

PLAN ENDORSEMENT
MUNICIPAL SELF-ASSESSMENT REPORT

GALLOWAY TOWNSHIP

ATLANTIC COUNTY, NEW JERSEY

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INTRODUCTION

New Jersey has a tradition of seeking cooperation among the various levels of government in the municipal, regional, and state agencies, through a Plan Endorsement Process. Plan Endorsement is a process intended to ensure that the goals and objectives of each level can be coordinated and developed in line with one another, so that the actions of the State, County, and municipalities do not conflict with one another, and to implement the goals of the State Planning Act (N.J.S.A. 52:18A-196 et seq). When the actions of the state are aligned with those of individual municipalities, there can be a great public benefit in terms of efficiency of efforts in protecting vital natural resources, and directing resources towards mutual economic development goals. The Plan Endorsement Process is an attempt at smart growth through agreement by all levels of government and regulatory agencies on which lands are appropriate for development, and which lands are more appropriate for protection from development, and to what degree development or protection should be pursued.

Galloway Township is seeking Municipal Plan Endorsement in order to maintain their existing center designations as cores, and build support for their efforts to direct anticipated growth and economic development in the community into appropriate locations. The Township has several existing centers and cores, including the historic village of Smithville, the village of Oceanville, Galloway Town Center, and Wrangleboro Estates. The Township has recently designated two areas in need of redevelopment, both along Route 9 in between Smithville and Jimmie Leeds Road (County Route 561), which are outside of the current sewer service areas. In order to pursue the effective redevelopment of these areas and to allow for economic growth in a sensible and responsible way, the Township will need cooperation from Atlantic County, and the NJ Department of Environmental Protection (NJDEP) in order to coordinate the extension of water and sewer infrastructure along Route 9.

Galloway has plans for redevelopment of a town center in the Downtown Galloway area, along Jimmie Leeds Road and South Pitney Road. This includes the parcels of the Township currently developed with the municipal building and a County branch library, as well as recreation spaces. Portions of this area are currently on the Township's Recreation and Open Space Inventory (ROSI), and the Township wishes to amend the ROSI to make the frontages of Jimmie Leeds Road available for development, as is the intent of the redevelopment plan for Downtown Galloway. The frontage of Jimmie Leeds Road is not useful as open space, nor is it used for recreation purposes and was erroneously listed on the ROSI. Redevelopment of this area would allow for compact development in an appropriate location with existing infrastructure, and reduce development pressures on those locations outside of centers and redevelopment areas.

The Township also envisions transportation infrastructure improvements to its major regional thoroughfare, the Garden State Parkway. Currently where the Parkway intersects with Route 30 (White Horse Pike), at Exit 40 of the GSP, the interchange is limited. Exits from the Parkway are limited to southbound traffic existing the Parkway to travel east on the White Horse Pike. Northbound traffic does not have access, and traffic on the White Horse Pike can only enter the GSP if they are travelling west and entering the northbound lane. In order to facilitate an efficient transportation network, and better access

to and from its major regional roadway, the Township would like to see Exit 40 on the Garden State Parkway improved to allow full access to and from the White Horse Pike. The Township will need to coordinate such improvements with the Department of Transportation and the New Jersey Turnpike Authority in order to implement these changes.

Galloway is proposing the following Cores, and growth areas within the Township:

Smithville Core

The historic village of Smithville, along the crossroads of Route 9, Moss Mill Road, Meadow Ridge Road, and Smithville Boulevard, is currently a designated center on the State Development and Redevelopment Plan Map. The Township proposes that this area, which is largely built out as a planned unit development, become a Core rather than a Center. The core boundaries are proposed on the map below.



Oceanville Core

Like the Smithville core, the village of Oceanville is currently designated as a center under the current SDRP Policy Map. The Township proposes that Oceanville be designated as a core rather than a center. The intent is to recognize the central status of the area as a commercial crossroads among established residential neighborhoods.

The map below shows the proposed boundaries of the Oceanville core:



Town Center Core

The Town Center area near the intersection of Jimmie Leeds Road and Pitney Road is already a designated area in need of redevelopment, and a focus of commercial development for the Township. As an area in

between the environmentally sensitive marshes on the east side of the Township and the Pinelands to the west, this is an area of existing infrastructure that still has great potential for future growth. The area illustrated in the map below includes several commercial and public uses along Jimmie Leeds Road, but has several vacant parcels and underutilized small scale commercial properties as well. The Township hopes to direct future development of commercial and residential uses in this area as a Town Center core.

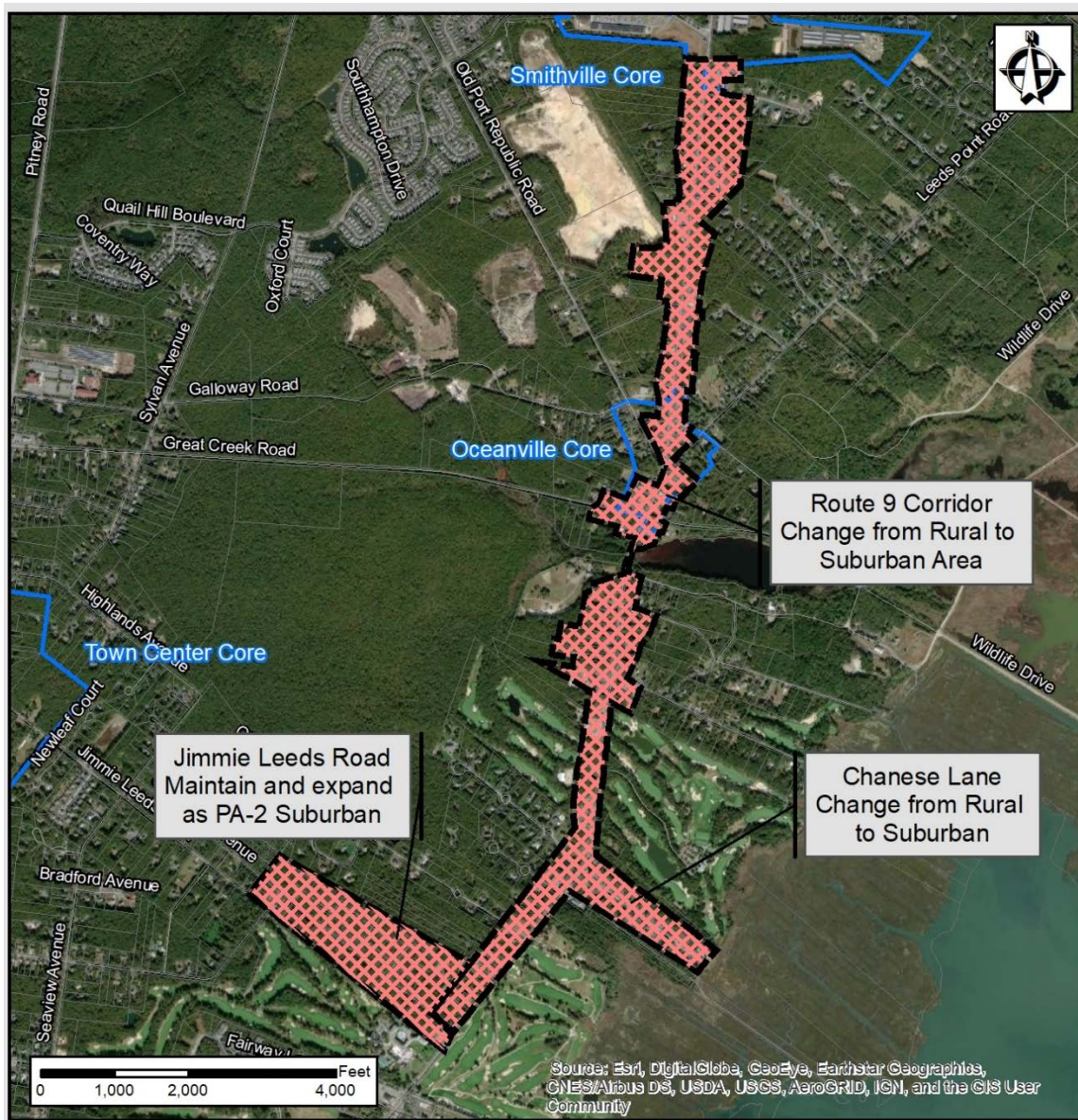


Route 9 Corridor

As one of the two north/south highway corridors in the Township, Route 9 is a key access route that connects the Township's older villages of Smithville and Oceanville, as well as connects Galloway to municipalities to its north and south, including Absecon and Pleasantville to the south, and Tuckerton and Ocean County to the north.

The Township proposes that the Route 9 corridor, which recently has been designated as an area in need of redevelopment through several different redevelopment investigations, be changed from the Rural and Environmentally Sensitive Planning Areas, to the Suburban Planning Area. A PA-2 designation for this area would reflect it as a potential growth and redevelopment corridor. Route 9 generally represents the eastern limits of developable lands in the Township, and an extension of the PA-2 Suburban designation would support the extension of infrastructure along Route 9 to cover existing developments that are experiencing high rates of septic system failures, as well as promote infill development along the frontage of this major highway, in areas already designated in need of redevelopment.

The map below highlights the general frontages of Route 9 where the Township wishes to extend a PA-2 designation:



Another area the Township wishes to see its current PA-2 Suburban designation maintained and expanded is the frontage of Jimmie Leeds Road, extending from the Town Center Core east to Route 9, and including the lands between Ezra Boyce Road and Jimmie Leeds Road. Jimmie Leeds Road is another vital commercial corridor and east/west artery in the Township. This would support enhancements and upgrades to infrastructure along this corridor, and support future growth within the Township's remaining lands that are suitable for development. The immediate frontage of Jimmie Leeds Road is currently within the PA-2 designation, and the Township wishes to extent that to the rest of the small parcels within the paper streets just north of Jimmie Leeds Road.

Galloway Township's plans, and the proposed cores and planning areas outlined in this Municipal Self Assessment Report, are consistent with the State Development and Redevelopment Plan. In particular, the following overall goals of the State Plan will be advanced:

- **Goal #1 – Revitalize the State's Cities and Towns:** Galloway is a developed community along its primary transportation corridors, and the vast majority of future growth and development within the Township is proposed to occur as either infill development or redevelopment of these established communities.
- **Goal #2 – Conserve the State's Natural Resources and Systems:** Of the approximately 30,000 acres of land area in Galloway Township outside of the Pinelands, less than 7,500 acres of that area is proposed to be areas targeted for development as either Planning Area 1 or Planning Area 2. This leaves nearly 23,000 acres, in addition to the 37,000 acres regulated by the Pinelands Commission, as rural or undeveloped lands. By concentrating development in compact areas in the middle of the Township, away from the environmentally sensitive and ecologically valuable lands of the Forsythe Wildlife Estuary, the wetlands and floodplains surrounding the streams and creeks of the Township, and outside of the Pinelands Management areas.
- **Goal #6 – Provide Adequate Housing at a Reasonable Cost:** Galloway Township already provides a range of housing types, and has planned to add hundreds of new housing units, both market rate and homes affordable to low and moderate income households within the next 5 years. The Township has a court approved Housing Plan that satisfies its regional fair share of providing affordable housing.
- **Goal #8 – Ensure Sound and Integrated Planning and Implementation Statewide:** Through this Plan Endorsement process, the Township is seeking to integrate its planning with the State. The plans and land use ordinances of Galloway are already consistent with the plans of Atlantic County, and approved by the Pinelands Commission as being substantially consistent with the Pinelands Comprehensive Management Plan. The Township is pursuing state endorsement of its plans to support the implementation of the plans which will require coordinated and planned infrastructure improvements to facilitate new development in appropriate locations.

Waivers

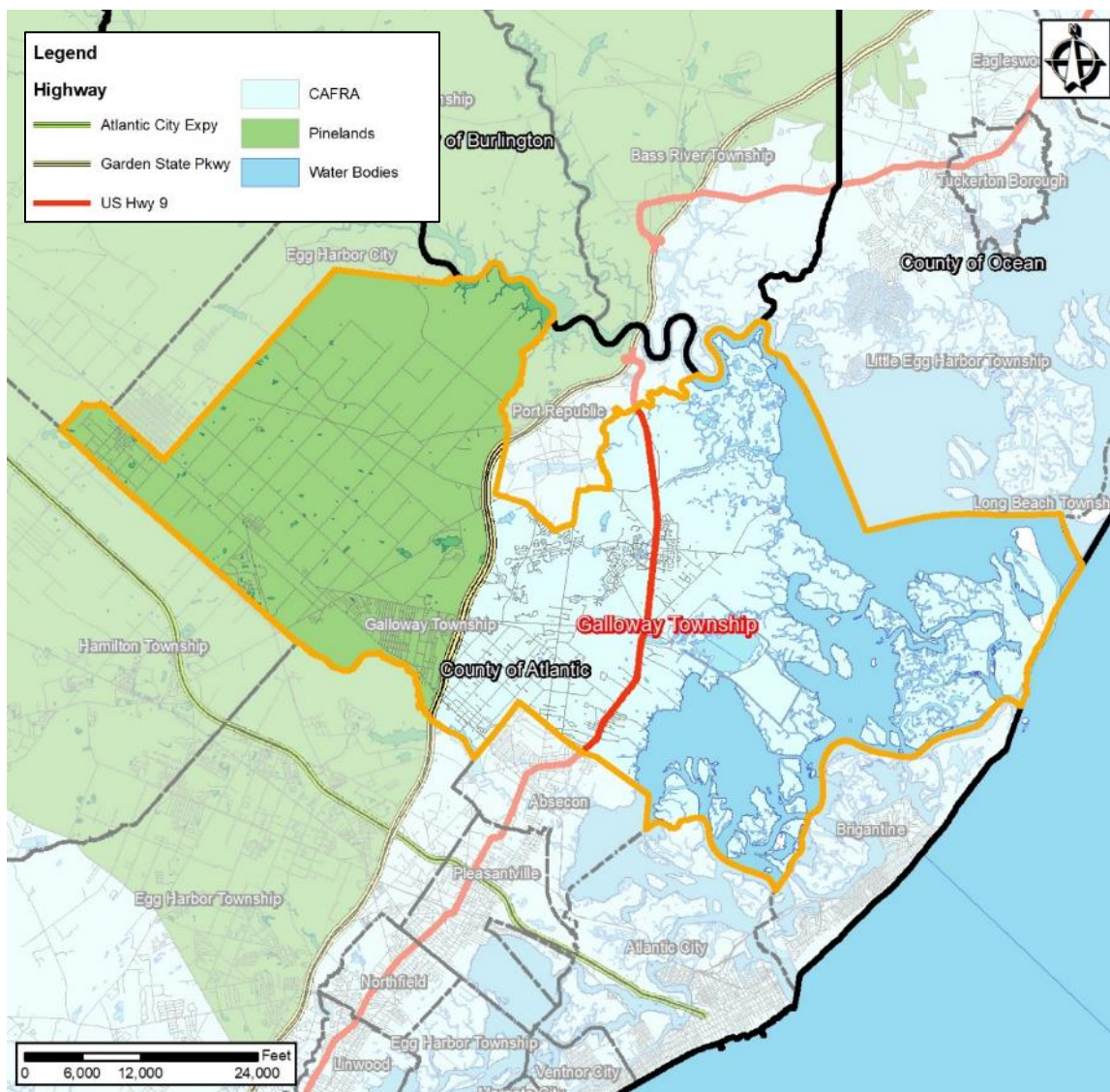
The Township is requesting the following required items of Plan Endorsement be waived:

- The Township requests that a Community Visioning Process to be a part of the Action Plan
- The Township requests that the development of a Sustainability and Resiliency Plan also be a part of the Action Plan. This Sustainability and Resiliency Plan will address issues such as floodplain management, riparian and water conservation, environmental justice, and anticipated impacts from climate change.

EXISTING CONDITIONS

Location and Regional Context

Galloway Township is located in Atlantic County in southern New Jersey, along the coast of the Atlantic Ocean. The Township is the largest municipality in the state with an area of over 110 square miles (71,000 acres), stretching from the barrier islands on the coast inland to the Pinelands. The Township is approximately 45 miles southeast of Philadelphia, 80 miles south of New York City, and just a few miles north of Atlantic City on the southern banks of the Mullica River, which empties into Great Bay and then into the ocean.



The Township can essentially be split into thirds, being divided by the two primary north/south transportation corridors; the Garden State Parkway and Route 9. The eastern third of the Township east of Route 9 is mostly made up of barrier islands, marshes, and saltwater estuaries, all under the jurisdiction of CAFRA, the Coastal Area Facilities Review Act. The western third, west of the Garden State Parkway is primarily wooded and agricultural lands within the Pinelands, and in between the two highways lies the developed and remaining developable portions of the Township. This area of the Township is made up of a mixture of single family residences, commercial corridors, and several small villages of compact development including Historic Smithville, and Oceanville. The exception to these “thirds” are the areas west of the Garden State Parkway and along Route 30. These include the developed areas within the Pinelands of South Egg Harbor, which is adjacent to Egg Harbor City. Just west of the Garden State Parkway lies the developed community of Pomona, a census designated place within Galloway which is the home to Atlantic City International Airport. Just north of Pomona is the main campus of Richard Stockton University, which is a major attraction to Galloway and economic driver in the region.

Environmental Conditions

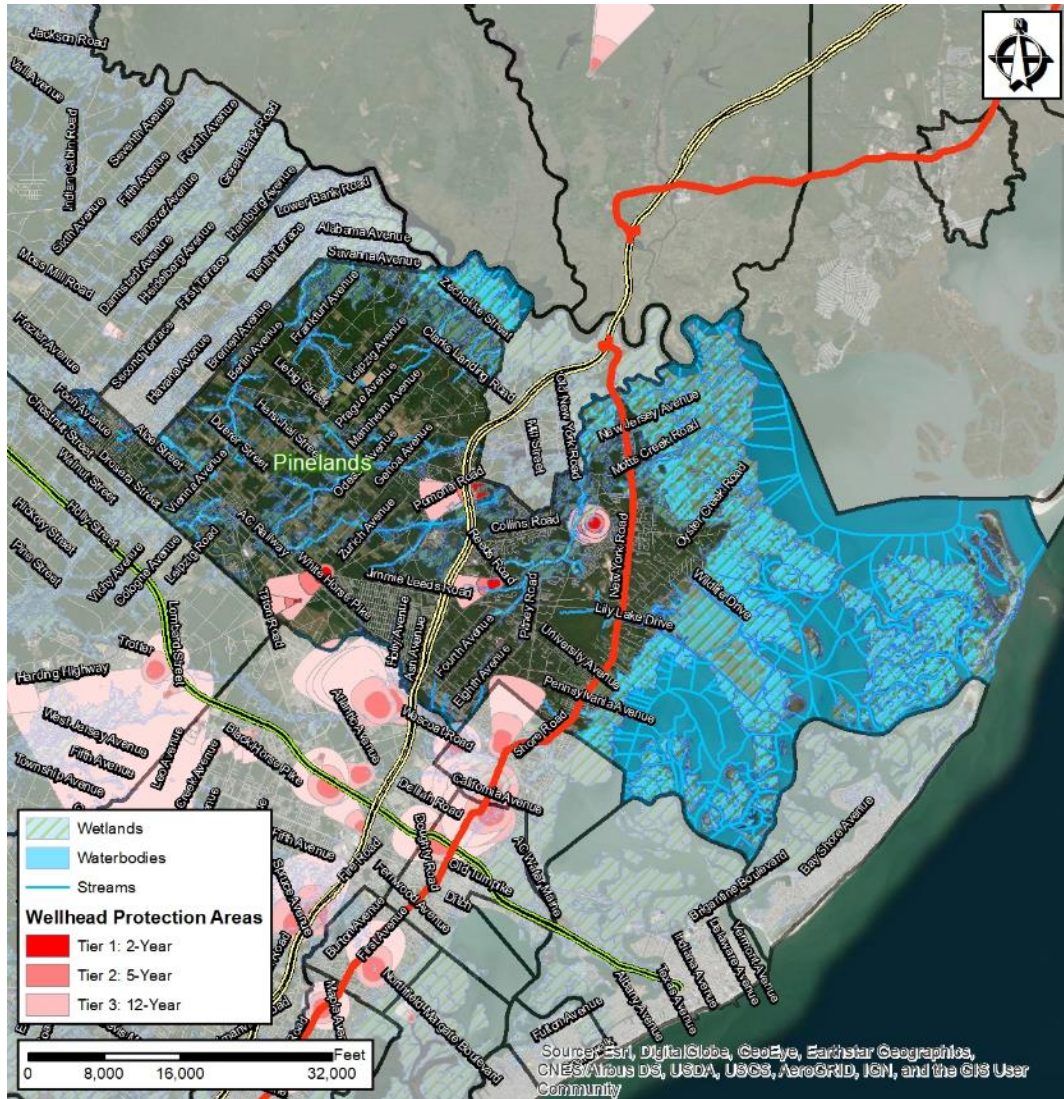
Galloway, being located near the shore, is a low lying relatively flat landscape that is protected from the Ocean by the barrier islands, and the marshes found along the Great Bay at the mouth of the Mullica River. Wetlands mapping by NJDEP indicates that most of the areas east of Route 9, as well as the lands surrounding the river and its tributaries, are wetlands, and generally within the floodplain. These environmental constraints render much of the land within Galloway as un-developable, including most of the land east of Route 9, and significant portions of the areas in between the highways.

Most of the Township’s developable areas that are outside of wetlands and stream corridors are also outside of any public wellhead protection areas. Data from NJGIN shows just three public wells in the center of Galloway, and each have relatively small protection areas that would warrant severe limitations on development in the area.

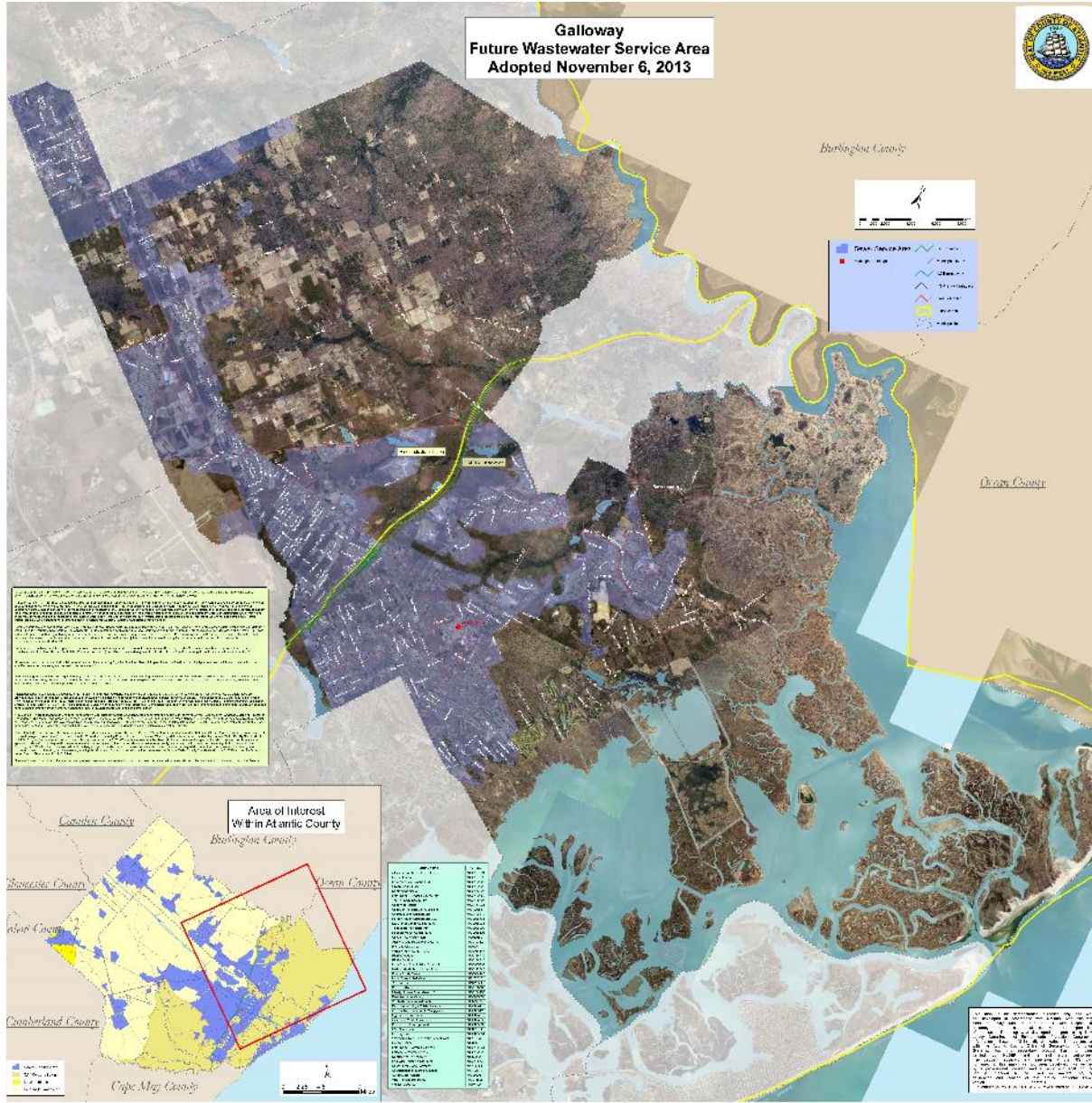
As the environmental constraints mapping on the following page illustrates, Galloway despite being a very large municipality in terms of land area, is relatively limited in its development capacity to a compact area in between the Pinelands west of the Garden State Parkway, and the protected lands to the east of Route 9.

Most of these central portions, as well as the designated growth areas within the Pinelands, are already within a current or proposed sewer service area. Relatively little of the developed portions of the Township fall outside of a sewer service area, most notably much of Route 9 in between Jimmie Leeds Road and the village of Smithville is outside of a current sewer service area. The Township’s current SSA mapping however, was last updated in November of 2013, and is getting dated.

Environmental Constraints



Sewer Service Areas:



Background

According to data from the US Census Bureau, Galloway Township has experienced population increases throughout much of the past century. The population of Galloway Township in 1930 was approximately 3,400. By 2018, the American Community Survey estimated that the Township had a population of more than 36,000 residents. Much of the population growth occurred between 1970 and 2010. However, during the 2010's the Township experienced a slight decline in population. According to the South Jersey Transportation Planning Authority (SJTPA), Galloway's population is expected to increase to 46,800 residents by 2045. Table 1, shown below, provides the Township's population throughout the last eighty years, along with projections by SJTPA.

Year	Population	Number Change	Percent Change
1930	3,416	-	-
1940	3,457	41	1.20%
1950	4,140	683	19.70%
1960	5,634	1,494	36.08%
1970	8,276	2,642	46.89%
1980	12,176	3,900	47.12%
1990	23,330	11,154	91.60%
2000	31,209	7,879	33.77%
2010	37,349	6140	19.67%
2018 (Estimate)	36,437	-912	-2.44%
2045 (Projection)	46,800		

Source: 2018 American Community Survey 5-Year Population Estimates, US Census Bureau, and New Jersey Department of Labor, and South Jersey Transportation Planning Authority

The 2018 American Community Survey estimated that more than 70% of Galloway residents identified as White. The second largest racial group residing in the Township were Black residents, which represented 11.7% of the total population. The ACS indicated that Galloway Township's racial distribution was largely comparable to Atlantic County and the State of New Jersey. Table 2 identifies the racial composition for Galloway Township, Atlantic County, and New Jersey.

Race	Galloway Township		Atlantic County		New Jersey	
	Number	Percent	Number	Percent	Number	Percent
White	25,709	70.6%	178,914	66.6%	6,031,747	67.90%
Black or African American	4,253	11.7%	40,319	15.0%	1,196,764	13.50%
American Indian and Alaska Native	84	0.2%	969	0.4%	18,649	0.20%
Asian	3,566	9.8%	21,567	8.0%	832,403	9.40%

Native Hawaiian and Other Pacific Islander	14	0.0%	115	0.0%	3,357	0.00%
Some other race	1,559	4.3%	16,567	6.2%	567,976	6.40%
Two or more races	1,252	3.4%	10,088	3.8%	230,949	2.60%
Total Population	36,437	100%	268,539	100%	8,881,845	100%
<i>Source: 2018 American Community Survey 5-Year Population Estimates</i>						

The 2018 ACS estimated that 11.60% of Galloway Township's population also identified as ethnically Hispanic or Latino, in addition to their race. The data also indicated that there was a larger percentage of individuals who identified as Hispanic in both Atlantic County and New Jersey than in Galloway Township. 18.7% and 19.9% of the population identified as Hispanic or Latino in Atlantic County and New Jersey, respectively. Table 3 identifies Hispanic population for Galloway Township, Atlantic County, and New Jersey.

	Galloway Township		Atlantic County		New Jersey	
Race	Number	Percent	Number	Percent	Number	Percent
Hispanic or Latino (of any race)	4,221	11.60%	50,129	18.7%	1,768,020	19.9%
Not Hispanic or Latino	32,216	88.40%	218,410	81.3%	7,113,825	80.1%
Total population	36,437	100%	268,539	100%	8,881,845	100%
<i>Source: 2018 American Community Survey 5-Year Population Estimates</i>						

Age	2010		2018	
	Number	Percent	Number	Percent
Under 5	1,844	4.9%	1,667	4.6%
5 to 9	2,029	5.4%	1,765	4.8%
10 to 14	2,406	6.4%	1,687	4.6%
15 to 19	3,479	9.3%	3,127	8.6%
20 to 24	3,561	9.5%	3,625	9.9%
25 to 34	3,939	10.5%	4,223	11.6%
35 to 44	4,464	11.9%	3,355	9.2%
45 to 54	6,112	16.3%	5,350	14.7%
55 to 59	2,476	6.6%	2,965	8.1%
60 to 64	1,915	5.1%	2,418	6.6%
65 to 74	2,801	7.4%	3,399	9.3%
75 to 84	1,616	4.3%	1,985	5.4%
Over 85	707	1.8%	871	2.4%
Total Population	37,349	100%	36,437	100%

Age	2010		2018	
	Number	Percent	Number	Percent
Median Age	39		41	

Source: 2010 U.S. Census Data & 2018 American Community Survey 5-Year Population Estimates

According to the 2018 American Community Survey, Galloway’s largest age cohort is between ages 45 to 54 and followed by the 25 to 34 age cohort. The median age had slightly increased from 39 to 41 years in 2018. When compared to Atlantic County and New Jersey, Galloway closely resembles the County and the State among several age cohorts, which include the 45 to 54, 60 to 64, and over 85 age brackets. However, Galloway shows higher percentages of people among the 15 to 19 and 20 to 24 age categories. Table 5 illustrates the differences between age cohorts in Galloway, Atlantic County, and New Jersey.

Age	Galloway Township		Atlantic County		New Jersey	
Under 5	1,667	4.6%	15,268	5.7%	521,684	5.9%
5 to 9	1,765	4.8%	15,623	5.8%	540,335	6.1%
10 to 14	1,687	4.6%	16,862	6.3%	562,668	6.3%
15 to 19	3,127	8.6%	17,262	6.4%	565,170	6.4%
20 to 24	3,625	9.9%	18,141	6.8%	562,446	6.3%
25 to 34	4,223	11.6%	31,849	11.9%	1,135,665	12.8%
35 to 44	3,355	9.2%	30,647	11.4%	1,143,224	12.9%
45 to 54	5,350	14.7%	38,412	14.3%	1,286,245	14.5%
55 to 59	2,965	8.1%	21,137	7.9%	636,206	7.2%
60 to 64	2,418	6.6%	17,879	6.7%	551,339	6.2%
65 to 74	3,399	9.3%	26,203	9.8%	772,545	8.7%
75 to 84	1,985	5.4%	13,873	5.2%	406,646	4.6%
Over 85	871	2.4%	5,383	2.0%	197,672	2.2%
Total	36,437	100%	268,539	100%	8,881,845	100%
Median Age	41		41.5		39.8	

Source: 2018 American Community Survey 5-Year Population Estimates

69.8% of the households were classified as families and 30.2% were as classified as non-families. Household characteristics from the 2018 ACS can be found in Table 6 below.

Household Type	Number	Percent
Total Housing Units	14,769	100%
Occupied Housing Units	12,877	87.2%
Vacant Housing Units	1,892	12.8%

Household Type	Number	Percent
Occupied Housing Units	12,877	100%
Family households	8,987	69.8%
With own children under 18 years	3,075	23.9%
Married-couple family	6,682	51.9%
Female householder, no husband present	1,841	14.3%
Male householder, no wife present	464	3.6%
Nonfamily households	3,890	30.2%
Householder living alone	3,158	24.5%

Source: 2018 American Community Survey 5-Year Estimates

According to 2018 ACS data, Galloway Township had a higher income base when compared to the median household and mean household in Atlantic County. The data also indicated the largest income cohort in Galloway and Atlantic County were households earning between \$50,000 and \$74,999. Galloway also had a lower percentage of households with very low incomes than Atlantic County, which is identified within the households earning less than \$10,000, \$10,000 to \$14,999, and \$15,000 to \$24,999 income categories. The distribution of household by income for Galloway Township and Atlantic County is shown below in Table 7.

Income (\$)	Galloway Township		Atlantic County	
	Number	Percentage	Number	Percentage
Less than \$10,000	434	3.4%	5,828	5.9%
\$10,000 - \$14,999	417	3.2%	4,758	4.8%
\$15,000 - \$24,999	782	6.1%	10,179	10.2%
\$25,000 - \$34,999	1,303	10.1%	9,020	9.0%
\$35,000 - \$49,999	1,584	12.3%	12,744	12.8%
\$50,000 - \$74,999	2,562	19.9%	16,789	16.8%
\$75,000 - \$99,999	1,880	14.6%	12,062	12.1%
\$100,000 - \$149,999	2,204	17.1%	15,668	15.7%
\$150,000 - \$199,999	855	6.6%	6,631	6.6%
\$200,000 or more	856	6.6%	6,195	6.2%
Median Household Income	\$68,628		\$59,989	
Mean Household Income	\$87,297		\$81,474	

Source: 2018 American Community Survey 5-Year Population Estimates

The American Community Survey also provides data regarding work activity for Township residents who are sixteen (16) years of age or older. There were an estimated 30,834 people 16 years of age or older as reported in 2018 ACS data, or those considered to be working age. According to the data, 20,108 or 65.2%

of the Township’s residents over the age of 16 participated in the labor force in 2018. The remaining 34.8%, or 10,726 residents old enough to work did not participate in the labor force. Labor force participation is considered those adults who are either employed, or actively seeking employment. Generally, adults who stay at home as a parent, or retirees are not considered to be in the labor force. Table 8, below, identifies the majority of Galloway residents who participated in the labor force, also were employed, primarily in the private sector.

Labor Force Participation	Number	Percent of Workers
Population 16 years and over	30,834	100%
In Labor Force	20,108	65.2%
Not in Labor Force	10,726	34.8%
Employed	18,365	59.6%
Unemployed	1,706	5.5%
Class of Worker		
Private Wage and Salary	14,316	78.0%
Government Workers	3,129	17.0%
Self Employed	911	5.0%
Unpaid Family Workers	9	0.0%

Source: 2018 American Community Survey 5-Year Estimates

Galloway Township residents are represented in each major industry sector identified by the US Census Bureau. However, the data indicated much of the Township’s workforce was employed within two particular employment sectors. Approximately 25% percent of the Township’s residents were employed in the Arts, Entertainment, Recreation, Accommodation and Food Services sector, and an additional 24.6% of the Township’s workforce were employed in the Educational, Health, and Social Services sector. Atlantic County’s workforce was also largely employed in Educational, Health, and Social Services and Arts, Entertainment, Recreation, Accommodation and Food Services, which represented 23.6% and 22.9%, respectively. Overall, New Jersey’s workforce maintained a more balanced labor population than Galloway Township and Atlantic County; however, the State’s largest employment sector was identified as the Educational, Health, and Social Services category, which represented 23.8% of the workforce population. Table 9 displays the Township’s, Atlantic County’s, and the State’s workforce distribution.

Sector	Galloway Township		Atlantic County		New Jersey	
	Employees	Percent of Workforce	Employees	Percent of Workforce	Employees	Percent of Workforce
Agriculture, Forestry, Fisheries & Mining	45	0.2%	555	0.4%	14,060	0.3%
Construction	1,083	5.9%	7,842	6.2%	254,856	5.8%
Manufacturing	780	4.2%	5,696	4.5%	359,849	8.2%
Wholesale Trade	208	1.1%	2,424	1.9%	149,359	3.4%

Sector	Galloway Township		Atlantic County		New Jersey	
	Employees	Percent of Workforce	Employees	Percent of Workforce	Employees	Percent of Workforce
Retail Trade	2,174	11.8%	14,749	11.6%	483,359	11.0%
Transportation, Warehousing and Utilities	753	4.1%	5,107	4.0%	264,780	6.0%
Information	194	1.1%	1,674	1.3%	122,369	2.8%
Finance, Insurance & Real Estate	796	4.3%	6,124	4.8%	371,275	8.5%
Professional, Scientific, Management, Administrative, and Waste Management Services	1,628	8.9%	11,058	8.7%	585,869	13.3%
Educational, Health, and Social Services	4,515	24.6%	30,060	23.6%	1,045,599	23.8%
Arts, Entertainment, Recreation, Accommodation and Food Services	4,565	24.9%	29,239	22.9%	360,170	8.2%
Other Services	537	2.9%	5,680	4.5%	194,399	4.4%
Public Administration	1,087	5.9%	7,226	5.7%	184,658	4.2%
Civilian Employed Population	18,365	100%	127,434	100%	4,390,602	100%

Source: 2018 American Community Survey 5-Year Estimates

Over half of the housing stock in Galloway Township was constructed between 1980 and 2009. Between 2010 and 2018, relatively little residential construction has occurred in the Township, which corresponds to the population trends shown in Table 1 above. Table 10 below contains an inventory of the Township's housing stock by age:

Time of Construction	Number of Units	Percent of Units
Prior to 1939	1,037	7.0%
1940-1949	577	3.9%
1950-1959	748	5.1%
1960-1969	1,105	7.5%
1970-1979	1,566	10.6%
1980-1989	3,695	25.0%
1990-1999	2,884	19.5%
2000-2009	2,941	19.9%

2010-2013	151	1.0%
2014 or Later	65	0.4%
Total	14,769	100%
<i>Source: 2018 American Community Survey 5-Year Housing Estimates</i>		

Based on the 2018 ACS, Galloway Township contained an estimated 14,769 housing units. The largest grouping of housing units in Galloway were identified as detached single-units, which consists of 66.3% of all housing units. These housing units are a typical single-family home, which are stand-alone structures that are inhabited by one household. 5 to 9 unit structures accounts for the second-largest group, which consisted of 9.3% of Township’s total housing units. The structures are characterized as multi-family units, generally apartments or condominiums. Table 11 below identifies the total distribution of housing units by number of units.

Units in Structure	Number	Percent of Total Units
1-Unit Detached	9,789	66.3%
1-Unit Attached	1,143	7.7%
2 Units	207	1.4%
3 or 4 Units	747	5.1%
5 to 9 Units	1,376	9.3%
10 to 19 Units	651	4.4%
20 Units or more	761	5.2%
Mobile Home	95	0.6%
Other	0	0.0%
Total	14,769	100%
<i>Source: 2018 American Community Survey 5-Year Housing Estimates</i>		

Galloway Township has a high owner occupancy rate. According to the 2018 ACS, approximately 67% of the Township’s 12,877 occupied housing units were owner-occupied. The data indicated that was a slight decline in owner-occupied units since the 2010 Census. In 2010, approximately 71% of the Township’s occupied housing units were owner-occupied. Between 2010 and 2018, there was a significant increase in the amount of the Township’s vacant housing units. In 2010, 7.5% of the Township’s housing units were vacant. The 2018 ACS estimated that 12.8% of Galloway’s housing units were vacant. Table 12 contains housing occupancy data for the Township from the 2010 Census and the 2018 ACS estimates.

Unit Type	2010		2018	
	Number	Percent	Number	Percent
Number of Housing Units	14,132	100%	14,769	100%
Occupied Housing Units	13,067	92.40%	12,877	87.20%
Owner-occupied	9,987	70.60%	9,846	66.60%
Renter-occupied	3,053	21.60%	3,031	20.50%

Vacant Housing Units	1,065	7.50%	1,892	12.80%
Average Household Size	Number		Number	
Average Household Size (Owner)	2.71		2.66	
Average Household Size (Renter)	2.43		2.45	
<i>Source: 2010 Census and 2018 American Community Survey 5-Year Population Estimates</i>				

According to the 2018 ACS, the median value of owner-occupied housing in Galloway Township was \$208,900. The majority of the Township’s housing stock, which accounted for 35.2%, was valued between \$200,000 and \$299,999. The housing values in Galloway Township were comparable to those of Atlantic County. The County’s median home value is slightly higher than the Township’s. The data is shown below within Table 13.

Value (\$)	Galloway Township		Atlantic County	
	Units	Percent	Units	Percent
Less than \$50,000	249	2.5%	2,762	4.1%
\$50,000 - \$99,999	913	9.3%	5,207	7.7%
\$100,000 - \$149,999	1,055	10.7%	8,054	12.0%
\$150,000 - \$199,999	2,326	23.6%	13,286	19.7%
\$200,000 - \$299,999	3,463	35.2%	20,797	30.9%
\$300,000 - \$499,999	1,295	13.2%	11,901	17.7%
\$500,000 - \$999,999	484	4.9%	4,313	6.4%
\$1,000,000 or more	61	0.6%	1,016	1.5%
Total	9,846	100%	67,336	100%
Median Home Value	\$208,900		\$218,300	
<i>Source: 2018 American Community Survey 5-Year Housing Estimates</i>				

For rental units, the median monthly gross rent in Galloway Township was estimated at \$1,228 according to the 2018 ACS. Approximately 22% of the Township’s rental units had a contract rent of less than \$1,000 per month. Conversely, relatively few units had a contract rent that was greater than \$2,500 per month. Atlantic County had a slightly lower contract rent amount than Galloway. Table 14 below shows the distribution of gross rent for renter-occupied units within the Township.

Gross Rent	Galloway Township		Atlantic County	
	Units	Percent	Units	Percent
Less than \$500	257	9.0%	4,664	14.8%
\$500 - \$999	368	12.9%	8,800	28.0%
\$1000 - \$1,499	1,292	45.3%	11,311	36.0%
\$1,500 - \$1,999	569	19.9%	4,739	15.1%
\$2,000 - \$2,499	228	8.0%	1,443	4.6%

	Galloway Township		Atlantic County	
\$2,500 - \$2,999	139	4.9%	329	1.0%
\$3,000 or more	0	0.0%	137	0.4%
No rent paid	178		1,115	
Median Contract Rent	\$1,228		\$1,094	
Total Rental Occupied Units	2,853	100%	31,423	100%
<i>Source: 2018 American Community Survey 5-Year Population Estimates</i>				

Inventory of Key Characteristics

As a summary of the data presented above, the following are some of the key characteristics of Galloway Township regarding demographics and other environmental and community data:

- The current population is approximately 39,700 persons.
- The population is anticipated to grow to 46,800 in the next 25 years.
- Generally, the age of the population of Township residents has been increasing, with the percentage of residents who are senior citizens increasing in the past decade. This is a trend occurring throughout the County.
- Housing in Galloway Township is diverse, and relatively affordable in comparison to New Jersey as a whole. However, average housing costs are higher than compared to Atlantic County overall.
- Transportation is concentrated on just a few key thoroughfares: The Garden State Parkway and Route 9 provide north/south connectivity, and Route 130 (White Horse Pike), as well as Jimmie Leeds Road, are the primary east/west routes.
- Much of the center of the Township is served by public water and sewer.
- The developed portions of the Township are generally protected from sea level rise and are less vulnerable to climate change impacts primarily due to the Edwin Forsythe National Wildlife Refuge along the shore and bay area, which protects the inland areas.

Status of Planning

The following is a summary of the Township’s major planning documents:

Galloway Township Master Plan 2001

The Township’s most recent comprehensive Master Plan was completed in 2001. In addition to the required Goals and Objectives, Land Use, and Housing elements, the Plan also included a Recreation Element, Circulation Element, Recycling Element, Utilities Element, and Community Facilities Element, as well as an Environmental Resource Analysis. The Master Plan included many goals and objectives specific to each element of the plan, but noted this as an overarching goal for the community:

“To continue development patterns that reduce trip generation, create livable communities, and to enhance the overall quality of life for the residents of Galloway Township.”

Additional more specific land use goals and objectives included:

- Preservation of environmentally sensitive areas.
- Protection of groundwater and surface water quality.
- Preservation of farmland.
- Minimize the visual and environmental impacts of new development.
- Increase awareness of the Preservation of Development Rights (PDR) and Transfer of Development Rights (TDR) programs in the Pinelands.
- Promote infill and redevelopment in appropriate locations and at appropriate densities.
- In designated villages and towns, encourage development patterns that reflect the characteristics and development patterns of the surrounding village.

Circulation Goals and Objectives included:

- Improve traffic safety along the White Horse Pike (US Route 30), Jimmie Leeds Road, and Route 9 by encouraging improvements to remedy deficient intersections, separating pedestrian/bicycle access, and increasing pedestrian opportunities.
- Continue coordination with Atlantic County and New Jersey Department of Transportation regarding proposed improvements to the major transportation corridors within the Township.
- Provide a network of pedestrian paths which link residential neighborhoods with community facilities and commercial areas.
- Encourage ridership of mass transit and construction of a train stop for the New Jersey Transit commuter rail line within the Township.
- Encourage the expansion of neighborhood commercial services in appropriate areas in the Township to reduce the number of vehicle trips.

Additional goals and objectives included:

- Promote non-residential development that is consistent with the natural capacity of the land and the availability of water and infrastructure to ensure the economic well-being of the Township.
- Direct retail and commercial development to appropriate locations in the villages, Town Center, and along the major transportation corridors.
- Create pockets or “nodes” of community commercial services in strategic locations that are designed to meet the needs of the local residents, reduce vehicle trips, and create/define neighborhoods.

To implement these goals, the Master Plan made the following recommendations:

- Expand the Community Village Commercial Zoning District.

- Rezone the area along Pomona Road south of the White Horse Pike from Village Residential to Highway Commercial Zoning.
- Permit professional offices as a conditional use on Pomona Road between Jimmie Leeds Road and Langley Avenue.
- Add a Planned Neighborhood Commercial Overlay district for approved planned unit developments.
- Amend the zoning boundary for the Government Institution District.
- Amend the zoning boundary for the Rural Development district near Renault Winery.
- Add transportation and related commercial uses as conditional uses in the Highway Commercial districts.

Galloway Township Reexamination Report 2012

The 2001 Master Plan was reviewed by the Township in 2007, and again in 2010. But in 2012, the Township adopted its most recent reexamination report of the 2001 Master Plan. This report reviewed the goals and recommendations of the Master Plan, and updated the plan as necessary based on changes in the assumptions or policies that went into the Plan, changes to state regulations, and demographic or economic changes.

The 2012 Reexamination Report noted the high rate of growth in the Township that had taken place since 2001, and incorporated changes made to the Pinelands Comprehensive Management Plan that required municipal development ordinances to include clustering provisions, solar and wind energy provisions, and changes to forestry management. The Report recommended the following changes to the Master Plan of the Township and its development ordinances:

- Incorporate clustering standards for the FA and R districts in the Pinelands.
- The areas in the agricultural management area of the Pinelands along the White Horse Pike, which had recently been investigated as potential redevelopment areas, should be designated as Highway Commercially zoned properties, due to their frontage on a major state highway.
- Institutional uses in the Pinelands Area should be reviewed for consistency with the Pinelands Plan. Different types of institutional uses should be differentiated in the Township ordinance.
- The ordinance should be reviewed to ensure that existing single-family residences are permitted to be rebuilt in the event of a loss from fire or other disaster, regardless of the current zoning on the property.
- The Township ordinances should be updated to reflect the changes to the Pinelands CMP relative to forestry and wetlands management.

The 2012 Master Plan Reexamination Report, in reviewing the recommendations of the prior report, indicated that the goals and objectives of the 2001 Master Plan remain valid goals for Galloway, and did not make any further recommendations to amend those goals and objectives.

Housing Element and Fair Share Plan 2018

The Township recently adopted a Housing Plan Element and Fair Share Plan to address their Third Round affordable housing obligations. According to the Township's Settlement Agreement with Fair Share Housing Center, Galloway has the following obligations:

- Prior Round – 328 units
- Rehabilitation Share – 180 units
- Third Round – 884 units

Galloway satisfies much of this obligation through existing units located throughout the Township, and will permit hundreds of additional new units to be constructed within redevelopment areas along the White Horse Pike, and in a planned unit development in the Smithville area. Each of these developments will be located within designated growth areas, and in accordance with the goals of the Township's Master Plan and the Pinelands Comprehensive Management Plan.

Open Space and Recreation Master Plan

Galloway's Open Space and Recreation Master Plan was developed to ensure that the Township would meet the recreational needs of a growing population, and to identify environmentally sensitive lands appropriate for preservation before they are lost to development. The plan addressed active and passive recreation opportunities, and open space and conservation needs.

Like the Master Plan, the Open Space and Recreation Plan notes the unique geography of Galloway being the largest municipality in the state, but having relatively small clusters of development surrounded by open space areas. These areas include the 20,000+ acre National Wildlife Refuge east of Route 9 and into the Great Bay, the 3,600 acre Absecon Wildlife Management Area of islands in Reeds Bay, and the 755 acre Port Republic Wildlife Management Area along the Mullica River in the Pinelands. The Plan included an inventory of all County and Municipal park lands and other publically owned lands, including the recreation fields of local schools.

The Plan notes that Galloway has approximately 28,600 acres of developable land, and would need 860 acres of park lands to satisfy the needs of the community according to National Recreation and Park Association Standards. This leaves a long term goal of developing 670 acres of parks in addition to the 188 acres of Township parks already on the inventory. The Plan identified areas as potential targets for parkland acquisition, primarily those in the developed areas of the Township that could serve as neighborhood parks, and be convenient to the established residential communities that they would serve.

The plan did not make recommendations for any additional open space or conservation acquisitions in the Township, noting the scale of existing preserved lands.

Natural Resource Inventory (2012)

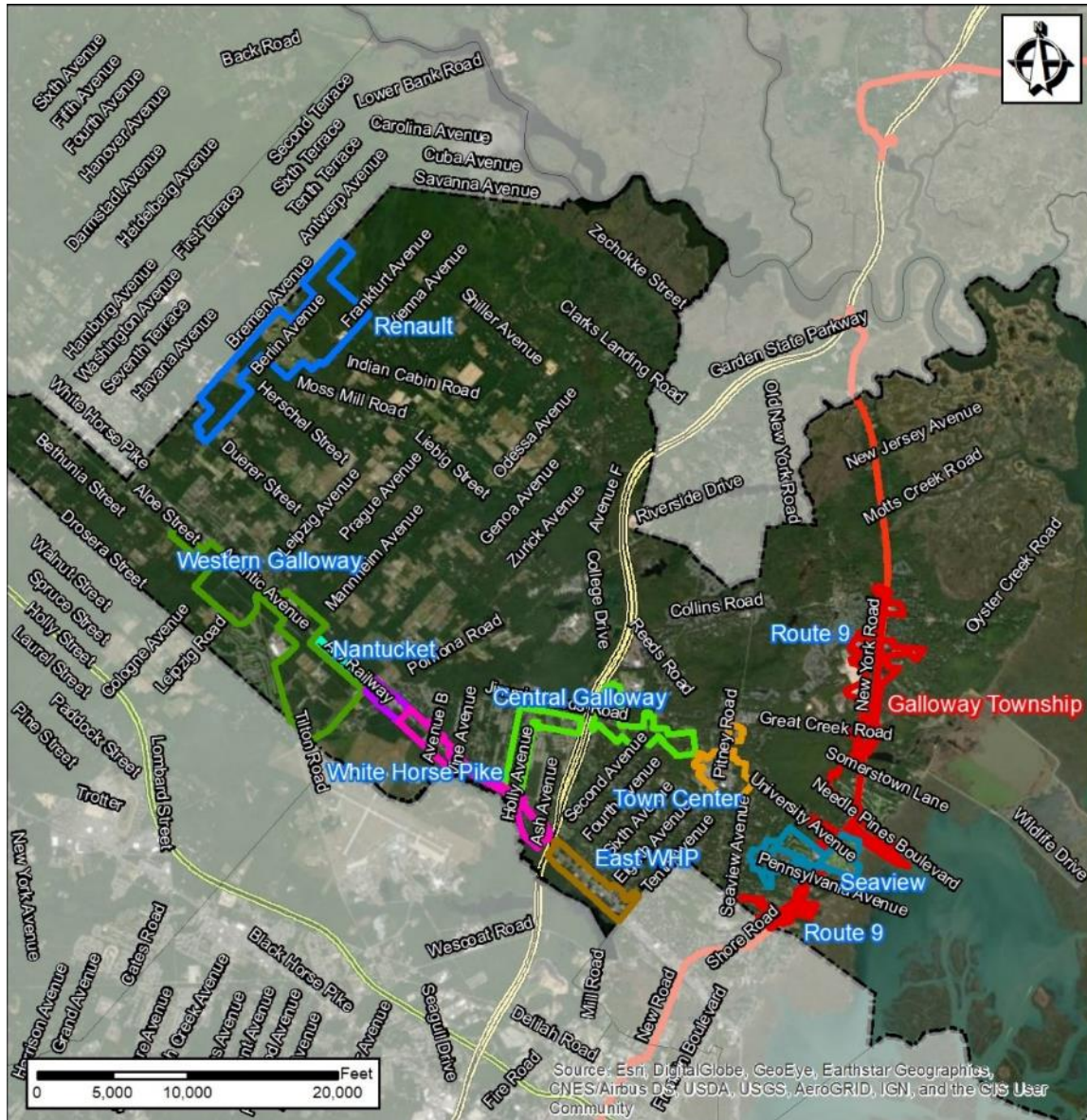
The Township prepared a Natural Resource Inventory (NRI) in January of 2012, which was adopted by both the Environmental Commission and the Planning Board. The NRI serves as an addendum to the Master Plan Land Use Element, and contains a review of the environmental resources existent within the Township. While the NRI does contain land use recommendations, it is primarily a collection of data rather than a plan or vision for the future of Galloway. The data discussed include watersheds and wetlands analysis, floodplains, soils surveys, land use, sewer service areas, farmlands, and a listing of threatened or endangered species (both plants and animals) habitat in a wildlife inventory.

Redevelopment and Rehabilitation Areas

Galloway has proactively been using redevelopment to provide incentives to spur growth in appropriate locations throughout the Township, and has several established redevelopment areas, each with their own redevelopment plans to guide new development.

The map below illustrates the extents of the designated areas in need of redevelopment in the Township. All redevelopment areas, with a few exceptions, are located along the White Horse Pike, Route 9, or Jimmie Leeds Road.

Galloway Township Redevelopment Areas



Central Galloway Redevelopment Area

The Central Galloway Redevelopment Area is located in the Pomona area of the Township, along Jimmie Leeds Road on each side of the Garden State Parkway, from Fourth Avenue in the east, to Maple Avenue in the west, as well as south along Chris Gaupp Drive. The area was designated in need of redevelopment by the Council in June of 2018 and encompasses several hundred properties. As there has not been a specific redevelopment plan adopted for the area, the underlying zoning of PRO, PCR, and PO still applies to the properties.

CH Zone / Eastern WHP Redevelopment Area

The Commercial – Highway Redevelopment area encompasses the Eastern White Horse Pike, from Second Avenue near the Garden State Parkway, east to the Township border. The area was designated as a non-condemnation redevelopment area in June of 2018. To date, a redevelopment plan has not been prepared or adopted, and the underlying zoning remains in place.

Galloway Town Center Redevelopment Area

This area includes the properties around the intersection of Jimmie Leeds Road, and Pitney Road, and at the intersection of Great Creek Road and Pitney Road. The two sections of the redevelopment area are not contiguous, creating two separate areas. Both of these areas make up the CVC Community Village Commercial zoning district of the Township, which includes the municipal complex. The area was designated in May of 2017 as a non-condemnation redevelopment area.

Oak Street Landfill Redevelopment Area

The Oak Street Landfill on Galloway Road is a single large property that was designated as an area in need of redevelopment in January of 2015. The lot is located on Galloway Road, in between Sylvan Avenue and Old Port Road, in the Oceanville area of the Township. A redevelopment plan for the area was prepared and adopted in June of 2015. The Plan for the property is to develop a solar energy facility.

Renault Redevelopment Area

In January of 2019, the Township designated the Renault Winery and Golf Resort as an area in need of redevelopment. The area includes 58 properties that are together over 950 acres in size. The winery, golf course, and other properties within the area are located in the western end of the Township in the Pinelands area, and along the border with Egg Harbor City.

Route 9 Redevelopment Area

In the fall of 2019, much of the area along Route 9 (New York Road) in between the historic Smithville village and Biscayne Avenue in the southern end of the Township, was designated as an area in need of redevelopment. The area includes approximately half of the properties in the Township that have direct frontage on Route 9.

Seaview Redevelopment Area

The Seaview Redevelopment Area is located on Route 9 at Bartlett Avenue was designated an area in need of redevelopment in date. The area consists of the 290 acre Seaview Golf Course, including both courses and the hotel and banquet facility. Seaview is a non-condemnation redevelopment area.

Western WHP Economic Corridor

The western side of the White Horse Pike Corridor is a designated economic growth area for the Township, and was designated as a non-condemnation area in need of redevelopment in 2016. The redevelopment area covers many blocks along the White Horse Pike from Frankfurt Avenue to Genoa Avenue, all within the Pinelands Area.

White Horse Pike Redevelopment Area

The White Horse Pike area from the Garden State Parkway in the east to Pomona Road in the west is a mixture of older commercial uses and vacant properties. The area was designated as an area in need of redevelopment in multiple phases, beginning in 2009. The first phase was the former Lenox property on Tilton Road east of the Garden State Parkway. The Redevelopment Plan for this phase calls for industrial and commercial development on the 56 acre property. Phase II of the redevelopment of the White Horse Pike is the intersection of the White Horse Pike and Pomona Road. The Redevelopment Plan calls for new retail commercial development. Since the adoption of the plan in 2018, the area has seen the development of a new Dollar General, Wawa, and Heritage Village. Additional phases include the Nantucket area along the railroad from Genoa Avenue to Manheim Avenue, and calls for larger scale commercial and residential development consistent with the CH Commercial Highway zoning.

Township-wide Rehabilitation Area

In 2016, the entirety of the Township of Galloway was designated as an area in need of rehabilitation. A Redevelopment Plan was subsequently adopted, which designated all of the underlying zoning as the proposed land uses for the entirety of the Township.

COMMUNITY VISION & PUBLIC PARTICIPATION

Vision Statement

The primary goal of the master plan, which can be taken as a vision statement of sorts, is to continue development patterns that reduce trip generation, create livable communities, and to enhance the overall quality of life for the residents of Galloway Township. Also to correct the lack of necessary commercial facilities by creating commercial nodes to serve residents of existing neighborhoods.

Galloway Township's Vision is for a community with the majority of its lands preserved, or protected from future development. All future development is proposed to be directed in areas of existing infrastructure, or in the immediate vicinity of highways, sewer and water service lines, and other utilities. These areas are centered around primary intersections, and highway corridors such as Jimmie Leeds Road, Route 9, and Route 30 (White Horse Pike), as well as the interchanges with the Garden State Parkway. This concentrates development in the central area of the Township, between the Garden State Parkway and Route 9, and along the White Horse Pike.

Public Meetings

Galloway has not conducted a formal visioning workshop or process. The Township is requesting that such a visioning process be carried out as a part of its Action Plan.

DEVELOPMENT ACTIVITIES

Planning Board Approvals

The chart below provides a list of each major subdivision and site plan that has been approved in the Township since 2014:

MAJOR SUBDIVISION AND SITE PLAN APPROVALS (2014-2019)			
PROJECT	BLOCK	LOT	STATUS
Reeds Bay Plaza	1103	8.01	Approved - Construction Completed
Atlanticare	875.04	1.01	Approved - Construction Completed
Jersey Shore Federal Credit Union	982	24.01 - 24.03	Approved - Construction Completed (Ph. 1 & 2)
Galloway Family Dollar	1173.02	29	Approved - Construction Completed
Chris & Dot's Restaurant	892	1 & 7	Approved
Hampton Inn	915	5.01	Approved - Construction Completed
WaWa	529	10-14	Approved - Construction Completed
Risley Square	985	10.01 & 9.03	Approved - Construction Completed
Equestrian Estates	1179.03	5.03-5.07	Approved - Construction Completed
Dollar General (White Horse Pike)	897	1, 7 & 8	Approved - Construction Completed
Barrette Outdoor Living	453	1	Approved - Construction Completed (Ph. 1 & 3)
The Exchange	779	8, 9 & 10	Approved - Construction Completed
Atlantic Concrete of Galloway	1171	25.02 & 26	Approved - Construction Completed
Raven's Nest	1201.01	43.01	Approved - Under Construction
Sixth Avenue Plaza	981.01	17 & 18.02	Approved - Construction Completed
Heritage Village	526	6-11	Approved - Under Construction
Dunkin Donuts	985	13 & 14	Approved - Construction Completed
Germania Volunteer Fire Company	345	25-28	Approved - Construction Completed
T&H Builders - Major Subdivision	761 & 765	Various	Approved - Extension of Time
Smithville Square	1173.01	50	Approved - Construction Completed
Nantucket @ Galloway	461	6.01-6.06	Approved
Whitman Solar	1171	17	Approved
Smithville Town Center	1201.01	9.01	Approved - Preliminary
Phoenix Health Ventures, LLC	469	3-6 & 8	Approved
Active Realty (FED Properties) - Major Subdivision			Approved - Extension

MAJOR SUBDIVISION AND SITE PLAN APPROVALS (2014-2019)			
PROJECT	BLOCK	LOT	STATUS
Ole Hansen & Sons Resource Extraction	692.01	12, 13.01 & 13.02	Approved - Under Construction
Dollar General (Pomona)	529	7.01-7.03	Approved - Construction Completed
Days of Olde Antiques	1260.01	5 & 6	Approved - Construction Completed
Seashore Gardens Solar	866.01	6	Approved - Construction Completed
Atlanticare	950.02	5	Approved
Bruno	890	6	Approved
Elks Lodge	1260.01	19 & 20	Pending

Zoning Board Approvals

The chart below includes the location and type of variance sought for each application before the Township's Zoning Board from 2014-2018.

VARIANCES APPROVED (2014-2018)			
APP #	BLOCK	LOT	STATUS
15-14	915	1	Use Variance
17-14	1171	8.25	Conditional Use
1-15	1037	12, 13	Bulk Variance
2-15	247	8	Use Variance
3-15	1167.03	45.06	Bulk Variance
6-15	64	8.02	Bulk Variance
7-15	332	2	Bulk Variance
8-15	1171	4.09	Use Variance
9-15	561.04	45.08	Bulk Variance
10-15	320	3	Use Variance – amended Wawa
11-15	945	11	Interpretation of Ordinance
12-15	945	11	Use Variance
13-15	919	1.01	DENIED – Use Variance
14-15	475	16	Bulk Variance – front yard setback
15-15	874	Various	DENIED – Use Variance
16-15	1165	5.03	Use Variance
1-16	919	1.01	Use Variance
2-16	1265	11	Bulk Variance

VARIANCES APPROVED (2014-2018)			
APP #	BLOCK	LOT	STATUS
3-16	937	12	Bulk Variance
4-16	1164	33.03	Bulk Variance – accessory structure
5-16	760	5	Use Variance
7-16	692.02	2	Bulk Variance – home on unimproved road
8-16	1261	19	Bulk Variance
9-16	1171	25.02	Conditional Use
10-16	249	32	Bulk Variance
2-07	1260.01	19	Extension of Time
4-07	1260.01	31.12	Extension of Time
1-17	914	28	Bulk Variance
2-17	1004	38.04	Bulk Variance
3-17	646	9	Bulk Variances
4-17	996	4	Use Variance
5-17	95	4	Use Variance
1-18	140	1	Bulk Variance
2-18	476	8.01	Bulk Variance
3-18	866.02	17.01 – 17.25	Bulk Variance
4-18	1260.01	24.02	Use Variance
5-18	866.01	6	Use Variance
6-18	494	11	Bulk Variance
7-18	559	11	Bulk Variances

Recent Proposals

Although no formal applications to either the Planning Board or Zoning Board have been submitted, there have been two developers to recently express interest in developing new residential projects on properties in the Township:

- A developer has approached the Township with interest in constructing a residential project on an 11-acre site on Jimmie Leeds Road, near the intersection with Route 9, in the NR Neighborhood Residential Zoning district. The site is currently vacant.
- A developer has also expressed interest in developing the former Assumption Church site located on the White Horse Pike at Pomona Road in the Pinelands. The 19 acre site is located within a redevelopment area. The developer has indicated a desire to build a mixed use development on the site.

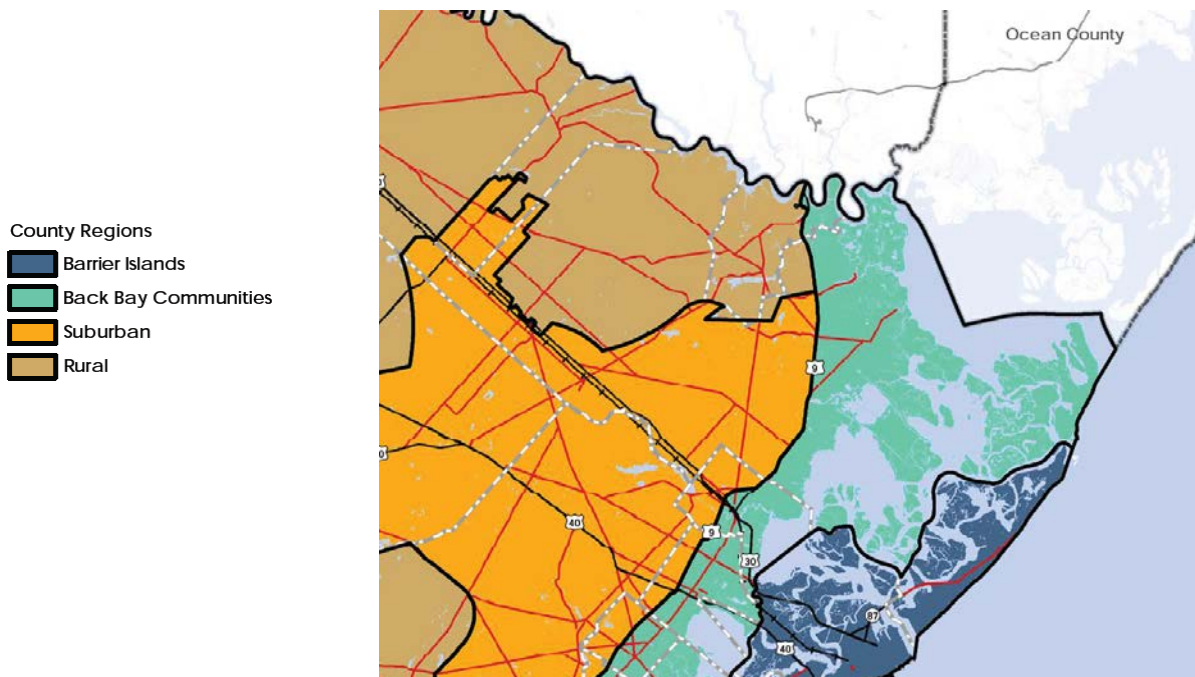
PLANNING COORDINATION

Galloway Township’s municipal plans are in close alignment with those of Atlantic County, and the New Jersey Pinelands Commission, the two regional bodies that jurisdiction over portions of the Township. In addition, the Township works regularly with the Pinelands Commission, NJDEP, NJDOT, and other state agencies as improvements to state and County facilities such as highways and conservation areas.

This section will provide an overview of the regional plans developed by the County and the Pinelands Commission, and a discussion on the consistency of Galloway’s plans and ordinances with those plans.

Atlantic County Master Plan (May 2018)

The County’s Master Plan separates the entire County into four distinct non-contiguous regions based on several features: the Barrier Islands; Back Bay Communities, Suburban, and Rural. Three of these four regions are present within Galloway Township – The Back Bay Communities, Rural, and Suburban regions. All of the Township east of Route 9 is identified as the Back Bay Communities region, the majority of the Pinelands Area is in the Rural region, and the central portions of the Township, as well as the western end near Egg Harbor City is within the Suburban region.



The Master Plan identifies these regions as follows:

Back Bay Communities

The Back Bay region is the more densely built out communities east of Route 9 and west of the Barrier Islands along the coast. The Land Use Plan element recommends that within the Back Bay region, economic development is to be promoted, and infill development is to be encouraged, while ensuring that any future development is sensitive to potential flood hazards.

Suburban

This region is made up of the areas that make up the regional growth areas of the Pinelands, and the districts with the CAFRA region that are targeted to accommodate growth. This region is targeted for infill development and enhanced density. Revitalization and redevelopment of highway corridors and underutilized highway retail and office centers is recommended, as well as to continue to develop centers of economic activity such as Stockton University.

Rural

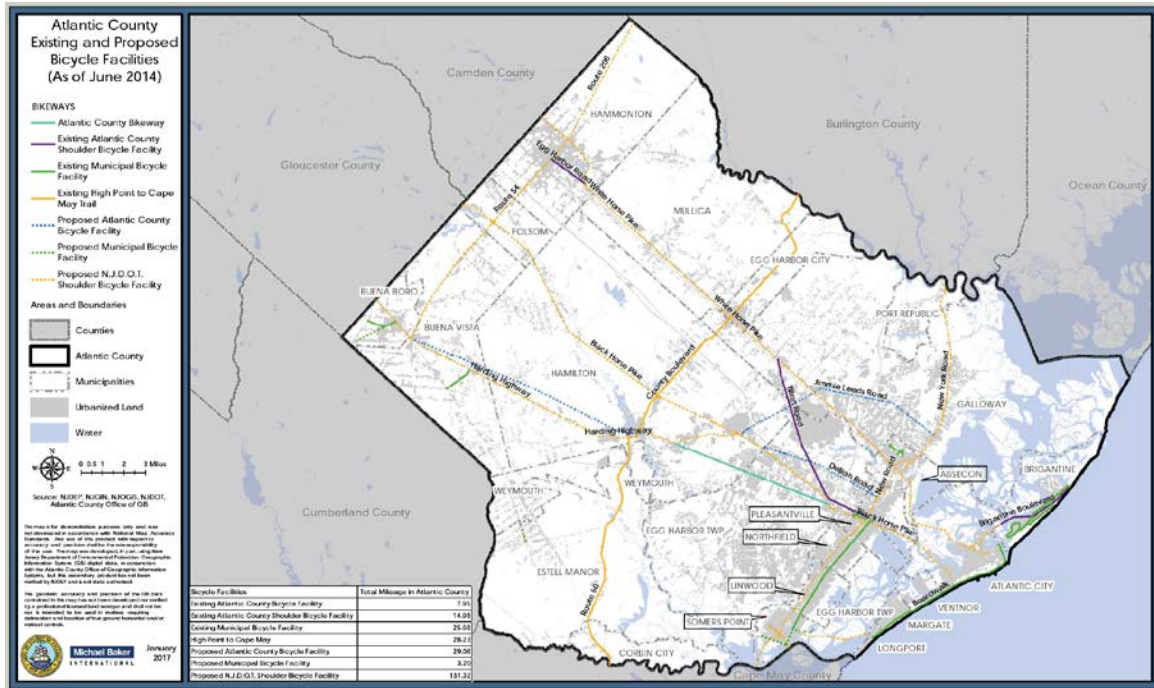
The Rural region is made up of the low density areas of the Pinelands and along the coast where the prime agricultural soils and environmentally sensitive areas are located. Development in these areas are limited due to a lack of infrastructure connectivity and capacity, as well as development regulations that are more restrictive. The recommendations for the Rural region are to continue to preserve farmland and to support agriculture. Development is generally discouraged in this region.

Goals of Plan

- Promote quality growth and development in areas where capital facilities are available;
- Promote lands for a diversity of economic development opportunities within the communities of Atlantic County;
- Promote targeted growth and development in areas served by existing infrastructure outside flood prone areas, and encourage redevelopment of under-utilized urban, suburban, and rural sites;
- Preserve and make more efficient use of existing roadway capacities by encouraging sound land use planning and highway access control;
- Advocate for the preservation and protection of important natural resources while working to reevaluate the capacity of growth areas and the scope of permitted uses and activities within the Pinelands;

Transportation

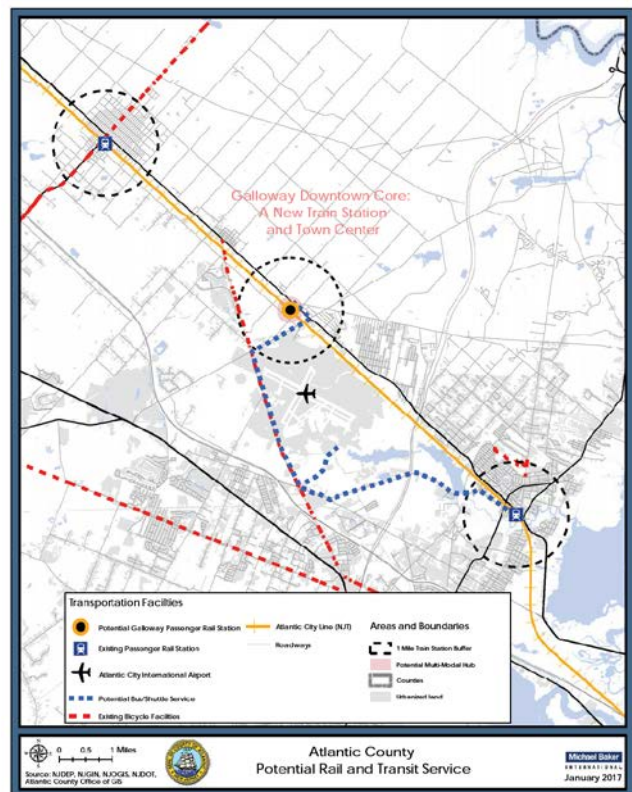
The County's transportation plan section of the Master Plan indicates that Route 9 and Route 30 (White Horse Pike) are proposed to be NJDOT bicycle facilities with shoulders as bicycle lanes. as bicycle facility, Jimmie Leeds Road is proposed as bicycle facility by the County.



The Plan also notes a potential new Galloway Downtown Core stop on the NJ Transit Atlantic City train line near the northern end of the airport, at the White Horse Pike near the intersections with Jimmie Leeds Road and Pomona Road. The plan indicates that a new Galloway Station could serve as a multi-modal hub and generate interest in more intense land development, creating a new town center.

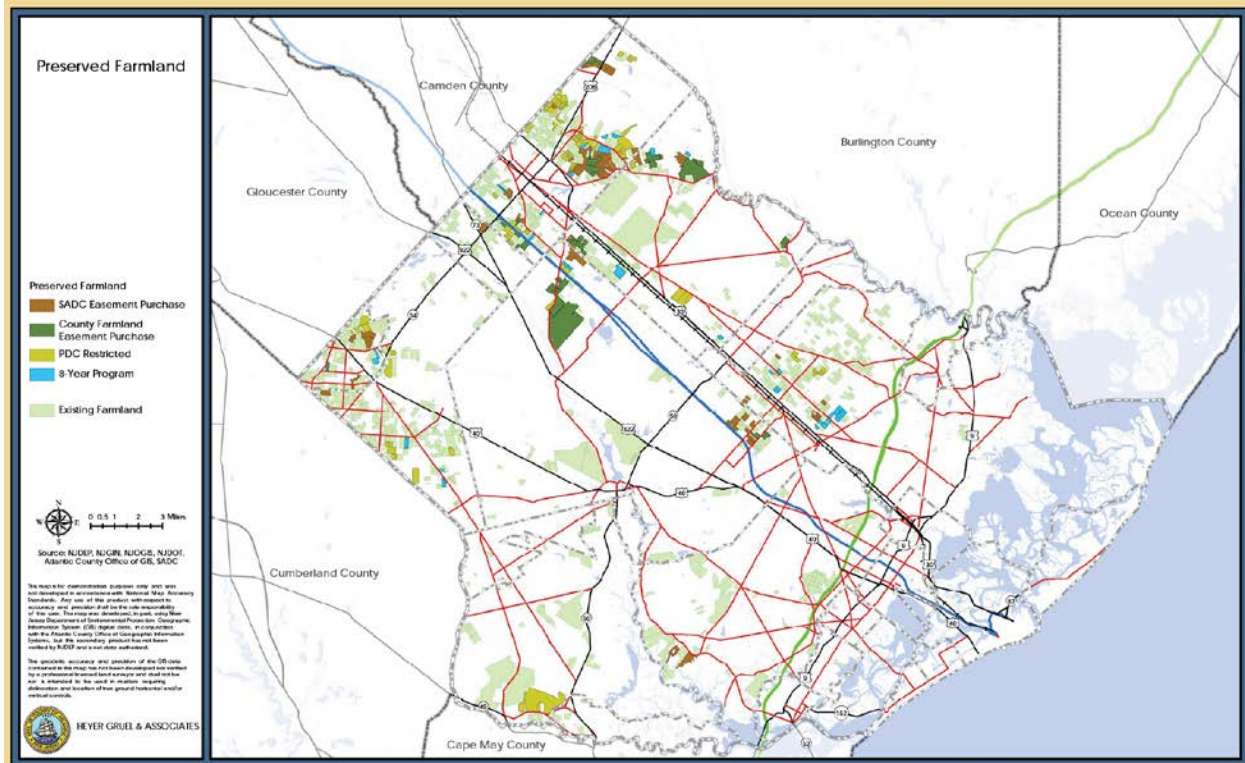
Galloway Township’s plans and ordinances are consistent with the goals and the County’s Master Plan, with all growth and development proposed within areas of existing infrastructure, and generally in the areas marked as suburban, which are the areas along the Garden State Parkway and west of Route 9.

There is one major discrepancy between the Township’s and County’s plans, and that is the proposed Galloway Station. The Township’s plans do not account for any new transit facilities, and neither do their zoning ordinances. However, with this only being a proposed potential stop, and not an imminent development, the Township can prepare planning and zoning updates for the area to accommodate new growth, but only when it is clear that the transit connection will be developed.



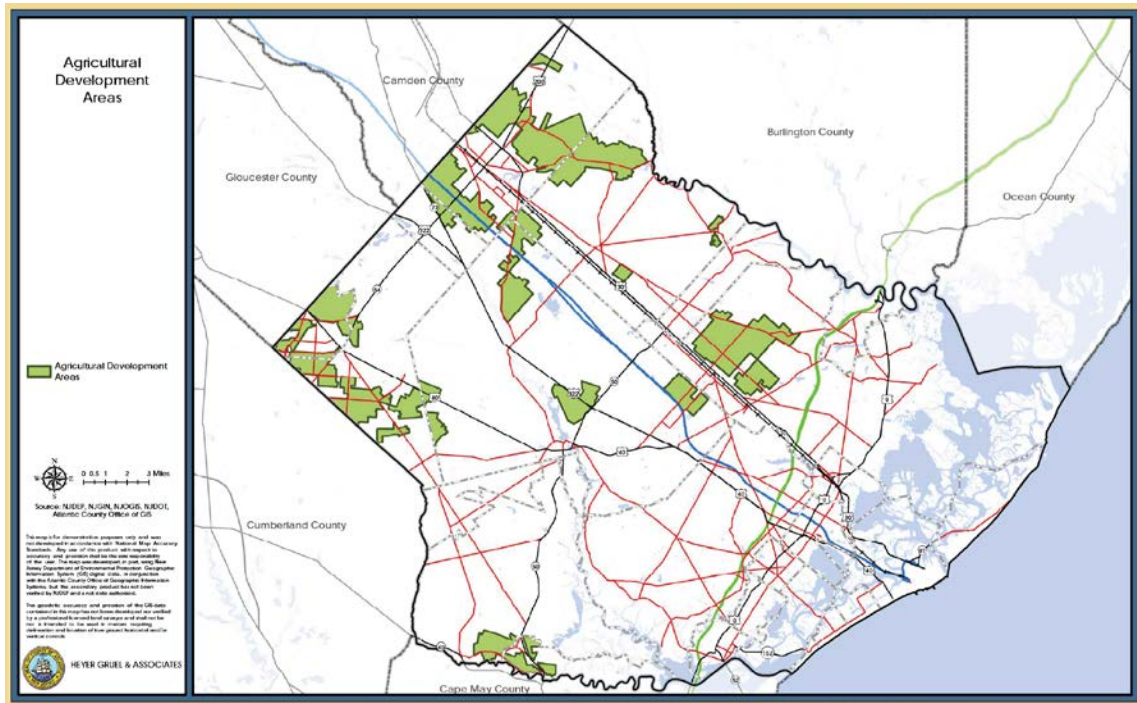
Atlantic County Farmland Preservation Plan (2018)

The County's Farmland Preservation Plan notes that Galloway Township has a total of 4,470 acres of agricultural land, the majority of which is located west of the Garden State Parkway within the Pinelands Area. The majority of this farmland is active agricultural uses that have not been preserved, either by the purchase of an agricultural easement, or any other program. Although most of the agricultural base of the Township is in the Pinelands, there are many acres of Prime Agricultural soils located east of the Garden State Parkway, within the developed areas of the Township.



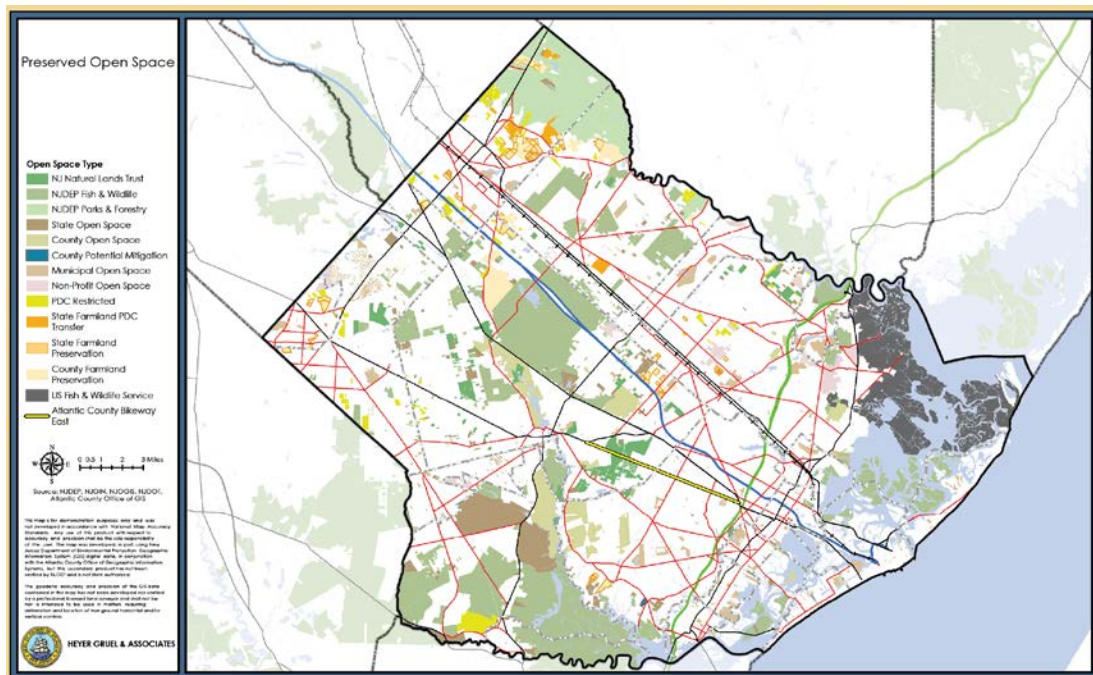
The recommendations of the Plan include preserving additional farmland, and minimizing the impacts of non-agricultural development on the productivity of existing agricultural uses. The Plan does not identify specific properties that should be targeted for preservation, but does identify general areas of agricultural development that should be prioritized, and a large section of Galloway is included in those priority areas.

The focus of farmland preservation is in the Pinelands area of Galloway, and Galloway's Master Plan and zoning are consistent with the County's vision for agricultural use. Within the targeted preservation area, the permitted uses are agricultural uses and very low density residential uses, thus discouraging any development that would potentially conflict with the rural farm character of the western side of the Township.

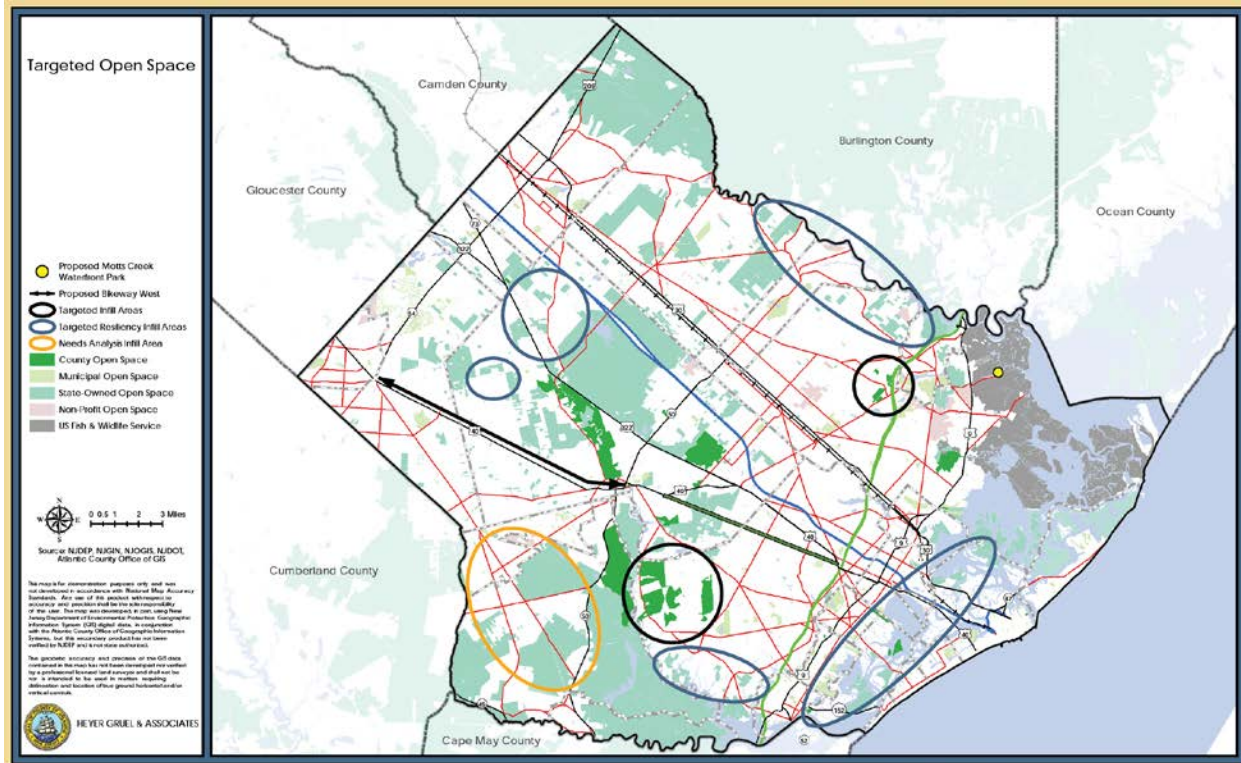


Atlantic County Open Space & Recreation Plan (2018)

The County’s Open Space Plan, also adopted in 2018, provides a guide for preservation of open space and addressing the recreational needs of County residents. The Plan contains an inventory of existing preserved open spaces and recreation areas, which includes many acres of lands within Galloway.



The Plan recommends that portions of the Township be targeted for additional park and recreation areas, including the northwestern portion, where resiliency measures are needed, and in the central portions of the Township where municipal park facilities are needed to serve the existing and projected future population.



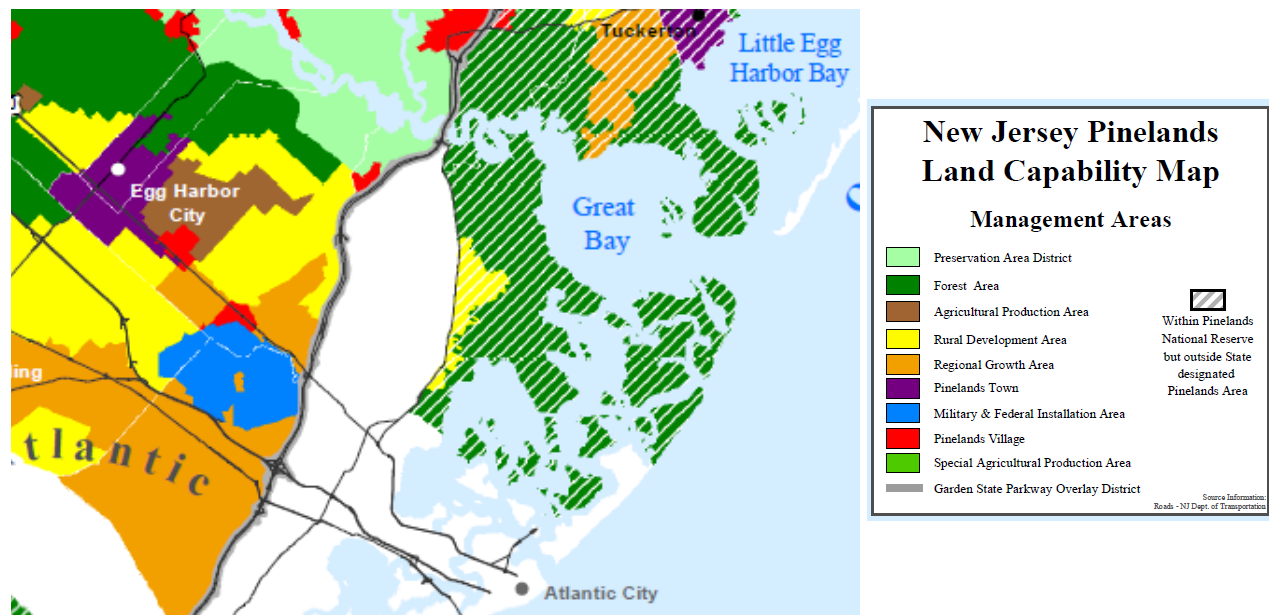
As discussed previously, the Township's Open Space and Recreation Plan calls for similar parks and recreation improvements, targeting the existing developed portions of the Township for additional neighborhood level parks to serve residents.

Pinelands Comprehensive Management Plan (2018)

With approximately 1/3 of the Township located within the Pinelands, the Township's plans and ordinances are subject to the review and approval of the Pinelands commission before they can be implemented. The Pinelands Comprehensive Management Plan covers the entirety of the approximately 1 million acres of land within the Pinelands Management Area. The CMP divides all of this land into 9 distinct management areas. Within Galloway, all but one of these management areas are shown on the Land Capability Map. The following is an overview of each of the management areas within Galloway.

Preservation Area

The most critical environmental areas in the Pinelands, this district is intended to preserve the pristine natural character of the area. Within Galloway, this area is the northern portion of the Township along the Mullica River.



Forest Area

Similar to the Preservation Area, the Forest Area consists of undeveloped forests and wetlands that provide natural habitat for many species of plants and wildlife, including threatened and endangered species. The Forest Area in Galloway is just south and west of the Preservation Area.

Agricultural Production Area

This management area consists of existing agricultural uses on prime farmland soils. This is the western end of the Township along the border with Egg Harbor City.

Rural Development Area

The rural development area is intended to allow for a mixture of low density residential development and agricultural uses that would preserve a rural character of the area, but is not necessarily as environmentally sensitive as the Preservation Area or Forest Area. This is the largest area within Galloway, consisting of most of the areas just west of the Garden State Parkway, and to the southwest of the White Horse Pike.

Regional Growth Area

Regional Growth areas are those areas along existing infrastructure where some limited growth is targeted. Within Galloway, this includes the Pomona area generally, and the lands surrounding Stockton University.

Pinelands Village

These are existing developed villages within the Pinelands where some infill development is encouraged, but only to the extent that infrastructure capacity is available. The two villages in Galloway are Pomona and Cologne-Germania.

Pinelands Town

Similar to Villages, these are existing developed communities only larger and typically connected to sewer systems. Portions of Galloway surrounding Egg Harbor City are identified as Pinelands Town management area.

Federal Institutions Area

The last management area found within Galloway is the Federal Institutions Area, which encompasses Atlantic City International Airport.

The Township's zoning ordinances are broken down into Pinelands Area and non-Pinelands Area zoning. All Pinelands ordinances have been approved by the Pinelands Commission as being consistent with the Pinelands Comprehensive Management Plan.

Surrounding Communities:

Galloway is surrounded by Egg Harbor City and Mullica Township to the west, Hamilton Township, Egg Harbor Township, Absecon, and Atlantic City to the south, and Brigantine to the east within Atlantic County. To the north of Galloway are Washington Township and Bass River Township in Burlington County, and Little Egg Harbor Township in Ocean County.

The land development patterns and zoning at the edges of Galloway Township is consistent with those of its neighboring communities. To the north and west in the Pinelands, Galloway permits only low density residential uses and agricultural uses, in conformance with the Pinelands Comprehensive Management Plan, and providing low impact uses on its borders. To the east and southeast is largely the marshes and barrier islands which are undeveloped, and zoned as conservation areas. The southern end of the Township, and the areas adjacent to the downtown of Egg Harbor City are the few portions of the Township that are zoned to accommodate development and growth. These are the areas along existing highways such as Route 30 and the Garden State Parkway, where the adjacent communities are developed with similar commercial and residential development.

Atlantic City International Airport is located partially within Galloway, Hamilton, and Egg Harbor Townships. All three Townships are zoned for institutional uses in the area of the airport.

STATE PROGRAMS, GRANTS, CAPITAL PROJECTS

Galloway Township has the following projects underway which are receiving assistance from the State:

- Galloway Township Road Program
- Second Avenue Paving
- NJDOT Municipal Aid Program
- Repaving of Second Avenue, including installation of new ADA ramps where applicable
- This covers Second Avenue, from East Upland Avenue to the White Horse Pike
- \$295,000.00
- Anticipated to start in December 2020
- Anticipated finish date of April 2021

SUSTAINABILITY & RESILIENCY STATEMENT

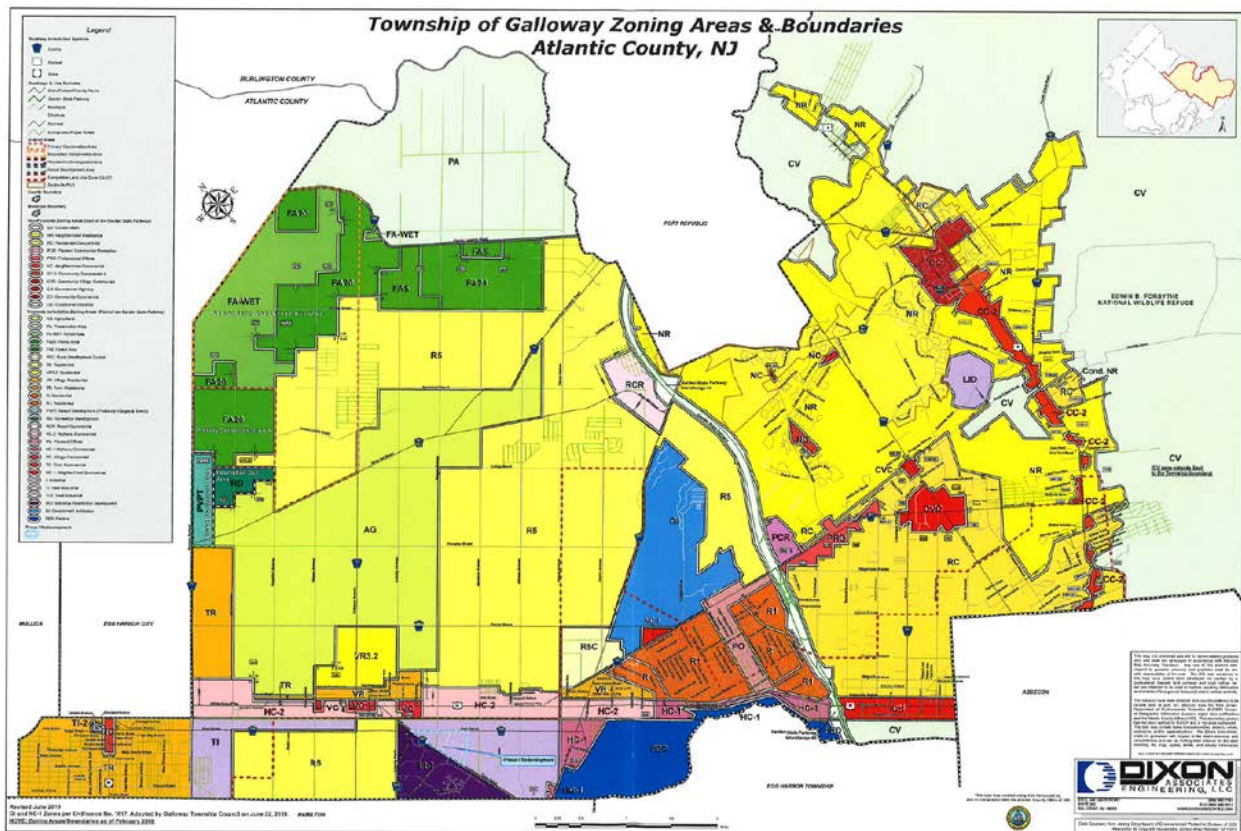
The Township’s land use plans and zoning regulations have been established with a primary goal of directing residential and commercial growth towards the areas between the highways, where existing infrastructure can support development, and away from the environmentally sensitive Pinelands to the west of the Garden State Parkway, and the marshes and wetlands of the barrier islands east of Route 9. Although not called out formally within a Sustainability Plan, by directing development away from flood prone and environmentally sensitive areas the Township is proposing economic growth in a sustainable manner.

The Township is requesting that a Local Sustainability & Resiliency Plan to address vulnerability to climate change and storm surge be prepared in the future as a part of the Action Plan.

PLANNING CONSISTENCY

Local Plans & Zoning

As envisioned in the Township’s Master Plans and Housing Plan, the majority of the development in the Township is concentrated in a few areas. The zoning districts that encompass the largest land areas of the Township – the Conservation District, PA District, R-5 District, the Neighborhood Residential District, and the Agricultural Production District, limit development to low impact uses on large lots in order to preserve natural resources and a rural community character. The Township’s zoning ordinance promotes responsible development in compact, limited areas, such as in existing communities and cores, and along highway corridors, where infrastructure exists or can be feasibly extended to serve development. These areas include Smithville, Pomona, South Egg Harbor, Downtown Galloway, and highway corridors such as Route 9, Route 130, and Jimmie Leeds Road. The recommended changes in the Master Plan have been adopted as amendments to the zoning ordinance, and the Zoning Map reflects these recommendations.



Most of the areas of the Township that allow for more compact development have been, or are close to being built out. This is one of the reasons why the Township has pursued redevelopment of some the previously developed portions of the community in an effort to make room to accommodate the modest anticipated growth of the Township and the region as a whole.

The lists and charts below describe the intent and permitted uses of each district, as well as the general intensity that each use may be developed in each district:

Non-Pinelands Zoning Districts:

- **CV – Conservation:** The conservation district is an agricultural district that permits farms, parks, and fish or game clubs. Residential uses are permitted only conditionally.
- **NR – Neighborhood Residential:** The Planned Neighborhood Residential district permits agriculture, single family homes, houses of worship, and public facilities.
- **RC – Residential Compatibility:** This is a residential district that permits single family homes, houses of worship, parks, golf courses, and school facilities.
- **PCR – Planned Commercial Recreation:** This district is intended to allow for commercial recreation facilities such as conference centers, hotels, restaurants, and other commercial uses.
- **PRO – Professional Office:** The Professional Office district is a commercial district that permits offices, banks, personal service businesses, and other similar commercial uses.
- **NC – Neighborhood Commercial:** The Planned Neighborhood Commercial district is intended to serve as accessory commercial uses to a planned neighborhood residential development.
- **CC – Community Commercial:** This district permits a mix of single family homes, townhouses, and commercial facilities, as well as planned unit developments.
- **CC-2 – Community Commercial 2:** This district permits neighborhood scale commercial uses on Route 9, intended to allow for commercial development while maintaining a residential character to the community.
- **CVC – Community Village Commercial:** This district is intended to provide compact commercial development along Jimmie Leeds Road and Pitney Roads, in the Downtown Galloway area. Permitted uses include retail and personal service businesses.
- **CH – Commercial Highway:** This is a highway oriented commercial district, where larger scale commercial facilities are permitted, including gas stations and warehousing.
- **LID – Conditional Industrial:** This district permits only commercial uses and industrial uses, and only as conditional uses.

Zoning District Standards – Non Pinelands		
Zoning District	Minimum Lot Area	Maximum Impervious Coverage
CV Conservation	5 acres	5%
RC Residential Compatibility	1 acre (sewer) 2 acres (non-sewer)	30%
NR Neighborhood Residential	2 acres	30%

Zoning District Standards – Non Pinelands		
Zoning District	Minimum Lot Area	Maximum Impervious Coverage
CC Community Commercial	10,000 s.f. (commercial) 35,000 s.f. (residential)	50%
CC2 Community Commercial 2		
NC Neighborhood Commercial		
LID Conditional Institutional	5 acres	25%
CH Commercial Highway	20,000 s.f.	50%
PRO Professional Office	50,000 s.f.	60%
CVC Community Village Commercial		60%
PCR Planned Commercial Recreation		

Pinelands Area Zoning Districts:

There are many additional districts in the Township within the Pinelands Area west of the Garden State Parkway. The Township's zoning regulations within the Pinelands Management Area is required to be consistent with the Pinelands Comprehensive Management Plan. As such, the zoning districts of the Pinelands Area are organized into the following classifications:

- **PA – Preservation Area District:** This is a residential district that permits single family homes and agricultural uses, as well as low intensity recreation uses.
- **FA – Forest Area Districts:** These districts are intended to preserve mature forest areas, and permit limited residential development.
- **AG – Agricultural Production District:** The AG district permits active agricultural uses, forestry uses, and single family dwellings.
- **R5 – Rural Development District:** The rural development district is intended to permit limited residential and commercial uses in areas of existing development.
- **Resort Commercial Districts:** the RCR Resort Commercial Rural District, and the Resort and Recreation Zone are to provide low density resort commercial uses, including hotels, restaurants, and accessory uses to serve tourist facilities.
- **Pinelands Villages and Towns:** The VR-TR, VC-TC, R3.2, TPO, TI, and TI-2 districts are intended to recognize existing communities within the Pinelands, and to allow for appropriately scaled infill development.
- **Regional Growth Districts:** The R, R-1, I, PIRD, PO, RCG, and Neighborhood Commercial-1 districts serve as the lands capable of absorbing future demand for growth within the Pinelands.

- **Government Institutional District:** This district is specifically tailored to the campus of Stockton University, and provides standards for large scale institutional uses associated with the school and its needs.
- **Highway Commercial Districts:** the HC-1 and HC-2 districts have been established to allow for commercial development along US Route 130 (White Horse Pike), and Pomona Road.

Zoning District Standards – Pinelands Areas		
Zoning District	Minimum Lot Area	Maximum Impervious Coverage
R3.2 PA Preservation Area	3.2 acres	5%
FA-5 Forest Area	5 acres	5%
FA-WET Forest Area	45 acres	5%
FA-20 Forest Area	20 acres	5%
R-5 Rural Development	5 acres	5%
VR TR Village Residential	0.275 acres	40%
R, R-1 Regional Growth Residential	0.14 acres	50%
ITI Light Industrial	5 acres	60%
PIRD Industrial Residential	3.2 acres	5%
PO TPO Planned Office	1.15 acres	50%
CVC TC Village Commercial	0.3 acres	60%
RCR RCG Resort Commercial Rural / Resort Commercial Growth	5 acres	60%
AG Agricultural Production	10 acres	5%
HC-1 Highway Commercial	0.8 acres	70%
HC-2 Highway Commercial	1 acre	70%
GID Government Institutional	2 acres	60%
TI-2 Light Industrial	1 acre	60%
PCR Commercial Recreation	40 acres	
CC-2 Community Commercial	15,000 s.f (office) 20,000 s.f. (commercial)	65%

State Plan – Goals, Policies, & Indicators

The Township's Plans and ordinances are also consistent with those of the State Development and Redevelopment Plan. The SDRP lists 8 statewide Goals & Strategies to guide future growth in the state. The strategy of the SDRP is to achieve all of these goals through coordination with public and private actions, and the State Plan Policy Map has been designed to reflect these goals. The following describes how Plan Endorsement of Galloway Township's municipal plans, and designation of existing cores within Galloway Township will help to implement each of the goals and strategies of the State Development and Redevelopment Plan

1. Revitalize the State's Cities and Towns

Although not a dense city, Galloway is a developed community in its villages of Pomona, Smithville, and Oceanville, and along its highway corridors – primarily Jimmie Leeds Road, the White Horse Pike, and portions of Route 9. Under its current zoning, and consistent with regional plans, the potential for new development outside of its existing developed areas is limited by the vast but environmentally sensitive lands of the Pinelands and CAFRA. In an effort to revitalize its existing developed communities, the Township has sought redevelopment and infill development in many of its aging commercial areas. Through these redevelopment areas, and the proposed cores and metropolitan and suburban planning areas, the Township will advance these strategies from the state plan:

- *Link the resources and opportunities of cities and towns to their larger regions* – The proposed cores and development areas (PA-1, PA-2) will be located along the major highway corridors of the Township, giving them the greatest connectivity to the rest of the southern Jersey Shore region, and the greater South Jersey region.
- *Find ways to deliver public services and facilities at lower cost and higher quality* – Additional development, in particular commercial development, along existing developed corridors, will help to spread the cost of public services among more users, without requiring a significant expansion of those services. Except for extension of sewer service along Route 9 where it does not currently exist, Galloway is not proposing expansion of development into undeveloped areas, only redevelopment of existing developed areas with more potentially more intensive infill development.
- *Change the way that land is developed and redeveloped in our cities and towns* – As Galloway Township has 10 areas designated as “areas in need of redevelopment”, the Township is focused on reusing existing facilities, vacant sites, and brownfields rather than on seeking out green fields to expand development opportunities.

2. Conserve the State's Natural Resources and Systems

Galloway's plans, and its proposed cores and development areas are designed to avoid additional disturbance to the ecosystems of the shore and the Pinelands. In this regard the Township has followed a principled approach to conservation, in terms of actual conservation of lands as there are thousands of acres of preserved open space lands, and in terms of directing development to areas of existing infrastructure. The Township's zoning ordinances are very restrictive towards new development in the wetland areas around the Mullica River, in the prime agricultural soils of the Pinelands, and the marshes of the barrier islands. The result of this is a preservation of natural ecosystems and habitat for many native plant and animal species.

The Township has prepared a Natural Resource Inventory that indicates that the majority of the environmentally sensitive areas are located outside of the proposed growth areas.

3. *Promote Beneficial Economic Growth and Renewal for All Residents of New Jersey*

One of the primary goals of the Township's planning efforts has been to promote economic growth and revitalization along its aging commercial corridors. This is evident in the designation of the White Horse Pike corridor, Galloway Town Center, and the majority of areas along Route 9 being designated in need of redevelopment. These designated areas in need of redevelopment generally correspond to the commercial and industrial zoning districts on the Township's zoning map, and form the periphery of the developed portions of the community. Almost all of the Township's future economic growth is anticipated to be channeled into these redevelopment areas.

Galloway's economy is a mixture of shore tourism support related industries, aviation, education, and healthcare primarily. Through the redevelopment process, the Township has the opportunity to expand and diversify their economic base in sustainable ways. As redevelopment areas are principally those areas which have previously been developed, this will minimize the amount of vacant or forested lands that would be needed to be cleared or prepared to attract new industries to Galloway. This also reduces the impacts on regional infrastructure by utilizing existing roadways, water, and wastewater systems, while promoting rehabilitation of those systems rather than expansion of utilities to inappropriate locations.

These areas, in particular along the White Horse Pike, have also been targeted by the Township's Housing Plan to accommodate much of the Township's affordable housing. The coordination of economic development with affordable housing in existing centers and corridors brings with it potentially more employment opportunities for lower income households in closer proximity to where they might potentially live.

4. *Protect the Environment, Prevent and Clean Up Pollution*

Galloway Township's existing and proposed land uses, growth areas, and cores are all prepared with the intent of protecting the environmentally sensitive regions of the bay to the east, and the Pinelands to the west. All development within the Township is already subject to the jurisdiction

of either the Pinelands Commission or the Coastal Area Facilities Review Act (CAFRA), both of which are agencies that have a mission of protecting the environment.

All existing and proposed growth areas within Galloway Township are consistent with the Pinelands Comprehensive Management Plan, and with all applicable CAFRA regulations.

With much of the proposed growth in the Township anticipated to occur in the redevelopment areas, the Township can be proactive in forming public private partnerships with redevelopers, and gives the Township more leverage to require new buildings and developments to be more environmentally sustainable, as well as the opportunity to assist in any environmental clean-up if any of the former commercial properties are found to have any contamination.

5. *Provide Adequate Public Facilities and Services at a Reasonable Cost*

In limiting public services and utilities generally to the growth areas in the center of the Township reduces the per capita expenditures on any utility improvements. With Galloway anticipated to grow by approximately 7,000 people by 2045, by providing for growth areas in and around the lands in the Township that already have aging infrastructure, this would allow for a more compact form of infill development and redevelopment than would otherwise take place if development is potentially pushed further from these central areas due to a lack of available land or infrastructure to support development in appropriate locations.

New infill development and redevelopment along the Township's highway corridors will provide the opportunity for developers to construct infrastructure improvements that will serve not only their specific developments, but would benefit larger areas that are also in need of infrastructure upgrades. In encouraging infill and redevelopment, the Township is hoping to invest in improvements to existing infrastructure, and discourage any investment into development in areas that are not appropriate for new construction, including those in the environmentally sensitive areas. Concentrating development and infrastructure improvements leads to a more efficient use of public funds.

The areas proposed for potential sewer extensions along Route 9, are also existing developed areas that are located in between existing centers and proposed cores, and a connection of these areas is a logical expansion of infrastructure capability to support new infill development.

With the Town Center redevelopment area, Galloway is seeking to potentially redevelop their municipal complex, and develop a mixed use center on the site which would include new municipal facilities in addition to a commercial, and potentially a residential component as well. This would provide new public facilities at a minimal cost to the Township. This will coordinate development and infrastructure improvements in a planned way, and maximize the utility of any investment into the area.

6. *Provide Adequate Housing at a Reasonable Cost*

The Township's affordable housing plan proposes hundreds of new affordable housing units primarily through inclusionary development. The majority of the areas proposed to receive this inclusionary development are already designated as areas in need of redevelopment, and located within Pinelands Growth Areas. The Township already provides a range of housing options, and the proposed inclusionary developments in these areas will only add to the stock of housing options, potentially bringing more rental units in these growth areas.

Some of this proposed redevelopment will occur around the potential new commuter train station on the Atlantic City NJ Transit line that connects Atlantic City to Philadelphia. This potential connection, along with what could become a mixed use, transit oriented development near a new station, would place needed affordable housing in a location with great accessibility to the broader economic region, while reducing transportation costs and commuting times for families.

The Township is committed to satisfying its affordable housing obligations, and as has removed regulatory barriers to the construction of inclusionary developments in proposed growth areas. This will provide options for new residents to live in the community, while helping to address the needs of existing or future residents who may be cost burdened, to find suitable housing in Galloway.

7. *Preserve and Enhance Areas with Historic, Cultural, Scenic, Open Space and Recreational Value*

Current regulations, as well as those proposed, will preserve most of the lands within Galloway. The eastern third of the Township is preserved lands as a Wildlife Management Area, and the western half of the Township is regulated and generally preserved by the Pinelands, permitting growth only in those limited areas targeted for growth along existing highway corridors and in existing developed communities. This preserves the open spaces in the Township that have the greatest ecological value, as well as recreational value. These areas will remain available only for development of passive recreation activities such as scenic nature trails or greenways.

The historic village of Smithville has been preserved, and a previously constructed planned unit development provided new housing and commercial properties around the historic village to support it.

The Renault winery site, which has been listed on the State Register of Historic Places since 1973, is in a designated redevelopment area. Redevelopment plans for the site will require any new development to protect and enhance the character of the historic winery facility which dates to the 1860's.

The Township does not propose any new growth, or redevelopment within these ecologically important areas, or within any designated historic locations.

8. *Ensure Sound and Integrated Planning and Implementation Statewide*

Through this Plan Endorsement process, the Township is seeking integrated planning with state agencies. The proposed cores and the proposed PA-1 and PA-2 areas are consistent with the goals of the State Development and Redevelopment Plan. The proposed lands to be preserved are also consistent with the SDRP.

Proposed development growth areas within Galloway are centrally located, and should have minimal impacts on surrounding communities, reducing regional conflicts and increasing development capacity in appropriate areas of existing infrastructure. With the Township’s anticipated growth in population, there will need to be a coordinated effort to meet the demand for new housing and jobs in the region. The Township’s master plan, housing plan, and related documents are built around meeting this demand while preserving sensitive areas and directing growth to highway corridors and village centers.

State Plan – Center Criteria and Policies

The Township is not proposing any designated “centers” as a part of the Plan Endorsement Process. Three “cores” are proposed as an alternative. The cores are proposed to recognize the existing developed areas, which are villages, but not necessarily mixed-use centers. The previously designated centers of the State Plan Policy Map, have largely been built out according to previous plans.

All three of these cores are located along key crossroads in the Township, and along public transportation routes. NJ Transit buses currently provide service along Route 9, Jimmie Leeds Road, and Pitney Road.

Each of the cores are proposed to be outside of the environmentally sensitive areas of the Township, and in historically developed portions of the Township.

The three cores are as follows:

Smithville Core:

The proposed core around the village of Smithville includes most of the properties along Route 9, between Old New York Road (CR 610) to its northern extent, and Jersey Woods Road to its southern extent. The area of the proposed core is approximately 150 acres. Most of these properties are currently used for smaller scale commercial shops, including drug stores, a convenience store, restaurants, and the planned commercial development at the intersection of Route 9 and Moss Mill Road, around the site of the historic Smithville Apothecary. There are several vacant parcels within the core that offer the potential for new infill development to support the village.

Surrounding the core is a residential community, which includes the planned residential development that was constructed under the previous center designation. The lands within the core boundaries are zoned for Community Commercial, and the surrounding lands are primarily within the Neighborhood Residential zone.

The village serves as a commercial hub for the area, as well as a historic tourism and recreation draw to the planned commercial village at the historic site.

Transit service is provided by NJ Transit, as the 559 bus runs north/south along Route 9, from Lakewood to Atlantic City and making multiple stops within the proposed core boundary.

Oceanville Core:

The 35 acre Oceanville core is the smallest of the three proposed core areas. The village of Oceanville is located at the intersection of Old Port Republic Road and Leeds Point Road, with Route 9, and then south to where Route 9 meets with Great Creek Road. The core area is made up currently of a mixture of small scale commercial uses such as a strip mall, a doctor’s office, an auto body garage, and a florist, as well as a fire station and several residences. Surrounding the core is primarily lower density single family homes,

and the Forsythe National Wildlife Refuge to the east. Oceanville serves as a community commercial hub with small businesses that primarily serve the immediate area.

Current zoning within the proposed core boundaries is the CC-2 Community Commercial 2 district for the frontage on Route 9, and NR Neighborhood Residential for the properties to the east and west which do not front on Route 9.

Just like Smithville to its north, Oceanville is served by the NJ Transit 559 bus route that travels between Lakewood and Atlantic City, and stops in both Smithville and Oceanville within Galloway.

Town Center Core:

The proposed Town Center core boundaries encompass an area of approximately 185 acres near the intersection of Jimmie Leeds Road and Pitney Road, approximately 2 miles east of the Garden State Parkway. The core area is made up of a mix of uses, with primarily commercial uses fronting on the two roads, and residential communities surrounding the commercial core. Within the area is the municipal complex, including Township offices and the police station, as well as community park space listed on the ROSI, and an Atlantic County branch library, providing public services in a central location. This core serves as a focus of community life for the surrounding neighborhoods as well as the entire Township, with most municipal services being provided at the municipal complex.

The proposed core boundaries correspond to the redevelopment area boundaries of the Galloway Town Center Redevelopment Area. The underlying zoning which is in place is for the CVC Community Village Commercial district, and permits a mix of retail and service commercial uses.

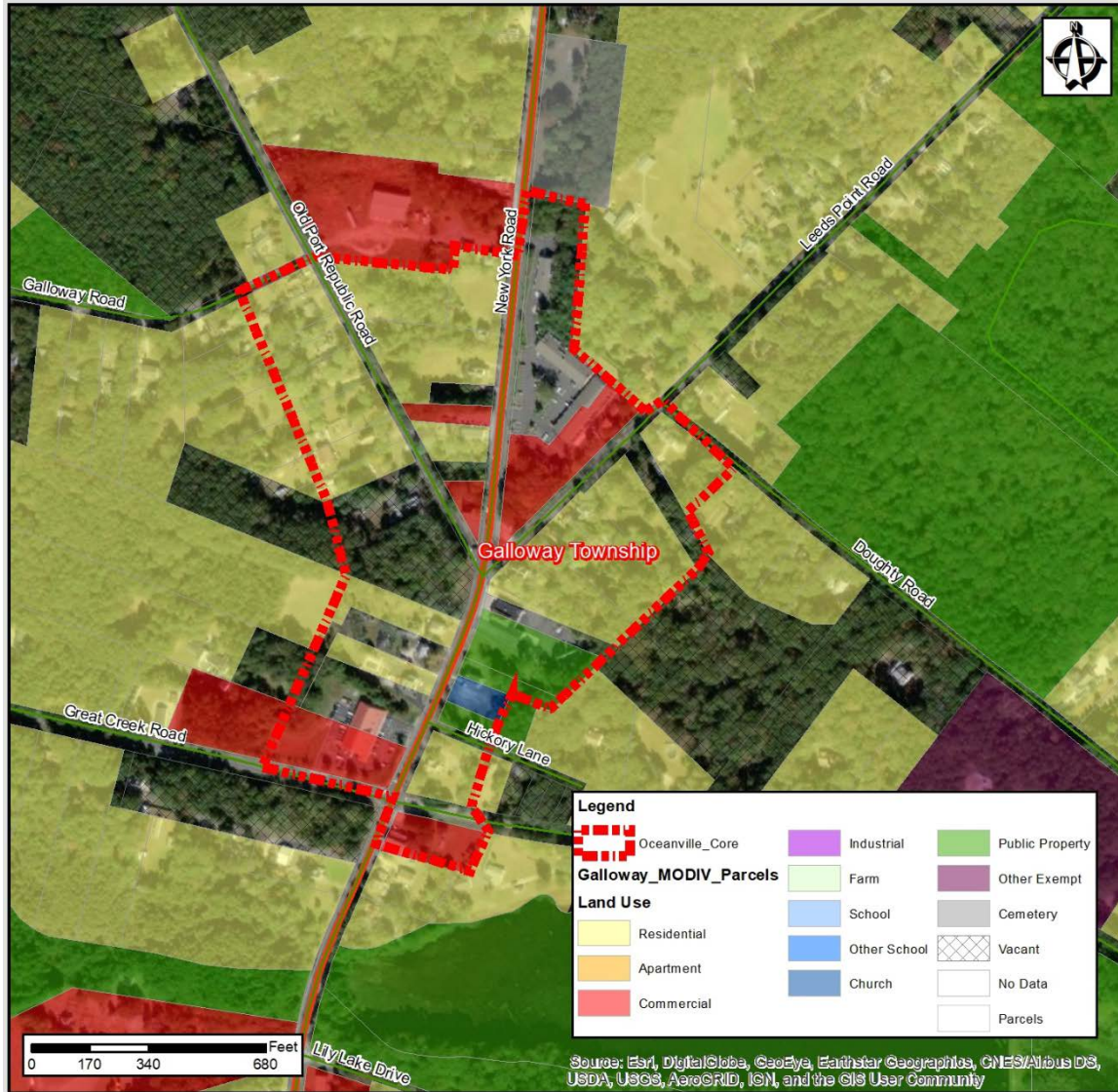
There are NJ Transit bus routes that service this area including the 508 bus, which runs from Stockton College in Pomona through the Township to Atlantic City, and stops within the core near the intersection of Pitney Road and Jimmie Leeds Road.

The maps below illustrates the land uses and public transportation available within the core boundaries.

Smithville Core Land Uses:



Oceanville Core Land Uses:



Town Center Core Land Uses:



Bus Routes in Galloway (Non Pinelands):



State Plan – Planning Area Policy Objectives

The State Plan Policy Map divides the state into 5 distinct planning areas: the metropolitan, suburban, fringe, rural, and environmentally sensitive planning areas, with each successive planning area targeted for less development and more environmental protections. Each Planning Area has policy objectives that are intended to encourage or discourage growth and development within their respective areas. Galloway Township's current plans, and the proposed modifications to their centers, cores, and planning area boundaries are consistent with the intent and objectives of each planning area as discussed in the State Development and Redevelopment Plan.

The Metropolitan Planning Area – Planning Area 1 – is intended to provide for much of the states future development and redevelopment. These are the areas of dense existing development with infrastructure already in place to support further growth. Redevelopment and development is to be encouraged in PA-1, with a full range of housing choices. Infill development of commercial and industrial uses for economic development is encouraged in this area, as PA-1 is anticipated to have major employment centers. Transportation systems should capitalize on the high density of development, with public transit services being offered. Natural resources and agricultural lands are encouraged to be preserved, but more in the sense of serving local communities, and it is not anticipated that large tracts of open space or farmland will be found in the metropolitan areas. With density of housing in this area, lots of space for active and passive recreation is needed. Historic preservation is also encouraged through adaptive reuse of historic structures, while also retaining the ability to redevelop the area. Infrastructure is encouraged to be repaired or upgraded to provide capacity for new development, and it is also encouraged that public services be regionalized to provide for greater efficiencies.

The Suburban Planning Area – Planning Area 2 – is made up of the areas generally adjacent to the metropolitan areas. These are the inner ring suburbs and developing areas of the state. The intent of the district is similar to that of PA-1, but is distinguished by a generally lower intensity of development than the urban centers found in PA-1. However, it is anticipated that these suburban areas will be able to absorb much of the state's future growth as they transition from suburban to more urbanized lands that have greater options in housing, employment, and other facilities. Future growth and development is encouraged to come in centers, or in other compact forms in locations tied to existing or planned infrastructure. Development should be guided to locations that have transportation infrastructure, and that limit disturbances to open spaces and viable agricultural lands. New infrastructure and public services should be phased and programmed to support development of centers rather than sprawling development patterns.

Public sewer infrastructure extensions are generally encouraged only in Planning Areas 1 and 2, and discouraged in other areas except for designated centers.

The Fringe Planning Area – Planning Area 3 – consists of more rural lands outside the more established urban and suburban centers of the state. It is made up of the more rural lands that are not necessarily environmentally sensitive, but also not prime agricultural lands. Development in these areas is not

encouraged unless it occurs in a compact form in established centers. Open space and farmlands are encouraged to be preserved in the Fringe Planning Area as a primary objective. This area is intended to serve as a buffer between the developed lands of the metropolitan and suburban areas, and those lands in the rural and environmentally sensitive planning areas. Generally, development and redevelopment is not encouraged unless in a concentrated center area, and should be limited to the carrying capacity of the land in order to protect the character of the environment. Transportation should be provided only to link centers to one another, and infrastructure development that would support new development is not encouraged. Open spaces should be preserved around centers to help define their boundaries. Conflicts between development and the protection of the environment should be avoided.

The Rural Planning Area – Planning Area 4 – is the rural and undeveloped countryside of the state. This includes a sub-area, PA-4B which is the rural/environmentally sensitive planning area. This area is made up of larger contiguous areas of farmland, as well as open spaces – both preserved and unpreserved woodland tracts. Developed areas are generally confined to small villages and hamlets. Like the fringe planning area, new development is only encouraged to be located within existing or planned centers and concentrated areas in order to preserve open lands and farmlands. Infrastructure, such as utilities and roads should be limited to centers, and connecting centers, and avoiding construction or placement of new infrastructure that might conflict with the viability of agricultural lands, or lead to development on woodlands or open spaces. Economic development activities should be limited to those that support and enhance the rural character of the community or support the agricultural industry. Outside of centers or existing developed areas, redevelopment is not encouraged in the rural planning area.

The Environmentally Sensitive Planning Area – Planning Area 5 – is the most restrictive planning area of the five, and also includes a sub-area – the environmentally sensitive barrier island planning area, PA-5B. These lands are the rural and largely undeveloped lands of the state that offer the greatest ecological value for the health of the natural environment. The focus of this planning area is on preserving the integrity of these natural resources, which may include category 1 waters, habitat for threatened and endangered species, and wetlands areas. Development and redevelopment is only encouraged in centers, and should be coordinated and planned to minimize any impacts on the environs. Transportation should be designed to minimize impacts on the environment, and primarily to connect existing and planned centers. Natural resource conservation and agricultural land preservation is the highest priority in this area.

Existing State Plan Policy Map

Under the current State Plan Policy Map, portions of the Township of Galloway fall into each of the planning areas, except for the PA-3 Fringe Planning Area. Below is a summary of the extents of each planning area within Galloway under the current map:

PA-1 (Metropolitan) +/- 600 acres

Galloway currently has one area that is designated at the PA-1 Metropolitan Planning Area. That is the area along the White Horse Pike, east of the Garden State Parkway and adjacent to the City of Absecon.

This area historically developed with a mixture of commercial and residential uses along the White Horse Pike, which until the Atlantic City Expressway was constructed, was the primary route between Camden and Atlantic City.

PA-2 (Suburban) +/- 6,300 acres

Much of the Township's developable lands in between the Garden State Parkway and Route 9 are currently located within the suburban planning area. These are generally the lands between the City of Absecon and the City of Port Republic. These are the lands that developed with most of the current housing in the Township, developed along arterial roads including Jimmie Leeds Road, Pitney Road, Wrangleboro Road, and the grid of residential streets between Jimmie Leeds Road and the White Horse Pike.

PA-3 (Fringe) – 0 acres

There are no areas in Galloway Township that are designated as a Fringe Planning Area by the current State Plan Policy Map.

PA-4 (Rural) +/- 1,700 acres

There are a few areas of Galloway that are located within the Rural Planning Area. These are primarily the relatively low density residential areas along Route 9, between Jimmie Leeds Road Moss Mill Road. These more rural areas are currently not densely developed, but do surround the existing villages of Oceanville and Smithville. There is also a small area of the Rural Planning Area near the Pomona Road interchange with the Garden State Parkway. There is very little development in this area, as it is mostly undeveloped woodlands.

PA-5 (Environmentally Sensitive) +/- 4,400 acres

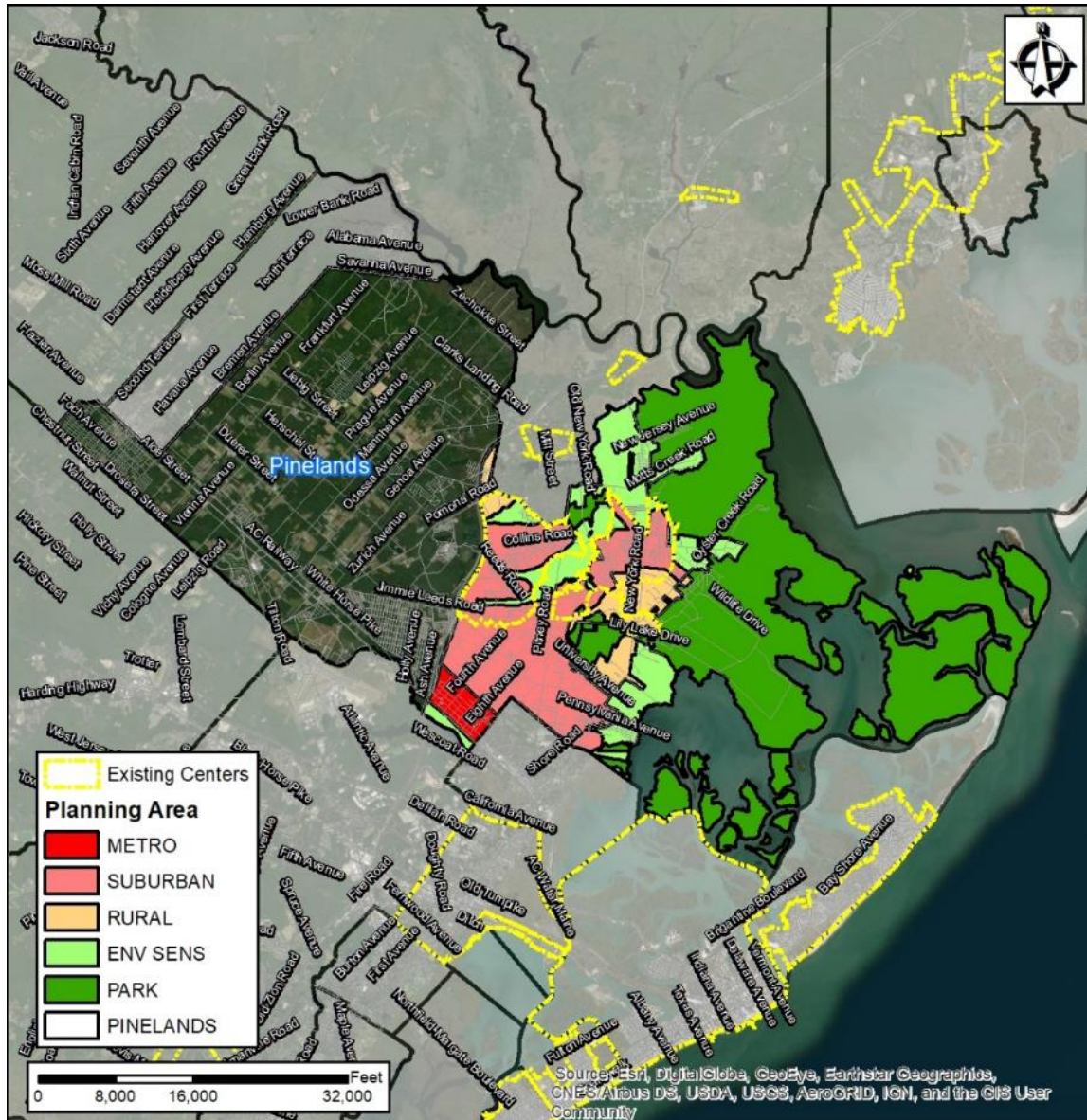
There are also areas in the Township that are designated within the Environmentally Sensitive Planning Area. These generally surround the suburban and rural planning areas described above, and encompass the stream corridors and wetlands that surround Mattix Run, Doughty Creek, and other waterbodies in the center of the Township.

Parklands / Pinelands +/- 17,800 acres (Parks) and +/- 26,500 acres (Pinelands)

In addition to the five planning areas described above, there are significant lands, in fact the majority of the lands in the Township that are not in any of the formal planning areas. The entire western third of the Township is within the Pinelands, and is subject to the Pinelands Comprehensive Management Plan, while almost all of the lands east of Route 9 is designated as parklands due to those marshlands being protected as a National Wildlife Refuge. These two large areas are intended to protect all of the critical wildlife habitat and other ecologically valuable areas of the Township.

With these constraints, development in the Township, both existing and proposed according to State Plan mapping, is concentrated in approximately 7,000 acres of the 57,500 acres that make up Galloway Township. Within the Pinelands, most of the Township is placed under zoning regulations that strictly limit development, except for the growth areas along the White Horse Pike, and in the village of Pomona.

Existing State Plan Policy Map



Proposed State Plan Policy Map

With this Plan Endorsement Process, the Township is proposing relatively few changes to the State Plan Policy Map. In addition to the three cores discussed above, the primary changes requested are as follows:

Route 9 – Designate the Route 9 frontages as PA-2 Suburban

Route 9 represents generally the eastern boundary of developable lands within Galloway Township, with most of the lands to the east of the highway within the Wildlife Refuge. Route 9 is already developed with residential communities and several golf courses, as well as the two villages of Oceanville and Smithville. All of the areas along Route 9 have already been declared by the governing body to be in need of redevelopment. Designating the frontage of Route 9 as Suburban would recognize this as a potential growth area with existing infrastructure in terms of roads, electric utilities, and public services, and allow for extensions of public water and sewer service to connect the core communities in the Township. These areas are already developed and this proposal does not involve or encourage development on ecologically sensitive or valuable lands. The majority of Route 9 lies outside of a floodplain, and outside of NJDEP mapped wetlands areas.

Providing extensions of public water and sewer service along Route 9 would also have environmental benefits, as the existing developments in this area are currently using aging and outdated on-site septic systems for sewage treatment, many of which are failing, which can cause contamination of the soil and potentially the groundwater in an area adjacent to a National Wildlife Refuge. Sewer service in particular would ensure that any such wastewater is removed from the area and treated properly before entering any stream or groundwater source.

As a major state highway, Route 9 is also a prime corridor for economic development given its connectivity to the larger region.

Chanese Lane – Designate as PA-2 Suburban

As an extension of the suburban designation on Route 9, Chanese Lane could benefit from such a designation as well. Chanese Lane extends perpendicular from Route 9 east towards the Wildlife Refuge, and in between two golf courses. The street has approximately 50 homes along its 1,000 feet of roadway, for relatively small and dense lots. The street is not currently connected to a public sewer system, and has many aging septic systems that are failing. A Suburban Planning Area designation would help to support the extension of proper infrastructure to the area

Jimmie Leeds Road – Maintain and Expand as PA-2 Suburban

Jimmie Leeds Road, between Seaview Avenue and Route 9 is currently designated as PA-2 Suburban, and the Township wishes for this designation to remain. The properties located just north of Jimmie Leeds Road are surrounded by paper streets, and located within the PA-4 Rural area. Jimmie Leeds Road, which is a County highway, is a major thoroughfare in the area, that provides connections to the Garden State

Parkway and Route 9, is planned for economic growth by the Township, and is zoned to permit commercial development near Route 9. Initial proposals from the State suggested that this area should be designated as environmentally sensitive. However, the area does not contain environmentally sensitive lands such as wetlands, nor is it in the flood hazard area, or currently habitat for any threatened or endangered species. It is undeveloped woodlands, but is otherwise not environmentally sensitive.

With the properties between Jimmie Leeds Road and Ezra Boyce Road potentially serving as a location for a new residential proposal, and new commercial development recently approved in the area, maintaining and expanding the PA-2 designation would accommodate the Township's goals on these lands, and a rural or environmentally sensitive designation may inhibit these goals. Jimmie Leeds Road is targeted as a growth area by the Township, and much of the infrastructure is already in place for this to occur.

Rural Planning Areas – Change to PA-5 Environmentally Sensitive, or PA-4B Rural/Environmentally Sensitive

The Township wishes to change the designation of the areas to the east and west of Route 9 in the Smithville and Oceanville areas from PA-4 Rural, to PA-5 Environmentally sensitive. Although this is a relatively minor change in terms of the development capacity of the lands, this may better reflect the Township's desire to limit development outside of the cores, and outside of the growth corridors. Galloway wishes to encourage development on highway corridors, and limit development in areas with limited direct access to their major transportation thoroughfares. In addition, these lands are adjacent to stream corridors and the Forsythe National Wildlife Refuge. A change to PA-5 Environmentally sensitive would reflect their potential to contribute to the environmental health of the lands.

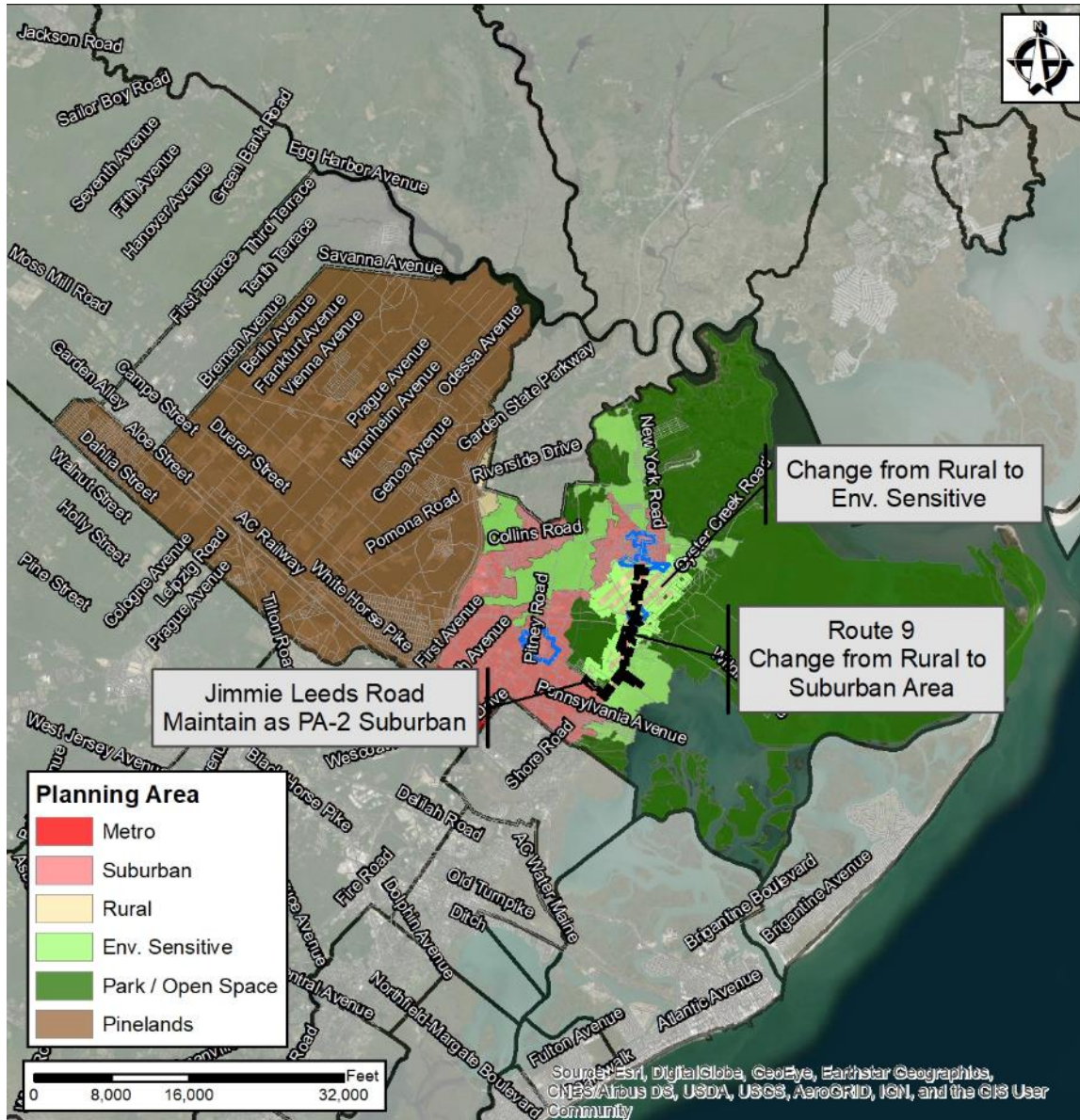
Proposed Cores

The three proposed cores have been outlined above.

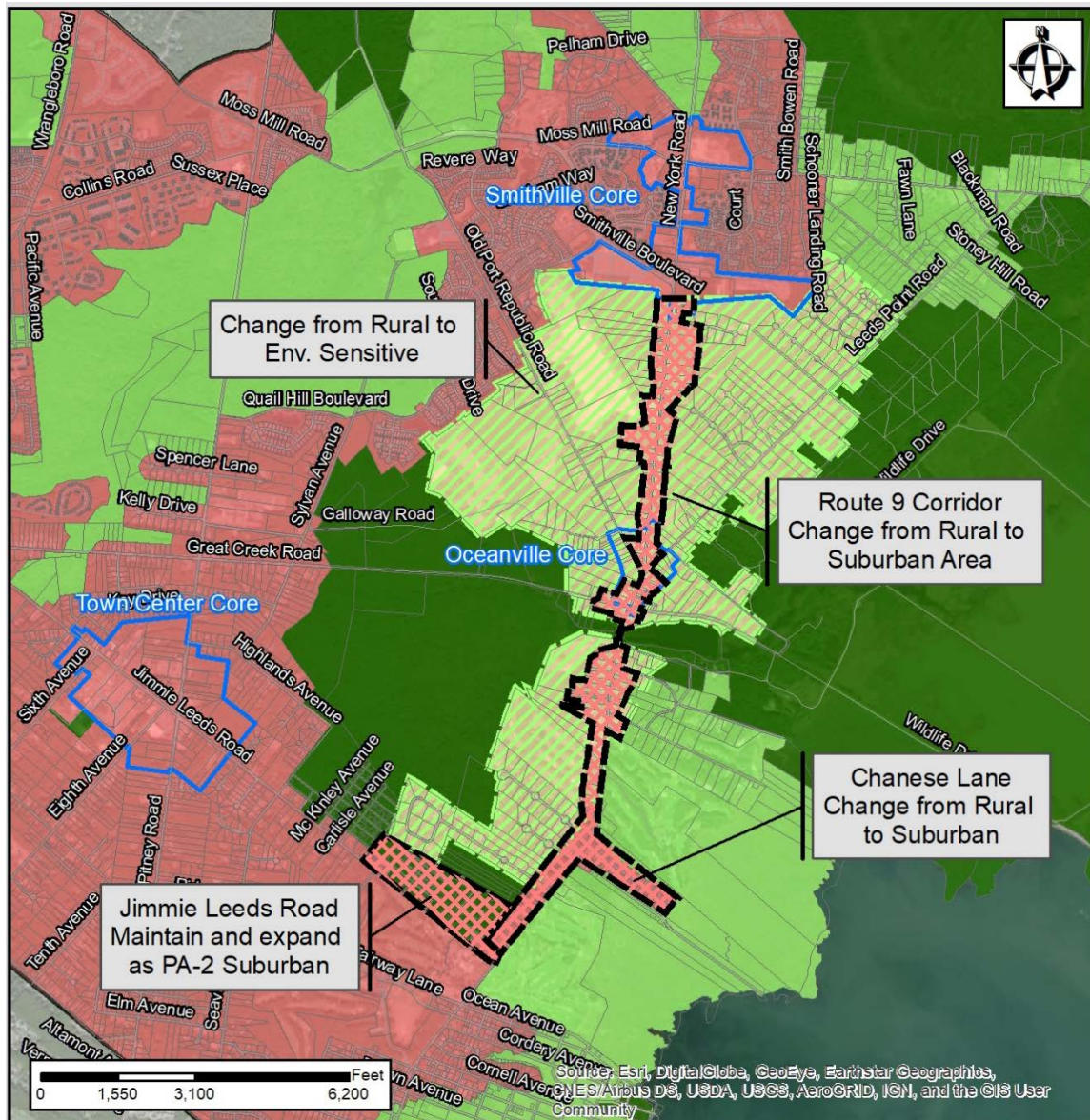
- Smithville
- Oceanville
- Galloway Town Center

The maps on the following pages illustrate the locations of the proposed changes.

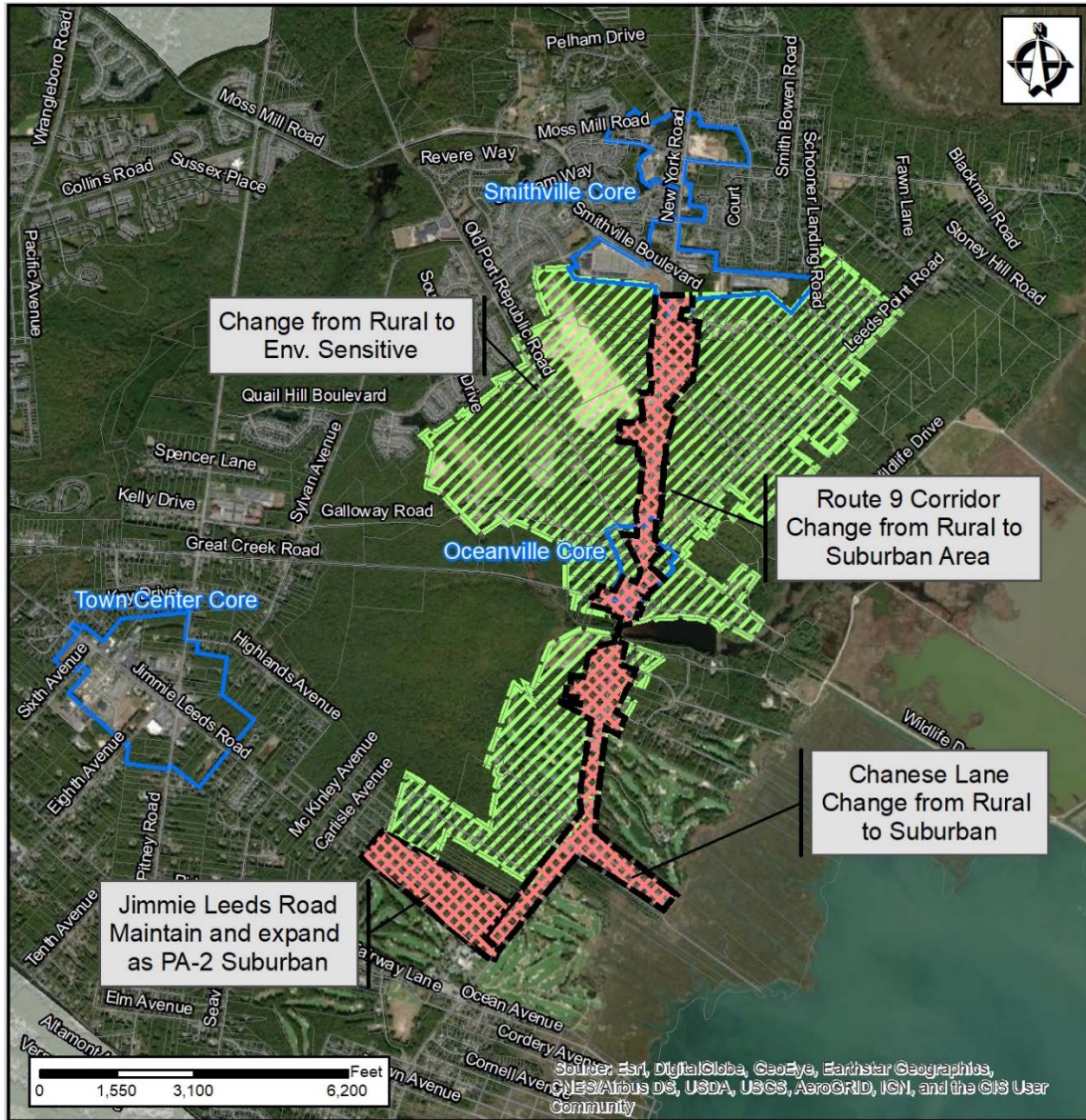
Proposed State Plan Policy Map:



Proposed Changes (showing Planning Areas)



Proposed Changes (not showing Planning Areas)



MAPPING

GIS Shapefiles of all proposed core boundaries, and Planning Areas can be provided.

STATE AGENCY ASSISTANCE / EXPECTED BENEFITS

Expected benefits include support for the extension of sewer service to Route 9, support for development in existing designated redevelopment areas, and transportation infrastructure improvements near the Garden State Parkway to allow for full interchanges.

SUMMARY

The Township is seeking assistance and/or support from the State for the following planning initiatives and projects:

- Acknowledgment of proposed Designated Core areas, and expansion of Suburban Planning Area designations.
- Extension of public sewer infrastructure along Route 9 between Jimmie Leeds Road and the village of Oceanville. A Planning Area – 2 Suburban designation would help to facilitate this initiative.
- Redevelopment of lands along Route 9
- Redevelopment of lands on Jimmie Leeds Road near the intersection with Route 9.
- Improvements to the interchange of Route 130 (White Horse Pike) with the Garden State Parkway to allow for a full interchange.

All proposed development areas and redevelopment areas in the Township are generally outside of the ecologically and environmentally sensitive areas of the Township, and adjacent to areas of existing infrastructure, if not already serviced by public infrastructure.

The Township’s existing plans, and those proposed within this Self-Assessment Report, are consistent with the goals, objectives, and policies of the State Development and Redevelopment Plan.

Appendix A

Resolution establishing Citizen’s Advisory Committee

RESOLUTION #068-21

RESOLUTION OF THE TOWNSHIP OF GALLOWAY TO CREATE THE PLAN ENDORSEMENT CITIZENS' ADVISORY COMMITTEE

WHEREAS, the Mayor and Council of Township of Galloway desire to obtain Plan Endorsement from the State Planning Commission; and

WHEREAS, Plan Endorsement is a voluntary review process developed by the State Planning Commission to provide the technical assistance and coordination of the State for municipalities, counties, and regional agencies to meet the goals of the State Planning Act and State Development and Redevelopment Plan; and

WHEREAS, the State Planning Act recognizes that coordination of the State action is necessary to help municipalities develop New Jersey's economy while protecting the natural, historic and recreational resources, providing adequate and diverse housing, and redeveloping our cities and suburban areas; and

WHEREAS, the purpose of the Plan Endorsement process is to increase the degree of consistency among municipal, county, regional and state agency plans with each other primary focus on where and how development and redevelopment can be accommodated in accordance with State Plan; and

WHEREAS, the State Planning Rules and Plan Endorsement Guidelines establish a comprehensive and coordinated planning process in order for a municipality to consider, and update as necessary, master plans, functional plans, development regulations and capital plans to be consistent with the State Plan and achieve plan endorsement; and

WHEREAS, through plan endorsement, master plans, functional plans, development regulations and capital plans should be coordinated and supportive of each other; and

WHEREAS, the State Planning Rules and Plan Endorsement Guidelines incorporate, and expand upon, the principles of the Municipal Land Use Law in order to help towns plan for a sustainable future; and

WHEREAS, pursuant to the Municipal Land Use Law N.J.S.A 40:55D-27, the Mayor may appoint one or more persons as a citizens' advisory committee to assist or to, collaborate with the planning board in its duties, including adoption of, and amendment to, the master plan to guide the use of lands within the municipality in a manner which protects the public health and safety and promotes the general welfare of the community; and

WHEREAS, the Plan Endorsement Guidelines and State Planning Rules require the appointment of a Plan Endorsement Advisory Committee to guide the municipality through the Plan Endorsement process; and

WHEREAS, the Plan Endorsement Advisory Committee shall consist of between 5 and 10 members, including one representative of the governing body, a Class IV member of the planning board; and two representatives of the public that do not hold a position, employment of office with the municipality; and

RESOLUTION # 68 -21

WHEREAS, the Mayor of the Township of Galloway hereby approves and adopts the following;

Township of Galloway establishes a Plan Endorsement Citizens' Advisory Committee consisting of between 5 and 10 members as follows;

Member of the Governing Body: Jim Gorman

Class IV Member of the Planning Board: Tony Coppola

Representative of local board, commission or committee: Mary Crawford

Member of the Public: Rick Goldberg & Jerry Savell

The members of the Citizens' Advisory Committee shall serve at the pleasure of the Mayor; and

The Citizens' Advisory Committee shall report findings and conclusions of its actions performed pursuant to the State Planning Board on next steps, but shall have no power to vote or take action required of the Planning Board; and

The Citizens' Advisory Committee shall also report to the Governing Body at least once a month on the status of plan endorsement; and

The Citizens' Advisory Committee shall be entitled to call to its assistance any personnel of and municipal department or consultant thereto as it may require in order to perform its duties; and

The Citizens' Advisory Committee is established for the purpose of: Guiding the plan endorsement the plan endorsement process for the municipality;

Increasing public awareness of, and participation in, the plan endorsement process for the community;

Serving as the liaison with the state, county, regional and local officials throughout the plan endorsement process;

Assisting the municipality in meeting the deadlines of plan endorsement;

Take the lead on completing the municipal self-assessment and submitting the required planning documents to the Office of Smart Growth;

Helping to facilitate community visioning as described in the Plan Endorsement Guidelines and community visioning standards;

Negotiating a draft Action Plan with the Office of Smart Growth, in collaboration with the planning board and governing body, to consist of actions that should be taken to adopt and/or update plans. ordinances and regulations in order to meet the plan endorsement requirements;

RESOLUTION # 068-21

Facilitating completion of the Action Plan items in order to achieve endorsement by the State Planning Commission and enjoy the benefits available to the municipality as a result of the endorsed plan.

THEREFORE, BE IT RESOLVED, that the Clerk of Township of Galloway shall transmit a copy of the resolution and the notice as required in the State Planning Rules to the State Planning Commission

Certified to be a true copy of a Resolution adopted by the Council of the Township of Galloway, County of Atlantic, State of New Jersey on the 9th day of February, 2021.

TOWNSHIP OF GALLOWAY

Kelli Danieli, RMC

Kelli Danieli, RMC
Township Clerk

Recorded Vote:	MOTIONS	AYE	NAY	ABSTAIN	ABSENT
Clute		X			
Coppola	2	X			
Crawford	1	X			
DiPietro		X			
Maldonado		X			
Santo		X			
Gorman		X			