

2016 Master Plan Public Comments by Region and Topic

May 19, 2016 to August 12, 2016

Massachusetts Ave.	<ul style="list-style-type: none"> <li>• Northwest corner of Massachusetts and 70 – what is planned/approved for this area.</li> <li>• Other projects on Massachusetts Avenue</li> </ul>
North Dover	<ul style="list-style-type: none"> <li>• The preservation of open space</li> <li>• Address issue of building of high density housing</li> <li>• Enforcement of codes and ordinance regarding the use of single family homes</li> <li>• No spot zoning</li> <li>• Stop development between Routes 70 and 571 – too much development under construction right now</li> </ul>
Forge Lane Neighborhood	<ul style="list-style-type: none"> <li>• Look into decreasing need for variance for Toms River residents (variance process is costly)</li> <li>• Consider changing and reviewing older subcodes for corner lots (bulk variance needs) that exist to see if they are still necessary.</li> </ul>
Monterey Beach & other Beach Associations	<ul style="list-style-type: none"> <li>• Work with NJDEP to ensure associations will continue to operate up to the mean high water line of the newly created beach as stated in Feb. 2, 2016 letter from NJDEP Commissioner Bob Martin.</li> <li>• Work with NJDEP to ensure that all Toms River Township beaches are placed within a general CAFRA permit (which is much cheaper than individual CAFRA permits)</li> </ul>
Seacrest	<ul style="list-style-type: none"> <li>• Existing Duplexes on 35 not permitted in GB zone</li> </ul>
Ortley Beach	<ul style="list-style-type: none"> <li>• Incorporate Streetscape Plan for Ortley Beach into the Master Plan and implement plan</li> <li>• Do not allow single family dwellings to be turned into duplexes. Homes in Ortley get \$4,000-\$6000 per week during summer season – due to high costs families rent with other generations or friends which produces a high parking demand</li> <li>• Need code enforcement officials on the weekend.</li> <li>• Don't permit the conversion of single family dwellings into duplexes. (approx.. 10-12 dwellings have been converted since</li> </ul>

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	<p>sandy)</p> <ul style="list-style-type: none"><li>• Have Zoning Board enforce bulk standards</li><li>• No two family (duplex) dwellings</li><li>• Living space being built on ground floor that is in flood zone (Code Enforcement needs to enforce violation)</li><li>• Page 64 of 2006 Master Plan talks about demolition of an Ortley Beach firehouse and plans to construct a modern facility in its place. There is no firehouse currently protecting Ortley Beach. Since Sandy there has been extensive reconstruction of large homes in Ortley Beach and a dedicated fire house should be a priority.</li><li>• Housing – limit the height restrictions of a home to 2 ½ stories</li><li>• Keep homes west of 35 N zoned for single family residential dwellings only.</li><li>• Single family housing in Ortley Beach</li><li>• Change floor area ratio and parking requirements</li><li>• Parking – analyze parking and address</li><li>• Route 35N business district – business district needs support. OBVTA would like the Route 35 corridor zoned commercial, mixed use. Our understanding of this is commercial on the first level and residential use on the 2<sup>nd</sup> level.</li><li>• Purchase Surf Club property utilizing FEMA grant or Blue Acres funding for public beach front and the lot across the street from the municipal parking lot. (Could this property be made into something like Trader’s Cove in Brick through a public/private partnership?)</li><li>• Provide a view of the bay with benches and landscape</li><li>• Provide bay access via boat ramp or kayak ramp</li><li>• Create a parkland at a portion of the OCUA Property via lease</li><li>• Install bocce courts at the recreational facilities</li><li>• Implement running lanes on Bay Blvd.</li><li>• Provide ADA compliant playground and equipment at all recreational areas</li></ul>
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	<ul style="list-style-type: none"><li>• Acquire vacant lots along the Bayfront or lagoons to establish pocket parks with water access.</li><li>• Acquire vacant lots or for sale lots along the Route 35 corridors to provide parking for the growth of Ortlely Beach. A list of current lots can be provided.</li><li>• Create “Vest Pockets Parks” as land becomes available and seek funding to acquire these vacant lots before rebuild</li><li>• Need a place for large gatherings (accommodation of 200-300 people)</li><li>• OCUA property is wasted space, want to utilized it as a park (portion is being utilized by the Township as a staging area via a lease) – (numerous comments regarding utilizing OCUA property as open space)</li><li>• Purchase empty properties at the ends of streets to provide access to the bay shore area</li><li>• ADA compliance at parks</li><li>• Acquire additional lots for parking such as the Santander Bank lot</li><li>• Do not allow ZBA to approve 2-3 family homes</li><li>• Parking is a huge issue, not enough of it and people drive around looking for it creating unsafe situation for children</li><li>• Consider rezoning a portion of Route 35 from MF-16 to allow for mixed use development of residential above first floor commercial</li><li>• Planning Board had concern about parking becoming an even bigger issue with more commercial establishments being permitted</li><li>• Other resident stated that they don’t believe commercial property is feasible on Route 35 bc families don’t vacation for entire summer, now only come on weekends (business climate too difficult)</li><li>• Discourage Zoning Board from approving applications with setbacks too close to property boundaries. They are against the row house mentality.</li></ul>
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	<ul style="list-style-type: none"> <li>• Do not allow Zoning Board to approve a two family home just because it existed before. They were illegal two families and should not be approved</li> <li>• Some homeowners are illegally converting their first floors into summer rentals, meant for garages and storage</li> <li>• Concern that when the beaches are widened Ortley Beach will attract more beach goers and parking will not be able to accommodate businesses on Route 35 and the Beach.</li> </ul>
Pelican Island	<ul style="list-style-type: none"> <li>• Recommends joint meetings between Berkeley Township and Toms River Township to address concerns for Pelican Island as identified below</li> <li>• No playground or field for kids to play – many properties sit vacant, even before Sandy. Blue/Green Acres or other option?</li> <li>• Pedestrian improvements – Some of this may apply to NJDOT but I’m sure coming from Townships and not a resident will hold more weight             <ul style="list-style-type: none"> <li>○ Crossing SH 37 to other side of Pelican Island</li> <li>○ Crossing SH 35 to the Barrier Island</li> <li>○ Crossing either bridge to Toms River (the new SH 52 bridge from Somers Point to Ocean City is a perfect example)</li> <li>○ NJDOT can provide fatal and accident statistics for the stretches of SH35, SH 37, and the (2) bridges</li> </ul> </li> <li>• Speed bump – vehicles coming out of the barrier island westbound onto Sunset Drive North to use the jug handle at Catalina Avenue or to circumvent the numerous accidents on SH 37 travel at a high rate of speed. While this is in Berkeley it affects both Townships.</li> </ul>
Oliver Street	<ul style="list-style-type: none"> <li>• Retain character of residential area</li> <li>• Do not allow expansion of HMS and other nonresidential zones into residential areas</li> <li>• Just rezone portion adjacent to Health</li> </ul>

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	<p>South that fronts Hospital Drive and maintain the homes on Oliver Road as single family dwellings</p> <ul style="list-style-type: none"> <li>• Traffic concerns on Lakehurst Road and Hospital Drive (car accidents)</li> <li>• Keep protections in Master Plan to protect residential areas located in the triangle are between Route 37 and Lakehurst Road</li> <li>• Encourage Health South to utilize empty beds at Community Medical Hospital &amp; empty medical office space on Lakehurst Road, rather than expanding into residential areas</li> <li>• Infrastructure is not there to support Health South Expansion (Oliver Street has well water and no sidewalks)</li> </ul>
Route 9	<ul style="list-style-type: none"> <li>• Multi-family housing units are producing a lot of traffic</li> <li>• Businesses are having problems with traffic congestions</li> <li>• How many children will be produced by the multi-family units? How will the school system be impacted?</li> <li>• Encourage the refurbishing of existing shopping centers, rather than the building of new ones</li> <li>• Business owners must wait 4 to 10 minutes to make left turn or must make a right turn and take other roads (clients must do same)</li> <li>• Add turning lane on Route 9</li> <li>• Maintain area by route 9 so road can be widened.</li> <li>• Do not allow any more development between 70 and 571, commercial or residential. There is too much congestion</li> </ul>
Mainland by Bridge	<ul style="list-style-type: none"> <li>• Address area east of Fisher Blvd on Route 37 (area looks horrible)</li> <li>• Provide gateway treatment for area by Mathis Tunney Bridge</li> <li>• Does it still qualify as a redevelopment area?</li> <li>• What are the issues with redeveloping it? (Jay stated serious infrastructure issues &amp; Rutgers University prepared a study that</li> </ul>

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	<p>had some suggestions that could be utilized)</p> <ul style="list-style-type: none"> <li>• Consider Open Space by Mathis Tunney Bridge</li> <li>• Look at what Brick is doing by the Mantoloking Bridge and do something similar.</li> <li>• Look into Anchor Reef property – could make into a gateway like Traders Cove</li> </ul>
Smith Road	<ul style="list-style-type: none"> <li>• Mandate traffic report from Police Dept. for Use variance applications and other board applications</li> <li>• Area by Smith Road and Community Medical Hospital (Lakehurst Road) has horrible traffic congestion and accidents</li> <li>• Protect residential areas on Lakehurst Road (honor the agreement)</li> <li>• Enforce Master Plan – provide protections for residential areas</li> <li>• No HMS zoning – keep village office and enforce</li> </ul>
Redevelopment Plans & Redevelopment Areas	<ul style="list-style-type: none"> <li>• Why haven't areas been redeveloped especially Downtown and bridge areas if they are in redevelopment areas</li> </ul>
Downtown Business Improvement District	<ul style="list-style-type: none"> <li>• Consider cyclists and bike lanes in the downtown area</li> </ul>
Affordable Housing	<ul style="list-style-type: none"> <li>• How many do we need to build and where?</li> </ul>
Pleasant Plains	<ul style="list-style-type: none"> <li>• What does rural area mean?</li> <li>• Must leave TR and Ocean County to find jobs – people move closer to jobs after a while rather than dealing with hassle of commute. What is township doing about the economy and creating more jobs?</li> </ul>
North Maple	<ul style="list-style-type: none"> <li>• Get Lakewood &amp; Brick traffic because people use North maple as a alternate Route to avoid congestion on Route 9. Is there any way to stop Route 9 and Route 70 traffic from using North Maple and other alternate roads?</li> </ul>
Public meetings for Master Plan	<ul style="list-style-type: none"> <li>• Include a description of what a master plan is all about and how it ties into implementation thru passing of laws. It would also be helpful to talk about the planning board and zoning board to help</li> </ul>

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	<p>people understand the process and let them know that they need to not only pay attention to the master plan but also the development of the code. This should be provided with the public announcement of future public meetings</p>
Natural Vegetation & Landscaping	<ul style="list-style-type: none"> <li>• Incorporate the jersey friendly yards into the master plan to encourage any landscape design to use jersey friendly plants. The website is <a href="http://www.jerseyyards.org">www.jerseyyards.org</a></li> </ul>
Ciba Geigy Tract	<ul style="list-style-type: none"> <li>• Page 1 and 24 talks about redevelopment of Ciba-Geigy tract as industrial. Page 13 says preservation of open space is a priority. Perhaps some of the tract could be zoned as open space since it is near the Toms River.</li> </ul>
Kayak Launching Sites	<ul style="list-style-type: none"> <li>• Page 39 of April 2006 Draft Ordinance talked about kayak launch sites in Toms River. Develop some public kayak/canoe launch sites in Toms River to encourage environmental friendly use of river. Is small launch site behind the post office a public ramp?</li> </ul>
Car Dealerships	<ul style="list-style-type: none"> <li>• Auto resale vehicles encroachment onto the residential neighborhoods and into parking lots that were designed and approved for customer use. Growth is explosive.</li> </ul>
New Redevelopment Areas	<ul style="list-style-type: none"> <li>• Sidney Krupnick requested that subscription lots located between Route 70 and Route 9 south of April Street and North of Maple Avenue be designated as an area in need of redevelopment (area is approximately 43 acres) and rezone from Light Industrial to Rural Highway Business (RHB)</li> <li>• Sidney Krupnick requested that subscription lots located west of Massachusetts Avenue and surrounded by the Fairways @ Lake Ridge be designated as a redevelopment area and be rezoned to Residential 200 (R-200). The area consists of approximately 15 acres.</li> </ul>
Rezoning	<ul style="list-style-type: none"> <li>• Sidney Krupnick requested that</li> </ul>

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	<p>subscription lots located between Route 70 and Route 9 south of April Street and North of Maple Avenue be designated as an area in need of redevelopment (area is approximately 43 acres) and rezone from Light Industrial to Rural Highway Business (RHB)</p> <ul style="list-style-type: none"><li>• Sidney Krupnick requested that subscription lots located west of Massachusetts Avenue and surrounded by the Fairways @ Lake Ridge be designated as a redevelopment area and be rezoned to Residential 200 (R-200). The area consists of approximately 15 acres.</li><li>• Sidney Krupnick requested that subscription lots located east of Hooper Avenue, west of Reggio Avenue, South of Caudina Avenue, and adjacent to Castlebuono Avenue be rezoned to MF-8 or a higher density single family zone from the current O-10 Office land use zone.</li><li>• Sidney Krupnick requested that 24 acres be rezoned from Residential 200 to Rural Highway Business. Subject property is located on the southwestern corner of Massachusetts Avenue and Route 70.</li><li>• Residents located in existing residential would like to know what Sidney means by higher intensity. May have concerns for Massachusetts and Route 70 properties (Patricia from Lake Ridge)</li><li>• Rezone of Hooper Avenue between Route 37 and Ocean County Mall to Highway business so as to accommodate retail and restaurants (Grunin's) Would like to add restaurant for use by County employees.</li><li>• Rezone Block 400.02 Lots 13, 14, 15, &amp; 16 from Highway Business to a zone that allows small multi-housing complex. (Joseph DeStephan request)</li><li>• Rezone Block 192.05, Lots 47 &amp; 48 to Rural Highway Business or Highway Business from Rural Residential Zone</li><li>• Rezone R-40B to a zone that prohibits two families (Ortley Beach)</li><li>• Rezone Multi-family 16 zones located on</li></ul>
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	<p>Route 35 Northbound to a zone that permits mixed uses (commercial and residential) – Ortleby Beach</p> <ul style="list-style-type: none"> <li>• Just rezone portion adjacent to Health South that fronts Hospital Drive and maintain the homes on Oliver Road as single family dwellings</li> </ul>
Plan Endorsement Town Centers	<ul style="list-style-type: none"> <li>• Guttman Family LLC requested extending town center designation to cover all of Block 170 Lot 22</li> </ul>
Coordination with other Communities	<ul style="list-style-type: none"> <li>• Berkeley Township to address Pelican Island Issues</li> <li>• South Toms River – coordination between communities to tie into River Walks, Barnegat Bay Trail, and redevelopment plans</li> </ul>
Bike Paths	<ul style="list-style-type: none"> <li>• Winding River bike path from Manchester to Downtown Toms River with connection to Barnegat Bay Trail</li> </ul>
Hotels	<ul style="list-style-type: none"> <li>• Do not allow Hotel to be approved for Oak Avenue behind Ocean County Mall. Area is already congested. Between the mall, nursing facility, and restaurants in a small area traffic bad already.</li> </ul>
Road Infrastructure	<ul style="list-style-type: none"> <li>• Brick Boulevard entering into Toms River (by Roy Rodgers) is a nightmare as entering into Silverton</li> <li>• Fisher Blvd was supposed to go straight through to avoid the traffic knot, which Claire believes would have solved everything (stopped by environmentalists)</li> <li>• Consider widening Hooper Avenue and Brick Boulevard from Old Hooper Avenue through Silverton.</li> </ul>