at their full time residence elsewhere. If a storm occurs during the off-season, this population is not only increasing the calculated year-round population but may not be familiar with the local geography enough to realize areas that are more prone to flooding thereby increasing their risk.

The shuttle bus service on the island can be utilized during evacuation and stages in the Acme parking lot at 9600 Long Beach Boulevard in Long Beach Township.

The Borough supports its own Public Works, Police Department, Library and Municipal Building. Since the island is only a few blocks wide, the ocean and bay fronts are easily accessible by anyone from anywhere in the Borough. This convenience is precisely what attracts so many vacationers to this area. On the contrary, this narrow swath of land with grid style streets could be the ingredients for impacts and damage from coastal hazards such as storm surge and Sea Level Rise. Based on the latest Preliminary Work Maps released by the Federal Emergency Management Agency, the majority of Surf City lies within the 100-year floodplain and field inspections indicate that most unmitigated residential development sits at 5 FT feet or below in elevation in relationship to mean sea level. Therefore, a Category 1 hurricane, an extra tropical system like Super Storm Sandy or even a Nor'easter all pose a significant threat to this community. Since Sandy's impact in 2012, and even prior to, residents of this seashore community have noticed more frequent flooding that occurs after brief heavy rain storms, summer thunder showers or even a strong northeast wind. Any or all of these influences can cause nuisance flooding in the Borough. Described as a nuisance because the flooding typically impacts the streets and disrupts daily activity such as driving or accessing local businesses on foot, it often can cause more

significant problems such as flood water intrusion into residential garages, first floors of businesses and can be problematic for traffic attempting to navigate these floodwaters. In particular in Surf City, if flooding is also occurring on other parts of the island, all traffic in the sections of Long Beach Island north of Surf City will need to travel south through Surf City to utilize Ship Bottom as their point of evacuation via 8th and 9th Streets to the Manahawkin Bay Bridge.

This Coastal Vulnerability Assessment will specifically evaluate the Borough's level of exposure of its built environment, natural environment and social environment to storm surge related to a Category 1, 2 and 3 storm events as well as 1 FT, 2 FT and 3 FT of anticipated Sea Level Rise. During a recent discussions with Borough leaders regarding flooding events and a US Army Corps of Engineers Back Bay Flooding Feasibility Study that is underway, these factors were agreed to be the most serious when determining coastal vulnerability of the Borough.

Vulnerability Assessment Introduction

The Borough of Surf City was awarded a grant by the New Jersey Department of Environmental Protection (Department), Division of Coastal and Land Use Planning, with funding through a grant awarded by the National Oceanic and Atmospheric Administration, of the U.S. Department of Commerce, to support the development of a Coastal Vulnerability Assessment (CVA) Report. A Coastal Vulnerability Report is intended to provide coastal communities with the ability to assess their vulnerability to coastal hazards and then identify opportunities to address those mapped concerns.

In addition, the five (5) other municipalities that make up Long Beach Island (LBI) are also analyzing their risks and vulnerabilities to coastal hazards under this program. In doing so and with the Department understanding the interconnected resources and challenges the barrier island must contend with during times of significant weather events or federally declared disasters, the Department recommended the development of a Regional Coastal Vulnerability Assessment, which was accepted by all communities, and will address regional hazards and provide recommendations for the barrier island as a whole entity. The Department's objective with promoting a regional CVA Plan is to increase the resiliency of each municipality through consideration of the coastal hazards, challenges and potential solutions of the entire island.

An associated component of assessing the Borough's vulnerability was to complete the Getting to Resilience Questionnaire with the technical assistance and support of Jenna Gatto and Lisa Auermuller of the Jacques Cousteau National Estuarine Research Reserve (JC NERR). The GTR questionnaire was initially developed and piloted by the NJDEP's Office of Coastal Management to foster municipal resiliency when confronted with coastal hazards and contains linkages, mitigation and adaptation actions to reduce vulnerability and increase preparedness. At a later date, the GTR process was adapted by the Coastal Training program at JC NERR, converted into a digital format, and placed on an interactive website. JC NERR then added additional linkages to the National Flood Insurance Program's Community Rating System (CRS), Hazard Mitigation Planning and Sustainable Jersey. Jenna Gatto, the region's Community Resilience Specialist, was

able to meet with each municipality over the course of at least two (2) meetings and provide community specific recommendations based on the outcome of the questionnaire. All stakeholders are in agreement that this step was an ideal launch pad into the investigation of municipal coastal vulnerability.

Methodology

As noted above, the Borough of Surf City received a grant from the NJDEP to complete the GTR process, a Municipal Public Access Plan and a Coastal Vulnerability Assessment. The CVA was developed by Owen, Little and Associates, Inc. (OLA) team of Land Use and Natural Hazard Mitigation Planners, Civil Engineers, GIS Specialists and Certified Floodplain Managers as well as numerous stakeholders from the community including government officials and residents. This firm, Owen, Little & Associates, Inc., holds the professional appointment as Borough Engineer for the community of Surf City and has done so for more than a decade. With that, the office has accumulated a significant amount of data that was beneficial and valuable to this process such as base mapping and shapefiles attributed to the built environment including critical facilities and evacuation routes. This already obtained information allowed for an in-field update of the data to be required instead of a new inventory. However, numerous shapefiles had to be created for data sets such as those for water infrastructure. In coordination with JCNERR and assistance from Jennifer Rovito, GISP, at the Environmental Analysis and Communications Group of Edward J. Bloustein School of Planning and Public Policy, Rutgers University, provided data sets including those for Sea Level Rise and storm surge associated with the category 1, 2 and 3 hurricane.

As stated within the Getting to Resiliency Recommendations Report prepared by JC NERR, SLOSH models for Surf City indicate that flooding should be expected to be similar to Sandy's flood levels for a powerful Category 1 hurricane and impacts increase exponentially the stronger the storm. Also, scientists expect this area to be impacted by 1.5 FT of Sea Level Rise prior to 2050. As Sea Level Rise is anticipated to accelerate due to shrinking land ice and thermal expansion, scientists anticipate that that 3.5 FT of Sea Level Rise is very likely before 2100.

	Sea-level rise (feet)		
	Global	Bedrock	Shore
2030 central	0.5	0.7	0.8
2030 low	0.3	0.5	0.6
2030 high	0.7	1	1.1
2030 higher	0.9	1.2	1.4
2050 central	0.8	1.3	1.5
2050 low	0.5	0.9	1.1
2050 high	1.3	1.8	1.9
2050 higher	1.6	2.1	2.3
2100 central	2.5	3.1	3.5
2100 low	1.4	2.2	2.5
2100 high	4	4.6	4.9
2100 higher	4.6	5.5	5.9
2100 collapse	8.7	9.7	10
<small>NJ sea level rise projection ranges and best estimates. K.G. Miller, R.E. Kopp, B.P. Horton, J.V. Browning and A.C. Kemp, 2013, A Geological Perspective on Sea Level Rise and its Impacts along the U.S. Mid Atlantic Coast. Earth's Future 1:3-18, doi:10.1002/2013EF000135</small>			

Tides

General tidal fluctuations along the Borough's bay shore, is from Elevation -1.0 to Elevation +1.5, or so; spring tides are as high as 2.0. Occasionally, maybe once a month, a "blow-out" low tide caused by high pressure and off-shore winds is recorded around Elevation -1.5 or lower. Higher tide ranges are experienced at the time of full moons ("spring tides"), and tend to be greater in the winter months when the earth is closer to the moon.

More ominously, storm surge may accompany any severe coastal storm where an extreme low pressure system develops. With some storms a constant easterly wind will "stack up" the ocean waters, causing higher tides, which prevents the bay from emptying out the inlet, and back bay flooding occurs. Stronger and more persistent on-shore winds will mean higher and higher tides. This tends to happen up to four or more times a year and can reach Elevations 3 or 4, or higher, flooding roadways and many structures.

The U.S. Geological Survey (U.S.G.S.) recorded Superstorm Sandy's High Water Mark at 5.6 FT on North Central Avenue in the northwestern portion of the Borough. Meanwhile, the tide gauge at Route 72 failed at the height of the event but was estimated to have reached just under 6.5 FT NAVD88. With ground surface elevations around 3 to 4 FT, devastating flooding occurred with great property damage. All elevations stated in this study are in feet and based on NAVD 1988.

Land Coverage and Topography

General topography of the areas west of Long Beach Boulevard is flat, with surface grades of 1 to 2 percent. Road grades are even less with many roads being as low as 0.3 percent. In order to achieve drainage flow, the roads have a "see-saw" profile, where low points are created every other block or so. These low areas create pockets, where storm water collects and will be subject to flooding when excessive rainfall, tidal tail water or debris clogging may occur. Where streets have been repaved or overlaid, due to the shallow gutter grades, puddling has occurred and runoff is not reaching the inlets.

Areas to the east of Long Beach Boulevard generally are sloped upward towards the Ocean. Elevation change ranges from 3 at the bay area to 12 feet at the eastern street-ends by the beaches.

Stormwater Collection and Disposal

There are no natural drainage ways within the Borough, since most of the Borough has been built on filled lands. Limited natural wetlands remain along the Bayfront and no living shorelines exist. With most of the bayfront properties being filled and having bulkheads, any stormwater runoff from private properties and streets does not naturally drain over the surface into the Manahawkin Bay. All stormwater is conveyed to the bay by drainage collection systems.

All of the collected runoff is directed westward through piping systems towards the Bay and outlets through the street-end bulkheads. These drainage collection systems are gravity flow pipe systems, sloping from east to west within the road right-of-ways.

As the Borough grew over the years, the development of the drainage collection system has appeared to be mostly unplanned, and has progressed in a piggyback fashion, with later areas of development simply connecting to the earlier systems, with little upgrade in capacity. Some of the pipe systems may be over 80 years old, and are undersized by today's engineering standards.

It should be noted that the ownership and responsibility for stormwater collection systems are shared by the Borough and Ocean County.

Sea Level Rise Vulnerability

Sea Level Rise is a documented threat to the Borough of Surf City and the change in Sea Level Rise has been validated by members of the community over the years. The impending sea level will rise, due to glacial and ice sheet melting, and the risk of flooding will also increase due to the anticipated impacts from storms which may be more severe and more frequent. The historical rate of Sea Level Rise along the New Jersey coast over the past half century was 3-4mm/year or 0.12-0.16 in/year and these rates are expected to increase. In the recent publication entitled "A Geological Perspective on Sea-Level Rise and its Impacts along the U.S. Mid-Atlantic Coast", authors Miller and Kopp state that in the year 2050, the best estimate for Sea Level Rise is 1.5 FT along the Jersey Shore. By the year 2100, the best estimate for Sea Level Rise is 3.5 FT along the same coast. In this context, the term "best" refers to a 50% likelihood of that extent of sea-level rise occurring.

Built Environment

Surf City is a coastal resort community located on Long Beach Island, a barrier island, in southern New Jersey and offers an array of residential housing options, countless retail and dining establishments on the Boulevard and numerous parks and public access points to the ocean and bayfront all of which make this Borough a sought after destination for vacationers and a highly desirable area in which to live seasonally or year-round. There are approximately 28 blocks south to north, and 3 to 4 blocks from the Bay to the Ocean (east to west). The total land area of the Borough is approximately 1.0 square miles. As of May 2010, the Borough had a total of 16.97 miles of roadways, of which 15.3 miles were maintained by the Borough and 1.67 miles by Ocean County.

At the time of the 2010 United States Census, there were 1205 people, 622 households, and 366 families residing in the Borough. The population density was 1,616.5 per square mile and there were 2566 housing units at an average density of 3442 per square mile. The flux in population season to season greatly affects the economic, social and physical makeup of the Borough and it's often the year-round residents whom are most affected by these conditions. The summer population can reach 8,000 people or more. Surf City is considered a fully developed municipality, with the exception of in-fill lots for redevelopment.

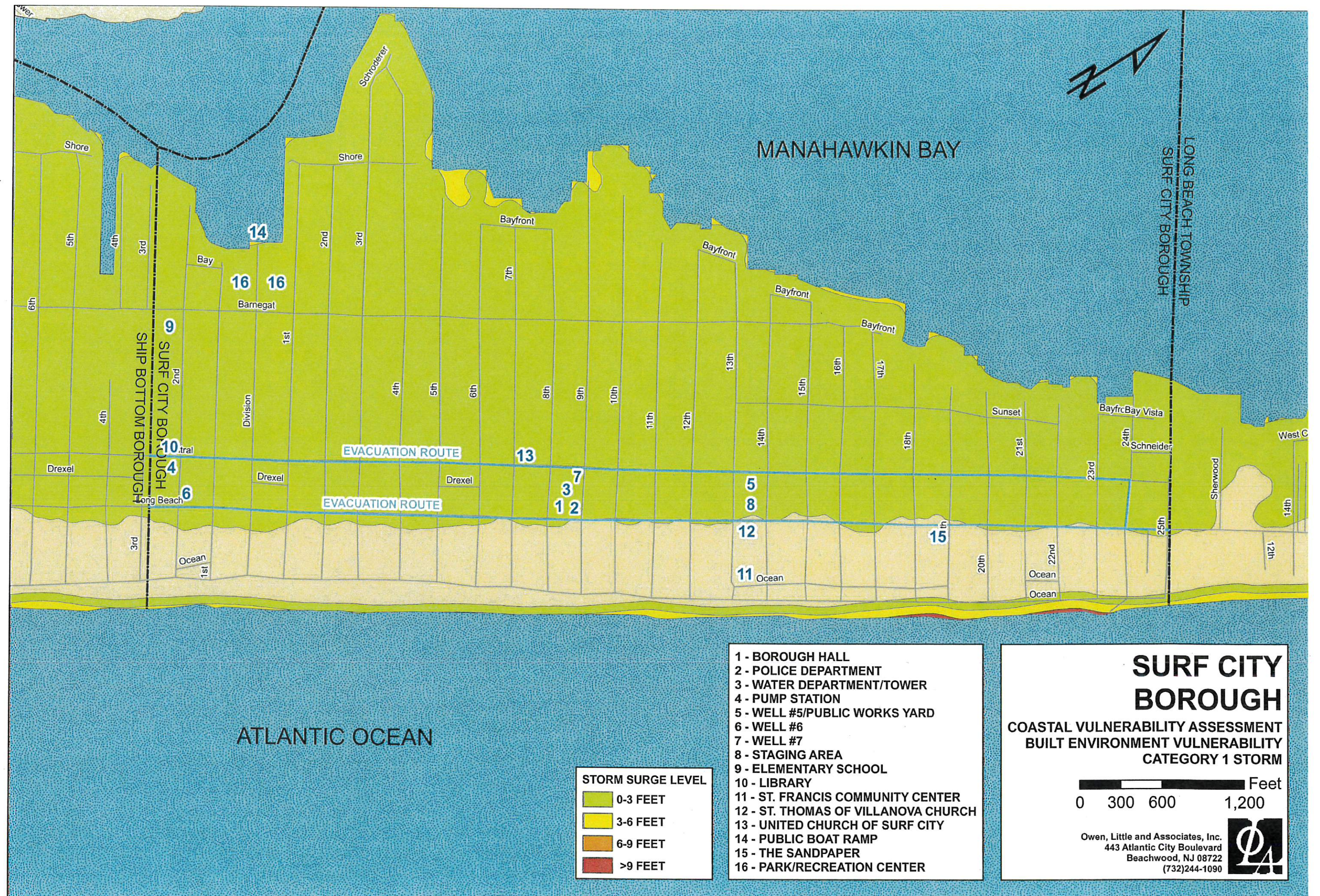
The Borough is unique in that it is accessible via only one (1) causeway which also serves five other municipalities. Increased vehicle and pedestrian traffic are concerns for this small community especially during the prime summer months when many vacationers are using the unfamiliar roads to drive, walk or ride bicycles. The grid-style road network in Surf City and the composition of its blocks are essential for being able to provide multiple means of egress during times of evacuation to the Manahawkin Bay Bridge.

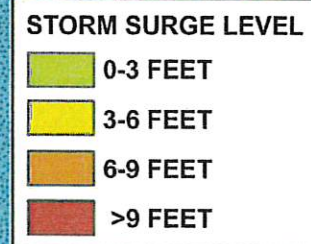
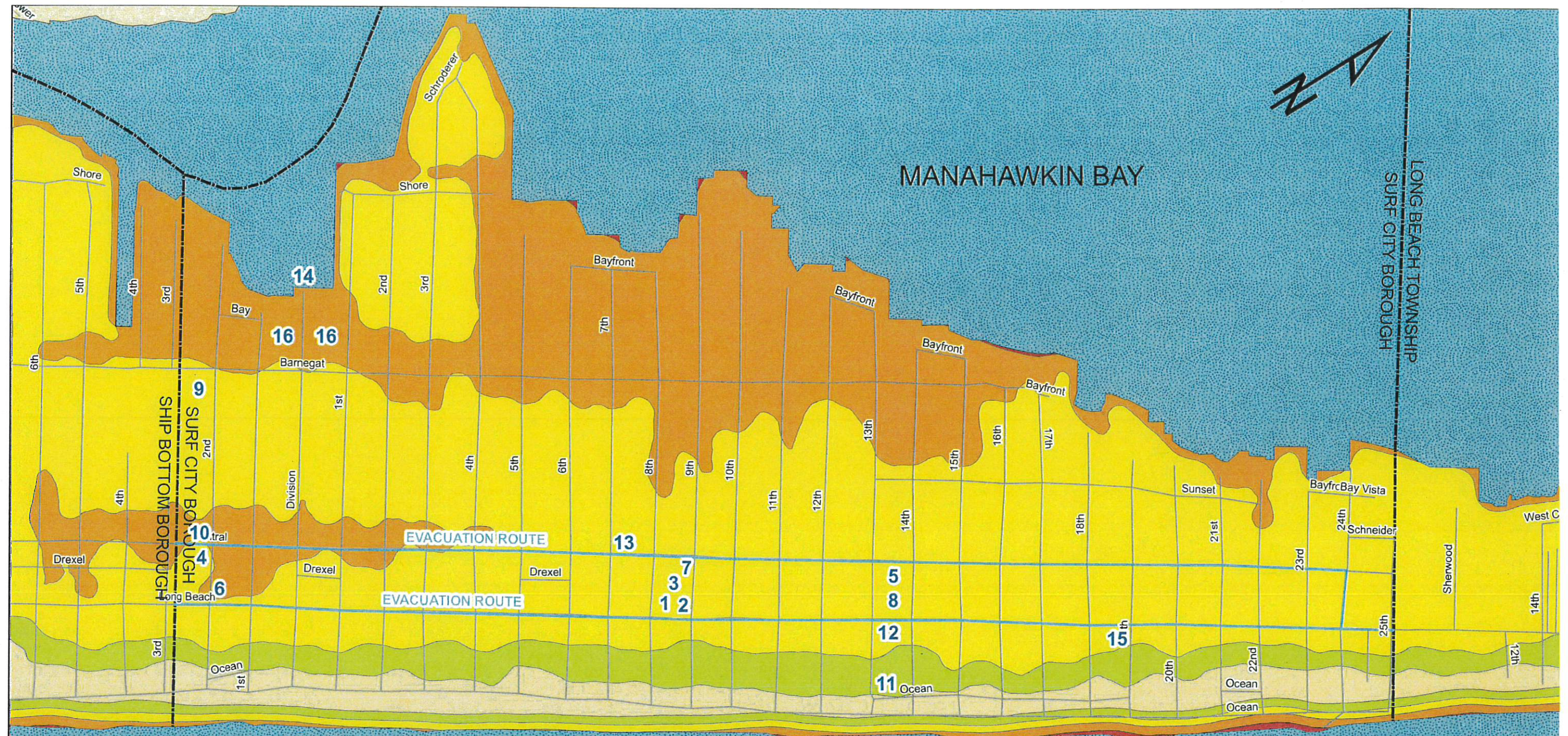
There are many older homes and businesses, built prior to the March, 1962 Great Storm, that are not elevated or on pilings, and are only slightly above the existing street elevation. Since Superstorm Sandy in 2012, many homes have been elevated, but the remaining properties at grade elevation are susceptible to the threat of flooding from both tidal and rainfall events. Although these raised homes will be protected from floodwaters, they often provide a false sense of personal security as the surrounding infrastructure will still be inundated. Although the habitable floors of the structure may not be impacted, a person's ability to leave will be.

As confirmed during Superstorm Sandy, approximately 75% of the community is susceptible to storm surge inundation of a Category 1 hurricane, and the entire community will likely be submerged under a Category 2 storm. A Category 3 hurricane will be catastrophic to the Borough and most of its infrastructure. Access to any remaining infrastructure will be impossible. The flooding associated with Superstorm Sandy resulted in the shutdown of the pumping systems for two (2) wells in the Borough. As a result, the Borough has prioritized elevating these wells and recently installed a back-up generator to aid in relieving service interruptions during power outages and storm events.

As part of the Ocean County Hazard Mitigation Plan in 2014, the Borough did recognize the need for raising 63 homes. Elevations of homes is an ongoing process as financial resources become available for homeowners.

Two (2) feet of Sea Level Rise will greatly impact the bayside areas of the Borough with the majority of Barnegat Avenue inundated. In addition, the areas between 5th Street and 9th Street will be a general neighborhood that will see tidal flooding as the result of Sea Level Rise. It's likely that the main corridor of Long Beach Boulevard will not be impacted until approximately 2060 unless mitigation measures are implemented or constructed.





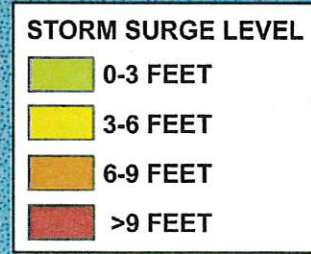
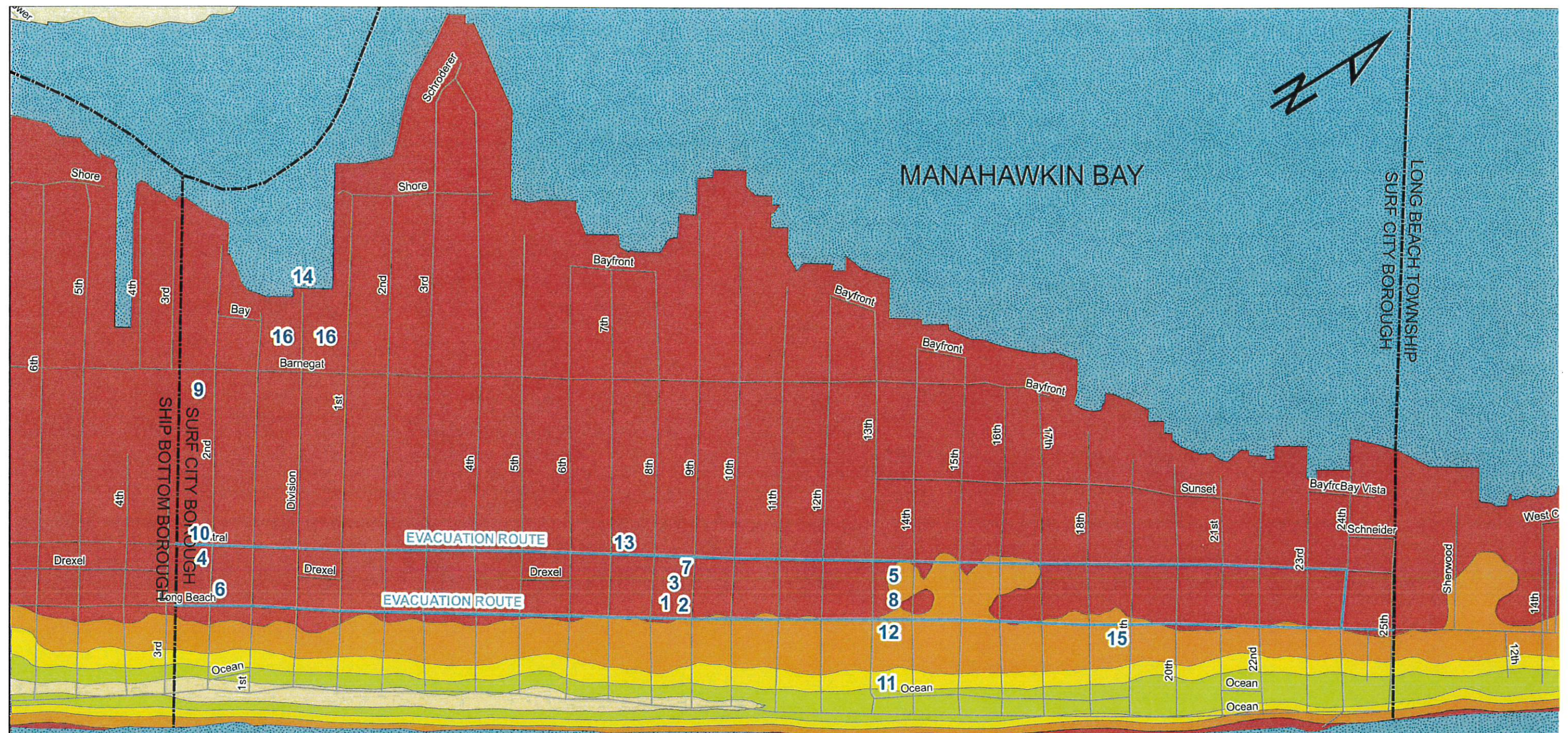
- 1 - BOROUGH HALL
- 2 - POLICE DEPARTMENT
- 3 - WATER DEPARTMENT/TOWER
- 4 - PUMP STATION
- 5 - WELL #5/PUBLIC WORKS YARD
- 6 - WELL #6
- 7 - WELL #7
- 8 - STAGING AREA
- 9 - ELEMENTARY SCHOOL
- 10 - LIBRARY
- 11 - ST. FRANCIS COMMUNITY CENTER
- 12 - ST. THOMAS OF VILLANOVA CHURCH
- 13 - UNITED CHURCH OF SURF CITY
- 14 - PUBLIC BOAT RAMP
- 15 - THE SANDPAPER
- 16 - PARK/RECREATION CENTER

SURF CITY BOROUGH

COASTAL VULNERABILITY ASSESSMENT
BUILT ENVIRONMENT VULNERABILITY
CATEGORY 2 STORM

0 300 600 1,200 Feet

Owen, Little and Associates, Inc.
443 Atlantic City Boulevard
Beachwood, NJ 08722
(732)244-1090



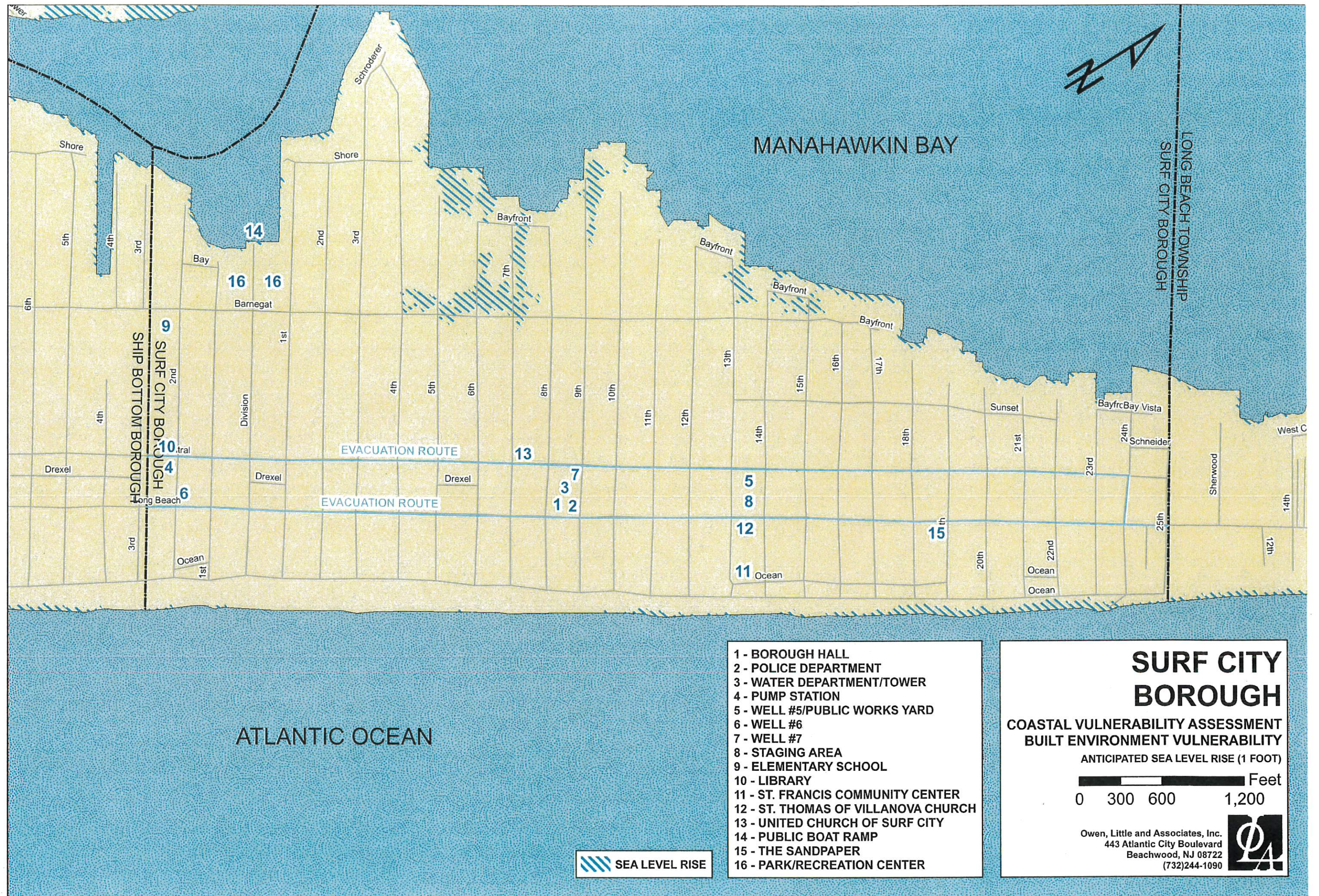
- 1 - BOROUGH HALL
- 2 - POLICE DEPARTMENT
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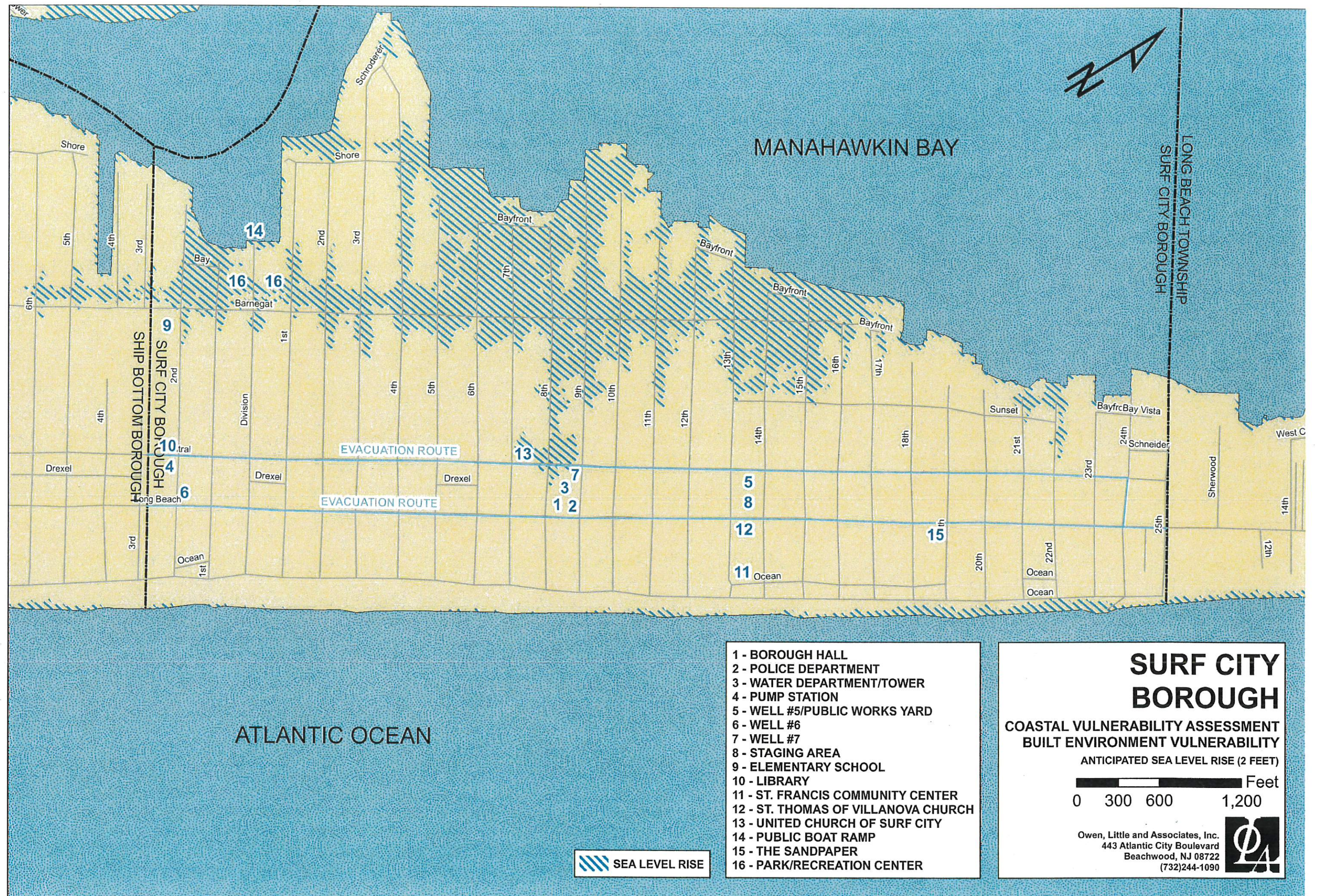
SURF CITY BOROUGH

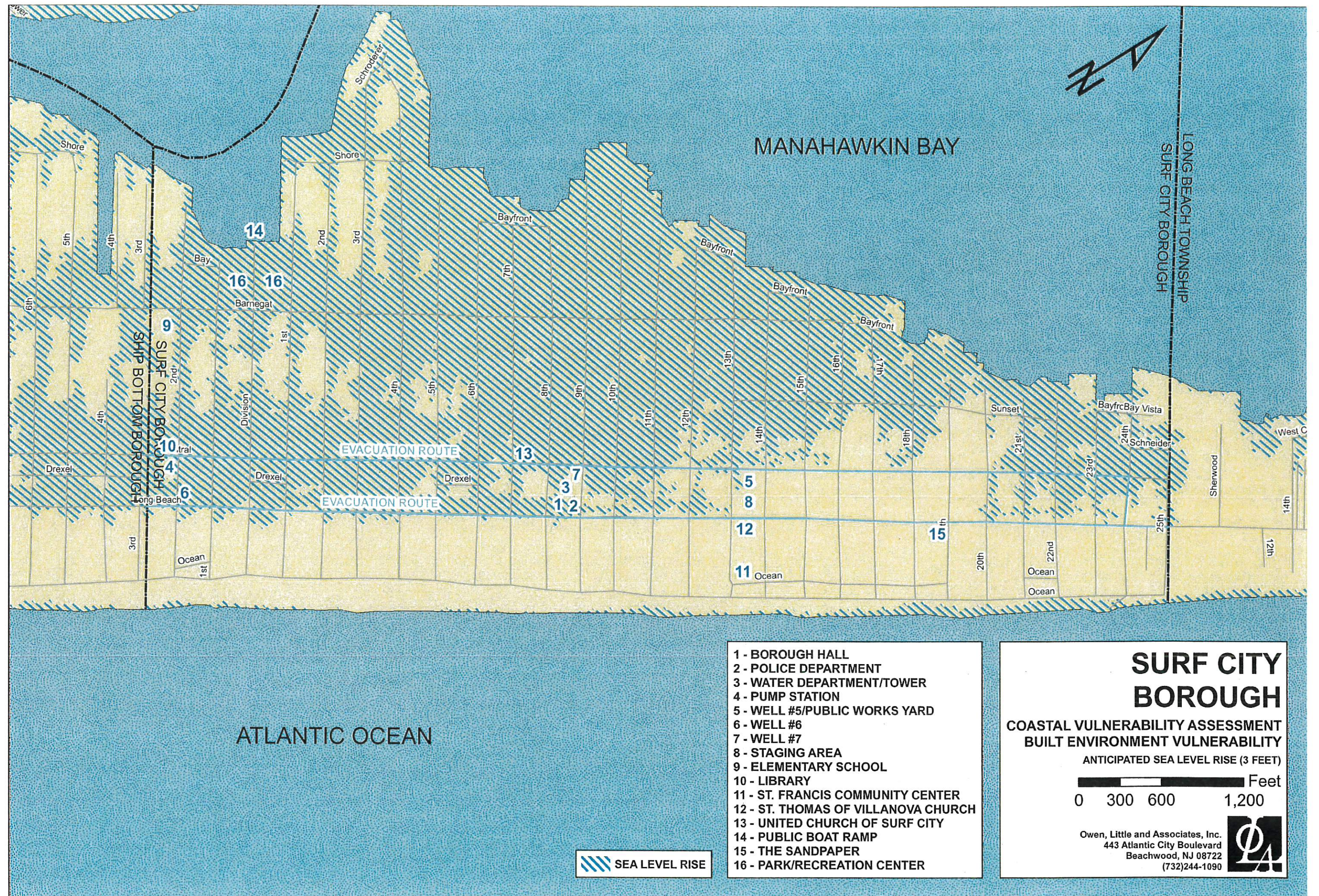
COASTAL VULNERABILITY ASSESSMENT
BUILT ENVIRONMENT VULNERABILITY
CATEGORY 3 STORM

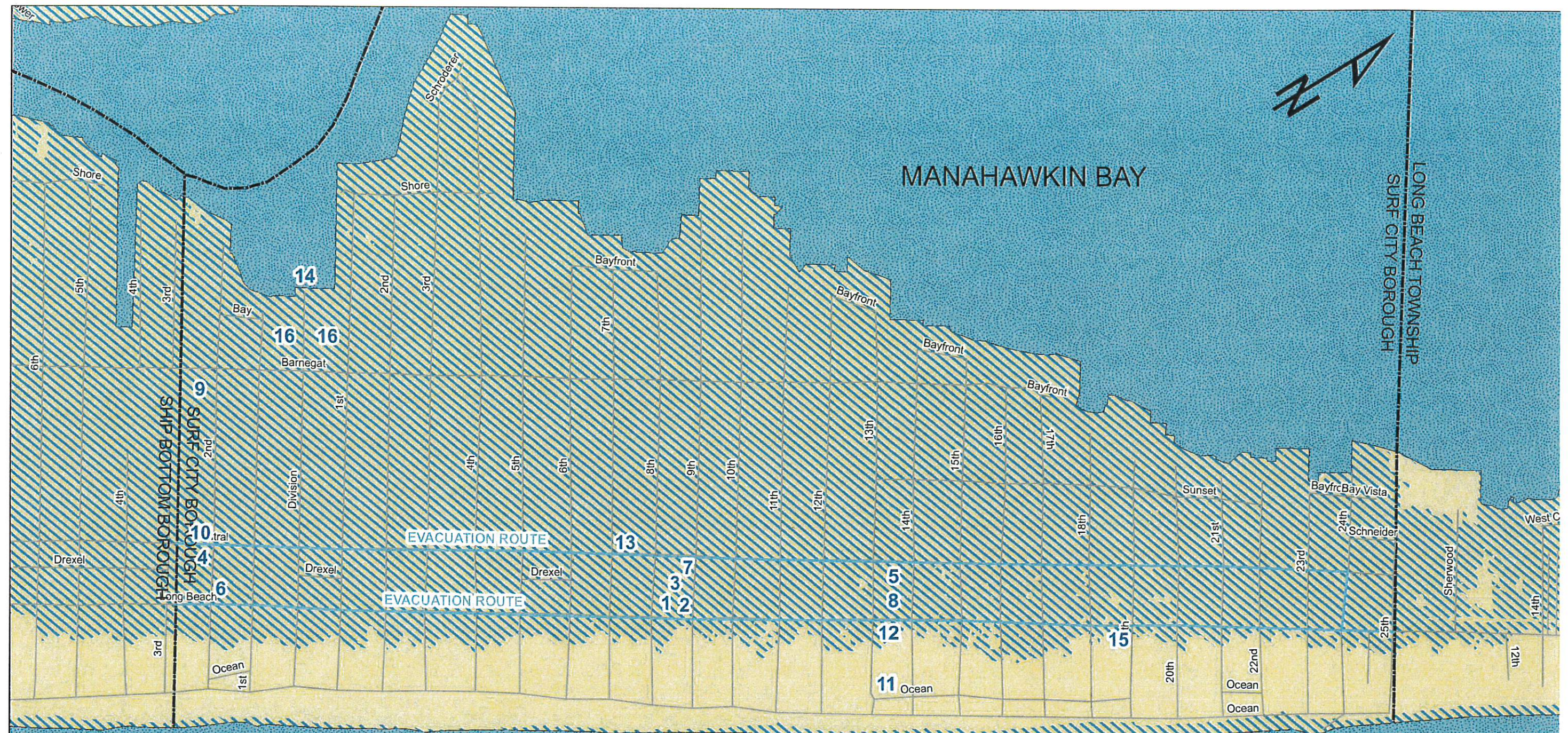
0 300 600 1,200 Feet


Owen, Little and Associates, Inc.
443 Atlantic City Boulevard
Beachwood, NJ 08722
(732)244-1090










 STORM SURGE

- 1 - BOROUGH HALL
- 2 - POLICE DEPARTMENT
- 3 - WATER DEPARTMENT/TOWER
- 4 - PUMP STATION
- 5 - WELL #5/PUBLIC WORKS YARD
- 6 - WELL #6
- 7 - WELL #7
- 8 - STAGING AREA
- 9 - ELEMENTARY SCHOOL
- 10 - LIBRARY
- 11 - ST. FRANCIS COMMUNITY CENTER
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- 15 - THE SANDPAPER
- 16 - PARK/RECREATION CENTER


SURF CITY BOROUGH

COASTAL VULNERABILITY ASSESSMENT
BUILT ENVIRONMENT VULNERABILITY
SUPERSTORM SANDY - STORM SURGE



0 300 600 1,200 Feet

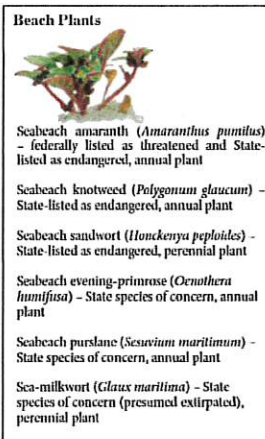
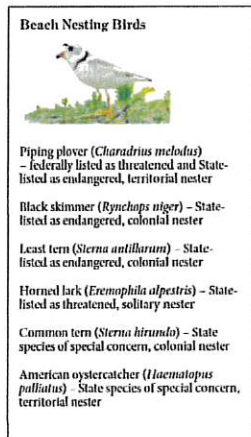
Owen, Little and Associates, Inc.
443 Atlantic City Boulevard
Beachwood, NJ 08722
(732)244-1090



Natural Environment

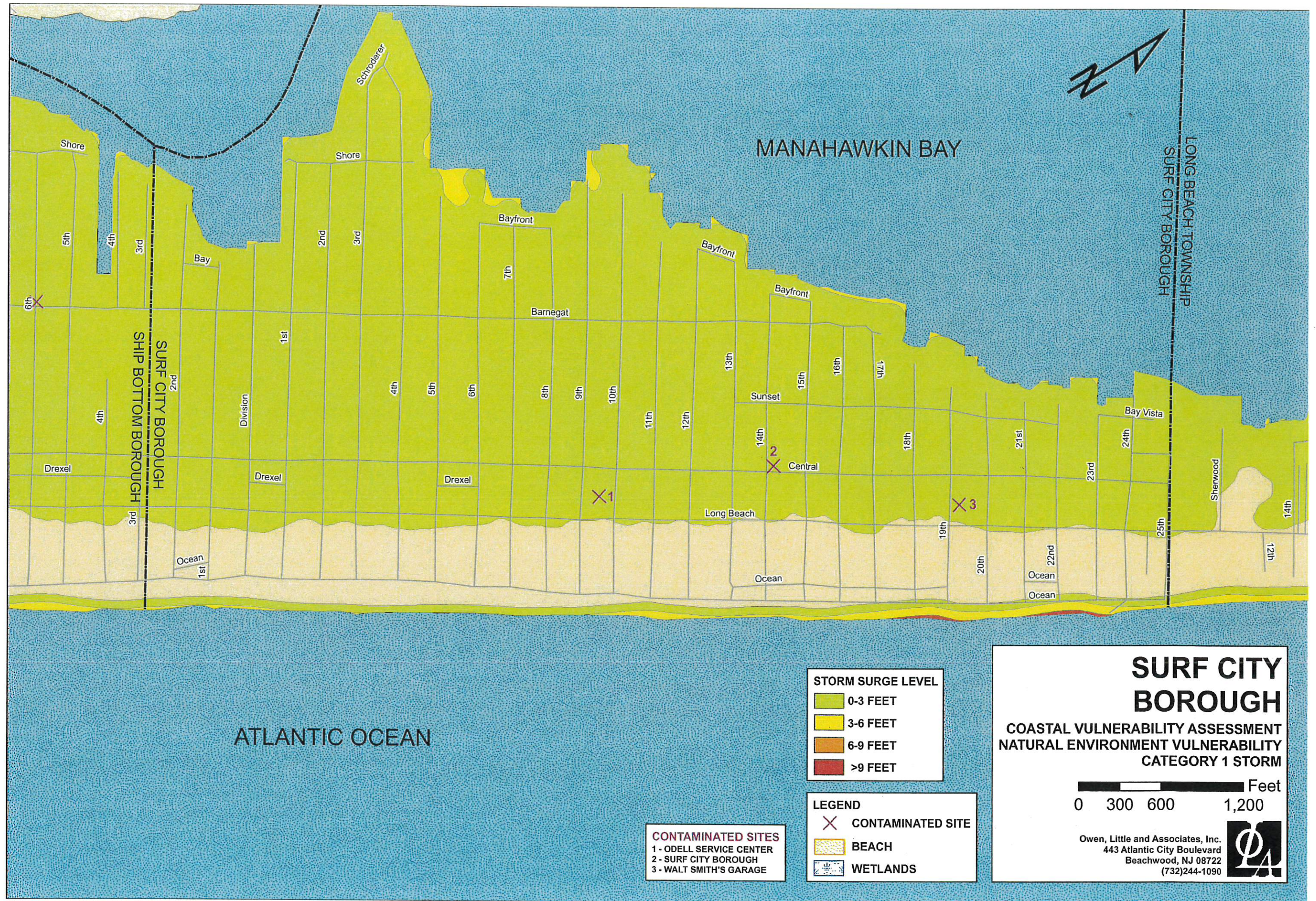
Surf City's location on the barrier island between the Atlantic Ocean and the Barnegat Bay provide ideal habitat for wildlife and native plant species. Unlike other communities on the island, Surf City does not have any off shore islands within its municipal boundaries to protect it or act as buffers during storm events. Petit Island is the only island off its bayside shore and its lies within the boundary of Stafford Township.

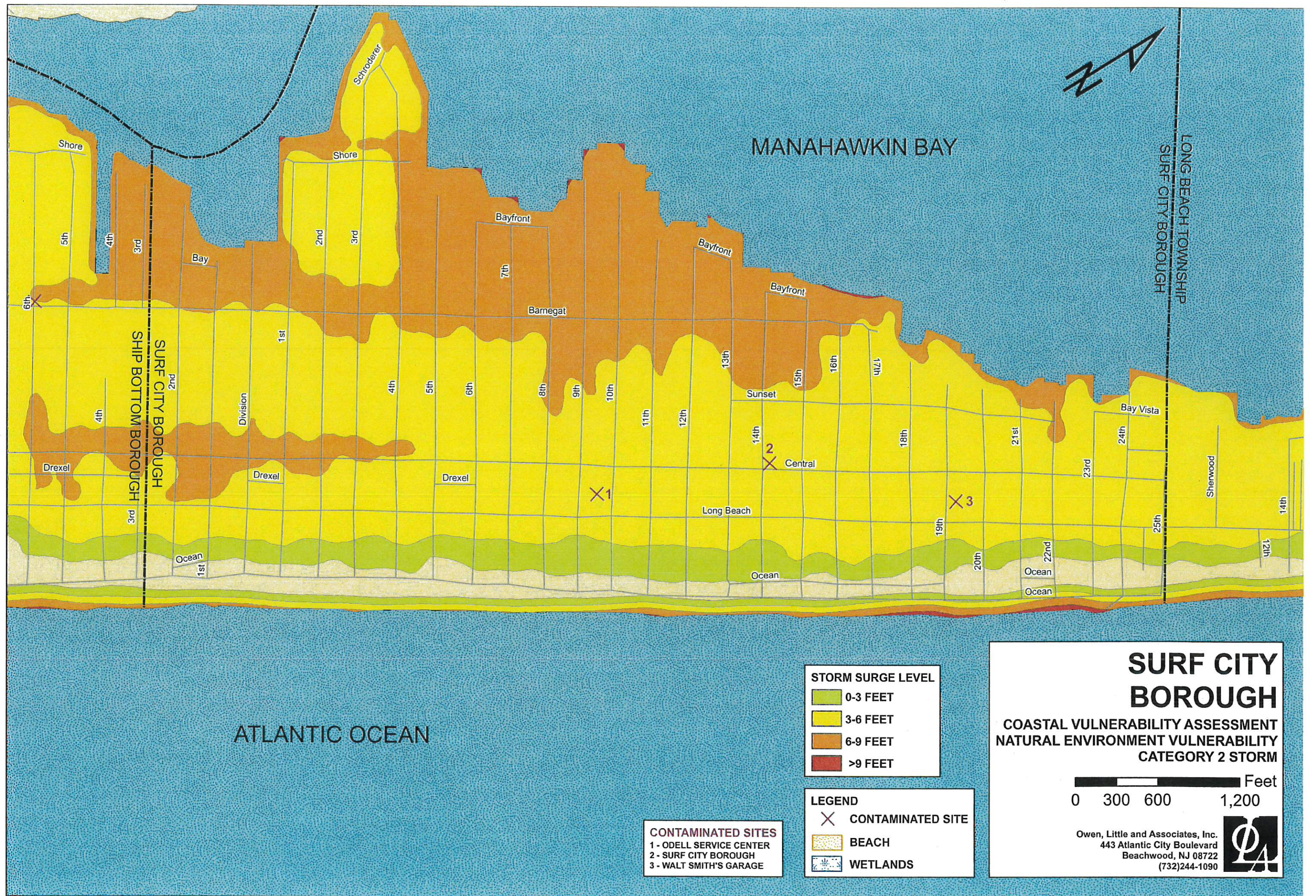
The Borough recently received beach replenishment from the US Army Corps of Engineers and as a condition of that replenishment, the Borough is required to prepare a Beach Management Plan which addresses a wide range of issues including symbolic fencing for protection and management of listed species, trash collection and beach raking, sand fencing, vegetation movement and predator management. The widened beaches are known to attract state and federally listed endangered species including nesting birds, plants and insects.

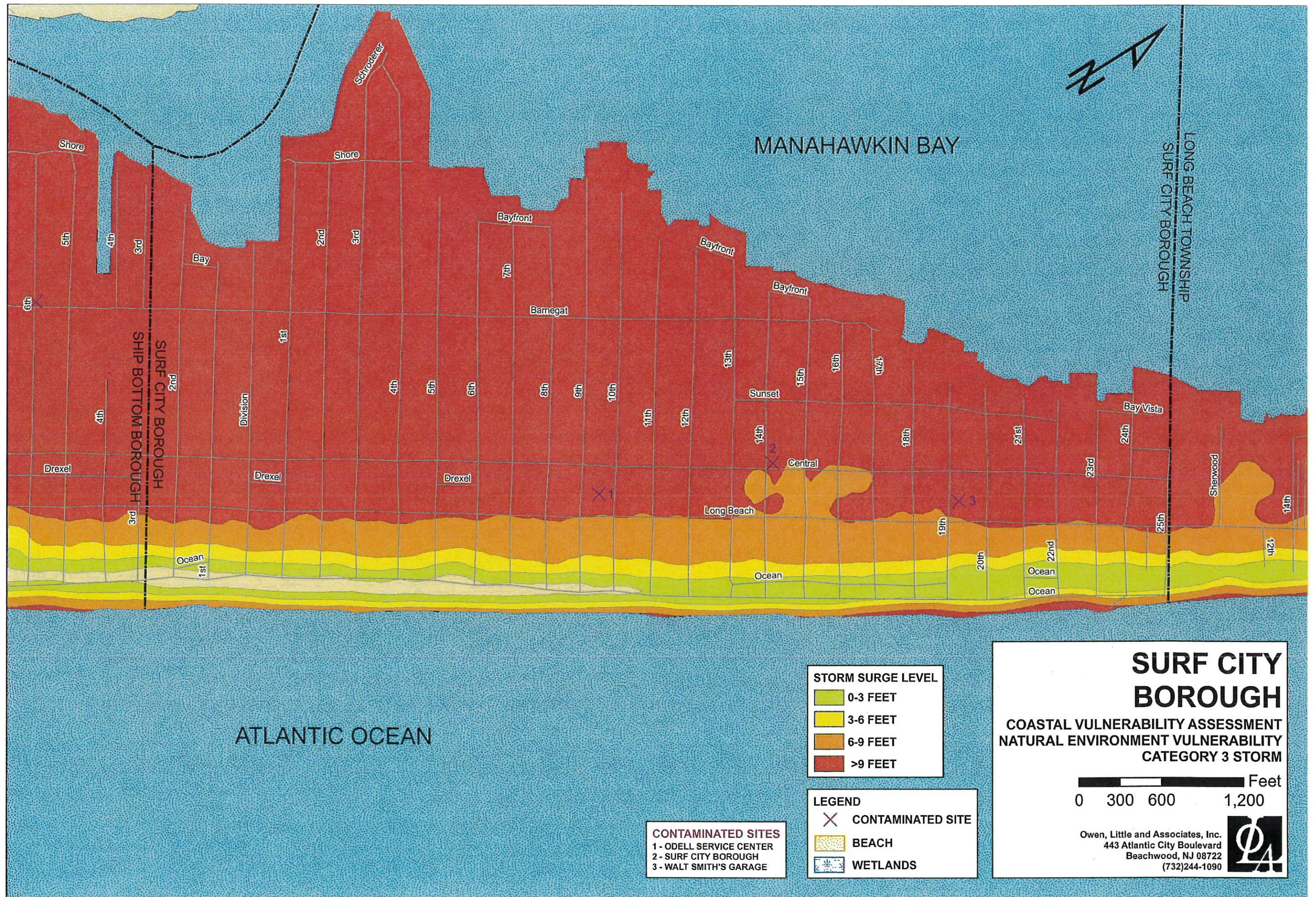


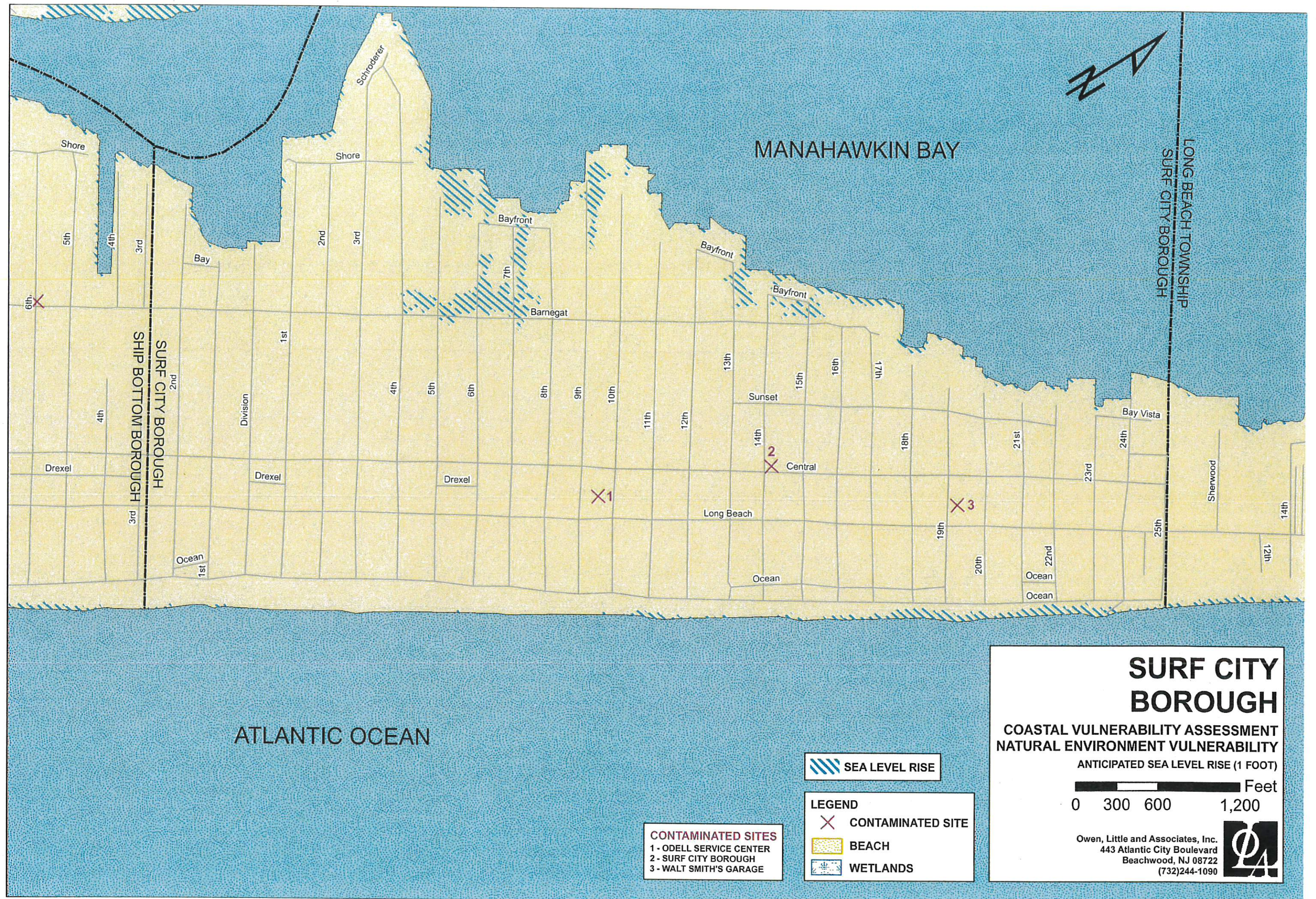
Later in 2016, the Borough will be preparing this plan and addressing any critical habitats and designating different beach zones to differentiate more recreation areas with passive areas that promote bird watching, shell collecting and other similar activities.

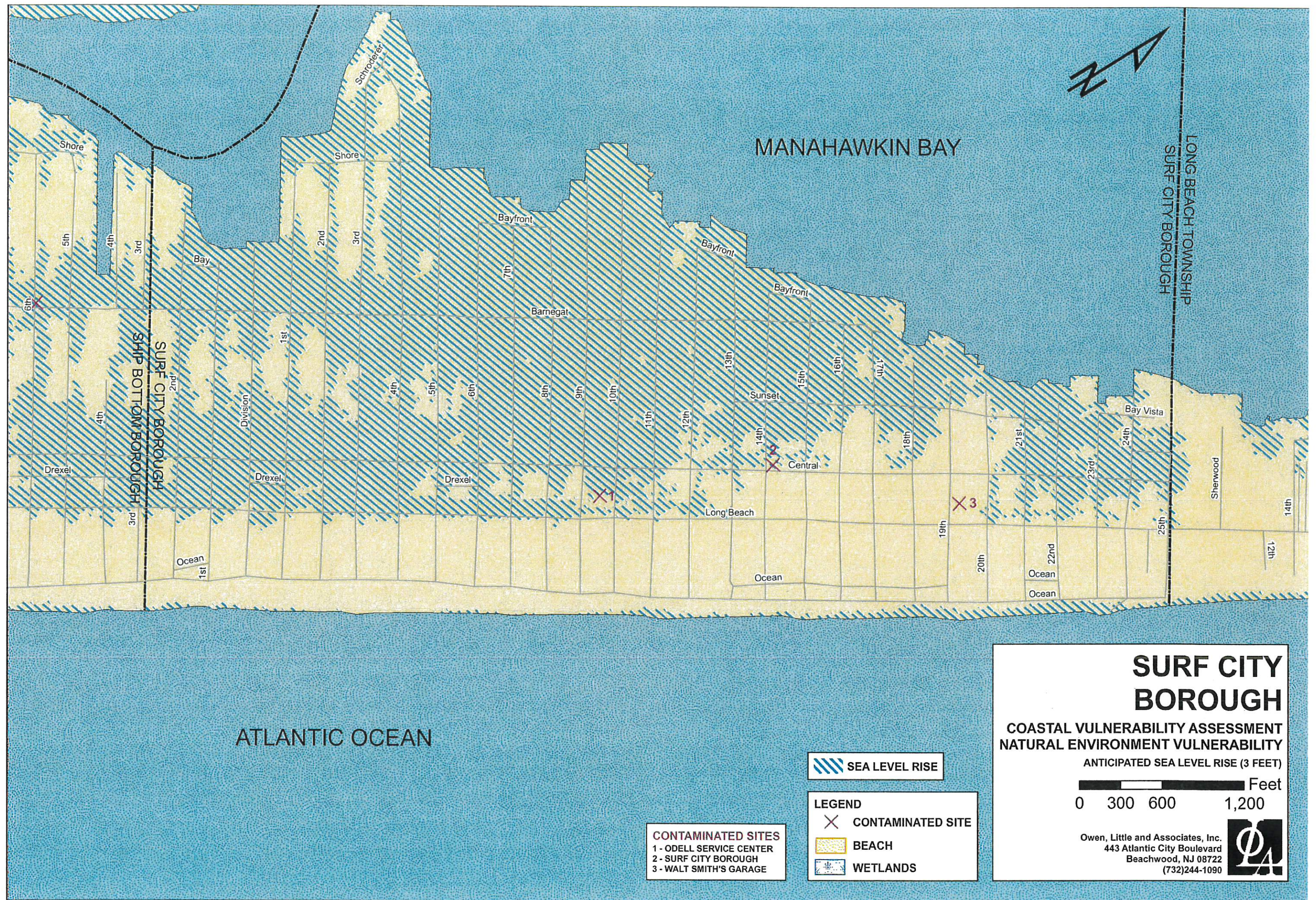
Sea Level Rise is anticipated to affect the ocean front beaches as early as 2030 and steps should be taken to preserve critical habitats as well as recreational opportunities.











CONTAMINATED SITES
1 - ODELL SERVICE CENTER
2 - SURF CITY BOROUGH
3 - WALT SMITH'S GARAGE

 **SEA LEVEL RISE**

LEGEND
 **CONTAMINATED SITE**
 **BEACH**
 **WETLANDS**

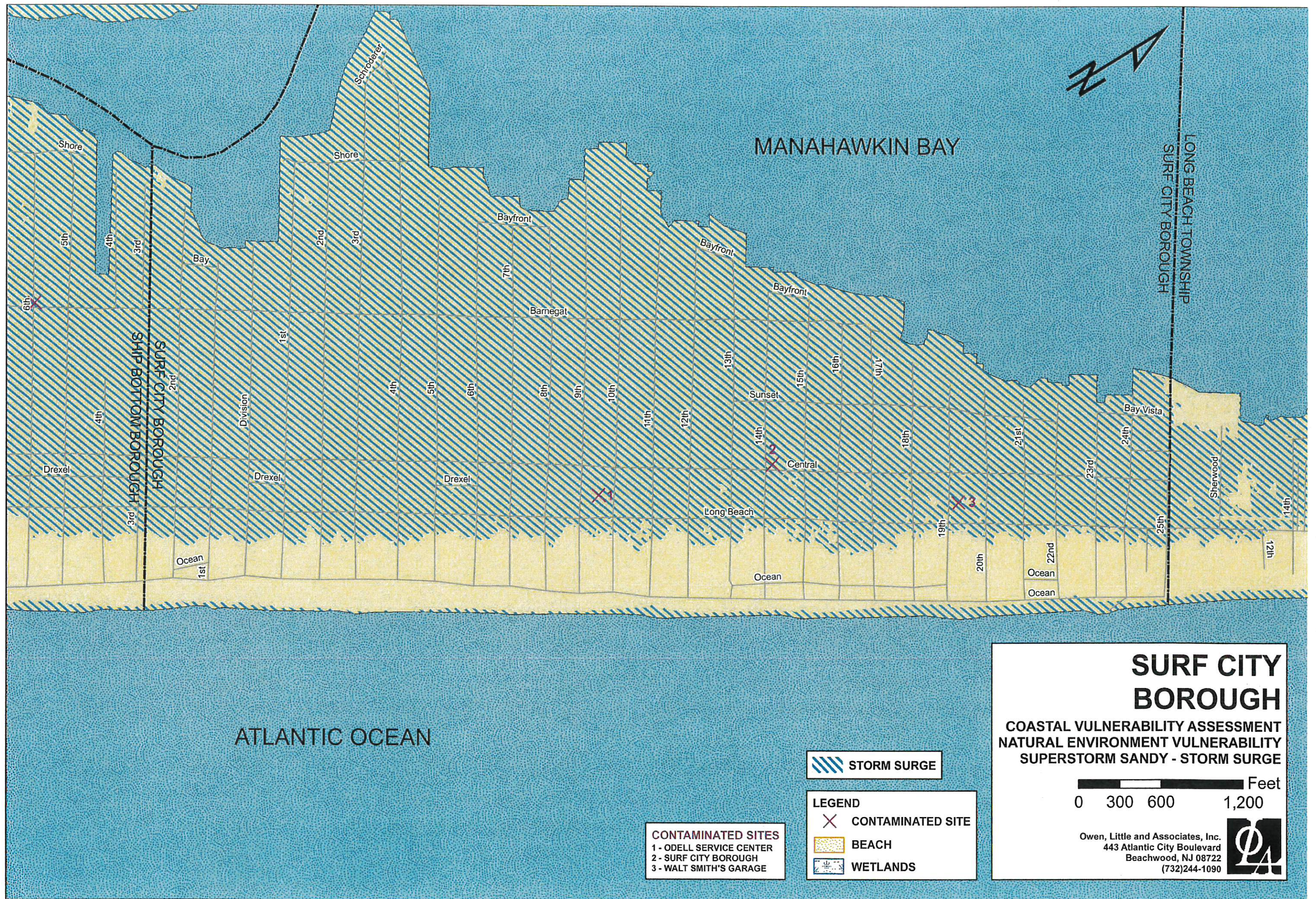
SURF CITY BOROUGH

COASTAL VULNERABILITY ASSESSMENT
NATURAL ENVIRONMENT VULNERABILITY
ANTICIPATED SEA LEVEL RISE (3 FEET)

0 300 600 1,200 Feet

Owen, Little and Associates, Inc.
443 Atlantic City Boulevard
Beachwood, NJ 08722
(732)244-1090

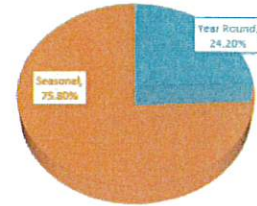




Social Environment

Surf City is a seasonal community with approximately 1205 year-round residents and upwards of 8000 seasonal residents. The community is comprised of a diversified age range and over 38% of its population is 65 years or older. The census data also shows that of the 622 households in the Borough, 6.2% had children under the age of 18 living with them and the average family size was 2.45. In addition, the data indicates that 22.7% of households had someone living alone who was 65 years of age or older. The analysis suggests that seasonal visitors likely pose the most risk in terms of general awareness and responsiveness as they may not be cognizant of their geographical location and the associated risk of flooding at their position. This is true especially in Surf City where low lying areas and nuisance flooding associated with wind direction and heavy rainfall can quickly become problematic.

SURF CITY HOUSING OCCUPANCY



Initially, our team of Hazard Mitigation Planners intended to utilize the Social Vulnerability Index (SVI) prepared by the Agency for Toxic Substances and Disease Registry (ATSDR), a Federal Public Health Agency of the U.S. Department of Health and Human Services, based in Atlanta, Georgia, to analyze factors that contribute to a community's social vulnerability. These factors include socioeconomic status, household composition and disability, minority status and language as well as housing and transportation. The principal obstacle with the data set is its restriction to census block only which is a common theme amongst data sets for social factors. Although some communities can utilize field knowledge of the area to supplement the data set, it was determined by the team that the population and community is too small to see diversity in the category range. With the Borough being less than one square mile, assigning a range would essentially provide a homogenous outcome.

Next, the team considered creating its own index, using information that may be obtained by the local Office of Emergency Management or Health Department, anticipating that this source may include homebound residents, those with a disability, or those without vehicles. However, the local agencies in this region no longer maintain a list like this. In addition, the team learned that many people who may be considered vulnerable in a hazardous situation are reluctant to disclose this information to community officials. If the Borough was to initiate a survey such as this, it would have to be updated frequently as the needs of the contributors change frequently.

With such a small community, both in regards to size and year round population, and without a nursing home, assisted living facility, age restricted housing development or subsidized public housing projects, it is impossible to accurately measure social vulnerability in a map format. Community OEM Coordinators and other municipal officials have a greater understanding and capacity at the local level to assist those who may require additional assistance during a storm event.

Analysis of some social factors, shown below, indicate that there is not a clear year round population to which the Borough could seek additional outreach programs.

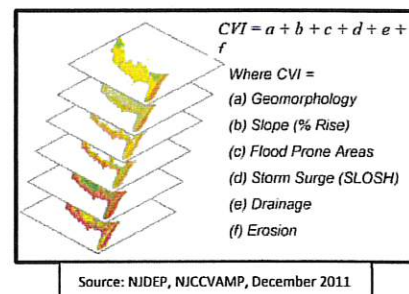
Social Vulnerabilities			
Housing			
	#	(%)	
Total Housing Units	2523	100%	
Occupied Housing Units	612	24.20%	
Seasonal Use Only	1911	75.80%	
In group Quarters	0	0	
Mobile Home Housing	0	0	
Income			
Below Poverty level		5.70%	
Median Household Income		\$67,083	
Race			
	(%)		
Percent Minority	5.10%		
Speak only English	98.80%		
Age			
	(%)		
Age 5 and under	1.20%		
Age 17 and under	5.00%		
Age 65-74	26.30%		
Age 75 +	25.70%		

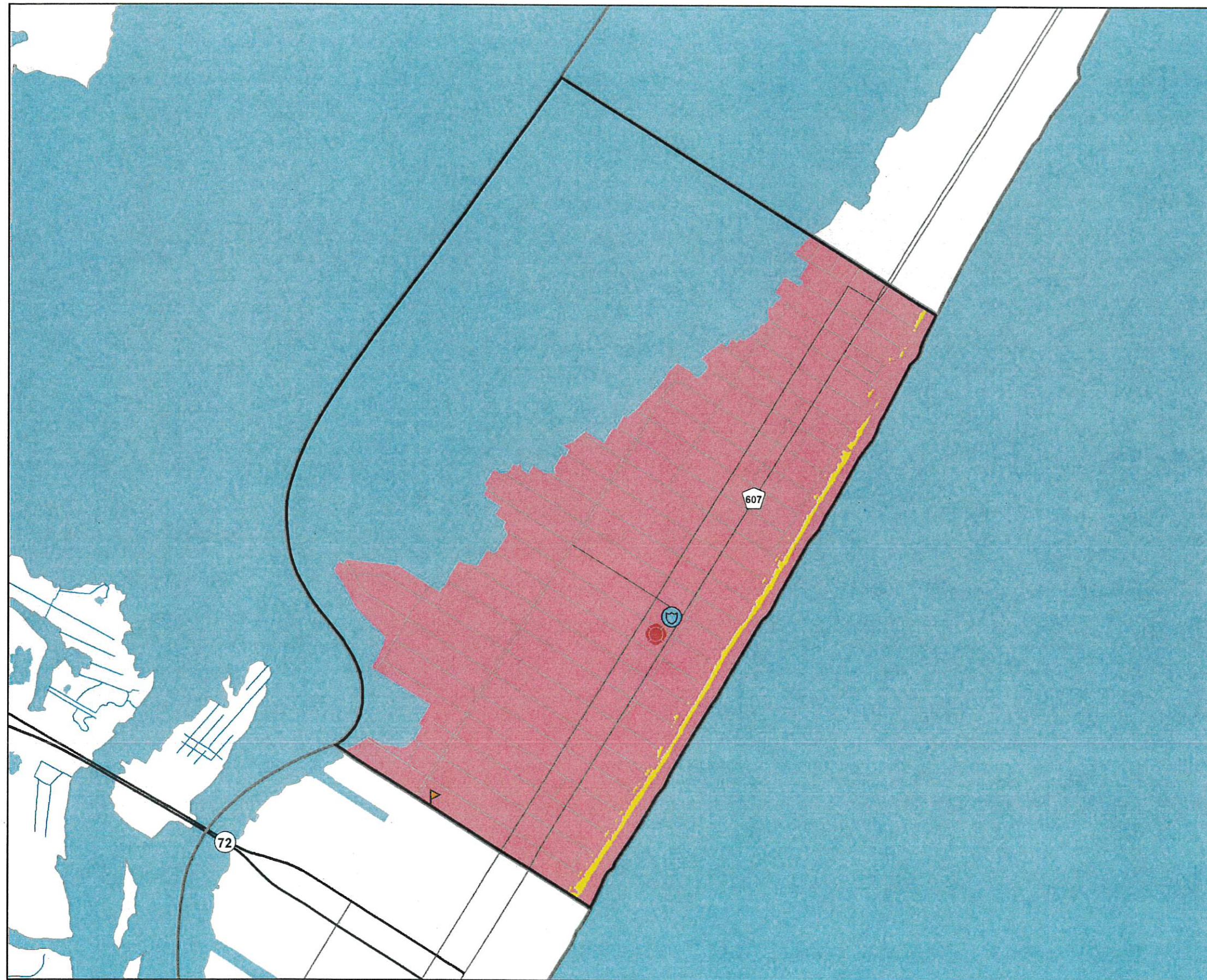
Local knowledge indicates that the aging population has been in place in the Borough for decades and is familiar with storm events and the need to evacuate in a timely manner. In addition, during Superstorm Sandy, the majority of the residents abided by the mandatory evacuation order and there were not significant cases of rescue during the event. The Borough does support seasonal winter tenant

population whom are seldom comprised of young adults. This demographic may not be aware of impending coastal hazard events, such as tidal flood events or Nor'easters, and may require additional outreach to explain the impacts common events, such as these, have on the community and neighboring communities to the south.

Coastal Vulnerability Index

By definition, a CVI allows for six variables to be related in a quantifiable manner that expresses the relative vulnerability of the coast to physical changes due to future sea-level rise or other coastal hazards ¹. This method yields numerical data that cannot be equated directly with particular physical effects. It does, however, highlight areas where the various effects of coastal hazards may be the greatest. Once each section of coastline is assigned a vulnerability value for each specific data variable, the coastal vulnerability index (CVI) is calculated as the square root of the product of the ranked variables divided by the total number of variables; where, a = geomorphology, b = slope (% Rise) , c = flood prone areas, d =Storm Surge (SLOSH) , e = drainage, and f = erosion. The calculated CVI value is divided into quartile ranges to highlight different vulnerabilities within the park. The CVI ranges (lower – major water) reported here apply only to Surf City Borough and may vary from other CVI's prepared by alternate agencies. The CVI map for Surf City is provided on the following page.





Coastal Vulnerability Index

Surf City Borough, Ocean County

The Coastal Vulnerability Index (CVI) was developed to help assess the vulnerability and resiliency of New Jersey coastal communities to natural hazards. While storm surge inundation and sea level rise are the primary factors influencing coastal flooding threats, those factors alone may not fully define the risk of coastal communities to both chronic and episodic hazards. As a layer combining data on flood zones, geomorphology, slope, soil erosion, soil drainage, soil flooding frequency, and ground elevation, as well as on storm surge inundation and water elevation changes, the CVI may provide a more complete picture of the flood hazard potential of coastal communities. In this map, the index is used to define three levels of relative vulnerability: Lower, Moderate, and Higher. More risk levels could be used, or break points between levels adjusted, as additional site specific data are examined. This process of fine tuning the CVI will be done by working with individual municipalities through a grant program aimed at improving the resiliency plans of New Jersey's coastal communities.

Legend

CVI 2050

- Lower
- Moderate
- Higher
- Major Water

Water Features

- Streams
- Waterbodies

Municipalities

-

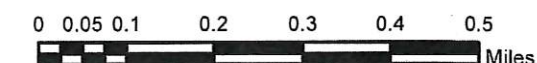
Facilities

- Fire Stations
- Law Enforcement
- Medical Facilities
- Rail Station
- Schools

Transportation

- Interstates
- US Highways
- NJ Highways
- Toll Routes
- 500 Routes
- County Routes
- Passenger Rail

The CVI spatial data set is for informational purposes only. It is a preliminary screening layer for use in conjunction with other community specific data in the development of effective coastal management plans. It is not a final layer defining the actual vulnerability of any community to flooding or storm events, either for present day conditions, or those predicted under sea level rise scenarios. It was generated using the best available information, but has not had rigorous review of its use for modeling site specific coastal conditions. Those reviews may require additional contributing and final generated data sets to be edited to more accurately represent actual conditions. The review and refinement of the data set should be done in conjunction with a wide range of partners, including local municipal experts. Additional data sets not used to prepare the CVI will also be needed to refine the outputs and tailor the data to the specific characteristics of individual communities.



1 inch equals 0.25 miles

September 2014

Getting to Resilience

Surf City is governed under the Borough form of New Jersey municipal government. The governing body consists of a Mayor and a Borough Council comprising six council members, with all positions elected at-large on a partisan basis as part of the November general election. A Mayor is elected directly by the voters to a four-year term of office. The Borough Council consists of six members elected to serve three-year terms on a staggered basis, with two seats coming up for election each year in a three-year cycle. The governing body is cognizant of the Borough's susceptibility and is prepared to address coastal hazard impacts, associated resiliency and sustainability within the community. The Council has the support of residents and business owners to undertake projects to enhance the quality of life surrounding nuisance flooding issues and recognize the significance of addressing current flooding issues now to combat the anticipated conditions in the future.

The Getting to Resilience process had excellent representation from the municipal leaders and department heads including representatives from Public Works, Borough Council, Police Department, Office of Emergency Management, Municipal Clerk, Construction/Zoning Official and Borough Engineer/Planner, as well as outside agency support from the NJDEP. The group participated in an open discussion about the Borough's strengths and challenges involving resiliency and allowed JCNERR to present associated mapping depicting Sea Level Rise, Storm Surge and Sandy Flooding Extent. The group also completed all 5 sections of the Getting to Resilience questionnaire and JCNERR provided a recommendations report based on linkages from the GTR website, notes taken during the group's discussion, various municipal plans and ordinances, and various mapping from outside agencies.

The following are some of the highlights from the five-part questionnaire:

Risk and Vulnerability Assessments

- **Examine municipal plans, strategies and ordinances and reconsider rewriting sections to include the previous recommendations to reflect the risks, hazards, and vulnerabilities explored in the Getting to Resilience Process**

Public Engagement

- **Update and maintain the Flood Protection Information section of the Borough website and continue to make the link visible and available on the Borough website homepages**
- **Develop a pre-flood plan for public information projects that will be implemented during and after a flood**
- **Develop public presentations about flood zones, flooding risk, building recommendations, etc., to be given annually at public meetings**

business owners and members of the public to discuss recent storm events and exchange knowledge, ideas and experiences to address future coastal hazards.

- Continue to promote the elevation of homes and businesses.
- Continue to prioritize and complete raising all critical infrastructure in the Borough.
- Develop an Outreach Campaign that specifically targets young seasonal tenants, elderly residents with pets and the non-English speaking population.
- Continue to work with adjacent municipalities to support projects that will protect the existing islands and marshlands that surround Long Beach Island.

Action Items related to Sea Level Rise Projections

- Borough Officials should consider entering into an agreement with locations along the east side of the Boulevard which could serve as a location for vehicle parking during Nor'easter type events that may not necessitate evacuation but streets and garages could be at risk for flooding. One location that maybe adequate is St. Thomas of Villanova Church at 13th Street.
- Pursue the design of and seek funding opportunities to complete a LBI Regional Stormwater Pump Installation and Drainage Improvement Project.
- Review existing evacuation routes and consider modifications to these routes based on projected Sea Level Rise projections.
- Continue to monitor Sea Level Rise projections on a yearly basis, updating mapping and necessary, to plan for the future of the Borough.
- Conserve coastal land and minimize potential loss through acquisition of contiguous storm-prone properties or those contiguous to adjacent municipally owned land or for the purpose of increasing the Borough's Open and Greenspace.
- Consider raising minimum bulkhead heights along commercial and residential streetends as well as along municipal street ends.
- Create a coastal conference to provide a means of connecting Borough Officials, Land Use and Construction employees as well as Emergency Management with local business owners and members of the public to discuss recent storm events and exchange knowledge, ideas and experiences to address future coastal hazards.
- Continue to promote the elevation of homes and businesses.

- Continue to prioritize and complete raising all critical infrastructure in the Borough.
- Screen all infrastructure projects for Sea Level Rise impacts.
- Continue to work with adjacent municipalities to support projects that will protect the existing islands and marshlands that surround Long Beach Island.

Works Cited

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Long Beach Island Re-Entry Plan, revised October 2014

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Electronic Sites

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www.njfloodmapper.com

<http://thesandpaper.villagesoup.com/>

RECREATION AND OPEN SPACE ELEMENT

Recreation and Open Space

The Borough offers three parks within its municipal boundary limits and each park has distinct features that make it stand apart from the rest. In addition, each individual parcel is a generous size given the size of the community and all are enjoyed by the community.

The Richard A. Zacharie Recreation Center is located on Barnegat Avenue between Division and North 1st Street and provides tennis and basketball courts as well as a ball field, open space and a boat ramp which is highly utilized during the warmer weather months. Since this park area provides public access to the bayfront, it should be maintained in good condition for public use.

The Surf City Bay Beach is located at the end of 16th Street and provides residents and vacationers with the opportunity to appreciate the bayside shoreline and the Barnegat Bay. Lifeguards are posted at this bathing beach during the summer months and playground equipment and bathroom facilities are available for use by beach goers. Although it does not appear that any upgrades are currently needed, this bay beach should be maintained in good condition for public use.

Veterans Memorial Park is a pocket park, located on Long Beach Boulevard between 11th and 12th Street, and is an ideal shady area to escape the summer heat and enjoy the business area of Surf City. The greenery and plantings along with benches make this area sought after and well used by locals and vacationers alike. The continued use of this area for passive recreation should be prioritized.

Municipal Public Access

The public rights of access to and use of the tidal waterways and their shores are based in the common law rule of the Public Trust Doctrine, first codified by the Roman Emperor Justinian around 500 AD as civil law. It establishes the public's right to full use of the seashore. The current rule stems from this but has been modified by legal decisions and implementation policies.

Municipalities have the opportunity to develop public access plans that reflect their self-determined priorities for enhancing public access to tidal waters. Municipal Public Access Plans comprehensively inventory a town's current public access points and amenities, identify gaps in public access opportunities, and propose actions to address those needs while preserving existing access. Within New Jersey, Surf City is one of the 231 municipalities that have been determined to be eligible to develop and implement Municipal Public Access Plans with guidance by the New Jersey Department of Environmental Protection. Since 2016, the Surf City has taken action to develop a plan that is consistent with the Borough's goals and objectives to provide access in a safe and reasonable manner.

A full copy of the Surf City Municipal Public Access Plan, dated August 26, 2016 and last revised March 18, 2019 is included herein.

Borough of Surf City **Municipal Public Access Plan**



Submitted by: The Borough of Surf City

Date of Current Submittal: 8/26/2016

Revised: 3/18/2019

**Approved by the New Jersey Department of Environmental Protection:
To be determined**

**Adoption by the Borough:
Date will be added upon adoption**

**Prepared By:
Frank J. Little, Jr., PE, PP, CME
Allison S. Iannaccone, CFM
Owen, Little & Associates, Inc.
443 Atlantic City Blvd.
Beachwood, NJ 08722
732-244-1090**

Financial Assistance provided by: The Coastal Zone Management Act of 1972, as amended, administered by the Office of Coastal Management, National Oceanic and Atmospheric Administration (NOAA) through the New Jersey Department of Environmental Protection, Coastal Management Program.

Approval of this plan does not eliminate the need for any Federal, State, County or municipal permits, certifications, authorizations or other approvals that may be required by the Applicant, nor shall the approval of this plan obligate the Department to issue any permits, certifications, authorizations or other approvals required for any project described in this plan.

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Introduction

The intent of this document is to provide a comprehensive public access plan for the Borough of Surf City which lays out their vision for providing access to tidal waters and shorelines within the municipal boundary. This Municipal Public Access Plan (MPAP) was developed in accordance with the Coastal Zone Management Rules at N.J.A.C. 7:7-16.9. This MPAP was developed in collaboration with the New Jersey Department of Environmental Protection (NJDEP), and approved by the NJDEP on <date>. The development and implementation of this MPAP supports the policy of local determination of public access locations and facilities, while safeguarding regulatory flexibility and potential funding opportunities for Surf City Borough.

Public rights of access to, and use of, the tidal shorelines and waters, including the ocean, bays, and tidal rivers, in New Jersey are founded in the Public Trust Doctrine. First set by the Roman Emperor Justinian around A.D. 500 as part of Roman civil law, the Public Trust Doctrine establishes the public's right to full use of the seashore.

Through various judicial decisions, the right of use upheld by the Public Trust Doctrine has been incorporated into many State constitutions and statutes, allowing the public the right to all lands, water and resources held in the public trust by the State, including those in New Jersey. The NJDEP adopted new rules governing public access on November 5, 2012 that enable municipalities to develop and adopt MPAPs to govern public access within their municipality. This MPAP consists of an inventory of public access locations, and plans to preserve and enhance access based on community needs and State standards.

In 2016, representatives from Surf City Borough met with NJDEP staff to begin the public access planning process. This plan was then developed in collaboration with the NJDEP, various departments within Surf City Borough and their Planning Consultant, Owen, Little & Associates, Inc. and was distributed for courtesy review by the Land Use Board and was submitted to the NJDEP on August 26, 2016. Upon receiving approval from the NJDEP on <date>, the MPAP was incorporated into the Master Plan by resolution on <date>, see Appendix 2. All public access decisions made within Surf City Borough after this date will be consistent with this plan.

Authority for Municipal Public Access Plans

The premise of the authorization of MPAPs is that public access to tidal waters is fundamentally linked to local conditions. Municipalities have a better awareness and are more responsive to these conditions than a broader State "one size fits all" mandated public access plan.

The voluntary development of a MPAP by Surf City Borough enables the municipality to better plan, implement, maintain, and improve the provision of public access for its residents and visitors. Also, it informs and/or identifies public access requirements associated with any proposed development or redevelopment project. The MPAP was incorporated into the municipality's Master Plan, in accordance with the Municipal Land Use Law (N.J.S.A 40:55D).

Upon approval of the MPAP by the NJDEP and incorporation into the Master Plan, Surf City Borough will be responsible for ensuring that public access to tidal waterways along the municipality's shorelines is provided in accordance with this plan. For each new public access project, Surf City Borough will provide NJDEP with a letter confirming its consistency with this MPAP. Any permit issued by the NJDEP will reflect, and ensure that public access requirements are satisfied in accordance with this plan. Per N.J.A.C. 7:7-16.9(j)4, Surf City Borough is required to submit a progress report on plan implementation to NJDEP within five (5) years from date of plan adoption.

The sections of this plan as indicated below are prescribed by the Coastal Zone Management Rules, N.J.A.C. 7:7-16.9. See Appendix 1.

I. Municipal Public Access Vision

A. Overview of Municipality

The Borough of Surf City is located on Long Beach Island in Southern Ocean County. Long Beach Island is a barrier island community with shoreline along Barnegat Bay Watershed and the Atlantic Ocean. The Borough has a year round population of 1,205 (2010 Census), however, the population increases dramatically in the summer months and can reach 10,000 people. With a total area of 0.917 square miles, of which 0.745 square miles is water, the Borough is situated geographically to enjoy the benefits of the associated oceanfront and bay front shorelines. Surf City Borough is void of any major industry or farmland and is considered fully developed with the exception of small infill lots or new lots created by subdivision. Given the dense population during the summer months, maintenance of existing public access locations along the Barnegat Bay and the Atlantic Ocean is paramount.

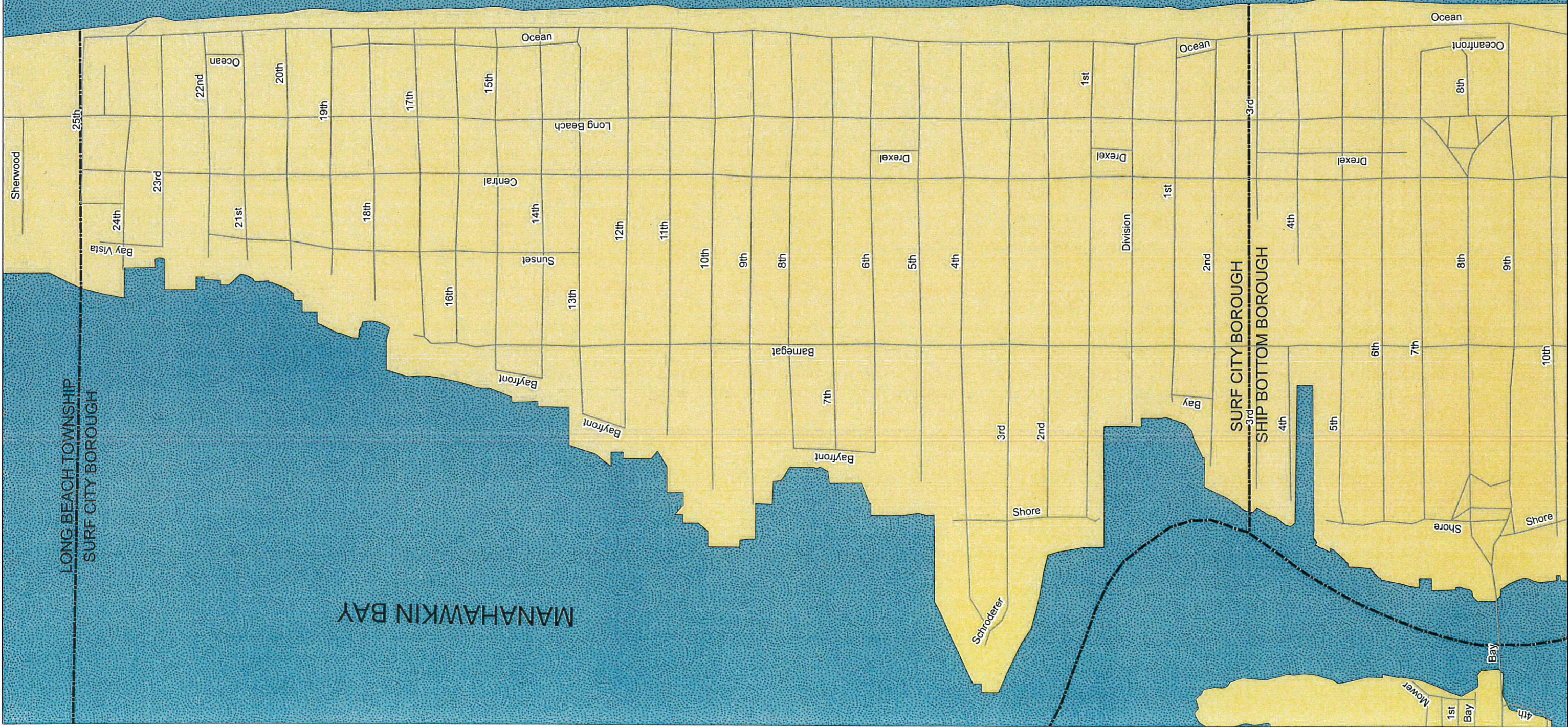
1. Public Access Description

Public Access in Surf City Borough is provided by the municipality and consists of a variety access points and facilities including beach walkways, bathroom facilities, lifeguarded beaches, surfing and fishing beaches as well as parks, playgrounds and docks. The Borough protects and ensures public access through ordinances and beach fees. For example, many of the open spaces or areas that provide access to tidal water are regulated by Borough Ordinance. Beach fees are collected for beach users at a daily, weekly or seasonal rate and the type of tag purchased is the decision of the purchaser, not the Borough

The overall goal of this MPAP is to establish Surf City's plan to maintain and enhance all existing public access locations to and along tidal waterways and their shores.

2. Surf City Borough Tidal Waterways and Lands

Map 1 shows all the tidal waterways within the municipality and all lands held by the municipality. More specifically, Surf City's tidal waterways consist of the Atlantic Ocean to its east and the Barnegat Bay to its west. The Barnegat Inlet is situated to the north of Surf City and a significant portion of the Borough's recreational and economic activities are dependent upon this inlet.



ATLANTIC OCEAN

MANAHAWKIN BAY

LONG BEACH TOWNSHIP
SURF CITY BOROUGH

SURF CITY BOROUGH
SHIP BOTTOM BOROUGH

SURF CITY BOROUGH

MAP 1: TIDAL WATERWAYS
AND LANDS




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B. Municipal Public Access Goals and Objectives

1. Goals & Objectives

- a. Participate in programs, both Federal and State, that preserve environmentally critical, sensitive or beneficial parcels of land.
- b. Promote the continued balance of land uses while ensuring adequate open space and unrestricted access remains intact.
- c. Maintain and continue to promote visually pleasing aesthetic waterfront areas.
- d. Upgrade existing municipal park facilities where needed.
- e. Remain motivated to increase and improve public access locations.
- f. Utilize native plantings when restoring areas adjacent to tidal water.
- g. Remain cognizant of stormwater runoff and its effect on the estuary; consider requiring recharge systems and decreased impervious coverage limits.



*SURF CITY BOROUGH
REPRESENTS A
BARRIER ISLAND
COMMUNITY THAT
RELIES HEAVILY ON
THE SURROUNDING
WATERWAYS FOR
TOURISM AND
COMMERCE AND
PRIDES ITSELF ON
OFFERING MORE THAN
50 WAYS OF ACCESS
TO THESE DESIRABLE
SHORES*

In addition to those goals outlined within the Master Plan, Surf City Borough establishes the following State required goals specifically for public access:

- h. All existing public access shall be maintained to the maximum extent practical.
- i. Maintain safe and adequate access locations for fishing in those areas where fishing is safe and appropriate.
- j. Provide clear informative signage for access locations.

Surf City's Municipal Public Access Plan embraces and reflects these goals and will help preserve, protect, and enhance the public's ability to access the Public Trust Lands which surround the community. The previous goals are compliant with the New Jersey Coastal Zone Management Rules (see N.J.A.C 7:7E-1.1 (c)).

2. Municipal Master Plan Consistency

The goals and objectives provided in this Municipal Public Access Plan have been reviewed and are consistent with the Surf City Borough Master Plan.

Specifically, the Master Plan sets the following Goals, related to public access:

Goal: Acquire open space and recreational lands before demand for such drives up to acquisition costs.

Goal: Support environmental protection of wetlands and other environmentally sensitive features.

II. Public Access

A. Public Access Locations

Map 2, Surf City Borough Public Access Locations, identifies an inventory of all public access locations within the Borough, and further describes the type of access provided as well as the shoreline condition. For the purpose of this plan, the access points have been defined as follows:

Physical Access:	A location point in which a user can access and physically enter the tidal water for the purposes of swimming, fishing, kayaking or the like.
Visual Access:	A location point in which a user can not physically access the tidal water but still utilize the water way for fishing, birdwatching, photography or sightseeing. In many cases, these locations may be hindered by bulkheads or permanent barriers to alert vehicles of the street ends and intersecting waterways.
Water Access:	A location point which is reserved for islands within the municipal boundary that is accessible only by watercraft.

Surf City provides 53 access points to its tidal waters and the vast majority of access points are located on bayfront street ends or ocean blocks while other access points are provided via public parks or access easements.

The following information also pertains to the Borough's bathing beaches and public access areas:

1. Hours

The bathing season is from June 25th until September 7th. Places of resort shall be kept open from 10:00 am until 5:00 pm during the usual bathing season during daylight savings time, except during inclement weather and unless changed by resolution of the Governing Body. During the hours of 5:00 pm until 10:00 am, the beaches are unguarded and swimming is not advised.

2. Beach Badges

Surf City Borough does utilize beach badges, commonly referred to as 'beach tags', to provide the necessary funds to improve, maintain and police the beaches and recreational areas, including the employment of lifeguards and the purchase of necessary equipment for the protection and safeguard of bathers. Beach badge fees are charged for use by patrons over the age of 12 and daily, weekly and seasonal badges are available at Borough Hall.

No person over the age of eleven (11) years old shall bathe at or otherwise use the lands, facilities or privileges of any bathing beach or recreational areas in the Borough including the Borough tennis courts located at the Richard A. Zachariae Recreation Area, without having first acquired and then having conspicuously displayed, a proper and effective beach badge, license or permit to use the beaches. If dressed in swim attire, while fishing during bathing hours, a beach badge is required.

3. Swimming/Bathing

Bathing in the surf is prohibited during periods of storm, high wind or dangerous conditions. Swim distance is determined by the Beach Patrol Supervisor according to daily ocean and wind conditions. No person is permitted to enter or remain in the surf beyond the northerly or southerly boundaries of bathing districts as designated by red/yellow flag markers posted by lifeguards.

4. Surfing

Per the Borough's Ordinance:

No person shall ride or operate a surfboard in any area of the beaches not designated for that purpose. The Borough Council, by and through its Beach Committee, shall designate areas of the beaches for the use of those persons desiring to engage in surfing. In these areas, no bathing or fishing shall be permitted while areas are being used for surfing. The use of the designated surfing areas shall be subject to the control and supervision of the Beach Committee. The Committee may change the location of the surfing areas, designate the hours of use of the areas and adopt such other regulations for the management as the public welfare requires. Any area designated for surfing shall be posted.

Surfers shall check the Borough's website for the most up to date permitted surfing locations.

5. Beach Buggies

- a. Every person desiring to operate a motor vehicle on the strand of ocean beach of the Borough shall first register the same with the Surf City Police Department and upon payment of a fee shall be issued a permit which will be effective from September of the current year until May of the next year.
- b. No vehicle except Municipal, State, or Federal vehicles shall be operated on the strand or beachfront during the period from the 4th Saturday in May to the 3rd Saturday in September.

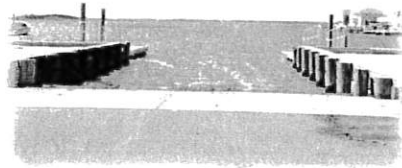
- c. No vehicle shall be operated on the strand or beachfront at a speed in excess of 20 mph.
- d. Only motor vehicles properly registered and licensed to drive on the public highways of the State of New Jersey and equipped with four wheel drive and used for the purpose of sport fishing shall be permitted on the strand or beachfront.
- e. No permitted vehicle shall be operated on the sand dunes, and all permitted vehicles shall obtain access to the beachfront from the public streets only at places specifically designed by the Police Department. These access points are 5th Street, 12th Street and 18th Street year-round.
- f. All permitted vehicles shall be required to maintain a reasonable distance from congested bathing beaches or other areas where bathers and fishermen or others using the beach are present.
- g. No rubbish, debris or litter of any sort shall be discarded from any vehicle while being operated on the ocean beach.
- h. No vehicles shall be operated on the beach front at night without adequate lights.
- i. Every vehicle being operated on the beach shall be operated in a safe, reasonable and careful manner at all times so as not to endanger the lives and safety of other persons using the beach front.

6. Stickers Required and Fees

Stickers for the purposes of parking in the Borough-Owned Parking Area on the Bay Front Between South 1st Street and North 1st Street and for use of the boat ramp shall be issued by the Municipal Clerk in accordance with a Fee Schedule for annual stickers. The parking of motor vehicle or trailer or utilization of the boat ramp without an official sticker is specifically prohibited. Interested users shall contact the Municipal Clerk's office.

Borough-Owned Parking Area and Boat Ramp on the Bay Front Between South 1st Street and North 1st Street

The facilities of the Borough-owned parking area between South 1st Street and North 1st Street, extending from the westerly side of Barnegat Avenue to the Bayfront, all such premises lying within the boundaries of the Richard A. Zachariae Recreation Area, is to be used for parking, solely by cars with trailers attached or detached boat trailers, in either case bearing stickers as hereafter provided and shall be used for such parking only in connection with boat launching or retrieval.



7. **Prohibited Parking**

The parking of vehicles and/or trailers overnight is prohibited. Overnight is considered between 9:00 pm and 6:00 am.

8. **Jet Skis and Boat Launching**

Boats, vessels and jet-skis are only permitted to be launched at the following locations:

- a. Boat launchings from the Municipal launching ramp owned and operated by the Borough.
- b. Boat launchings from any marina located in the Marine Commercial District or on the Bayfront in the Borough where appropriate and safe.
- c. Launching of surfboards in the designated surfing beach on the beachfront, giving access to the waters of the Atlantic Ocean in the Borough.

9. **Fishing from Beaches**

No person shall surf fish, fish or crab in any areas of the beaches not designated for that purpose during normal bathing hours. The Borough Council, through its Beach Committee, shall designate areas of the beaches for the use of those persons desiring to engage in surf fishing or crabbing. In these areas, no bathing shall be permitted when the areas are being used for surf fishing or crabbing. The use of the designated surf fishing and crabbing shall be subject to the control and supervision of the Beach Committee. The Committee may change the location of the surf fishing and crabbing areas, designate the hours and use of these areas and adopt such other regulations as the public welfare may require.

Fishing is restricted during the season and normal hours of beach operation (10:00 a.m. - 5:00 p.m.), north side of 23rd Street jetty to 24th Street lifeguard flag. Fisherman shall confirm permitted fishing locations with the Municipal Clerk.

10. Ball Playing and Like Activities

Ball playing, ball throwing, horsehoes and like activities will be permitted at the discretion of the lifeguard captain, Chief of Police, or their designees.

11. Additional Temporary Restrictions

Additional temporary restrictions may come by way of dangerous or hazardous water conditions when lifeguards determine there is a risk to public safety and therefore prohibit bathing on particular beach

B. Completed Projects and Maintenance/Preservation of Existing Public Access

1. Completed Projects

- a. Recreation Trust Fund – In an effort to expand the Borough’s capabilities to purchase and maintain playground and recreation equipment and grounds, beyond current budgeting constraints, the Borough, under Resolution 2008-125, established the “Recreation Trust Fund”. The trust fund allows the Borough to accept bequests, legacies and gifts in the form of cash contributions to further enhance the Borough’s recreational facilities.
- b. In addition, the Borough provides detailed signage promoting beach activities and advising of activities that are not permitted. Surf City also promotes use of its street ends for crabbing and fishing and has installed “crab measurement” signs to educate the public on State crabbing regulations.
- c. In 2012, the Borough completed a bulkhead replacement project on 19th Street with the assistance of \$45,000 in Community Development Block Grant funds.
- d. In 2015, the Borough completed a second bulkhead replacement project on North 14th Street with the assistance of \$45,000 in Community Development Block Grant Funds.

2. Proposed Projects



Site inspection of the bulkhead along Shore Avenue between North 1st Street and North 2nd Street is in a deteriorating condition and should be replaced. The existing environmental condition of this shoreline may make a living shoreline project feasible. The Borough is encouraged to explore alternative means of shoreline stabilization, besides bulkheading, when addressing the rehabilitation of this area.



C. Enhanced Public Access Locations

Map 3, Surf City Borough's Enhanced Public Access Locations, provides an inventory of the existing public access locations that currently provide access to Public Trust Lands and Waters. See Table 1, located in Appendix 3, for detailed information.

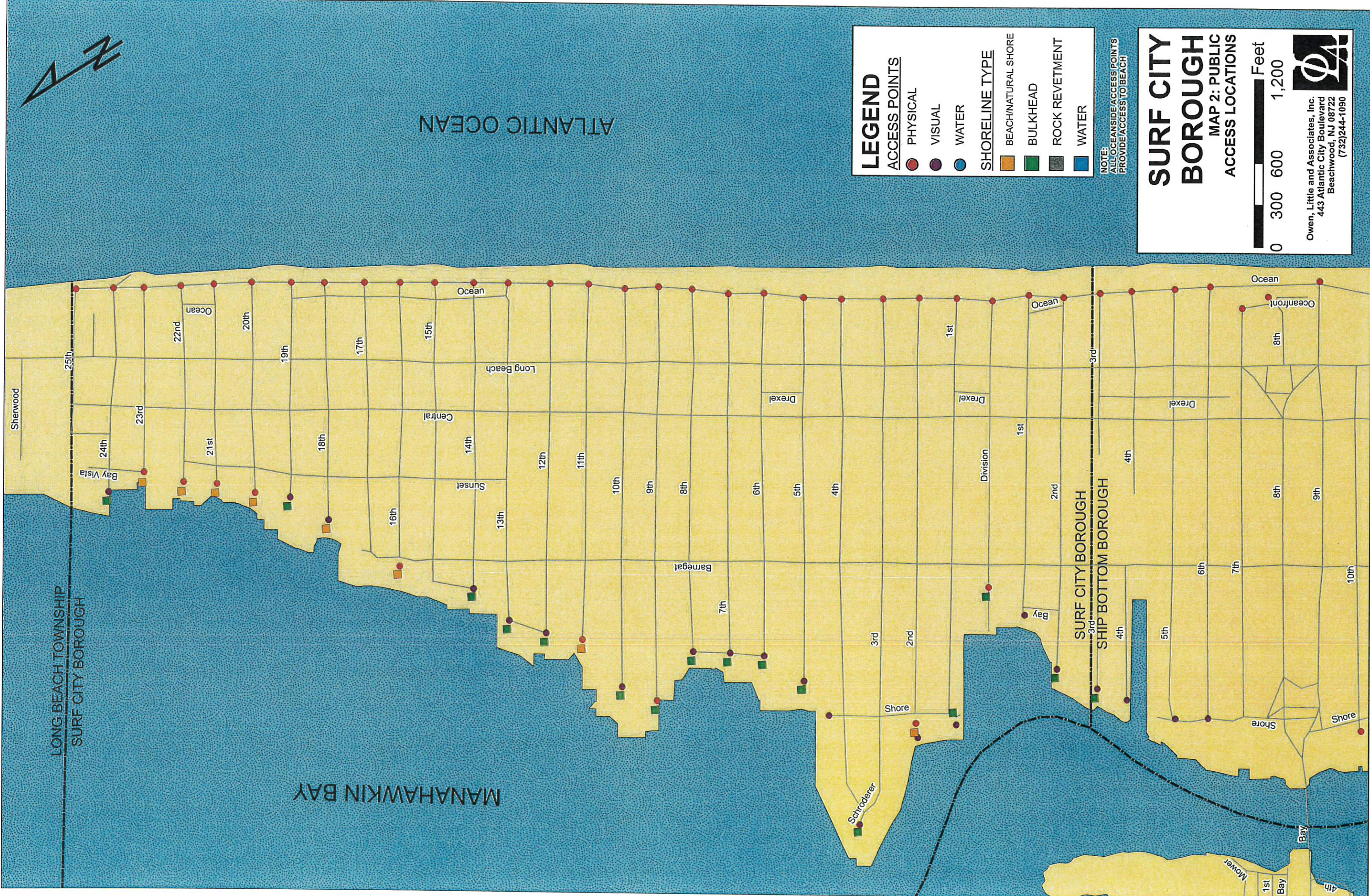
Surf City is unique in that it has several access locations which are open to the public and presented accordingly but are considered to many as hidden gems due to their infrequent use by the general public. Many of the Borough's street ends include gazebos for shade or docks and benches for the enjoyment of the views and may include designated handicap parking stalls.

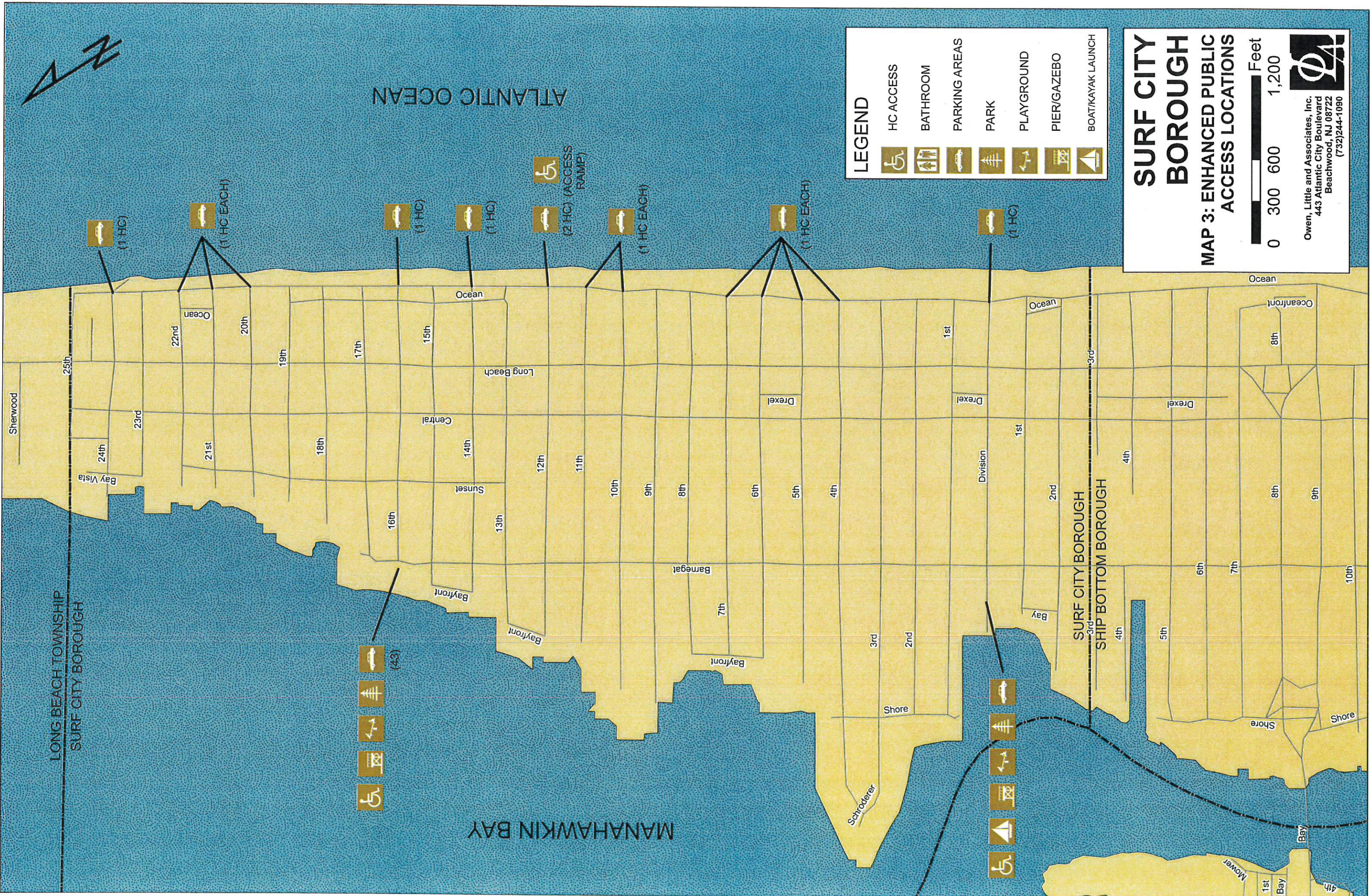
The Borough is in the process of working with the United States Department of Fish and Wildlife to develop a Beach Management Plan which will address nesting shore birds.

D. Limitations to Public Access

The following limitations to public access currently exist:

The Borough established places of resort, beaches, bathing, and recreation safeguards and equipment for the purposes of public health, recreation and entertainment. Places of resort shall be located at the ocean front, upon all lands owned by the Borough fronting on the Atlantic Ocean, in those portions of a tract of land known as "Ocean Avenue," together with the lands east of and adjacent hereto in the Borough wherein it has ownership and or control, easement rights or the right to occupy and use the same. Such places of resort shall further include the improved portions of the easterly ends of all public streets running in a generally east and west direction to the mean high water mark of the Atlantic Ocean.





PLA

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 443 Atlantic City Boulevard
 Beachwood, NJ 08722
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1. Temporary Restrictions

Additional temporary restrictions may come by way of dangerous or hazardous water conditions when lifeguards determine there is a risk to public safety and therefore prohibit bathing on particular beaches.

2. Permanent Restrictions

There are no known restrictions to established public access points in Surf City Borough.

III. Community Needs Assessment

Surf City has performed a Community Needs Assessment. The methods and results are described in the following section:

Analysis of the collected data including interviews with residents and stakeholders, site inspections and deed research indicates that adequate public access is provided to the tidal waters adjacent to Surf City Borough. As Surf City is a fully developed coastal community with no available parcels for purchase to promote additional access to tidal waterways, effort is placed on maintaining the existing access points while remaining fiscally responsible. In addition, in the past five (5) years, Surf City has initiated and completed numerous bulkhead projects at street ends to ensure shoreline stability and a safe point of access to the waterfront as well as rehabilitated or reconstructed bayside and oceanfront facilities to provide additional services to those utilizing them. The Borough is always looking for ways to increase and improve public access.

The Borough has embraced a vision of providing increased passive recreational opportunities as well as waterfront access for different age groups at its Borough-owned park facilities. Improvements such as adding playground equipment, park benches and expanding beach areas where appropriate would help improve the local recreational facility offerings. Though at this time, there are no plans or locations where this may occur. The Borough simply recognizes that these are standard amenities at recreation locations and these areas may need to be upgraded in the future. The increase in seasonal population has warranted an expansion of current facilities throughout the community. Unlike other municipalities in the State, Surf City is unique in that all recreational facilities can be accessed via different types of pedestrian oriented modes such as cycling or walking. In turn, this maximizes the potential use of the facilities by the local population. Municipal stakeholders feel it is important to continue park and access point rehabilitation projects to avoid a deterioration in the existing infrastructure.

The Borough prides itself on its accessible parks and beaches and will continue to ensure, through analysis of existing infrastructure, that adequate handicap facilities are provided including a sufficient number of handicap parking stalls.

Realizing that many people are drawn to the beaches and parks within the Borough, the Municipality provides seasonal restrooms at several locations including two (2) units at the Bay Beach, two units at boat ramp, two (2) units behind the Borough Hall building and users may also utilize the bathroom facilities in Borough Hall during normal business hours.

IV. Implementation Plan

Surf City Borough has created an Implementation Plan composed of Priorities, Preservation of Public Access Locations, Signage, Proposed Access Improvements and Facilities, and Municipal Tools for Implementation as described in the following section:

A. Priorities

Surf City Borough has developed the following priorities:

1. Maintain Existing Public Access

The Borough Department of Public Works routinely checks access points to ensure that they are free from barriers and remain safe for users however, a Municipal Access Maintenance Plan should be developed. Additional signage may be installed at particular access points to advise the general public of their availability.

a. Cost and Funding

Funding is appropriated at time of budget each year.

2. Preserving Public Access

The Borough preserves public access via maintaining Borough owned lands and Right-of-Ways, however the Borough does not participate in the NJDEP Green Acres Program and does not have any parcels listed on Recreational and Open Space Inventory.

3. Proposed Locations and Facilities

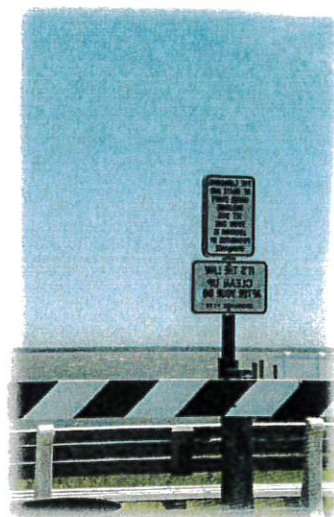
No access points are presently proposed, however the Borough would consider adding playground equipment, park benches and expanding beach areas where appropriate, if funding were made available by State or Federal agencies. The Borough would also entertain the installation of other recreational offerings such as a kayak launch after public consideration and funding availability if a suitable location was found.

B. Signage

The Borough provides signage throughout the community at each of its public access points to clearly direct users to the appropriate entrance locations. Safety signs are also provided. Examples of the signage is provided below



In the winter months, signs are hung at each street end indicating an unprotected beach and swimming is available at your own risk .



22nd Street Bayfront



C. Proposed Access Improvements for Shore Protection Projects

Army Corps of Engineers Requirements for Shore Protection Projects

Long Beach Island is an 18-mile barrier island in southern Ocean County, New Jersey. The area regularly suffers damages from coastal storms, hurricanes and nor'easters. The Barnegat Inlet to Little Egg Inlet Coastal Storm Risk Management project, also known as the Long Beach Island Beachfill or Beach Nourishment Program, is designed to reduce erosion and property damages associated with these events. It is a joint effort of the Army Corps and the New Jersey Department of Environmental Protection.

A Feasibility Report Completed in September of 1999 recommended beachfill with periodic nourishment to reduce potential hurricane and storm damages for the island. The project involves the construction of a dune with a top elevation 22 feet above sea level with a 300-400 foot wide berm, depending on the location of the beach on the island, at an elevation of 8 feet above sea level.

The Long Beach Island Coastal Storm Damage Reduction Project was only partially completed when Hurricane Sandy hit the New Jersey shore. The Army Corps completed the initial construction of the project at Surf City in 2006. The Army Corps repaired beaches in Surf City and Harvey Cedars in 2012 after Hurricane Irene, and fully restored the beaches within all three communities after Hurricane Sandy in 2013. The restoration and repair work was funded 100 percent through the Army Corps' Flood Control and Coastal Emergencies program.



Surf City's beach entrances between 20th Street and 13th Streets were inaccessible after Winter Storm Jonas in January 2016. Members of the Public Works Department trucked in sand from the Borough's southern beaches to make the repairs. The 21st Street entrance, which was the most critically impacted, was restored by the County.

The U.S. Army Corps of Engineers approved further repair work from Jonas in Surf City and other sections of Long Beach Island following the completion of the overall replenishment project.

V. Relationship to the Other Regional and State Plans

Surf City Borough's MPAP has been reviewed for consistency and has the following relationship to the New Jersey State Development and Redevelopment Plan, prepared by the New Jersey State Planning Commission and Adopted March 1, 2001:

- Coastal Resource Planning Policy #5 promotes *"well-planned and revitalized coastal communities that sustain economies, are compatible with the natural environment, minimize the risks from natural hazards and provide access to coastal resources for the public use and enjoyment."*

Surf City Borough supports this policy and has initiated a Coastal Vulnerability Assessment Study of its public access points and various critical facilities to ensure community leaders and decision makers have a clear understanding of potential future hazard risk to its access locations and to provide a resource which can be utilized to develop future resiliency projects.

- Coastal Resource Planning Policy #11 seeks to *"promote recreational opportunities and public access, and encourage tourism along the oceanfront, bay front and rivers of the coastal area by protecting public access rights."*

It is estimated that as many as 10,000 people are within the boundaries of Surf City Borough on a given day in the summer months. These people are comprised of year round residents, seasonal residents, day trippers and vacationers and most all seek to enjoy the amenities associated with coastal living. The Borough's Bayfront beaches and some streetends are situated so as to promote direct access to the Bayfront.

VI. Resolution of Incorporation

Upon approval of this plan by the New Jersey Department of Environmental Protection, Surf City Borough will approve a final resolution to incorporate this Municipal Public Access Plan into the Surf City Borough Master Plan. The Final Resolution will mimic the draft Resolution provided in Appendix 2 of this plan.

APPENDIX 1
Municipal Public Access Plans
Required Sections per NJAC 7:7-16.9

1. (e) 1 Statement describing overall **goal of the MPAP** and the **administrative mechanisms** (for example, conservation restrictions, easements, ordinances) that either are already in place, or that shall be put in place to ensure that the municipality will meet public access goals
2. (e) 2 Statement of **Consistency with...Master Plan**
3. (e) 3 Public access **needs assessment** that evaluates:
 - existing access locations and capacities
 - practical limitations (esp. parking and bathrooms)
 - alternatives to address any limitations determined to exist
 - need for additional locations
4. (e) 4 **Digital Map and Inventory** identifying...:
 - tidal waterways within municipality and adjacent lands held by municipality
 - existing and proposed public access ways
 - proposed public access facilities
 - identified facilities compliant with ADA
5. (e) 5 **Implementation strategy**
 - forms of proposed public access responsive to needs assessment (i)
 - comprehensive list of specific public access projects and initiatives with implementation schedule (ii)
 - proposed tools to implement the plan, including (iii)
 - i. adoption or amendment of muni ordinances
 - ii. uses of monetary compensation (Public Access Fund), if any
 - proposed modifications to existing plans, ordinances & programs to implement MPAP (iv)
 - proposed compliance with ACOE requirements for shore protection projects [see 8.11(r)] (v)
 - cost of implementing, constructing and maintaining the access facilities proposed in the plan and specifies how this cost will be funded (vi)
 - implementation schedule (vii)
 - ordinances in place/to be adopted re signage requirements (viii)
 - measures to permanently protect public access per MPAP (ix)
 - examples/models of easements/restrictions for permanent protections (x)
 - draft resolution incorporating DEP-approved MPAP into a MP element (xi)

APPENDIX 2
Model Resolution for Incorporating MPAP into Master Plan
(upon adoption the final resolution will replace this model)

Resolution # _____

Title: A RESOLUTION APPROVING THE MUNICIPAL PUBLIC ACCESS PLAN

WHEREAS, the *Surf City Borough* Municipal Public Access Plan (MPAP) was submitted to the Municipal Council and reviewed at the regular meeting of {date}, and

WHEREAS, the governing body has approved the plan as submitted, and

WHEREAS, the governing body recognizes the need to make the MPAP an authorized component of municipal decision-making by incorporating it into the municipal master plan,

NOW, THEREFORE, BE IT RESOLVED by the Municipal Council of *the Borough of Surf City* that the "*Surf City Borough* Municipal Public Access Plan," a copy of which is attached, is hereby approved.

FURTHER RESOLVED, the Municipal Public Access Plan shall be incorporated into the municipal master plan.

FURTHER RESOLVED a copy of the plan shall be sent to the New Jersey Department of Environmental Protection for review and approval in accordance with N.J.A.C.7.7 and 7.7E.

I hereby certify the foregoing to be a resolution adopted by the *Municipal Council of the Borough of Surf City* at a meeting held on {date}.

Municipal Clerk

Appendix 3
Public Access Tables

Part A : Surf City Borough Ocean Access

Part B: Surf City Borough Bay Access

PART A - Borough of Surf City Ocean Access

Signs	Parking	# of Parking Spaces	Street	Badge Req'd	Swim	Fish	Surf	Playg'd	Park	Pier / Gazebo	Boat Launch	Yacht Club	Marina	Food & Drink Super Market	Rest room	Seats	H/C	Shoreline Type (Ocean, Bay, Beach, Bulkhead)	Access Type (Physical, Visual, Water)
x			North Twenty Fifth Street	x	x	x												Beach	Physical
x	x	1 HC	North Twenty Fourth Street	x	x	x												Beach	Physical
x			North Twenty Third Street	x	x	x										x		Beach	Physical
x	x	1 HC	North Twenty Second Street	x	x	x										x		Beach	Physical
x	x	1 HC	North Twenty First Street	x	x	x												Beach	Physical
x	x	1 HC	North Twentieth Street	x	x	x												Beach	Physical
x			North Nineteenth Street	x	x	x										x		Beach	Physical
x			North Eighteenth Street	x	x	x												Beach	Physical
x			North Seventeenth Street	x	x	x												Beach	Physical
x	x	1 HC	North Sixteenth Street	x	x	x												Beach	Physical
x			North Fifteenth Street	x	x	x												Beach	Physical
x	x	1 HC	North Fourteenth Street	x	x	x												Beach	Physical
x			North Thirteenth Street	x	x	x												Beach	Physical
x	x	2 HC	N Twelfth Street(Walkover)	x	x	x										x	x	Beach	Physical
x	x	1 HC	North Eleventh Street	x	x	x												Beach	Physical
x	x	1 HC	North Tenth Street	x	x	x												Beach	Physical
x			North Ninth Street	x	x	x												Beach	Physical
x			North Eighth Street	x	x	x												Beach	Physical
x	x	1 HC	North Seventh Street	x	x	x												Beach	Physical
x	x	1 HC	North Sixth Street	x	x	x												Beach	Physical
x	x	1 HC	North Fifth Street	x	x	x												Beach	Physical
x	x	1 HC	North Fourth Street	x	x	x												Beach	Physical
x			North Third Street	x	x	x												Beach	Physical
x			North Second Street	x	x	x												Beach	Physical
x			North First Street	x	x	x												Beach	Physical
x	x	1 HC	Division Avenue	x	x	x												Beach	Physical
x			South First Street	x	x	x												Beach	Physical
x			South Second Street	x	x	x												Beach	Physical
x			South Third Street	x	x	x												Beach	Physical

Please Note: Fishing and Surfing is permitted after normal bathing hours only or where designated by Beach Patrol

LEGEND: HC - Handicap Space

PART B: Borough of Surf City Bay Access

Signs	Parking	# of Parking Spaces	Street	Badge Req'd	Swim	Fish	Surf	Playg'd	Park	Pier / Gazebo/ Dock/ Walk	Boat Launch	Yacht Club	Marina	Food & Drink Super Market	Rest room	Seats	H/C	Shoreline Type (Ocean, Bay, Beach, Bulkhead)	Access Type (Physical, Visual, Water)
			North Twenty Fourth Street			x										x		Bulkhead	Visual
			North Twenty Third Street			x										x		Beach/Bkhd	Physical
			North Twenty Second Street			x										x		Beach	Physical
			North Twenty First Street			x										x		Beach/Bkhd	Physical
			North Twentieth Street			x												Beach/Bkhd	Physical
			North Nineteenth Street			x												Bulkhead	Visual
			North Eighteenth Street			x										x		Beach/Bkhd	Visual
	x	43	Seventeenth-Fifteenth Streets	x	x	x		x	x	G, W						x	x	Beach/Bkhd	Physical
			North Fourteenth Street			x											x	Bulkhead	Visual
			North Thirteenth Street			x										x		Bulkhead	Visual
			North Twelfth Street			x												Bulkhead	Visual
			North Eleventh Street		x	x												Beach/Bkhd	Visual/Physical
			North Tenth Street			x												Bulkhead	Visual
			North Ninth Street			x												Bulkhead	Visual
			North Eighth Street			x												Bulkhead	Visual
			North Seventh Street			x										x		Bulkhead	Visual
			North Sixth Street			x										x		Bulkhead	Visual
			North Fifth Street			x												Bulkhead	Visual
			Schroeder Lane															Bulkhead	Visual
			North Third-North First Streets			x										x		Beach/Bkhd	Visual/Physical
	x		North First-South First Streets			x		x	x	D	Boat					x	x	Bulkhead	Visual/Physical
			South Second Street			x										x		Bulkhead	Visual
			South Third Street (North Side)			x										x		Bulkhead	Visual
			Shore Avenue			x										x		Bulkhead	Visual

LEGEND: HC-HANDICAP PARKING SPACE

APPENDIX 4
Recreation and Open Space

The Borough of Surf City does not participate in the NJDEP Green Acres program.

Conservation easements are located within the Municipality, however, most are in the form of Storm Damage Reduction easements that impact private property. A review of the Municipal Tax Maps indicates that the easements provided do not directly impact public access.

APPENDIX 5
Sign Ordinance

The Borough of Surf City does not have an Ordinance that regulates signage on property adjacent to tidal waters, however, as evident in the examples of signage provided within this document, the Borough effectively advertises public access at designated locations

RELATIONSHIP TO OTHER PLANS

INTRODUCTION

The Municipal Land Use Law requires that all municipal master plans consider the relationship of their Master Plan to Plans of contiguous municipalities, County Plans and the New Jersey State Development and Redevelopment Plan (SDRP). This section reviews the plans and zoning ordinances of the municipalities bordering Surf City, the Ocean County Master Plan and the State Development and Redevelopment Plan.

STATE DEVELOPMENT AND REDEVELOPMENT PLAN

The New Jersey State Development and Redevelopment Plan (SDRP) adopted in 2001 has eight goals:

- Revitalize the State's cities and towns.
- Conserve the State's natural resources and systems.
- Promote beneficial economic growth, development and renewal for all residents of New Jersey.
- Protect the environment, prevent and clean up pollution.
- Provide adequate public services and facilities at a reasonable cost.
- Provide adequate housing at a reasonable cost.
- Preserve and enhance areas with historic, cultural, scenic, open space and recreational value.
- Ensure sound and integrated planning and implementation statewide.

The Surf City Master Plan is consistent with the State Plan goals by promoting the preservation of an existing, long-established seasonal community, protecting Surf City's natural resources, and maintaining the Borough's public services and facilities. As called for in the SDRP, the Surf City Master plan is also consistent with regional planning efforts, including the Ocean County Master Plan and the Ocean County Hazard Mitigation Plan.

The State Plan Policy Map of the SDRP divides the State into five Planning Areas, each of which has specific policy recommendations associated with it. Surf City lies in only one planning area: Environmentally Sensitive Barrier Islands (PA5B) Planning Area.

The State Plan designates PA5B as the Planning area that contains large contiguous land areas with valuable ecosystems, geological features and wildlife habitats. It also recognizes existing centers that remain the focus of residential and commercial growth and public facilities and services for their region as well as supporting the recreation and tourism industries. Surf City is almost fully built out. This Master Plan encourages more efficient utilization of land by preserving the existing pattern of development in the Borough.

OCEAN COUNTY MASTER PLAN

The Surf City Master plan is generally in conformance with the Ocean County Comprehensive Master Plan, adopted in December 2011.

The Surf City Master plan will contribute to the achievement of the goals adopted in the County Master Plan in several ways. The Surf City Plan calls for the maintenance of recreation facilities and open space in the Borough. The Surf City Master Plan will also encourage quality growth and development by recommending the adoption of land use regulations that ensure high quality development.

SURROUNDING COMMUNITIES

Surf City is bordered to its north by Long Beach Township, and to its south by Ship Bottom Borough, both municipalities are characterized by residential and commercial development that is predominantly used on a seasonal basis. The land uses categories of the two municipalities are substantially compatible.

BOROUGH OF SURF CITY ORDINANCE SUMMARY

Ordinance No. 2009-06 - *Authorizing a Deed of Restriction in Accordance with N.J.S.A. 40A:12-1 et. Seq.* such that the Deed of Restriction for the property known and designated as Block 114, Lot 2 as shown on the Tax Map of the Borough of Surf City and that said property may never be utilized for residential purposes and may only be used for municipal utility purposes now and into perpetuity with said restriction binding upon the grantee, its successors and assigns and shall run with the land.

Ordinance No. 2009-08 – *Amending and Supplementing Chapter XX of the Borough Code of the Borough of Surf City Entitled “Beach, Dune and Soil Removal Regulations: so as to Regulate the Construction of Private Dune Walkovers.*

Ordinance No. 2010-01 – *Amending and Supplementing Chapter VII of the Revised General Ordinances of the Borough of Surf City Entitled “Traffic” so as to Establish a Multi-Way Stop Intersection on Sunset Avenue at 16th Street.*

Ordinance No. 2011-06 – *Amending and Supplementing Chapter XVIII of the Borough Code of the Borough of Surf City Entitled “Streets and Sidewalks” so as to Revise the Regulations Pertaining to the Installation of Curbs.*

Ordinance No. 2013-02 - *Amending and Supplementing Chapter XXI of the Borough Code of the Borough of Surf City Entitled “Flood Control” so as to Adopt the Federal Emergency Management Agency (FEMA) Advisory Base Flood Elevations.*

Ordinance No. 2013-07 - *Amending and Supplementing Chapter XXI of the Borough Code of the Borough of Surf City Entitled “Flood Control” so as to Adopt the Federal Emergency Management Agency (FEMA) Preliminary Work Map (PWM) Replacing the Advisory Base Flood Map (ABFE).*

Ordinance No. 2013-08 - *Amending an Ordinance Entitled “Revised General Ordinances of the Borough of Surf City, County of Ocean, State of New Jersey, 2000” as the Same in Chapter XI Pertains to “Building and Housing” and Chapter XVIII Pertains to “Streets and Sidewalks”.*

Ordinance No. 2016-05 - *Amending an Ordinance Entitled “Revised General Ordinances of the Borough of Surf City, County of Ocean, State of New Jersey, 2000” as the Same in Chapter 30 Pertains to “Zoning”. – Relating to filing fees, definition of fence and addition of subsection for nonconforming uses of structures.*

Ordinance No. 2017-01 - *Amending an Ordinance Entitled “Revised General Ordinances of the Borough of Surf City, County of Ocean, State of New Jersey, 2000” as the Same in Chapter 18 Pertains to “Streets and Sidewalks”. – Regulating Temporary Real Estate open house directional signs.*

Ordinance No. 2017-02 - *Amending an Ordinance Entitled "Revised General Ordinances of the Borough of Surf City, County of Ocean, State of New Jersey, 2000" as the Same in Chapter 30 Pertains to "Zoning". – Relating to building area and dimensions.*

Ordinance No. 2017-08 - *Amending an Ordinance Entitled "Revised General Ordinances of the Borough of Surf City, County of Ocean, State of New Jersey, 2000" as the Same in Chapter 30 Pertains to "Zoning". – Relating to height limitations of chimneys, railings and temporary decorative ornaments including, but not limited to weather vanes.*

Ordinance No. 2018-08- *Amending and Supplementing Chapter XXX of the Borough Code of the Borough of Surf City Entitled "Wireless Communications Facilities" so as to Establish New Chapter 30-17 Entitled "Wireless Communications Facilities" to Establish Zoning Regulations for Wireless Communication Facilities and Equipment Inside and Outside of the Rights-of-Way of the Borough of Surf City and to Amend Section 30-3 Entitled "Definitions".*

Ordinance No. 2018-09- *Amending and Supplementing Chapter XXX of the Borough Code of the Borough of Surf City Entitled "Zoning" so as to Amend Section 30-3 Entitled "Definitions" and Section 30-10.2 Entitled "Signs in the Business Zone".*

Ordinance No. 2018-10- *Amending an Ordinance Entitled "Revised General Ordinances of the Borough of Surf City, County of Ocean, State of New Jersey, 2000" as the Same in Chapter 30 Pertains to "Zoning". – Relating to Permit, Fee, signs in RA and RAA Residential Zones.*