

Brief Overview of 2005 Reexamination

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Section

I Introduction

Knowing our past....

Knowing our past, understanding how and why our social makeup, economic condition and the physical layout of our manmade environment evolved into what it is today is very important. We can only plan our future by knowing and understanding our past. We are doomed to repeat the mistakes of our past if we are not a student of history. It's true that we learn more by our mistakes. However it is usually at a great expense. It is much less expensive to learn from other people's mistakes from the past. History can teach us this.

The Municipal Land Use Law

The Municipal Land Use Law - MLUL (NJSA 40:55D-1, et seq) requires that every municipality in New Jersey which has adopted a master plan and land development regulations periodically review and revise, if necessary, those documents every six years. This Reexamination Report is essentially the Absecon City Planning Board's checklist of things that should be addressed over the next six years. It lists portions of the Master Plan and developmental regulations that should be amended or at least studied. This report is a commentary on the Master Plan. It is a statement of what should be changed in the future. While the Master Plan is still a viable planning and policy document for the City, planning is not a static process. The economy, legislation and development trends continually impact the planning and land development field.

**TABLE I -1 - CHAPTER 224 - LAND DEVELOPMENT ORDINANCES
ADOPTED 1999 -2005**

Ordinance	Description	<u>Status</u>
02-1999	Site Plan Waiver Requirements	Adopted by Council – 02/18/99
11-1999	Fees and Escrows	Adopted by Council – 06/17/99
20-1999	Bed & Breakfast Overlay	Adopted by Council – 12/16/99
01-2000	Professional Office Overlay	Adopted by Council – 02/17/00
08-2000	Expand C-2 District along US Route 9	Adopted by Council – 07/20/00
11-2000	Senior Citizen Housing Community Overlay	Adopted by Council – 10/19/00
14-2000	Expand Park & School & Public Building District	Adopted by Council – 12/21/00
15-2000	Motel Use in Highway Commercial District	Adopted by Council – 12/21/00
16-2000	Expand C-1 District into PK District (Formerly Memorial Field)	Adopted by Council – 12/21/00
17-2000	Site Plan Waiver Requirements Administrative Review	Adopted by Council – 12/21/00
18-2000	Expand Industrial/Planned Industrial District	Adopted by Council – 12/21/00
08-2002	Expand permitted uses in C-1 (Former Memorial Field site)	Adopted by Council – 07/18/02
14-2003	Accessory Building, Garage Definitions	Adopted by Council – 12/18/03
20-2003	Fees and Escrows, Special Meetings, Zoning Permit	Adopted by Council – 11/20/03
05-2004	Definitions – Porch, Deck, porch or deck setbacks	Adopted by Council – 04/01/04
10-2004	Exception for single-family dwelling with pre-existing non-conforming bulk and area conditions	Adopted by Council – 11/04/04

III Inventory Existing Land Uses

Absecon City is approximately 7.24 square miles (or 4,638.6 acres) in size.

Of the 4,638.6 acres, approximately 2,488 acres (or 53.6%) are State regulated open water or wetlands.

Approximately 2,150 acres (or 46.4%) are uplands (or developable acres).

Absecon City's developable acres consists of approximately 644 acres of commercial / industrial zoned lands (or 13.9%).

Approximately 1,445 acres residential zoned lands (or 31%)

Approximately 204 acres of park / schools / public building zoned lands (or 4.4%).

The City of Absecon owns approximately 440 acres (or 9.5% of the total lands in Absecon).

Of the 440 acres of City owned lands, approximately 214 acres (or 4.6% of the total lands in Absecon) are State regulated freshwater and coastal wetlands.

Our City Parks and Public Buildings include approximately 120 acres (or 2.6% of the total lands in Absecon) *This area includes, City Hall, Heritage Park, Pitney Park, Veteran's Park, Public Works Building, Public Works Storage Yard, former Swim Club site and other public lands through-out Absecon.*

City owned vacant lands consist of approximately 104 acres (or 2.2% of the total lands in Absecon).

City owned vacant lands includes numerous undersize infill lots through-out Absecon. This area also includes larger contiguous parcels adjacent to Pitney Park and in the northwestern portion of Absecon in the R 2 Residential District.

Of the 440 acres of City owned lands, approximately 49% of the City owned lands are State regulated wetlands.

City Parks and Public Buildings represent approximately 27% of the City owned lands.

Approximately 24% of City owned lands are still vacant (or just over 2% of the total lands in Absecon). (See Tables below)

Table III A Inventory of Land Uses by Zoning District

ZONE DISTRICT	AREA IN ACRES	AREA IN SQ. MILES	PERCENT
C1	42.539	0.066	0.92%
C2	18.199	0.028	0.39%
C3	35.727	0.056	0.77%
CH/I	22.130	0.035	0.48%
CR	2323.163	3.630	50.08%
DC	29.409	0.046	0.63%
HC	87.037	0.136	1.88%
HD-1	143.838	0.225	3.10%
I/PI	287.271	0.449	6.19%
SPB/PK	204.458	0.319	4.41%
PSCC	48.211	0.075	1.04%
R-I	32.817	0.051	0.71%
R1	223.486	0.349	4.82%
R2	1026.181	1.603	22.12%
R3	53.436	0.083	1.15%
R4	60.687	0.095	1.31%
TOTAL	4638.589	7.248	100.00%

TABLE III B
INVENTORY OF COMBINED LAND USES BY DISTRICT

LAND USE	AREA IN ACRES	AREA IN SQ. MILES	PERCENT
Commercial / Industrial Districts	644.020	1.006	13.88%
Residential Districts	1444.818	2.258	31.15%
Church / Institutional	22.130	0.035	0.48%
Park / Schools / Public Building Districts	204.458	0.319	4.41%
Conservation District	2323.163	3.630	50.08%
TOTAL	4638.589	7.248	100.00%

TABLE III C INVENTORY OF UPLANDS AND WETLANDS			
TYPE	AREA IN ACRES	AREA IN SQ. MILES	PERCENT
UPLANDS	2150.551	3.360	46.36%
WETLANDS	1399.155	2.186	30.16%
OPEN WATER	1088.874	1.701	23.47%
TOTALS	4638.580	7.248	100.00%

TABLE III D - INVENTORY OF CITY OWNED LANDS

TYPE	AREA IN ACRES	PERCENT
CITY PARKS AND PUBLIC BUILDINGS (This area includes City Hall, Pitney Park, Heritage Park and other public lands throughout Absecon)	120	27.27%
VACANT LANDS (This area includes wooded public lands including numerous small infill parcels of land throughout Absecon)	104	23.64%
WETLANDS (This area includes non-buildable State regulated freshwater wetlands and coastal wetlands)	214	48.64%
STORMWATER BASINS (This area includes lands that include public stormwater management facilities and drainage basin areas)	2	0.45%
TOTAL	440	100.00%

Note: Areas shown are approximate and are subject to confirmation by actual survey and / or on-site wetlands delineation by qualified professionals.

CITY OWNED LANDS		
TYPE	AREA IN ACRES	PERCENT
PARKS AND PUBLIC BUILDINGS	120	2.59%
VACANT LANDS	104	2.24%
WETLANDS	214	4.61%
STORMWATER FACILITIES	2	0.04%
BALANCE OF LANDS WITHIN MUNICIPAL BOUNDARIES	4,198.58	90.51%
TOTAL	4638.58	100.00%

V The extent to which such problems and objectives have been reduced or have increased.

Residential Development

According to the NJ Dept. Of Labor, Division of Labor Market & Demographic Research, the population projections for the age group of 55 and over from 1994 to 2010 is expected to increase 28% in Atlantic County.

Since the 1999 Master Plan review, approximately 338 new residential units have been built along with 6 commercial units.

Of the new residential units, approximately 103 were single family homes, 93 were hotel units and 142 were condo apartments.

In 2005 alone we have seen 43 additional hotel units on the White Horse Pike, 22 age restricted units at the Woodlands on Pitney Road, another 26 condo apartments at Oyster Bay and a number of single family dwellings on infill lots.

Since the 1999 reexamination Absecon has adopted a age-restricted housing ordinance and as the result three age-restricted housing projects have received development approvals and one is currently under construction.

Stoneybrook – 269 units,
Beazer Homes – 125 units
and *Absecon Seniors* another 85 unit project on New Jersey Avenue at the former Marsh School site.

This will result in an approximately an additional 479 units.

This could translate into an approximate increase in population of over 1,000 new residents in the near future.

This increase in population without the burden of the expense of education and additional density will attract more commercial ratables and help increase the rent structure of our downtown commercial district.

Given that Absecon is primarily a residential community;

1. The City should continue to adopt land use policies that promote age-restricted housing that encourage developers to provide needed senior housing for our aging population. Encourage age-restricted housing complexes to help off-set increased costs for educating our children.
2. Adopt land use policies that maintain and preserve existing single family

neighborhoods;

3. Continue support of efforts to develop affordable housing for families and specifically those units designed to serve senior citizens, within the designated districts to meet the municipality's obligation in accordance with COAH requirements.
4. Adopt land use policies that encourage the development affordable housing within reasonable walking distance of the Absecon Train Station.

Environment

Absecon City's environmentally sensitive coastal wetlands areas are sufficiently regulated by State and Federal protection laws. The State Development & Redevelopment Plan (The State Plan) describes Absecon's coastal wetlands areas along State Highway Route 30 & State Highway Route 9; and Absecon's transitional freshwater wetlands areas as valuable ecosystems and wildlife habitats. These large contiguous areas of wetland habitats should be maintained to protect sensitive natural resources. The State Plan has placed all wetlands areas including upland portions on state highways in the Environmentally Sensitive Planning Area (PA5). The NJDEP Coastal Zone Management Rules, dated 8/2/99 impose a maximum coverage of 3% of upland areas excluding required upland buffer areas.

Flood Protection

Since New Jersey hasn't seen the eye of a hurricane touch down since 1903, we have not taken the threat seriously.

Absecon residents must be educated as to the serious damage that could be inflicted on people and property in Absecon. The National Oceanic and Atmospheric Administration (NOAA) recently conducted a simulation of a Category 3 hurricane traveling at 30 miles per hour making a direct hit on the Delaware River basin during high tide. According to the NOAA, a direct hit of a Category 3 hurricane during high tide would cause heavy property damage. In a Category 3 hurricane the storm surge would be 13 feet not including wave action. Wind speed could generate wave crests of 10 to 25 feet higher.

Given that Absecon is in an area adjacent to coastal barrier islands, subject to severe impacts from coastal storms, the City of Absecon should ensure continued implementation of those programs that will minimize property damage and protect the safety and welfare of its residents.

According to National Oceanic and Atmospheric Administration (NOAA) Storm surge is water that is pushed toward the shore by the force of the

winds swirling around the storm. This advancing surge combines with the normal tides to create the hurricane storm tide, which can increase the mean water level 15 feet or more. In addition, wind driven waves are superimposed on the storm tide. This rise in water level can cause severe flooding in coastal areas, particularly when the storm tide coincides with the normal high tides. Because much of the United States' densely populated Atlantic and Gulf Coast coastlines lie less than 10 feet above mean sea level, the danger from storm tides is tremendous.

In the wake of Hurricane Katrina's devastation there is now a very conscious realization that a coordinated response and assistance program must be planned now. Absecon must work closely with county, state and federal emergency response teams.

Economic Development

School Budget

Since 1999 the School District tax has increased 31%;

Rent from leasing Marsh School to Atlantic County has stopped;

Income from interest and other sources has been reduced;

State Aid has increased 33%;

Debt Service State Aid has increased 310%;

State grants has been reduced 22%;

Federal Grant funds has increased buy almost 200%.

Even with State Aid and Federal Aid increasing, and the elementary school enrollment declining, the annual budget local taxes for our schools have **increased over two million dollars (\$2,000,000.)** since 1999.

School Expenses

Since 1999 the amount of tuition paid to Pleasantville increased over 31%;

Tuition to the Atlantic County Institution of Technology was added to our school costs;

Private / Handicapped costs have increased over 140%;

Charter school costs have increased over 36%;

Debt service costs has increased just over 8%.

Atlantic County Special Services has been reduced by 31.7%.

Non-Public School Costs has been reduced by 22.3%.

Even with the with the reduction of costs to non-public schools and Atlantic County Special Services School the district **cost has increased over 26% since 1999.**

School Enrollment

The elementary and middle school enrollment has decreased while enrollment in non-public, charter schools and the county vocational school has increased. This has resulted in a **reduction of 11 students** since 1999.

Tax Levy

Tax levy budgeted for the 1999-1999 school year was \$6,547,234.

Approximately 80.1% was collected from residential ratables.

Tax collection from residential ratables was approximately \$5,237,787.

Tax levy budgeted for the 2004-2005 school year is \$8,955,406.
(Approximately 32% increase from 1999)

Of that amount approximately 79.6% is collected from residential ratables.
Tax collection from residential ratables is approximately \$7,128,503.

In 1999, the ratio of real estate tax assessments was 19.9% commercial with residential assessments at 80.1%.

In 2005, the commercial real estate assessments have slightly increased to 20.4% of the total municipal assessments. The burden of the remaining 79.6% of the real estate taxes rests with the residents.

Education Costs

Each dwelling built represents an average shortfall of \$625. at the current tax rate provided the current State and Federal aid continues.

The average total cost per student is approximately \$8,792.¹ including expenses paid with State and Federal aid. If we did not have State and Federal aid the short fall per dwelling unit would substantially greater. A serious concern is the future possible reductions in State and Federal Aid. Education costs will continue the tread upward. More families will be taking advantage of charter schools, Atlantic County Institute of Technology and Pleasantville High School rather than pay high real estate taxes and tuition for private schools. The current school district tax rate cannot cover total cost for education without help from the State or Federal government.

¹ \$10,911,193. 2004-2005 School district expenses \ 1,241 students.

The growth of commercial ratables and age-restricted housing must be encouraged by the City to help reduce the tax burden on the homeowner.

Transportation

Given the growth and success of the casino hotel industry in Atlantic City, together with the perceived trend for continuing redevelopment and growth in that city, the City of Absecon should remain committed to the maintenance and improvement of traffic movement to and from the island. Given the substantial increase of through traffic via State Highway Route 30; the completion major improvements by the NJDOT (which include a six lane divided highway dividing our city), the City of Absecon should continue to seek assistance from the State of New Jersey for funding to mitigate the negative impacts imposed on the City of Absecon by Atlantic City's successful casino industry.

The City of Absecon should obtain assistance from both the State of New Jersey and Atlantic County for streetscape and roadway improvements to provide for safe and convenient movement of vehicles and pedestrians through the City of Absecon.

In 1999 it was recommended that consideration should be given to the possibility of the construction of a pedestrian bridge from the existing railroad platform over and across the train station parking, the new municipal parking lot, across the six lane divided State Highway Route 30 to the Downtown Clock Plaza on New Jersey Avenue. This would provide a pedestrian link from our downtown business district, New Jersey Avenue (Our Main Street) to the existing train station. This encourage the increase of much needed ridership on the train, provide a safe connection between a divided Absecon City, allow for a pedestrian connection of the municipal parking lot on the east bound side of State Highway Route 30, encourage the development of commercial between the train station and New Jersey Avenue and encourage the revitalization of both sides of State Highway Route 30 in our Central Business District.

Recreation Facilities

The Absecon Social & Athletic Club ("ASAC") and Blue Devils has reported the enrollment in the organized sports program is experiencing steady growth year round. Each year large numbers of children enroll in the basketball program, football / cheer lending program, soccer program, and baseball program. It is estimated that 300 - 350 children enroll into each sports program. Basketball, baseball, soccer, football / cheer leading together include 1,200 to 1,400 children participating in all the sports

programs year-round. This encompasses more than half of the households in Absecon.

As a result of a recent meeting with ASAC, a list of recreation field needs was provided based on their experience and the anticipated base on their experience and the anticipated needs of the minimum recreation facilities recommended by ASAC includes the following:

- Practice football field
- Indoor swimming pool with community center.
- Minimum of two outdoor basketball courts.
- Wall ball.
- Skate Board Park.
- Street Hockey Rink

Reconstruction / renovation of existing baseball field near the former tennis courts at Pitney Road

Given the continued need to provide recreational facilities for all of Absecon's residents that are well-maintained and safely utilized, the City of Absecon should work to implement the recommendations of the Parks and Playgrounds Committee and other volunteer organizations such as the Absecon Social and Athletic Club (ASAC), the Blue Devils Organization and the Field of Dreams of South Jersey Organization.

VI Changes in Assumptions, Policies and Objectives

State High way Route 30 Project

After more than ten years of planning the NJDOT started Phase 1 of the State Highway Route 30 improvements. The six lane divided highway was completed through Absecon in 2004. **Phase 2 as promised by NJDOT was to include the construction of a west bound access road along the rear of lots fronting on the south side of State Highway Route 30. This access road was to provide for a secondary access for loading and unloading for commercial establishments along US Route 30, provide for public safety and help relieve traffic congestion.**

New Stormwater Management Ordinance

A municipal stormwater management ordinance must be adopted by the City in accordance with NJAC 7:8, Stormwater Management Design. By April 2006 the final plan is required to be submitted to the Atlantic County Planning Division for review.

COAH Affordable Housing

The New Jersey Council on Affordable Housing adopted the third round methodology, the new State housing plan that ensures the provision of affordable housing for families and seniors in a way that provides greater consistency with the State Plan, and creates incentives for very low-income and rental units.

NJ State Development and Redevelopment Plan

The New Jersey State Planning Commission in their adopted the "Development and Redevelopment Plan", adopted March 1, 2001, reports ...*"Nearly a million more people will call New Jersey home by the year 2020. And over 800,000 more people will work in the state by the year 2020."* That means over nine million people will live in New Jersey, which is already the most densely populated state per square feet in the nation.

According to Development and Redevelopment Plan (State Plan) the general plan strategy is to achieve all the State Planning Goals by coordinating public and private actions to guide future growth into compact, ecologically designed forms of development and redevelopment and to protect the environs, consistent with the Statewide Policies and the State Plan Policy Map.

The following are the goals from the State Planning Act:

1. Revitalize the State's Cities and Towns
2. Conserve the State's Natural Resources and Systems
3. Promote Beneficial Economic Growth, Development and Renewal for All Residents of New Jersey
4. Protect the Environment, Prevent and Clean up Pollution
5. Provide Adequate Public Facilities and Services at a Reasonable Cost
6. Provide Adequate Housing at a Reasonable Cost
7. Preserve and Enhance Areas with Historic, Cultural, Scenic, Open Space and Recreational Value
8. Ensure Sound and Integrated Planning and Implementation Statewide

Absecon City Planning Board recognizes the need to embrace the State Plan goals and design recommendations to help balance land use, transportation and open space interests in an environmentally sensitive manner.

State Plan Cross Acceptance

Absecon City has participated in the Cross Acceptance process as outlined in the State Plan. The process was facilitated by the Atlantic County Division of Planning in February – April 2005. The City requested Atlantic County to submit a plan entitled “Requested Designation Adjustment, Municipal Zoning, Absecon, Atlantic County, NJ, dated March 2001 to the New Jersey State Planning Commission for review and acceptance as part of the State Plan. (See Exhibit VI –1)

The NJDEP is using the State Plan designations as part of their review process in accordance with the Coastal Zone Management Rules and Coast Permit Rules.

The State Development and Redevelopment Plan allows State reviewing agencies give a degree of priority to designated centers or communities consistent with the State Plan. It is recommended that the City authorize the preparation and submission of a center designation petition to the office of State Planning. The Atlantic County Department of Regional Planning and Development will offer some technical assistance to any municipality in Atlantic County who wishes to file such a petition.

Transportation Equity Act

The passage of new federal transportation law regarding the planning, funding and construction of transportation projects has a far-reaching impact in New Jersey and potentially in Absecon City.

The legislation also provides federal funding for locally-based projects called Transportation Enhancements. These projects include facilities such as pedestrian and bicycle paths, tourist welcome centers, historic preservation of transportation facilities and downtown streetscape improvements. This type of funding may be available for projects that support several Master Plan goals and objectives. The funding is allocated through the NJDOT, with the Atlantic County Division of Planning, providing local assistance to grant applicants.

Residential Site Improvement Standards

The Residential Site Improvement Standards (RSIS) now supersede local design standards for new residential streets. The RSIS do not require the City to revise or amend the Master Plan or Land Development ordinance, however, it is clear that where local design standards are divergent from the RSIS, the RSIS will prevail.

VII Changes Recommended for the Master Plan

Developmental Ordinance Amendments

Summary of the 2005 Master Plan Recommendations Zoning District Changes

1. Portion of R 2 District to be changed to SPB / PK District.

According to the Absecon Tax Office there are **3,030** residential units, which does not include the above additional **479** units. This is up from the approximate 2,800 residential units from the 1999 reexamination.

According to the New Jersey State Development and Redevelopment Plan, *"Nearly a million more people will call New Jersey home by the year 2020. And over 800,000 more people will work in the state by the year 2020."*

In 2004, the Mayor assembled the "Vacant Land Committee" which consisted of a group of municipal officials, which included City Council members, School Officials, Board of Education members, municipal and planning board professionals. The group met through April and May of 2004. Their charge was to examine vacant land in the city and to study the impact on the city and school system if the city property was to be sold. The concluding committee recommendations stated :***"Limiting the sale of the land will keep property values high. Limiting use of the land through zoning can limit potential increase in school enrollment."***

City owned vacant lands consist of approximately **104 acres** (or **2.2%** of the total lands in Absecon). City owned vacant lands includes numerous undersize infill lots through-out Absecon. This area also includes larger contiguous parcels adjacent to Pitney Park and in the northwestern portion of Absecon in the R 2 Residential District.

The population in Absecon will continue to increase. It is the future of Absecon that must be addressed. We foresee a need for additional open space within the existing residential districts within reasonable walking and / or biking distances from the neighborhoods. The expansion of the bike path system, community pool and recreation center, skate board park, street hockey, outdoor basketball courts, etc. all can be accommodated in the future on lands that we set aside now.

It is recommended that the existing privately owned single family homes and privately owned vacant parcels within the zone change area at the time of the adoption of this change will retain their rights to develop their properties in accordance with permitted uses and bulk and area requirements of the existing R 2 District without the requirement the seek relief from the Zoning Board of Adjustment.

2. Proposed Age-Restricted Overlay on the HD 1* Highway Development District (*AKA – HD Highway Development district in Article XIV)

The HD-1 District is situated along US Route 30, bounded by the railroad, the City of Pleasantville boundary line and coastal wetlands with a 240 degree scenic vista of the adjoining open coastal wetlands and the Atlantic City skyline. The existing HD-1 Highway Development District area consists of a number of antiquated motels, a drive-in theater that has been closed for over 20 years, vacant land, and a bus parking lot. This area also includes a newly constructed Home Depot and Staples retail store. The previous owners of the Home Depot and Staples site tried for many years to develop a 100 unit hotel sites, without any success. Even with the hotel developer being able to qualify for a state liquor license to go along with a 100-room hotel there were no takers. The previous owner for years believed that with the zoning permitting building heights to elevation 70, close proximity to Atlantic City and view of the Atlantic City skyline, hotels as high as 6 stories would be developed. The hotel developers never materialized. Research of the Atlantic City hotel market did provide answers. Most of Atlantic City's casino patrons are still day-trippers. Casino Hotels such as the Borgata has increased overnight stays but not enough to justify more non-casino hotel development. Most of the overnight market is "comped" rooms for the high-rollers and other frequent patrons in the casino hotels. A non-casino hotel requires at least 65% occupancy to maintain its operation. The Sheraton Convention Hotel at the base of the Atlantic City Expressway just makes it to the 65% level of occupancy. Many other non-casino hotels just fall short of the needed minimum occupancy. Because of this there has been little non-casino hotel development has seen in adjoining Atlantic City and Absecon.

Absecon City, like many other communities desire to reduce tax burden on the residents by increasing commercial rateables to help offset rising education costs. Commercial developers look for sustainable markets to feed the commercial establishments. Commercial developers always look for density. They count roof-tops within a close proximity of the commercial area. Without adequate densities commercial developers cannot finance their projects and will not attempt such an investment.

Absecon desires to generate economic growth locally to encourage more commercial development along the White Horse Pike corridor and Absecon's downtown main street, New Jersey Avenue. Permitting age-restricted housing will add much needed rateables without the burden of the education expenses, add more people to encourage more commercial growth and allow for the reuse and redevelopment of existing vacant lands, the under utilized and antiquated old motels and drive-in theater site.

The proposed Age-Restricted Overlay District should be similar to the

current Absecon Developmental Ordinance § 224-242B which permits age-restricted independent living facilities, assisted living facilities, medical facilities, adult day care, congregate senior residences, adult retirement communities and such accessory uses that are customary and incidental to the principal uses.

The proposed Age-Restricted Overlay ordinance should include applicable setback requirements and buffering requirements for adequate screening of residential uses from the White horse Pike and permitted commercial uses in the HD Highway Development District (Absecon Developmental Ordinance § 224-83). The proposed ordinance should include building height as permitted by the Absecon Land Development Ordinance, § 224-84. A permitted building height up to six stories would allow the residents to enjoy the open vista looking out over the coastal wetlands and bay towards the Atlantic City skyline.

3. Portion of I / PI Industrial / Planned Industrial Area district to be changed to R 2 District.

The existing I / PI Industrial / Planned Industrial Area District west of Mill Road is bounded by the R 2 Residential District to the north, the Conservation District to the south and west and existing residential uses to the east across Mill road in the I / PI District. The area in question has no Industrial uses. The Zoning Board of Adjustment granted a use variance and subdivision approval to permit residential uses on Lot 21 in Block 192, which is a large portion of the area in question. A large portion of this area is state regulated freshwater wetlands.

4. Portion of I / PI Industrial / Planned Industrial Area District to be changed to R 1 District

The existing I / PI Industrial / Planned Industrial Area District east of Mill Road is bounded by the R 1 Residential District to the north and east, the Conservation District to the south and existing residential uses to the west across Mill Road in the I / PI District. The area in question has no Industrial uses. A large portion of this area is state regulated freshwater wetlands and coastal wetlands.

5. Portion of R 2 District to be Change to PK District

There are seven city owned parcels of land through-out the R 2 District that are maintained parks by the city or undevelopable wooded open space.

6. Portion of HC Highway Commercial District to be changed to SPB District

A portion of the HC Highway Commercial District is bounded by the Absecon Fire Department property on two sides, which is situated in the SPB District and is separated from the HC Highway Commercial District by the White Horse Pike (US Route 30) and New Road (US Route 9). This property was for many years prior Al Zona's auto service station. Thus the current HC Highway Commercial District designation. After being purchased by the NJDOT for the widening of US Route 30 the remaining unused portion was converted into a mini-park with plantings and benches. The city should consider changing the zone to allow the possible future expansion of the Fire House.

7. Portion of R 2 District to be changed to SPB District

Isolated and vacant city owned parcel fronting on Pitney Road adjoins school property is recommended to be changed from R 2 District to SPB District.

8. Portion of SPB District to be changed to R 2 District

A portion of the SPB District is surrounded by the R 2 District on three sides and is separated from the adjoining SPB District Webb Road.

9. Proposed Absecon Train Station Area Overlay on portion of C 1 Central Business District and on a portion of HC Highway Commercial District.

The Absecon Train Station Area Plan proposes a strategy to revitalize the area by developing mixed uses, which will add more pedestrian activity, increase trade in the Absecon Central Business District and encourage the development of affordable housing to conform to our COAH obligation, pedestrian links and transit ridership. The plan will create a stronger sense of community in the area, by using the Train Station as a focus; redevelop the old Downtown Central Business District; and connect the Absecon Train Station to New Jersey Avenue (Absecon's "Main Street" in our Downtown Central Business District).

Like many other urban and suburban business districts through the state, Absecon has suffered over the years from the fate of creeping deterioration as retail activity has become more concentrated in large regional shopping areas and the consequent loss of the economical vitality has made the center of a small town a less attractive for other commercial uses.

The loss of pedestrian traffic from city employees and the Marsh School staff due to the relocation of City Hall and the Marsh School has also had a major impact on our downtown Main Street and Central Business District. Our New Jersey Avenue Central Business District has slowly adapted to the change in the retail market. New Jersey Avenue has evolved into a place where we run more errands than actually do slow paced casual shopping.

The newly constructed six lane divided State Highway Route 30 has changed the character of downtown Absecon forever. Now, residents question how Absecon's downtown will survive in the future, especially in terms of competition brought on by large, regional discount stores.

The Absecon Train Station Area Plan encompasses an area within a reasonable walking distance the Absecon Train Station on both sides of State Highway Route 30. The boundaries of the area is the railroad right of way to the south, Shore Road to the east, Church Street to the north and School Street and Southwest Street to the west. The core of the Absecon Train Station Area is the 100 block of New Jersey Avenue. Existing community facilities include the Downtown Clock Plaza, Absecon Historical Society Museum "Howlett Hall", municipal parking lots, (one north of State Highway 30 and one south of State Highway 30). The Absecon Train Station Area also includes the recently approved Absecon Senior Project on the former Marsh School site. In Addition the Absecon Public Library and two historic places of worship are within the blocks adjoining the Absecon Train Station Area.

Presently, Absecon's downtown consists of mostly service-oriented establishments, with only a small percentage of retail establishments along New Jersey Avenue.

A review of the existing conditions shows that the Absecon Station Area has a good potential for revitalization. Community facilities which draw people to the area are an asset, and residential neighborhoods that adjoin the area are sound. There is a need to attract more neighborhood and commuter service shopping facilities to the area in order to create more activity downtown.

Existing historic landmarks like the Pitney House, United Methodist Church, Absecon Presbyterian Church, Odd Fellows Hall and Absecon's Historical Society Museum Howlett Hall should be promoted to encourage a viable downtown.

We need to look for ways to attract more people to our "Main Street" New Jersey Avenue. We need to find ways to attract more retail establishments.

With the addition of Home Depot and possibly another large discount retailer in Absecon's future, the city must look for vehicles to strengthen our Central Business District by attracting people to our "downtown". A pedestrian friendly enhanced streetscape with brick paved sidewalks and brick paved roadway to act as a traffic calming measure and additional parking should be encouraged.

Age Restricted housing now planned on the former Marsh School site within walking distance of downtown will help strengthen our small town "downtown" and will add much needed pedestrian activity to downtown which will be a benefit to the community. The proposed development will encourage further investment on New Jersey Avenue which will in turn substantially improve the rent structure for our downtown Central Business District.

The following goals have been developed for the Absecon Train Station Area.

- Increase trade in the Central Business District;

- Improve public safety by encouraging pedestrian friendly infrastructures;

- Encourage the creation of a pedestrian-oriented downtown with a pedestrian bridge link from Absecon 's Main Street " New Jersey Avenue" to the Absecon Train Station platform;

- Add affordable residential units in accordance with the Council on Affordable Housing (COAH) and office uses at increased densities within walking distance of the shopping and transit facilities to stimulate pedestrian activity, enliven the Central Business District, reduce auto trips and generate transit riders;

- Encourage additional measures to reduce traffic congestion and meet clean air standards;

- Encourage pedestrian activity by improving the quality of the pedestrian environment; and

- Encourage commuter convenience and service facilities close to the Absecon Train Station.

The primary goal of the Absecon Station Area Plan is to increase trade in the Absecon Central Business District, provide for affordable residential units in accordance with COAH and to restore Absecon's downtown image as a town center. The strategy to achieve this goal has two main objectives: to locate more potential customers in the area by adding apartments, retail shops and offices; and to provide the types of retail and services, as well as the enhanced atmosphere, which will attract additional customers and increase the rent structure downtown.

These two objectives reinforce each other: a larger customer base will draw merchants to the area to provide neighborhood and commuter shopping services and will create the incentive to merchants to improve their stores and the streetscape; conversely, the larger the variety of services provided, and the more pleasant the surroundings, the more likely the area will attract shoppers.

The other goals also reinforce the goal of increasing trade in the Absecon Train Station Area. Pedestrian activity provides a lively atmosphere which can attract more shoppers. Reducing traffic congestion will also make the area a more pleasant place to shop. Linking the Absecon Train Station and its 179 parking spaces with a pedestrian bridge across the existing six lane divided highway to Absecon's downtown main street, New Jersey Avenue will attract more transit riders to downtown business establishments.

The policies proposed to carry out the development strategy are summarized below.

To carry out the strategy for the Absecon Train Station Area, the Absecon Train Station Area Land Use Plan proposes to organize land use into a train station platform area for commuter business south of State Highway Route 30 and the New Jersey Avenue area north of State Highway Route 30 for downtown neighborhood commercial uses.

Within the Train station platform area, incentives would be provided to attract commuter-serving retail and service stores at the train station platform level with apartments conveniently located above the commercial units.

In the New Jersey Avenue area, existing merchants would be encouraged to improve their storefronts and expand to include apartments or offices above the commercial units at street level.

Residences, commuters, visitors and other travelers will be encouraged to use the Absecon Train Station with the help of a visible point of identity; easy access to the transportation; continuous and safe sidewalks and pathways that make pedestrian access easy; bike paths and storage location that

encourage bicycle access; safe and comfortable places to wait and meet others; major points of origin or destination for train riders; a mix of land uses; essential services and conveniences; an overall environment that is active, human scaled, and visually safe, well lit, attractive areas for parking, drop-off and pick-up; and a sense of safety, security and predictability.

The Planning Board should prepare a draft ordinance for the proposed Absecon Train Station Area Overlay District which will include the goals and objectives outlined above, Goals and objectives of the State Plan and design policies of the State Plan.

Economic Development Plan Recommendations

1. Encourage New Jersey Avenue improvements, including streetscape and lighting improvements, consistent with the recommendations of the Absecon Train Station Area Plan.
2. Examine the parking demand and supply in the Central Business District to determine the present capacity and use by workers and patrons within the District.
3. Encourage age-restricted housing development in the Highway Development District with adequate landscaping / buffer requirements between dissimilar uses.
4. Support the redevelopment of existing commercial structures along the White Horse, including "infill" development of vacant land within the Highway Commercial District.
5. Meet with NJDEP officials to negotiate higher development potential on "bay island corridor" sites.
6. Meet with CRDA and NJ Transit to seek funding for the advancement of the goals and objectives of the Absecon Train Station Area Plan.

Utility Plan Recommendations

1. Support the extension of sanitary sewer and water mains in the Mill Road Industrial Corridor, and along California Avenue.
2. Extend water service for fire hydrants on both sides of the White Horse Pike to allow access by the Fire Department.
3. Require the maintenance and replacement of pumping stations within privately owned development remain the responsibility of that project or facility.

E. Recreation Facilities Plan Recommendations

1. Vacant city owned lands adjoining Dr. J. Pitney Park should be rezoned to SPB / PK to allow for possible future expansion of Dr. J. Pitney Recreation Park.
2. Other vacant city owned lands should be rezoned to SPB / PK to allow for additional open space within the existing residential districts within reasonable walking and / or biking distances from the neighborhoods. The expansion of the bike path system, community pool and recreation center, skate board park, street hockey, outdoor basketball courts, etc. all can be accommodated.
3. The recommendations of the Parks and Playgrounds Committee, as approved and accepted by City Council, should be incorporated within the Master Plan as part of the Recreation Facilities Plan.

At an informal with members of the Parks and Playgrounds Committee future recreation needs for Absecon was discussed. Additional recreation facilities discussed included a basketball courts, street hockey court, skate board park and wall ball. Other suggestions made included up-grading the old baseball field near the former tennis courts at Pitney Road. Also, additional parking at the east side of the park was discussed.

4. Consideration should be given to the original master plan of Dr. J. Pitney Recreation Park, which included striping of the former tennis court area at Pitney Road to allow for 96 parking spaces.
5. Consideration should be given to the expansion of the existing bike / pedestrian path system in Dr. J. Pitney Recreation Park and along Highland Blvd. A city-wide bike / pedestrian path system should be proposed which would provide a connection from Heritage Park to Dr. J. Pitney Recreation Park and all the parks and playgrounds throughout Absecon.
6. The redevelopment of the Franklin Avenue recreational area should be included as an integral part of the overall Recreational Facilities Plan, especially given the increasing physical separation of this section of the City due to the White Horse Pike road improvements.

Community Facilities Plan Recommendations

1. City-owned property, such as former Absecon Swim Club, should be rezoned to SPK / PK for future recreational use for Absecon Shore residents.
2. The City should formally express their concern to the NJDOT and State government as to the impact of the dividing barrier on the ability for the public safety officials to respond to the needs of the Absecon residents, as well as those using Route 30.
3. The City should support the efforts of the VFW Ambulance Squad to improve and maintain their response times by keeping the unpaved service road to the rear of the VFW hall maintained and graded or paved to allow alternate access to Route 9 and Mill Road.
4. In the long term, the Ambulance Squad should determine the feasibility of relocating their building to the north side of the White Horse Pike to be more accessible to the volunteer members. Consideration should be given to the proposal offered in 2003 to locate a new Ambulance Squad building on the site of the existing Fire House. (See Exhibit F)

Transportation and Circulation Plan Recommendations

1. Hundreds of dwelling units are being proposed along Westcoat Road in neighboring Egg Harbor Township. Being located only three or four miles from the Absecon Downtown Central Business District, these proposed units will provide a positive economic impact on local businesses. The residents of these homes will patronize Absecon businesses provided convenient vehicle route is available. A potential negative impact of hundreds of new homes a short distance from our downtown is traffic congestion. Currently a bottleneck exists at intersection of the NJ Transit bridge and Mill Road at peak periods. The widening of the NJ Transit bridge at this location is essential. Absecon should reach out to Atlantic County, NJDOT, and NJ Transit for support and funding for future widening of Mill Road and the NJ Transit bridge to allow for the higher volume of traffic that will be generated by the new residential development proposed along Westcoat Road.
2. Future land development affecting the critical intersection and roads identified within the Master Plan should be reviewed to determine a fair share contribution to improvements to maintain a safe level of use.

3. The City should maintain a continuing dialogue with the New Jersey Department of Transportation and Atlantic County Division of Planning regarding future street improvements and signalization to insure the continued efficient and safe use of these roads.
4. The unimproved service road along the railroad should be improved and used as an alternate means of access to existing highway commercial development along the White Horse Pike in accordance with the NJDOT's Phase 2 of the State Highway Route 30 improvement project which was completed in 2004.
5. Linking the Absecon Train Station platform with a pedestrian bridge across the existing six lane divided State Highway Route 30 to Absecon's downtown main street, New Jersey Avenue will improve public safety and attract more transit riders us the train and help reduce auto use.
6. A bike path system should be developed throughout the City allowing the connection of both the recreational facilities and school to residential areas.
7. Support the continued use and improvement of the Absecon Rail Station as an integral part of the Central Business District.

Conservation Plan Recommendations

1. The City should encourage the protection of trees in the City of Absecon through the establishment of protective regulations, in order to control and, to the extent possible, ameliorate problems caused by flooding, wildfires, soil erosion, air and noise pollution, protect the health, safety and welfare of present and future citizen; preserve wildlife habitat; maintain property values and promote high quality development. Standards should be adopted to control removal of trees through-out Absecon. Much of Absecon is now developed. The remaining portion should be protected as much as practical. The City should protect larger older specimen trees, encourage the replanting and preservation of trees to maximum extent possible, and encourage innovative design and grading to promote the preservation of existing trees.
2. Low density residential zoning should be maintained in those residential areas adjacent to coastal and freshwater wetlands.
3. The boundary line between the Residential Zones, such as R-1 and R-2, and the Conservation-Recreation District should be examined for consistency with the existing physical conditions and follow established property lines or delineated wetlands line wherever possible.

4. Buffers or transition areas between intense development, such as commercial or industrial uses, should be maintained, consistent with NJDEP regulations.
5. Marine commercial uses should be encouraged along the Absecon Creek, wherever feasible.
6. Request the support of both the NJDEP and Army Corps for the maintenance dredging of the Absecon Creek to enhance the waterfront development potential of Absecon's Marine Commercial District.
7. The City Council should establish a Environmental Commission in accordance with NJS 40:55D.

Recycling Plan Recommendations

1. Developers should be encouraged to included innovative design both inside and outside of each housing unit or non-residential establishment to make recycling more convenient and accessible to the resident.
2. The City should endeavor to utilize recyclable material whenever possible. Purchasing practices for office supplies for office supplies, construction, road improvements, and the like should promote the use of recycled products.

Historic and Cultural Preservation Recommendations

Absecon views its history and cultural heritage as valuable resources. The Aborigines of the Eastern Algonquian Confederacy who called themselves "Lenni Lenape" (original people) first inhabited what is now known as New Jersey sometime before 6000 BC. The South Jersey subdivision of the Lenni Lenape was called "Unalachtigo", or "people who live near the ocean". The Atlantic County subdivision of the Unalachtigo was called "**Abseqami**".

The name Absecon is derived from the Indian word for bay, or little water. The book "Annals of Eyren Haven and Absegami" by Alfred Heston, says: "Absecon is a corruption of the real Indian name Absegami. It orginally designated the bay, or saltwater lake inside the sand bar. Aps or Abse is the common Algonkin name for small of little, used in relation to inanimate objects. Gami, kami, or gom all mean across or on the other side of. The true Indian meaning of Absegami is little water. The region called

"Abseqami" slowly evolved into "Absecon". The original Indian name has survived hundreds of years of European settlement. Absecon Beach, Absecon Bay, Absecon Creek and Absecon Inlet all pre-date the incorporation of Absecon City and are still in use today.

On a map Entitled "The Province of New Jersey Divided Into East and West, commonly called The Jerseys" (Published Dec. 1, 1778, Drawn from the survey made in 1769 and subsequent military surveys made by British troops). Gloucester County is depicted extending from the Delaware River to the Atlantic Ocean. **Absecum Beach** is shown between Brigantine Beach to the north and the Great Egg Harbour River to the south. The only roadway shown in an area now called Atlantic County is a roadway now called *Shore Road* (aka *Kings Highway*). The road runs from the Great Egg Harbour River to the Mullicus River through the village of "*Leeds*". The area now called *Absecon* was unlabeled on this map.

In 1774 King George the third of England gave permission for the Township of Galloway to be and remain a perpetual township and community. The metes and bounds description included what is now Brigantine, part of Atlantic City, Port Republic, Mullica Township, Hammonton, Egg Harbor City and what is now **Absecon City** north of Absecon Creek. Absecon Inlet, Absecon Bay and Creek was then called "**Absequan**".

In 1807 the first Post Office was established with the name designated as "**Absecombe**". It's spelling soon fell victim to it's pronunciation. Variations such as "**Absequam**" or "**Abeskum**" are found.

By 1837 the spelling was narrowed down to **Absecom** or **Absecon**. There was a friendly rivalry among the citizens of the community over just how it should be spelled. Enoch Doughty insisted **Absecom** was correct and used that form all his life. Dr. Pitney favored **Absecon**, and in his various passions in the community he would assert his preference.

An Act to Incorporate the **Town of Absecom**, Out of Parts of Galloway Township and Egg Harbor Township, in the County of Atlantic was approved by the Assembly, No. 104, State of New Jersey. A supplement to above Act was approved February 29, 1872. It contained minor changes to the description of the town's boundary and a change in the spelling of "**Town of Absecom**" to "**Town of Absecon**".

The history of European settlement of Absecon dates back to 1695 the first recorded purchase of land in Absecon by Thomas Budd. In 1716 Kings Highway was constructed along an Indian foot path now know as Shore Road. Before the colonies declared their independence from England, the little village of Absecom in Galloway Township and then Gloucester County existed at the intersection of Absecom Creek and Kings Highway. In 1799

Samuel Reed built his home at the corner of what is now Shore Road and Church Street. Kings Highway and The road to Samuel Cooper's ferry (now Church Street) was operating as a stagecoach route in the early 1800's. Dr. Jonathon Pitney (the father of Atlantic City) came to Absecon in 1819 and purchased the Samuel Reed house in 1833. The Pitney House still stands today and operated as a Bed and Breakfast. Many older buildings still exist in Absecon. The Absecon Methodist Church was built in 1829 and re-built in 1856. The Aurora Hall, Odd Fellows Lodge on Church Street was built in 1860. The Absecon Presbyterian Church was built in 1867. The Presbyterian Church met in the Aurora Hall before the Church was completed. The Absecon Inn built around 1900 on Ohio Avenue still operates as a rooming house. In 1921 the First National Bank of Absecon was built and now operates as Absecon's Historical Museum know as Howlett Hall. According to the Historic Building Survey conducted by the NJDEP, Office of New Jersey Heritage, there are numerous historic structures along Shore Road and adjoining side streets in Absecon that should be eligible for listing in the National Register as a Historic District.

The history of Absecon extends from the Lenni Lenape, early European settlers, the Victorian period and the early twentieth century architecture. A strong commitment exists to protect, preserve, and respect the historic resources of Absecon. Particular respect should be given to architectural historic buildings along and adjoining Shore Road and Absecon's older downtown business district. Public programs and policies should focus on the protection of historic neighborhoods and incorporate historic and cultural resources into parks and other public places. Economic incentives should be provided to encourage preservation and restoration goals and policies for these resources. Goals should include investing in older neighborhoods and promote a mix of commercial and residential uses with a pedestrian focus, landscaping and aesthetics enhancement. Goals should include the preservation and celebration of local landmarks, buildings, and traditions that make Absecon unique.

The cultural heritage of Absecon is defined by its inhabitants: past, present, and future generations. Their political, economic, and social histories are intertwined with cultural resources and heritage programs that provide an identity. Absecon is identified by its landmarks, historic neighborhoods and architecture. The policies recommended in this document provide the direction required to assist our citizens in improving the quality of life for now and years to come.

Economic development, particularly tourism, can benefit from the promotion and visibility of Absecon's unique history. The image of Absecon depends on an environment that is enriched by a variety stimuli, including art and architecture, the blending of the past with the present, and a celebration of our heritage.

The following are actions that should be taken / policies that should be adopted by Absecon:

1. The Absecon Historical Society has been given a home with the generous gift of the former First National Bank of Absecon Site at the corner of Station Avenue and New Jersey Avenue (our "Main Street") by Leo and Margie Howlett. The building now known as "Howlett Hall" was donated to the City of Absecon with the provision that it be only used as a Historical Museum. The property will revert back to the Howlett Family if it ceases to be used as a museum. Currently the Absecon Historical Society has a 99 year lease with the city.
The City has been very supportive of the efforts of the Absecon Historical Society to preserve and maintain the oral and written history of the City, together with a collection of artifacts, historic documents and memorabilia, celebrating Absecon's past. Renovations of Howlett Hall are near completion. As expected its use has generated additional much needed pedestrian activity downtown. The City's continued policy of support is strongly encouraged.
2. Continuous, safe sidewalks, walkways, pathways should include historic landmark plaques at historic locations and /or historic buildings to inform, educate and encourage pedestrian activity and historic tours to promote local history and culture of Absecon. Existing street identification signage should be enhanced to include former historic names and dates of street original creation. Example: Shore Road was previously known as the Kings Highway first constructed in 1716 over an Indian footpath. A secondary sign could include a sign that reads "Kings Highway 1716". Other early constructed roads could include similar secondary signs to inform the public and promote our historic past.
3. Absecon should identify, evaluate, and protect historic and archaeological resources.
4. Absecon should enact planning and zoning controls that work not only to preserve the residential architectural character of the Shore Road Corridor but also recognize the fact that there are economic development tools that will allow these structures to be preserved and maintained without placing the entire burden on the property owner themselves. The City Council should establish a Historic Preservation Commission in accordance with NJS 40:55D –107 and 108. This Historic Preservation Commission should establish goals and objectives; and develop guidelines and standards to encourage the preservation of historic areas and buildings and establish a Historic Preservation District.
5. Develop priorities for State of New Jersey and the County of Atlantic Heritage and Cultural Fund Projects and other ongoing funding sources.

6. Promote the utilization and enhancement of Absecon's historic resources as an important element in Arts District development and as a stimulant for Absecon's Downtown economic revitalization.
7. Promote state tax legislation that improves the opportunity for private property owners to preserve archaeologic and historic resources.
8. Pursue the development of a local heritage fund for the preservation and enhancement of Absecon's cultural resources and for the provision of matching funds for state and federal grant programs.
9. Encourage the development of formalized relationships between Absecon, Atlantic County, and other regional jurisdictions in order to share professional knowledge and responsibilities for the identification and protection of archaeologic and historic and cultural resources.
10. Create an atmosphere for authentic expression and celebration of both traditional and contemporary elements of Absecon's culture.
11. Support and provide venues for cultural events which celebrate Absecon's heritage.
12. Provide opportunities for artistic and cultural expression in the design of public facilities.
13. Create a local funding source for Public Artwork in Absecon City Projects in accordance applicable state regulations.

Affordable Housing Plan

New Jersey Council on Affordable Housing (COAH) Adoption of Rules

The New Jersey Council on Affordable Housing (COAH) adopted the third round methodology in November 2004. The new State housing plan ensures provisions for affordable housing for families and seniors and provides greater consistency with the State Plan, and creates incentives for very low-income and rental units.

The Third Round Methodology represents a comprehensive overhaul of the existing COAH system, and uses "growth share" to determine affordable housing obligations that are consistent with sound land use planning and smart growth. This growth share system reforms a system that has been criticized as cumbersome and rigid, and enables a town

to determine its affordable housing obligation based on actual growth over time. The proposed COAH rules emphasize sound land use and long range municipal planning in keeping with New Jersey's smart growth agenda - affordable housing will not drive planning decisions; instead, sound planning decisions will drive the location and type of affordable housing to be provided.

Under the rules, one affordable unit must be provided for every eight market-rate residential units, and one affordable unit must be provided for every 25 jobs created, as measured by the square footage of new or expanded nonresidential construction.

The Third Round obligation is determined by the number of certificates issued since January 1, 2004 for both residential and non-residential development.

In addition to the Third Round obligation of one affordable unit for each eight proposed market rate-units and one affordable unit for every 25 jobs created, the City of Absecon is obligated to provide approximately 180 affordable housing units under the First and Second round according to the COAH Annual Report – 2002-2003.

Recommendations

a. Absecon should explore all sources of funding for housing rehabilitation, including private, private-public, not-for-profit, state, and federal agencies.

b. The Planning Board should prepare a COAH affordable housing development fee ordinance for review and adoption by City Council in accordance with the New Jersey Council on Affordable Housing Requirements. The ordinance should set forth guidelines for developers to provide for COAH affordable housing by inclusion within the proposed residential development and / or providing required funding as required for non-residential uses and / or funding for COAH housing in the Absecon Train Station Area (See Section VII, B Zoning District Changes, 9. Proposed Absecon Train Station Area Overlay on portion of C 1 Central Business District and on a portion of HC Highway Commercial District above).

TABLE VII – I**Estimated COAH Obligation
Absecon City**

Item	Description	Total Units/	Projected New Jobs Generated	Number of COAH Units Generated	Estimated Required Monetary Contribution	Comments
1	COAH Obligation prior to 1/1/2004			180	\$6,300,000.00	Obligation from NJ COAH Annual Report, 2003-2004
2	The Gatherings - Age-Restricted	125		16	\$560,000.00	COAH Obligation waived by Planning Board
3	Stoneybrook - Age-Restricted	269		34	\$1,190,000.00	COAH Obligation waived by Zoning Board
4	Absecon Seniors	87		11	\$385,000.00	Developer Required to provide as Condition of Approval
5	Projected housing build-out to 2020	412		52	\$1,820,000.00	Projected units taken from Atlantic County Smart Growth Project Update, Prepared by: CRBR, Center for Regional & Business Research, Atlantic Cape Community College, dated Oct. 2003
6	Projected employment to 2020		970	39	\$1,365,000.00	Projected employment taken from Atlantic County Smart Growth Project Update, Prepared by: CRBR, Center for Regional & Business Research, Atlantic Cape Community College, dated Oct. 2003
	Estimated Totals		970	332	\$11,620,000.00	Totals are estimates only, subject to verification

Notes:

1). Estimated Required Monetary Contribution based on \$35,000.00 per COAH unit.