



CITY OF LONG BRANCH

Monmouth County

State Agency Opportunities & Constraints Analysis



April 16, 2010
Office of Smart Growth
Department of Community Affairs
State of New Jersey

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INTRODUCTION

On January 22, 2010, the City of Long Branch in Monmouth County submitted its Municipal Self-Assessment Report to the New Jersey Office of Smart Growth (OSG).

To complete the next step in the Plan Endorsement process, OSG and our State agency partners have preliminarily assessed local opportunities and constraints as they relate to existing development, current zoning regulations, infrastructure and natural resources. This report provides for a comparison of information within the Municipal Self-Assessment Report with the most up-to-date regional and statewide data to determine whether TREND growth, or the continuance of existing development patterns, is sustainable and viable based on the information provided. TREND growth can then be compared to PLAN growth, or that which is aligned with the New Jersey State Development and Redevelopment Plan (State Plan) and is based on the principles of smart growth. This information is intended to guide and direct the community visioning process such that residents and other stakeholders can develop a vision for the future with a twenty-year planning horizon based on an understanding of how

Additional information was later procured. This State Agency Opportunities and Constraints Analysis is being provided to the City on April 21, 2010 and pursuant to the Plan Endorsement rule, N.J.A.C. 5:85-7.10.

Relation To The State Development & Redevelopment Plan (State Plan)

The State Plan Policy Map categorizes each area in the State into a specific Planning Area based on its suitability for growth and development. The current State Plan Policy Map, adopted in 2001, maps the entire City of Long Branch as a Planning Area 1, Metropolitan Planning Area, with the exception of Seven Presidents Park, which is rightfully mapped as parkland. Takanasee Lake, most of the Atlantic coastline, and the area extending northward from Jackson Woods to the Manahasset Creek are given an overlay designation of Critical Environmental Site (CES) noting the presence of sensitive natural resources despite the overarching urban/suburban landscape within which they are found. Within the draft new State Plan, very little is proposed to change regarding Long Branch's Planning Areas; the only exception is the extension of the parkland designation to encompass the skate park.

In 1996, through the center designation process, the entire City of Long Branch was designated a regional center by the State Planning Commission. Though this designation expired on January 7, 2008, it was reestablished with modified boundaries through by legislative acts know as the Permit Extension Act of 2008 (P.L. 2008, c.78) and the subsequent amendment to the act, signed into law by then-Governor Jon S. Corzine on January 18, 2010 (P.L. 2009, c.336). These actions have now extended the center designation until June 30, 2013. The center designation will

Municipal Self-Assessment Report

City of Long Branch
Monmouth County, NJ

Approved by City Council November 24, 2009

Prepared for submission to the NJ Office of Smart Growth pursuant to the State Planning Commission Plan Endorsement Process

Prepared by:

City of Long Branch Planning and Zoning Office



With assistance from:



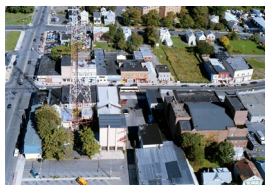
extend past the 2013 expiration date upon receipt of Plan Endorsement from the State Planning Commission. Presently, Long Branch’s regional center consists of areas included in the original designated center with the exception of those containing the presence of a CES. This means the center includes the entire city with the exception of most of the coastline as described above, the area surrounding Takanassee Lake, and the area extending northward from Jackson Woods to the Manahasset Creek (see Appendix B).

The State Plan’s criteria for regional centers, description and policy objectives for Planning Area 1, and goal and policies for revitalizing the state’s urban areas are all relevant to Long Branch. As the State Plan notes, regional centers are often smaller cities in Planning Area 1 that are not designated an Urban Center. Served by extensive infrastructure, these areas—like Long Branch—are focal points for social, economic, and cultural activities within the region. They typically have core mixed-use areas with a wide variety of residential neighborhoods. Their proximity to public transportation makes them desirable as both employment locations and for commuting purposes. Land use and development issues facing many regional centers are focused on redevelopment and revitalization rather than growth management to counteract the potential for sprawl.

New Jersey’s urban areas were historically prosperous for myriad reasons, though many were simply centers of industry. Long Branch, on the other hand, thrived on its beachfront location that attracted visitors for recreational and entertainment purposes. Whether due to the changing economy or declining amenities and infrastructure, many urban areas continue to struggle from disinvestment. By taking a proactive approach to revitalization over the past fifteen years, Long Branch has positioned itself for resurgence such that it is more likely than most to see positive changes in the near future.

In addition to its detailed redevelopment plans, Long Branch has capitalized on such assets as transportation access, its “classic” downtown area, and the strong residential neighborhoods. As it moves forward with planning for areas outside of current redevelopment

areas, the City should—as it has said it intends to do—begin looking for transit-oriented development opportunities in the area surrounding the Long Branch train station.



Though largely built-out, discussions of redevelopment should not give the impression that Long Branch is without remaining developable land. The TREND Analysis in the following section demonstrates that Long Branch does have developable land on which additional growth could occur. However, this does not mean that it should focus its efforts on these areas instead of those that can be redeveloped. Rather, the city should assess where its opportunities lie and determine which parcels are most appropriate for development and which are best put to other uses, such as adding to the city’s supply of passive and active open space.

NEW JERSEY OFFICE OF SMART GROWTH (OSG) TREND ANALYSIS

The TREND Analysis performed by OSG was based on Long Branch’s existing zoning regulations. OSG took into account known environmental constraints and other impediments to development. These constraints included identified State Plan parkland, State Agriculture Development Committee (SADC) preserved farms, wetlands (with a 25-foot buffer), presence of Category 1 (C1) streams, existing developed land including infrastructure, and identified surface water. A map of Long Branch’s constrained lands is included as Appendix A. The result from the TREND Analysis determines the amount of housing and commercial space that can potentially be built given current zoning regulations.

Ultimately, the information provided throughout this document shall be utilized to inform the community visioning process. However, the objective of this TREND Analysis is to determine what the municipality may resemble at full buildout based on current development patterns and zoning provisions. To perform this task, OSG developed a spreadsheet tool that uses a series of worksheets in which relevant zoning information, land capacity and constraints data, and standard multipliers are used as inputs to determine residential and commercial buildout.

OSG used the most recent U.S. Census Bureau data to determine Long Branch’s average household size, which was identified as 2.66 persons per household (U.S. Census Bureau, 2006-2008 American Community Survey 3-Year Estimates). Tables used in calculating the results of the TREND Analysis are included as Figures 1 through 3 below; Figure 1 provides a summary of the findings. At the end of the report, Appendix A presents

the results of the TREND analysis as a map. Overall, the findings of the TREND Analysis are somewhat different from the build-out analysis conducted by the City in its 2008 Community Profile. While the TREND Analysis finds that there are 69 developable acres outside of the City’s redevelopment areas, the Community Profile calculates 45 such acres. Differing estimations between the amount of residential and commercial development that could be built are likely due to different methodologies, including differing approaches to calculating development potential in mixed-use zones (see “Assumptions” section below for more information) and the use of a building cover method as opposed to a floor area ratio method for commercial zones. In addition, the Community Profile analysis used Census 2000 data, and the average household size in the City has since increased.

Assumptions

Because some aspects of future development are unknown, certain assumptions had to be made for a few of the zones, particularly those that are mixed-use and allow for both residential and non-residential development.

Based generally on existing development patterns, it was assumed that future residential development in the R-7 zone would exclusively consist of townhomes. Similarly, it was assumed the RC-2 zone would be built out with waterfront mixed development consisting of residential units above ground-floor retail. For this reason, all acreage in the zone was counted in both the residential and non-residential calculations. Similarly, it was assumed that zones that allow more than one type of commercial use (i.e. office and industrial) would be developed equally for both types of uses. For example, the amount of vacant land in the C-2 zone is divided equally between office and retail uses.

In addition, a build-out analysis was not done for the redevelopment zones (BG, LBC, BN, BS, P/VC, and HC) because the number and type of residential units, as well as the square footage of commercial space, has largely been determined by redevelopers’ agreements, as is the case with BN, BS, and P/VC. In other instances, the non-traditional manner of land use controls prescribed by the Design Guidelines Handbooks made it complicated to use with a more simplistic model. In addition, development potential is difficult to ascertain on areas that are already built,

as some buildings will remain, while others will be replaced with new structures and uses. Nevertheless, the City should take all anticipated development figures for these areas and add them to the results of the build-out analysis to get a full sense of what the community could look like and need in terms of public services as development and redevelopment proceed.

The preliminary stages of the analysis determined that the C1, C3, C4, S-1, S-2, M, R-3, R-6, and R-8 zones have no remaining developable land. In addition, it is possible that the R-1 zone—and possibly others—show developable land in areas in which projects have recently been built and are thus not reflected in land use data or on aerial photographs.

Summary Table		FIGURE 1
category	totals	
<i>land consumption (acreage)</i>		
environmentally constrained	180	
currently urbanized	2,989	
additional consumption	69	
total urbanized land at buildout	3,058	
<i>buildings</i>		
current residential units	14,420	
new residential units	285	
total residential units at buildout	14,705	
current commercial sq ft	2,422,937	
new commercial sq ft	513,766	
total commercial at buildout	2,936,703	
<i>people</i>		
current residents	32,664	
new residents	756	
total residents at buildout	33,420	
current employment	10,545	
new employment	892	
total employment at buildout	11,437	

Residential Buildout Method

The Residential Buildout Method (Figure 2) generally assumes buildout of existing residential zones at the maximum density permitted by the City’s current zoning ordinance. While the ultimate form, amount, and timing of development will be contingent upon market conditions, the information provided in the Residential Buildout Method could come to fruition given that existing zoning provides for such development.

According to the U.S. Census Bureau's 2006-2008 American Community Survey, Long Branch has 32,664 citizens residing in 14,420 dwelling units (OSG has selected these numbers from the several provided in the Municipal Self Assessment Report). The Residential Buildout Method indicates that current zoning can support an additional 756 residents in areas not currently designated as being in need of redevelopment. When added to the existing population, this would bring the number of Long Branch residents to 33,430 with the development of all currently undeveloped lands. However, the draft Impact Assessment of the New Jersey State Development and Redevelopment Plan projects that 37,173 people will be residing in Long Branch City by 2028. As such, it is estimated that another 3,791 individuals will be living in the City's redevelopment areas. These 37,173 people would comprise 15,298 households. It is worth noting that this estimate is substantially higher than that of the North Jersey Transportation Planning Authority, which projected Long Branch's population to be 34,190 in 2030. OSG also understands that Long Branch's population somewhat fluctuates on a seasonal basis with increases due to the presence of summer shore visitors.

Despite its limited size, the Residential Buildout Method provides that the plurality of new residents would encompass the RC-2 zone, with the potential for 218 new residents in 82 units. The R1 zone follows closely behind in development potential with the ability to accommodate 194 people in 73 units. In addition to these two zones, the R4 zone also has the potential for notable growth with 156 new residents in 59 dwelling

units. The R2, R5, and R7 zones have the ability to accommodate 50, 61, and 77 new units, respectively.

Commercial Buildout-Building Cover Method

The Commercial Buildout Method (Figure 3) also generally assumes buildout of commercial zones at the maximum density permitted under current zoning regulations. Employment opportunities of varying types should be available to Long Branch residents within mixed-use areas that encourage City residents to live within close proximity to where they work and shop in order to minimize automobile use, reduce traffic congestion, and enhance pedestrian mobility.

The Commercial Buildout shows that commercial zoning within the City could result in an additional 892 jobs. The draft Impact Assessment of the New Jersey State Development and Redevelopment Plan estimates that there are presently 10,545 jobs within the City of Long Branch (lower than NJTPA's 2005 projections, likely do to its accounting for the current economic recession). Combined with the new jobs that could be created, the City's zoning would allow for approximately 11,438 jobs at build-out. The draft Impact Assessment of the New Jersey State Development and Redevelopment Plan projects that there will be 11,174 jobs by the year 2028. As such, commercial build-out could be expected around this time.

These 893 jobs would be accompanied by 153,765 square feet of commercial space. More than 42% of new commercial square footage and just under 50% of new jobs would be provided in the

Residential Buildout Method						FIGURE 2		
residential zone	total land in residential zone (acres)	total constrained land in residential zone (acres)	total developable land (acres)	total developable residential land (acres)	maximum residential density permitted (units per acre)	potential number of units	average household size (persons per unit)	number of new residents
	a	b	c=a-b	d=c*0.8	e	f=d*e	g	h=f*g
R1	370.89	333.97	36.91886623	29.53509299	2.489	73	2.66	194
R2	550.51	543.44	7.070730556	5.656584445	3.48	19	2.66	50
R4	820.96	811.19	9.772787012	7.818229609	7.56	59	2.66	156
R5	391.23	388.74	2.490730434	1.992584348	12	23	2.66	61
RC-2	4.90	1.48	3.423252674	2.738602139	30	82	2.66	218
R7	109.36	106.30	3.06	2.447917479	12	29	2.66	77
total	2133.587084	2077.33397	62.73626376	50.189011		285		756
			land consumption			buildings		people
NOTES	b: constrained lands include conserved land, public ownership, conservation easements (deed restrictions), utility easements, or natural factors such as wetlands, floodplains & steep slopes)							
	d: 0.8 figure is based on 20% takeup of land for right of ways (i.e. roads)							
	e: data based on current zoning							

Commercial Buildout - Building Cover Method							FIGURE 3		
commercial zone	total land in commercial zone (acres)	total constrained land in commercial zone (acres)	total developable land (acres)	percentage of land allowed to be covered by building (%)	maximum amount of land to be covered by building (acres)	maximum number of stories allowed	maximum amount of floorspace (sq ft)	floorspace per job (sq ft)	number of jobs
	a	b	c=a-b	d	e=a*d/100	f	g=e*f*43560	h	i=g/h
retail									
C2	10.20	9.59	0.60862451	100	0.608624509	2.5	66279.20899	1000	66
RC-2	4.90	1.48	3.42325267	100	3.423252674	1	149116.8865	1000	149
industrial									
I	42.54	41.29	1.24772792	40	1.247727919	3	163053.0844	500	326
MB	40.55	40.13	0.42425839	40	0.424258387	3	55442.08601	500	111
office									
C2	10.2	9.59	0.61122384	50	0.611223839	3	79874.73133	333	240
total	108.39466	102.0795714	6.31508733		6.315087327		513765.9972		892
			land consumption				buildings		people
NOTES	b: constrained lands include conserved land, public ownership, conservation easements (deed restrictions), utility easements, or natural factors such as wetlands, floodplains & steep slopes)								
	d, f: data based on current zoning								
	h: data based on COAH standards								

industrial zones, with 326 jobs possible in the I zone and 110 jobs possible in the MB zone.

The C2 zone, which allows for office and commercial uses, also allows for a substantial number of new jobs. Based on the assumption that the developable vacant land would be split evenly between the two uses, 239 office jobs and 79,874 square feet of office space could be developed along with 66 retail jobs and 66,279 square feet of retail space. The RC-2 zone had the third highest jobs creation possibility, with a potential for 149 retail jobs and 149,116 square feet of floorspace. Because this is a mixed-use zone with retail expected on only the ground floor, the build-out limited analysis its calculations in this zone to one-story of uses.

REDEVELOPMENT, BUILD-OUT, AND NEEDS ASSESSMENT

This analysis looks exclusively at the City’s non-redevelopment areas. As such, any numbers derived will need to be added to those for the redevelopment zones (specifics can be obtained from redeveloper agreements). The DEP section of this Opportunities and Constraints Analysis notes that nearly 50% of the City’s permitted 5.4 million gallons per day (mgd) wastewater flow is currently available. It further notes that this amount could accommodate roughly 9,000 new dwelling units. Naturally, some of this capacity will also need to be applied to new commercial uses.

The build-out analysis provides for 285 new residential units in non-redevelopment areas. Accounting for the wastewater flow that would need to be applied to these units at 300 gallons per day), there would be more than approximately 2.6 mgd to accommodate new residential development in redevelopment areas and new commercial development in both redevelopment and non-redevelopment areas. Though this does not appear to be a constraint for the City—especially since projections estimate 944 new residential units and 629 new jobs in the City by the year 2028—it should continue to evaluate its capacity needs as development and redevelopment proceed, and should account for the fact that portions of its permitted flow are allocated to the Borough of West Long Branch. As such, the City



should coordinate these efforts with the Borough and, in particular, Monmouth University. Water supply, local and regional roadways, and community facilities should also continue to be examined as growth occurs to ensure they are adequate prior to approving new development.

Building-Land Value Analysis

Because redevelopment potential is high in Long Branch due to the lack of contiguous undeveloped land and a City emphasis on both economic revitalization and designation of areas in need of redevelopment/rehabilitation, this analysis also includes a Building-Land Value Analysis (Appendix D). The Building-Land Value Analysis uses the Mod IV tax data to compare the value of buildings or other improvements on a parcel to the land value, with the idea that those with smaller ratios—where the land is much more valuable than the improvements—are more likely to be put to a more valuable use. The map shows that parcels with less valuable improvements are scattered throughout the City, but a substantial portion of it exists along the waterfront and in the Elberon area. This is a purely market-based analysis that has no relation to the legal designation of an area in need of redevelopment.



REQUEST FOR URBAN CENTER DESIGNATION

The City of Long Branch has requested designation as an urban center rather than the extension of its designated regional center. This request will be addressed more thoroughly in consultation with partner State agencies during the Consistency Review phase of Plan Endorsement (Step 6).

REQUEST FOR A VISIONING WAIVER

Beginning on page 34 of the Municipal Self Assessment report, the City of Long Branch requests a waiver from the visioning process—Step 5 of Plan Endorsement—based on previous efforts believed to meet the spirit

of this requirement. OSG understands that the City has undertaken several years' worth of participatory planning efforts that may satisfy the standards for visioning. As agreed upon at a meeting between OSG and City representatives on March 5, 2010, the City will submit additional documentation demonstrating its citywide planning efforts and accompanying public participation work. OSG will consider this request once all of these visioning materials have been submitted.

REQUEST FOR STATE AGENCY ASSISTANCE

Page 79 of the Municipal Self Assessment requests State Agency Assistance for several items. Many of these requests are reasonable and can be coordinated with Action Plan items that may be required in order for Long Branch to qualify for funding. As Long Branch moves forward with Plan Endorsement, additional conversations will be required with relevant agencies to discuss the specific nature of assistance requested.

CROSS-ACCEPTANCE III

On April 28, 2004, the New Jersey State Planning Commission approved the release of the Preliminary State Development and Redevelopment Plan (State Plan) and the Preliminary State Plan Policy Map. This action launched the third round of Cross-acceptance. Cross-acceptance is a bottom-up approach to planning, designed to encourage consistency between municipal, county, regional, and state plans to create a meaningful, up-to-date and viable State Plan (N.J.S.A. 52:18A-202.b.).

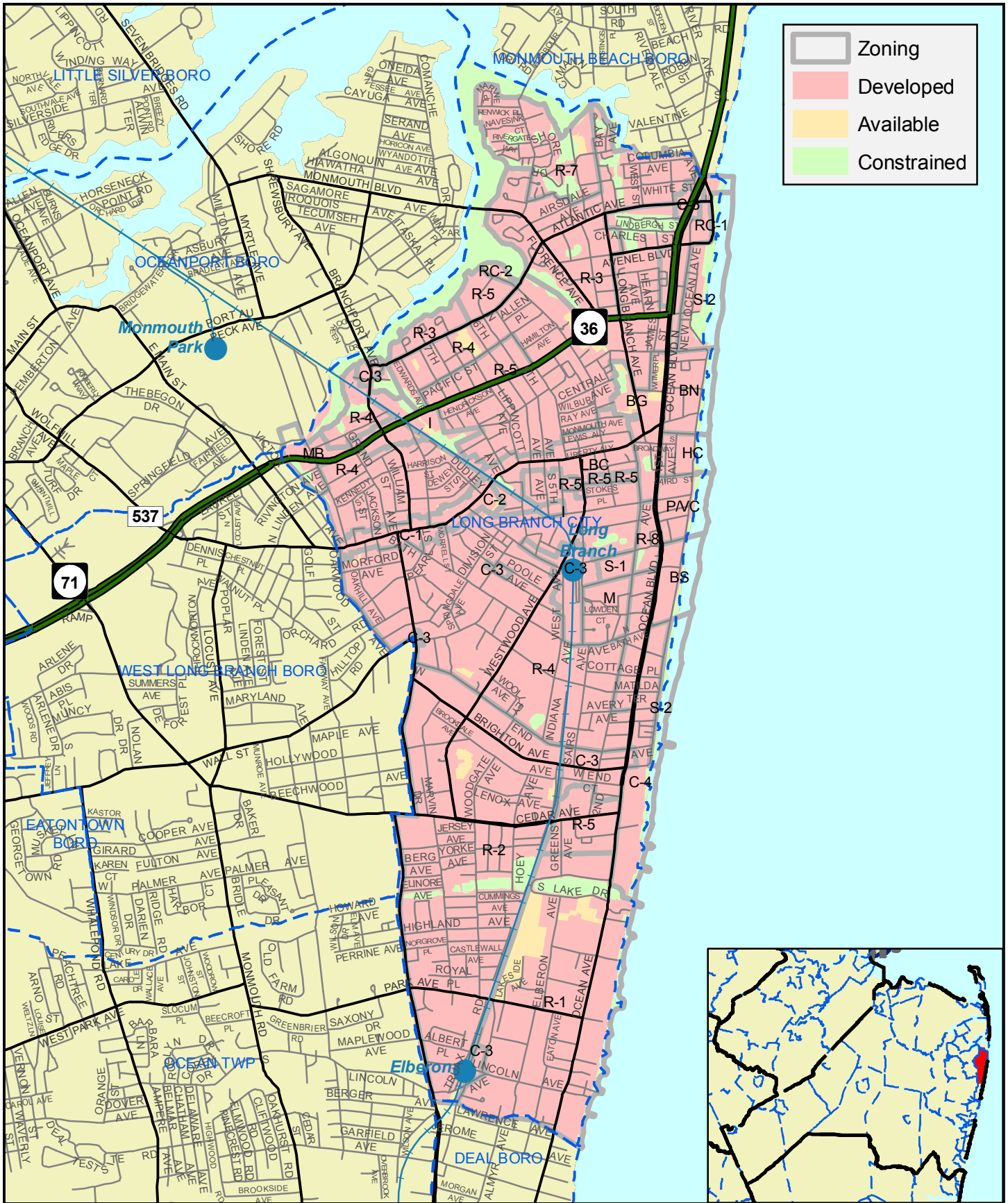
This process is meant to ensure that all New Jersey residents and levels of government have the opportunity to participate and shape the goals, strategies and policies of the State Plan. Through Cross-acceptance, negotiating entities work with local governments and residents to compare their local master plans with the State Plan and to identify potential changes that could be made to achieve a greater level of consistency with statewide planning policy.

The City of Long Branch provided one comment to the Monmouth County Planning Board—the Negotiating Entity for Monmouth County municipalities—for negotiation with OSG and the SPC as it relates to mapping issues (Item No. 98302). Specifically, the City requested that its Waterfront Redevelopment Area be depicted on the State Plan Policy Map (SPPM). Because redevelopment areas are not mapped on the

SPPM, the staff decision was to disagree with this comment and thus not amend the map. The worksheet addressing this issue has been provided in Appendix E.

As mentioned previously, the current State Plan Policy Map, adopted in 2001, depicts the entire City as Planning Area 1, Metropolitan Planning Area 1 with the exception of its parks. The forthcoming 2010 State Plan (based on the 2004 Preliminary State Plan Policy Map) proposes no planning area changes within the city other than extending the existing parkland designation to include the skate park. As such, the City of Long Branch will be mapped as 3248.06 acres of Planning Area 1 and 38.75 acres of parkland, a change from the previous State Plan of a mere one acre.

The 2001 State Plan Policy Map and the 2004 Preliminary State Plan Policy Map, have been enclosed for reference as Appendix B and Appendix C, respectively. The State Planning Commission will make the final determination on all amendments to the State Plan Policy Map. Additional changes proposed beyond those indicated on the Preliminary Policy Map, such as the re-designation of all SPC designated centers beyond existing expiration dates, shall occur through the Plan Endorsement process.



Long Branch

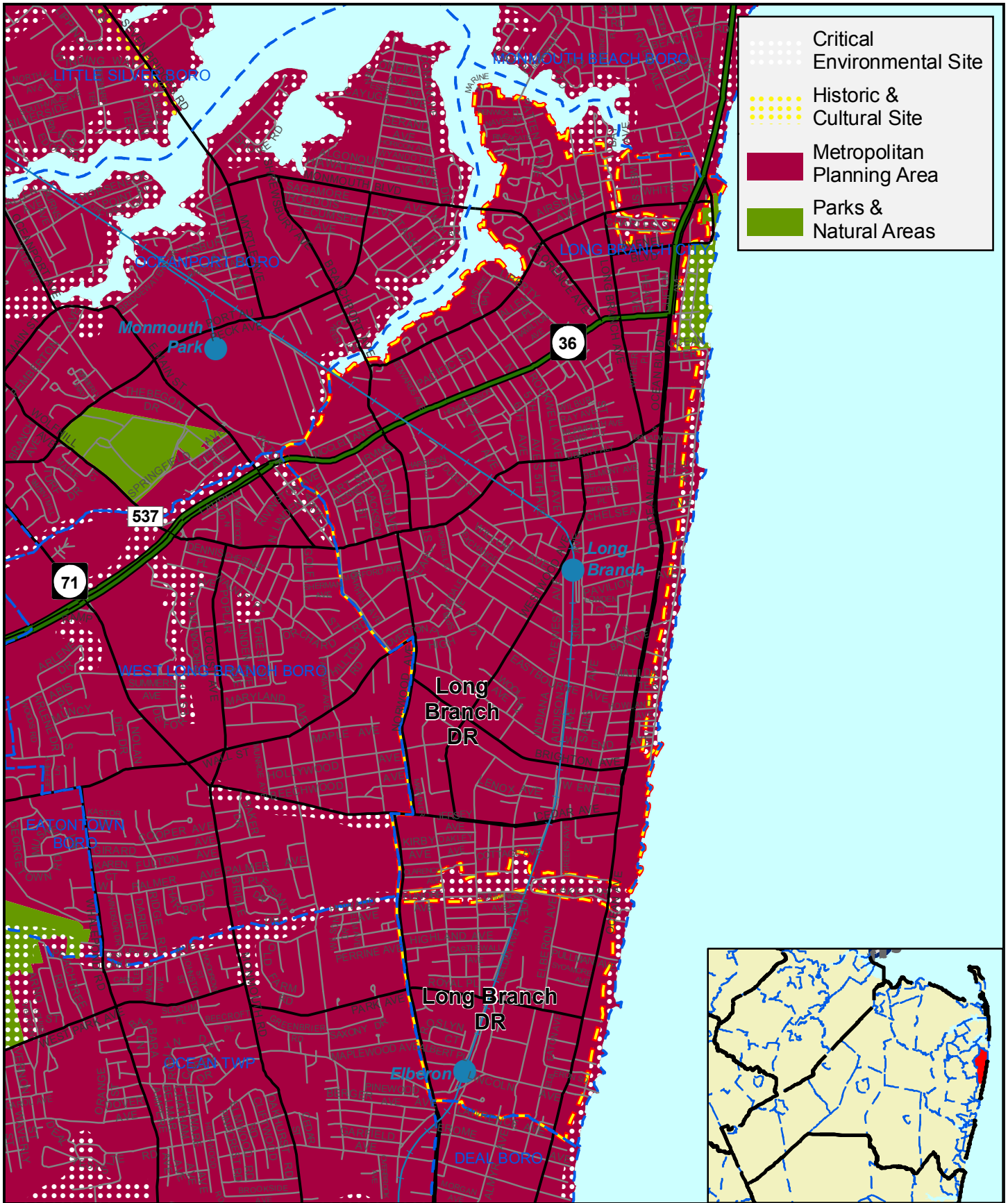
OSG Land Analysis



1 inch = 3,083 feet

APPENDIX A





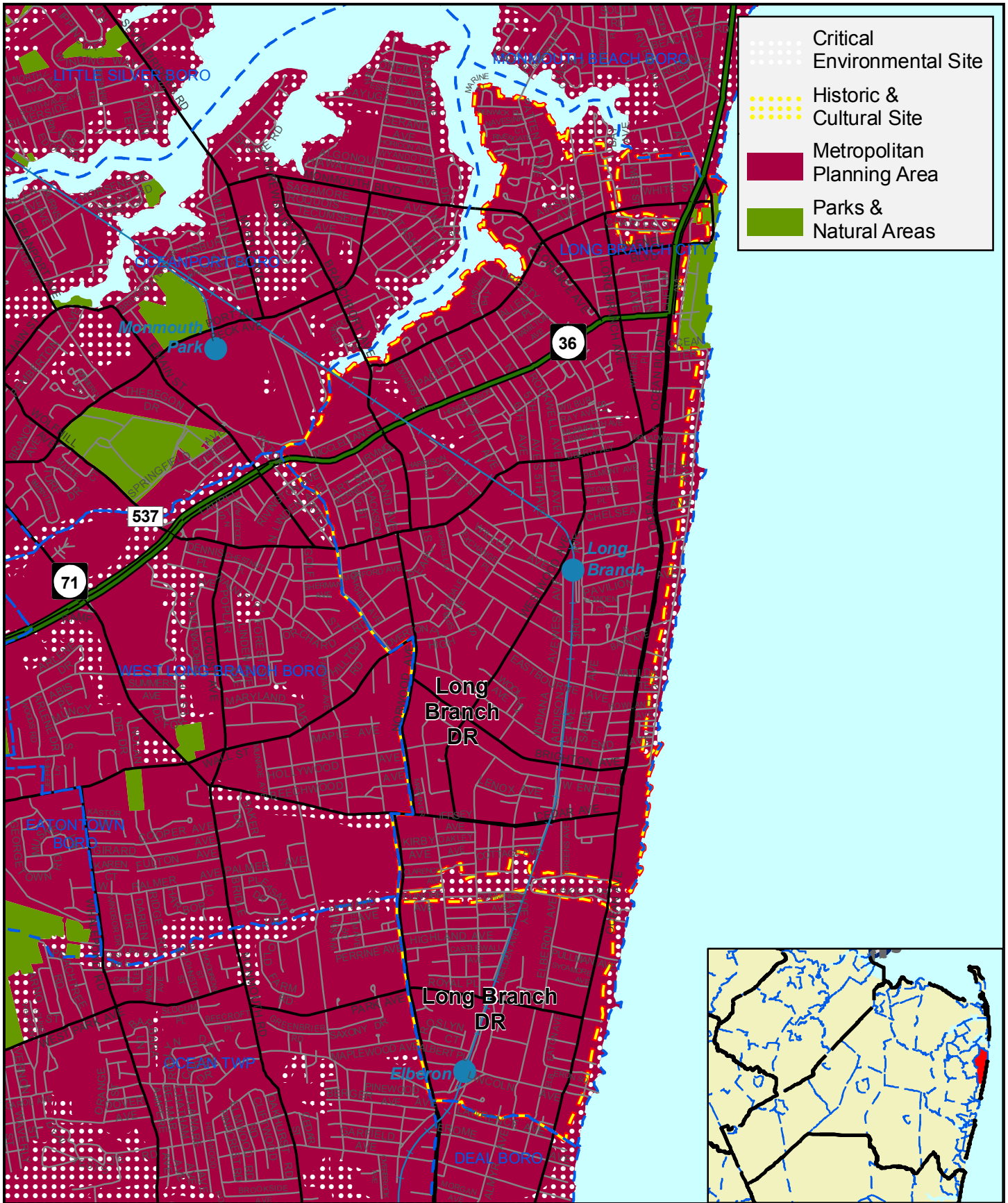
Long Branch

2001 State Plan Policy Map



1 inch = 3,083 feet

APPENDIX B



Long Branch

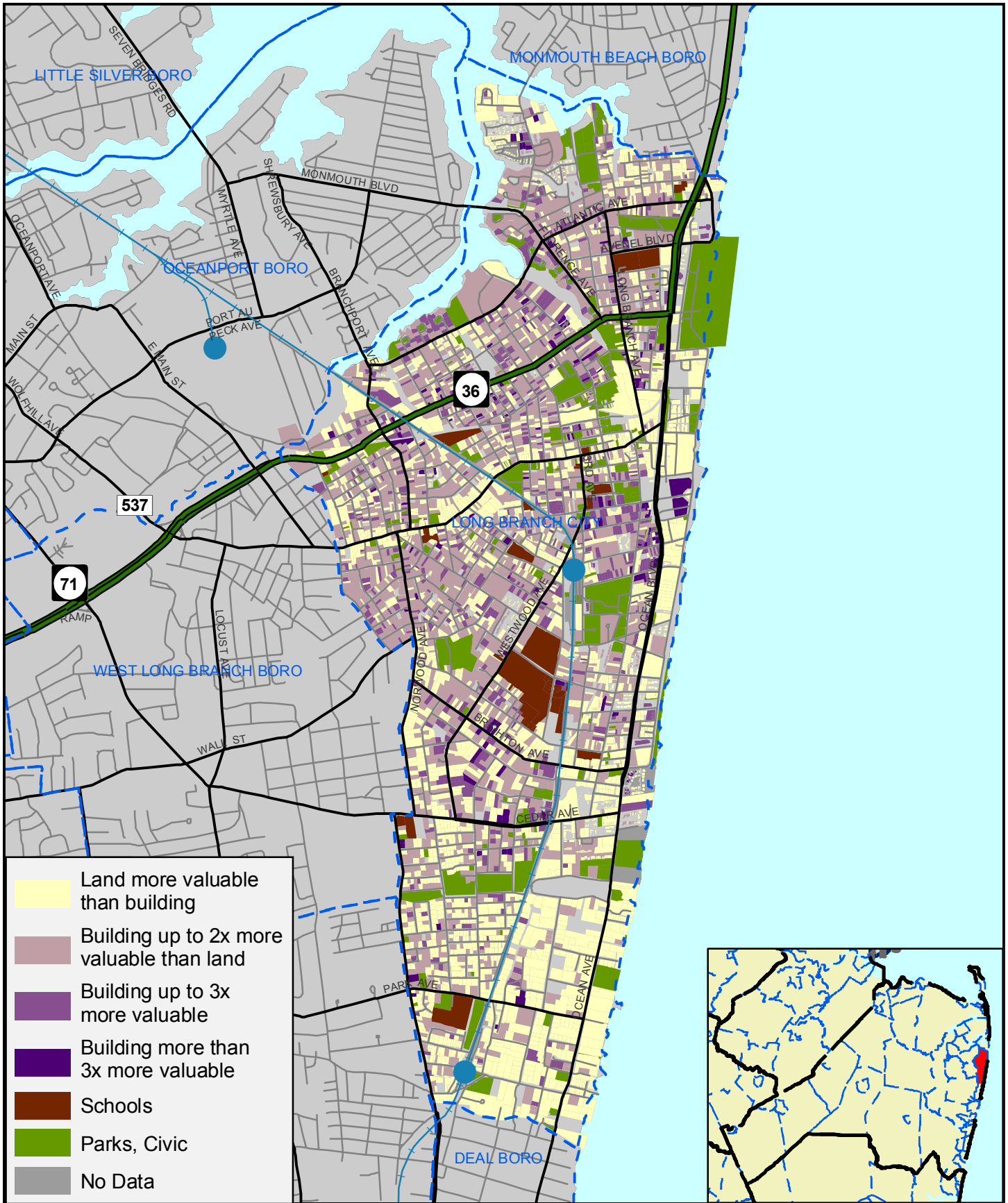
Preliminary Plan Map



1 inch = 3,083 feet

APPENDIX C





Long Branch

Building-Land Value Analysis



1 inch = 3,083 feet

APPENDIX D





**New Jersey State Planning Commission
Negotiations Worksheet
Map Amendments**

County: MONMOUTH COUNTY	Item No. 98302
Source: County Report	Approved by OSG Director:
NE # RED_LB1	Preliminary Staff Recommendation: Disagreement

Quads Affected:

OSG Quad Number 983, LONG BRANCH EAST

Proposed Change:

Acres:

County/NE Reason For Proposed Change:

Waterfront Redevelopment Area

What is it in Current State Plan:

What is it in Preliminary State Plan:

Municipalities Affected:

Long Branch City;

Data Source:

Staff Response:

Redevelopment areas are not a layer depicted on the State Plan Policy Map.

County Response:

Redevelopment areas should be shown on the SDRP Policy map;
 Redevelopment areas can have an enormous impact on local and regional planning efforts and initiatives;
 Redevelopment areas are given special consideration by state agencies for support and investment;
 Redevelopment areas often include a large amount of public and private investment in infrastructure;
 Redevelopment sites should fit in within the context of the state's development and redevelopment plan.

NJ Department of Environmental Protection



State Development & Redevelopment Plan Plan Endorsement Opportunities & Constraints Analysis

for:

City of Long Branch, Monmouth County

March, 9, 2010

This document constitutes the Department of Environmental Protection's component of the State Opportunity and Constraints Analysis conducted as part of the Plan Endorsement process. This document should serve as a baseline to inform the rest of the Plan Endorsement process. This document provides a general overview of the Department's regulatory and policy concerns within Long Branch. While all efforts have been made to address all major issues, the ever evolving nature of regulatory programs and natural conditions dictates that the information contained within this document will need to be updated on a regular basis. No portion of this document shall be interpreted as granting any specific regulatory or planning approvals by the Department. This document is to be used solely as guidance for municipal planning purposes.

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Water & Wastewater Analysis

Sufficient water supply and the ability to treat wastewater are essential to any community. The following information on Water Availability and Wastewater Treatment should be used by the community to evaluate its ability to meet current and future demand for water and wastewater treatment. Using this information to plan for future development allows a municipality to estimate the number of people the current (and/or future systems) can sustain. It also provides a way for a municipality to determine where growth is most appropriate, taking into account where water can be treated and supplied.

Water Availability

The following information on Water Availability in Long Branch is based upon the best data readily available to DEP at the time of this analysis. This data should be used by the City to inform its community vision and planning processes.

All of Long Branch receives its potable water supply for the New Jersey American Water Company – Monmouth System. The Deficit/Surplus tables, and a map showing the systems locations within the municipality, are provided with this report.

PWSID	WATER SYSTEM NAME	POPULATION SERVED	WATER SYSTEM TYPE
1345001	New Jersey American Water Company – Monmouth System	32,349	Public

The Deficit/Surplus table for the New Jersey American Water Company – Monmouth System shows available capacity for this system to be approximately 2.931 MGD.

The Deficit/Surplus tables for Public Water Systems may be found on the Department of Environmental Protection, Division of Water Supply website at <http://www.nj.gov/dep/watersupply/pws.htm>. Not all Public Water Supply Systems will have associated Deficit/Surplus tables available on the Department's website. The website currently contains public water systems that have a demand greater than 100,000 gallons of water per day and have had some water main extension activity since January 1, 2002. For safe demand and firm capacity information not available on this web site please contact the Bureau of Water System and Well Permitting at 609-984-6831 or for water allocation information please contact the Bureau of Water Allocation at 609-292-2957.

Refer to [Firm Capacity and Water Allocation Analysis](#) document for a detailed description of the methodology used to calculate capacity limitations.

Attachments:

- Deficit/Surplus table – New Jersey American Water Company – Monmouth System
<http://www.nj.gov/cgi-bin/dep/watersupply/pwsdetail.pl?id=1345001>

Wastewater Treatment

The following information on Wastewater Treatment in Long Branch is based upon the best data readily available to DEP at the time of this analysis. This data should be used by Frankford to inform its community vision and planning processes.

There is one DEP-regulated wastewater facility serving all of Long Branch.

- Long Branch Sewerage Authority Treatment Plant - NJPDES permit number NJ0024783. The permitted flow for this facility is 5.4 mgd. The annual average flow for this facility in 2007 was 2.7037 MGD. In 2000, the annual average flow for this facility was 3.2893 MGD. According to the Self-Assessment, this decrease in flow is likely due to significant improvements to the collection system. As such, approximately 50 percent of the permitted flow for this facility remains available to support Long Branch Redevelopment efforts. Based on the assumption that a residential unit uses 300 gpd, the remaining flow for this facility could accommodate approximately 9,000 new residential units, well beyond 2030 City population projections.

Water Quality Management Plan

The Department is currently working with the County of Monmouth reviewing the county-wide Wastewater Management Plan based upon the recent Water Quality Management Planning rules. The entire City is within a wastewater service area.

Environmental Constraints Analysis

The following section identifies those environmental constraints that should be considered by Long Branch in its planning efforts. These environmental constraints are divided into 3 sections - Regulated Constraints, Constraints to Avoid, and Constraints to Consider.

Regulated Environmental Constraints

Wetlands, Category One Waters and Total Maximum Daily Loads (TMDL) are environmental constraints currently regulated by DEP. Long Branch should recognize these environmental constraints in its visioning and planning processes.

- Wetlands

Freshwater wetlands and transition areas (buffers) are regulated by the Freshwater Wetlands Protection Act rules (NJAC 7:7A). Wetlands are commonly referred to as swamps, marshes, or bogs. However, many wetlands in New Jersey are forested and do not fit the classic picture of a swamp or marsh. Previously misunderstood as wastelands, wetlands are now recognized for their vital ecological and socioeconomic contributions. Wetlands contribute to the social, economic, and environmental health of our state in many ways:

- Wetlands protect drinking water by filtering out chemicals, pollutants, and sediments that would otherwise clog and contaminate our waters.
- Wetlands soak up runoff from heavy rains and snow melts, providing natural flood control.
- Wetlands release stored flood waters during droughts.
- Wetlands provide critical habitats for a major portion of the state's fish and wildlife, including endangered, commercial and recreational species.
- Wetlands provide high quality open space for recreation and tourism.

There are on-site activity limits on lands identified as wetlands. The NJ Freshwater Wetlands Protection Act requires DEP to regulate virtually all activities proposed in the wetland, including cutting of vegetation, dredging, excavation or removal of soil, drainage or disturbance of the water level, filling or discharge of any materials, driving of pilings, and placing of obstructions. The Department may also regulate activities within 150 feet of a wetland - called the transition area or buffer.

Land Use/Land Cover data based on 2002 aerial photography identifies approximately 77 acres of wetlands in Long Branch. It should be noted that these wetlands are based on aerial photo interpretation and are **not** appropriate for use in determining the true extent of wetlands on a specific site.

Environmental Constraints to Avoid

Threatened and Endangered Species Habitat and Natural Heritage Priority Sites are geographically-identified environmental constraints prioritized for protection by DEP's mandate to protect the ecological integrity and natural resources of New Jersey. DEP recommends avoidance of these areas, to the extent possible, in order to protect these ecosystems from degradation and destruction.

While Threatened and Endangered Species Habitat and Natural Heritage Priority Sites are not specifically regulated as such, the species and sites that are the basis for this information are considered in several DEP regulatory and planning programs - such as the Freshwater Wetlands Program, Water Quality Management Planning, and the Flood Hazard Area Control Act rule.

- Threatened & Endangered Species Habitat

The New Jersey Endangered Species Conservation Act was passed in 1973 and directed the New Jersey Department of Environmental Protection (DEP) to protect, manage and restore the state's endangered and threatened species. The DEP Endangered and Nongame Species Program (ENSP) has since become the voice for more than 400 species of wildlife in New Jersey, with success stories related to the Bald Eagle, the Peregrine Falcon, the Pine Barrens Tree frog, the Osprey, and others. There are currently 73 endangered and threatened wildlife species in New Jersey. Wildlife professionals within DEP's Endangered and Nongame Species Program oversee research, conservation and protection of rare wildlife species such as the bog turtle, great blue heron, piping plover, bobcat, and other animals that are struggling to survive here in New Jersey.

ENSP has developed the Landscape Project to identify and systemically map the habitat most critical for New Jersey's fish and wildlife populations. This tool is being used to gauge healthy ecosystems and help identify areas appropriate for protection while giving citizens and local government officials valuable scientific information about their municipalities.

There are approximately 32 acres of threatened and endangered species Forest habitat in Long Branch. This habitat supports the Great Blue Heron. There are approximately 12 acres of threatened and endangered species Emergent Wetland habitat in Long Branch. This habitat supports the Least Tern. In 2008, as noted in the Self-Assessment Report, Long Branch completed a beach management plan in consultation with the Department and US Department of the Interior, Fish and Wildlife Service.

Environmental Constraints to Consider

Groundwater Recharge Areas, Wellhead Protection Areas, and Priority Species Habitat are geographically-identified environmental constraints recognized as important for the protection of water quality and biodiversity of New Jersey. DEP recommends avoidance of these areas, to the extent possible, in order to minimize the impact to water quality and species habitat.

- Groundwater recharge areas

Groundwater recharge areas are those sites where a high volume of precipitation and surface waters infiltrate into the soil and act to resupply surface and ground waters. Protection of these areas from over-development, and addressing stormwater runoff for these areas, directly affects the water quality of both drinking water supplies and water-based habitats.

The New Jersey Geological Survey (NJGS) has developed ground water recharge data sets using several data factors, such as land use patterns, impervious surface amounts, soil types, precipitation, and evaporation rates, among others, to calculate the amount of water each area of the state normally

contributes to the underlying aquifers. The data are reported and mapped in several standard categories, in units of inches per year.

For the State Planning process, the original ground water recharge data, calculated for each Watershed Management Area, were converted to a volume-based rating, and then grouped into three classes to simplify further analysis, based on the percent contribution to the total recharge amounts. Those undeveloped areas contributing the highest one-third of the recharge volume in each Watershed Management Area were selected as high priority for protection. The final Ground Water Recharge layer used for this analysis includes all undeveloped areas in the state that were identified as contributing the highest one-third of the recharge volume in the appropriate Watershed Management Area.

There are approximately 82 acres of high volume groundwater recharge areas located within Long Branch.

Attachments:

- Groundwater Recharge Areas - Map

Contaminated Areas Considerations

All New Jersey municipalities can be home to contaminated sites, whether the contamination comes from industrial, agricultural, retail, or even residential sources. The information provided in this section is intended to help municipal officials identify known contaminated areas and incorporate consideration of these areas into planning efforts. The existence of a contaminated area does not necessarily mean that it is inappropriate for development or redevelopment. Nonetheless, the severity of the contamination, the potential for remediation, and the potential impact on human health must be considered before development or redevelopment plans are underway.

Known Contaminated Sites List

The Known Contaminated Sites List for New Jersey 2005 includes those sites and properties within the state where contamination of soil or ground water has been identified, or where there has been, or there is suspected to have been, a discharge of contamination. This list of Known Contaminated Sites may include sites where remediation is either currently under way, required but not yet initiated or has been completed. The data included here dates from 2001. Additionally, new contaminated sites have been identified since the creation of this list and are not included here. For further information contact NJDEP's Site Remediation Program and Waste Management (SRWM) lead program, which are identified with each site listed in this data base. Contact information for SRWMs lead program can be acquired at <http://www.state.nj.us/dep/srp/kcs-nj/>.

There are 41 known contaminated sites in Long Branch. The Known Contaminated Sites in New Jersey report (<http://www.nj.gov/dep/srp/kcs-nj/>) is produced by NJDEP in response to N.J.S.A. 58:10-23.16-17 that requires preparation of a list of sites affected by hazardous substances. It also satisfies the Site Remediation Program's obligations under the New Jersey New Residential Construction Off-Site Conditions Disclosure Act (N.J.S.A 46:3C1 et seq.).

Active Sites With Confirmed Contamination 1/7/2010

ID	Site	PI Number	PI Name	Line1 Address
394380		493420	130 ELMWOOD AVENUE	130 ELMWOOD AVE
404949		506675	16 AIRSDALE AVENUE	16 AIRSDALE AVE
65941		G000033017	187 2ND AVENUE	187 2ND AVE
404549		506103	248 NORTH FIFTH AVENUE	248 N 5TH AVE
175480		230043	301 JOLINE AVENUE	301 JOLINE AVE
88106		G000061994	309 CEDAR AVENUE	309 CEDAR AVE
409060		512039	31 THROCKMORTON AVENUE	31 THROCKMORTON AVE
230846		302001	365 2ND AVENUE	365 2ND AVE

202796	266699	375 377 JOLINE AVENUE	375 377 JOLINE AVE
92748	130804	448 HARRISON STREET	448 HARRISON ST
371142	459260	495 WEST STREET	495 WEST ST
392107	490459	67 OCEAN AVENUE NORTH	67 N OCEAN AVE
80033	G000041055	686 GERARD AVENUE	686 GERARD AVE
45450	001748 95307	GETTY RICHTERS GARAGE	207 N LINCOLN AVE
122265	193784	ANASTASIA ELEMENTARY SCHOOL	92 7TH AVE
229991	300974	ARPA PLAZA	45 ATLANTIC AVE
43794	007186	ATLANTIC GULF SERVICE STATION	LIBERTY ST & ATLANTIC AVE No
47214	012616	CITY OF LONG BRANCH	636 JOLINE AVE
4483	008437	EXXON R/S 30062	590 BROADWAY
259786	332818	INDIANA AVENUE SPORTS FIELD	10 INDIANA AVE
78804	G000033744	JERRY MORGAN PARK	MONMOUTH AVE & LIBERTY ST
215002	280775	JOHNS AUTO & TRUCK REPAIR	505 JOLINE AVE
200670	263990	K HOVNIANIAN @ BEACHFRONT	SOUTH OCEAN AVE
21276	012251	LONG BRANCH PLANT	100 BROOK ST
55074	025047	LOUIS & JOHN INCORPORATED	182 WASHINGTON ST
4504	006221	LUKOIL #57304	570 JOLINE AVE
44757	011118	MCFADDIN MOTORS	251 BROADWAY
4496	025473	MONMOUTH GAS INC	105 N BROADWAY
14803 300	021504	MONMOUTH MEDICAL CENTER	2ND AVE
4506	G000002091	MONMOUTH RUBBER CORP	75 LONG BRANCH AVE
57337	032412	OCEAN PLACE HILTON RESORT & SPA	1 OCEAN BLVD
202794	266697	PINSKY PARK	LONG BRANCH AVE & S BROADWAY
66491	G000005866	POLYMITE CORPORATION	500 LONG BRANCH AVE
70294	G000032474	RIECHE COMPANY	400 BROADWAY
373076	462248	SECOND BAPTIST CHURCH OF LONG BRANCH	93 LIBERTY ST

79311	G000036670	SHOPPING CENTER	111 BRIGHTON AVE
4495	004038	SHORE GULF	223 WESTWOOD AVE
4497	224111	UPTOWN CLEANERS	11 15 NORWOOD AVE
4481	025977	WEST END GETTY SERVICE	628 2ND AVE
4505	003016	WHEELOCK INC	273 BRANCHPORT AVE
4488	014802	ZAF'S SERVICE CENTER	1075 NORWOOD AVE

Pending Sites With Confirmed Contamination
3/24/2009

Site ID	PI Number	PI Name	Line 1 Address
67312	G000011695	188 NORTH 5TH STREET	188 N 5TH AVE
68726	G000026780	932 VAN COURT AVENUE	932 VANCOURT AVE
52042	018382	J B L LIMOUSINE INC	331 335 BROADWAY
68641	G000026071	LONG BRANCH CITY FIRE DEPARTMENT	241 BRANCHPORT AVE
4493	247422	MONMOUTH PETROLEUM CO INC	160 W END AVE

Known Contaminated Sites - Classification Exception Areas (CEA)

Classification Exception Areas are DEP designated areas of groundwater contamination meeting certain criteria and associated with Known Contaminated Sites or sites on the Site Remediation Program (SRP) Comprehensive Site List. CEAs are institutional controls in geographically defined areas within which the New Jersey Ground Water Quality Standards (NJGWQS) for specific contaminants have been exceeded. When a CEA is designated for an area, the constituent standards and designated aquifer uses are suspended for the term of the CEA. A public understanding of where groundwater is known to be contaminated can help prevent inappropriate well placement, preventing potential health risks and can minimize unintended contaminant plume migration. Contaminants of concern within a CEA record are described in one of two ways, either in a field named for the contaminant, e.g., benzene; or listed in a general contaminant field, e.g., VO.

The Department currently identifies one CEA within Long Branch:

- Richters Garage North- 207 Lincoln Avenue North

For further information about Classification Exception Areas:

http://www.state.nj.us/dep/srp/guidance/cea/cea_guide.htm

Attachments:

- Known Contaminated Sites - Map (Note: This map does not show the extent of contamination.)

Coastal Area Facilities Review Act

As updated and amended in 1993, the Coastal Area Facility Review Act seeks to protect the coastal areas in New Jersey by regulating projects near coastal waters and environmentally sensitive lands in the southern part of the State. The CAFRA law regulates almost all development activities involved in residential, commercial, or industrial development, including construction, relocation, and enlargement of buildings or structures; and all related work, such as excavation, grading, shore protection structures, and site preparation. The Department of Environmental Protection carries out CAFRA through Coastal Zone Management Rules and the CAFRA planning map identifies the boundaries of CAFRA centers, cores, and nodes, Coastal Planning Areas and coastal centers. The CAFRA area begins where the Cheesequake Creek enters Raritan Bay in Old Bridge, Middlesex County. It extends south along the coast around Cape May, and then north along the Delaware Bay ending at the Kilcohook National Wildlife Refuge in Salem County. The inland limit of the CAFRA area follows an irregular line drawn along public roads, railroad tracks, and other features.

New Jersey's coastline greatly contributes to New Jersey's economy, including tourism and recreational opportunities, and coastal areas provide crucial habitat for a wealth of wildlife, including migratory birds, commercially valuable fish and shellfish, and sporting and recreational species. Regulation is necessary to prevent pollution, destruction of vital wildlife habitat, increases in rainwater runoff, and destruction of the natural beauty that attracts visitors. Regulation of coastal activities is also necessary in some cases to prevent loss of life and property from coastal storms, erosion, and flooding. The CAFRA law was amended in 1993 to address these issues as well as require that the rules implementing the amendments be closely coordinated with the State Plan. In response to those statutory amendments, the Department in February 2000 adopted new rules for determining impervious cover limits and vegetative cover percentages for developments requiring a CAFRA permit based on the proposed development's location in a CAFRA center, CAFRA core, CAFRA node, Coastal Planning Area or coastal center.

The Department's CZM rules set forth general conditions under which the Department may accept, reject, or reject and revise boundaries of center and planning areas approved by the State Planning Commission as CAFRA centers and Coastal Planning Areas. Long Branch is entirely within the CAFRA regulated area.

Long Branch, as noted in the Self-Assessment, has an area of the City that is governed by the Long Branch Redevelopment Zone Permit under NJAC 7:7-7.4. The City zoning, development and design standards are consistent with the Coastal Zone Management Rules. The Department will be reviewing your petition for Plan Endorsement and will require additional work and/or plans for the area outside of the Redevelopment Zone. The Long Branch Master Plan and planning documents will be reviewed to ensure that they are consistent with the Department's rules and regulations as well as reach the Department's goal, to bring environmental planning and resource management in coastal areas to a higher level.

Long Branch was designated a Regional Center and a CAFRA Regional Center in 1996. The Regional Center status has been extended under the Permit Extension Act until June 2013. The Long Branch Municipal Self-Assessment Report states that the City will seek to be designated as an urban center.

Permit Extension Act

On September 6, 2008 Governor Jon S. Corzine signed the Permit Extension Act of 2008 (P.L. 2008, Chapter 78). For your information and convenience, DEP provides information at <http://www.nj.gov/dep/opppe/extension.htm>. If the Department's Permit Extension Act website does not address the particular circumstances of a permit holder or applicant, questions may be submitted in writing to NJ Department of Environmental Protection, Office of Permit Coordination and Environmental Review, P.O. Box 423, Trenton, New Jersey 08625-0423, by phone at (609) 292-3600, or at <http://www.nj.gov/dep/opppe/permitcoor.htm>.

Notice of Permit Extension Act Provisions

Take notice that, pursuant to the “Permit Extension Act of 2008” (Act), P.L. 2008, c. 78, approvals, as defined in section 3 of the Act, including any Department authorization in the form of a permit, approval, license, certification, waiver, letter of interpretation, agreement, center designation, or any other executive or administrative decision, except for administrative consent orders, which expire during the period of January 1, 2007 through July 1, 2010, are hereby extended through July 1, 2010. This Act automatically extends any approvals granted by the Department of Environmental Protection, including, but not limited to, those issued under the authority of the following statutes:

- (A) Waterfront Development Law, N.J.S.A. 12:5-1 et seq.
- (B) Wetlands Act of 1970, N.J.S.A. 13:9A-10 et seq.
- (C) Freshwater Wetlands Protection Act, N.J.S.A. 13:9B-1 et seq.
- (D) Coastal Area Facility Review Act, N.J.S.A. 13:19-1 et seq.
- (E) Water Supply Management Act, N.J.S.A. 58:1A-1 et seq.
- (F) Well Drilling Permits, N.J.S.A. 58:4A-5 et seq.
- (G) Water Pollution Control Act, N.J.S.A. 58:10A-1 et seq.
- (H) The Realty Improvement Sewerage and Facilities Act (1954), N.J.S.A. 58:11-23 et seq.; and N.J.S.A. 58:11-25.1 et seq.
- (I) Water Quality Planning Act, N.J.S.A. 58:11A-1 et seq.
- (J) Safe Drinking Water Act, N.J.S.A. 58:12A-1 et seq.
- (K) Flood Hazard Area Control Act, N.J.S.A. 58:16A-50 et seq.

Nothing in the Act shall have the effect of extending:

1. any permit or approval issued within an environmentally sensitive area as defined in the Act;
 2. any permit or approval within an environmentally sensitive area issued pursuant to the Highlands Water Protection and Planning Act, N.J.S.A. 13:20-1 et seq.;
 3. any permit or approval issued pursuant to the Flood Hazard Area Control Act, N.J.S.A. 58:16A-50 et seq., except where work has commenced, in any phase or section of the development, on any site improvement, as defined in paragraph (1) of subsection a. of section 41 of the Municipal Land Use Law, N.J.S.A. 40:55D-53 or on any buildings or structures; or
 4. any coastal center designated pursuant to the Coastal Area Facility Review Act, N.J.S.A. 13:19-1 et seq., that as of March 15, 2007
- (a) had not submitted an application for plan endorsement to the State Planning Commission, and

(b) was not in compliance with the provisions of the Coastal Zone Management rules at N.J.A.C. 7:7E-5B.6;
5. any permit or approval issued pursuant to federal assumption or delegation. The Act shall not affect any administrative consent order issued by the Department in effect or issued during the extension period, nor shall it be construed to extend any approval in connection with a resource recovery facility as defined in N.J.S.A. 13:1E-137.

Nothing in the Act shall affect the ability of the Commissioner of the Department to revoke or modify a specific permit or approval, or extension thereof pursuant to the Act, when that specific permit or approval contains language authorizing the modification or revocation of the permit or approval by the Department.

In the event that any approval tolled pursuant to the Act is based upon connection to a sanitary sewer system, the approval's extension shall be contingent upon the availability of sufficient capacity, on the part of the treatment facility, to accommodate the development whose approval has been extended. If sufficient capacity is not available, those permit holders whose approvals have been extended shall have priority with regard to the further allocation of gallonage over those approval holders who have not received approval of a hookup prior to the date of enactment of the Act. Priority regarding the distribution of further gallonage to any permit holder who has received the extension of an approval pursuant to the Act shall be allocated in order of the granting of the original approval of the connection. Further, nothing in the Act shall be deemed to extend the obligation of any wastewater management planning agency to submit a wastewater management plan or plan update, or the obligation of a municipality to submit a wastewater management plan or plan update, pursuant to the Water Quality Planning Act, N.J.S.A. 58:11A-1 et seq. and the Water Quality Management Planning rules, N.J.A.C. 7:15, adopted by the Department effective July 7, 2008. Nothing in the Act shall be construed or implemented in such a way as to modify any requirement of law that is necessary to retain federal delegation to, or assumption by, the State of any authority to implement a federal law or program.

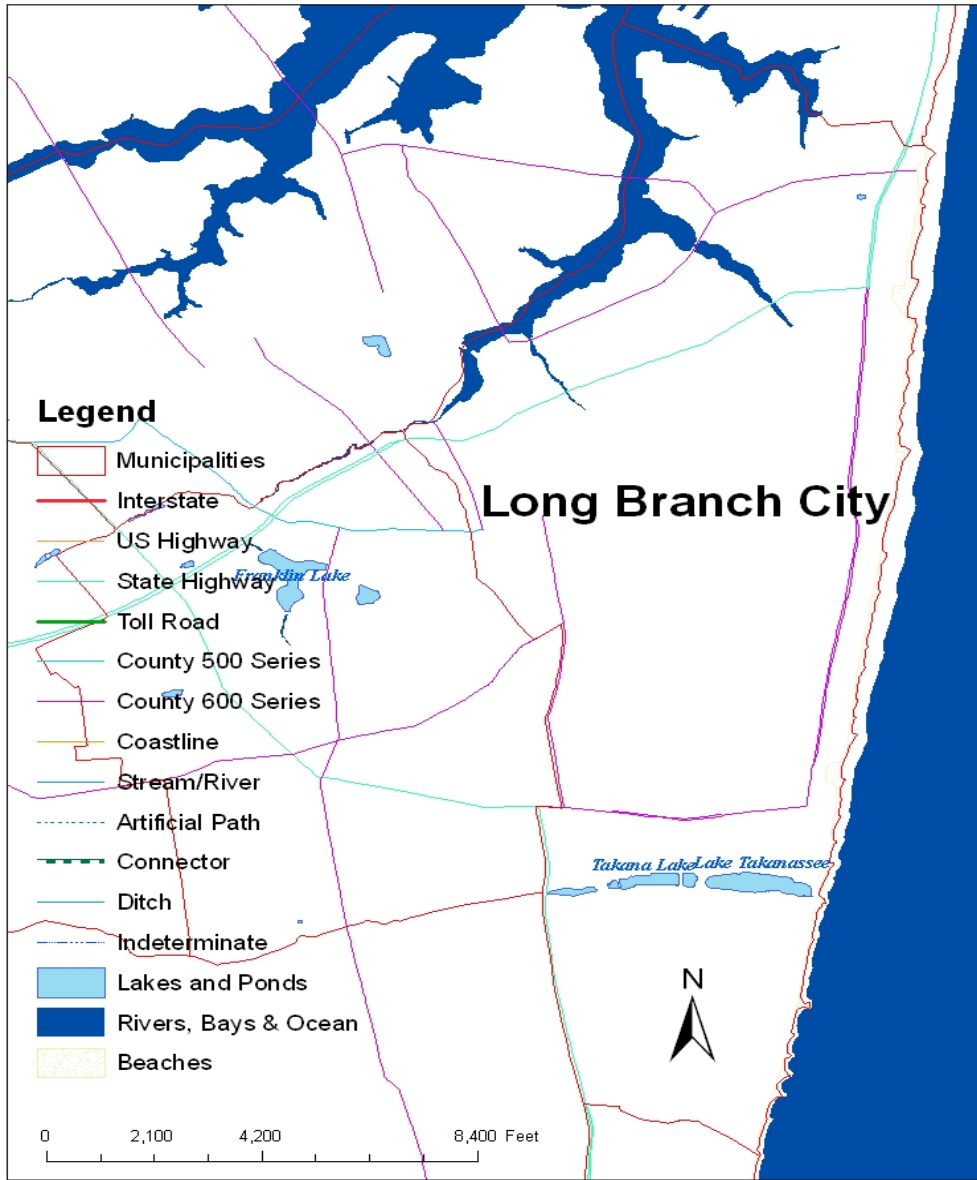
Finally, nothing in the Act shall be deemed to extend or purport to extend any permit or approval issued by the government of the United States or any agency or instrumentality thereof, or to any permit or approval by whatever authority issued of which the duration or effect or the date or terms of its expiration are specified or determined by or pursuant to law or regulation of the federal government or any of its agencies or instrumentalities.

Summary of Major Issues

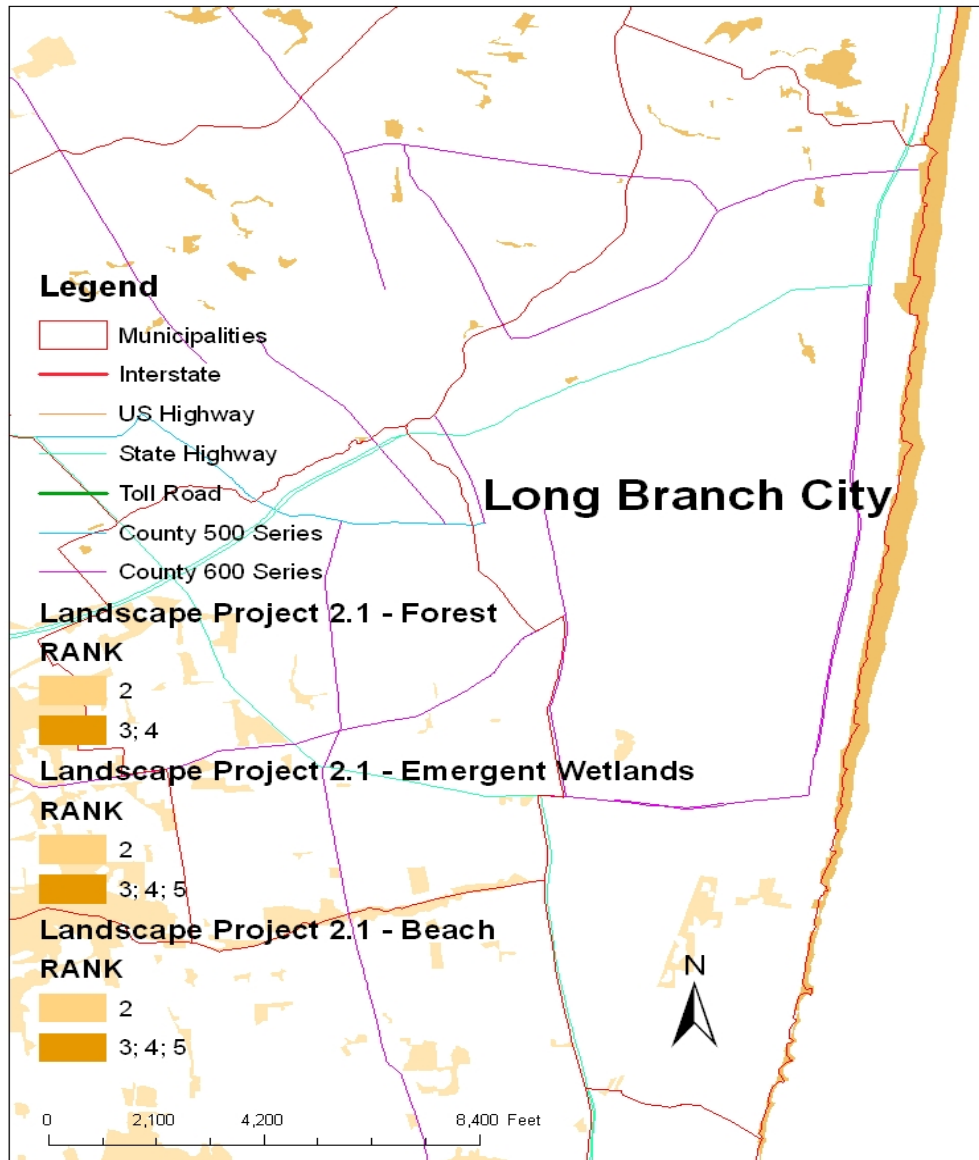
1. The City is seeking urban center status for the entire City. Should the City successfully become plan endorsed as an urban center and subsequently become a CARA urban center, the Coastal Zone Management Rules would permit up to 90% impervious cover for development projects requiring a CAFRA permit. CAFRA-scale projects in the Long Branch CAFRA Regional Center currently may cover up to 80% of a site with impervious cover. The Department believes that this high level of allowable intensity is not appropriate for all areas of the City. The northern and southern portions of the City where it is predominantly neighborhood residential in character are developed at typical suburban densities, despite being in a Metropolitan Planning Area that permits up to 80% impervious cover for CAFRA projects. The Department believes that a smaller area or urban “core” is more appropriate in the City. Such an area would likely include the oceanfront, eastern Broadway, and the area around the transit center and medical center.

Maps

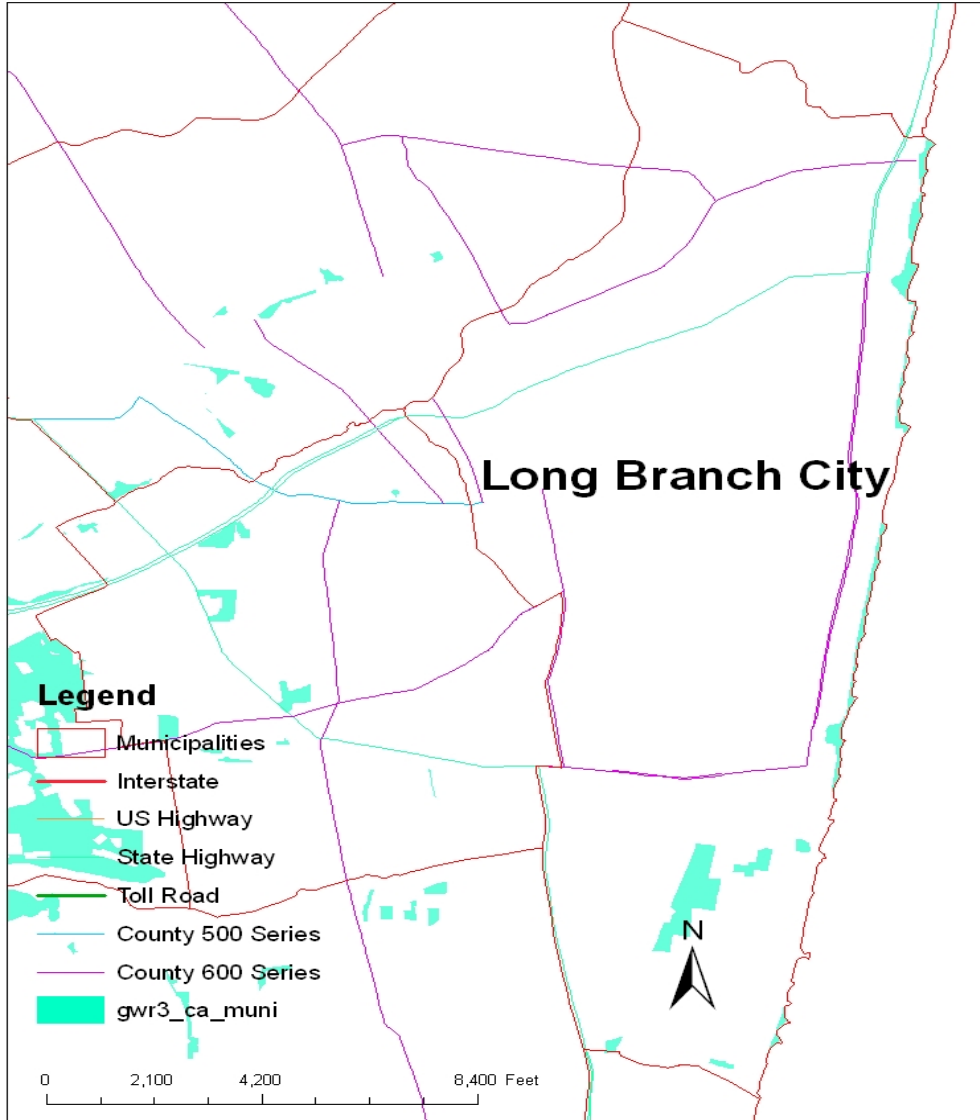
Long Branch Water Bodies



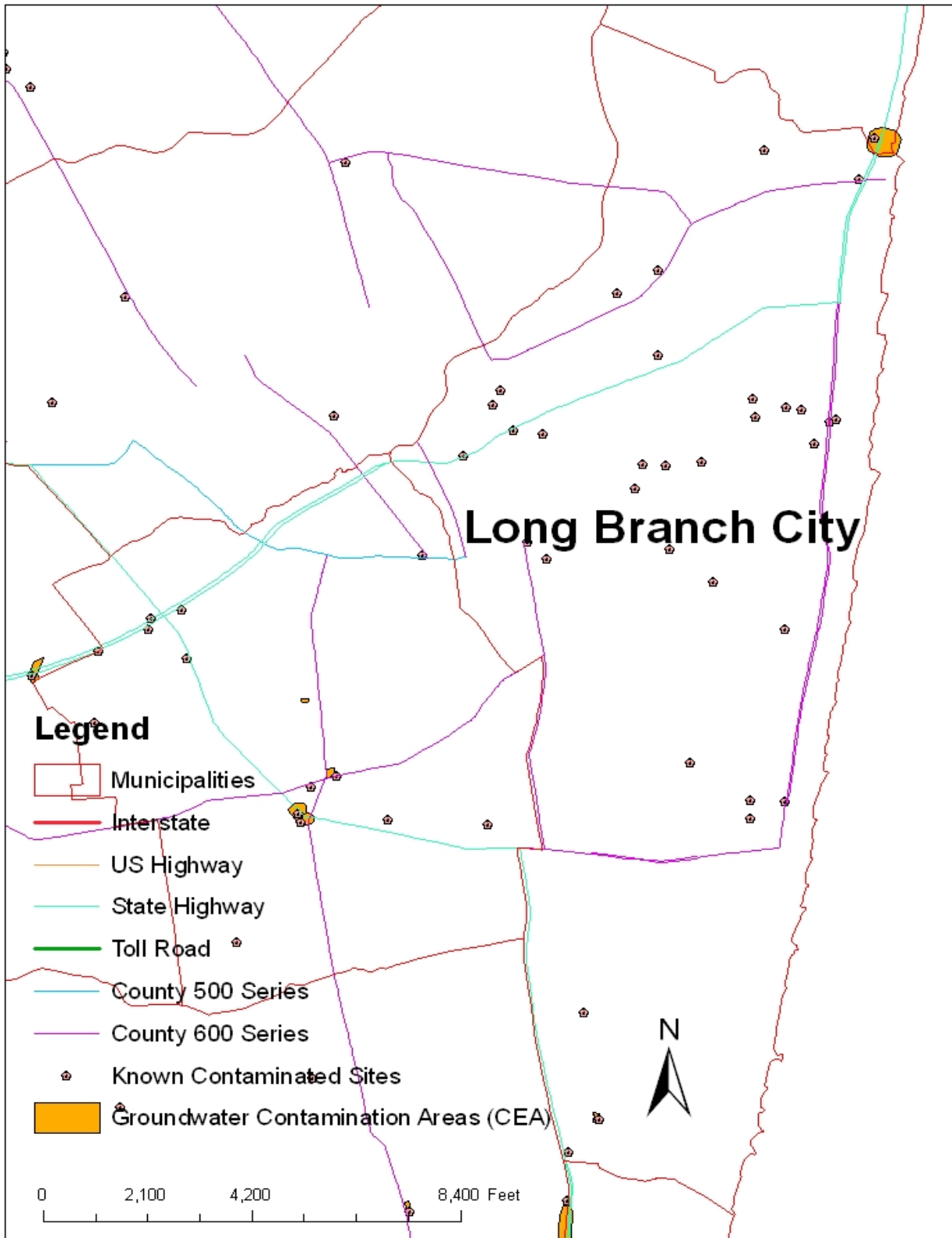
Long Branch Habitat



Long Branch Groundwater Recharge



Long Branch Know Contaminated Sites



Additional Attachments

Public Water System Deficit/Surplus

NJ AMERICAN- MONMOUTH

PWSID: 1345001
County: Monmouth

Last Updated: 10/27/09

Water Supply Firm Capacity: 77.502 MGD

Available Water Supply Limits

	Allocation	Contract	Total
Monthly Limit	1780.260 MGM	526.907 MGM	2307.167 MGM
Yearly Limit	13863.897 MGY	6203.905 MGY	20067.802 MGY

Water Demand

	Current Peak	Date	Committed Peak	Total Peak
Daily Demand	69.177 MGD	08/2005	5.394 MGD	74.571 MGD
Monthly Demand	2144.498 MGM	08/2005	83.607 MGM	2228.105 MGM
Yearly Demand	18065.661 MGY	2005	656.270 MGY	18721.931 MGY

Water Supply Deficit or Surplus

Firm Capacity	Water Allocation Permit
2.931 MGD	79.062 MGM
	1345.871 MGY

Note: Negative values (a deficit) indicate a shortfall in firm capacity and/or diversion privileges or available supplies through bulk purchase agreements.

Bureau of Water System and Well Permitting Comments:
no comments provided

Bureau of Water Allocation Comments:
no comments provided

For more information concerning water supply deficit and surplus, please refer to:

▶ [Firm Capacity and Water Allocation Analysis](#) (Pdf Format)

▶ [Currently Effective Water Allocation Permits by County](#)

This report displays all effective water allocation permits issued by the department.

▶ [Pending Water Allocation Permits with Requests for a Hearing](#)

All pending water allocation permits with public hearing requests.

▶ [Water Allocation Permits Made Effective within a Selected Timeframe](#)

This report displays water allocation permits based on a specified date range.

Questions regarding safe demands and firm capacity please contact the Bureau of Water System and Well Permitting at 609-984-6831 or for questions concerning water allocation and status please contact the Bureau of Water Allocation at 609-292-2957.

Questions may also be sent to the [Division of Water Supply](#)

NJDEP Office of Planning and Sustainable Communities

The Office of Planning and Sustainable Communities was formed to facilitate the Department's move toward a proactive planning approach based on principles of sustainability and environmental capacity-based planning.

Mission

To coordinate the [sustainable development](#) and [environmental capacity-based planning](#) policies of the Department and proactively work with other state agencies, regional entities, local governments and other groups to incorporate these policies into all levels of land use and environmental planning.

Background

In January, 2007, the Department of Environmental Protection (DEP) adopted its [Policy Priorities and Action Plan](#) which outlines the strategic direction of the agency over the next three years. The Plan identifies eight broad goal areas and underlying objectives.

One of the eight goal areas is Sustainable Growth:

Maximize use of department resources to encourage sustainable growth and livable communities by incorporating consistent criteria for the protection of natural resources and development of smart growth and green design principles into DEP rulemaking, priority setting and planning efforts, other state smart and economic growth priorities, and in regional and local planning efforts.

The first objective of this goal is:

“Incorporate sustainable growth and environmental protection criteria into state, regional and local planning.”

At the core of this goal is a recognized need for more progressive statewide environmental planning by the Department to help inform the local land use development and redevelopment process. Historically, the Department has engaged primarily in environmental planning in targeted areas based on statutory direction. Critically important work has been done in such areas as water quality management planning, water supply master planning, habitat protection planning (Landscape Project) and county/state solid waste planning. DEP is now committed to ensuring that these various planning programs are integrated and coordinated so that our guidance to regional and local planning agencies is consistent, comprehensive and supportive of both local and state priorities.

In a significant business practice improvement, DEP is also committed to implementing the Sustainable Growth goal by broadening the scope of its major project review process by requiring consideration and rewarding incorporating of green design the principles and practices.

Office of Planning and Sustainable Communities

401 E. State Street, 7 Floor East
P.O. Box 402
Trenton, NJ 08625-0402
Phone: (609) 341-5311
Fax: (609) 292-3268

NJ DEPARTMENT OF TRANSPORTATION

**State Development and Redevelopment Plan
Plan Endorsement
Opportunities and Constraints Analysis**

For:

City of Long Branch, Monmouth County

March 8, 2010

This document constitutes the New Jersey Department of Transportation’s component of the State Opportunities and Constraints Analysis conducted as part of the Plan Endorsement process. This document provides a collection of the most recent data and information that exists in the Department pertaining to transportation features, studies, projects, grants, designations and other significant issues as applicable. The document should serve as a baseline to inform the remainder of the Plan Endorsement process. It should be understood that this assessment reflects conditions as they presently exist, and that changes may occur at any time during the Plan Endorsement process.

NJDOT has examined the following categories for pertinent data:

State Highways

Route 36 MP 3.87 – 6.36
Route 71 MP 11.68 – 12.96

Straight Line Diagram sheets are attached.

State Highway Access Management Code – Access Levels and Desirable Typical Sections

According to the attached table, Route 36 from milepost 3.73 – 4.00 is classified as Access Level 3 (right-turn access with provision for left-turn access via jughandle), with a desirable typical section (DTS) of 6A (six lanes, divided, with shoulders or parking). Milepost 4.00 – 5.72 is classified as Access Level 4 (driveway with provision for left-turn access via left-turn lane), with a DTS of 4D (four lanes, undivided, without shoulders). Milepost 5.72 – 6.55 is classified as Access Level 3 with a DTS of 4A (four lanes, divided, with shoulders or parking). The designation of a Center would not change the Access Levels for any portion of this segment.

Route 71 from milepost 11.64 – 12.53 is classified as Access Level 4 with a DTS of 2B (two lanes with shoulders or parking, with 14-foot two-way left-turn lane). Milepost 12.53 – 13.77 is classified as Access Level 4 with a DTS of 2C (two lanes, without shoulders, with a 14-foot two-way left-turn lane). The designation of a Center would not change the Access Levels for any portion of this segment.

Congestion Management System

According to the attached chart, part of this section of Route 36 is classified as “Severely Congested” and worsens during the summer.

The intersection of Route 36 and Branchport Avenue (MP 4.33) is ranked #163 out of 372 high need signalized intersections on state highways.

This section of Route 71 is classified as “Very Congested.”

The intersection of Route 71 and Park Avenue (MP 12.18) is ranked #356 out of 372 high need intersections on state highways.

Major Capital Projects/Initiatives and Mitigation Projects

FY 2010-2019 Statewide Transportation Improvement Program - Route 71, Sea Girt Avenue to Route 35, mileposts 1.7 – 16.78. This project will resurface Route 71 in Monmouth County at the following locations: milepost 1.7 – 4.13; milepost 6.60 – 10.50; and milepost 11.60 – 15.00. Work to be done at all locations will involve milling and paving. Work also may include patching, resetting manholes, driveways and curbs. (Pavement Management System Resurfacing Rank #1)

Designated Transit Villages

On May 19, 2009, at the City's request, NJDOT staff met with Long Branch to discuss the Transit Village Initiative. Long Branch officials expressed the intent to apply for Transit Village designation in the future. The City has been working to incorporate TV/TOD language into their Master Plan.

Designated Scenic Byways

Not Applicable

Open Local Aid Grant Projects

Third Avenue – Fiscal Year 2007 and 2008 Municipal Aid and Urban Aid Project – from Broadway to Pavilion Avenue – Total funds provided \$367,000. Project awarded on August 21, 2008. Project consists of resurfacing along with improvements to sidewalks and curbs. Construction completed on January 6, 2010 and final inspection held on February 3, 2010. All work acceptable and project in process of being closed out. Roadway provides access to NJ TRANSIT North Jersey Coast Line station and Monmouth Medical Center.

Bath Avenue – Fiscal Year 2009 Municipal Aid and Urban Aid Project – from Norwood Avenue to High Street. Total funds provided \$235,734. Project presently under design and anticipate construction during Calendar Year 2010. Roadway provides access to NJ TRANSIT North Jersey Coast Line station and Monmouth Medical Center.

Bath Avenue, Phase II – Fiscal Year 2010 Municipal Aid and Urban Aid Project – from High Street to Sairs Avenue. Project selected to receive total funding in the amount of \$260,656. Agreement presently is going through approval and execution within the Department. Continuation of above referenced improvement for Bath Avenue.

NOTE: NJ TRANSIT, through the Small/Specials Program, is administering the federal earmarks for the Long Branch ferry with the funding being from 2006, Sec. 5309D - \$761,000 and 2007 Sec. 5309D - \$803,000. The funds are to be used for study and design.

Corridor Studies

Not Applicable

Local Planning Assistance Projects

Not Applicable.

Bicycle and Pedestrian Local Planning Assistance Projects

Not Applicable.

Public Use/General Aviation Airports

Not Applicable.

Rail Freight Lines

Conrail's Track Chart shows freight service availability on the NJT North Jersey Coast passenger line, but it is not clear if any freight service currently is being provided.

Traffic Engineering and Safety Initiatives

The Bureau of Traffic Engineering and Investigations has furnished information about the following locations:

Route 36 and Branchport Avenue (milepost 4.33) – Long Branch Police requested that lane use be modified at this intersection. The City adopted Ordinance #48-04 authorizing to amend Ordinance #325-47, proposing that “the southerly approach of Joline Avenue on Branchport Avenue have a designated left turn lane and a straight right turn lane.” The Bureau has a pending investigation in response to this request.

Intersection of Route 71 (Norwood Avenue) and Cedar Avenue (milepost 12.96), West Long Branch Borough/Long Branch City – NJDOT is in the process of redesigning this intersection as recommended by a study for pedestrian safety improvements at this location. This study was reviewed by the Bureau with the conclusion that most of the recommendations are applicable to the intersection and can be completed by the Bureau. To proceed with implementation, it has become necessary to split the above intersection on two signalized intersections – Route 71 (Cedar Avenue) with Route 71 (Norwood Avenue)/Shore Drive, and the intersection of Cedar Avenue and Norwood Avenue. The recommended improvements will be concentrated at the intersection of Route 71 (Cedar

Avenue) with Norwood Avenue/Shore Drive. They include installation of an additional pedestrian crossing, upgrade of the existing pedestrian signal heads and installation of additional ones, and installation of a blank-out “No Turn on Red” sign for the channelized right turn of the northbound approach.

Existing and Planned Park-and-Rides

NJDOT does not have any park-and-rides in Long Branch; however, park-and-rides are located within the following Monmouth County towns: Asbury Park, Eatontown, Freehold, Hazlet, Holmdel, Howell, Manalapan, Marlboro, Middletown and Wall.

Other Significant Issues

None at this time.

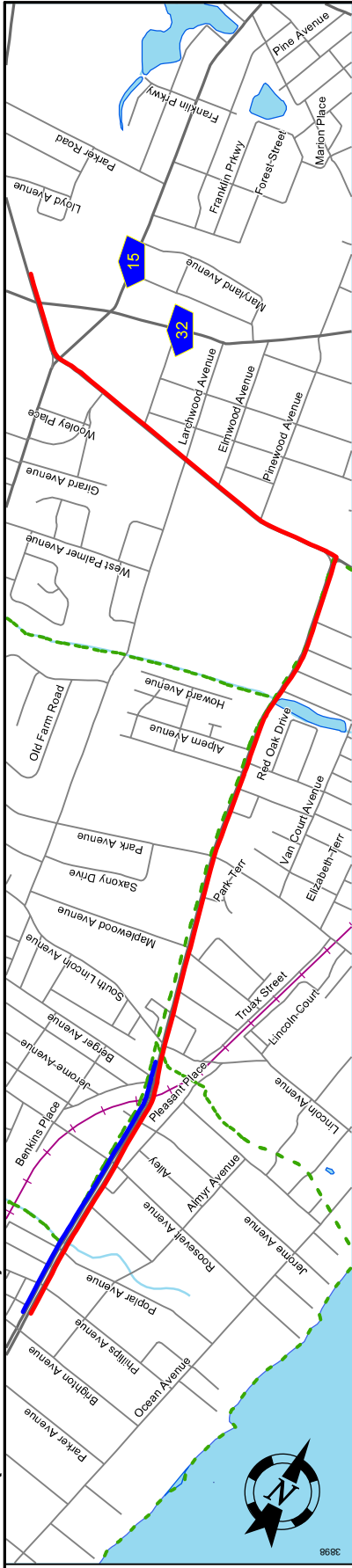
ATTACHMENTS

Straight Line Diagram Sheets
Access Classification Table
Congestion Management System Chart

NOTE: GIS data layers have been provided to the OSG GIS unit by the NJDOT GIS unit.

Mile Posts: 11.000 - 14.000

NJ 71 (South to North)



Pavement	Shoulder	Number of Lanes	Speed Limit	Street Name
	12	0	35	Norwood Avenue

Interstate Route	US Route	NJ Route	County Road	Interchange Number	Grade	Separated Interchange	Traffic Signal	Traffic Monitoring Sites	Road	Underpass	Road Overpass
287	22	21	689	2							

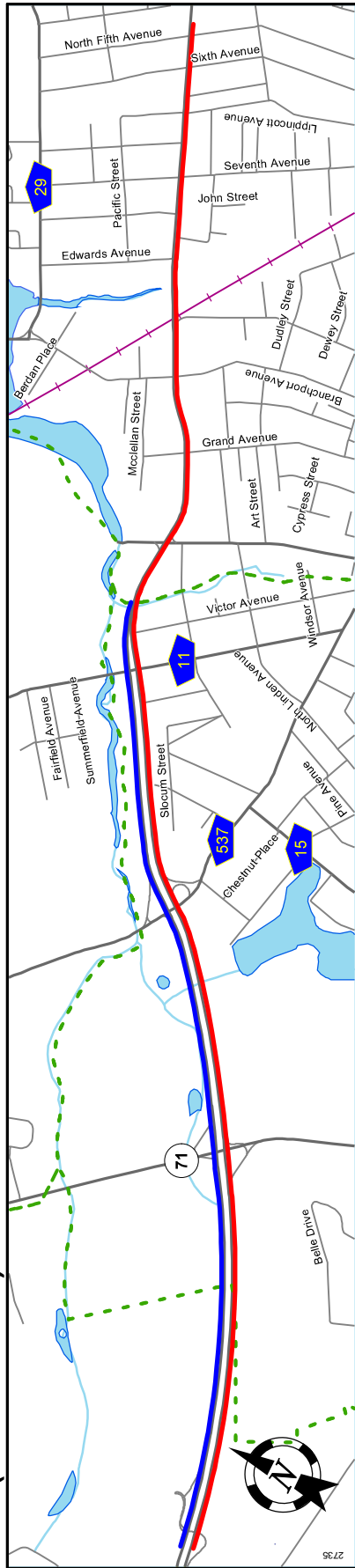
Street Name	Jurisdiction	Functional Class	Federal Aid - NHS Sy	Control Section	Speed Limit	Number of Lanes	Med. Type	Med. Width	Pavement	Shoulder	Traffic Volume	Traffic Sta. ID	Structure No.	Enlarged Views
Norwood Avenue	N.J.D.O.T.	Urban Minor Arterial	STP	1321	35	2	Curbed	16	24	12	32	1321154	1321153	
Cedar Avenue							None	0	28	4	0	17,369 (2004)	6-7,556	
Monmouth Road														

Date last inventoried: April 2009

SRI = 00000071

Mile Posts: 2.000 - 5.000

NJ 36 (South to North)



Pavement	24
Shoulder	10
Number of Lanes	2
Speed Limit	35
Street Name	Monmouth Park Hwy
Interstate Route	287
US Route	22
NJ Route	21
County Road	689
Interchange Number	2
Grade	◆
Separated Interchange	◆
Traffic Signal	◆
Traffic Monitoring Sites	◆
Road Underpass	◆
Road Overpass	◆
Street Name	NJ 36
Jurisdiction	N.J.D.O.T.
Functional Class	Urban Principal Arterial
Federal Aid - NHS Sy	NHS
Control Section	1314
Speed Limit	45
Number of Lanes	2
Med. Type	Unprotected
Med. Width	53
Pavement	24
Shoulder	12
Traffic Volume	30
Traffic Sta. ID	23,643 (2003)
Structure No.	6-5-074
Enlarged Views	1314155

Street Name	NJ 36	Monmouth Park Hwy	Joline Avenue
Units in miles	2.0	3.0	5.0
Secondary Direction	TO MOTOR VEHICLE (2.03)	ENT TO PLANT (2.96)	ENT TO RACE TRACK (3.81)
Primary Direction	TO MOTOR VEHICLE (2.03)	ENT TO PLANT (2.96)	ENT TO RACE TRACK (3.81)
Interchange	TO MOTOR VEHICLE (2.03)	ENT TO PLANT (2.96)	ENT TO RACE TRACK (3.81)
Grade	TO MOTOR VEHICLE (2.03)	ENT TO PLANT (2.96)	ENT TO RACE TRACK (3.81)
Separated Interchange	TO MOTOR VEHICLE (2.03)	ENT TO PLANT (2.96)	ENT TO RACE TRACK (3.81)
Traffic Signal	TO MOTOR VEHICLE (2.03)	ENT TO PLANT (2.96)	ENT TO RACE TRACK (3.81)
Traffic Monitoring Sites	TO MOTOR VEHICLE (2.03)	ENT TO PLANT (2.96)	ENT TO RACE TRACK (3.81)
Road Underpass	TO MOTOR VEHICLE (2.03)	ENT TO PLANT (2.96)	ENT TO RACE TRACK (3.81)
Road Overpass	TO MOTOR VEHICLE (2.03)	ENT TO PLANT (2.96)	ENT TO RACE TRACK (3.81)
Street Name	NJ 36	Monmouth Park Hwy	Joline Avenue
Jurisdiction	N.J.D.O.T.	Monmouth Park Hwy	Joline Avenue
Functional Class	N.J.D.O.T.	Urban Principal Arterial	Urban Principal Arterial
Federal Aid - NHS Sy	NHS	NHS	NHS
Control Section	1314	1314	1314
Speed Limit	50	45	35
Number of Lanes	58	2	2
Med. Type	Unprotected	Unprotected	None
Med. Width	58	53	0
Pavement	24	24	24
Shoulder	12	10	3
Traffic Volume	30	3	24
Traffic Sta. ID	23,643 (2003)	23,643 (2003)	23,643 (2003)
Structure No.	N/A	1314151	1314155
Enlarged Views	1314151	1314152	1314155

Date last inventoried: April 2009

SRI = 00000036

ROUTE (SRI)	MILEPOST		Existing Appendix B			Proposed Appendix B		
	BEGIN	END	DTS	AL	CELL	DTS	AL	CELL
00000036	3.73	4.00	6A	3	1	6A	3	4
00000036	4.00	5.72	4D	4	5	4D	4	5
00000036	5.72	6.23	4A	3	4	4A	3	1
00000036	6.23	6.55	4A	3	4	4A	3	4

ROUTE (SRI)	MILEPOST		Existing Appendix B			Proposed Appendix B		
	BEGIN	END	DTS	AL	CELL	DTS	AL	CELL
00000071	11.64	12.53	2B	4	17	2B	4	12
00000071	12.53	13.77	2C	4	17	2C	4	12



New Jersey Department of Transportation

Bureau of Systems Planning

CMS Priority Ranking

NJ 36 (MP 3.87 - 6.36) Long Branch City, Monmouth County

CMS Link Number	Route	Begin Milepost	End Milepost	One-Way ADT (2006) (Veh./Day)	No. of Lanes (NB/EB)	No. of Lanes (SBWB)	V/C Max	Overall Score	Priority Rating	System Top Percentile	County	County Top Percentile	MPO	MPO Top Percentile
2043	36	3.83	4.11	10081	1	1	1.10	8.18	High	7	Monmouth	6	NJTPA	9
2044	36	4.11	4.34	11136	1	1	1.28	9.18	High	3	Monmouth	2	NJTPA	3
2045	36	4.34	5.78	7702	1	1	0.96	6.73	Medium	24	Monmouth	27	NJTPA	29
2046	36	5.78	6.57	8361	2	2	0.42	3.25	Low	81	Monmouth	92	NJTPA	84

Part of this section of roadway is "Severely Congested" and gets worse during summer.

Note: The intersection of NJ 36 and Branchport Ave. (MP 4.33) is ranked # 163 out of 372 high need signalized intersections on State highways.

NJ 71 (MP 11.68 - 12.96) Long Branch City, Monmouth County

CMS Link Number	Route	Begin Milepost	End Milepost	One-Way ADT (2006) (Veh./Day)	No. of Lanes (NB/EB)	No. of Lanes (SBWB)	V/C Max	Overall Score	Priority Rating	System Top Percentile	County	County Top Percentile	MPO	MPO Top Percentile
2979	71	11.67	12.96	6134	1	1	1.06	5.45	Medium	45	Monmouth	60	NJTPA	51

This section of roadway is "Very Congested".

Note: The intersection of NJ 71 and Park Ave. (MP 12.18) is ranked # 356 out of 372 high need signalized intersections on State highways.

- Highest Score in this section

The Overall Score shown above considers V/C ratio and ADT per lane. Each factor is weighted 50%. Priority Ratings are based on the Overall Score of 0 to 10, as follows:

HIGH = 7.00+

MEDIUM = 5.00 - 6.99

LOW < 5.00

Memorandum

TO: Office of Smart Growth

FROM: Chuck Latini, PP, AICP

CC: Vivian Baker

DATE: March 12, 2010

SUBJECT: City of Long Branch- NJ TRANSIT Opportunities and Constraints Report

The City of Long Branch is a highly accessible rail and bus community located along the North Jersey Coast Line (NJCL) operated by NJ TRANSIT. The NJCL has direct service from Long Branch to New York Penn Station, with transfers to PATH at Newark. The NJCL also operates south of Long Branch to Bay Head at slightly less frequency. At the Long Branch Rail station, 331 daily/permit parking spaces and bike racks are provided at the station.

Bus service to and from Long Branch is served by the 831, 837 lines to and from various points in the region. The 831 services the waterfront, Monmouth Park, Monmouth Mall, as well as Fort Monmouth, and Red Bank. The 837 also serves the waterfront, but also Monmouth University, Asbury Park, and the Ocean Township Industrial Park. NJ TRANSIT does not foresee a need to substantially expand service to and from Long Branch at this time.

In their Self-Assessment report, Long Branch noted that it has worked with OSG and NJT on Transit-oriented development planning for their station area and immediate vicinity. These efforts are in-fact the case as NJT continues to work with the community on issues related to Station area planning and redevelopment. Although there is currently no redevelopment plan for the station area, its proximity to the waterfront, fairly compact development, and the Monmouth Medical Center makes the station an outstanding community resource within the core of the City.

Based upon an analysis of population density, employment density and zero car household density, Long Branch has a transit score of high in some areas and medium-high in others. According to the applicable modes of transit based on area and future growth, a high and medium-high transit score is supportive of the types of transit present within the community. Given the City's current planning efforts, new development will significantly increase the density around both bus and rail transit access points, thus adding to its attractiveness as a true center within Monmouth County.

Given Long Branch's optimal public transit access, it appears that its existing development and future growth is adequately served by the existing transit system and services. As development pressure increases in the region however, mainly due to the improvement of the waterfront,

proximity of Monmouth University, the redevelopment potential that exists in the Station Area, service adjustments may require review in the future.

While NJT will continue to work with the City, the Municipal Assessment fails to adequately highlight the opportunities that its railroad infrastructure and associated multi-modal transit services provides. In-fact, the report only scratches the surface regarding the Station's potential as a catalyst for growth, or its use to access to jobs. NJT would like to point out that there is not a single mention of bus service and as such, should be included. While there has been efforts to designate Long Branch a Transit Village; this is merely mentioned as "in-progress" and utilizing Transit Village criterion. In order for Long Branch to advance through the endorsement process, more detail on the draft master plan should be provided; particularly regarding the integration of transportation.

The City has worked on perfecting its plans for many years now. Through its location and key assets, the City is well positioned for growth through redevelopment. However, more concrete planning details would be an appropriate request of the City. NJT recommends that as these planning efforts advance, the City consider bringing key stakeholders together (Monmouth Medical, DOT, private property owners, residents, business owners, NJT) to brainstorm about how the station area could be best leveraged in the future.

It appears as though the opportunities surrounding revitalization of the core could go a long way toward tying together the City's efforts surrounding it. NJ Transit is committed to continuing work with the City to leverage its redevelopment potential with the transportation investments that are present here.

If you have any questions or require further information, please do not hesitate to contact me at (973) 491-8597. Thank you.