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CITY OF CAPE MAY
1994 MASTER PLAN UPDATE

LAND USE ELEMENT

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INTRODUCTION

This document represents a comprehensive revision of the City of Cape May's Master Plan, which was adopted in August, 1978. The City's 1978 Master Plan was prepared at a time when support for the growth of Cape May's resort industry was a top municipal priority. Although, still a priority, controlling this growth to preserve the City's quality of life has reached a new level of importance. This plan intends to implement that idea.

In 1984, a brief update of the Master Plan was adopted in accordance with the requirements of the New Jersey Municipal Land Use Law. At that time, it was proposed that an organized Master Plan review process be continued with the goal of producing a new Master Plan to replace the 1978 document. The re-evaluation was to bring the Master Plan into conformance with the actual patterns of development which had occurred. The 1988 Master Plan document addressed this and other goals set forth in the 1984 update. Also, the 1988 Master Plan update included considerable public input regarding goals and objectives for the continued quality of life in the City of Cape May. The results of a citizen survey in 1987 were vital determinants in selecting the categories that were to be addressed in the new document. As stated above, the land use priorities of the City of Cape May had changed substantially in the sixteen (16) years since the 1978 Master Plan. The 1978 goal of achieving Cape May's potential as a major resort had been largely realized.

The growth of the tourist industry since that time has resulted in traffic congestion, proliferation of commercial land uses and increased residential densities. It is still important that future growth be controlled to preserve the unique charm and character of the City of Cape May to maintain a high quality of life for permanent residents as well as for all visitors.

The 1994 Master Plan updating process offers the opportunity for planners, policy makers and citizenry to assess the results of their past efforts, recognize existing problems and concerns, and re-affirm their on-going commitment to the future enhancement and protection of the quality of life in the City of Cape May.

A complete list of the Land Use goals for the eight (8) categories specified in the 1988 Master Plan Re-examination is provided below, along with comments on the status of their implementation:

GOAL #1: TRAFFIC CIRCULATION AND PARKING

Develop a coordinated circulation system within a local and regional planning context to provide for the safe and efficient movement of people and goods.

The objectives of this goal, as specified in the 1988 Master Plan, are continuing to be realized and implemented.

GOAL #2: COMMUNITY SERVICES AND FACILITIES

Ensure the provision of an adequate range and availability of community services and infrastructure to accommodate existing and future City residents and visitors.

The objectives of this goal, as specified in the 1988 Master Plan, are continuing to be realized and implemented.

GOAL #3: RESIDENTIAL LAND USE/AFFORDABLE HOUSING

Preserve established residential districts and provide a wide range of housing types to meet the varied income and age level needs of residents and vacationers.

Areas of the City have been identified as ideal locations for the future development of housing, as stated in the 1988 Master Plan.

These locations were selected based on existing circulation, infrastructure, commercial and community service patterns or networks.

GOAL #4: COMMERCIAL LAND USE

Maintain Cape May's unique appeal by offering varied activities and services in appropriate areas while maintaining the City's character and quality of life.

The objectives of this goal, as specified in the 1988 Master Plan, are continuing to be realized and implemented.

GOAL #5: OCEANFRONT AND HARBORFRONT LAND USE

Promote quality oceanfront and harborfront land use and encourage public access.

The objectives of this goal, as specified in the 1988 Master Plan have been accomplished. Specifically, a Harborfront Master Plan Feasibility Study has been completed, and physical and visual access to the ocean and harbor fronts has been ensured.

GOAL #6: RECREATION AND OPEN SPACE

Preserve and enhance the City's open space system and upgrade recreational land use to protect Cape May's environmental resources and meet the needs of permanent and seasonal residents.

The objectives of this goal, as specified in the 1988 Master Plan, are continuing to be realized and implemented.

GOAL #7: ENVIRONMENTAL PROTECTION

To protect the quality of the City of Cape May's natural and manmade environment in order to preserve the balance of its ecological systems and safeguard the future health and welfare of residents.

The objectives of this goal, as specified in the 1988 Master Plan, are continuing to be realized and implemented.

GOAL #8: HISTORIC PRESERVATION

Maintain the City's uniquely attractive and livable environment through preservation of historically and architecturally important structures.

The adoption of a Historic Preservation ordinance deserves attention by the Planning Board and Governing Body. The input of the Historic Preservation Commission is essential in the considerations of these regulations.

1994 MASTER PLAN GOALS AND OBJECTIVES

The issues and concerns which have been identified by the City or Planning Board for consideration at this time are listed below. This list identifies the categories which will be addressed. Goals and objectives are presented for each of the nine (9) categories. Goals are broad topics corresponding to the major elements of the Master Plan. Objectives are specific policies to be advanced by the goals. Section VI of the Master Plan, contains recommendations for the achievement of each of the objectives identified in the following text. The nine (9) categories for which goals, objectives and recommendations have been formulated are as follows:

1. TRAFFIC CIRCULATION AND PARKING
2. COMMUNITY SERVICES AND FACILITIES
3. RESIDENTIAL LAND USE AND AFFORDABLE HOUSING
4. COMMERCIAL LAND USE
5. OCEANFRONT AND HARBORFRONT LAND USE
6. RECREATION AND OPEN SPACE
7. ENVIRONMENTAL PROTECTION
8. HISTORIC PRESERVATION
9. REGIONAL PLANNING

GOAL #1: TRAFFIC CIRCULATION AND PARKING

Develop a coordinated circulation system within a local and regional planning context to provide for the safe and efficient movement of people and goods.

OBJECTIVES:

- A. Encourage the restoration and use of passenger rail service and other high volume transportation modes as the primary means of accessing the City. The development of a "central" transportation center facilitating such modes should be encouraged.
- B. Encourage alternate circulation means for intracity trips to minimize the expansion of traffic related infrastructure, reduce the amount of pollution created by automobiles, and the like and allow the unhindered movement of emergency vehicles into and within the City.
- C. Ensure provisions for adequate parking when evaluating all categories of land use.
- D. Explore the feasibility of centralized and satellite parking in addition to on-site parking. Consider the coordination of parking with mass transit and other alternate circulation modes and networks. May require zoning changes.
- E. Seek and evaluate county, state, and federal transportation and circulation planning in order to coordinate them with local planning, giving particular emphasis to City entrances and exits.
- F. The circulation of automobiles in, through and out of the City of Cape May continue to present problems. The problems range from public safety to time delays. Originally, the traffic congestion appeared to be seasonal. However, as the seasons grow longer the traffic problems become an increasing burden upon the City's roadways.

Consideration should be given to the creation of a task force to study these problems and make recommendations for improvements. The creation of the task force is the responsibility of the Planning Board and should include representatives from citizen and business groups. As a common liaison, the Planning Board should act as the lead group in this effort. The end result, or product, of this study, should be an amendment to this Land Use Element entitled "Circulation Element of the Cape May Master Plan.

GOAL #2: COMMUNITY SERVICES AND FACILITIES

Ensure the provision of an adequate range and availability of community services and infrastructure to accommodate existing and future City residents and visitors.

OBJECTIVES:

- A. Continue to provide all land uses with adequate service of water, sewerage, storm drainage and other utility systems in an economically feasible and coordinated manner. These services should be continually upgraded. Any new service expansions or facilities are encouraged to be in such a manner that will not destroy the aesthetics of the community. All utility services to individual properties are encouraged to be located underground.
- B. Provide adequate public safety services, with appropriate equipment and manpower distribution.
- C. Encourage establishing a Water Conservation Commission.

GOAL #3: RESIDENTIAL LAND USE/AFFORDABLE HOUSING

Preserve established residential districts and provide a wide range of housing types to meet the varied income and age level needs of residents and visitors.

OBJECTIVES:

- A. Provide a wide range of housing choices to provide satisfactory housing opportunities for residents of all income brackets.
- B. Ensure that residential land use is compatible with the City's natural and historic environment by reevaluating residential development patterns and adopting revised performance standards and bulk and area requirements as needed.
- C. Preserve residential neighborhoods and maintain public health and safety through the development and implementation of affirmative maintenance program for housing units.

- D. Preserve the existing quality of life in Cape May by encouraging continuation of the neighborhood pattern of residential land use.

GOAL #4: COMMERCIAL LAND USE

Maintain Cape May's unique appeal by offering varied activities and services in appropriate areas while maintaining the City's character and quality of life, especially in residential areas.

OBJECTIVES:

- A. Encourage the continuation of a variety of types of commercial land uses within the City's existing commercial districts.

Promote the development of commercial areas that enhance the City's pedestrian scale and encourage access by means of alternate forms of transportation other than the private automobile.

- B. Enhance the City's economy and employment opportunities through encouraging quality commercial uses in commercial districts and other areas where appropriate access for such uses is available.

- C. Promote varied and convenient shopping opportunities for residents and tourists, including appropriate design features to enhance access for the physically challenged.

- D. Maintain the City's environmental and historic quality by control of commercial land use patterns and adoption of improved design and performance standards for land use in commercial areas.

- E. Support the continued existence of the United States Coast Guard, fishing, and tourism industries so as to enhance their important economic contributions.

GOAL #5: OCEANFRONT AND HARBORFRONT LAND USE

Promote quality oceanfront and harborfront land use and encourage public access.

OBJECTIVES:

- A. Preserve environmental integrity of natural resources in harborfront and oceanfront areas.

GOAL #6: RECREATION AND OPEN SPACE

Preserve and enhance the City's open space system and upgrade recreational land uses to protect Cape May's environmental resources to meet the needs of residents and visitors.

OBJECTIVES:

- A. Continue to acquire open space, including private bathing beaches, to allow a larger amount of recreational space for use by residents and visitors.
- B. Create an open space and pedestrian network that connects points of interest and encourages non-vehicular means of transportation.
- C. Continue to upgrade and diversify the recreational uses and facilities offered by municipal parks.
- D. Provide controlled access to wetland areas to promote environmental protection and public education.
- E. Consider the expansion of the Harborfront area and Marine Institute.

GOAL #7: ENVIRONMENTAL PROTECTION

Protect the quality of the City of Cape May's natural and manmade environment by maintaining the integrity of the various ecological systems and safeguarding the future health and welfare of residents and visitors.

OBJECTIVES:

- A. Conserve and protect environmentally sensitive resources including natural, scenic and historic areas in the City by requiring new land use to be subject to performance standards designed to minimize potential adverse impacts.
- B. Minimize negative effects of land use upon the City's built environment through evaluation and implementation of performance standards.
- C. Encourage the preservation of environmentally sensitive lands in order to protect the environmental integrity of unique resources.
- D. Encourage the adoption of design standards which will minimize negative effects of development upon the environment in all areas of the City.

GOAL #8: HISTORIC PRESERVATION

Maintain the City's National Historic Landmark status through preservation of historically and architecturally significant sites.

OBJECTIVES:

- A. Encourage the adoption of standards to maintain historic properties.
- B. Identify historically significant sites.
- C. Ensure maintenance of significant structures through adaptive reuses.
- D. Encourage and participate in the preparation and enforcement of a Historic Preservation ordinance.

GOAL #9: REGIONAL PLANNING

Encourage a cooperative planning effort among the various jurisdictions within the area to formulate mutually acceptable

development policies, realizing that adjacent development may have a significant impact on the City's goals and objectives.

Objectives:

- A. Interact with officials in Lower Township, in devising a plan of action for alleviating the existing traffic situation at Schellenger's Landing Bridge.
- B. Review the Master Plans of surrounding communities to ensure compatible land policies and promote a sound regional planning effort.

IV. RECOMMENDATIONS TO ADDRESS GOALS AND OBJECTIVES

A. Introduction.

The following contains recommendations for amendments to municipal policies and regulations in accordance with the goals and objectives outlined in Section III. Each section of these recommendations corresponds to one of the categories whose goals were previously identified. The specific goals and objectives will not be reiterated in this section. Rather, the following recommendations are offered as specific means of achieving the stated objectives of the 1994 Master Plan. Many of the recommendations presented below are intended for implementation by inclusion in the Land Development Ordinance as standards or requirements. Subsequent to the adoption of this Master Plan, a text of all recommended ordinance revisions will be prepared and offered as additions and amendments to the ordinance of the City of Cape May.

B. Recommendations to Address Traffic Circulation and Parking.

GOALS AND OBJECTIVES

The purpose of the circulation and traffic recommendations is to ensure the continued safe and efficient movement of people and goods into and through the City. A number of concerns have been raised regarding traffic and circulation in the City. Circulation and traffic problems include movement into the City from the Schellenger's Landing Bridge; movement to the beach or downtown

from the entrance to the City; circulation adjacent to the downtown mall; and the lack of convenient parking. The following recommendations also address the concerns of bicycle transportation and bus and railroad service.

1. ENTRANCE AND EXIT PROBLEMS

Many of the perceived circulation and traffic problems in Cape May are associated with the entrance and exit to the City. Entrance and exit to the City is generally by auto, and by way of the Schellenger's Landing Bridge. This narrow two lane bridge backs up as traffic moves in and out of the City, possibly discouraging visitors from returning to the City and potentially causing safety problems in the event of an emergency. As part of the Master Plan, a review of county and state circulation planning has been completed to determine action for the City to take to decrease entrance and exit problems.

a. Review of State and County Circulation Planning

The New Jersey Department of Transportation has completed a long range plan for transportation improvements in the southern portion of the state. Long range planning proposed for Cape May County involves the widening of Route 657 from Route 47, with improvements to the intersection of the Garden State Parkway and Route 657 to complement this roadway widening. The time schedule for the work

is ten to fifteen years. The effect of the State proposal is to improve access to Cape May County, and therefore the City of Cape May, from the northwest area of the State. The State plan does not upgrade or offer solutions to the entrance and exit problem in the City. The State long range transportation improvement plan does not propose any circulation improvements in the City.

A review of Cape May County transportation planning indicates that the County has no plans for transportation improvements in the City. The County has discussed the City's entrance and exit problem, but no course of action has been recommended and no long range implementation or budgeting has been completed. A new bridge has been envisioned connecting the City of Cape May with Lower Township. The alignment is foreseen to connect Schellenger's Landing to either Texas or Pittsburgh Avenue. This bridge would provide direct access to the City's beachfront and harborfront, potentially alleviating circulation and traffic problems at Sidney Avenue. The Cape May County Planning Board has not formally explored the feasibility of the bridge or considered a course of action for implementation.

Based upon the above, it is concluded that

little has been completed to solve entrance and exit problems in the City of Cape May by the responsible agencies. Unfortunately for the City, entrance and exit upgrading is beyond the city's control and budget, as it requires cooperation from other levels of government for expertise and funding. The immediate solution is continued dialogue and cooperation with the responsible agency and neighboring municipalities.

b. Previous Traffic Studies

Among the possible short-term solutions available to mitigate the traffic problems of entering and exiting the city are those offered by previous traffic studies. Studies which have addressed the City's entrance and exit problem are: an April 1967 traffic study completed for the Cape May County Board of Chosen Freeholders by Wilber Smith and Associates; an April 1985 Cape May County Planning Board review; a March 1987 Traffic and Parking Study prepared by RPPW; and a 1994 "Cape May Intermodal Ground Transportation Feeder Study" by the South Jersey Transportation Authority. Generally, these studies have concluded that the major problem with entrance and exit to the City, which can be solved without a new bridge, results from the narrow two-lane section of Route 109

approaching Schellenger's Landing Bridge and the large number of vehicle turning movements to and from Route 109. The previous studies recommend traffic management improvements that do not require significant construction or the taking of property. The problem, however, is that the area in which traffic management improvements need to be implemented is located in Lower Township, beyond the control of the City. Again, the solution requires cooperation with Lower Township and Cape May County.

c. Conceptual Alternative Transportation Network

In addition to a review of transportation planning by others, as part of the Master Plan Update, the Planning Board has studied the problem of congestion at the City's entrance and in the downtown area. Alternatives to alleviate traffic congestion have been studied as part of the update process including designation of one-way roads on the thoroughfares in and out of the city and around the downtown mall, with provision of bicycle lanes. As a policy, the Planning Board continues to encourage alternate transportation modes in the City, specifically bicycles, buses and trolleys to connect various areas of the City alleviating congestion at peak times of the year.

2. PARKING

a. Recommended Locations for Additional Parking

In an effort to address the possibility of providing centralized and satellite parking, we recommend upgrading and locations for parking in the entire city. Locations for additional parking, both permanent and seasonal, should be explored to serve visitors in the entire City. Recent experience has demonstrated the need for the development of reasonable criteria for seasonal parking. This criteria should ensure public safety, be aesthetically pleasing, and environmentally sound. The periodic beach restoration will increase parking demand within the entire city of Cape May.

b. Satellite Parking Lots and Shuttle Service

To provide access to various City amenities from satellite parking areas, use of a shuttle service should be further studied. Consideration should be given to a service that is free to the user, with the cost of operation subsidized by commercial businesses which attract visitors but do not provide on-site parking, or businesses desiring to be added to the shuttle route including businesses in adjacent towns. Operation of a

shuttle service could be municipal or private.

To encourage the use and success of satellite parking and a shuttle service, the following should be considered:

- Provide a system of directional and information signs to alert potential users to the existence and location of the services and parking, with special attention given to the Lafayette and Sidney Street intersection;
- Landscape satellite parking and all municipal parking lots with trees, shrubs and ground covers to create attractive sites where parked cars are provided with shade;
- In parking lots serviced by a shuttle system, provide shaded seating and waiting areas, lighting and a kiosk with shuttle service schedules and information on points of interest in the City and special events. The structures should be designed with a Victorian theme consistent with the City's historic structures;
- Parking areas should be routinely patrolled to reduce possible vandalism or theft. The patrols should be advertised and should be visible to users of satellite parking lots to reduce fear of theft and encourage regular

use;

- The shuttle service should be convenient, inexpensive, comfortable and easy to use, especially for the elderly handicapped or persons traveling with small children or beach items.

3. PEDESTRIAN AND BICYCLE NETWORK

Pedestrian and bicycling routes should be established to ensure alternate circulation modes for the purpose of reducing automobile traffic and congestion in the City based upon the following criteria:

- Permanent city-owned directional standards should be established in strategic geographic locations to provide alternate directional modalities and to identify key sites and/or services for visitors. To ensure bicycle safety, high volume vehicular streets should be identified and bicycle traffic on these streets should be discouraged.
- Pedestrian access should be guaranteed to the harborfront and beachfront, with private areas separated from public areas by vegetation, elevation changes and signs. Crosswalks should be clearly marked.
- Pedestrian and bicycling networks should be

continuous and should interconnect neighborhoods, parking areas and transportation services with schools, recreational areas, tourist attractions, the harborfront, the beachfront and neighborhood shopping centers. The bicycle network should also have connections to surrounding towns where feasible.

- The ensure safety, bicycle networks should be separate and distinct from auto and pedestrian networks through the use of designated lanes, elevations changes, surface painting and traffic control signs.
- Shaded seating structures for viewing and resting designed with a victorian theme should be placed along the pedestrian and bicycle network, especially adjacent to the harborfront and beachfront areas.
- Support facilities including bike racks, drinking fountains and restrooms should be strategically located along the pedestrian and bicycle networks.

4. RAIL ACCESS

Rail access to the City is an alternative transportation mode which will potentially decrease auto

traffic entering and exiting the City. Rail access will also result in a reduction of vehicular congestion on City streets. New Jersey Transit is upgrading the rail line between Lindenwold and Atlantic City. At this time, however, New Jersey Transit has no plans to upgrade the connection between the Atlantic City Line and Cape May. One possible solution to providing rail access would involve cooperation with a private rail service on the existing line. Private rail service is likely to be an expensive alternative and is only feasible with sufficient demand. The system will probably require stops at other towns on the line to generate sufficient demand. Given the questionable demand, it is not clear if the service is financially feasible. This would require additional study. It should also be pointed out that for rail service to be effective, a reliable and efficient connecting transportation system must be in effect at its destination in the City. As a policy for the planning period covered by the Master Plan Update, the City should continue to explore and encourage a "central" comprehensive transportation center.

C. Recommendations to address Community Services and Facilities.

Cape May is a changing city due to development and redevelopment. The purpose of the Community Services and Facilities recommendations is to ensure that all residents and land

uses are provided with appropriate municipal services.

Generally, while potable water and sewer infrastructure and capacity are available throughout the city, it is necessary to continue to ensure water and sewer service are supplied. N.J.S.A. 40:55D-42 permits a governing body, by ordinance, to adopt regulations requiring a developer, as a condition for approval of a subdivision or site plan, to pay his pro-rata share of the cost of providing only reasonable and necessary street improvements and water and drainage facilities and easements therefor, located outside the property limits of the development but necessitated or required by construction or improvements within the development. Such regulation should be based upon circulation and comprehensive utility service plans. Accordingly, the City should plan for adopting the appropriate service plans to ensure that future development in the City does not interfere with the adequate delivery of potable water and sanitary sewer service to the developed portions of the City.

D. Recommendations to Address Residential Land Use.

The purpose of the residential land use recommendations is to determine which areas of the City of Cape May are suitable for permanent and seasonal housing based upon location, surrounding land uses, infrastructure and access. The residential recommendations when coupled with other social, economic and natural resource data provide a sound basis for land use decisions in the City of Cape May.

1. PRESERVE THE CHARACTER OF EXISTING RESIDENTIAL NEIGHBORHOODS.

Concern has been expressed regarding the continuance of efforts to preserve, protect and enhance the City of Cape May's historic properties, designated districts and general ambience relative to the character of existing residential neighborhoods.

Neighborhoods should be maintained by reconsidering locations of boundaries of residential zoning districts. The City of Cape May's residential zones should be defined based upon the character of existing residential land use. High residential densities inconsistent with the character of existing neighborhoods should be discouraged. This recommendation serves the objective of preservation of residential neighborhoods.

Residential uses permitted in the zoning districts should be limited to the established patterns of housing development to discourage housing densities that are inappropriate for the neighborhood. The City of Cape May has seven (7) residential districts and permits residential land uses in the MU district and all the commercial districts except the C5 district. In order to promote proper land use and growth management, permitted uses should reflect a realistic range of land use opportunities conducive to the maintenance of the quality and character of established neighborhoods and should acknowledge environmental and infrastructure constraints. This recommendation achieves the objective of maintaining the quality of life by encouraging continuation of the neighborhood pattern of development.

2. RESTRICT COMMERCIAL LAND USES IN RESIDENTIAL ZONE

DISTRICTS

Concern has been expressed regarding the encroachment of commercial land uses upon the City of Cape May's residential neighborhoods. The encroachment of commercial development hastens the loss of many of the City's unique and historic properties. The encroachment also creates congestion and reduces the quality of life enjoyed by the citizens in the residential neighborhoods.

The encroachment of commercial land uses into residential neighborhoods should be discouraged. Intense commercial uses should be eliminated from residential districts. Neighborhood commercial convenience uses should be permitted only in areas with sufficient access in accordance with strict design and performance standards. This will minimize the intrusion into the character of the neighborhood.

E. Recommendations to Address Commercial Land Use.

The City of Cape May has a diverse economic base with a variety of commercial land uses. The purpose of the Commercial Land Use recommendations is to identify suitable locations for economic land uses and services serving permanent and seasonal residents. Suitable locations are those that are accessible, visible and convenient for the user. Commercial land use recommendations should also seek continuation of important economic land use in the City while ensuring economic and commercial land uses are compatible with the natural and manmade environment of the City and protect the public health and safety.

1. CONSOLIDATE COMMERCIAL DESIGNATIONS PROVIDING EACH DISTRICT WITH AN INTENT AND PURPOSE TO DEFINE LAND USE IN THE DISTRICT.

There are five commercial districts in the City. Commercial land use has also been permitted in the HD and the MU districts. Many of the same commercial land uses are permitted in each district. It is recommended each commercial district serve a specific and defined intent and purpose. Uses permitted as-of-right in the commercial district should accomplish the intent and purpose defined for the district.

- a. C-1 District

The Washington Street Mall, located in the center of the City, is a focus for much of the economic activity associated with the tourist industry in the City. The Mall is in the City's C-1 district. The purpose of the commercial district for the Washington Street Mall is to serve the tourist industry. Accordingly, land use permitted within the Washington Street Mall should serve the tourist industry. Appropriate land use for the Mall are those permitted within the C-1 district. A commercial district similar in nature to the Washington Street Mall, with the intent and purpose of serving the tourist industry at the beachfront, should be established adjacent to the Convention Hall including the existing uses. Permitted uses should include retail sale of goods, shopping centers, restaurants and other tourist oriented land uses. Residential land uses in the C-1

district should be limited to dwelling units located on the upper floors of buildings above commercial uses.

b. Neighborhood Commercial (NC) District

It is proposed that a new commercial district, designated NC Neighborhood Commercial be established to ensure the provision of convenient services in appropriate areas for all residents of the City. Commercial land in the NC district should have the intent and purpose of serving the convenience needs of residents in the surrounding residential neighborhoods.

One area of the City which should be designated NC is where commercial land use exists fronting Texas Avenue, servicing residential land use in the eastern portion of the City along Pittsburgh Avenue and the Village Greene. Commercial land use in the NC district should generally conform to land use permitted in the existing C-4 district (which is to be eliminated) with the emphasis on neighborhood shopping center and personal and professional services. Residential land uses should not be permitted in the NC district in recognition of the difference between residential land use and more intense neighborhood commercial land use.

c. Beach Business (C-2) District and Hotel-Motel (C-3) District

Based upon public comment, one of the most important concerns regarding economic and commercial land use in the City is the intrusion of

non-residential land use into residential neighborhoods and the effect of the intrusion on public health and safety. Concern has also been raised about the variety of intense commercial land use permitted along the beachfront. The concern is with the loss of the quality of life in residential neighborhoods adjacent to the beachfront resulting from increased traffic and also demands for parking and the incompatible hours between non-residential and residential land use.

It is recommended that these problems be addressed through imposing and conferring standards for development in the C-2 and C-3 districts. Provision for off-street parking should be required through the previously discussed Parking Trust Fund. Standards for buffers and screening should be established between residential and non-residential land usages.

d. Harborfront Commercial Area

Commercial land use permitted at the harborfront should have the intent and purpose of promoting use of the harborfront by the City's fishing industry and permanent and seasonal residents. Commercial land uses should generally include those uses now permitted in the existing MU and C-6 zone districts. The commercial land use of

the harborfront should also encourage the continuation of the fishing industry while permitting public access to the water's edge.

e. Design and Performance Standards for Commercial Areas

Concern has been expressed regarding the impact of the commercial land use in the City, especially the impact on the health and safety of the residents and the natural and manmade environment. There is also concern with the effects of traffic generated by commercial land use.

To ensure quality of design of commercial land use and avoid health and safety problems, the City should establish subdivision/site plan performance and design standards. Standards should be developed as permitted by the Municipal Land Use Law and as outlined in the recommendations for amendments to the subdivision and site plan ordinance in Section IV D-5 above. The standards for commercial land use should seek to maintain public health and safety through control on density with establishment of floor area ratios (FAR) for each of the commercial districts, with particular regard to beachfront and harborfront land use. The impact of non-residential land use on residential land use can be mitigated through sufficient setbacks, with increased setbacks for non-

residential land use adjacent to residential land use or residential districts. Additionally, the city should implement specific buffer and landscaping standards controlling light, noise and glare. Landscaping in addition to street furniture, street lighting and signs will serve to unify new commercial land use along the harborfront and east of Pittsburgh Avenue. The same design standards should apply to redevelopment of commercial land use throughout the City, including the Washington Street Mall, the Washington Commons, and the beachfront. Uniform standards for the design of street furniture, street lighting and signs should maintain the historic theme of the City. Provisions should be made to accommodate off-street parking for all commercial land use.

F. Recommendations to Address Oceanfront and Harborfront Land Use.

1. MAXIMIZE PUBLIC ACCESS TO OCEANFRONT AND HARBORFRONT AREAS

The City should adopt design standards for waterfront land to promote continued visual and pedestrian access. All public access should: be planned, designed, executed and maintained on the basis of the following principles of public access:

PUBLIC ACCESS SHOULD:

- (a) Be usable by the greatest number and diversity of people, including the physically challenged.
- (b) Provide, maintain and enhance visual access
- (c) Enhance and maintain the visual quality of the shoreline
- (d) Connect to public areas or thoroughfares, or to other public access areas
- (e) Take advantage of the waterfront setting
- (f) Be compatible with the natural features of the shoreline, the project and adjacent development.

2. ESTABLISH DESIGN STANDARDS FOR WATERFRONT DEVELOPMENT

Design standards for land use categories should be established in accordance with the following principles:

a. Waterfront Residential Areas

- Provide substantial improved shoreline access or parks adjacent to the waterfront to serve the general public and protect residents.
- Take advantage of the setting, to the maximum extent feasible, by permitting clustering by orientation of the project to the waterfront and otherwise providing the residents and public with reminders of the proximity of the waterfront.
- Provide unobtrusive paths, that respect the residents' privacy, to or along the shoreline to encourage passive public use where appropriate as part of individual residences.
- Develop projects with all-weather paths, landscaping, and other improvements that are appropriate for the anticipated demand. The public access system should generally provide continuous access along the shoreline with connection to other public areas or streets.

Provide public parking if none exists in the area.

- Use elevation changes, planting, fences, and signs to clearly differentiate the public access areas from the private residential areas.

- Where feasible, the use of indigenous vegetation and architectural style conducive to the established character of Cape May should be encouraged.

b. Waterfront Commercial Uses Including Hotels and Motels

- Provide the maximum amount of highly improved public access, because commercial land uses are capable of exposing large numbers of people to the waterfront and benefit the most from well designed and improved public access areas.

- Provide the maximum amount of waterfront access, unless the overall project design would be improved by reverse orientation inland. Provide for continuous access through the site and provide public areas that are large enough so as not to interfere with commercial operations.

- Take advantage of the waterfront setting by relating the development to the harborfront/beachfront. Locate uses that do not relate to the waterfront well back from the shoreline to minimize adverse impacts.

- Provide public access improvements, such as parking, paved walkways, benches, kiosks, trash containers, landscaping, lighting, restrooms and drinking fountains, where the costs of the improvements are reasonably related to the private benefits of the shoreline use.

c. Water-Related Recreational and Marina Land Uses

- Provide the greatest amount of improved or natural public access to and along the waterfront shoreline.

- Create some variety in the public access experience by providing pedestrian spaces or nodes, especially in marina projects which are often linear in nature.

- Provide public access for fishing wherever possible on piers and breakwaters.

- Provide public boat launching ramps wherever possible.

d. Other Urban Land Uses in Waterfront Areas

- Set uses that do not relate to the waterfront, including light industrial uses, offices and parking, well back from the shoreline.
- Provide maximum access along the shoreline and screen the shoreline from incompatible uses.
- Require improvements, such as landscaping, benches and paving, that are appropriate for the anticipated demand, size and location of the project.
- There should be additional parking for marina and boat slips.

e. Development Adjacent to Wetlands

- Develop or provide public access to wetlands, if appropriate, only in a way which respects the natural values such as passive wetlands parks.
- Provide point access such as spur trails or view areas in places where wildlife is sensitive to human intrusion rather than continuous shoreline paths.
- Provide controls to protect wildlife resources or other features from any access into these areas.
- Provide minimal improvements, such as signs, which identify the area and interpret the resources.
- Encourage supervised interpretive use of sensitive resource areas. Provide signs to inform and educate the public regarding the importance of wetlands preservation.

G. Recommendations to Address Recreation and Open Space

The purpose of these recommendations is to preserve and enhance the City's open space system and upgrade recreational uses to protect Cape May's environmental resources and meet the needs of permanent and seasonal residents.

1. DEVELOP A COMPREHENSIVE OPEN SPACE SYSTEM

Open space in Cape May is focused on the oceanfront while other areas of potential open space including parks and natural lands of the harborfront remain under-utilized.

The following recommendations will help develop a comprehensive open space system as shown on the Conceptual Open Space Pedestrian System Map.

- a. Expand the oceanfront promenade the entire length of the beach. The City has appropriated funding to extend the promenade beyond its present terminus at Philadelphia Avenue. To enhance the enjoyment of the beachfront promenade, locate open-air pavilions on the promenade to provide shaded seating areas for resting and viewing the ocean. Additional amenities along the promenade could include restrooms and drinking fountains. A second fishing pier or jetty for movement out over the ocean could be established along the beachfront at the eastern end of the promenade.
- b. The City's beachfront promenade could serve as a link within an open space and pedestrian system throughout the City, connecting points of interest and encouraging walking as alternate mode of transportation in the City. The base for the open space and pedestrian system could be the walking and bicycling tours of the City's historic area and downtown mapped by the Chamber of Commerce. To

encourage use of the system, it could be identified with signs utilizing the historic theme and lettering found on the City's street signs. The system could be further identified with a painted line on the sidewalk as with the Freedom Trail in Boston or through use of a different paving material such as brick. Maps showing the expanded system in the City could be prepared and distributed in cooperation with the Chamber of Commerce. Because Cape May is generally an urban community rich in historic character, the open space and pedestrian system would not be a green space system as in suburban communities. Rather, the system could link the various points of interest of the City's man-made and natural environments including the historic areas, the downtown, the beachfront, the harborfront, the William Moore Park and residential neighborhoods.

- c. Provide pedestrian access to the harborfront, maintaining views and providing shaded seating with open air pavilions along the harborfront. The harborfront could serve as another link in an open space/pedestrian system running throughout the City. Provision for a fishing

pier should be made along the harborfront, with a bulkhead, or rip-rap possibly serving as the fishing pier.

- d. Protect natural open spaces and environmentally sensitive lands by developing ordinances which address development adjacent to wetland areas. Ordinances would require a buffer area to protect natural areas which are not protected by Wetlands legislation, yet are important to Cape May because of their vegetation, wildlife, habitat, scenic views and protect water quality. Public access to wetlands could be provided in appropriate areas and could be a link in the open space/pedestrian system.
- e. Provide open space for migrating birds and wildlife.

2. UPGRADE THE WILLIAM MOORE TENNIS CENTER AND MADISON AVENUE PARK FACILITIES

The centrally located William Moore Tennis Center and Madison Avenue Park have been upgraded with many related facilities. New upgrades to this center should include sanitary facilities.

H. Recommendations to Address Environmental Protection

The purpose of the environmental recommendations is to distinguish between those portions of the City which are highly

sensitive to disturbance and those areas where development is least likely to degrade the environment. Environmental information, when coupled with other social and economic data, should provide a basis for land use decisions in the City of Cape May.

1. AUTHORIZE THE PREPARATION OF A NATURAL RESOURCE INVENTORY TO GUIDE DEVELOPMENT DECISIONS AND REQUIRE DEVELOPERS TO SUBMIT ENVIRONMENTAL IMPACT STATEMENTS
 - a. To address the objectives of conservation and protection of environmentally sensitive resources, it is recommended that the City prepare a comprehensive Natural Resource Inventory. Upon completion of the natural resource inventory, the Planning Board and Zoning Board of Adjustment should make available to the Environmental Commission a copy of every development application submitted to either board for the Environmental Commission's review and comment. This will enable the Environmental Commission to collaborate with the Planning and Zoning Boards in their duties.
 - b. An Environmental Impact Statement should be required as a condition of preliminary subdivision/site plan approval. Modifications or waivers can be granted by the reviewing board where appropriate. Environmental Impact Statements should consist of an inventory of

existing environmental conditions at the project site and in the affected region(s) which should describe: geology, aquifers, hydrology, depth of seasonal high water table, storm water runoff, soils, potential soil loss, soil nutrient retention, vegetation, wetland and coastal vegetation, recreation value of vegetation, historic value, scenic features, wildlife high value areas, rare and beneficial species of wildlife, water quality and air quality. Also, the Environmental Impact Statement should describe specific plans proposed by the subdivider or developer to alter, preserve, enhance, mitigate or minimize adverse impacts on the natural and manmade features of the land within the proposed subdivision or site plan.

2. AMEND LAND DEVELOPMENT ORDINANCE TO INCLUDE DEVELOPMENT CRITERIA FOR ENVIRONMENTAL PROTECTION

The land development ordinance should contain the following provisions:

a. It is recommended that the City's subdivision and site plan ordinance include provisions ensuring:

- (1) Regulation of land designated as subject to flooding to avoid danger to life or property.

- (2) Protection and conservation of soils from erosion by wind or water or from excavating or grading.
- (3) A landscaping plan requiring adequate shade trees and indicating the other landscaping to be installed, showing the size and species of shrubs to be planted.
- (4) Standards encouraging and promoting flexibility, and economy in layout and design through the use of residential cluster;
- (5) Standards encouraging and promoting flexibility, economy and environmental soundness in layout and design;
- (6) Preservation of existing natural resources on the site;
- (7) Screening, landscaping and location of structures.

b. It is recommended that the Zoning Ordinance be amended to accomplish the following.

- (1) Regulate the bulk, height, number of stories, orientation and size of buildings and other structures; the percentage of lot or development area that may be occupied by structures; lot sizes and dimensions; floor area ratios and other ratios governing the intensity of land use and the provision for adequate light and air, including, but not limited to the potential for preservation of scenic features and views, sheds and vistas.
- (2) Establish, for particular uses or classes of uses, reasonable standards of performance and standards for the provision of adequate physical improvements as a measure to preserve and protect the physical and manmade environmental;
- (3) Designate and regulate areas subject to flooding;
- (4) Designate historic sites or historic

districts, regulate them and provide design criteria and guidelines for their regulation.

3. UPHOLD AND COMPLY WITH ALL MANDATED ELEMENTS OF THE NEW JERSEY FRESHWATER WETLANDS ACT.

The New Jersey Department of Environmental Protection regulates freshwater wetlands within the State pursuant to the Freshwater Wetlands Protection Act (N.J.S.A. 13.9B-1 et. seq.). Specific activities are regulated within and around freshwater wetlands including associated buffer transition areas. Regulated activities include: (1) the removal, excavation, disturbance or dredging of soil, sand, gravel or aggregate material of any kind; (2) the drainage or disturbance of the water level or water table; (3) the dumping, discharging or filling with any materials; (4) the driving of pilings; (5) the placing of obstructions; and (6) the destruction of plant life which would alter the character of a freshwater wetland, including the cutting of trees. It is recommended that all mandated elements of the Freshwater Wetlands Act should be upheld and complied with.

V. PROPOSED REVISIONS TO LAND USE PLAN

The existing zone districts of the City of Cape May are listed below.

A. Existing Zone Districts

- R-1 Low Density Residential
- R-2 Low-Medium Density Residential
- R-3 Medium Density Residential
- R-4 Modified Medium Density Residential
- R-S Residential-Seasonal
- RC Residential Cluster
- C-1 Primary Business
- C-2 Beach Business
- C-3 Hotel-Motel
- NC Neighborhood Business
- C-5 Service Business-Light Industrial
- C-6 Marina
- MU Mixed Use
- HD Harbor
- S-1 Beach Strand
- S-2 Dune Stabilization
- G-1 Government
- HPD Historic Preservation
- PW Preserved Wetlands

The following describes the purpose and location of the proposed districts.

A. R-1 Low Density Residential

The R-1 district permits the development of single-family detached dwellings with a minimum lot area of 9,375 square feet, places of worship, municipal uses, facilities, and schools. The R-1 zone is located in the area of the City bounded by Michigan, Madison, Cape May, Pittsburgh and Philadelphia Streets. There is also a small area of R-1 zoning bounded by Indiana, Philadelphia, and South Streets. No changes in land use or boundaries are recommended for the R-1 district.

B. R-2 Low-Medium Density Residential

The R-2 zoning district permits Single family detached residential uses, places of worship, municipal uses, facilities, and schools. Minimum lot size in the R-2 district is 7,500 square feet. As shown on the Existing Zoning Map, the R-2 district is located in three areas of the City. On the east side of the City, the R-2 district is bounded by Madison, New Jersey, Pittsburgh and Idaho. On the west side of the City, the R-2 district is generally bounded by North, West Perry and the City's boundary with Lower Township. On the north side of the City the R-2 district is generally located north of Michigan to the wetlands associated with Cape Island Creek and between Madison and Sidney.

As shown on the Proposed Land Use Map, there are no changes in the boundaries of the R-2 district. There are no changes recommended for permitted land use in the R-2 district.

C. R-3 Medium Density Residential

Primary residential uses permitted in the R-3 district includes multiple dwellings on minimum lots of 12,500 square feet, quads on minimum lots of 11,250 square feet, single-family attached dwellings on minimum lots of 5,000 square feet each, single-family detached dwellings on minimum lots of 6,250 square feet, tourist and guest houses on minimum 10,000 square foot lots, two family detached dwellings on minimum lots of 7,500 square feet and conversion of historic structures on minimum lots of 7,500 square feet. In addition to the above mentioned residential uses, places of worship, municipal uses, facilities and schools are also permitted by right in the R-3 zoning district.

As shown on the existing zoning map the R-3 district is located in two areas of the City. On the east side of the City, the R-3 district is bounded by Pennsylvania, Cape May, Pittsburgh and Baltimore. In the north central part of the City, the R-3 district is generally bounded by Madison, Kearney, Jefferson,

Washington, Franklin, Broad, Bank and the wetlands adjacent to Cape Island Creek.

D. R-4 Modified Medium Density Residential District

The primary residential uses permitted in the R-4 district include single-family attached dwellings on 5,000 square foot lots each, single-family detached dwellings on 6,250 square foot lots and single-family quads on 11,250 square foot dwelling lots. The R-4 district is located west of Pittsburgh to Philadelphia between Wisconsin and Ohio.

No changes in permitted use or the boundaries of the area are recommended.

E. R-S Residential Seasonal

Permitted uses by right in the R-S district include tourist and guest houses on minimum 10,000 square foot lots, conversion of historic structures on minimum 7,500 square foot lots, multiple dwellings on minimum 12,500 square foot lots, single-family detached dwellings on minimum 6,250 square foot lots and two-family detached on minimum 7,500 square foot lots. In addition to the above mentioned residential uses, places of worship, municipal uses, facilities and schools are also permitted in the R-S zoning district. As shown on the proposed Land Use Map, the boundaries of the R-S district have not changed. Uses permitted in the R-S district remain the same.

F. R-C Residential Cluster

The R-C district is a new district proposed for lands east of Pittsburgh extending to the Coast Guard base bound by New Jersey and Pennsylvania, previously zoned R-1/PD. Principal use of buildings and lands proposed for the RC district is places of worship, municipal uses, facilities, schools and single-family detached residences. Clustering of residences should be mandatory because of extensive wetlands. Maximum density should be four units per acre as the existing R-1 district with a minimum open space of 40 percent open space as required in the R-1/PD district. Density of the district is based upon net buildable land area left after subtraction of 75 percent of land designated wetlands. Non-residential land use is not permitted in the R-C district.

G. C-1 Primary Business

The purpose of the C-1 district is to provide primary services to the City's tourist industry. The C-1 district, as shown on the proposed Land Use Map, includes the Washington Street Mall. A change in the C-1 district boundary is recommended with the expansion of the C-1 district to include the west side of Perry Street similarly to the boundary on the east side. Recommended land use in the C-1 district includes apartments above commercial uses, art, crafts, fine arts and other studios for training, auto rental offices, bicycle rental, business, administrative and professional offices, clubs, lodges and fraternal organizations, drinking and eating establishments licensed for on-premises consumption including those having outdoor tables, providing outdoor tables are portable and within ten (10) feet of principal building (drive-in with window or curbside service are not permitted), financial institutions, libraries, art galleries, museums, personal services (barber and beauty shops), public parking lot or garage, retail sale of goods or prepared food, service businesses (shoe repair, tailor, jewelry repair, travel agency, duplicating service, small appliance repair), shopping center, taxi stations, theaters, excluding drive-in and churches or similar places of worship. Minimum lot size of 1,500 square feet remains in the C-1 district.

H. C-2 Beach Business

The C-2 is an existing district located adjacent to the Washington Street Mall along Beach Avenue to Congress Place between Perry and halfway between Howard and Jefferson.

Recommended uses in the C-2 district include apartments above commercial uses, art and other studios for teaching, bicycle rental, professional offices, commercial recreation, drinking and eating establishments except drive-ins, hotels and motels, libraries, art galleries, museums, personal services, public parking lot or garage, retail sale of goods or food, taxi stations and travel agency. Minimum lot size for use in the C-2 district is 2,500 square feet.

No changes in use or location of the C-2 district are proposed.

I. C-3 Hotel-Motel

The C-3 district is located in two areas of the City along Beach Avenue. No changes are proposed in the boundaries of the C-3 district. Uses permitted in the C-3 district include: bicycle rental, professional offices, clubs, lodges, fraternal organizations, conversion of historic structures, eating

establishments, hotels and motels, multiple dwellings, public parking lot or garage, quads, single-family attached dwellings, single-family detached dwellings, tourist/guest houses and two-family detached dwellings.

J. N-C Neighborhood Commercial

The NC district is located in the area north of Texas Avenue, between Washington and Pittsburgh Avenues. The purpose of the district is to provide City residents with services in convenient and accessible locations. Permitted use of buildings and lands in the NC district are generally the same as those permitted in the former C-4 district, including business, administrative and professional offices, eating establishments, excluding drive-ins with curbside service; shops that provide sidewalk service or other business engaged in the sale of food, drink, ice cream, and similar confections sold for consumption outside of the building, financial institutions, multiple dwellings, neighborhood shopping centers, personal services, public parking lot or garage, retail sales of goods or prepared foods and small appliance repair shops.

K. C-5 Service Business - Light Industry

The following uses are permitted within the C-5 Service Business-Light Industrial zoning district: Animal hospitals and boarding, auto or truck rental facilities, auto washes, automotive service stations, automotive body repair shops, bicycle rental, contractors (building, plumbing, electrical, etc.), professional offices, cold storage plants, beverage distributors, baking or other food processing plants, commercial recreation, funeral parlors, light manufacturing (excluding processing of raw materials, chemicals, or other potentially noxious or noisy activities), motor vehicle sales, off-street parking facilities, printing plants, public parking lots or garage, radio, television, or recording studios, retail stores, service businesses, wholesale businesses, warehouses and building material storage and sales. The C-5 district is maintained adjacent to Elmira and Cape Island Creek in recognition of existing light industrial land use. Permitted uses and bulk regulations for the district are unchanged.

L. C-6 Marina District

The C-6 Marina zoning district permits the following uses: boat building and repair, boat clubs, boatels, professional offices, drinking and eating establishments, fishing piers, boat

docks, marina, public parking lot or garage, marine retail sales, rentals or services, single family attached dwellings and single family detached dwellings. All uses require a minimum lot size of 10,000 square feet, with the exception of single family detached residential units, which requires a minimum of 6,250 square feet and single family attached residential units with a minimum of 5,000 square feet.

M. MU Mixed Use district

The Mixed Use zoning district permits the following uses: boat clubs, professional offices, clubs, lodges, fraternal organizations, fishing piers, boat docks, marina, marine retail sales, rentals or services, single family attached dwellings and single family detached dwellings. The minimum lot size for all uses is 5,000 square feet.

N. PW - Preserved Wetlands

In recognition of the importance of preserving undeveloped wetlands, areas along the Cape Island Creek are designated PW as shown on the Land Use Map. Areas designated PW include portions of lands zoned R-1, RC, S-2, and G-1.

O. HD - Harbor District

The HD zoning district permits the following uses by right: municipal uses and facilities, single family dwellings, parks and conservation areas, schools, boat clubs, planned residential waterfront option, fishing piers, public parking lots, launching ramps, teaching center, clubs, lodges, fraternal organizations, marina (in conjunction with single family dwellings or planned waterfront option), commercial uses (in conjunction with planned residential waterfront option), and public recreational and cultural uses. The HD district also includes those lands between the harbor and Pittsburgh and Delaware now designated R-1/PD. Uses permitted in the HD district include the uses permitted in the C-6 and MU districts.

P. S-1 Beach Strand and S-2 Dune Stabilization

It is the intent of the S-1 and S-2 districts to protect the City's important beach resources from development and use that is inconsistent with their natural character or which could have an adverse impact on them. No change in use is recommended for the S-1 and S-2 districts. As shown on the Proposed Land Use Map, the

boundary of the S-2 district was redrawn to include the lands now zoned R1/PD, west of Second.

Q. G-1 - Government District

Land in the G-1 district is controlled by the Federal Government or the City. A recent addition to lands having this zoning designation would be a portion of the land north of the Cape Island Creek as shown on the Land Use Map where the City's recycling center is located.

R. Historic Preservation Districts

The Historic Preservation District is an overlay district that regulates existing historically significant structures and/or uses in conjunction with the applicable zoning district that has been established for the property in question. Two (2) Historic Preservation Districts have been established; the Primary District and the Secondary District.

The Primary District encompasses those properties contained in the following area: starting at the northwest corner of Gurney and Beach Avenues, west along Beach to Windsor, north along Windsor to North, east along North to Perry, north along Perry to West Perry, east along West Perry to Jackson, south along Jackson to Lafayette, east along Lafayette to Jefferson (does not include properties along Jefferson), south along Jefferson to Washington, east along Washington to Franklin, south along Franklin to Sewell, west along Sewell to Howard, north along Howard to Columbia, west along Columbia to Gurney and finally, south along Gurney to the point of beginning.

The Secondary Historic District is located in four (4) areas of the city. These areas are described below. All properties contained in these areas are subject to the requirements as established.

A. Starting at the north west corner of Beach and Windsor Avenues, west along beach to 2nd, north on 2nd to Mount Vernon, east on Mount Vernon to Broadway, north on Broadway to West Perry, east on West Perry to Perry, south on Perry to North, west on North to Windsor and south along Windsor to the point of beginning.

B. Starting at the northeast corner of Lafayette and Jackson Avenues, north along Jackson to West Perry, west on West Perry to the Cape Island Creek, north along Cape Island Creek for approximately 500 feet, east along a line that runs parallel to Broad Street to a point that extends approximately 250 feet

east of South Jersey Avenue, south to the point where Franklin and Lafayette Avenues intersect and west along Lafayette to the point of beginning.

C. Starting at the northwest corner of Wilmington and Beach Avenues, west along Beach to Gurney, north along Gurney to Columbia, east on Columbia to Howard, south on Howard to Kearney, east on Kearney to Madison, south on Madison to New Jersey, east on New Jersey to Wilmington, and south on Wilmington to the point of beginning.

D. Starting at the northeast corner of Sewell and Franklin Avenues, north along Franklin to Washington, east along Washington to Jefferson (includes all properties along Jefferson), north along Jefferson to Lafayette, east along Lafayette for approximately 500 feet, than east along a line perpendicular to Lafayette for approximately 300 feet, east along a line parallel to Lafayette for approximately 4,000 feet, south along a line perpendicular to Lafayette to the point where Sidney intersects Lafayette, east on Lafayette to Washington (includes all properties along Washington west of West Street, and only includes those properties on the north side of Washington east of West Street), west along Washington to Madison, south along Madison to Corgie (includes all properties along Corgie), west along Corgie to Jefferson, south along Jefferson to Sewell, east on Sewell to the point of beginning.

VI. LAND USE COMPATIBILITY WITH ADJACENT MUNICIPALITIES

In order to facilitate the process of regional planning, it is the intent of this Master Plan to address the issue of compatibility of the City of Cape May's land uses with land uses in adjacent municipalities.

The western-most portion of the City consists of a dune stabilization district which is compatible with the adjacent conservation district in Lower Township. The northern area of the City, which is currently zoned Service-Light Industrial, abuts a Light Industrial/Business District in West Cape May. The City's northern residential and harbor districts have land uses compatible with the adjacent portions of Lower Township which have single-family residential and "Marine, General Business" designations.

The land use designation proposed by this Master plan update are also compatible with the Cape May County Comprehensive Plan. The County Plan recommends that all development in the County retain the character of the area, provide good design principles and avoid undesirable strip commercial development. Additionally, the County Plan recommends that development of the water's edge be limited to uses which are water dependent and that public access be provided as recommended in this Master Plan.

VII. RECYCLING ELEMENT

N.J.S.A. 40:55D-28 requires that a Municipal Master Plan include a recycling plan element which incorporates the State Recycling Plan goals including provisions for the collection, disposition and recycling of recyclable materials designated in the municipal recycling ordinance and for the collection, disposition and recycling of recyclable materials within development proposals for the construction of 50 or more units of single-family residential housing or 25 or more units of multi-family residential housing and any commercial or industrial development proposal for the utilization of 1,000 square feet or more of land.

The City of Cape May has instituted a recycling program to conserve natural resources, reduce expensive and wasteful landfilling and recover the cash value of reusable materials. Materials recycled by the City include mixed paper, mixed glass and cans and vegetative wastes including grass, leaves, brush, shrubbery and tree branches. Collection of recyclables by the City includes curbside pick-up and central drop-off. Curbside pick-up or recyclables involves once a week, year-around pick-up except of vegetative wastes, which are picked up only during spring and fall. Central drop-off involves allowing people to drop-off recyclable materials at their convenience.

The importance of recycling is recognized by the City. The reduction of the amount of solid waste and conservation of recyclable materials is important for the public health, safety and general welfare of the residents of Cape May. The recycling of solid waste materials will reduce the quantity and volume of solid waste for disposal at landfills, prolong and extend the capacities of landfills, reduce the cost and expense of solid waste disposal, promote the protection of the environment and contribute to the conservation of natural resources.

IX. CONCLUSION

The Municipal Land Use Law requires that a Municipality's Master Plan and regulatory ordinances be reviewed by the Planning Board at least every six years to determine whether the Land Use Element and the Land Development Ordinance for the Master Plan are achieving their intended purposes. The existing Land Use Element for the Master Plan was adopted in 1978 with an update and partial revision in 1984 and a full revision in 1988.

This document incorporates the 1988 document into the comprehensive re-examination of land use policies for the municipality as a whole and describes an updated set of goals and objectives.

In order to preserve the City's natural and built environment and maintain its quality of life, this document emphasizes the importance of comprehensive planning and establishes varying levels of suitability for land use throughout the City..

Recommended policies and development guidelines are presented in this Master Plan and its supportive planning documents. These ideas will be implemented through incorporation of standards into the Land Development Ordinance. The process of planning for the protection and the quality of the City is a dynamic process involving the active participation of the citizenry, the elected

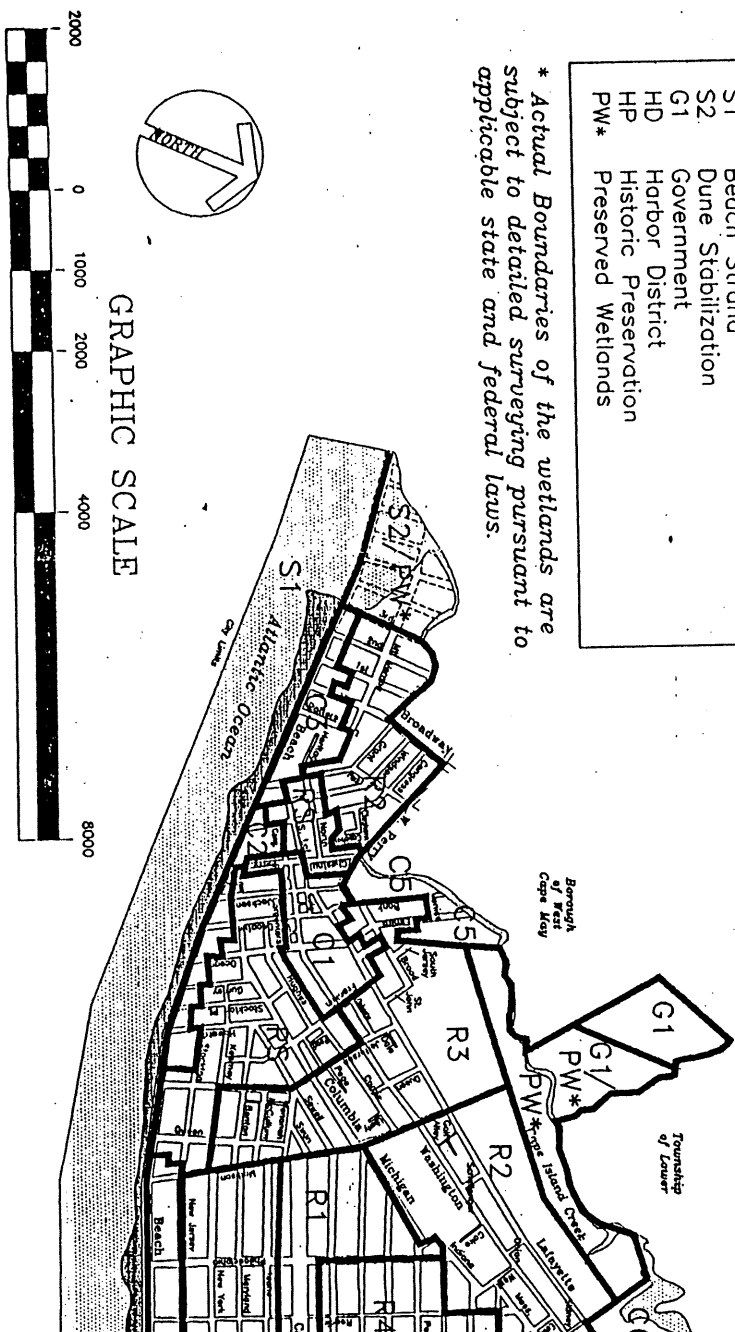
and appointed officials and knowledgeable professionals. Through this planning process, the citizens of the City will continue to enjoy the quality of life inherent to Cape May.

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CITY OF CAPE MAY ZONING DISTRICTS

- R1 Low Density Residential
- R2 Low-Medium Density Residential
- R3 Medium Density Residential
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- NC Neighborhood Commercial
- C5 Service -Light Industrial
- C6 Marina District
- MU Mixed Use
- S1 Beach Strand
- S2 Dune Stabilization
- G1 Government
- HD Harbor District
- HP Historic Preservation
- PW* Preserved Wetlands

* Actual Boundaries of the wetlands are subject to detailed surveying pursuant to applicable state and federal laws.



GRAPHIC SCALE

(IN FEET)

1 inch = 2000 ft.

Prepared in conformity with the 1988 Master Plan
And the 1991 Harborfront Enhancement Master Plan



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