Toms River Township Smart Growth Plan
July 2016, Revised November 2016

Township of Toms River
Ocean County, New Jersey

Prepared by:
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INTRODUCTION

Toms River Township is planning for its future after suffering significant damage from Superstorm Sandy. The Township is facing critical choices in directing growth to appropriate areas while in the process of rebuilding. The Toms River Township Smart Growth Plan builds on the Township's prior planning efforts, incorporates community input, and presents a comprehensive vision for the Township that will guide Toms River Township's future growth in a resilient manner.

Toms River Township is committed to smart growth and sustainability as guiding principles for future growth and development in the Township. This plan incorporates the principles of smart growth, which include:

- A mix of land uses
- Walkable neighborhoods
- Distinctive, attractive communities offering a "sense of place"
- Open space and scenic and public access resource preservation
- Future development strengthened and directed to existing communities using existing infrastructure
- Transportation option variety
- Community and stakeholder collaboration in development decision-making
- Predictable, fair and cost-effective development decisions
- Range of housing choice and opportunity
- Promote beneficial economic growth

Toms River Township's Smart Growth Plan promotes center-based development, which includes a series of centers, cores and nodes. This center-based approach is designed to revitalize Toms River Township's downtown, sustain and support its existing regional employment centers and provides areas for infill development and redevelopment based on smart growth principles in cores of development along the Township's regional highway corridors.

LOCATION AND REGIONAL CONTEXT

Toms River Township (formally Dover Township) occupies 41.81 square miles of the northeastern portion of Ocean County. According to the 2006 Master Plan, Toms River Township occupies seven percent (7%) of the land area in Ocean County. It lies adjacent to the Atlantic Ocean and has approximately 107.2 linear miles of tidal water along the Atlantic Ocean, bay frontage, lagoons, and rivers.

In 1850 Toms River Township was selected to be the County seat for the newly established Ocean County due to its central location. Toms River is located in close proximity to New York City and Philadelphia. New York City is approximately 60 miles to the north and Philadelphia is roughly 50 miles to the west. Atlantic City is located approximately 50 miles to the South.

Toms River Township is bordered by twelve municipalities, including Lakewood and Brick Townships to the north; Jackson and Manchester Townships to the west; and Berkeley Township, South Toms River and Island Heights Boroughs to the south. The Toms River lies on the southern border of the Township and separates the Township from the Boroughs of Beachwood, Pine Beach and Ocean Gate. Barnegat Bay separates the barrier island portion of the Township from the mainland of Toms River. Brick Township, Lavallette Borough and Seaside Heights Borough border Toms River Township along the barrier island.

Toms River Location Map to Nearby Cities

Source: Ocean County Department of Planning, May 2010

Toms River Township Regional Location Map

Source: NJGIN

Prepared by: Toms River Township Division of Engineering

Toms River Township's location on the Atlantic Ocean attracts tourists and residents. Toms River Township is home to the Ocean County College campus and Kean @ Ocean County College Satellite Campus, Community Medical Hospital, Health South Garden State Rehabilitation Hospital and Ocean County Mall. The Township also boasts an historic downtown region, bus terminal, public beaches, and boardwalk. Downtown Toms River serves as the Civic Hub for Ocean County.

COMMUNITY VISION & PUBLIC PARTICIPATION

Community Vision:

The Township seeks to achieve an overall balance between the preservation of its natural resources and its residential and economic development in a manner that is resilient to natural disasters, through smart growth planning of well-designed and context-sensitive land development. In order for Toms River Township to continue to be a desirable place to live and work, the municipality should:

- Encourage growth and development in appropriate locations and consistent with established land uses.
- Encourage development and redevelopment based on smart growth planning principles, such as a balanced mix of land uses, pedestrian-friendly and transit-oriented environments with a sense of place
- Strengthen the downtown area as a center of commerce and community focus through encouragement of the continued development and redevelopment of the downtown
- Provide sufficient educational, recreational, and community facilities to meet future needs
- Provide, through zoning, areas for residential development to meet the need for housing, including affordable housing, and promote a variety of housing types
- Encourage Redevelopment of the Ciba Geigy property in line with the Lakehurst-Toms River Route 37 Economic Vision Plan to create employment opportunities for Toms River residents and the region.

Consistent with this vision, Toms River's Smart Growth Plan seeks to create a balance between growth and preservation strategies to improve communities, enhance transportation options, and create economic opportunity. The plan also strengthens community, promotes sustainable development policies, preserves open space and promotes environmental protection in a comprehensive planning framework.

Public Involvement:

Since Superstorm Sandy Toms River Township has undertaken numerous Post Sandy Planning Studies to plan for resiliency to future storms, promote redevelopment in the Downtown, create a sense of place in Ortley Beach, and diversify the Township's economic base by targeting Route 37 as a potential Economic Corridor. These studies all included public outreach and input. See table below indicating the public hearings that were held for the various studies.

In addition to the Planning Studies, the Township has also been receiving Public Input for its 10 year Master Plan Reexamination. The Township reserves the second Planning Board hearing for various Master Plan topics and reviews of draft elements. In addition the Township has created a

Master Plan Committee that consists of members assigned to the Plan Endorsement Committee and staff members from various departments. Consultants and staff present draft findings and recommendations to this group, which then determines if the recommendations comply with Township policies and the public interest. The Master Plan Committee meets once a month, typically on the third Wednesday of the month. The June meeting was canceled.

Planning Study	**Public Meeting Date**	**Method**
Post Sandy Strategic Recovery Report	March 13, March 18 & March 20, 2014	Sandy Recovery Public Workshops organized by
Ortley Beach Neighborhood Study	February 17, 2016 June 13, 2015	Planning Board Hearing Presentation/ comments at OBVTA public hearing
Toms River Neighborhood Analysis & Zoning Analysis	November 12, 2015 & November 21, 2015 TBA	Informational Sessions at The Senior Center – mainland Toms River Sections and Ortley Beach Moose Lodge – Barrier Island Sections Planning Board Hearing
Downtown Neighborhood Circulation Study	June 22, 2016 TBA	Presentation to Ocean County, Toms River Business Improvement District Planning Board Hearing
Draft Toms River Municipal Public Access	September 10, 2015	Public Hearing
Toms River- Lakehurst Route 37 Economic Corridor Vision Plan	June 23, 2014 July 31, 2014	Rt. 37 Economic Corridor Steering Committee Route 37 LDP Walk, Talk & Act
Housing Plan Element	October 2, 2014	Planning Board Hearing
Community Vulnerability Assessment & Hazard Mitigation Plan	December 3, 2015 December 7, 2015 December 9, 2015 July 20, 2016	Workshops with mappings to identify problem areas. Dates were broken down by Mainland, Bayfront and Barrier Island Community, however public could attend any session Presentation to the Planning Board – Draft Recommendations
Natural Resources Inventory & Open Space, Recreation & Conservation Plan	June 15, 2016 August 1, 2016	Planning Board Hearing Green Team & Environmental Commission Joint Meeting

EXISTING CONDITIONS AND TRENDS

Existing Conditions and Trends:

Toms River Township's land is predominantly developed with single family dwellings. Higher residential density development is found on the barrier islands and along the Barnegat Bay. Lower density development is found adjacent to the Garden State Parkway and to the west of the Garden State Parkway. Exceptions to this rule are Downtown Toms River and areas located on Route 166 and the triangle area located between Route 70 and Route 9. The north western portion of Toms River has felt the most development pressure due to the fact that this area has the most developable vacant land. The Township's retail and commercial developments are located on Route 9, Route 70, Route 166, Downtown Toms River, Route 37, Fischer Boulevard, Hooper Avenue, and Route 35 Northbound. The Township's only Industrial park is located on the western most section of Route 37.

Toms River Township has a total of 2604.7 acres of commercial space, 159.3 acres of industrial land area and 287.5 acres of apartment land area. These figures were calculated utilizing GIS area data rather than municipal tax assessment data due to the fact that the Township does not maintain area calculations for all the properties in the MODIV data set. It is estimated that the Township has 57.95 acres of vacant land.

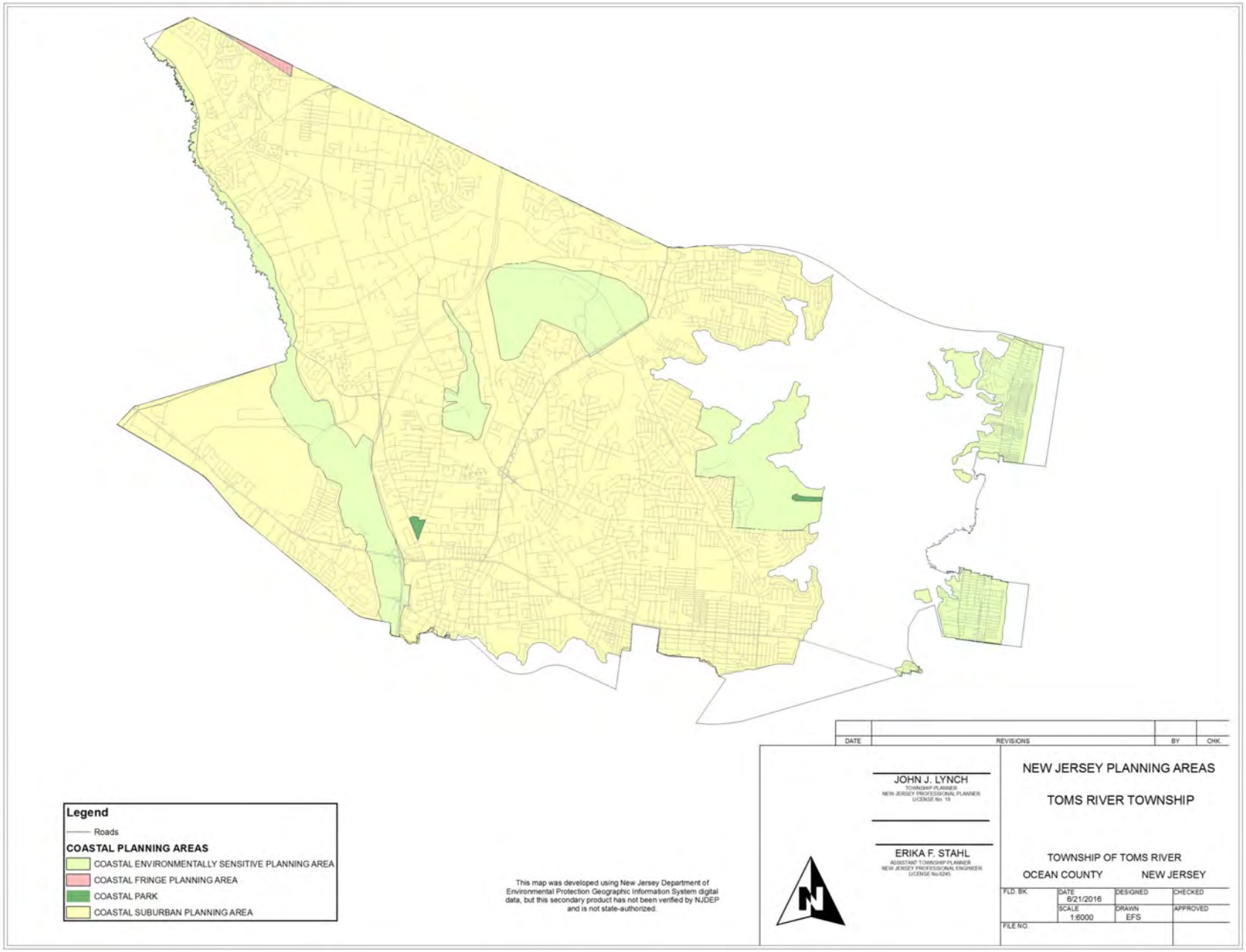
PLANNING CONTEXT

Toms River Township is proposing a Smart Growth Plan that promotes center-based development, which includes a series of centers and cores. This center-based approach is designed to revitalize Toms River Township's downtown, sustain and support its existing regional employment centers and provides new areas for mixed-use development in the Township. In addition, the Toms River Township's Smart Growth Plan provides for infill development and redevelopment based on smart growth principles in cores of development along the Township's regional highway corridors.

The Township has retained Heyer, Gruel, and Associates to prepare an updated Natural Resource Inventory which has been completed and is attached as an appendix to this report and an update to the Open Space, Recreation and Conservation Master Plan Element to be incorporated into the 2016 Toms River Township Master Plan. The Township will implement the Open Space, Recreation and Conservation 2016 Master Plan Element Recommendations to ensure continued preservation of open space.

Toms River Township has included a multi-modal Transportation Strategy to support vehicular, pedestrian and goods movements. The circulation plan recognized that the improvement of Route 9 is a key transportation priority for Toms River Township as is the allowance of commercial vehicle usage on the Garden State Parkway north of exit 105 to the New Jersey Turnpike. The Township has prepared a Neighborhood Circulation Plan for the downtown redevelopment Area and will encourage the implementation of recommendations from the Route 9 Access Management Study. The Smart growth plan also includes an infrastructure Strategy to address current and future needs, including all aspects of the Township's community infrastructure.

PLANNING AREAS



Toms River Township is 26,758.4 acres or 41.81 square miles in total. Toms River Township is mostly located in Planning Area 2 Suburban Planning Area. The Township's Barrier Island Communities are located in the Environmentally Sensitive / Barrier Islands Planning Area (PA5B). Cattus Island, OCC campus, areas along the Toms River are located in the Environmentally Sensitive Planning Area (PA 5). The Township also has PA3 Fringe Planning Area (located along the Lakewood Border) and Coastal Park designated areas.

TOMS RIVER STATE PLANNING AREAS	
PLANNING AREA	**AREA IN ACRES**
Coastal Environmentally Sensitive Planning Area & Environmentally Sensitive/Barrier Islands Planning Area (PA5 & PA5B)	4724
Coastal Fringe Planning Area (PA3)	49
Coastal Suburban Planning Area (PA2)	21855
Coastal Park	32
*area in acres has been rounded to whole number	

The following descriptions are provided by the NJ State Plan for the four planning areas located in Toms River Township:

Suburban Planning Area: PA2

Provide for much of the state's future development; promote growth in Centers and other compact forms; protect the character of existing stable communities; protect natural resources; redesign areas of sprawl; reverse the current trend toward further sprawl; and revitalize cities and towns.

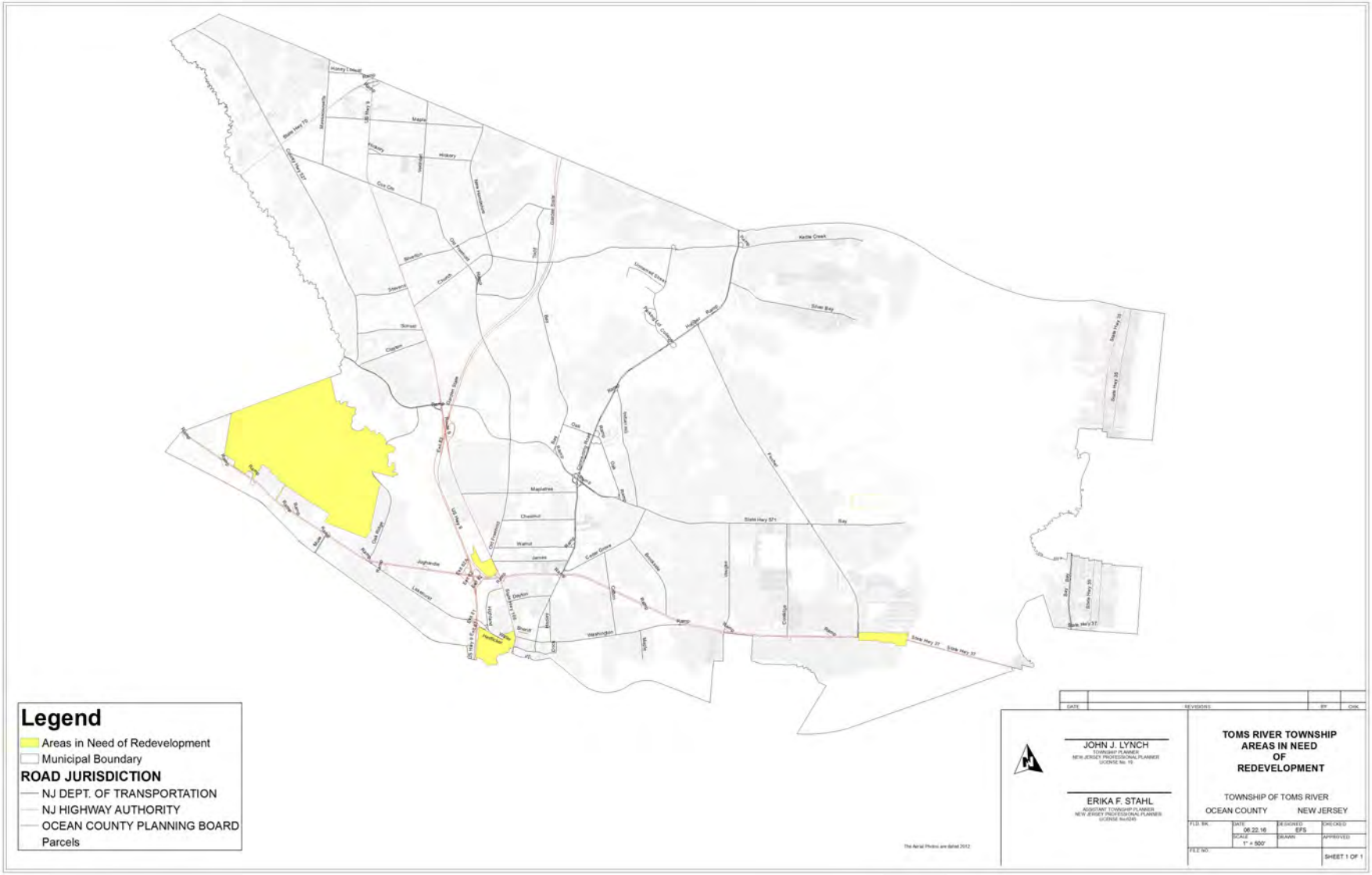
Fringe Planning Area: PA3

Accommodate growth in Centers; protect the Environs primarily as open lands; revitalize cities and towns; protect the character of existing stable communities; protect natural resources; provide a buffer between more developed Metropolitan and Suburban Planning Areas and less developed Rural and Environmentally Sensitive Planning Areas; and confine programmed sewers and public water services to Centers.

Environmentally Sensitive Planning Area: PA5, and the Environmentally Sensitive/Barrier Islands Planning Area: PA5B

Protect environmental resources through the protection of large contiguous areas of land; accommodate growth in Centers; protect the character of existing stable communities; confine programmed sewers and public water services to Centers; and revitalize cities and towns.

REDEVELOPMENT AREAS



Toms River has four state approved redevelopment areas: Dover Mall Redevelopment Area, Ciba Geigy Redevelopment Area, Downtown Toms River Redevelopment Area, and Route 37 Redevelopment located on Route 37 by the Tunney Mathis Bridge bordered by Fischer Boulevard., Adams Avenue and the Barnegat Bay.

Dover Mall Redevelopment Area:

Dover Mall Redevelopment area is bound by the Garden State Parkway, Route 37 and Route 166. It is bordered by the Presidential Apartments to the North. On October 25, 2006 the Toms River Planning Board adopted a Comprehensive Master Plan that designated the Dover Mall Site (Block 404, Lot 58) consisting of approximately 20.7 acres as an area for redevelopment. On January 21, 2009 the Toms River Township Planning Board adopted a Master Plan Update and Reexamination Report pursuant to N.J.S.A 40:55D-89. The adopted reexamination report and master plan amendment expanded the boundaries of the northwest quadrant of Routes 166 and 37 potential redevelopment area to include Block 404 Lot 70 and the rear six acres of Block 404, Lot 69 partitioned by Court Order. The expanded potential redevelopment area was expanded to approximately 30 acres. On January 27, 2009 the Toms River Township Council adopted a resolution calling for the Planning Board to conduct the necessary preliminary investigation to determine whether the area is an "area in need of redevelopment" based upon the criteria set forth in NJSA 40:12A-1 et seq., the Local Redevelopment and Housing Law (LRHL) The area commissioned by the Council for study matched the boundaries established pursuant to the Planning Board's January 21, 2009 Master Plan Update and Reexamination Report.

A report dated February, 2009 entitled "Redevelopment Area Investigation Report, Northwest Quadrant Routes 166 and 37, Township of Toms River, Ocean County, New Jersey", was prepared by John J. Lynch, PP, AICP, Township Planner. The report concluded that the Planning Board has a basis to recommend to the Township Council that the study area meets the statutory criteria for designation as an "area in need of redevelopment." The report also established the boundaries of the area in need of redevelopment consistent with the January 21, 2009 Master Plan Update and Reexamination Report. On March 18, 2009 the Planning Board adopted a resolution recommending to the Council the designation of the Northwest Quadrant of Routes 166 and 37 as an area in need of redevelopment consistent with the Redevelopment Area Investigation Report.

The Township Council on March 24, 2009 adopted a resolution designating the Northwest Quadrant of Routes 166 and 37 as an area in need of redevelopment consistent with the Redevelopment Area Investigation Report and commissioning the preparation of a redevelopment plan for same. The Redevelopment Plan was approved. The Dover Mall Redevelopment Plan is in the process of being constructed and is almost fully built out in accordance with the approved plan.

Ciba Geigy Redevelopment Area:

The redevelopment area is bordered by the Toms River on the north, Oak Ridge Parkway and residential development to the east, Route 37 and residential developments to the south, and the industrial park to the west. The site is approximately 1200 acres.

On January 25, 2005 the Toms River Township Council authorized the Toms River Township Planning Board to undertake a preliminary investigation to determine whether certain lands situated in Toms River Township, known and designated as Block 411, Lots 6, 84, 107,124, 130, 131; Block 409 Lot 62; Block 411.32, Lot 8; and Block 411.34, 12 on the official tax map of Toms River Township, is a redevelopment area pursuant to the Criteria set forth in the Local Redevelopment and Housing Law, NJSA 40A:12A-1 et. seq. The Planning Board directed the Township Planner to prepare a preliminary report. On March 2006, the Township Planner submitted a preliminary investigation report to the Planning Board. The Planning Board determined that the area qualified as an area in need of redevelopment after reviewing the investigation report and hearing testimony from all interested parties. On March 15, 2016, the Toms River Township Planning Board conducted a hearing on this matter. On April 11, 2006, Township Council made a determination that the entirety of the former Ciba-Geigy property qualifies as an Area in Need of Redevelopment.

The property is currently owned by BASF and is a Superfund site. Cleanup falls under the jurisdiction of the US Environmental Protection Agency and NJ Department of Environmental Protection. Soil clean-up was completed within the past five years. Ground water clean-up will continue at least for another two decades. The site was subdivided into three separate lots in 2014. The property still has a site that is referred to as Cell 1, which is a containment area for toxic waste. Cell 1 has monitoring wells, is double-lined and regularly monitored for any leakage. An estimated 35,000 barrels of waste are stored in Cell 1. No development can occur in this area based on EPA restrictions. The former Operations area has not been cleaned up to a residential standard and therefore may not be developed with single family dwellings. Over half of the 1,200 acre site, located closer to the Toms River Industrial Park and Route 37, is clean to a residential standard.

There is no redevelopment plan created or approved for this site. The Toms River Lakehurst Route 37 Economic Corridor Study provides a vision for the site and the proposed Route 37 West Highway Core.

Downtown Toms River Redevelopment Area:

The redevelopment area is bordered by the Garden State Parkway on the west side, Main Street on the east side, the Toms River on the south side, and Water Street and Snyder Street on the north.

In 2008, Toms River's Township Council directed the Township Planning Board to study whether the downtown waterfront area qualified as an Area in Need of Redevelopment. In 2008, Phillips Preiss Shapiro Associates, Inc. conducted the redevelopment area investigation, and a finding was made that the area met the criteria of an Area in Need of Redevelopment. In 2011, Council directed the Planning Board to study whether Block 658.01 met the criteria to be included in the redevelopment area. In 2012, Maser Consulting conducted an Area in Need of Redevelopment study to determine whether the entirety of Block 658.01 met the Redevelopment Criteria. In 2012, Council approved the expansion of the redevelopment area to include the entirety of Block 658.01. A Phase I Redevelopment Plan was prepared by Maser Consulting for the Toms River Business Improvement District, Inc. in 2012. The redevelopment plan included all lots in tax blocks 566.01, 566.02, 566.03, 567, 569, 570, and parts of Blocks 566.01 and 658. The proposed redevelopment plan was not adopted due to concerns that the proposed infrastructure network could not accommodate the additional traffic from the proposed mixed use development. In 2015, Maser Consulting was retained to prepare a Downtown Traffic Circulation plan to study the impacts of the proposed redevelopment plan, identify any potential circulation solutions, and resiliency measures. A draft of the Plan was provided to the Township on April 14, 2016. A final Neighborhood Circulation Plan was provided to the Township on June 22, 2016. The Neighborhood Circulation Plan and Phase I redevelopment plans are scheduled to be included in the 2016 Master Plan update.

Route 37 Redevelopment Area (Coates Point):

The redevelopment area is located on the north and south sides of Route 37, west of the Tunney Mathis Bridge. The boundary to the north is Adam's Avenue, the boundary to the west is Fischer Blvd., the boundary to the south is a network of lagoons, and the boundary to the east is the Barnegat Bay. The area was determined to meet the requirements of an area in need of redevelopment in December of 2003.

This area lacks public water infrastructure, which makes it difficult to develop. It serves as a gateway to the Barrier Island

communities. There is no approved redevelopment plan at this time. Parts of the 2013 Edward J. Bloustein School of Planning Route 37 Vision Plan will be incorporated into the Master Plan as a vision plan. A redevelopment plan will have to be created and approved by the Toms River Planning Board.

Other Potential Redevelopment Areas:

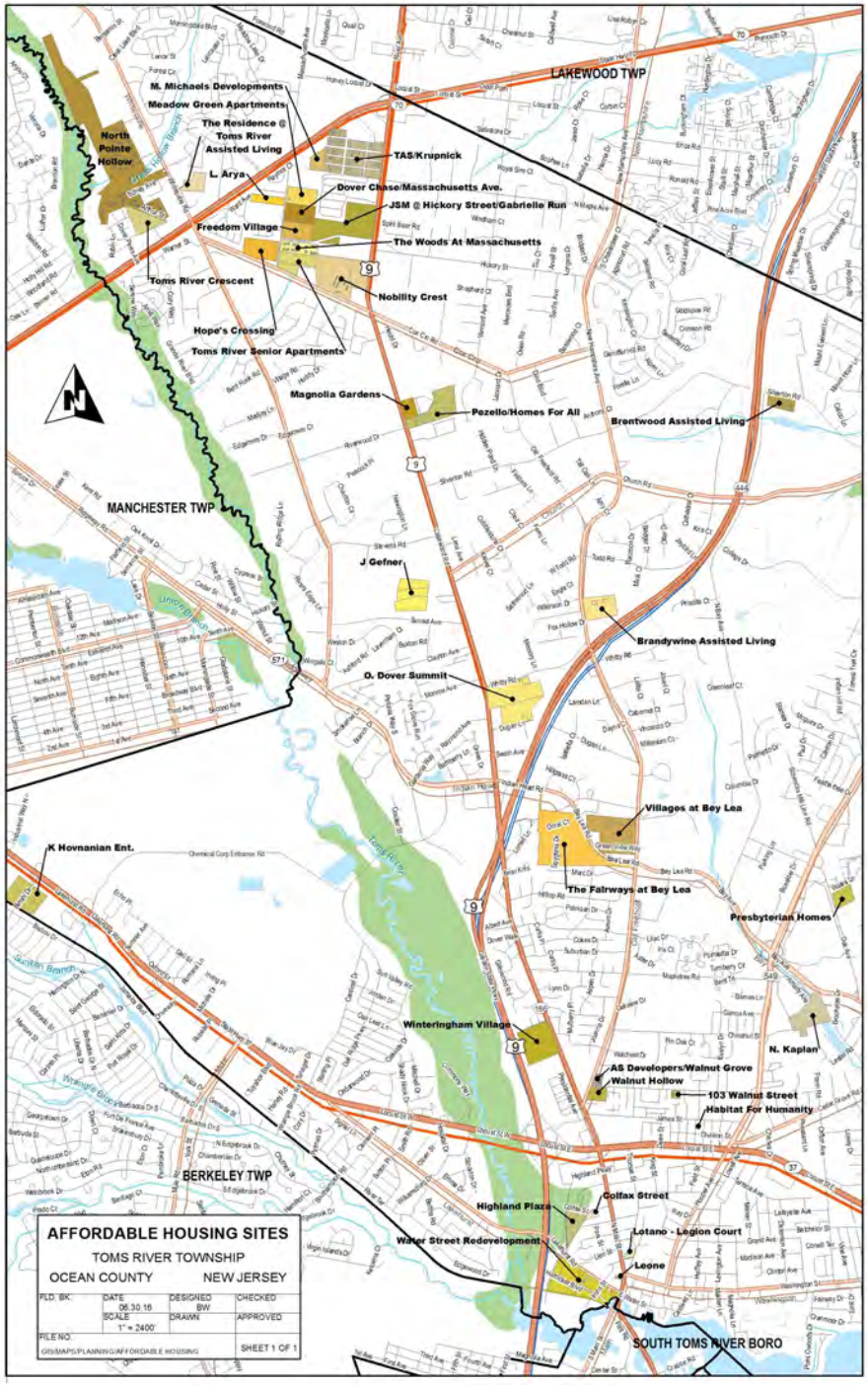
Toms River Township is looking into new areas that may meet the Area in Need of Redevelopment criteria.

AFFORDABLE HOUSING LOCATIONS

The Township removed itself from COAH's jurisdiction on September 5, 2007, when it filed a Complaint for Declaratory Judgement pursuant to N.J.S.A 52:27D-312(a). The Township was granted the right to seek the review of its Compliance Plan from the Superior Court of New Jersey, Ocean County, Law Division. The Township has been under the jurisdiction of the Superior Court, and the immunity provided by it, continuously since that time.

On December 17, 2008 the Planning Board adopted an Amended Housing Element and Fair Share Plan addressing its cumulative affordable obligation in accordance with COAH's new third round rules effective June 2, 2008 and October 20, 2008, endorsed the Housing Element and adopted the Fair Share Plan prepared by the Planning Board.

The Township's 2008 Housing Element and Fair Share Plan included two Regional Contribution Agreements (RCAs) with Lakewood Township, which had been approved as required by COAH on March 25, 2008. Fair Share Housing Center, Inc. filed a legal appeal of both the COAH approval of the RCAs, and the Superior Court decision after "fairness hearing" on the RCAs with Lakewood Township. The legal appeals were consolidated and a Settlement Agreement and Release signed on November 17, 2009. The Settlement Agreement and Release provided that the Township adopt a number of amendments to its Housing Element and Fair Share Plan. On July 7, 2010 the Planning Board adopted an Amendment to the Housing Element of the Master Plan that addressed the conditions of the November 17, 2009 Settlement Agreement and Release.



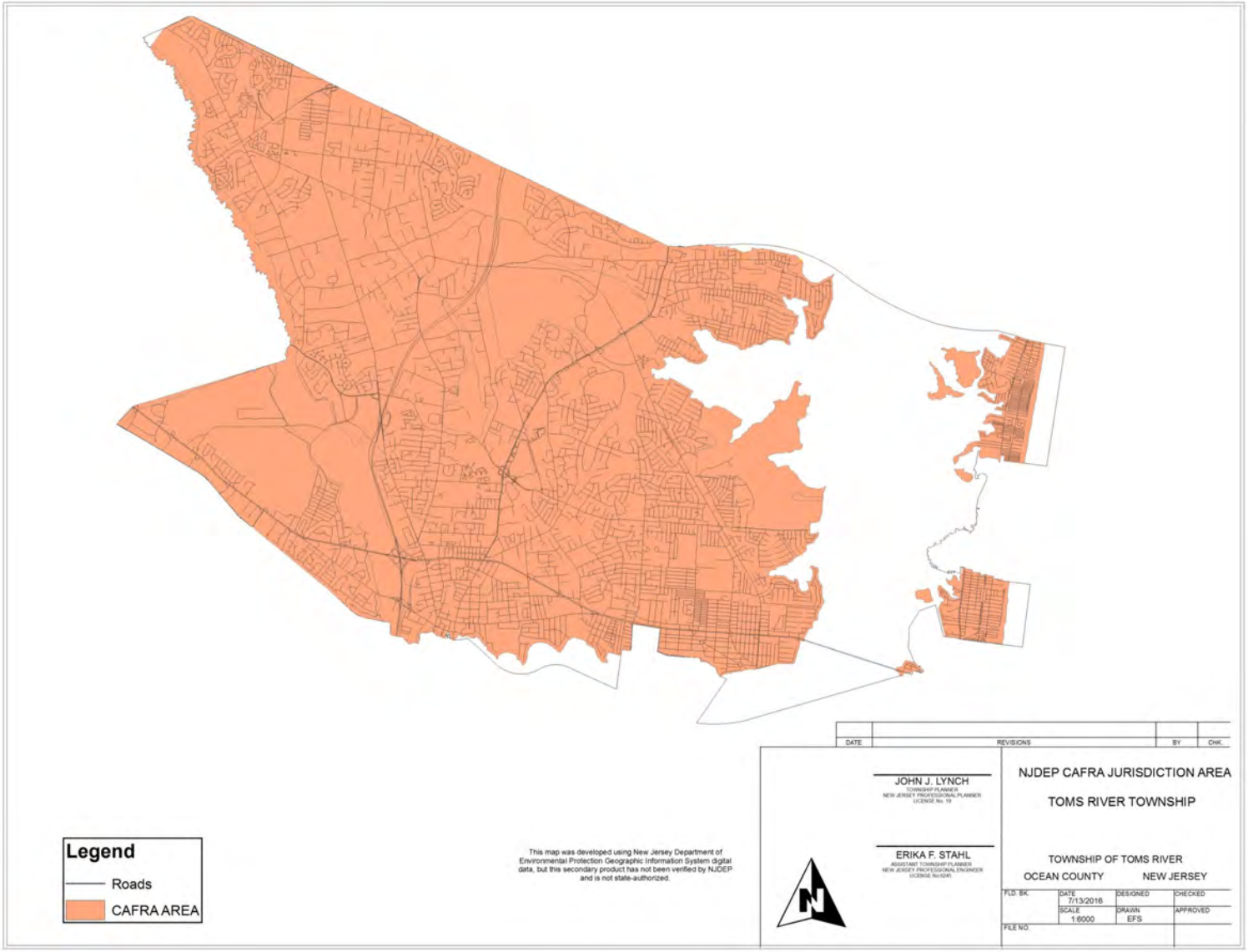
On October 8, 2010 the Appellate Division invalidated COAH's 2008 third round rules, and the "growth share" methodology upon which they were based. On September 26, 2013 the New Jersey Supreme Court upheld and modified the Appellate Division's 2010 decision that invalidated COAH's third round rules.

The Township has continued to pursue and foster affordable housing opportunities resulting in the creation of a substantial number of additional affordable units and adopted an amended Housing element of the Master Plan on October 2, 2014.

The New Jersey Supreme Court in its decision on March of 2015, In re N.J.A.C 5:59 & 5:97, 221 N.J. 1 (2015), transferred the evaluation of municipal compliance with the Mount Laurel doctrine from the Council on Affordable Housing (COAH) to the trial courts. Per Order of the Honorable Marlene Lynch Ford, A.J.S.C. dated September 18, 2015 in the matter of the application for declaratory judgement by the Township of Toms River (Docket No. OCN-L-1867-15) the Township is required to submit a preliminary housing element and affordable housing plan to the Court on or before December 8, 2015. Per Judge Ford's Second Revised Case Management Order dated November 17, 2015 the Township is to utilize the allocation set forth in Richard Reading's Preliminary Review and Assessment of Low and Moderate Income Housing Needs of Ocean County Municipalities, Appendix 1, Preliminary, Adjusted Affordable Housing Obligations, dated October 30, 2015, as their preliminary affordable housing obligation for the preliminary housing element to be submitted on or before December 8, 2015.

The Township of Toms River prepared a Preliminary Housing Element of the Master Plan dated December 7, 2015, which was submitted to the Ocean County Courts intended to demonstrate satisfaction of the Township's prior round obligation and present a viable and realistic plan to address the third round obligation set forth in Mr. Reading's Preliminary Review and Assessment, per the November 17 Order, and thereby receive continued immunity and repose. The Township's Preliminary Housing Element has been attached as an appendix to this report.

COASTAL ZONE MANAGEMENT PROGRAM

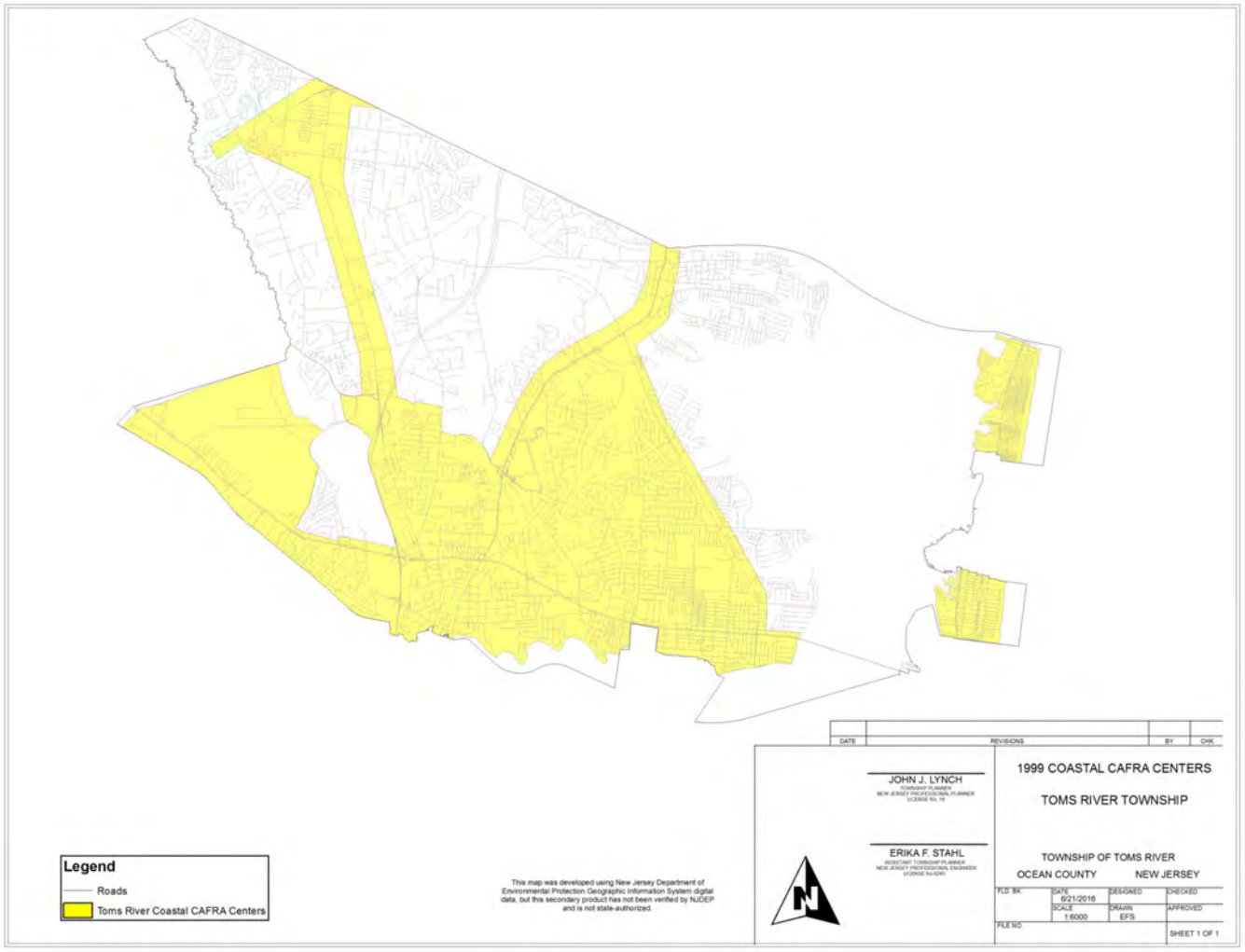


The majority of the Township land falls under the Coastal Areas Facilities Review Act (CAFRA) area. Approximately 14 acres of land in the northwestern most corner of the Township is located outside of the CAFRA area.

In 1999 CAFRA adopted coastal centers for continued and proposed growth. In the growth centers CAFRA permits 80% impervious coverage, while in the non-centers 30% impervious coverage is permitted.

1999 CAFRA COASTAL CENTERS

The 1999 Coastal Centers were due to expire originally in 2005, however have been extended from the 2008 Permit Extension Act. The Permit Extension Act was due to expire March of 2016 and was extended on June 30, 2016 and retroactively applied. The existing 1999 Coastal Centers are now due to expire on December 31, 2016. The expiration of the 1999 Centers will impact the mainland center, which will revert from 80% coverage to 30% coverage. There is no impact to the Barrier Island Coastal Centers. The mainland center consists of all areas south of Route 37 (including the downtown), the Ciba Geigy site and all commercial strips located on the north side of Route 37, every area located between Fischer Boulevard and Hooper Avenue located north of Route 37, areas located on each side of Route 9, commercial areas on both sides of Hooper Avenue located north of Fischer Boulevard, and both sides of Route 70, and the triangle area located between Route 70 and Route 9.



Since March of 2016, when the 1999 Coastal CAFRA Centers were due to initially expire, the Township has been coordinating with the state to adopt new centers as proposed in the Smart Growth Plan section of this report. The original map proposal submitted in March of 2016 received comments regarding moving boundaries to comply with Sewer Service Areas and removal of some locations due to wetlands. The Township has complied with the comments provided by NJDEP and modified the sites to comply with Sewer Service Area boundaries and

It should be noted that the centers submitted in 2007 were reviewed and modified to account for comments received from the Office of Smart Growth and were incorporated into the March 2016 Proposed Centers Map.

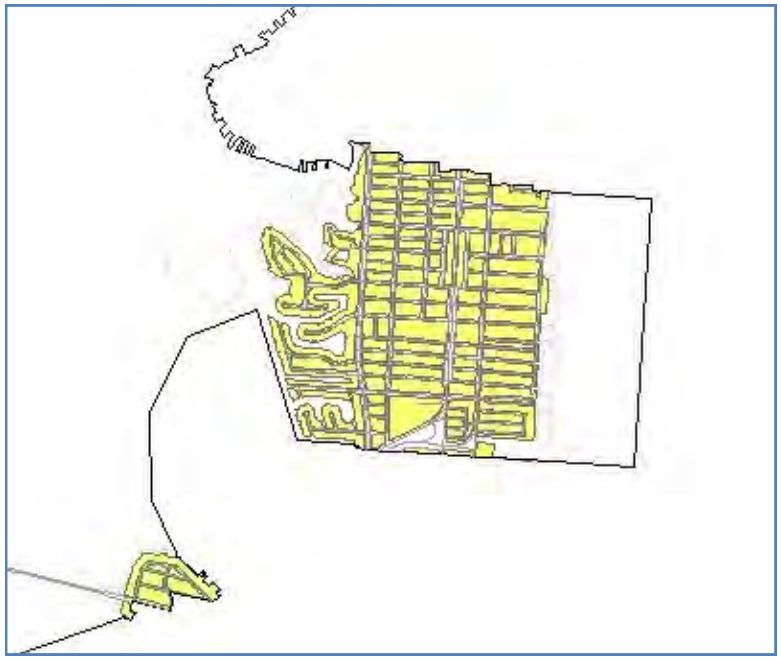
Barrier Island Coastal Centers:

The barrier island "centers" are an artifact of the original effort by NJDEP to use the State Plan Policy Map (SPPM) as the Coastal Planning Map. These areas are considered by NJDEP under CAFRA as "Barrier Island Coastal Centers" which overlay the Planning Area 5A designation. Unlike the Mainland Centers created by NJDEP, they did not expire in 2005. The CAFRA Barrier Island Coastal Centers enable these areas to be treated as "centers" and have higher impervious coverage. Barrier Island Coastal Centers permit 80% impervious Coverage.

Toms River Township has two barrier island coastal centers: the north beach coastal center and Ortley Beach coastal center.

Ortley Beach Coastal Center:
Ortley Beach Coastal Center is a barrier island community. It has public beaches, boardwalks, park on the bay, and commercial strips on Route 35 Northbound, Route 35 Southbound, and a small strip on Bay Blvd. Pelican Island has been included in the Ortley Beach Center. Ortley Beach also has several islands in the bay that are preserved and will remain undeveloped. It is a dense neighborhood that is actively rebuilding after Sandy.

The general goals and objectives for the Ortley Beach Coastal Center are to encourage rebuilding in a manner that is resilient to future storms and creates a sense of place. The Township has adopted several ordinances to support rebuilding. The Township requires all new buildings and elevated buildings to comply with Base Flood Elevation plus one foot of freeboard. The Township has also adopted ordinances to clarify front and rear yard setback, when prevailing setback was no longer feasible, ordinances regarding elevated decks, landings, and stairs. The Township has prepared a Community Vulnerability Assessment and is currently preparing a Township Hazard Mitigation Plan with a focus on flooding to insert as an appendix to the Ocean County Hazard Mitigation Plan. In addition, the Township has prepared a Post Sandy Strategic Report and a Neighborhood Plan for Ortley Beach that focused on streetscape improvements and creating a cohesive pedestrian and bicycle friendly community. The Neighborhood Plan for Ortley Beach was heard by the Planning Board and will be adopted as part of the Master Plan.



The vision for the Ortley Beach Coastal Center includes:

- A diversity of services, retail shops, and restaurants
- A pedestrian-friendly commercial strip
- Improved pedestrian and bicycle connections
- Traffic Circulation improvements to improve mobility and support redevelopment
- Incorporation of resiliency improvements throughout Ortley Beach as identified in the Hazard Mitigation Plan
- Incorporation of "Place Making" recommendations to set Ortley Beach apart from Lavallette and Seaside Heights
- Efficient and sufficient parking to meet the needs of the Beach and downtown users.
- Provide access to tidal water through both active and passive recreation

North Beach Coastal Center:

The North Beach Coastal Center is a barrier island community, consisting of the following neighborhoods located between Brick and Lavallette: Normandy Beach, Silver Beach, Ocean Beach I, Ocean Beach II, Ocean Beach III, Ocean Beach Shores, Ocean Beach and Bay Club Association, Chadwick, Rutherford Homes, Brightwater Association and Villa Condo Association. The North Beach communities consist of numerous private associations that provide public beach access and a commercial strip on Route 35 Northbound. Similar to Ortley Beach, the North Beach also has several islands in the bay that are preserved and will remain undeveloped. It is also a dense neighborhood that is actively rebuilding after Sandy.

The vision for the North Beach Coastal Center includes:

- A diversity of services, retail shops, and restaurants
- A pedestrian-friendly commercial strip
- Improved pedestrian and bicycle connections
- Incorporation of resiliency improvements throughout the North Beach as identified in the Toms River Hazard Mitigation Plan
- Provide access to tidal water through both active and passive recreation

PLANNING CONCERNS & NEEDED ASSISTANCE FROM STATE

Toms River Township is the second most populous municipality in Ocean County, second only to Lakewood Township. Lakewood Township's explosive growth has put pressure on the northwestern section of the Township which is served by a two lane state highway (Route 9). Growth pressures are also felt on portions of Route 70. The North Dover elementary, middle and high school enrollments are anticipated to grow according to the Township's growth projections. Growth pressure on the regional highway system is not anticipated to decrease, since Lakewood is projecting to have a population of over 200,000 people within the next 10 years or so. Growth pressures in this area can also be attributed to the fact that this section of the Township has the most available open land to accommodate future growth. The Township has historically developed east to west, meaning that the barrier island, areas along the Toms River and the Bay were the first areas to develop. At the Township's first 2016 Master Plan public meeting residents commented on the congestion on Route 9 and the impacts to surrounding County infrastructure and residential neighborhoods. Residents would like the Township to consider acquiring some available land to preserve as open space. The state can assist the community by:

- Implementing the findings of the NJTPA funded Route 9 study to provide short term relief
- Adding the expansion of Route 9 from a two lane highway to a four lane highway in the State Transportation Improvement Plan for future funding (Long range planning solution)
- Assisting the Township to secure open space in the communities of Pleasant Plains and North Dover for open space and conservation.

Superstorm Sandy—The Township continues to deal with Superstorm Sandy recovery. Areas in the North Beaches, Ortley Beach, Pelican Island, Silverton, Snug Harbor, Shelter Cove, East Dover, Bay Shore, Gilford Park, Downtown Toms River, and other areas along the Toms River and Barnegat Bay flooded during Superstorm Sandy. Ortley Beach was the most impacted area, with damage to dwellings, boardwalks, roads, electric lines and other infrastructure. The Township had approximately 14,000 dwellings located within the Sandy flood surge area. Of those, approximately 3,800 dwellings have been determined to be substantially damaged. The timing of the implementation of the RREM program and similar state funded programs and delays in insurance payments slowed the recovery process. The Township still has not recovered all of its ratable loss. As of January 1, 2016, the Township had recovered about 56% of the over $2 billion in ratable loss that occurred as a result of Sandy. The Township has prepared a Post Sandy Strategic Recovery Report, a Community Vulnerability Assessment and is currently working on a local Hazard Mitigation Plan that will be incorporated into the approved Ocean County Multi-Jurisdictional Hazard Mitigation Plan. The Township participated in the Ocean County Hazard Mitigation planning process. The Township's Hazard Mitigation Plan will provide more detail related to the general recommendations that had been included in the Ocean County Multi-Jurisdictional Hazard Mitigation Plan and will focus more

on flood mitigation concerns. The Township monitors the elevation of properties that have been substantially damaged and enforces the building codes that require new homes to be compliant with flood standards. The State can assist the Township by:

- Funding projects identified in the Township specific Hazard Mitigation Plan, which will be adopted as an addendum to the Ocean County Hazard Mitigation Plan and the Toms River Township Master Plan.
- Assist the Township to find funding sources for the Ortley Beach Neighborhood Plan that creates a sense of place for the community
- Assist with funding follow-up studies required to advance the Toms River-Lakehurst Route 37 Economic Corridor Vision Plan

Downtown—In 2008, Toms River's Township Council directed the Township Planning Board to study whether the downtown waterfront area qualified as an Area in Need of Redevelopment. In 2008, Phillips Preiss Shapiro Associates, Inc. conducted the redevelopment area investigation, and a finding was made that the area met the criteria of an Area in Need of Redevelopment. In 2011, Council directed the Planning Board to study whether Block 658.01 met the criteria to be included in the redevelopment area. In 2012, Maser Consulting conducted an Area in Need of Redevelopment study to determine whether the entirety of Block 658.01 met the Redevelopment Criteria. In 2012, Council approved the expansion of the redevelopment area to include the entirety of Block 658.01. A Phase I Redevelopment Plan was prepared by Maser Consulting for the Toms River Business Improvement District, Inc. in 2012. The redevelopment plan included all lots in tax blocks 566.01, 566.02, 566.03, 567, 569, 570, and parts of Blocks 566.01 and 658. The proposed redevelopment plan was not adopted due to concerns that the proposed infrastructure network could not accommodate the additional traffic from the proposed mixed use development. In 2015, Maser Consulting was retained to prepare a Downtown Traffic Circulation plan to study the impacts of the proposed redevelopment plan, identify any potential circulation solutions, and resiliency measures. A draft of the Plan was provided to the Township on April 14, 2016. The State could provide assistance with:

- Coordinating with NJDOT, NJTPA, New Jersey Turnpike Authority, and other state and federal agencies to implement recommendations from the 2016 Neighborhood Downtown Traffic Circulation Plan
- Provide funding to make improvements to the traffic circulation, thereby providing incentives for redevelopment.

Ciba-Geigy Site – In 2006, Township Council made a determination that the entirety of the former Ciba-Geigy property qualifies as an Area in Need of Redevelopment. The property is currently owned by BASF and is a Superfund site. Clean-up falls under the jurisdiction of the US Environmental Protection Agency and NJ Department of Environmental Protection. Soil clean-up was completed within the past five years. Ground water clean-up will continue at least for another two decades. The site was subdivided into three separate lots in 2014. The property still has a site that is referred to as Cell 1, which is a containment area for toxic waste. Cell 1 has monitoring wells, is double-lined and regularly monitored for any leakage. An estimated 35,000 barrels of waste are stored in Cell 1. No development can occur in this area based on EPA restrictions.

The former Operations area has not been cleaned up to a residential standard and therefore may not be developed with single family dwellings. This area can be developed with commercial and mixed use developments. Over half of the 1,200 acre site, located closer to the Toms River Industrial Park and Route 37, is clean to a residential standard.

In 2013 Toms River Township applied to the North Jersey Consortium Local Demonstration Project to create a vision for the Route 37 corridor. The focus of the study was to analyze the corridor for the types of economic development that would utilize regional assets such as the Quality Assurance lab located on the Lakehurst end of the Joint Base, nearby Toms River Industrial Park, Community Medical Center Hospital, and Lakewood's Foreign Trade Zone that was expanded in 2014 to include many areas in Ocean County. A redevelopment plan has not been created for the former Ciba-Geigy site, however the intent of the study is to utilize the site to diversify the Township's economy by creating new jobs focused on technology, engineering, and other higher paying sectors. Ocean County is the largest commuting county in the state, and the private sector wages for jobs located in Ocean County are among the lowest in New Jersey. The State can assist the Township:

- Provide technical and financial assistance to remove the Superfund designation from all or a portion of the former Ciba Geigy Property
- Provide funding for follow-up Planning studies identified in the Toms River-Lakehurst Route 37 Economic Corridor Vision Plan
- Provide funding for the creation of a Redevelopment Plan for the site
- Provide coordination between state and federal agencies

Affordable Housing – The Township updated its Master Plan Housing Element in 2014 to address the Township's affordable housing obligations. The Township does not know its post-1999 affordable housing requirements since a final determination has not yet been made. The Township is in Superior Court to seek substantive certification for the 1987 -2025 allocation periods, often referred to as Rounds 1, 2 and 3. The Township has provided the Court with a draft of an updated housing plan reflecting existing and zoned sites for affordable housing. The Township has reached a tentative settlement agreement with the parties, subject to court approval after a fairness hearing is held in Superior Court. The State can assist to:

- Provide funding to projects that have been identified as affordable housing locations, in particular locations in the redevelopment area of Downtown Toms River.

Circulation – The Township of Toms River does not have a passenger rail line. There is only limited local bus service, but express bus service to New York City is heavily used, with the Toms River Park and Ride one of the busiest bus terminals in New Jersey. Major east to west traffic to Philadelphia is accommodated by Route 70 and north and south circulation to New York and Atlantic City relies on the Garden State Parkway.

The Township would like the state to study the possibility of allowing commercial vehicles to utilize the Garden State Parkway to access the New Jersey Turnpike. Commercial vehicles are currently permitted to travel on the Garden State Parkway South of Exit 105. In order to have vehicles use the Parkway north of Exit 105 to the NJ Turnpike,

overpass height clearances and other design criteria would have to be considered.

The Toms River-Lakehurst Route 37 Economic Corridor Study recommended that the former rail line to the Ciba-Geigy site be maintained for the possibility of connecting a freight line to Lakewood and North Jersey. The Route 9 study prepared by NJDOT is recommending changes to Route 9 that will make commuting on Route 9 more efficient. However, at this time the state is not proposing to widen Route 9, thereby leaving it as a two lane street (one lane flow in each direction with a center turning lane). Growth in Lakewood and Toms River has severely restricted the flow of traffic on Route 9 and both communities are calling for the expansion of Route 9.

- Fund the expansion of Route 9 from a two lane to a four lane highway
- Implement the findings of the Route 9 NJTPA study as a short term solution
- Provide funding or technical assistance to study the possibility of opening up the Garden State Parkway for commercial vehicles. Open up the Garden State Parkway to commercial vehicles to the NJ Turnpike if feasible.
- Support the connection of Toms River and Lakewood to North Jersey via a train line (MOM line) or other alternative.
- Support freight line connectivity to the Toms River Industrial Park Core
- Support, fund and provide technical assistance to designate downtown Toms River as a Transit Oriented Development (TOD).

Implement the recommendations in the Downtown Neighborhood Circulation Study in regards to state owned roads and the movement of the Exit 81 interchange to be located north of Lakehurst Road to eliminate congestion and spur development in the designated Downtown Area in Need of Redevelopment.

Natural and Cultural Resource Protection – Toms River Township is located on the Atlantic Ocean, Barnegat Bay, Toms River, and other tributaries. The Township has received a new Natural Resources Inventory that has been prepared by Heyer Gruel and Associates, which will be utilized to develop the Township's 2016 Open Space, Conservation and Recreation Master Plan Element. The 2016 Open Space, Conservation and Recreation Master Plan Element is underway and will be adopted in late 2016. The State can assist to:

- Provide funding to acquire recommended parcels through Green Acres and/or Blue Acres programs.

Route 37 Area in Need of Redevelopment – Toms River Township has an area in need of redevelopment that is located east of Fischer Boulevard on each side of Route 37 to the Barnegat Bay. This area lacks public water infrastructure, which makes it difficult to develop. It serves as a gateway to the Barrier Island Communities. At the Master Plan Public Meeting residents have requested that the Township look at redeveloping the area in a similar fashion to Brick's Mantoloking Bridge Area, with public open space, boat ramp, park, and restaurant. Rutgers University Edward J. Bloustein School of Planning and Public Policy performed a study of the region, portions of which may be incorporated into the Master Plan.

- State could assist by providing funding to install the water infrastructure. The infrastructure installation would assist to redevelop the area to create a gateway to the barrier island communities.
- State could assist by providing funding to update existing Sewer and Storm Water infrastructure.
- Provide funding for the creation of a Redevelopment Plan for the area in need of redevelopment.
- Provide coordination between state and federal agencies.

Toms River Township's overall Infrastructure Needs are:

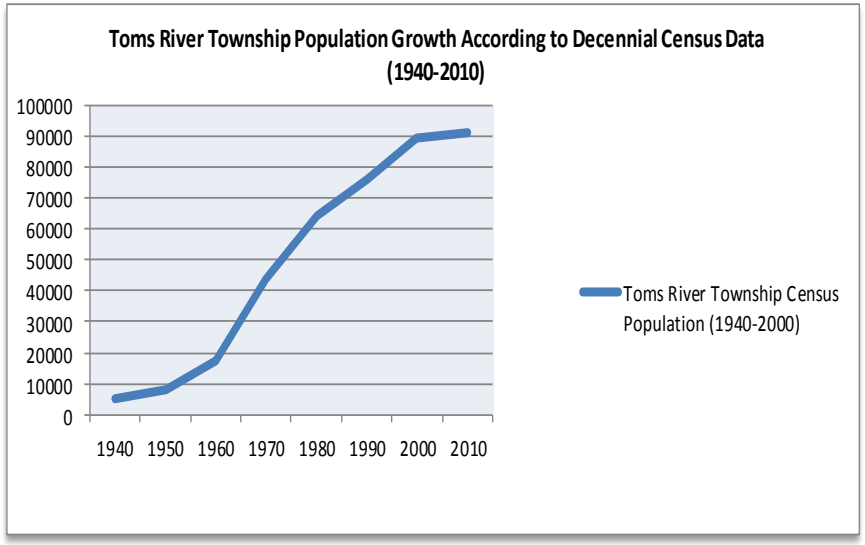
1. Sewer and water infrastructure for Route 37 Area in need of Redevelopment Area
2. Circulation improvements for Downtown Toms River in accordance with Downtown Toms River Circulation Plan
3. Circulation improvements for Route 9 in accordance with NJTPA Route 9 study and consideration of altering Route 9 from a two lane highway to a four lane highway.
4. Ciba Geigy redevelopment area needs as identified in follow-up economic studies to accommodate research, development and technology sectors.
5. Elevation and flood proofing of infrastructure identified in the Township's Hazard Mitigation Plan

DEMOGRAPHICS

Background

Toms River Township is 41.81 square miles in land area with a 2010 population of 91,239 or approximately 2,182 residents per square mile. The Township has 34,760 households with an average household size of 2.58. The average household size is in line with Ocean County's and slightly lower than New Jersey's. Toms River Township's population in 1940 was 5,165, indicating that the Township has experienced rapid growth within 70 years, having grown by 86,074 residents. Between 1990 and 2000 the Township had a 17.5 percent increase over the 76,371 residents that were counted in the 1990 US Census. The Township's population continued to grow from 2000 to 2010 by 1.7 percent increase in population. Figure 1, provided below, indicates that the Township's population growth has been leveling off. This could be a result of the Economic Recession of 2008, which severely impacted the housing market, and a natural phenomenon that occurs when a municipality nears it's built out state as municipal land resources diminish.

Table & Map 1: Historical Population Trends for Toms River Township



Historical Population Trends for Toms River Township, 1930-2010*

Municipality	Incorporation Date	1940	1950	1960	1970	1980	1990	2000	2010	Total Change
Toms River Township	1767	5,165	7,707	17,414	43,751	64,455	76,371	89,706	91, 239	86,074

*Source: 2010 Census and Ocean County Databook "Historical Population Trends in Ocean County, by Municipality, 1930-2000" which utilized the following sources: 1990 Census of Population and Housing, Historical Population Counts and STF-1A (Profile 1); Census 2000, US Census Bureau, March 2001.

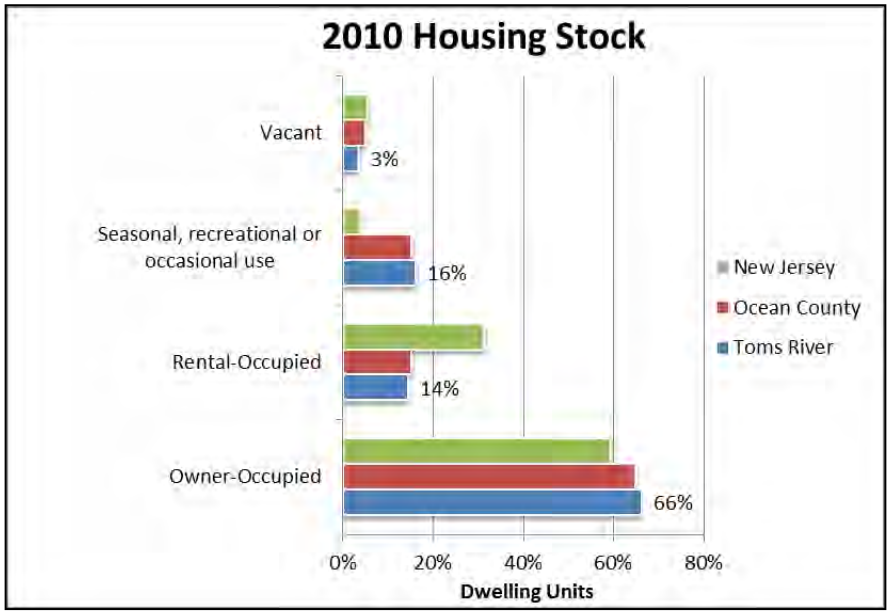
Prepared by: Toms River Township Division Community Development

The Township has 43,334 housing units according to the 2010 Census. Approximately 66% of the Toms River Township's total housing stock is owner occupied, 14% renter occupied, and 3% are vacant. The Township has a slightly higher homeownership rate than Ocean County and much higher than New Jersey's rate of 59%. Toms River Township has a lower vacancy rate than Ocean County and New Jersey with a vacancy rate of 3%. Toms River Township and Ocean County both have a significantly lower rental occupied rate than New Jersey. New Jersey has a rental occupied rate of 31%, where Toms River has a rental occupied rate of 14%. New Jersey's rental occupied rate is more than double that of Toms River Township's. It is anticipated that Toms River Township's rate will increase as the multi-family dwelling units under construction become part of the housing stock.

Map & Table 2: 2010 Housing Stock

Table 2: Housing Stock

	Toms River	Toms River	Ocean County	Ocean County	New Jersey	New Jersey
Owner-Occupied	28676	66%	180,227	65%	2110880	59%
Rental-Occupied	6211	14%	42043	15%	1111895	31%
Seasonal, recreational or occasional use	6974	16%	42056	15%	134903	4%
Vacant	1473	3%	13726	5%	191576	5%
Total Housing Units	43334		278,052		3549254	



Source: U.S. Census Bureau, 2010 Census. Profile of General Population and Housing Characteristics: 2010 Demographic Profile Data.

Note: Owner occupied = owner occupied housing units + sold, not occupied; rental-occupied = rental occupied housing units + rented, not occupied; vacant housing units = vacant housing units - rented, not occupied - sold, not occupied - for seasonal, recreational, or occasional use

Prepared by: Toms River Division of Community Development, May 24, 2016

In addition the Township has approximately 16% of the housing units utilized for seasonal, recreational use or occasional use. This line item is included in the vacancy rate by the US Census Bureau, however has been extrapolated as a separate line item due to Toms River Township's tourism industry and high rate of secondary dwelling homeownership. Including this line item in the vacancy rate provides misleading information for areas that have a seasonal population. Toms River Township's seasonal, recreational use or occasional use occupancy rate is four times higher than the State's rate of 4% and slightly higher than Ocean County's rate of 15%.

Toms River Township has a median household income of $72,939 which is much higher than Ocean County's median household income of $61,839 and in line with New Jersey's median Household income of $72,062. The Township's per capita Income of $35,759 is slightly less than New Jersey's per capita income of $36,359 and higher than Ocean County's per capita income of $30,951. Toms River Township's Poverty Rate of 26.8% is slightly less than Ocean County's poverty rate of 27.4% and lower than New Jersey's poverty rate of 30.4% according to the 2010-2014 American Community Survey 5-year Estimates. Toms River Township's unemployment rate of 5.6% is lower than Ocean County's rate of 5.9% and New Jersey's rate of 6.4% according to the 2010-2014 American Community Survey 5-year Estimates .

Toms River Township's racial/ethnic background is in line with Ocean County's racial/ethnic background and significantly different from New Jersey's racial/ethnic background. Toms River Township is less diverse than New Jersey. Toms River Township's population is comprised mostly of whites with 85%, Latinos/Hispanics with 8%, other ethnic/racial backgrounds with 5%, and Blacks at 2%. New Jersey population is predominantly white with 59% of the population, 18% is Latino/Hispanic, 13% Black and 10% other

COMMUNITY DEMOGRAPHICS

	Muni	County	New Jersey
Land Area (sq mi)	41.81	640.84	7,417
Population	91,239	576,567	8,791,894
Households	34,760	221,111	3,214,360
Average Household Size	2.58	2.58	2.68
Housing Units	43,334	278,052	3,553,562
Home Ownership Rate	82.2%	81.1%	65.4%
Vacancy Rate	19.8%	20.5%	9.5%
Median Household Income	$72,939	$61,839	$72, 062
Per Capita Income	$35,759	$30,951	$36,359
Poverty Rate	26.8%	27.4%	30.4%
Unemployment Rate	5.6%	5.9%	6.4%

Source: Profile of General Population and Housing Characteristics: 2010 Census Summary File 1 (Toms River Township, Ocean County & New Jersey), American Fact Finder

Selected Economic Characteristics 2010-2014 American Community Survey 5-year Estimates (Toms River, Ocean & New Jersey), American Fact Finder

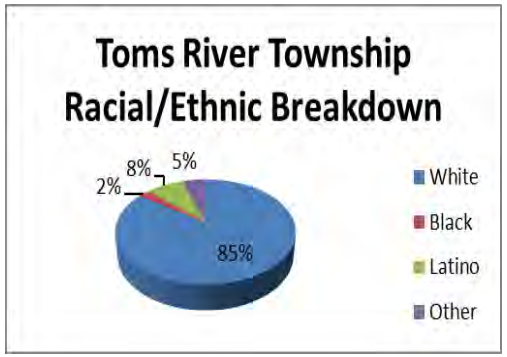
Poverty Status in the Past 12 Months, 2010-2014 American Community Survey 5-year Estimates (Toms River, Ocean & New Jersey), American Fact Finder

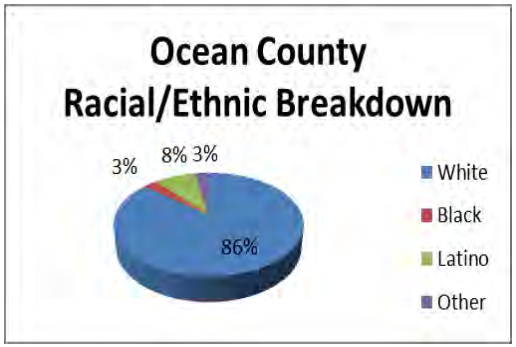
race/ethnicity. The Other race/ethnicity includes individuals that identify with more than one race and/or ethnicity.

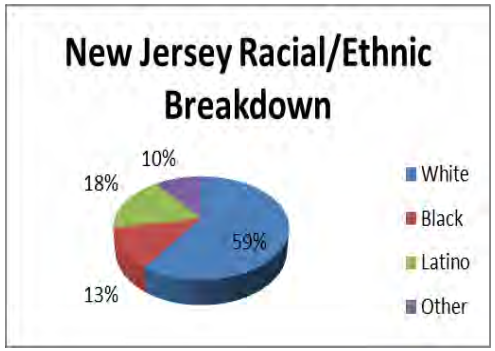
Toms River Township's largest age cohort is 50-69 years of age. Ocean County's largest age cohorts are 50-69 and 70-79 years of age, however the County is showing an increase with the 0-9 year age cohort. Ocean County also shows a slight increase in the female population as the age increases above 69 years. New Jersey's largest cohort is 50-69 with younger age cohorts staying stagnant between age groups.

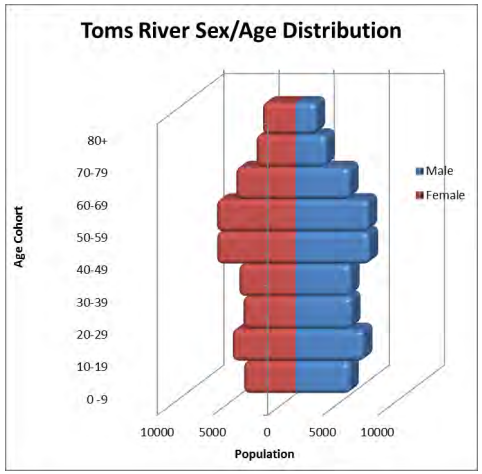
Ocean County has a much larger senior population rate than New Jersey and Toms River Township. Toms River Township has a larger senior population rate than New Jersey.

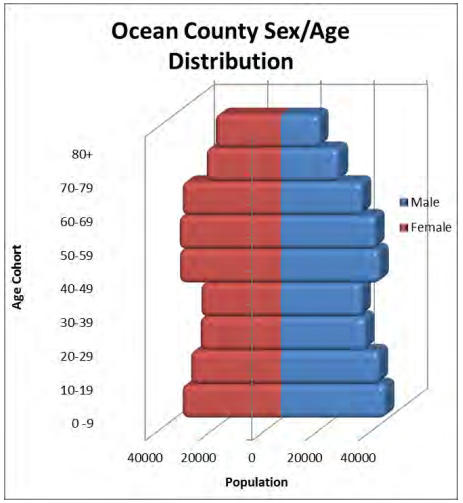
Both Ocean County and Toms River show a decline in the 30-49 age cohorts. This may be due to a decline in the population after the baby boom generation. The slight increase in population for the age cohort of 20-29 could be due to the baby boomers' children. Ocean County's population under 10 is equivalent to the 50-59 year age group. This indicates a growth in population of those under ten and could be attributed to the new families moving into Lakewood and other growing communities in Ocean County. (see charts provided below)

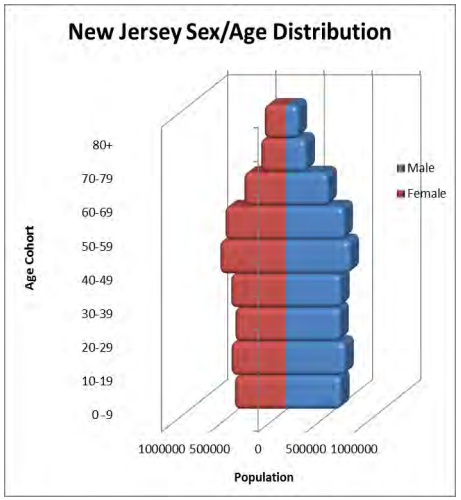


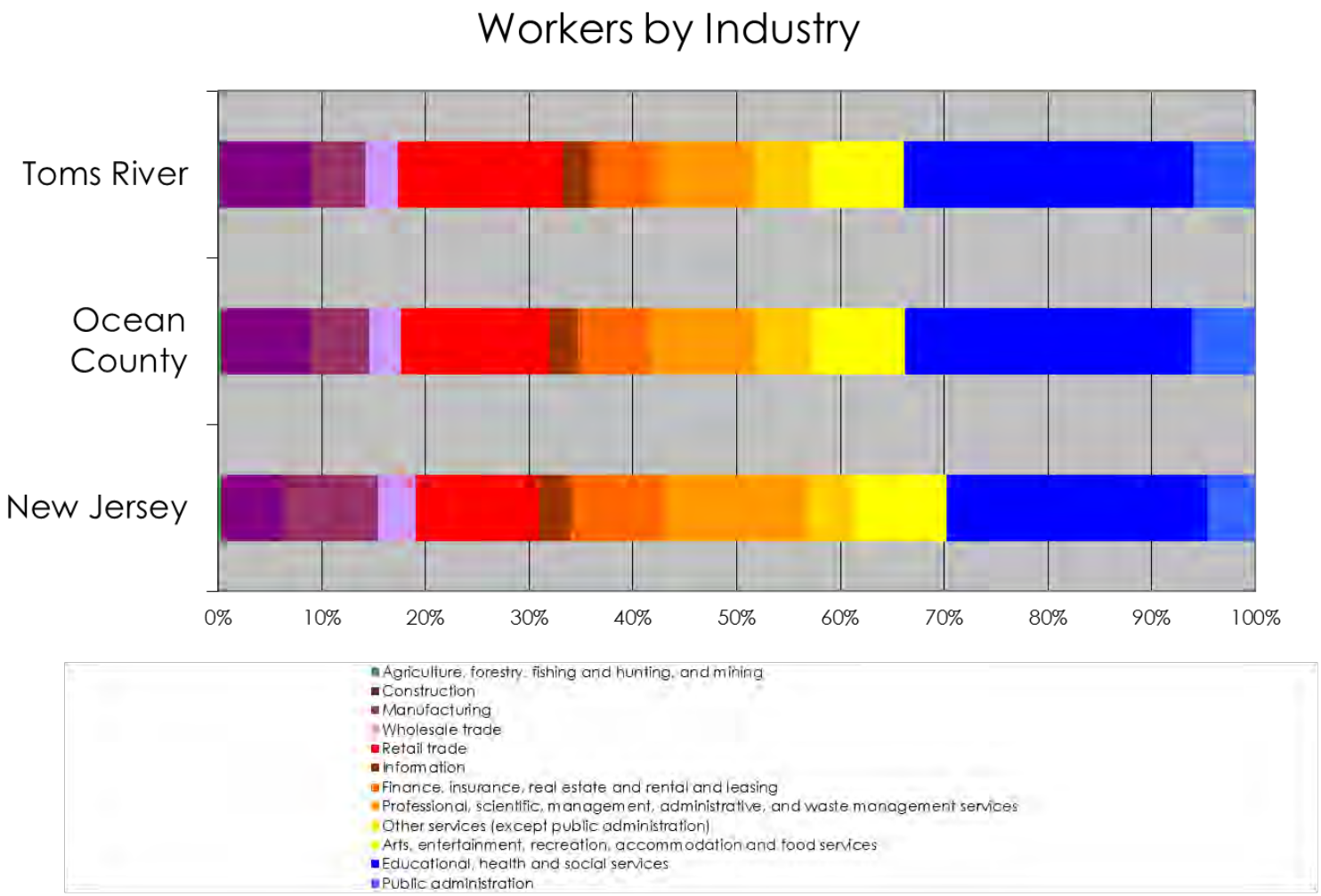












Source: Selected Economic Characteristics 2010-2014 American Community Survey 5-Year Estimates for New Jersey, Ocean County, Toms River Township, U.S. Census Bureau.

Economic Industries:

Toms River's leading economic industry group is educational services, health care and social services with approximately 27% of the jobs being classified under this category. Toms River Township is home to Ocean County College, Kean at Ocean County College, the Toms River Regional School System, Community Medical Hospital, HealthSouth Garden State Rehabilitation Hospital, Shoreline Behavior Health, Children's Specialized Hospital, and the Ocean County Government

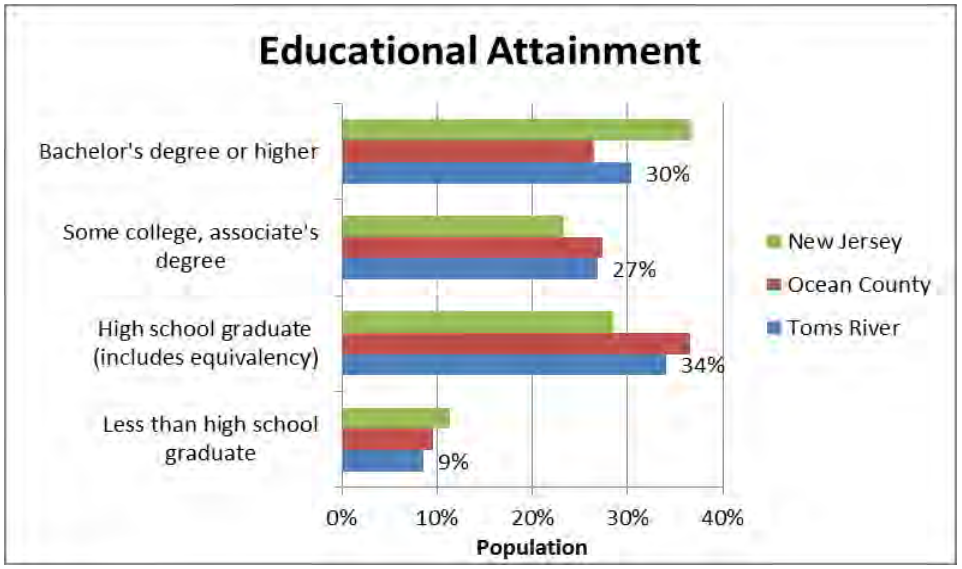
complex. The Ocean County Government Complex includes the Ocean County Board of Social Services, Ocean County Health Services and other social assistance programs. Toms River Township is home to Sunrise Detox, New Hope Crossroads Addiction Center, and Ocean Medical Services. Toms River Township has a higher percentage of educational services, health care and social services compared to Ocean County and New Jersey. However, this industry is still the leading industry for Ocean County and New Jersey.

Toms River's second leading industry is retail trade with approximately 15% of the jobs being classified in this sector. This industry tends to have low paying wages. The Township is home to the Ocean County Mall, Seacourt Pavilion, and many other shopping centers. Toms River has a higher percentage of jobs that are in the retail trade industry compared to Ocean County and New Jersey's second leading industry is professional, scientific, and management, and administrative and waste management services industry, which tends to have higher wage jobs.

The professional, scientific, and management, and administrative and waste management services industry is the third leading industry in Toms River, with the construction industry closely behind. Approximately 9% of the Township's jobs fall under the professional, scientific, and management, and administrative and waste management services category while approximately 8.5% are classified under the construction industry.

Educational Attainment:

Toms River Township's populations aged 25 years or older have earned more Bachelor's degrees than Ocean County's population, but less than the State of New Jersey's equivalent population. Only 9% of Toms River Township eligible residents have attained less than a high school degree, which is lower than Ocean County and New Jersey. Toms River and Ocean County populations have more residents with some college, associate's degree than New Jersey. This can be attributed to the fact that Ocean County College is located in Toms River Township. In addition, Ocean County and Toms River Township's leading employment sectors (particularly health) in most cases only require associates degrees. It should be noted that Ocean County College has partnered with Kean University to provide a four year bachelor's degree. It is anticipated that the percentage of residents with bachelor's degrees will increase.



Source: 2010-2014 American Community Survey 5-year Estimates, U.S. Census

Labor Force:

Ocean County has the second highest job deficit in the state. In September of 2015 according to the New Jersey Department of Labor there were 265,400 Ocean County residents in the labor force as compared to 137,523 employed by the private sector jobs located in the county. This equates to a deficit of 127,877 jobs that are not provided by the private sector in Ocean County. A large amount of Ocean County residents must commute outside of Ocean County to seek employment. Hudson County is the only county in New Jersey that has a higher private sector job deficit.

Ocean County has the third lowest ratio of private sector jobs to labor force. Ocean County's rate in 2015 was 0.52, while New Jersey's was 0.75. Only Sussex and Warren County had lower rates. In addition, Ocean County has the second lowest weekly private sector wage rate. The average weekly wage rate for the private sector in Ocean County is $720, while New Jersey's average weekly wage rate for the private sector is $1102. This is a difference of $382 per week. Only Cape May County has a lower weekly rate than Ocean County.

Labor Force and Private Sector Job Comparison - 2015

Region	September 2015 Labor Force	September 2015 Private Sector Jobs	Jobs/Labor Force	Job Deficit	Private Sector Employee Wage (weekly)
Cape May	51,900	38,562	0.74	13,338	$ 593
Ocean	265,400	137,523	0.52	127,877	$ 720
Sussex	76,400	31,714	0.42	44,686	$ 743
Atlantic	126,700	106,274	0.84	20,426	$ 750
Cumberland	66,600	48,320	0.73	18,280	$ 764
Gloucester	148,500	84,331	0.57	64,169	$ 801
Warren	56,900	28,570	0.50	28,330	$ 896
Passaic	246,200	136,776	0.56	109,424	$ 906
Camden	253,400	168,489	0.66	84,911	$ 910
Monmouth	328,700	222,586	0.68	106,114	$ 913
Burlington	230,800	171,587	0.74	59,213	$ 980
Salem	31,000	17,103	0.55	13,897	$ 1,044
Hunterdon	65,400	39,483	0.60	25,917	$ 1,071
New Jersey	4,501,500	3,355,452	0.75	1,146,048	$ 1,102
Middlesex	437,700	352,158	0.80	85,542	$ 1,127
Essex	370,800	262,398	0.71	108,402	$ 1,130
Bergen	480,200	399,466	0.83	80,734	$ 1,138
Mercer	197,200	172,437	0.87	24,763	$ 1,190
Union	276,300	186,502	0.67	89,798	$ 1,190
Hudson	358,500	207,155	0.58	151,345	$ 1,283
Morris	260,200	257,522	0.99	2,678	$ 1,394
Somerset	172,600	165,816	0.96	6,784	$ 1,468

Source:
Annual Labor Force NJ Department of Labor and Workforce Development, Employment & Wages, Quarterly Census of Employment & Wages BLS Quarterly Report for New Jersey & 21 Counties, third quarter, September 2015, sorted by Private Sector Employee Wage (weekly)

Prepared by: Toms River Division of Community Development, May 16, 2016

The NJ Department of Labor maintains labor force data for municipalities however the most current data is from 2013. In 2013, Toms River Township's weekly private wage was slightly higher than Ocean County's wage rate at $759, however much lower than New Jersey's average weekly rate of $1135. The low private sector weekly wage rate can be attributed to the fact that retail trade is the second leading industry for Toms River Township. In addition, Toms River Township has many tourist related jobs that also tend to pay a lower wage rate.

Toms River Labor Force and Private Sector Job Comparison - 2013*

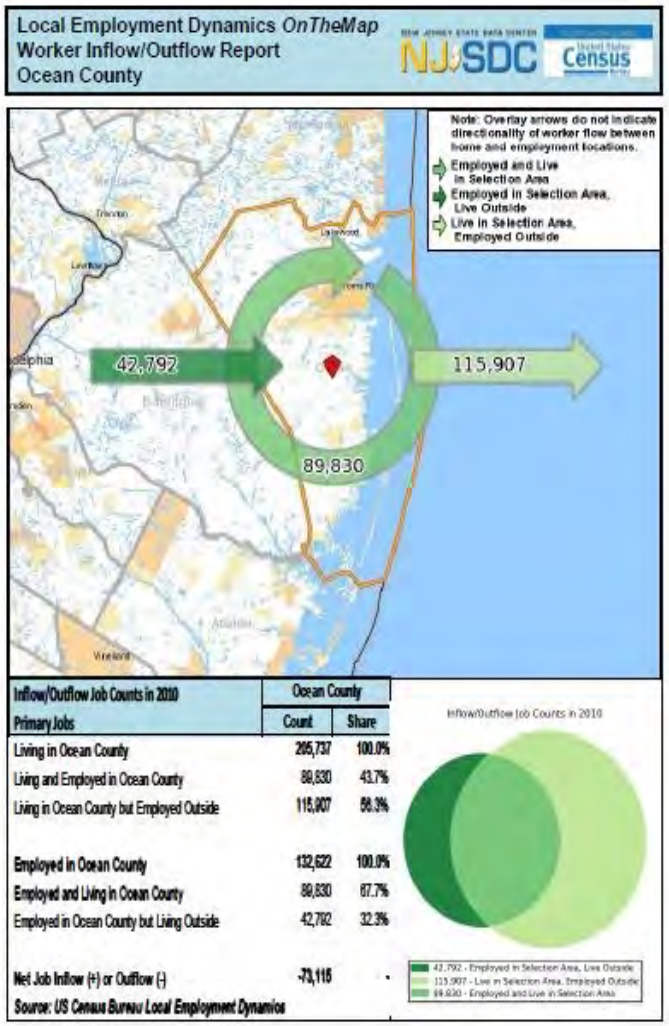
	Labor Force	Private Sector Jobs	Jobs/Labor Force	Job Deficit	Private Sector Employee Wage (weekly)
Toms River	48,327	31,885	0.66	16,442	$759
Ocean County	266,800	126,844	0.48	139,956	$714
New Jersey	4528500	3,234,796	0.71	1,293,704	$1,135

*2013 Weekly Rate and Private Sector Employment — Annual Municipal Sector Data -2013, Average Annual Employees for private sector jobs and Average Annual Weekly wage.

*2013 Labor Force — New Jersey Department of Labor and Workforce Estimates, New Jersey Department of Labor, Labor Force Estimates by Area, 2013 NJ Annual Average Labor Force. For Ocean County & State: NJ Department of Labor and Workforce Development, Employment & Wages, Quarterly Census of Employment & Wages, Summary Report for New Jersey & Ocean County, 2013.

Prepared by: Toms River Division of Community Development, May 16, 2016

Toms River has higher private jobs per labor force rate at 0.66 compared to Ocean County's rate of 0.48 in 2013. Toms River Township's rate is still lower than New Jersey's private jobs per labor force rate of 0.71. The private sector employment disparity between the County and Toms River Township could be due to the fact that Toms River functions as the county seat. As the county seat the Township is home to the Ocean County municipal complex, courts, and other government services. These jobs in turn spur more jobs through the multiplier effect.

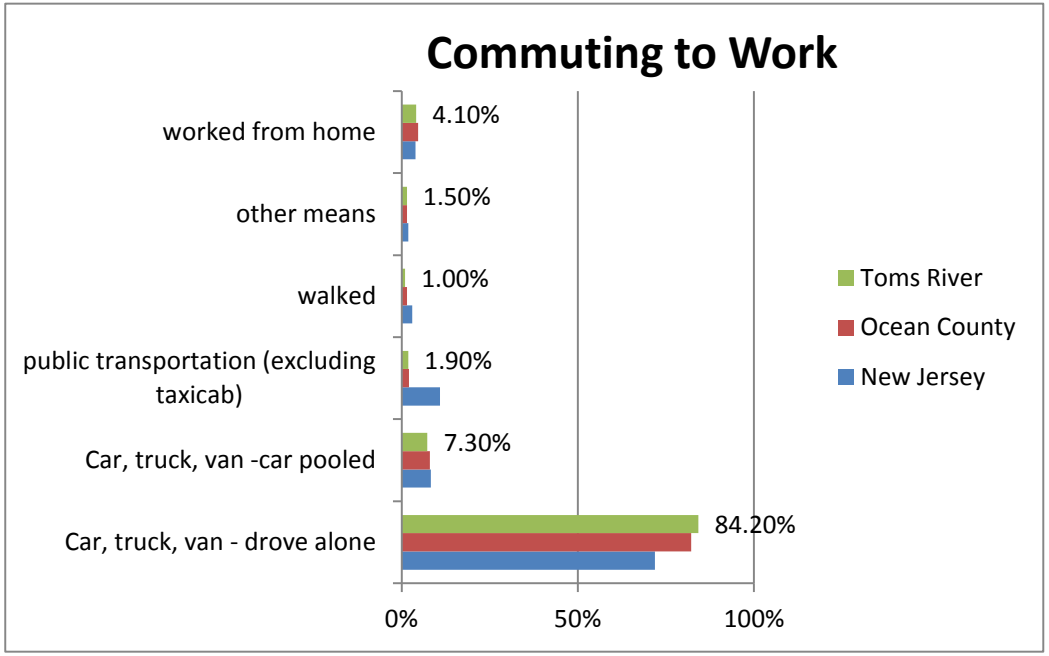


According to the Local Employment Dynamics Worker Inflow/Outflow Report for Ocean County 56.3%, or 115,907, of Ocean County residents are employed outside of Ocean County.

Approximately 32.3% of Ocean County workers do not reside in Ocean County. The Inflow Outflow report utilized 2010 Census Data.

COMMUTING TO WORK

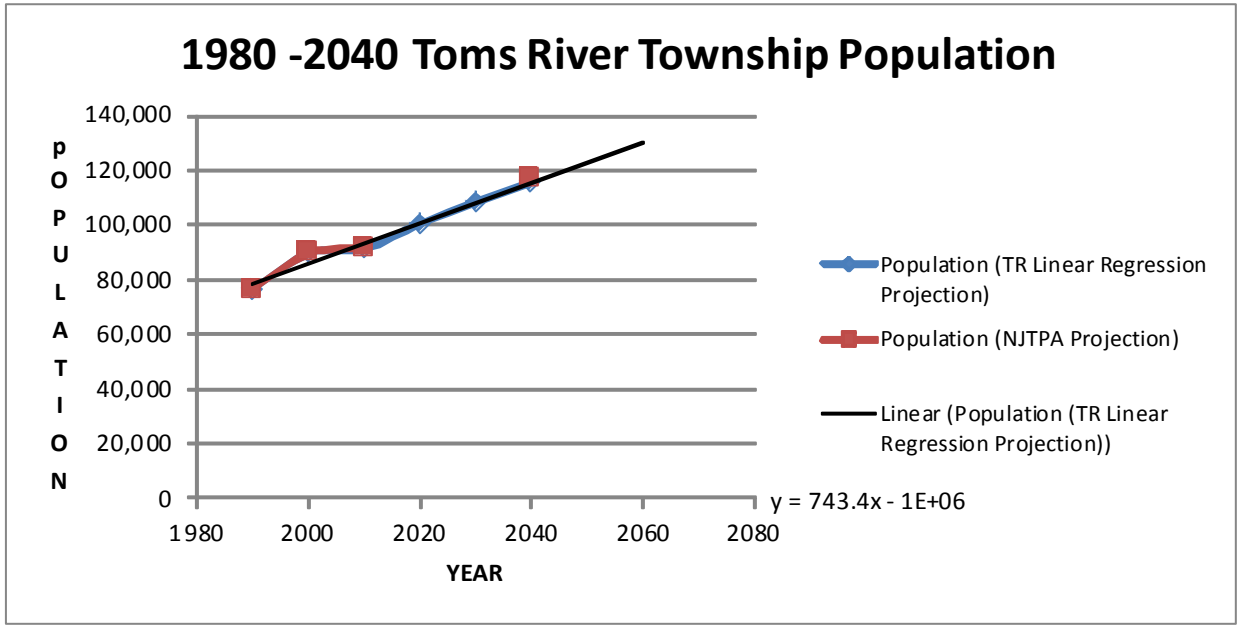
Toms River Township has a higher commuting by vehicle alone rate than New Jersey and slightly higher than Ocean County's rate. Approximately 84% of Toms River Township's 42,999 commuters travel alone by car, truck, and van. Slightly more than 7% car pool to work which is slightly less than New Jersey's rate and approximately 2% utilize public transportation. The public transportation rate is much lower than New Jersey's rate of 10.9%, however this could be due to the fact that Toms River Township has limited public transportation options.



Source: Selected Economic Characteristics 2010-2014 American Community 5-year Survey

POPULATION, HOUSEHOLD AND EMPLOYMENT PROJECTIONS

Toms River Township has performed a linear regression model and utilized the survival method to forecast population trends from 2020 to 2040. The Linear Model method is in line with the North Jersey Transportation forecast method for 2040. The NJTPA predicts a population of 117,430 in 2040, while the Township's linear regression model predicts a population of 115,508. NJTPA does not provide population figures for 2020 or 2030, however utilizing the Township's linear regression modeling should provide figures that are in line with the NJTPA projections. The Township's linear regression model predicts a population of 100,640 for 2020 and 108074 for 2030.



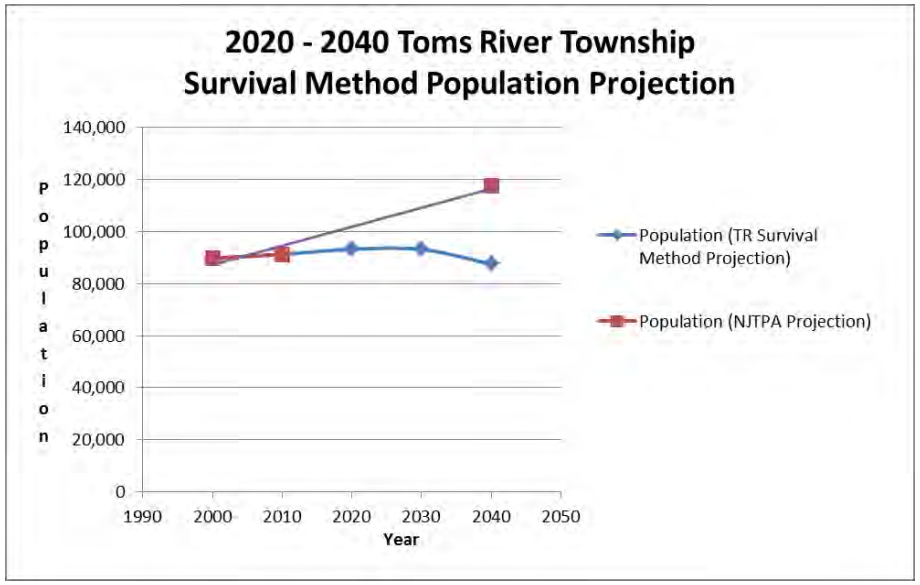
The Township performed a Survival Method forecast to the year 2040. The survival method utilized the average birthrate over the time period from 2001 to 2010 to project future births. The death and migration rates were computed by comparing the 2000 and 2010 population change by age category. These rates were then utilized to predict future population growth by age category. The rates and change of the population for the ten years is provided in the table provided on the next page.

Toms River Township Population & Projections						
	POPULATION			PROJECTED POPULATION		
Year	**1990**	**2000**	**2010**	**2020**	**2030**	**2040**
Population (TR Linear Regression Projection)	76,371	89,706	91239	100640	108074	115508
Population (NJTPA Projection)	76,371	89,706	91239			117430

Survival Rates				
Year	**2000**	**2010**	**change (10 years later)**	**Survival Rate**
Births (2001-2005)	4780			
Births (2006-2010)	4586			
under 5 years	4,869	4,611	**25**	0.005
5 to 9 years	5697	5081	301	0.063
10 to 14 years	6179	5897	1,028	0.211
15 to 19 years	5793	6073	376	0.066
20 to 24 years	4328	4980	-1199	-0.194
25 to 34 years	9986	9685	-436	-0.043
35 to 44 years	13673	12050	2064	0.207
45 to 54 years	12793	14774	1101	0.081
55 to 59 years	4818	6354	-6439	-0.503
60 to 64 years	3825	5952		
65 to 74 years	7810	7838	-805	-0.093
75 to 84 years	4957	5624	-2186	-0.280
85 years and older	1599	2320	-2637	-0.532
Average Survival Rate:				-0.084
*Survival Rate was rounded in this table				

The survival method projects a population increase in 2020 to 93,169 followed by a decline in 2030 to 93,141 and further population decline in 2040 to 87,489. The decline in population in 2030 and 2040 is attributed to a declining birth rate and the baby boomers migration and death. It should be noted that the survival method utilizes a stagnant birth rate and migration rates for the 30 year projected time period. Population trends such as changing demographics with a higher or lower birth rate and higher or lower migration/ death rates could alter the projections significantly for a 2040 population projection. The survival method may not be the best method to predict a 2040 population projection due to the fact that it does not account for birth and migration/ death rate variability over a thirty year time span.

Most likely the population will fall somewhere in between the survival method projections and the linear regression projection for the 10 year time period. In 2020 the Township's population is projected to be between 93,169 and 100,640 individuals.



Toms River Township Population & Survival Method Projections					
	POPULATION		PROJECTED POPULATION		
Year	**2000**	**2010**	**2020**	**2030**	**2040**
Population (TR Survival Method Projection)	89,706	91239	93169	93141	87489
Population (NJTPA Projection)	89,706	91239			117430

Household and Employment Forecasting

Toms River Household and Employment Projections					
	Existing		Projected		
Year	2000	2010	2020	2030	2040
Households (TR Projected-straight line projection)	31674	34770	38158	41875	45955
Households (NJTPA Projected)	31674	34770			45280
Employment (TR Projected – straight line projection)	43521	43574	43575	43576	43577
Employment (NJTPA Projected)	43521	43574			52200

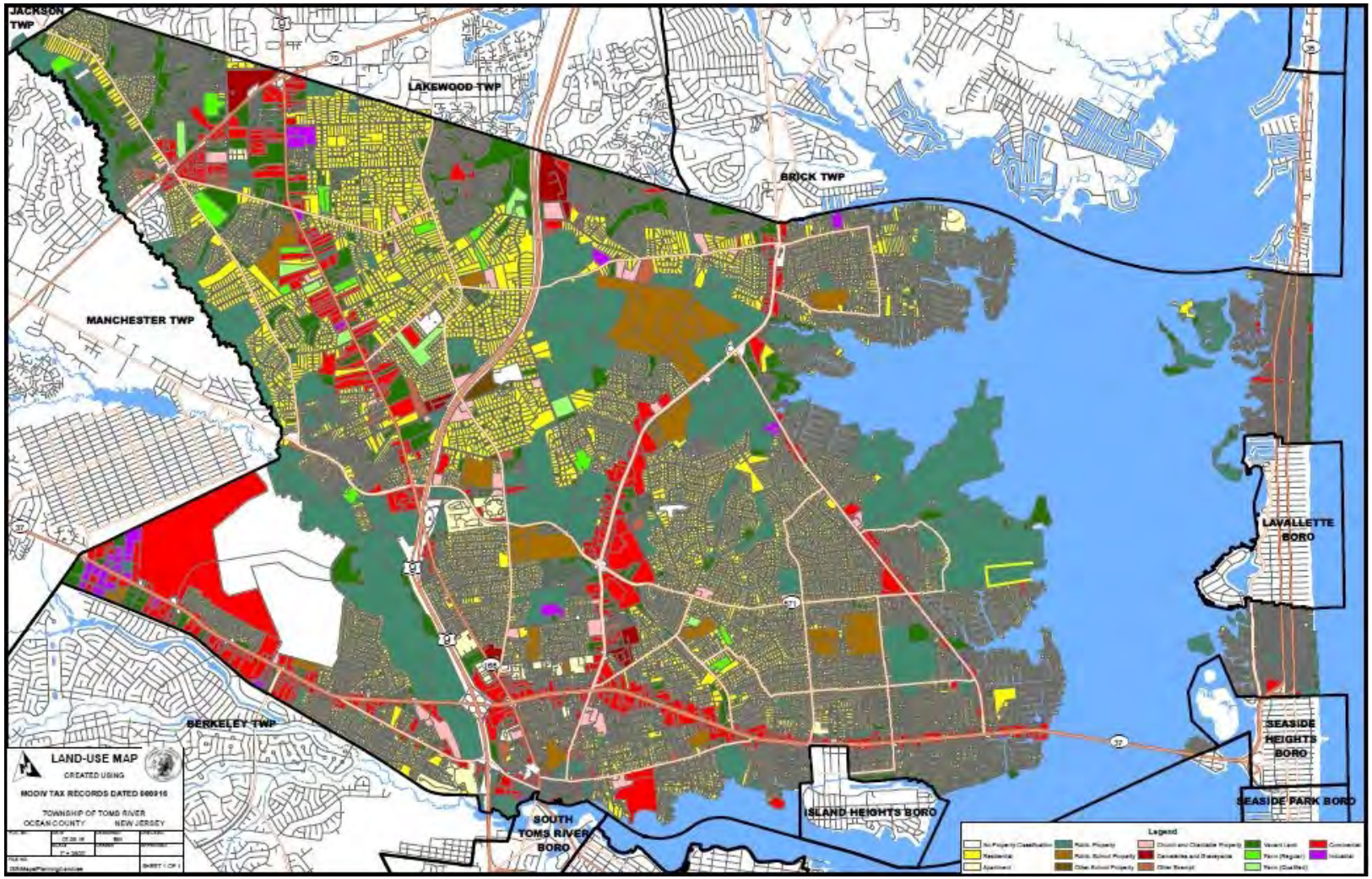
The Township utilized a flat growth projection based on the difference between the 2000 and 2010 Census to estimate the household and employment growth of Toms River Township. The flat growth rate and the NJTPA projections are similar. It should be noted that the average household growth rate did not take into account the population growth. Should the population decline in accordance with the Survival Method model, the number of households could decline. Employment trends may not be as impacted by the population growth, due to the fact that the 2000 employment numbers and the 2010 employment numbers were similar despite a population growth. This is attributed to the fact that the unemployment rate in 2000 was lower than in 2010.

It is anticipated that 3,388 new households will have to be accommodated for the year 2020 and a total of 7,105 new households in 2030 utilizing a straight line projection. The Township has projected a total of 2,420 housing units will be constructed by the year 2030. It should be noted that the projection does not include any housing potential for the Ciba Geigy Site or the Route 37 (Coates Pointe) redevelopment sites which are anticipated to produce some housing unit developments. It is unknown how many housing units will be developed at both of these locations. It should also be a noted that the anticipated housing unit potential for 2030 includes large sites under construction, with site plan approval, or in the concept stage. Infill development and housing units created through small lot subdivisions were not calculated in the projection count. Therefore the projected number should be considered a conservative number. A total of 4,685 households will have to be absorbed by other communities.

Housing Projections			
Smart Growth Plan Components			
	2010 (Units)	2030 (Units)	2010-2030 (units)
Downtown Regional Center	4142	4847	705
Ortley Beach Center	2658	2686	28
North Beach Center	4127	4127	0
Industrial Center	0	0	0
Route 9 Highway Core	1112	2363	1251
Route 70 Highway Core	780	909	129
Route 37 East Highway Core	26	26	0
Route 37 West Highway Core	47	134	87
Fischer Boulevard	262	262	0
Hooper Avenue	732	872	140
Balance of Township	29448	29528	80
Total:	43334	45754	2420

Source: Toms River Township staff utilizing development approvals, aerials, and 2010 Census data, and proposed developments
Note: 2030 unit count includes units currently under construction

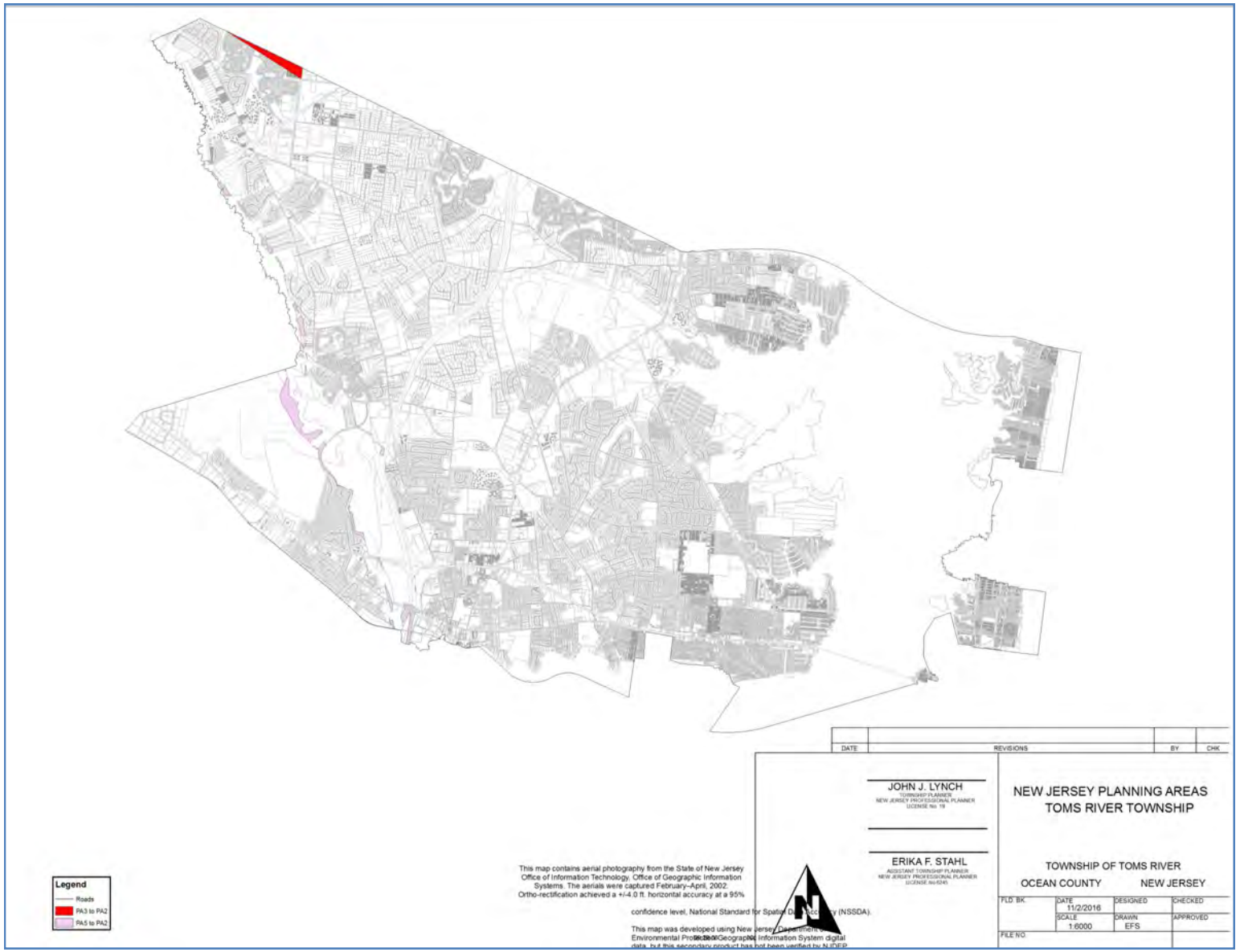
EXISTING LAND USES



Existing Land Use Map: Source MODIV Data

The Township is predominantly built out, mostly with single family dwellings. The former Ciba Geigy property has the most vacant land available in the Township. The Township has 6 commercial corridors located on the mainland: Route 37 West, Route 37 East, Fischer Boulevard, Hooper Avenue, Route 70 and Route 9. The active industrial zone is located on Route 37 adjacent to the Manchester Border and former Ciba Geigy property. Preserved land is mostly located adjacent to the Barnegat Bay, Toms River, and Ocean County College.

PROPOSED STATE PLANNING AREA CHANGES



Toms River Township is proposed mapping changes to the planning areas to correct mapping errors. The PA3 Fringe Planning Area is located in the northwestern portion of Toms River west of Massachusetts Avenue approximately 500' in length at the Border of Lakewood Township and Toms River Township. NJDEP has indicated that the small fringe planning area may have been a mapping error due to an inaccurate municipal boundary at some point. The Township is requesting that this triangle area in its entirety be changed from Planning Area 3 (Fringe Planning Area) to Planning Area 2 (Suburban Planning Area).

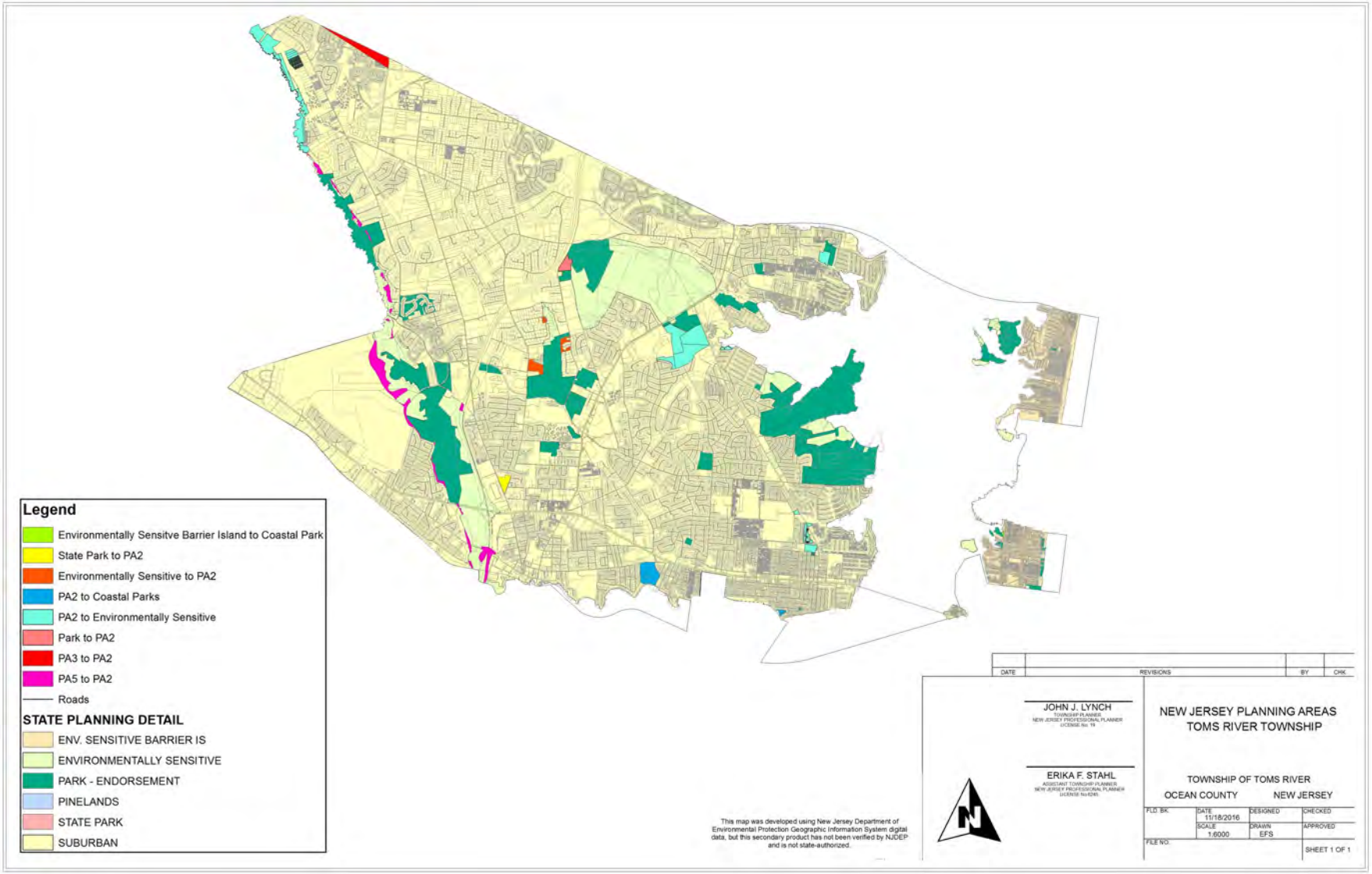
There appears to be some other minor planning area mapping changes that NJDEP noticed, such as areas where the Planning Sensitive Areas include areas that have approved sewer service areas. These areas are located along the Toms River and mostly include areas that are developed as single family dwellings and part of Homestead Run. These areas are already developed and most, except for Homestead Run, would not trigger a CAFRA permit application. The proposed Route 70 Center includes the Homestead Run property and was clipped utilizing the Sewer Service Area. The Township is neutral about further pursuing the correction of these areas, since there is a potential that it could delay the Township's Plan Endorsement process. NJDEP has indicated that if the map could easily be corrected that these areas should be corrected as part of the Township's Plan Endorsement. The Environmentally Sensitive Areas that are located in the Sewer Service Area and developed should be changed to Suburban Planning Area.

The Ocean County Cross –Acceptance Report noted the following required map changes:

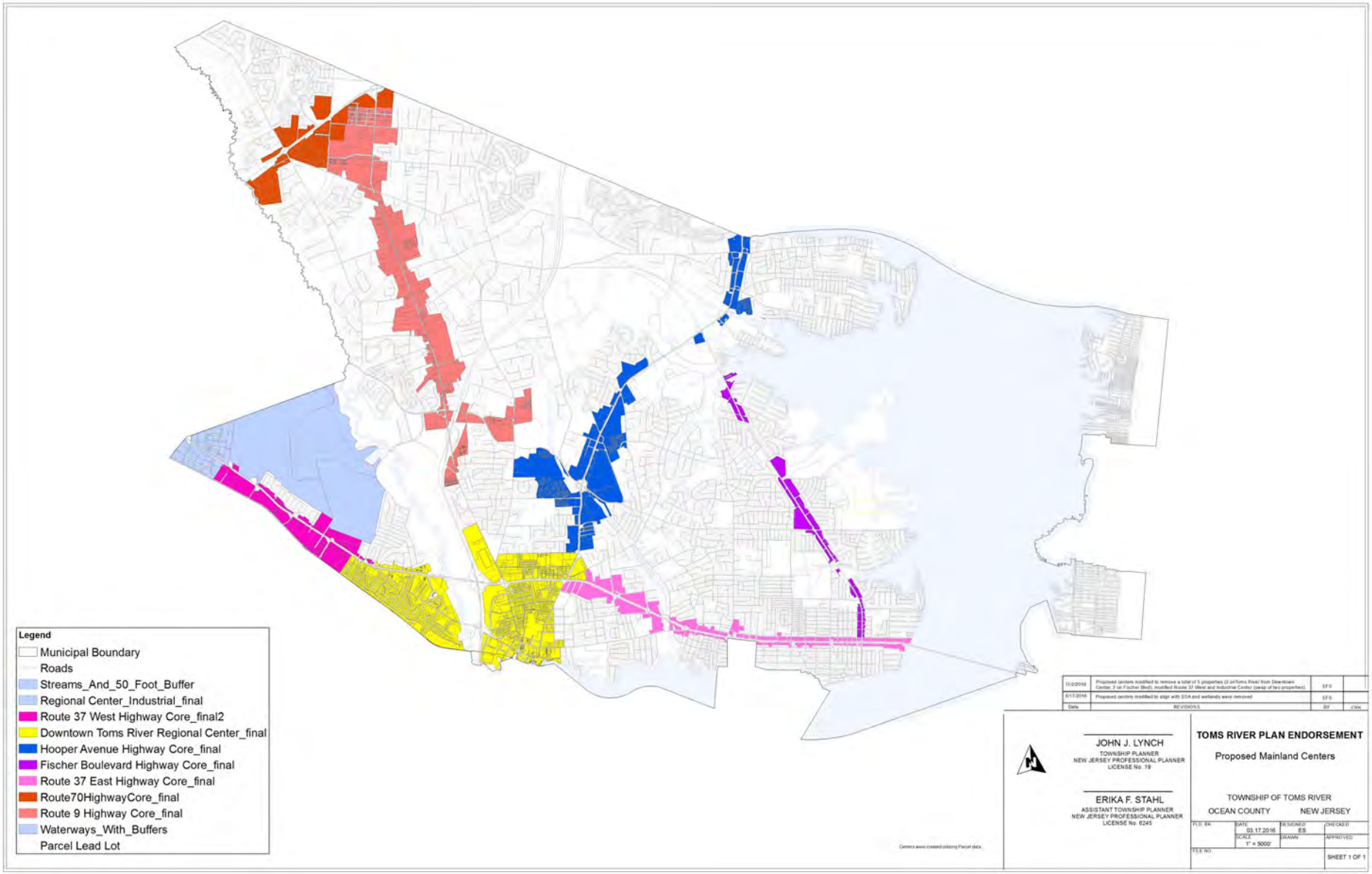
1. Shelter Cove Township Park—The Township proposes a change from PA5 to Park.
2. Stooling Point Island— the Township proposes a change from Park to PA5.
3. Bayside Park—The Township notes that this area may have been confused with Stooling Point and should be a Park rather than PA5B.
4. Little Sedge Island—The Township states that this area should be a PA5B instead of Park.
5. Chadwick Beach Park—The Township notes that this area may have been confused with Little Sedge Island and should be a Park rather than PA5B.
6. Cattus Island County Park—The Township notes that the boundaries of this park vary between the State Plan Preliminary Policy Map and the Township's Land Use Plan.
7. Bayview Heights—The Township proposes a change from PA5 to PA2, as this area has already been developed and is part of the sewer service area.
8. Winding River Park—The Township notes that the park boundaries shown on the Preliminary Policy Map differ from the boundary known to the Township, and that certain areas should be changed from Park to PA5.
9. Hooper Avenue (near Fischer Boulevard) - The Township proposes a change from PA2 to PA5 for this area.
10. Hooper Avenue (between Fisher Boulevard and South Shore Drive) - The Township disagrees with the change from PA2 to PA5 in the Preliminary Policy Map, calling for the area to be changed back to PA2. The Office of State Planning concurred for developed areas, but suggested undeveloped areas remain as PA5.
11. North Bay Avenue—The Township proposes that the area be changed from PA2 to PA5 due to the presence of wetlands.

12. Ocean County College (Church Road) - The Township notes that the boundary of the PA5 area encompassing the College differs slightly between the Land Use Plan and the Preliminary Policy Map. The Township proposes that this area zoned Conservation/Residential should be a PA5.

13. EB Leone conservation Area—The Township proposed that this area be changed from PA2 with CES to Park.



SMART GROWTH PLAN FOR PROPOSED MAINLAND CENTERS

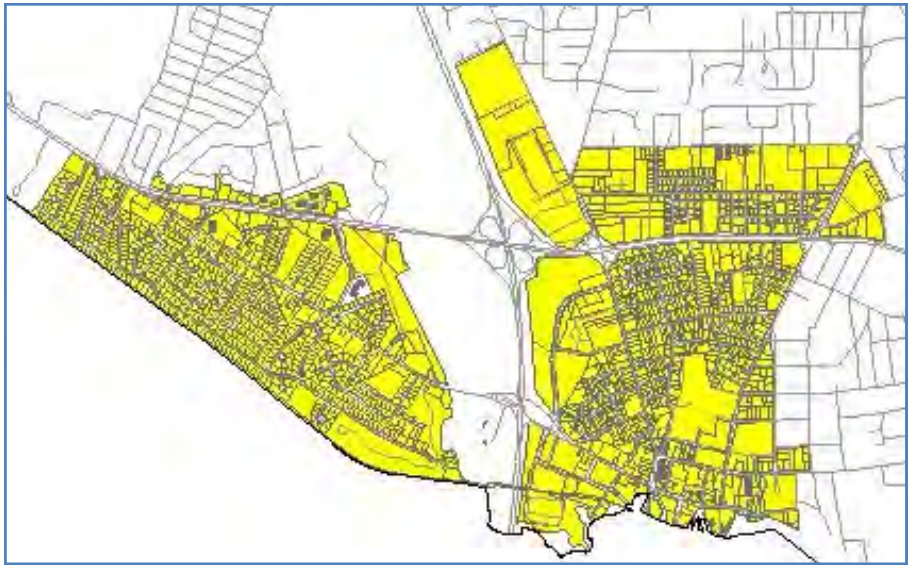


Toms River Township is proposing: one Downtown Regional Center, one industrial center, and six highway cores. The six proposed highway cores are: Route 37 West, Route 37 East, Hooper Avenue, Fischer Boulevard, Route 9, and Route 70.

The use of centers, nodes and cores to guide future development and redevelopment in Toms River is consistent with the State Plan. The Township has adopted ordinances that encourage infill development and redevelopment consistent with smart growth planning principles. In particular, the Township is promoting growth in centers and other compact forms, protecting the character of existing stable communities, protecting natural resources, and revitalizing portions of the Township through redevelopment.

Downtown Toms River Regional Center:

Downtown Toms River functions as the civic, historic, employment and cultural center of Toms River Township. The downtown contains an identifiable commercial district surrounded by moderate density residential neighborhoods.



The center includes the Community Medical Complex and other medical facilities, the Ocean County Government Complex, Jail, Toms River South High School, Township Government Complex, Ocean County Library, Post Office, and other community focal points. The Toms River runs through the proposed Downtown Center.

The general goals and objectives for the Downtown Regional Center are to promote continued revitalization and redevelopment of the downtown, develop downtown Toms River as a cultural and art center for Ocean County, and enhance pedestrian safety and circulation. The main approach for the Downtown Regional Center is to adopt a redevelopment plan for the redevelopment area that encourages mixed-use development, encourages infill development where appropriate and encourages rehabilitation and reuse of existing under-utilized buildings. The Township also will continue to support the Downtown Toms River Business Improvement District and the new artist community that is trying to transform Toms River into a destination.

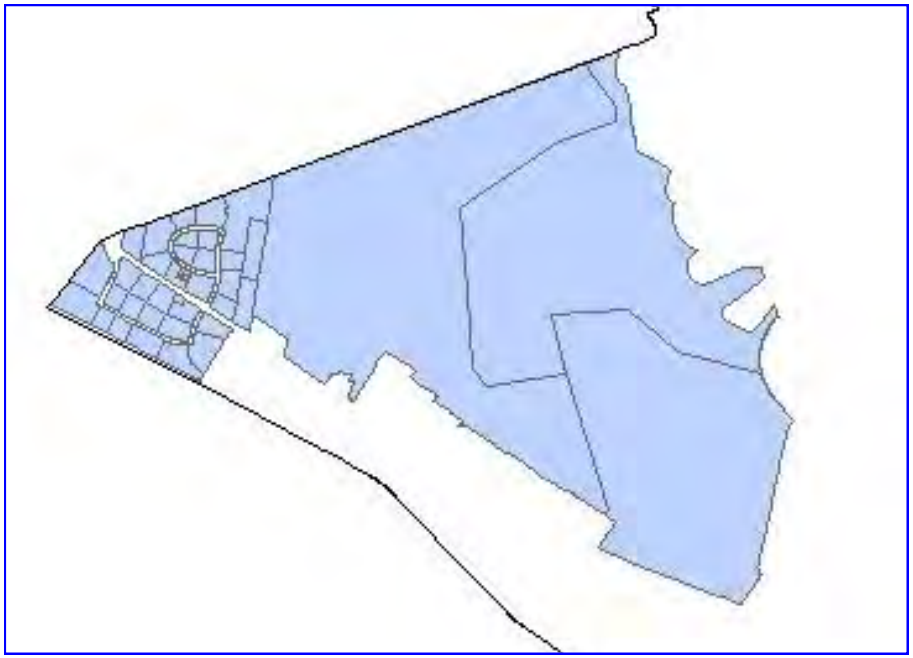
The vision for the Downtown Toms River Regional center includes:

- A diversity of services, retail shops, and restaurants
- A variety of housing types and range of affordability, including affordable housing
- A pedestrian-friendly downtown
- Improved pedestrian and bicycle connections
- Traffic Circulation improvements to improve mobility and support redevelopment
- Develop a Transportation Improvement District (TID)
- Support of burgeoning arts and cultural community
- Incorporation of resiliency improvements in the area in need of redevelopment.
- Efficient and sufficient parking throughout the downtown to meet the needs of the users.

- Transit Oriented Development within walking distance of the bus terminal
- Provide public access to the water through both passive and active recreation

Regional Center (Industrial)

Toms River Township's Smart Growth Plan includes a second regional Center. The second Regional Center is located on Route 37 West and consists of existing industrial parks and the Ciba Geigy Property. The Township of Toms River was selected by the North Jersey Consortium for a local demonstration project in 2013 to develop a vision plan for the Toms River-Lakehurst Route 37 Economic Corridor. The focus of the study was to better utilize local and regional assets to assist the development of the corridor. The study identified economic clusters that the Township should further research and incorporate into the corridor.



The state identifies and supports economic clusters and encourages further development of such clusters. The state recognized that industrial nodes and centers serve an important purpose for the state and regional economy by providing a significant source of employment and accordingly recommends that they be protected and supported. The regional center has existing sanitary sewer areas and water supply services. The regional center has rail rights of way that are not currently utilized however could be reactivated as freight rail and connected to Lakewood's existing freight lines. The regional center is located on Route 37 West with easy access to the Garden State Parkway via exit 82 and exit 83. It is also within a few miles of the Lakehurst end of Joint Base McGuire-Dix-Lakehurst and public private partnerships should be considered for utilization of the Quality Assurance lab located on the military installation. The Lakewood International Trade Designation was expanded to include most of Ocean County and all of Toms River Township. The international trade designation is a benefit to businesses that do frequent business internationally such as manufacturing companies that produce new products utilizing materials from other countries. Such an example may be a perfume manufacturing company that utilizes bottles produced in France. International Trade Designation would allow the business to purchase the bottles tariff free from the French company and not pay the taxes until the final product is sold.

The vision for the Regional Center includes:

- Explore the development of "high-tech clusters" specifically regarding Health and Wellness, Green Technology, Military Technology, and Research and Development
- Explore creating a Technology and Business Incubator as identified in the Toms River-Lakehurst Route 37 Vision Plan

- Explore locating a satellite college campus with the focus on engineering and technology to the area
- Promote Lakewood's International Trade designation to businesses through Partnerships with the Ocean County Library system and Greater Toms River Chamber of Commerce
- Attract new manufacturing businesses that could benefit from being located in an International Trade designated area
- Preserve habitat areas where appropriate
- Support multi-modal connections to the area such as Bus/Shuttle stops
- Limit infiltration of non-business uses in the existing industrial park area
- Provide a mix of workforce housing, retail, office, high technology lab spaces and offices, and manufacturing space on the Ciba Geigy property through a redevelopment plan. The Redevelopment Plan should also incorporate the visions identified above and identified in the Toms River-Lakehurst Route 37 Economic Corridor Vision Plan.

Highway Cores:

Toms River's highway cores are situated along the major arterial roadways of the Township. They include portions of Route 70, Route 9, Route 37, Hooper Avenue, and Fischer Boulevard. They link the Township's neighborhoods and commercial areas to centers and other cores of the community, as well as neighboring municipalities.

Route 37 West Highway Core

Route 37 West Highway Core is located west of the Downtown Regional Center, east of Regional Center (Industrial) and west of the Garden State Parkway. The Highway core consists of shopping centers, medical offices, and other stand-alone businesses. The Highway Core is located adjacent to the industrial Regional Center and in close proximity to Community Medical Center.

The vision of the Route 37 West Highway Core is to serve the needs of the Industrial Center and Community Medical Hospital.

The vision for the Route 37 West Highway Core includes:

- Encourage infill development consistent with smart growth principles
- Continue to provide areas for mixed use development including residential and commercial uses
- Encourage the review of zoning to accommodate uses that could support the Industrial Park,

Community Medical Center, and the targeted economic clusters identified for the Industrial Center

- Implement access management techniques and design consistent with State regulatory requirements
- Create connections to adjoining local neighborhoods that promote walking and bicycling by incorporating a bicycle/walking trail through Winding River Park and other preserved land along the Toms River as an extension of the Barnegat Branch Trail.
- Continue to support and attract professional offices and medical/health support facilities surrounding the Community Medical Center Hospital.

Route 37 East Highway Core

Route 37 East Highway Core is located east of the Downtown Regional Center and west of Barnegat Bay. The Highway core consists of shopping centers, car dealerships, and other stand-alone businesses. The Highway Core has an area in need of redevelopment located adjacent to the Barnegat Bay and the Tunney Mathis Bridge which serves as the Gateway to the Barrier Island. The area is serviced with sewer service. A portion of the Highway Core relies on water from private wells.

The vision of the Route 37 East Highway Core is to continue to support the car industry and act as a gateway to the Barrier Island Communities.

The vision for the Route 37 East Highway Core includes:

- Encourage infill development consistent with smart growth principles
- Encourage the creation of a redevelopment Plan for the Route 37 (Coates Point) area in need of redevelopment that encourages a walkable maritime community with residential and commercial components. Redevelopment Plan must include resiliency measures to accommodate future storms similar to or more severe than Super Storm Sandy.
- Implement access management techniques and design consistent with State regulatory requirements
- Continue to encourage the installation of sidewalks to accommodate pedestrians.

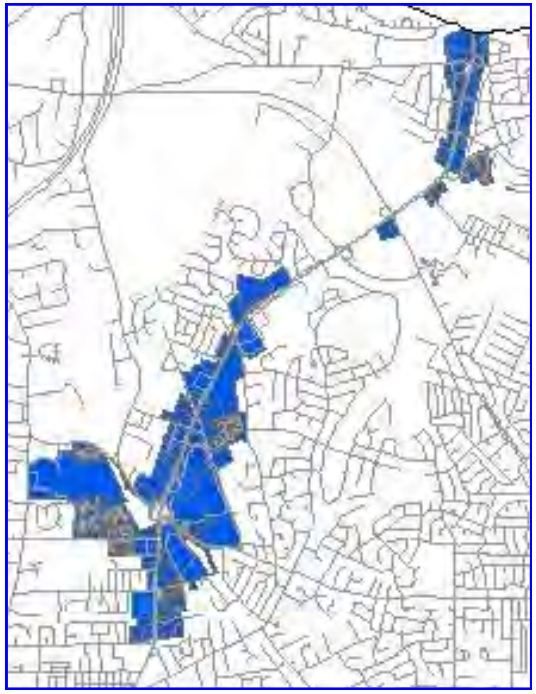
Hooper Avenue Highway Core

Hooper Avenue Highway Core is located north of the Downtown Regional Center and south of the boundary line with Brick Township. The Highway core consists of Social Services Government Complex, professional offices, Ocean County Mall and other retail and restaurant establishments that complement the mall, and shopping centers located in Silverton. The area is serviced with sewer service and water.

The vision of the Hooper Avenue Highway Core is to continue to function as a regional destination by providing retail and services.

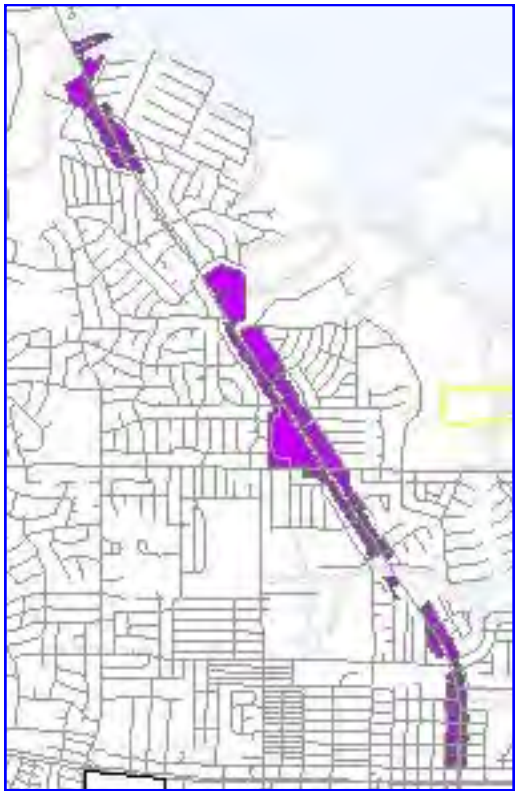
The vision for the Hooper Avenue Highway Core includes:

- Encourage infill development consistent with smart growth principles
- Continue to encourage the installation of sidewalks to accommodate pedestrians.
- Encourage Ocean County to maintain the Boulevard design of Hooper Avenue.



Fischer Boulevard Highway Core

Fischer Boulevard Highway Core is located between Hooper Avenue and Route 37 East and runs parallel to the Barnegat Bay. The Highway Core consists of retail, service businesses, shopping centers, marinas and some medical professional office space. The area is serviced with sewer service and water. Sections of Fischer Boulevard were flooded during Super Storm Sandy.

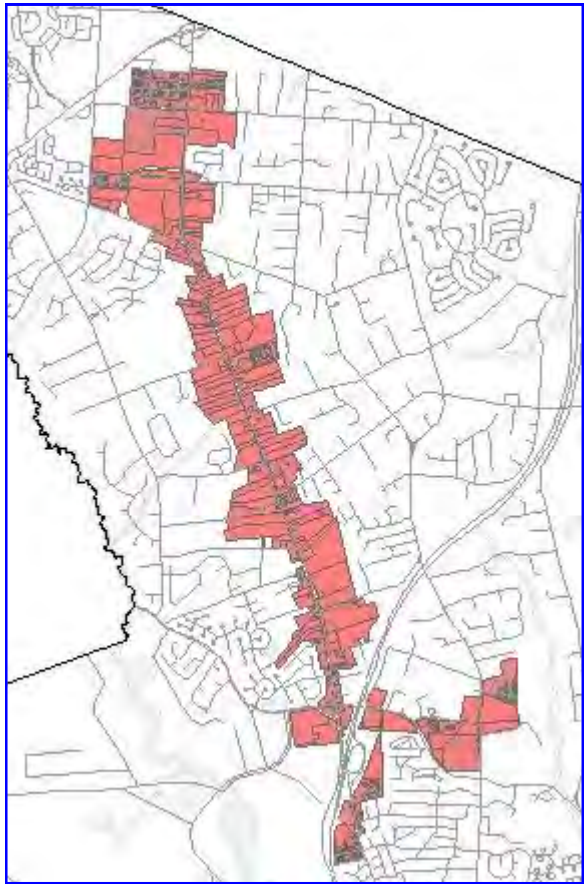


The vision for the Fischer Boulevard Highway Core is to continue to function as a local destination for retail and services in a resilient manner.

The vision for the Fischer Boulevard Highway Core includes:

- Encourage businesses to comply with new FEMA flood standards
- Encourage infill development consistent with smart growth principles and constructed to comply with new FEMA flood standards.
- Continue to encourage the installation of sidewalks to accommodate pedestrians.
- Implement recommendations outlined in the Toms River Hazard Mitigation Plan

Route 9 Highway Core



Route 9 Highway Core consists of shopping centers, some existing multi-family housing, and numerous stand-along businesses that require a lot of bulk storage area. The area is located in a sewer service area. The Highway Core is highly congested with traffic and is a two lane highway.

The vision for the Route 9 Highway core is to continue to support businesses and encourage developments consistent with Smart Growth Principles.

- Encourage infill development consistent with smart growth principles
- Implement access management techniques and design consistent with State regulatory requirements
- Implementing the findings of the NJTPA funded Route 9 study to provide short term relief
- Encourage the State to add the expansion of Route 9 from a two lane highway to a four lane highway in the State Transportation Improvement Plan for future funding (Long range planning solution)
- Continue to encourage the installation of sidewalks to accommodate pedestrians
- Identify potential areas in need of redevelopment

Route 70 Highway Core

Route 70 Highway Core consists of shopping centers, multi-family developments and stand-alone businesses.

The vision for Route 70 Highway Core is to continue to support businesses and encourage the development maintenance of existing multi-family housing where appropriate.

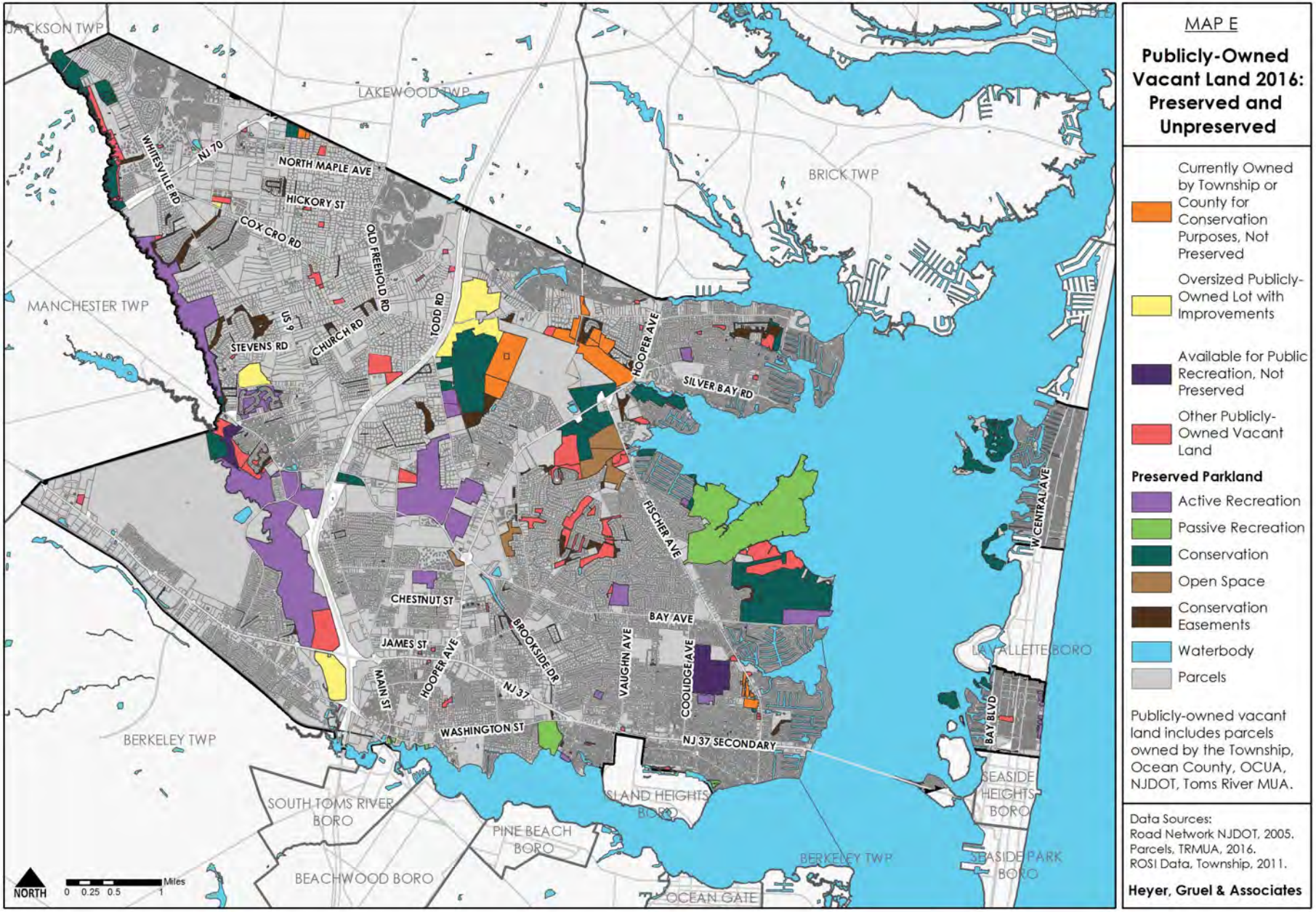
- Continue to encourage businesses to locate to Route 70
- Encourage infill development consistent with smart growth principles
- Implement access management techniques and design consistent with State regulatory requirements
- Continue to encourage the installation of sidewalks to accommodate pedestrians
- Discourage new multi-family development in areas on Route 70 that traverse with existing corridors that experience high traffic volumes such as Massachusetts Avenue and Whitesville Road.

ENVIRONMENTAL PRESERVATION STRATEGY

Toms River Township's environmental preservation strategy presents a framework for planning and zoning decisions that protect natural resources while at the same time promotes sustainable development. This community-based environmental preservation strategy was developed using the Township's 2016 Natural Resources Inventory.

Toms River Township retained Heyer and Gruel Associates to prepare a land inventory of all known conservation, open space and recreation land located in Toms River Township. Heyer and Gruel has identified "*approximately 1,998 acres of Township- and County-owned preserved open space and recreation areas listed with Green Acres, on the ROSI, or are deed restricted as such. Another 260 acres are conservation properties purchased and preserved through the Ocean County Natural Lands Trust (OCNLT) alone. All county owned lands are either ROSI properties, or both. State agencies own an additional 379 acres held for environmental and conservation purposes. Overall, this amounts to approximately 2,638 acres of preserved land. In addition to open space, conservation and recreation lands listed in the inventory, Toms River Township also holds a number of conservation easements. A total of 290 acres of land have been preserved through the conservation easement mechanism. (Conservation easements included in the analysis were of the following specific easement types: Conservation, Landscape & Conservation, Open Space & Conservation, Planting Berm, Wetlands Conservation, and Shade Tree).*"(Conservation, Recreation and Open Space Element, 2016) The total preserved land amounts to approximately 4.575 square miles or approximately 11% of its land as permanently preserved.

Heyer and Gruel also identified other publically owned lands which are currently functioning as preserved land, however do not have a permanent preservation mechanism. "*The total area of these publicly-owned, unpreserved lands is approximately 1,275 acres. They include 207 properties owned by the Township of Toms River, Ocean County, Ocean County Utility Authority, Toms River Municipal Utility Authority, or the New Jersey Department of Transportation. Most of the 207 properties are vacant. Eleven properties are oversized lots that contain some structures or improvements with large areas of undeveloped land. Some parcels are best suited to remain open space or conservation areas and would not be appropriate for future recreation development. For example, 14 parcels are properties that are a combination of land and water area. Another 37 properties are linear or landlocked properties (most of which are dedications from cluster developments).*" (Conservation, Recreation and Open Space Element, 2016) The lands that are functioning as preserved land are approximately 4.76 % of Toms River Township's total land area. It should be noted that the Township does not have jurisdiction to add preservation mechanisms on properties owned by any other public agencies. Toms River Township school properties provide recreation facilities, as well as have land set aside for preservation as do other 15C land located in Toms River Township and have not been included in the totals provided by Heyer and Gruel.


MAP E
Publicly-Owned Vacant Land 2016: Preserved and Unpreserved
Currently Owned by Township or County for Conservation Purposes, Not Preserved
Oversized Publicly-Owned Lot with Improvements
Available for Public Recreation, Not Preserved
Other Publicly-Owned Vacant Land
Preserved Parkland
Active Recreation
Passive Recreation
Conservation
Open Space
Conservation Easements
Waterbody
Parcels
Publicly-owned vacant land includes parcels owned by the Township, Ocean County, OCUA, NJDOT, Toms River MUA.
Data Sources:
Road Network NJDOT, 2005.
Parcels, TRMUA, 2016.
ROSI Data, Township, 2011.
Heyer, Gruel & Associates
JACKSON TWP
LAKEWOOD TWP
BRICK TWP
MANCHESTER TWP
BERKELEY TWP
SOUTH TOMS RIVER BORO
PINE BEACH BORO
BEACHWOOD BORO
ISLAND HEIGHTS BORO
OCEAN GATE
SEASIDE HEIGHTS BORO
SEASIDE PARK BORO
LAVALLETTE BORO
NORTH MAPLE AVE
HICKORY ST
COX CRO RD
OLD FREEHOLD RD
WHITESVILLE RD
NJ 70
US 9
STEVENS RD
CHURCH RD
TODD RD
HOOPER AVE
SILVER BAY RD
FISCHER AVE
W CENTRAL AVE
CHESTNUT ST
JAMES ST
BROOKSIDE DR
BAY AVE
VAUGHN AVE
COOLIDGE AVE
MAIN ST
NJ 37
WASHINGTON ST
NJ 37 SECONDARY
BAY BLVD
NORTH
0 0.25 0.5 1 Miles

To serve the needs of the Township residents, Toms River Township will continue to protect and preserve existing recreation areas in accordance to the Township 2016 Open Space, Conservation and Recreation Master Plan Element. Toms River Township currently maintains a list of existing Township owned parks and open space, and will continue to update the list as more properties are acquired.

Existing Parks and Open Space

Proposed Environmental Preservation Strategy

As part of the overall preservation strategy, the Township will continue to pursue open space and recreation acquisitions and improvements to existing facilities as recommended by the 2016 Open Space, Recreation and Conservation Plan. The Township will continue to utilize non-contiguous clustering and modify its cluster ordinance to require 50% preservation in the following land use zones: R/C-3, R-800 and R-400C. The non-contiguous clustering ordinance will remain as a voluntary option.

The Township is in the process of reexamining its Open Space, Recreation and Conservation Master Plan element and intends on adopting the new Master Plan by the end of 2016. The Township will continue to maintain and enforce its Ordinances pertaining to restricted use of wells in areas that have delineated ground water contamination. The Township's downtown redevelopment plan and Ortley Beach Neighborhood Plan incorporates LEED Neighborhood and building guidelines. The Township will continue to encourage redevelopment plans to include consideration of Green Building Standards and LEED Certification standards. Lastly, the Township is including resiliency measures throughout flood prone areas to make the Township more resilient to future storms. Resiliency measures include short term and medium term solutions. The Township is currently performing a Sustainable and Resilient Coastal Communities study to look at medium term and long term recommendations to make the Township more resilient to future storms.

TRANSPORTATION STRATEGY

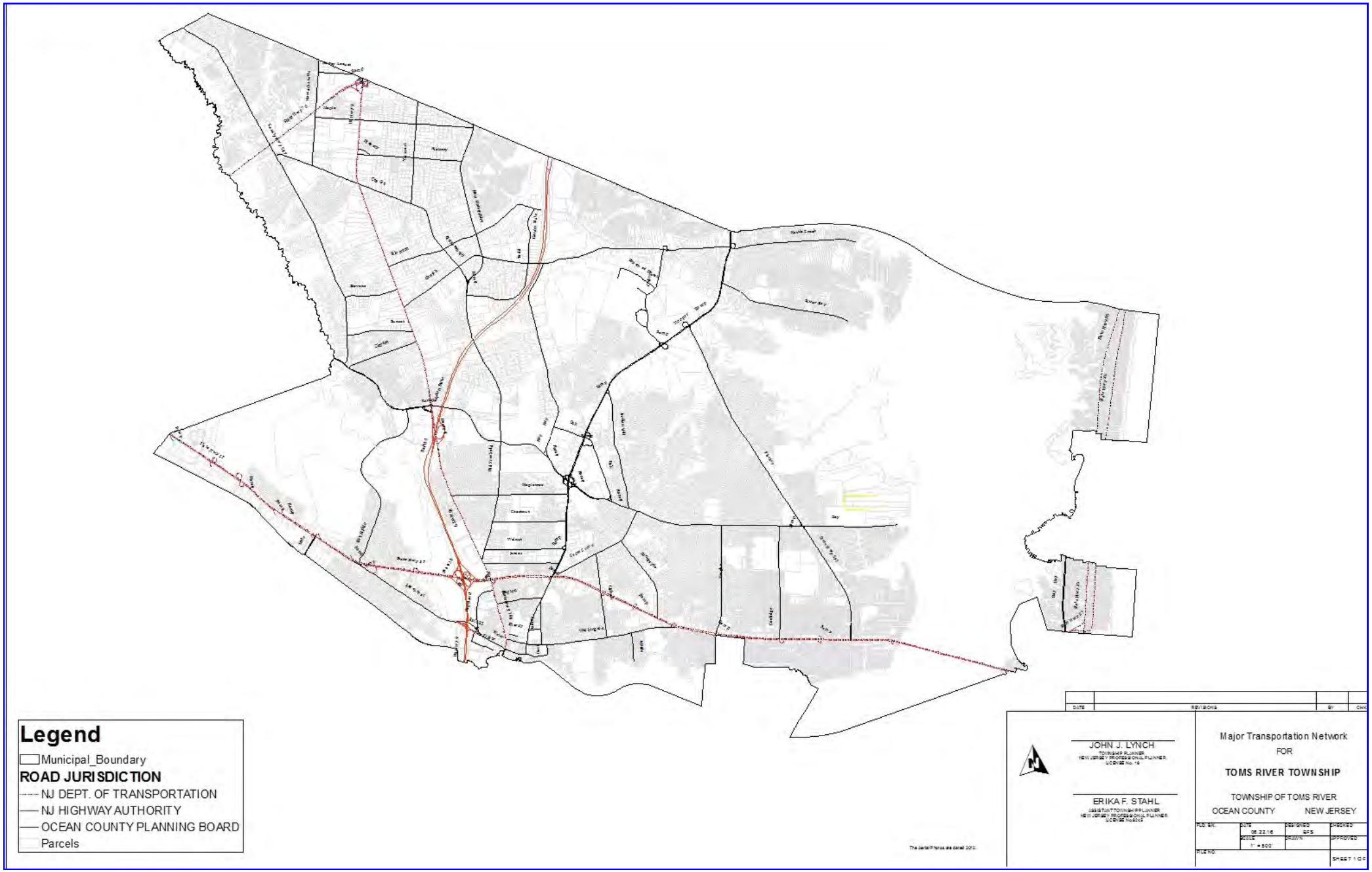
ROAD INFRASTRUCTURE

Toms River Township is a major transportation hub for Ocean County. It is intersected by the Garden State Parkway, as well as eight important local and regional highways, including Route 9, Route 35, Route 37, Route 70, Route 166, Route 571, Hooper Avenue (Route 549), Fischer Boulevard (Route 571/549) and Bay Avenue. The Garden State Parkway permits commercial vehicles on the northbound side until Exit 105. East to west bound traffic to Philadelphia must utilize Route 70 or the Garden State Parkway to exit 98 for Interstate 195. More information regarding the classification of all roads located in Toms River Township is provided in the Toms River Township Master Plan.

VEHICLE TRANSPORTATION CONCERNS

Route 9 (known locally as Lakewood Road) is extremely congested. The North Jersey Transportation Planning Authority commissioned an access management planning study in 2016 with the purpose of identifying spot improvements, corridor-wide design treatments within a limited right-of-way, and access management regulations for Route 9 in Toms River and Lakewood that address existing operational deficiencies and a high crash rate, anticipate future development, and optimize safety, mobility and access for motorized vehicles, transit users, pedestrians and bicyclists. The study is underway.

The Garden State Parkway prohibits commercial traffic past exit 105. The Township would like the state to commission a study to review bridges and other obstacles to permitting commercial traffic to the NJ Turnpike exit. The Township relies heavily on commercial vehicles due to the fact that the township lacks freight lines and other modes of transportation for commercial traffic.


Legend
Municipal_Boundary
ROAD JURISDICTION
NJ DEPT. OF TRANSPORTATION
NJ HIGHWAY AUTHORITY
OCEAN COUNTY PLANNING BOARD
Parcels
JOHN J. LYNCH
ERIKA F. STAHL
Major Transportation Network
FOR
TOMS RIVER TOWNSHIP
TOWNSHIP OF TOMS RIVER
OCEAN COUNTY
NEW JERSEY

RAIL TRANSPORTATION

Toms River Township is not currently served by rail facilities beyond the freight spur, which extends only to the Ciba Geigy Toms River Chemical Plant located at the Township's western boundary.

As one of the fastest growing areas in the state, the restoration of passenger rail is critical to provide a convenient and reliable travel choice for commuters in Ocean County. There is a need to address the increasing congestion, travel times and delays on area roadways. Because of this, the Township supports the introduction of a rail passenger service, MOM-Monmouth Ocean Middlesex to Ocean County or other commuter rail line alternative. The MOM line will benefit the area by linking the region to major job markets in New York, Philadelphia and New Jersey. It will also shift auto and bus commuters from congested highways, reducing overall travel times. In addition, it will improve air quality from reduced emissions, increase property values, attract major corporations and higher retail sales and maintain the quality of life for residents in the region.

Ocean County is in support of the Lakehurst to Monmouth Junction rail alignment. This line would connect with the Northeast Corridor, providing access to both northbound and southbound NJ Transit and Amtrak destinations. This alignment will also reduce traffic on Route 9 and provide public transportation to areas of the region with the least amount of public transportation.

If such rail service were available, the terminal facilities in Downtown Toms River could provide efficient connections between the automobile, the county bus system and the long-haul transit service provided by buses serving the Toms River area.

BUS TRANSPORTATION

New Jersey Transit has had a positive effect on improvement and expansion of existing long-haul commuter bus service within Ocean County. The County of Ocean, in conjunction with New Jersey Transit, is continually working to modify and improve services to better meet the needs of Ocean County residents.

Toms River Township has benefited from the completion of a park and ride facility adjacent to the Toms River and east of Garden State Parkway, exit 81. This facility provides a major transfer point between the County Transit System and long-haul transit routes of the bus companies presently serving the County.

The facility is serviced by NJ Transit, Academy Bus and Ocean Ride. The parking facility is managed by the Toms River Parking Authority under contract with NJ Transit and the New Jersey Department of Transportation. The facility has 524 total parking spaces, 10 ADA parking spaces, bicycle racks and lockers.

Bus transportation is also an important factor in the Township's seasonal impacted summer circulation needs. New Jersey Transit provides a summer-weekend bus service program from the rail-commuter terminal in Bay Head south along Route 35 along the barrier island to Island Beach State Park. However, it is still important to increase service in areas that are heavily trafficked and difficult to park in during the summer months.

Ocean Ride, which was started over 25 years, has shown itself to be a successful program. In 2004, Ocean Ride provided over 400,000 passenger trips. Due to the Board of Freeholder's commitment, Ocean Ride has been able to add new routes. Currently, the Ocean Ride Transportation system operates using 17 bus routes that run on a fixed schedule throughout Ocean County, 4 of which run through the Township of Toms River Township. Most of the Ocean Ride buses are handicapped equipped. Also, residents age 60 and over or a person with a disability can Reserve-A-Ride. Although Ocean County provides these services, better information should be made available on mass transit services using print and electronic media to make the public aware that they exist.

The following bus lines make stops in Toms River Township, with the majority stopping at the Bus terminal:

Toms River Bus Lines and Bus Stops			
Bus Line	**Company**	**Destinations**	**Stops in Toms River**
319	NJ Transit	NYC (Port Authority), Atlantic City, Wildwood, Cape May (Seasonal)	Toms River Park & Ride
137	NJ Transit	Island Beach State Park to NYC Port Authority Bus Terminal	Toms River Park & Ride (Bus Terminal), Ocean County Mall, Ocean County College
67	NJ Transit	Toms River, Lakewood, Newark, Jersey City (Journal Square Transportation Center – Path train access)	Toms River Park & Ride, Ocean County Mall, Ocean County College
559	NJ Transit	Atlantic City to Lakewood	Route 9 & Route 571, Toms River Park & Ride
Parkway Express to Wall Street	Academy Bus	Forked River Rest Area to Wall Street Area	Toms River Bus Terminal Ocean County Mall Hooper Avenue & Fischer Blvd Silverton Polhemus Road Silverton & Kettle Creek Road
OC1A	Ocean Ride	Whiting Express– Cedar Glen Lakes Clubhouse to Ocean County Mall (Service Days Monday, Wednesday & Friday)	Seacourt Pavilion (upon request) Ocean County Mall

Toms River Bus Lines and Bus Stops			
Bus Line	**Company**	**Destinations**	**Stops in Toms River**
OC2	Ocean Ride	Manchester to Toms River (Service Days: Monday, Wednesday, & Friday)	Ocean County Mall Old Freehold Road & Walnut Street Snyder Street & Main Street Toms River Park & Ride Community Medical Center
OC 10	Ocean Ride	Lavallette to Toms River (7 days a week Spring & Summer)	Toms River Business Park BJ's Wholesale Club Walmart Community Medical Center (Route 37) Main Street (Route 166) Bus Shelter North Toms River Park & Ride Ocean County Government Complex Route 37 & Hooper Avenue Route 37 & Fischer Boulevard
OC3	Ocean Ride	Brick, Lakewood & Toms River - Yorktown Blvd & Hovson's Blvd to Ocean Medical Center (Service Days: Monday, Wednesday & Friday)	Yorktowne Blvd. & Hovsons Blvd. Hovsons Blvd. & Mt. Carmel Blvd. Hovsons Blvd. & Mt. Matterhorn Lane Mt. Matterhorn Lane & Mt. Carmel Blvd. Mt. Carmel Blvd. & Mt. Hood Lane Mt. Hood Lane & Mt. Idenburg Lane Mt. Idenburg Lane & Mt. Hope Lane Mt. Hope Lane & Mt. Everest Lane Mt. Everest Lane & Yorktowne Blvd.

The Acting Commissioner of Transportation on June 21, 2016 approved the Traffic Regulation Order RP 2016-07(Bus Stop). The traffic regulation order requires the Department's Bureau of Traffic engineering to establish "Bus Stops" along a portion of Route NJ 166 as follows:

A. James Street

B. Lynn Drive

C. Suburban Drive

D. Colonial Drive

E. Dover Street

F. West Gateway Avenue

G. Fernwood Drive

H. Between Hilltop Road and Briar Knolls Apartment Access

I. Glenwood Road

J. Colonial Drive

K. Broad Street

L. Between Lomell Lane and Hilltop Road

M. South Dakota Avenue

N. Between Winteringham Drive and Presidential Boulevard

O. Between Route 37 and Highland Parkway.

AIRPORT FACILITIES

The Township is served by a variety of airport facilities. These facilities and the type of service provided may be summarized as follows:

1. Ocean County's Robert J. Miller Air Park and nearby general

aviation airport facilities, which offer chartered service to the major

air carrier airport facilities in Philadelphia, Newark and New York City, as well as a nearby facility to service the recreational and private commercial flying needs of the residents of the Township.

2. The Atlantic City Airport, located 45 miles south of the Township,

provides scheduled commuter air connections to major airports.

3. Newark International Airport, located 70 miles north of the Township, and Philadelphia's International Airport located 60 miles west of the Township, provides complete scheduled airline service to domestic and foreign destinations.

PARKING

The 2006 Toms River Master Plan recommends "with the density of the existing development and the large increase in seasonal population, curb-side parking during the summer months is extremely inadequate along the barrier island. A plan for off-street parking should be developed for the business district. Also, residential densities and the intensity of commercial uses should be restricted. This includes minimizing the number of driveway entrances to roads and increasing the amount of off-street parking by possibly purchasing vacant properties and using them for municipal parking garages or lots. Parking "meter maids" should be hired to enforce parking and to empty the meters." This recommendation is still valid and will remain in the 2016 Transportation element of the Toms River Master Plan.

The Toms River Parking Authority commissioned a parking study for Downtown Toms River in 2014. The plan was adopted by the Parking Authority in 2015 and implementation of recommendations began in 2016. The study found that there is adequate parking provided for the downtown, however recommended smart meters and new fee schedules for the downtown parking areas.

DOWNTOWN NEIGHBORHOOD CIRCULATION PLAN

The 2016 Downtown Neighborhood Circulation Plan recommends circulation improvements for the downtown redevelopment area to accommodate the Phase I proposed redevelopment plan. The study performed traffic counts and traffic modeling for key intersections and streets and looked at various solutions to accommodate the anticipated growth proposed. The plan identified an ideal solution and recommends paying for the proposed improvements with impact fees charged for new development. Impact fees shall be applied to all types of development without any exception, including all residential and non-residential development, non-profit development, affordable housing, and schools to the extent permitted by applicable law. Fees collected shall be used exclusively to defray the cost of infrastructure improvements proposed for the Downtown Redevelopment Area and not used for any other purpose.

Overall Township Transportation Strategy

Toms River Township's overall Transportation Strategy to promote smart growth is as follows:

- Transportation infrastructure such as streets, pedestrian and bicycle accommodation as well as mass transit options must be provided in the core redevelopment and development areas
- Coordinate with Ocean County to connect Winding River Park and other areas along the Toms River (from Manchester to Downtown) with the Barnegat Bay Trail (as an extension of the Barnegat Bay Trail) to provide a bicycle and pedestrian connection from downtown to the Industrial Center and residential areas in North Dover. Continue to support a Monmouth-Ocean-Middlesex Railroad Station in Downtown Toms River. Township is also open to utilizing the rail right of way for light rail and rapid bus alternatives.
- Implement the recommendations proposed in the Downtown Neighborhood Circulation Plan.
- Encourage the State to implement the findings of the Route 9 Access Management Plan

- Continue to enforce the Design Typical Standards for Route 9 and Route 37 during reviews of site plans
- Continue to coordinate with the New Jersey Department of Transportation and neighboring municipalities to identify strategic improvements and long term solutions that coordinate traffic flow with land use, particularly along heavily traveled roads such as Route 9, Route 70 and Route 37
- Install more collector or pass-through roads to move traffic to main roads through development areas

INFRASTRUCTURE STRATEGY

WATER SUPPLY FRANCHISES

Suez Water Company (formerly United Water) and American Water service Toms River Township. The SUEZ water company was founded as the Toms River Water Company in 1897 and was originally formed to supply water to the City of Toms River. The company's name was changed to United Water Toms River in 1995 after United Water acquired General Waterworks Corporation. SUEZ operates the public water supply system which provides potable water, with an average annual production of about 4.02 billion gallons, to residential, commercial and industrial customers in the Township of Toms River, the Borough of South Toms River and a portion of the Township of Berkeley. Suez maintains 24 in-service production wells, two of which are Aquifer Storage Recover (ASR) wells, 535 miles of main, 10 storage tanks, and approximately 3, 474 hydrants and 7,542 valves. On average SUEZ's daily production is 11.03 million gallons per day (MGD). In addition, SUEZ has the ability to purchase water from New Jersey American Water (at Lakewood Township) and Manchester Township through the use of emergency interconnections. There was no purchase of water in 2015.

American Water Company services the North Beach communities, Ortley Beach and Pelican Island on the Barrier Island. The Ortley Beach System is a public community water system consisting of 2 purchased ground water sources. This system can purchase water from the Lavallette Water Department and Seaside Heights Water Department, as well as, bulk transfer of surface water from Jumping Brook Treatment Plant. The Pelican Island system's source water comes from the Englishtown aquifer system, Potomac-Raritan-Magothy aquifer, and upper Potomac-Raritan-Magothy aquifer, as well as bulk transfer of surface water from Jumping Brook Treatment Plant. The American Water Company water infrastructure on the barrier island communities was severely damaged from Superstorm Sandy. American Water replaced damaged infrastructure in 2014 and 2015 with 3,000 feet of new water main along the following streets:

- Fort Avenue from Route 35 to Ocean Avenue – 1,100 feet of eight-inch, concrete-lined ductile iron pipe
- Fielder Avenue from Route 35 to Ocean Avenue – 1,100 feet of eight-inch, concrete-lined ductile iron water main
- Ninth Avenue from Route 35 to Ocean Avenue – 800 feet of eight-inch, concrete-lined ductile iron water main

American Water has also received approval for an iron-oxide removal treatment facility to be located adjacent to their water tower. The Pelican Island water system provides on average 28,000 gallons per day to customers, while the Ortley Beach system provides on average approximately 250,000 gallons per day to customers. In 2015 both the Pelican Island and Ortley Systems began to be served water by New Jersey American Water's Jumping Brook Water Treatment Plant. Prior to this transition, New Jersey American Water purchased all water from Seaside heights Water

Department to serve this area. The Jumping Brook water treatment plan is located in Neptune New Jersey. The facility utilizes chloramine to treat the water. The water that was purchased from Seaside heights, prior to the transition was treated with Chlorine.

Both water purveyors have indicated to Toms River Township that potable water supply would not be a limitation to growth based on the levels of population forecast in this Plan. In addition, the NJDEP approved Ocean County Wastewater Management Plan dated January 8, 2015 states that "public water purveyance infrastructure is presently capable of providing portable water to the Township's residents in excess of daily, monthly, and yearly demands. Current infrastructure capacity will continue to prove sufficient in the foreseeable future. It should be noted that the Township has had minimal zone changes since the Ocean County Wastewater Plan was prepared.

Portions of the Township receive water from private wells. The Ocean County Board of Health is responsible for testing these wells. The Township encourages all locations to connect to public water.

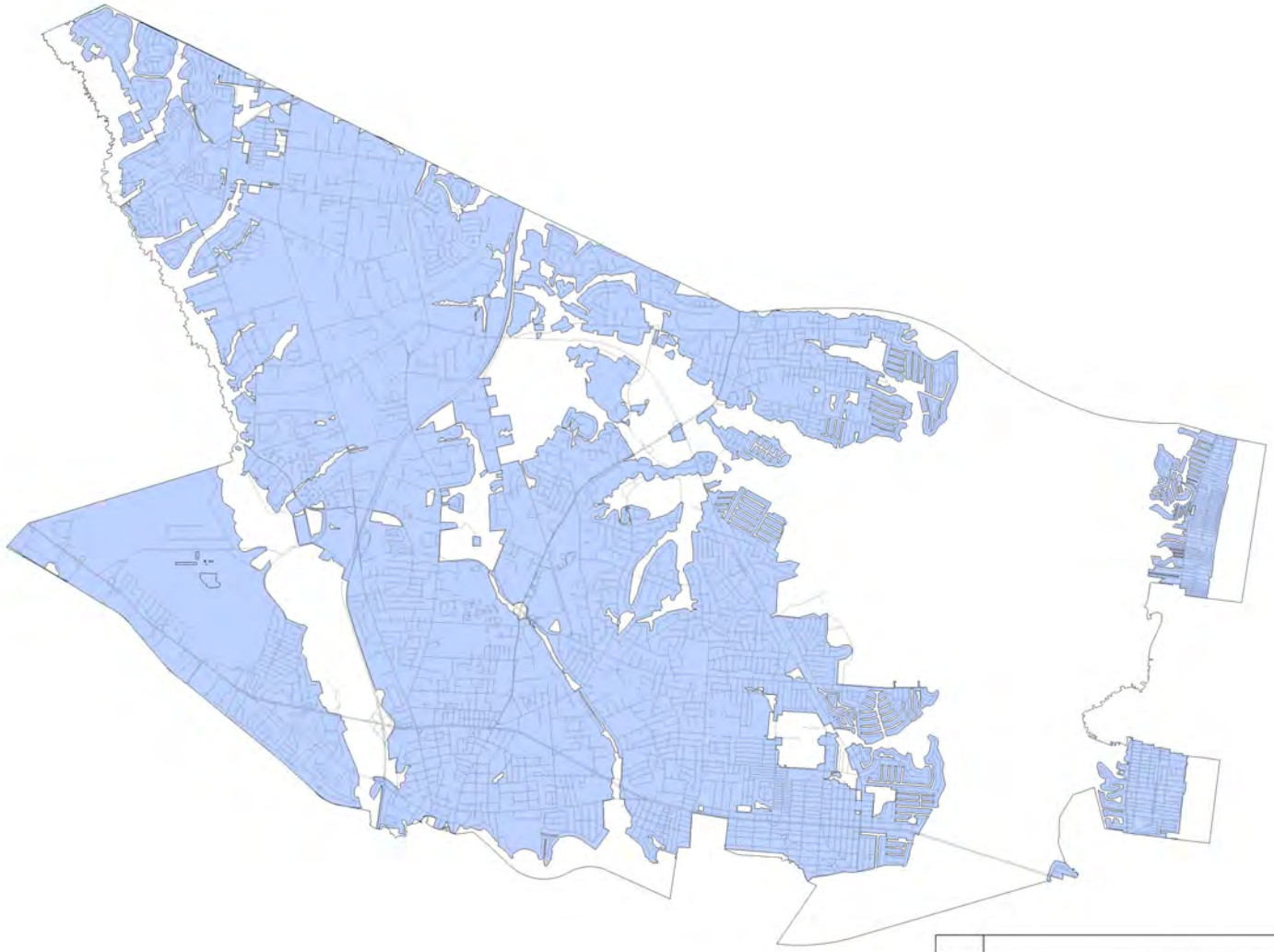
Connection of existing areas to potable water in redevelopment areas is cost burdened and will need to be addressed for the Route 37 Redevelopment Area (rebranded as Coates Point).

SANITARY SEWER

Most of Toms River Township is located in a Sewer Service Area with areas located in wetlands, stream buffers and other environmentally sensitive areas removed from the Sewer Service Area. The Township's Smart Growth Plan proposes new development and infill development in existing areas serviced by Sewer. The Township is requesting that Ocean County and NJDEP restore Sewer Service to small portion in the triangle area located between Route 70 and Route 9 that was erroneously removed from the Sewer Service Area. In addition, the portion of the Slab Branch that is north of Cox Cro Road is no longer identified as a C-1 River and the Sewer Service Area Mapping should be corrected to reflect this change. Toms River Township will coordinate with Ocean County and NJDEP to correct the Sewer Service Mapping.

Most existing development in Toms River Township is actively served by existing waste water system, except for a small portions located in North Dover portion of the Township which are served by septic systems. Toms River Township encourages all areas of the Township to connect to the public wastewater system. Wastewater is collected through the Township's lateral lines provided by the Toms River Municipal Utilities Authority and Ocean County Utilities Authority (OCUA).

The Dover Township Sewerage Authority was organized in 1949 with the responsibility of providing public sanitary sewerage facilities in Toms River Township (formally Dover Township). The authority's original treatment plant, which was located on the Toms River, now is occupied by the Toms River Township Park-and-Ride facility. Through time, this authority has been incorporated as part of the Toms River Municipal Utilities Authority. The TMUA has a customer base of approximately 47,000 and maintains 435 miles of sewer pipe with the Township plus portions of service laterals within road



Legend

Roads

Wastewater Service Area

This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not state-authorized.

DATE	REVISIONS	BY	CHK.

JOHN J. LYNCH
TOWNSHIP PLANNER
NEW JERSEY PROFESSIONAL PLANNER
LICENSE No. 19

ERIKA F. STAHL
ASSISTANT TOWNSHIP PLANNER
NEW JERSEY PROFESSIONAL PLANNER
LICENSE No.6245

Sewer Service Area
TOMS RIVER TOWNSHIP

TOWNSHIP OF TOMS RIVER
OCEAN COUNTY NEW JERSEY

FLD. BK.	DATE 6/24/2016	DESIGNED	CHECKED
	SCALE 1:600	DRAWN EFS	APPROVED
FILE NO.			

rights of ways. The TRMUA is responsible for maintaining these lines and has thus developed a systematic program of upgrading and rehabilitating sewer lines throughout the Township. This program includes line replacement, manhole grouting, pipe joint grouting and lining of the entire 5.5 miles of the original system. However, the entire system discharges directly into the Ocean County regional system for treatment which is controlled and maintained by the Ocean County Utilities Authority (OCUA).

The OCUA is a public entity charged with the management of Ocean County's wastewater services. The OCUA provides wastewater treatment services for industrial, commercial and residential users in Ocean County. This regional wastewater reclamation system operates three wastewater treatment facilities with a total combined capacity of eighty million (80) gallons per day. The collection system consists of forty (40) pumping stations, approximately two hundred (200) miles of force main and gravity lines and three ocean outfall lines which serve thirty-one (31) municipalities in Ocean County and five (5) municipalities in Monmouth County.

Toms River Township is served by the County's Central Water Pollution Control Facility (CWPCF). The treatment facility, which has been in operation since 1979, has a rated capacity of 28 million gallons per day (MGD) and recently tested a new effluent pump station that raises capacity to 32 MGD. In 2004, the average daily flow at the plant was almost 24 MGD. After disinfection, treated effluent is discharged through a gravity outfall into the Atlantic Ocean approximately one mile offshore.

The CWPCF has undergone a number of upgrades and physical improvements since 1979. These include the construction of additional process units, a cogeneration system that provides a portion of the heat and energy required by the facility, a fertilizer manufacturing facility, flow equalization basins and an emergency influent pump station. Over time, the CWPCF has consistently met the effluent requirements of the USEPA and the New Jersey Department of Environmental Protection (NJDEP) and has received awards from both the USEPA and the Association of Metropolitan Sewerage Agencies (AMSA).

The NJDEP approved Ocean Wastewater Management Plan prepared by the Ocean County Planning Department dated January 8, 2015 utilized 2010 US Census data and NJTPA projections for seasonal vacancies and population projections. NJTPA projects a total population increase of 14.87% by the year 2035, to an estimated 107,176 residents. Ocean County Planning found that "while the seasonal fluctuations and anticipated population growth are significant, they are not likely to overtax the Township's wastewater conveyance infrastructure."

STORM WATER MANAGEMENT

Toms River Township has a NJDEP approved 2009 Storm Water Management Plan. The plan was codified in Chapter 348-8.28 of the Township code and enforced by the Township Engineering Division. The Township will continue to comply with the Plan. The Township has implemented the following as recommended by the Storm Water Management Plan:

- Implementation of a Pet Waste Ordinance
- Implementation of the attached Storm Water

Management Ordinance;

- Public education such as the inlet labeling program;
- Sanitary Sewer & Public Water Installation Projects;
- Implementation of an Illicit Discharge Elimination Ordinance;
- Sanitary sewer monitoring and maintenance via the Toms River MUA;
- Truck Washout Facilities;
- Street Sweeping Program.

It should be noted that the Township adopted the model storm water management ordinance. In addition, the Township has an adopted a Woodlands Management Ordinance and the Storm Drainage Facilities Ordinance. The Township's Land Development Ordinance was modified to incorporate and promote low impact development techniques for storm water management and associated passive effects by implementation of a cluster development option.

HIGH TENSION WIRES:

The Township has high tension transmission wires that run parallel the Garden State Parkway and secondary lines that connect to areas in North Dover.

ENERGY SUBSTATIONS:

The Township of Toms River has six (6) energy substations located throughout the Township. The substations located on Kittiwake and Washington Street have been recently improved with wet-proofing mechanisms to make them more resilient to future storms.

JCP&L Energy Substations		
Address	**Block**	**Lot**
1116 Silverton Road	172	47
2114 Route 37 East	813	5,6,9 & 29
106 Kittiwake Avenue	934	3
1328 Hooper Avenue	394.06	126
322 West Water Street	566.01	3
1631 Washington Street	1098.36	11,12 & 16

Overall Township Infrastructure Strategy

Toms River Township's overall Transportation Strategy to promote smart growth is as follows:

- Maintain existing water, sewer and storm water systems through a regular maintenance schedule
- In areas where appropriate consider green infrastructure to reduce run-off entering existing storm water infrastructure
- Replace aging storm water, water and sewer infrastructure as needed
- Continue to map and monitor well-head protection areas.
- Connect the Route 37 Redevelopment Area in Need of Redevelopment (rebranded as Coates Point) to water infrastructure and if needed replace aging sewer and storm water infrastructure.

- Township will coordinate with Ocean County and NJDEP to revise the Sewer Service mapping for the triangle area between Route 70 and Route 9 to put back areas that should have not been left out of the Sewer Service Area.
- Continue to comply with the Toms River Storm Water Management Plan
- Continue to coordinate with the Ocean County Utilities Authority and water purveyors.

RESILIENCY AND SUSTAINABILITY STRATEGY[1]

The need for resiliency planning was driven home forcefully by Superstorm Sandy and the tremendous damage to homes, utilities, public spaces and other community facilities sustained during the storm. Toms River was particularly affected, classified as the fifth-worst impacted municipality in the State. Impacts from the storm were detailed in the Township's 2014 Strategic Recovery Planning Report (SRPR), including:

- Damage to more than 6,500 homes on the barrier island communities and 4,000 homes in mainland Toms River (particularly around Silver Bay, Fischer Boulevard and Dillon's Creek, Downtown Toms River, and other bay- and river-front areas);
- Demolition of 1,292 homes and commercial spaces from October 2012 to April 2014 (1,232 single-family dwellings, 54 multi-family residences, and 6 commercial buildings);
- Classification of 3,970 properties as "substantially damaged properties";
- A loss of over $2 billion in assessed value from 9,972 impacted properties (24.1% of all parcels);
- The receipt of $16.8 million in FEMA public assistance dollars (the second highest of all New Jersey municipalities)

Looking to the future, coastal communities like Toms River are particularly concerned with the implications of climate change and sea level rise, and the long-term effects of human development and high-impact lifestyles on the environment. The Post Sandy Strategic Recovery Planning Report and the Township's 2016 Community Vulnerability Assessment estimates potential impacts from natural hazards, including:

- ◊ Critical facilities vulnerability:
- ◊ 7 vulnerable to wildfire;
- ◊ 9 located in the 100-year floodplain; and
- ◊ 3 facilities inundated and 2 facilities isolated with a 3-foot rise in sea level
- ◊ Parcels vulnerable to hazard exposure:
- ◊ 75 at risk from coastal erosion (total property value of $11,182,500);
- ◊ 506 Repetitive Flood Loss properties (total property value of $42,697,318); and
- ◊ 18,744 located in the Special Flood Hazard Area, also known as the 100-year floodplain (total property value of $2,383,138,638)

[1] This section was prepared by Heyer and Gruel Associates as part of the Toms River Sustainable and Resilient Master Plan, October 2016. The strategy bullets where prepared by Toms River Township.
[2]Rutgers University's Sand Community Hardship Index from "The Impact of Superstorm Sandy on New Jersey Towns and Households."

Estimated damage to property based on potential storm wave heights:

Wave Attack Scenarios	
Wave Height	**Total Damage (Structural + Content)**
1 ft	$ 6,249,829
2 ft	$ 18,684,938
3 ft	$ 39,912,507
5 ft	$ 107,711,597
10 ft	$ 272,790,860

Estimated damage to property from potential sea level rise inundation:

Estimated Damage (properties with at least 10% inundation)		
Year	**Sea Level Rise Value**	**Total Damage**
2030	+ 0.8 ft	$ 30,130,300
2050	+ 1.5 ft	$ 96,232,900
2100	+ 3.5 ft	$ 1,893,878,500

Estimated Damage (building fully or partially inundated)		
Sea Level Rise Value	**Number of Build-ings**	**Total Damage**
+ 0.8 ft	16	$ 5,013,900
+ 1.5 ft	71	$ 25,975,900
+ 3.5 ft	4,346	$ 1,351,939,700

Estimated damage from the 100-year flood event under sea level rise conditions:

Estimated Damage					
Year	Sea Level Rise Value	Buildings Impacted	Structural Damage	Content Damage	Total Damage
2015		11,539	$ 55,138,360	$ 63,432,517	$ 118,570,878
2030	+ 0.8 ft	12,293	$ 74,819,132	$ 67,517,739	$ 142,336,872
2050	+ 1.5 ft	12,812	$ 90,308,086	$ 71,037,858	$ 161,345,945
2100	+ 3.5 ft	13,890	$ 136,330,009	$ 85,967,385	$ 222,297,394

In addition to the environmental hazards discussed above, episodes of social and economic instability, exemplified by the Great Recession, have shown that communities must also anticipate and address vulnerabilities in socio-economic institutions. Resiliency and sustainability planning aims to make communities less susceptible to environmental and socio-economic shocks.

Toms River Township's overall Resiliency and Sustainability Strategy is to:

- Incorporate the recommendations from the Heyer and Gruel prepared Comprehensive Master Plan Post Sandy report into each 2016 Master Plan Elements to ensure that resiliency and sustainability are incorporated into the new 2016 Toms River Master Plan.
- Incorporate the Hazard Mitigation Plan and Post Disaster Capital Improvement Plan into the 2016 Master Plan as a new Master Plan Element.
- Include the Toms River Hazard Mitigation Plan as an amendment to the Ocean County Multi-Jurisdictional Hazard Mitigation Plan to ensure that it is reviewed and amended every five years in compliance with FEMA regulations.
- Implement the recommendations from the Toms River Hazard Mitigation Plan and the Ocean County Multi-Jurisdictional Hazard Mitigation Plan.
- Continue to work with NJDEP, New Jersey Future and Princeton Hydro on the Sustainable and Resilient Coastal Communities Grant to further look at medium and long term solutions.
- Remove two properties from Fischer Boulevard Highway Corridor as recommended by NJ Future, Princeton Hydro and NJDEP.
- Request assistance from NJEDA, NJDEP, NJDOT, Together North Jersey, other NJ agencies and federal agencies to develop the former Ciba Geigy site into an economic center to diversify the Township's economic jobs as identified in the Toms River-Lakehurst Route 37 West Economic Corridor Vision Plan.

PLANNING COORDINATION STRATEGY

Toms River Township has a history of coordinating with Ocean County, Brick Township, Manchester Township, Lavallette Borough, Seaside Heights Borough, Berkeley Township, Pine Beach Borough, South Toms River Borough, and Beachwood Borough. Toms River Township has a regional school system covering the municipalities of Toms River Township, and the borough of Beachwood, Pine Beach and South Toms River. Toms River Township coordinates local office of emergency plans with adjacent municipalities, such as but not all inclusive Lavallette and Seaside Boroughs, as well as the Ocean County Office of Emergency Management. Toms River Township has also had shared service agreements with Brick Township for its building permits, however has had to severe that agreement post Sandy due to the high volumes of permit request from both municipalities.

Toms River Township has recently coordinated with NJTPA, Lakewood Township and various Ocean County departments during the Route 9 Access Management Study. In addition, the Township will be coordinating closely with South Toms River and the County as the Barnegat Branch Trail is constructed in South Toms River and Toms River Township. Toms River Township has also coordinated with NJTPA, Together North Jersey, federal and state agencies, Lakehurst Borough, Berkeley Township and Manchester Township in the development of the Toms River-Lakehurst Route 37 West Economic Corridor Vision Plan. The Township plans on continuing this coordination as it tries to implement the study recommendations.

Toms River Township's overall Planning Coordination Strategy is to:

- Continue to coordinate with Ocean County Office of Emergency Management and adjacent municipalities during creation of Office of Emergency Management Documents.
- Continue to coordinate with federal and state agencies, Ocean County, Manchester and Berkeley Townships, and Lakehurst Borough for implementation of Toms River-Lakehurst Route 37 Economic Corridor Vision Plan.
- Coordinate with Ocean County and South Toms River with implementation of the Barnegat Branch Trail.
- Coordinate with South Toms River as they redevelop their waterfront.
- Coordinate with County and other municipalities located on the Toms River to research feasibility of developing a water ferry/water taxi system on the Toms River in accordance with the Ocean County Long Term Recovery Plan.
- Coordinate with Ocean County and NJDEP to correct Sewer Service Map for the triangle portion located between Route 70 and Route 9 located North of Cox Cro Road.