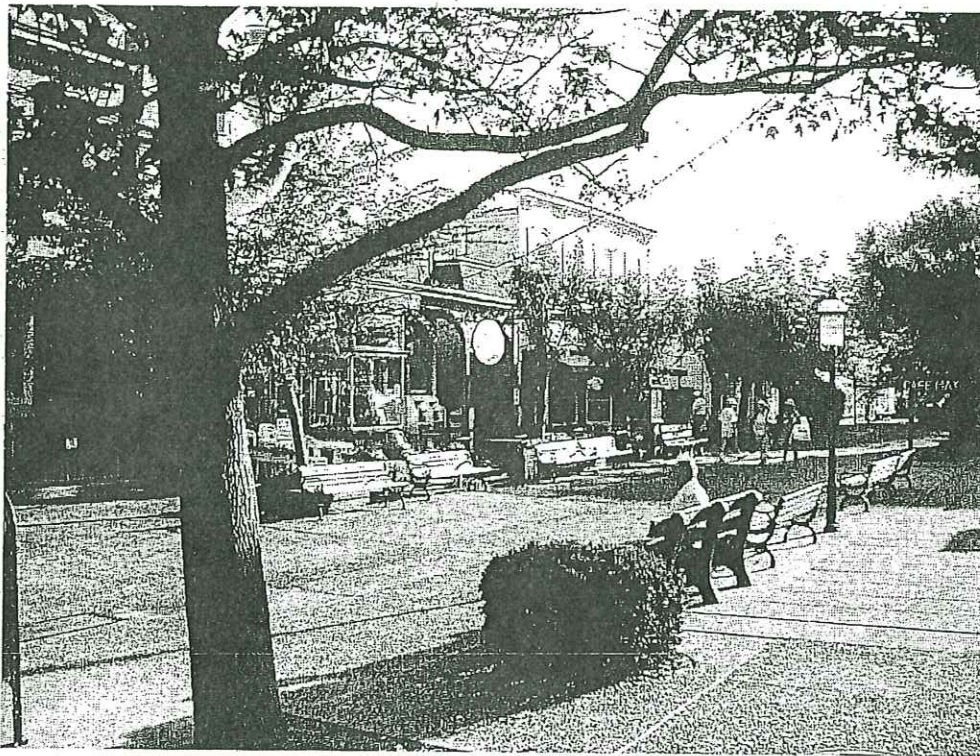


Master Plan

Prepared for the City Planning Board
City of Cape May, Cape May County, NJ



Technical Support Provided By:

THE WAETZMAN PLANNING GROUP, INC.

In Association With

ORTH-RODGERS & ASSOCIATES (TRAFFIC AND PARKING)

And

WISE PRESERVATION PLANNING (HISTORIC PRESERVATION)

March 2003



**THE
WAETZMAN
PLANNING
GROUP**

| | |
|--|-----|
| Road Classification..... | 39 |
| Volumes..... | 40 |
| Parking Conditions..... | 46 |
| Analysis and Recommendations..... | 49 |
| Traffic Signals..... | 49 |
| One-Way Streets..... | 51 |
| Geometric Improvements..... | 56 |
| Signing..... | 59 |
| Pavement Markings..... | 62 |
| Parking..... | 63 |
| Bicycle Facilities..... | 74 |
| Pedestrian Facilities..... | 78 |
| Implementation and Funding..... | 80 |
| V. Housing Element..... | 84 |
| Legal Background..... | 84 |
| Housing, Demographics and Employment..... | 85 |
| Housing Stock Inventory..... | 86 |
| Age of Housing Stock..... | 88 |
| Demographic and Employment Characteristics..... | 89 |
| Cape May's Calculated Housing Obligation..... | 90 |
| VI. Community Facilities and Recreation Element..... | 91 |
| VII. Historic Preservation Element..... | 98 |
| VIII. Recycling and Solid Waste Element..... | 102 |

Tables

| | |
|---|----|
| Table I-1: Population in Cape May Municipalities..... | 4 |
| Table I-2: 2000 Age Cohorts..... | 6 |
| Table I-3: Median Housing Value 2000..... | 10 |
| Table IV-1: Road Classification..... | 39 |
| Table IV-2: Functional Classifications of Streets within Cape May City..... | 39 |
| Table IV-3: Average Daily Traffic Volumes..... | 40 |
| Table IV-4: Parking Occupancy..... | 46 |
| Table IV-5: Illegal Parking Rate..... | 48 |
| Table IV-6: High Crash Locations..... | 48 |
| Table V-1: Affordability Limits for Low and Moderate Income Households..... | 85 |
| Table V-2: Population and Dwelling Units..... | 86 |
| Table V-3: Value of Owner-Occupied Housing..... | 87 |
| Table V-4: 1999 Selected Owner-occupied Housing Costs..... | 87 |
| Table V-5: Rental Values..... | 88 |
| Table V-6: 1999 Gross Rent as a Percentage of Monthly Income..... | 88 |

Introduction

Master Plan Purpose

This Master Plan has been prepared in accordance with the New Jersey Municipal Land Use Law. The purpose of Cape May's Master Plan is to provide a guide to accomplish a coordinated and harmonious development of the City. It is based on an analysis of present and future needs. The Master Plan is designed to promote the health, safety, and general welfare, as well as efficiency and economy in the land development process, and the maintenance of property values.

Specifically, the Master Plan is to identify land use constraints and opportunities and serve as a formal statement of Cape May's policies regarding future land use and development while maintaining Cape May's historic character. The Plan is designed to encourage sound growth and redevelopment, to strengthen and sustain Cape May's economy, and to establish appropriate criteria for the location of housing, commerce and light industry coordinated with the protection and enhancement of existing natural resources.

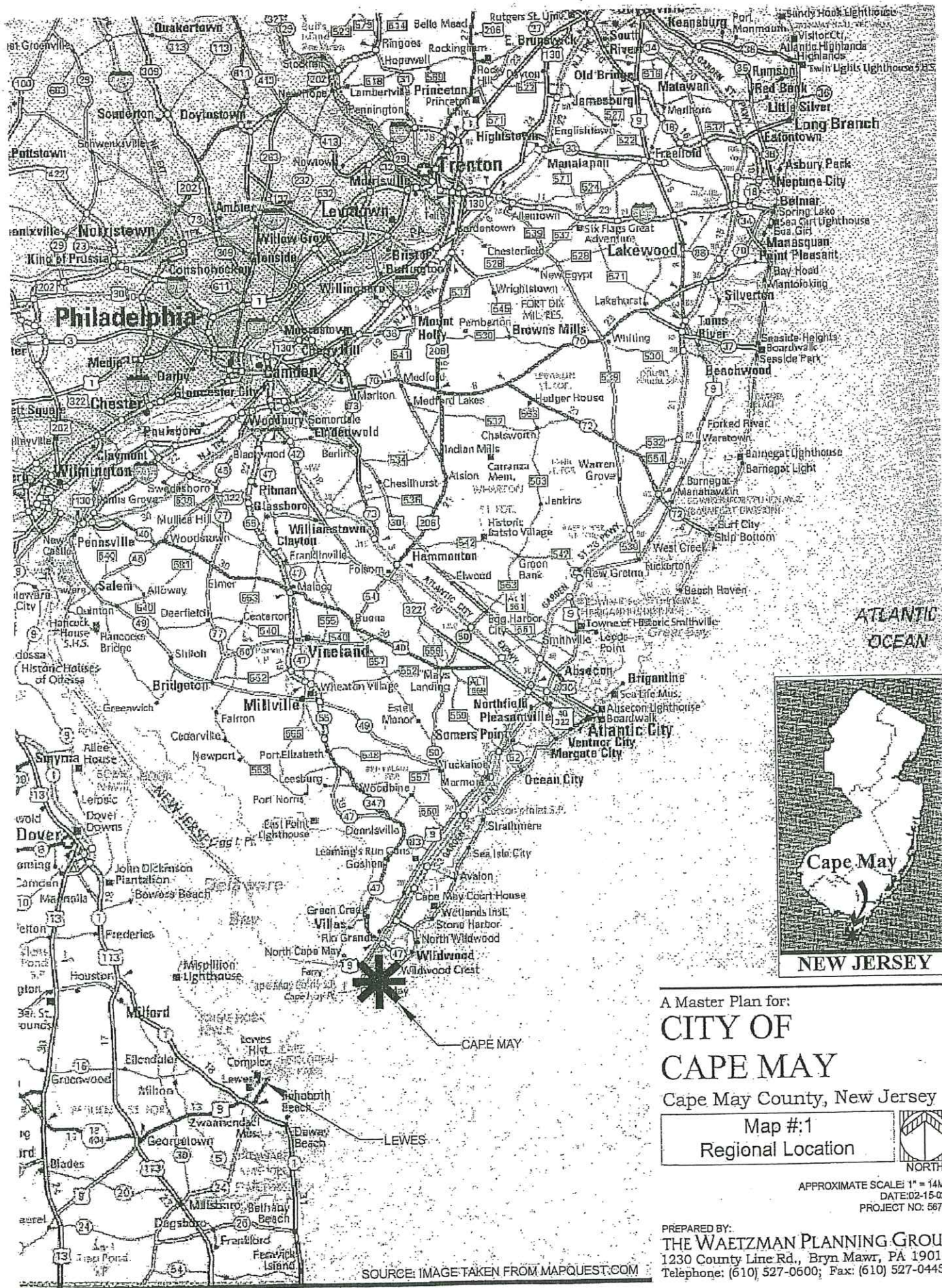
The Master Plan serves as a basis for zoning as well as for reviewing development applications. It is a listing of priorities and preferences which, when instituted as an integral part of the decision-making process, can help to ensure sound, high-quality land use in Cape May. This report has been designed to meet the statutory provisions of the New Jersey Municipal Land Use Law (Chapter 291, Laws of New Jersey, 1975, as amended), and will provide Cape May with an up-to-date, meaningful planning program designed to permit orderly residential and non-residential development and redevelopment within the municipality.

This 2002 Master Plan represents a continuation of the City's planning efforts, which include the 1988 Land Use Element, the 1991 Harborfront Enhancement Master Plan and Historic Preservation Element, the 1994 Land Use Element, the 1995 Housing Plan and the 2000 Reexamination Report. These earlier plans and their background studies have been reviewed to put in perspective the historical pattern of planning and development policies in Cape May.

Regional Location

The City of Cape May is a 2.2 square mile community located at the southern end of New Jersey and Cape May County.

Cape May's southern shoreline is formed by wide, white sand beaches that border the Atlantic Ocean and the City is influenced by sensitive environmental features that are described below. Wetlands occur throughout all sections of the city and limit development on vacant lands, particularly near Cape May Harbor in the east end. Protection of fragile dunes is essential to protection of the valuable beach resources.



A Master Plan for:
**CITY OF
 CAPE MAY**
 Cape May County, New Jersey

Map #:1
 Regional Location

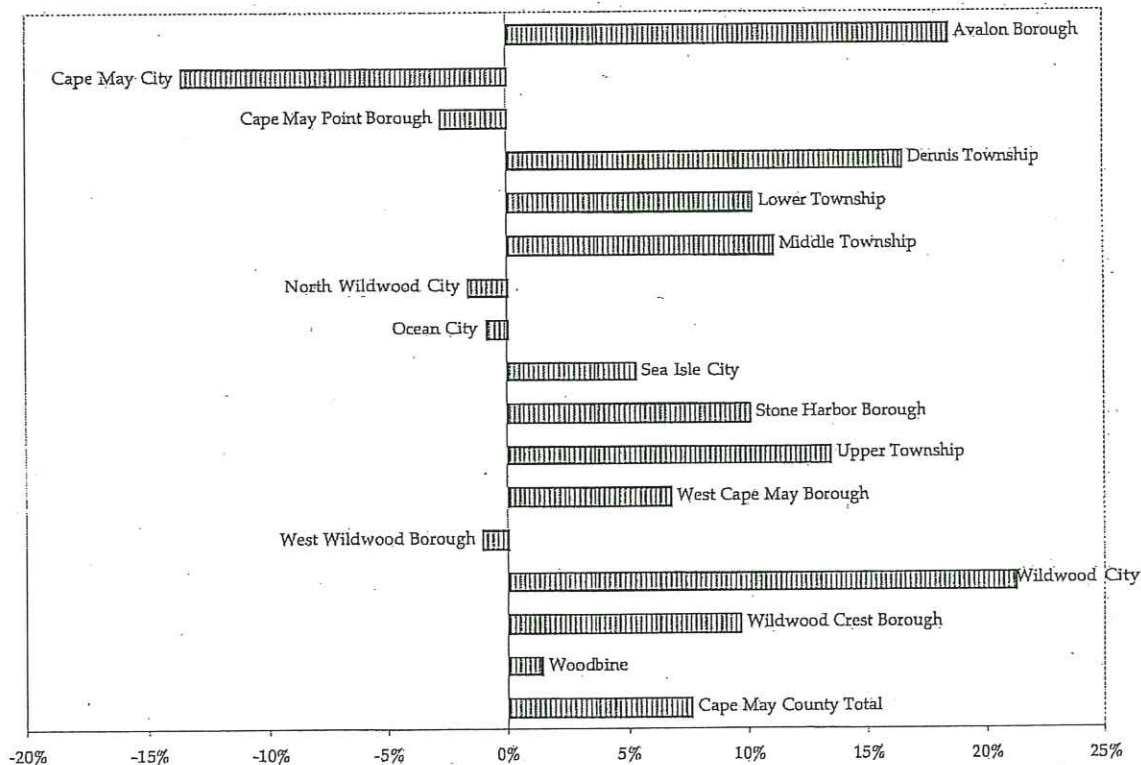


APPROXIMATE SCALE: 1" = 14MI
 DATE: 02-15-02
 PROJECT NO: 5670

PREPARED BY:
THE WAETZMAN PLANNING GROUP
 1230 County Line Rd., Bryn Mawr, PA 19010
 Telephone: (610) 527-0600; Fax: (610) 527-0445

SOURCE: IMAGE TAKEN FROM MAPQUEST.COM

Figure I-1: Percent Change in Population 1990 - 2000

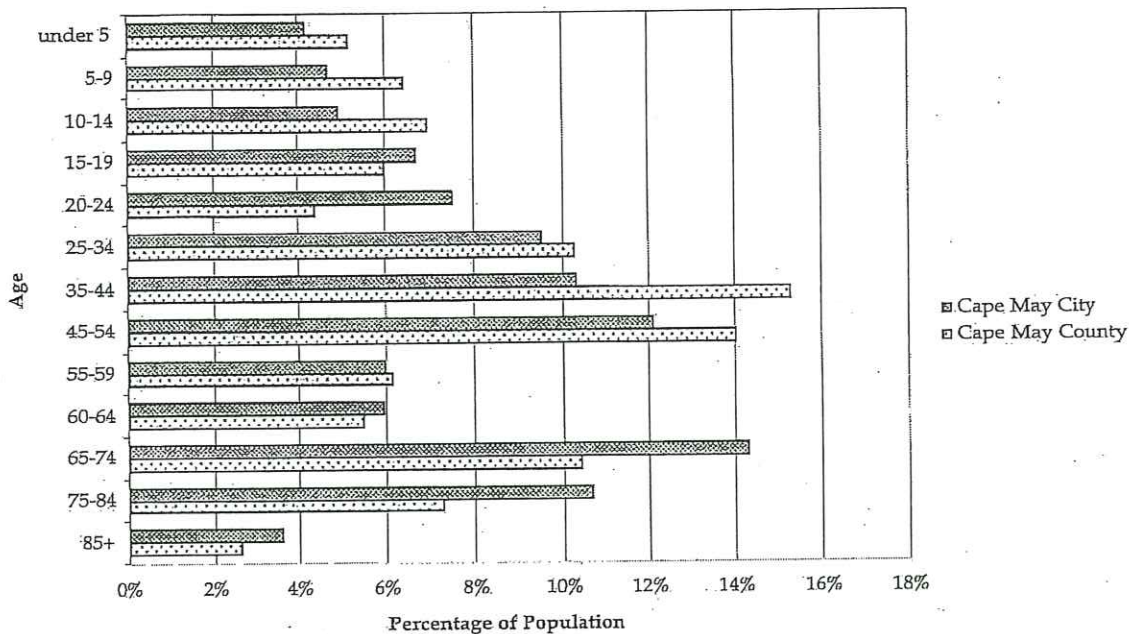


Cape May's decline in population is a continuation of a trend that began in the 1980's. The 1970 population of 4,392 grew more than 10% in 1980 to 4,853. Between 1980 and 1990, however, the population declined nearly 4% to 4,668. The current population of 4,034 brings the population to more than 8% below the 1970 population.

These declines do not reflect any lessening of Cape May's viability. To the contrary, real estate in Cape May remains desirable and vacancy rates are low. Few new homes are being built (other than the redevelopment of existing residential lots.) The decline probably reflects the increasing number of residential properties that are used as second homes. The census data reflects residency on Census Day (April 1, 2000) and the owner's census data has been recorded at the location of the primary residence. As noted below in the housing section, 51.4 % of Cape May's homes were designated for seasonal use in the 2000 census. This is an increase of 968 seasonal homes since 1990, when seasonal homes accounted for 27.7% of the housing stock.

Cape May County prepares population projections to the year 2020. The projections for the City of Cape May show slightly less than 4% increases every five years to achieve a population of 4,692 by the year 2020. This is a 16.3% increase over the course of twenty years. The projections for the entire county show a similar increase.

Figure I-2: Comparison of City and County Age Cohorts



The age cohorts for the City of Cape May were also compared to five other shore resort municipalities that were thought to be similar to Cape May in terms of year-round occupancy. These are Avalon, Ocean City, Sea Isle City, Stone Harbor, and the Wildwood communities combined. This is graphically shown in Figure I-3: Age Cohorts for Shore Municipalities. In this comparison, rather than the County as a whole, Cape May's population is younger. Only the Wildwoods have a larger percentage of people less than 19 years of age. Cape May has the largest percentage of people in the 15-24 year old age group, 14.1%. This compares to the other shore towns with a range of 5.2 - 12.1% in this age group. In the 65 year old plus age bracket, both Avalon and Stone Harbor have a higher percentage of population at 32.7% and 38.7% respectively.

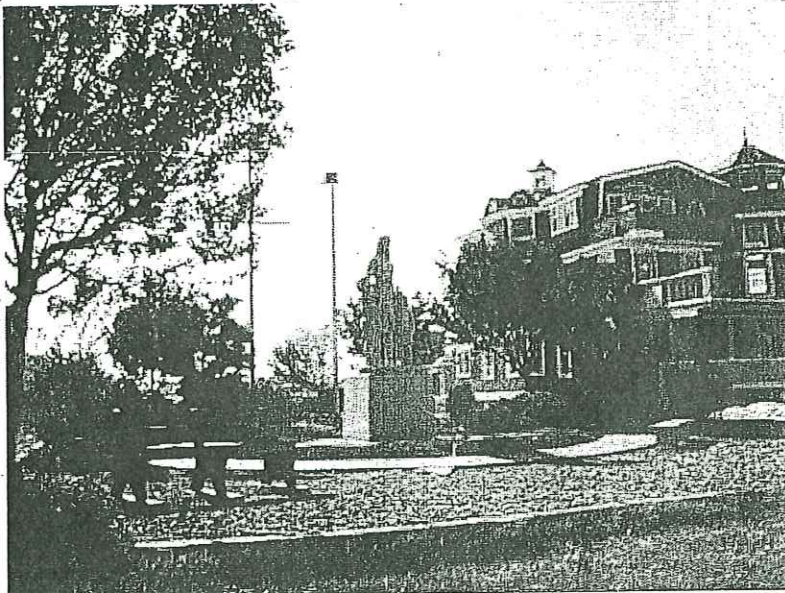
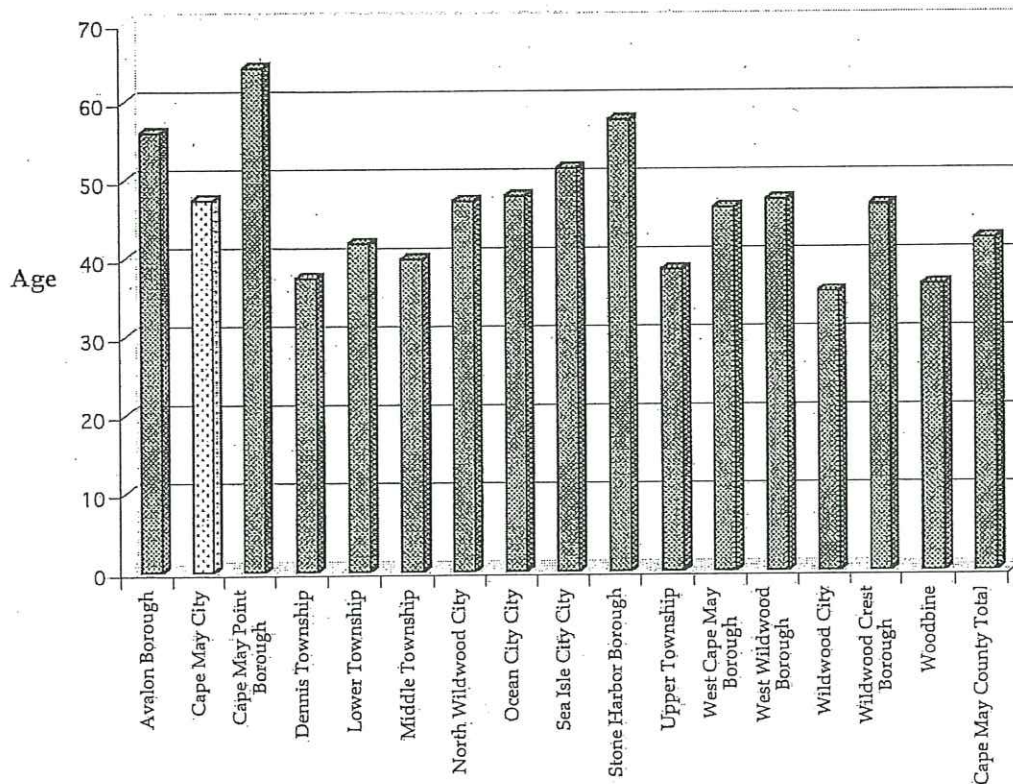


Figure I-4: Median Age

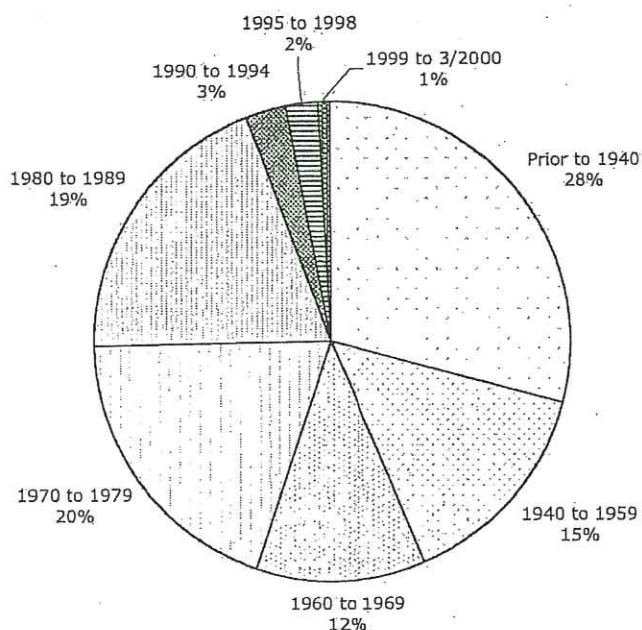


Housing

Cape May has 4,064 housing units according to the 2000 Census. Of these units 1,821, or 45%, are occupied units, 2,089 housing units (51.4%) are for seasonal use. The remaining units are considered vacant. Comparing these figures with the 1990 Census, there were 4,052 housing units, 1,868 of which were occupied (46%), and 1,121 (27.7%) were considered for seasonal use. In fact, few units are vacant in Cape May and the housing market is quite strong. The anomaly in census statistics may reflect the fact that Census Day is April 1 and returns ask respondents to report where they lived on that date. Second homeowners may have reported the location of their primary residence and, if they neglected to note that they owned a seasonal home in Cape May, the unit would have been reported as vacant. Very few home in Cape May are abandoned in the technical sense and the only other homes that should have been reported as vacant are those which were unoccupied and in the process of being offered for sale.

The percentage of owner-occupied units increased between 1990 and 2000. Of the occupied housing units, 57% are owner-occupied and 43% renter-occupied. In 1990

Figure I-5: Year Housing Units Were Built



Income

Income from the 2000 census is for the previous year, 1999. The median household income in 1999 for Cape May was \$33,462. This is less than the median household income for the County, \$41,591. A comparison of median household income for the municipalities in the County is shown in Figure I-6. The median family income for 1999 was \$46,250, which compares to a countywide median family income of \$51,402. Eighty families, about 7.7%, in Cape May were considered to be below the poverty line in 1999. Approximately 6.4% of the families in the County as a whole were below the poverty line.

Natural Features

Cape May is designated in the New Jersey State Development and Redevelopment Plan as an Environmentally Sensitive Planning Area, which is apparent on Map 2 – Natural Features. The vast majority of land in Cape May is environmentally constrained by floodplain, wetlands or both. These environmentally sensitive lands, and the wildlife habitats that they support, are very much a part of what makes Cape May an attractive area to live and vacation.

Floodplain

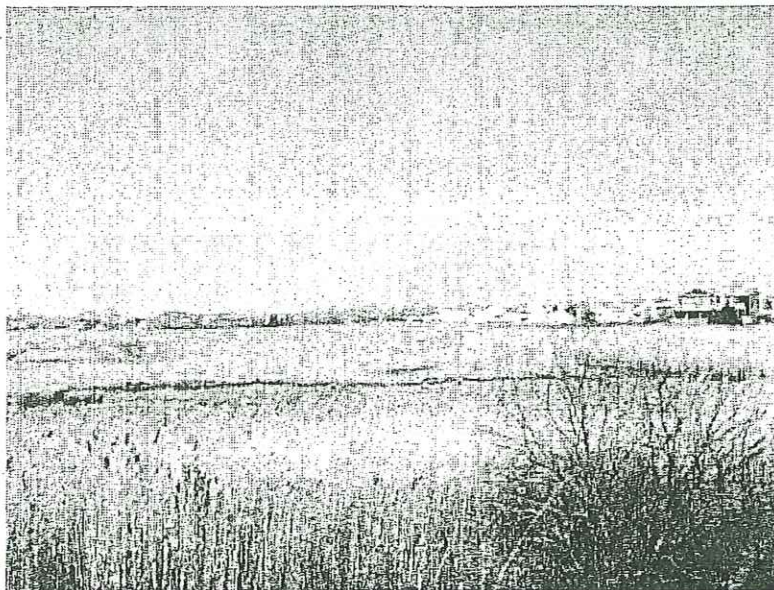
The low-lying barrier island is, not surprisingly, located almost entirely in the one hundred year floodplain. Zoning regulations require that the lowest floor level of any building be not less than ten and one-half feet above mean sea level to minimize property damage.

Wetlands

A substantial portion of the eastern half of Cape May is preserved wetlands. There is great concern regarding the potential development of these wetlands in East Cape May. This is the last concentration of undeveloped land in Cape May. Much of this land is zoned residential and only the state's wetland protection policies have so far prevented development. A large residential subdivision plan has been filed but it has been in litigation with the State over the extent of the wetlands for a number of years. The City is now proposing to acquire this land, which would assure its permanent protection.

Wetlands not only store water and help to control runoff and flooding, they support numerous wildlife habitats, some of them threatened or endangered species.

Cape May is an integral part of the Atlantic Flyway. Millions of birds migrate each fall to warmer climates and stop, rest and feed in Cape May to fortify themselves to continue the journey southward. This presents a unique opportunity to observe numerous species each autumn and again in the spring, and many tourists come to the area to observe the migrating birds. The habitats that support these birds are not only important environmentally, but economically as the migrating birds draw numerous tourists to the area.



The Cape May Environmental Commission has advocated a proactive policy regarding wetlands. They have suggested acquisition of all environmentally sensitive wetlands within the City Limits, and the protection of the east Cape May wetlands will go a long way towards advancing that goal. The adoption of a 300-foot wetland buffer has also been recommended, provided that it conforms to State guidelines.

Shade Trees

The City recognizes the importance of protecting existing vegetation and replacing vegetation that is removed when land is developed. Cape May has a landscaping ordinance that requires up to 60% of a lot be left in vegetation and tree replacement for larger trees that are removed. The City participates in Tree City USA and has also adopted a "Community Forestry Management Plan" authored by the Shade Tree Commission with the intent of increasing the community's understanding of the urban forest and increasing the public's appreciation of trees on public and private land that benefit the entire community.

Beaches

Cape May's beaches are vital to both the environmental and physical protection of the City, as well as being one of its most valuable economic resources. The beaches are the first line of protection from storms approaching from the sea. Like all coastal communities, Cape May recognizes the fragility of dunes and has invested heavily in beach replenishment projects in cooperation with the U.S. Army Corps of Engineers. It has also adopted special land use controls designed to limit further encroachments along the beach strand.

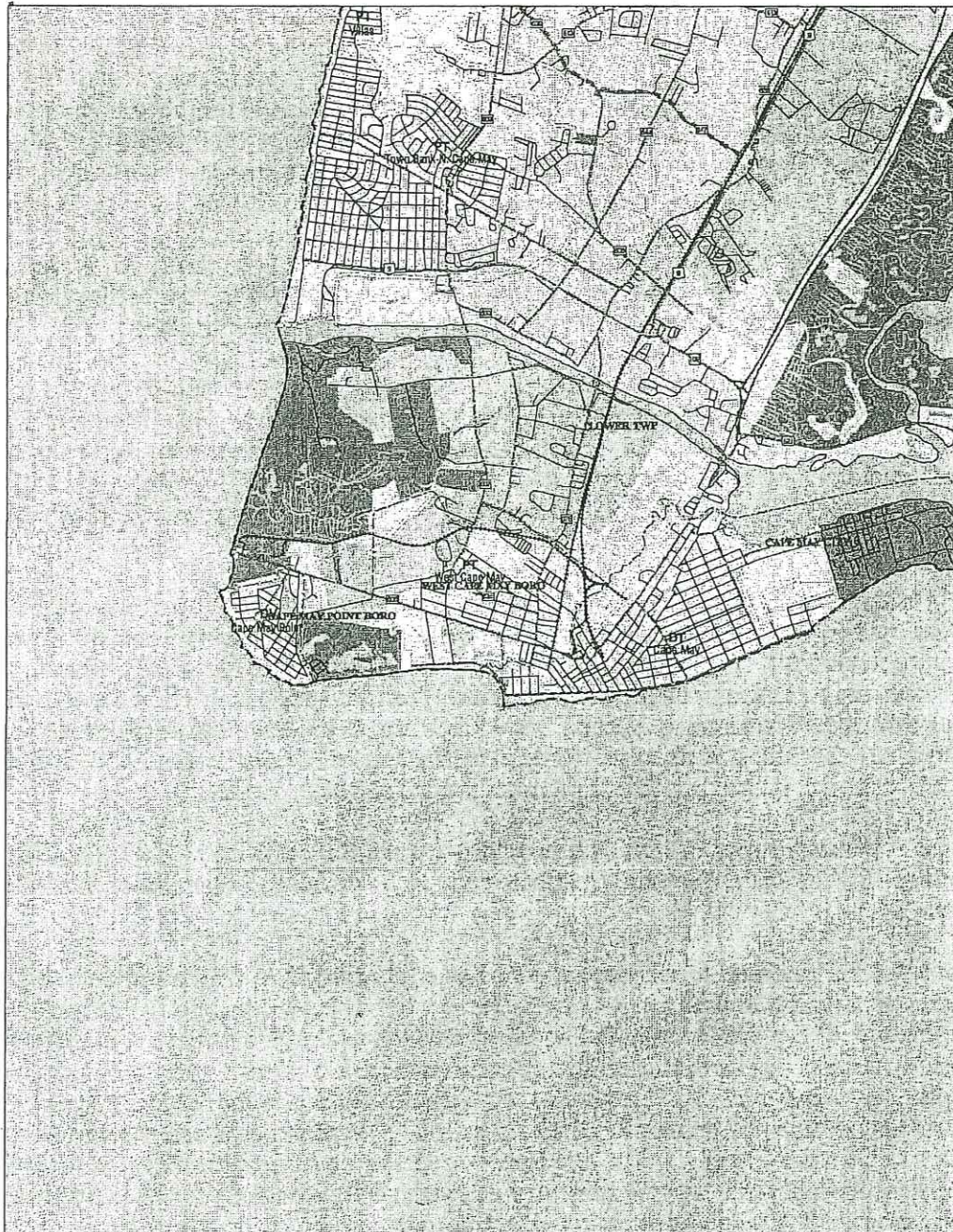


POLICY MAP of the New Jersey State Development and Redevelopment Plan

The State Plan is not itself a regulation but a statement of State policy that has been adopted by the State Planning Commission pursuant to statute to guide State, regional and local agencies in the exercise of their statutory authority.

NEW JERSEY STATE PLANNING COMMISSION November 15, 2001

Map prepared by the New Jersey Office of State Planning. Map was developed in part using digital data from the New Jersey Department of Environmental Protection, New Jersey Department of Transportation and the New Jersey Pinelands Commission. New Jersey State Plane Coordinate System. North American Datum 1983 (NAD83). □ Denotes NAD27.



Way to grow.

- Urban Complex
- Metropolitan Planning Area
- Suburban Planning Area
- Fringe Planning Area
- Rural Planning Area
- Rural/Env. Sensitive Planning Area
- Env. Sensitive Planning Area
- Env. Sens./Barrier Is. Planning Area

- Parks & Natural Areas
- Military Installations
- Hackensack Meadowlands
- Water
- Critical Environmental Site
- Historic & Cultural Site
- Node
- Core

- Endorsed Plan
- Center
- Municipal Boundary
- County Boundary
- CAFRA Boundary
- Interstate & Toll Roads
- US & State Roads
- Rail Lines & Commuter Stations

- U C - Urban Center
- D R - Designated Regional Center
- P R - Proposed Regional Center
- I R - Identified Regional Center
- D T - Designated Town
- P T - Proposed Town
- I T - Identified Town
- D V - Designated Village
- P V - Proposed Village
- I V - Identified Village
- D H - Designated Hamlet
- P H - Proposed Hamlet
- I H - Identified Hamlet

- State Designated Pinelands Area - (12-00)
- Pinelands Regional Growth Area
- Pinelands Town
- Pinelands Village
- Pinelands Rural Development Area
- Pinelands Agricultural Production Area
- Pinelands Special Agricultural Area
- Pinelands Forest & Preservation Area
- Pinelands Military & Federal

I certify that this quadrangle of the State Plan Policy Map was adopted and approved by the New Jersey State Planning Commission on March 1, 2001.

Herbert Stimmens
Herbert Stimmens, Secretary



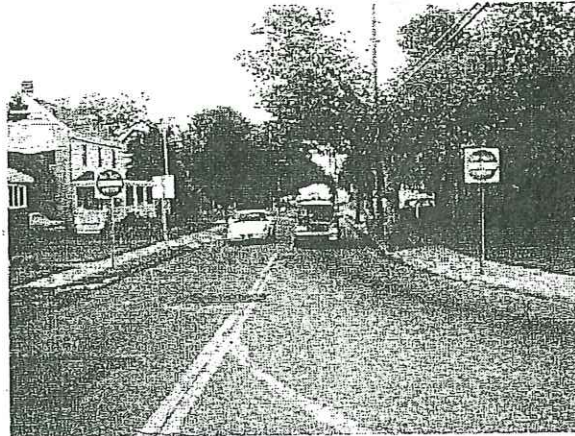
CAPE MAY, N.J.

Traffic Circulation and Parking

Goal - 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 alternate circulation modes and networks to minimize and efficiently move auto traffic into and out of the city.
- B. 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.
- C. Encourage restoration of railroad traffic and other high volume transportation modes as alternative means of accessing the City.
- D. Minimize the negative impact of bus traffic on the City's street system.
- E. Continue to explore the feasibility of centralized and satellite parking, and expanding parking supply.
- F. Explore the feasibility of a shuttle service tying together parking lots and destinations in both Cape May City and Cape May County.
- G. Study the feasibility of encouraging traffic to use alternate routes into Cape May City other than Lafayette Street.
- H. Study the feasibility of converting Lafayette and Washington Streets into a one-way couplet.
- I. Investigate grant programs available for designated "centers", such as Smart Growth Grants.
- J. Encourage the use of bicycles and walking as alternatives to the automobile.



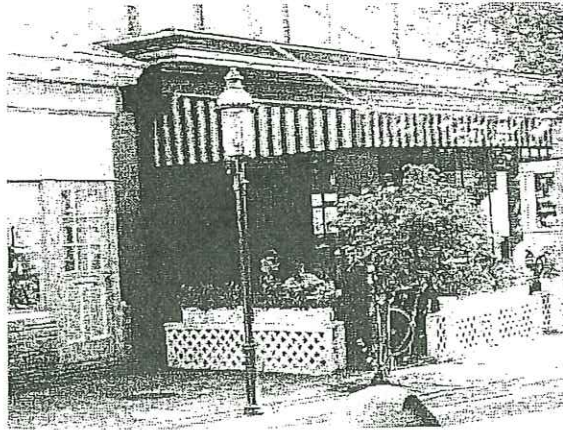
Community Services and Facilities

Goal - 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.
- B. Continue to provide water supply from the desalinization plant while encouraging continued water conservation efforts.

- B. Enhance the City's economy and provide employment opportunities by encouraging appropriate 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 all of the areas regardless of whether they are in the historic district.
- E. Support continued existence of the Coast Guard and fishing and tourism industries so as to enhance their important economic contributions.

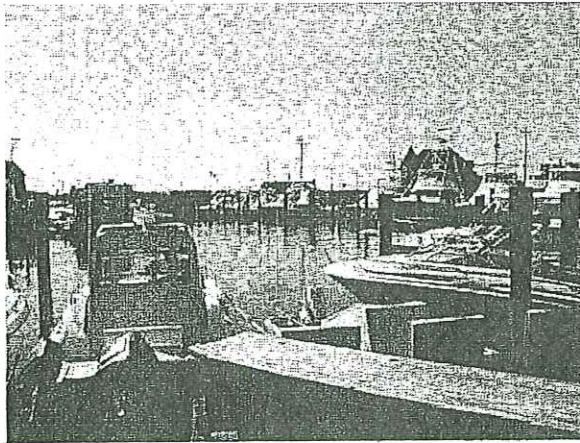


Oceanfront and Harborfront Land Use

Goal - Protect the environmental quality of the oceanfront and harborfront land while encouraging public access.

Objectives

- A. Preserve environmental integrity of natural resources in harborfront and oceanfront area.
- B. Implement design guidelines for hotels, motels, and other uses in this area as permitted by zoning.
- C. Improve access opportunities for the physically challenged.
- D. Determine if uses permitted by zoning are appropriate considering the character of the area.



Recreation and Open Space

Goal - 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 residents and visitors.

- B. Develop the Historic Preservation Commission's role in choosing "street furniture".
- C. Encourage businesses to retain the historic character of the streetscape by obtaining "Victorian" lights, benches and similar items.
- D. Developing an historic plaque purchase program.
- E. Coordinate the efforts of the Historic Preservation Commission, the Planning Board, the Zoning Board and Council.
- F. Continue to implement the 1991 preservation plan.





















Regional Planning

Goal - 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.

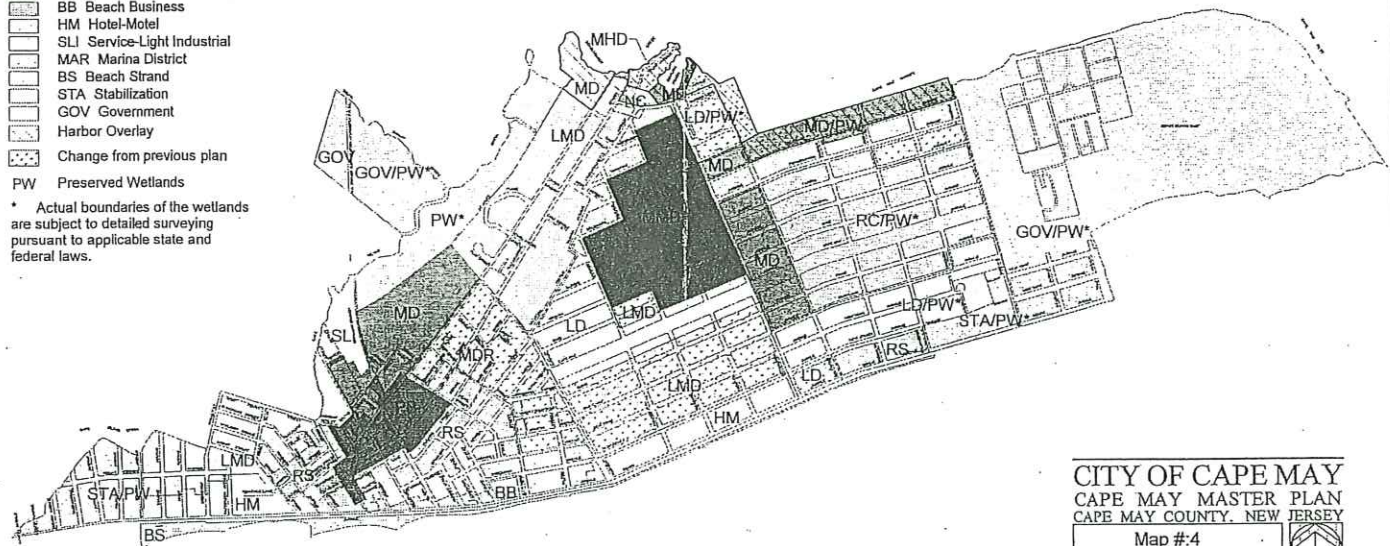
Objectives

- 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.
- C. Continue existing programs of intergovernmental cooperation in areas such as water supply and public safety, while exploring new opportunities for further cooperation.

Land Use Plan

-  LD Low Density Residential
-  LMD Low-Medium Density Residential
-  MDR Medium Density Residential (Restricted)
-  MD Medium Density Residential
-  MMD Modified Medium Density Residential
-  MHD Medium High Density Residential
-  RC Residential Cluster
-  RS Residential-Seasonal
-  NC Neighborhood Commercial
-  PB Primary Business
-  BB Beach Business
-  HM Hotel-Motel
-  SLI Service-Light Industrial
-  MAR Marina District
-  BS Beach Strand
-  STA Stabilization
-  GOV Government
-  Harbor Overlay
-  Change from previous plan
-  PW Preserved Wetlands

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



CITY OF CAPE MAY CAPE MAY MASTER PLAN CAPE MAY COUNTY, NEW JERSEY

Map #4
Land Use Plan

March 19, 2003

THE WAETZMAN PLANNING GROUP
1230 County Line Road, Bryn Mawr, PA 19010-1505
Telephone: (610) 527-0600; Fax: (610) 527-0445

each dwelling separated by a common wall from at least one other dwelling." A new definition for "dwelling, multifamily" would be "a building other than a single family attached dwelling that is designed to accommodate three or more dwelling units within a single structure."

A maximum density of 8 dwelling units per acre is suggested for single-family attached dwellings. Townhouse design standards should also require the articulation of architecture so that building facades are offset by architectural detailing resulting in at least a two-foot change in the building plane not less than once every twenty-four feet. The minimum width of townhouse units would be established at twenty-four feet and no more than six units would be permitted in an unbroken row. A minimum separation between buildings of twenty feet is proposed, with a minimum side yard of ten feet for each end unit. Current building setbacks and rear yards in each district would remain as now permitted for multiple dwellings. Height would be as currently permitted in each district.

The maximum density for multifamily dwellings is proposed to be 12 dwelling units per acre. Articulation of building planes is encouraged and the predominant plane of a building in any one direction would not be permitted to exceed one hundred feet without a 90° change in the direction of the predominant building plane for at least thirty-five feet. A minimum separation between adjacent buildings of twenty-five feet is proposed, with a minimum side yard of twenty feet for perimeter buildings. A minimum twenty-five foot building setback and rear yard is proposed. Building heights would remain as now permitted in each district.



Protecting Residential Neighborhoods: MU & HD

The 2000 Master Plan Reexamination Report identified several zoning districts that required attention. These were the MU Mixed Use District, the HD Harbor District and the R-4 Residential District. During the course of this study, several additional changes were suggested, as described below.

The current Mixed Use district primarily encompasses Yacht Ave but also includes both sides of Washington Avenue where it makes a 90° turn and heads north toward Lafayette Street. The district now permits marine-related retail sales, auto service stations, marinas, fishing piers, and clubs. There is a marina at the end of Yacht Avenue as well as the Coast Guard Auxiliary, but most uses on this street are residential.

communications antenna, and the Nature Center of Cape May, which is located at 1600 Delaware Avenue.

The Harbor District regulations now permit a number of uses not currently present in the district, including clubs, lodges and fraternal organizations, fishing piers, marinas, commercial uses (in conjunction with Planned Waterfront Residential Option), and the retail sales and rental of goods and services related to recreational or marine uses (as a conditional use). There is a concern that these uses would threaten the predominantly residential character of the Harbor District as it now exists. Public access uses are provided for at the Fisherman's Memorial Park, and there are no other remaining large tracts for commercial or marina development that would affect the character of nearby residential properties. However, it may be unwise to encourage the redevelopment of existing sites for nonresidential uses through attractive zoning incentives.

It is recommended that the MU Mixed Use and HD Harbor District be deleted from the zoning map and the following suggested map amendments are proposed.

First, a Harbor Overlay would be established over all zoning districts adjacent to Cape May Harbor and Cape May Inlet, to the depth of the first row of properties. A full variety of water-dependent uses would be permitted, including marinas with accessory sales, yacht clubs, piers and docks, parks and conservation elements.

The existing NC Neighborhood Commercial district on the north side of Texas Avenue (anchored by the Wawa) would be extended to include properties on Yacht Avenue, prior to its 90° turn, and on both sides of Washington Avenue, where it makes its westward turn towards Lafayette Street. The NC regulations now permit single-family detached and attached dwellings by right and multiple dwellings as a conditional use, thus protecting existing dwellings in this area. It is recommended that three nonconforming properties on the south side of Texas Avenue be included in this NC District as well, in order to make the existing uses conforming. The properties are now used as a restaurant/tavern and as professional offices.

The balance of Yacht Avenue would be designated within a proposed new R-5 District that would permit single-family detached and semi-detached dwellings on lots of 1,500 square feet per unit. Other bulk standards would be consistent with those now existing in the MU District. Single-family attached and multifamily dwellings (as defined by the proposed new definitions) would be prohibited, but existing dwellings of these types would be protected as legal, non-conforming uses. Marina uses could continue by virtue of the Harbor Overlay.

The west side of Harbor Lane is also now in the MU District, but its character is substantially different than that of Yacht Avenue. Newer homes, representing a mixture of dwelling types, are present in this portion of the district and access is less of a concern. It is proposed that this area be rezoned to R-3. The permitted uses would be revised to reflect the proposed new dwelling definitions and quads would be deleted as a permitted use in this district.

Ironically, this area includes Christmas Island. However, there are no adjoining districts that would permit multiple dwellings if this zoning recommendation were adopted. To avoid a spot zone, it is recommended that this and other uses that are not in concert with the proposed zoning change would be designated as legal nonconforming uses.

The R-4 District

The R-4 district is found only in the Village Greene, an area with a distinctive character that is not found elsewhere in Cape May. Homes are a mix of single-family detached dwellings, single-family attached dwellings and quads, on lots that are a minimum of 6,250 square feet for single family detached homes, 5,000 square feet for attached homes, and 11,250 square feet for four unit quads. These are the only dwelling types permitted in the District. It should be noted that what the current ordinance defines as attached homes would be defined as single-family semi-detached dwellings under the proposed definitional changes.



Most dwellings in the area were built as one-story units but some have been expanded to two stories. These increased building heights created some controversy, again by those who felt that two story buildings detracted from the special character of the Village Greene section. The height of principal buildings in the R-4 district was limited to 20 feet in 1993, but some felt that even this restriction was being subverted by clever renovations that were designed to comply with the ordinance but which nonetheless added an additional level of living space. The master plan proposes no changes to the R-4 bulk standards but addresses the issue of roof slopes in the following section.

Avoiding the McMansion

One of the concerns that has arisen in Cape May and many other communities is the issue of people buying an existing home, tearing down the dwelling, and then building a new home on the lot that is the maximum permitted by current zoning regulations. Such homes are often out of character with the surrounding neighborhood and are sometimes referred to as "Monster Homes" or "McMansions." Rising real estate values, the desirability of Cape May, and the scarcity of undeveloped, buildable lots makes this an increasingly attractive option.

Currently, Cape May's zoning ordinance controls building mass by regulating setbacks, building height and lot coverage. This may not be sufficient. One measure of building

amendments to the floor area ratio definition would approximate the current habitable floor area usage ratio definition, but are more consistent with common zoning usage. It is recommended that those standards be deleted from the code.

Another approach would be to regulate roof pitch as a means of preventing unaesthetic flat roofs. This could be an issue in all zoning districts as builders attempt to fit the maximum livable area into district height limitations but it has already been noted as a problem in the R-4 district. A predominant roof pitch of not less than 4 inches in 12 and not more than 12 inches in 12 would be appropriate and would eliminate nearly flat and very steep rooflines in non-historic sections of Cape May. Mansard roofs should also be permitted.

Fine Tuning Existing Residential District Boundaries

Several other small changes to residential zoning boundaries are proposed. One area that is recommended for a zoning map amendment is the block bounded by Pittsburgh, Beach, Baltimore, and New Jersey Avenues. This block had been zoned C-3, reflecting its former use as the site of the large Christian Admiral Hotel. The hotel was razed, despite its historic status, because it was in too poor a state of repair to be salvaged. The land was then subdivided into 75 by 150 foot lots, on which large oceanfront single-family detached homes have been constructed. Given the current land use, this block is more properly zoned R-1.

Another proposed map amendment would rezone both sides of Ohio Avenue, between Philadelphia and Reading Avenues, to the R-2 District. This would better conform to existing patterns of development. This area is now zoned R-4 but is not part of the Village Green Development.

Residential Site Improvement Standards

An area of great concern to the Planning Board has been the excessive demands for off-street parking that is generated by summer rentals. It is not uncommon for multi-family groups or even unrelated individuals to share a summer rental and to arrive in Cape May with far more vehicles than there are available off-street parking permits. Parking issues will be treated in more detail in the Circulation Element. It is important to note here, however, that the City is not able to directly amend its zoning regulations as they affect off-street parking standards for residential uses. These are now regulated by the New Jersey Residential Site Improvement Standards (RSIS), which apply the same per-bedroom parking standards to every municipality from urban cities such as Newark and Camden, to rural communities such as Lower Alloways Township, and to seashore resorts like Cape May. The zoning ordinance should be amended to reflect all applicable RSIS standards.

Nonresidential Districts

No significant changes are proposed to the boundaries of the nonresidential districts, other than the aforementioned removal of the former Christian Admiral Hotel Block from the C-3 District and the fine-tuning of the Neighborhood Commercial District on Texas Avenue. Instead, it is recommended that attention be turned towards improving

Signage regulations for residential and commercial properties are limited but are generally appropriate for the character of the city. Only minor adjustments to these regulations are required.

At the same time, it is recognized that directional signage for tourists needs to be improved and specific recommendations are made in the Circulation Element. This is particularly important for a community like Cape May where a high percentage of motorists during the summer season may be first-time visitors who are unfamiliar with the city. The confusion of these motorists only serves to compound traffic congestion. Adequate signage is only part of the answer, however. It must be present in a graphically simple but recognizable family of signs, against a background that does not compete with other messages for the motorists' attention. The photo above, of the existing condition at the intersection of Sidney and Washington Avenues, is an example of what to avoid.

Table of Uses

It has been recommended that the entire zoning ordinance be rewritten and recodified. The following table of uses reflects the recommendations of this Land Use Element.

Summary of Uses By Right in Cape May Zoning Districts

Zoning Districts

| Uses By Right | R-1 | R-2 | R-3A | R-3 | R-4 | R-5* | RC | RS | MU* | HD** | NC | C-1 | C-2 | C-3 | C-5 | C-6 | G-1 | S-1 | S-2 | HO* | HPD |
|---|-----|-----|------|-----|-----|------|----|----|-----|------|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Historic Conversions (§32-33) | | | ● | X | | | | ● | | | | | ● | ● | | | | | | | ● |
| Hotels & Motels | | | | | | | | | | | | | | | | | | | | ✓ | |
| Launching Ramps | | | | | | | | | | X | | ● | ● | | | | | | | | |
| Libraries, Art Galleries, Museums | | | | | | | | | | | | ● | ● | | | | | | | | |
| Light Manufacturing | | | | | | | | | X | X | | | | | ● | ● | | | | ✓ | |
| Marina | | | | | | | | | X | | | | | | | ● | | | | | |
| Marine or rec. retail sales & service | | | | | | | | | | | | | | | ● | | | | | | |
| Motor Vehicle Sales | ● | ● | ● | ● | ✓ | ✓ | ● | ● | | X | | | | | ● | | | | | | |
| Municipal Uses (§32-47) | | | | | | | | | | X | | | | | | | | | | | |
| Parking Lot or Garage, Public | | | | | | | | | | X | ● | ● | ● | ● | ● | ● | | | | ✓ | |
| Parks and Conservation Areas | | | | | | | | | | X | | | | | | | | | | | |
| Personal Services Shops | | | | | | | | | | | ● | ● | ● | | | | | | | | |
| Places of Worship (§32-49) | ● | ● | ● | ● | ✓ | ✓ | ● | ● | | | | ● | | | | | | | | | |
| Planned Res. Waterfront Option | ✓ | | | | | | | | | X | | | | | | | | | | | |
| Radio, Television or Recording Studio | | | | | | | | | | | | | | | ● | | | | | | |
| Recreation, Beach Related | | | | | | | | | | | | | | | | | | ● | | | |
| Recreation, Not Detrimental to Dune Stabilization | | | | | | | | | | | | | | | | | | ● | | | |
| Recreation, Public, & Cultural Uses | | | | | | | | | | X | | | | | | | | | | ✓ | |
| Research and Development Uses | | | | | | | | | | | | | | | ● | | | | | | |
| Retail sale of goods or prep. Foods | | | | | | | | | | | | ● | ● | | | | | | | | |
| Retail sale of goods or prep. Foods (<\$5,000 sf) | ● | ● | ● | ● | ✓ | ✓ | ● | ● | | X | | | | | | | | | | | |
| Schools (§32-50) | | | | | | | | | | | | | | | | | | | | | |
| Service Businesses | | | | | | | | | | | | ● | | | | | | | | | |
| Shopping Centers | | | | | | | | | | | | ● | | | | | | | | | |
| Shopping Center, Neighborhood | | | | | | | | | | | | ● | | | | | | | | | |
| Small Appliance Repair Shops | | | | | | | | | | | | ● | ● | | | | | | | | |
| Taxi Stations | | | | | | | | | | | | | ● | ● | | | | | | | |
| Teaching Center | | | | | | | | | | X | | | | | | | | | | | |
| Theatres, w/o drive-in | | | | | | | | | | | | | ● | | ● | ● | | | | | |
| Tourist/Guest Homes (§32-52) | | | ● | X | | | | ● | | | | | | | | | | | | | |
| Travel Agencies | | | | | | | | | | | | | ● | | | | | | | | |
| Wholesale Businesses, Warehousing, Bldg. Material | | | | | | | | | | | | | | | ● | | | | | | |

* District Added ** District Deleted

● Use Now Permitted ✓ Use Added X Use Deleted

Existing Conditions

Road Classification

The usage of a roadway should be tied to its "functional classification." Below is a general description of the functional classification of roadways:

Table IV-1: Road Classification

| | |
|---------------------|---|
| Freeway/ Expressway | Limited or no access to abutting land uses. Access only from major streets at interchanges. |
| Major Arterial | An inter-regional road that conveys traffic between centers. Should be excluded from residential areas. |
| Minor Arterial | Conduct and distributes traffic between lower-order residential streets and arterials and expressways. Designed to promote free traffic flow; therefore, parking should be prohibited and direct access to homes should be avoided. Should be designed so they cannot be used as shortcuts by non-neighborhood traffic. |
| Collector | Provides frontages for access to lots and carries traffic of adjoining residential access street. Is not intended to interconnect adjoining neighborhoods or subdivisions. Should not carry regional through traffic. |
| Local Access | Provides frontage for access to lots and carries traffic having destination or origin on the street itself. Carries least amount of traffic at lowest speed. |

The functional classification of the streets in Cape May City is summarized below.

Table IV-2: Functional Classifications of Streets within Cape May City

| | |
|----------------------|--|
| Freeway/ Expressway: | There are no freeways or expressways located within Cape May City. |
| Major Arterial: | There are no major arterials located within Cape May City. |
| Minor Arterials: | There are no minor arterials located within Cape May City. |
| Collectors: | Beach Avenue (CR 604) Pittsburgh Avenue (CR 622) Washington Street |
| Local Access: | All other roads not indicated above are local access roads. |

Weekly traffic volume patterns on Broadway Avenue in West Cape May mirror those of Lafayette Street in Cape May, with volumes increasing Monday through Saturday. Sunday volumes are somewhat less than Friday or Saturday. Volumes range from 14,600 to 17,800. On a typical weekday, the predominant traffic flow is split at 2:00 PM; southbound volumes are greater before 2:00 PM, and northbound volumes are greatest after this point.

On Elmira Street, southbound volumes predominate until 3:00 PM, and northbound volumes after 3:00 PM. This same pattern is followed on the weekends. Volumes range from 3,900 to 5,400. Daily volumes fluctuate to a greater degree than on other roadways studied, with the peak on Friday.

On Madison Avenue, volumes increase Monday through Saturday. Except for 7:00 AM through 10:00 AM on a typical weekday, southbound volumes surpass northbound volumes. On Saturdays, southbound volumes exceed northbound volumes throughout the day, with the exception of 10:00 PM through 12:00 PM. Volumes range from 4,200 to 5,100.

As indicated by the traffic count data, Lafayette Street and Pittsburgh Avenue are the most heavily trafficked roadways in Cape May City. Lafayette Street is the predominant roadway used by motorists to access the city, with inbound volumes 70% greater than Pittsburgh Avenue. Leaving the city, a greater number of motorists choose Pittsburgh Avenue than Lafayette Street. Fewer motorists use Washington Street to depart the city than Pittsburgh Avenue or Lafayette Street, although these numbers are 50% greater than those motorists who enter the city using Washington Street.

On a typical day, the inbound volumes on these three roadways – Lafayette Street, Pittsburgh Avenue, Washington Street – roughly equal outbound volumes. It should be noted that a significant proportion of traffic also enters Cape May City through Broadway Avenue in West Cape May Borough.

ORA also conducted hourly counts over two Saturdays in July 2002 to document turning movement volumes at key intersections. Figure IV-1 provides volumes from 12:00 to 1:00 PM on Saturday, which was indicated as being the common peak hour. However, volumes for the Cape May Transportation Center were collected from 2:00 to 3:00 PM.

Pedestrian volumes were also collected as part of the turning movement counts on Saturdays in July 2002, as indicated on Figure IV-2. The heaviest pedestrian volumes recorded were for the intersection of Washington Street and Ocean Street, with 1,756 pedestrians crossing the three legs of that intersection between 12:00 and 1:00 PM. Over 80% of those movements were across Washington Street. Other heavy pedestrian movements recorded were across Carpenters Lane at Ocean Street (389 in the peak hour) and across Beach Avenue at Perry Street (322 in the peak hour). Of course, significant pedestrian flows are found at many other points in the downtown in the summer. Figure IV-3 indicates bicycle volumes in the peak hour. Volumes are heaviest on Ocean Street, followed by Beach Avenue.



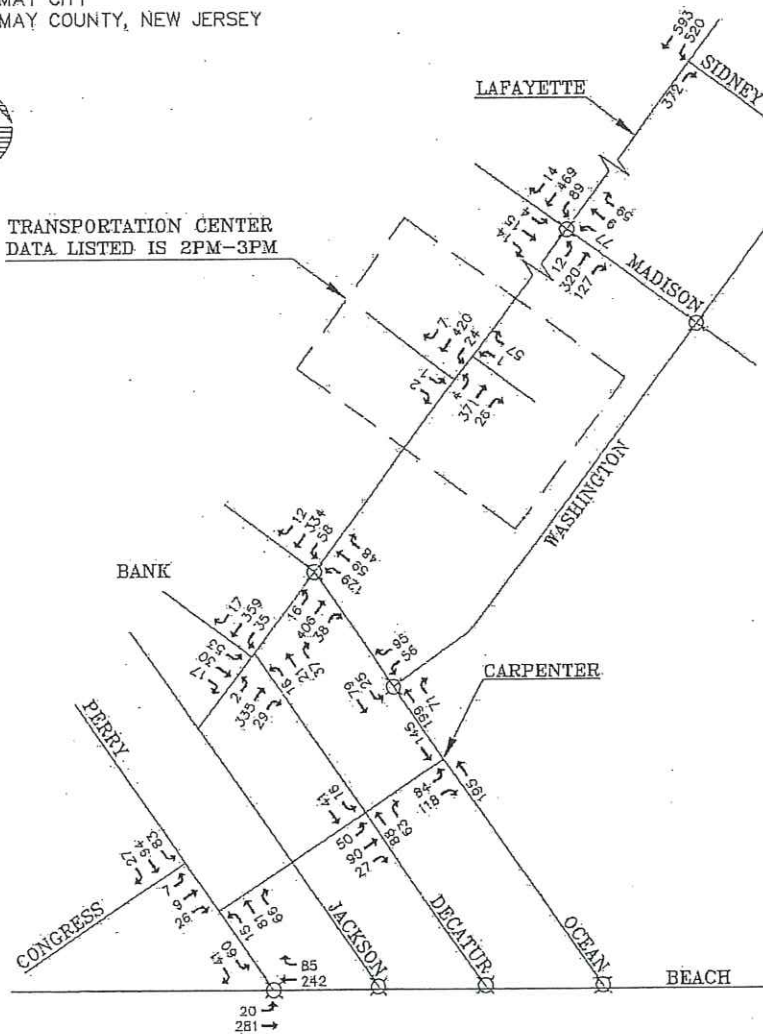
Orth - Rodgers and Associates, Inc.
TRANSPORTATION ENGINEERS and PLANNERS

FIGURE IV-1

CAPE MAY MASTER PLAN
VEHICULAR VOLUMES [COMMON PEAK HOUR]
12:00-1:00 SATURDAY
CAPE MAY CITY
CAPE MAY COUNTY, NEW JERSEY



TRANSPORTATION CENTER
DATA LISTED IS 2PM-3PM

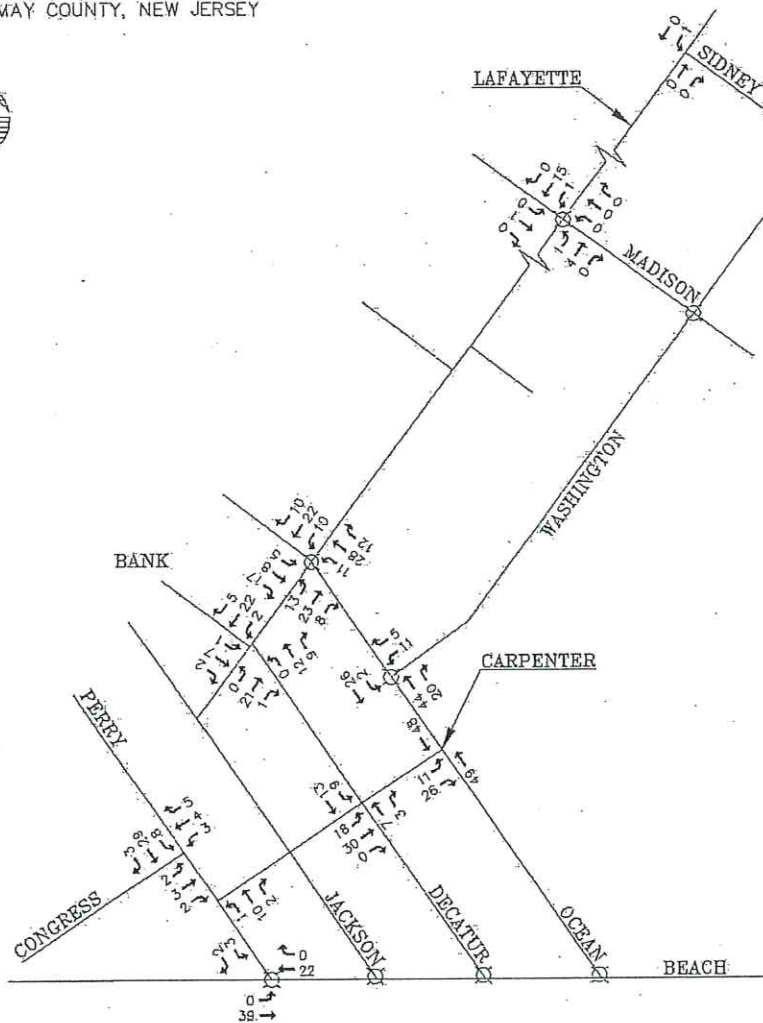




Orth - Rodgers and Associates, Inc.
TRANSPORTATION ENGINEERS and PLANNERS

FIGURE IV-3

CAPE MAY MASTER PLAN
BIKE VOLUMES [COMMON PEAK HOUR]
12:00-1:00 SATURDAY
CAPE MAY CITY
CAPE MAY COUNTY, NEW JERSEY



LEGEND:

- DENOTES EXISTING TRAFFIC SIGNAL
- DENOTES EXISTING ROADWAY

leading to an influx of visitors from nearby shore communities who are discouraged from sitting on the beach on those days.

Based on data from a traffic and parking study conducted in July 1986, parking on the Mall in that year averaged 90% occupancy, which is less than average parking occupancy today. The finding that parking occupancy has increased in downtown Cape May, since 1986 is consistent with the increase of traffic volumes into Cape May over the same time period.

Parking spaces are also well occupied at the Perry-Jackson Street Lot, at which occupancy ranged from 86 to 100%. The most under-utilized lot is Bank Street, at which occupancy ranged from 62 to 88%. Occupancy at the Acme lot ranged from 70 to 86%. Although more expensive than public parking, the Acme lot plays a valuable role in absorbing parking when public lots or on-street parking downtown is fully occupied.

Parking occupancy was also surveyed on other streets throughout the city, albeit in a less comprehensive manner. Field views indicated that parking on Beach Avenue west of Madison Avenue is normally at capacity before 12:00 PM. Parking continues to fill up on Beach Avenue to the east of Madison Avenue in the afternoon, and is often fully occupied for all but the few blocks to the east of Pittsburgh Avenue. Field views also revealed that many other downtown streets, such as Bank, Venice and Elmira Streets, are regularly close to capacity. Streets in close proximity to the downtown and the beach, such as Broadway, Windsor and Grant Streets, are also close to 100% occupied on most summer afternoons.

Parking Duration

A parking duration count was conducted on August 23, 2002 to determine the number of motorists on the Mall that exceed the three-hour time limit. Most parking meters downtown limit motorists to a three-hour stay, but many motorists "feed the meter" and insert additional change when the meter expires. To determine the number of motorists that violate the three-hour limit, ORA staff circled the mall three times, every three hours, and recorded the license plate of the occupying vehicle. A comparison of the license plates indicates those vehicles that occupied spaces for at least three hours.

There are a total of 158 spaces on Carpenters Lane, Lyle Lane and Mansion Street, and the three counts thus yielded a total of 474 available "parking slots." About 8% of the parking slots were occupied by vehicles that were parked illegally, or for more than three hours. This is almost exactly the same rate of parking violations recorded in the 1986 traffic and parking study. Of greater interest, seven (7) of the 158 spaces were occupied for at least six hours. Vehicles parked for this time span are more likely to be employees than those motorists parked for three hours. A basic principle of parking in any downtown environment is that spaces should be maintained for customers, not for employees.

The illegal parking rate on Ocean Street between Lafayette Street and Columbia Street was found to be about 5%.

The table below summarizes the illegal parking rate:

Analysis and Recommendations

Traffic Signals

The traffic signals in the City provide for an orderly and safe movement of traffic and are well maintained. Except for the intersection of Ocean Street and Washington Street, and Franklin and Washington Street, all of the traffic signals are owned and maintained by Cape May County. Under agreement, the County also maintains the signals at the above-noted intersections.

Beach Avenue

The largest cluster of traffic signals is along Beach Avenue where there are seven closely spaced signals. The signals are synchronized during the summer months to avoid multiple stoppages along Beach Avenue and provide for adequate side street green time to accommodate vehicular and pedestrian traffic. During the off season, the signals go into a flashing mode, flashing yellow to Beach Avenue and red to the side streets. ORA has been advised that consideration is being given to having these seven traffic signals operate in a stop-and-go mode year round. *If that program is advanced, consideration should be given to actuating all side street approaches and installing pedestrian pushbuttons so that side street approaches only receive a green signal upon demand; i.e., when a vehicle or a motorist is waiting. The actuation should only be used in the off-season.* During the peak season, "fixed time" mode would be better suited to the large pedestrian volumes.

Madison Avenue

The two signalized intersections of Madison Avenue and Lafayette Street, and Madison Avenue and Washington Street operate in a "fixed time" mode. That is, they cycle through their timing schedule whether or not there are vehicles waiting on the side street, Madison Avenue.

In order to make the traffic signals more traffic responsive so that they only service the side street upon demand, it is recommended that these signals operate on a "semi-actuated" mode; they would continuously provide green time to vehicles on Lafayette Street and on Washington Street until a vehicle stops at the Madison Avenue approaches. Vehicle detectors already exist at these locations, but would have to be activated by the County. To accommodate pedestrians, push buttons would have to be installed. The changes will have a positive effect on traffic flow on both Lafayette Street and Washington Street.

Washington Street and Ocean Street

Early in the study, ORA identified a significant conflict between pedestrians and vehicular traffic at this intersection, much of which could be traced to the exclusive pedestrian phase. Exclusive pedestrian phases are very unusual in New Jersey. There are only about 10 in the entire State. As a result, pedestrians are conditioned to cross at intersections during the non-conflicting phase.

At this intersection, the phasing sequence consisted of a green signal for Ocean Street, followed by Washington Street, followed by the exclusive pedestrian phase. However,

were removed, these few vehicles would be able to make their turns in existing gaps in traffic. Eliminating this stopping point for westbound Lafayette Street traffic allows vehicles to proceed directly to the stop bar at Ocean Street. Motorists would further benefit if the signal at Ocean Street were changed to a lead green interval from the current lag green interval.

It is, therefore, recommended that the traffic signal at the Transportation Center on Lafayette Street be removed. The stop bar should also be removed, and signs installed directing pedestrians to the crosswalks at Lafayette Street and Ocean Street. A lead green interval should be installed to replace the lag run interval.

One-Way Streets

One-way regulations are typically implemented to reduce congestion and increase the carrying capacity of a street network. They have been especially effective in downtown districts comprised of narrow streets, with on-street parking and high vehicular and pedestrian volumes. By eliminating opposing traffic movements, they are also effective in reducing conflicts (delays) and crashes at both signalized and non-signalized intersections. In addition, streets can benefit from the addition of parking lanes and dedicated bicycle lanes. Even with increased traffic volumes, studies have shown that conversion from two-way to one-way traffic flow reduces travel times and crashes by 10 to 50 percent.

There are a few possible negative effects of converting to one-way operation. Some motorists may have to travel an extra distance to reach their destination. However, over time, most motorists will adjust their driving habits to minimize that inconvenience. Sufficient signing and pavement markings must be installed to clearly delineate the one-way operation in order to avoid wrong way movements. A good system of interconnected streets is beneficial. Transit operations will have to adjust their routes accordingly. The one-way system must take into consideration response times by emergency service personnel.

Some business owners are concerned that a change in operation will reduce business by decreasing traffic flow. Studies have shown that the opposite in fact occurs. After a brief learning curve as motorists adapt to new traffic patterns, the customer base increases because it actually becomes easier and safer to reach a particular business. One-way street conversion has also been shown as having no effect on residential property values.

Other benefits of one-way operations include:

1. Provides additional turning lanes without widening.
2. Simplifies traffic signal timings.
3. Reduces vehicle/pedestrian and vehicle/vehicle conflicts at intersections.
4. Meets changing traffic patterns almost immediately at a minimal cost; large capital expenditures are not required.
5. Facilitates the unloading of commercial vehicles.
6. Since widening is typically not required, sidewalks, trees, etc. are not disturbed.

Lafayette Street and Washington Street

Washington Street and Lafayette Street are parallel east/west roadways approximately 1 1/2 miles in length that traverse the City from its entrance at Lower Township to the Washington Street Mall area. They are approximately 300 feet apart. At the easterly entrance to the City, Lafayette Street and Washington Street form a one-way couplet in the Sidney/Texas Avenue area. These two roadways are connected to each other by 10 cross streets, three (3) of which have signalized crossings: Madison Avenue, Franklin Avenue, and Ocean Street.

Both Lafayette Street and Washington Street operate as two-way streets carrying one lane of traffic in each direction. Parking is permitted along Washington Street on alternate sides for most of its length. Parking is permitted on Lafayette Street in only two locations: in front of a residential neighborhood and the Elementary School. At both locations the curb line has been set back to shadow the parked vehicles.

On both streets, numerous Sycamore trees growing between the sidewalk and the curbing lean out over the roadway. Advisory signs are placed advising motorists, especially truckers, of that condition.

The two roadways are relatively narrow, with widths of 26 to 28 feet for Lafayette Street, and 30 feet for Washington Street. Because of their narrow widths, and because vehicles typically travel faster on these roadways than those downtown, they do not provide an amenable environment for bicycling. Few bicyclists choose to ride there.

Traffic counts taken during the study revealed that 70 percent of all traffic coming into and out of the City from the north, as well as internal circulation movements, use Lafayette Street. Motorists tend to exit on the same street or driveway that they use to enter a city. Under the current street configuration, motorists that enter Cape May via Lafayette Street, exit via Lafayette Street. Field observations and traffic counts confirm this. For example, motorists exiting the beachfront area of the City via Madison Avenue were observed crossing Washington Street, then turning right onto Lafayette Street to exit the City, rather than follow the shorter route of Washington Street out of the City.

Based on field observations and an analysis of the traffic volume data, it is recommended that Lafayette Street be made one way westbound and Washington Street one way eastbound from Sidney Street to Ocean Street. It should be noted that under this proposal, 20 percent of the traffic on the two roadways will be shifted to Washington Street, and the tour trolleys and buses accessing the Transportation Center from the west will have to change their route.

However, the following positives can be achieved:

There will be one lane of moving traffic on each street instead of the present two lanes.

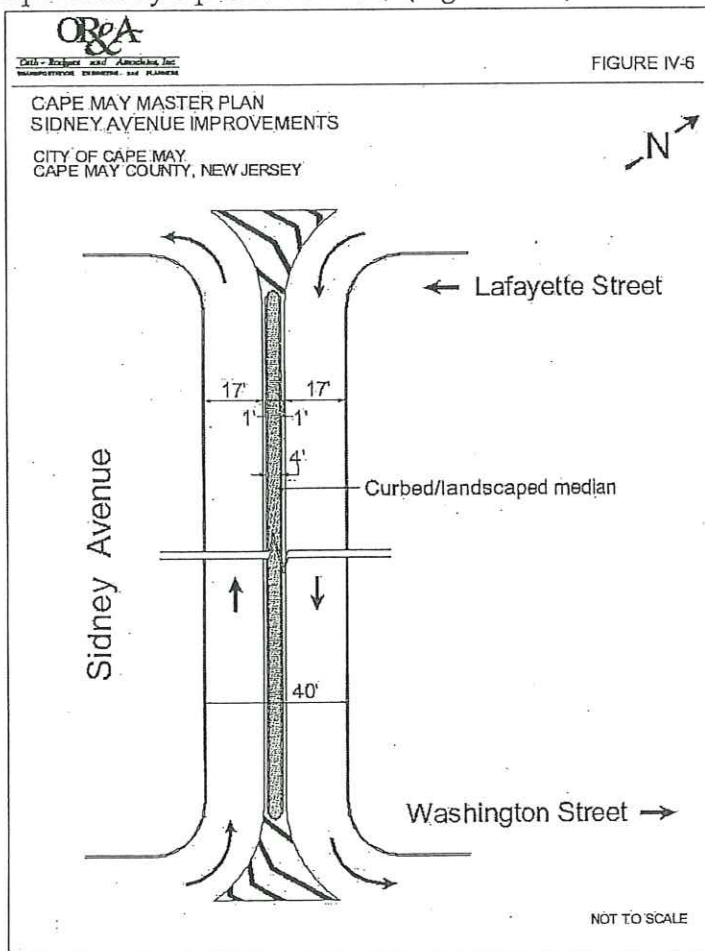
Parking can be permitted on one side of each street for its entire length, as opposed to the current situation, in which parking is only permitted on Lafayette Street for limited sections. Additional meters could be considered in the downtown area.

The left turn prohibition from Lafayette Street into the Acme parking lot currently presents both an enforcement and congestion problem, as many motorists choose to ignore it. This left turn can now be allowed, thereby eliminating that congestion point.

Left turns at other key intersections such as at Madison Avenue and Franklin Street can have their own designated lane, thereby no longer blocking traffic.

A number of issues must be addressed to facilitate the proposed conversion. A greater number of vehicles will now be turning left from Ocean Street onto Washington Street to exit the City. An increase in left-turn volumes at this intersection can be accommodated because the Washington Street phase of the signal timing can be eliminated. A lead left phase for Ocean Street traffic turning left onto Washington Street can be provided, and a few more seconds added to the pedestrian interval.

Motorists desiring to make a U-turn can do so via the various connector streets, some of which are signalized. A formal signed U-turn can be established on Sidney Street by converting its one-way southbound direction to a two-way English style traffic system separated by a positive barrier (Figure IV-6).



Some residents have expressed concern about one-way conversion in the past due to the perception that one-way streets would lead to faster traffic speeds. However, because only one lane of moving traffic is proposed on each street, not two lanes, differences in vehicular speeds should be minimal. Vehicles will not have the option of changing lanes to travel at a faster speed.

It should be noted that the implementation of a one-way system will require the approval of the County, as well as the New Jersey Department of Transportation. It will require major changes to the signing and pavement markings. An extensive publicity effort will have to be made to ensure that everyone in Cape May, as well as the adjoining municipalities,

Ocean Street between Washington Street and Carpenters Lane

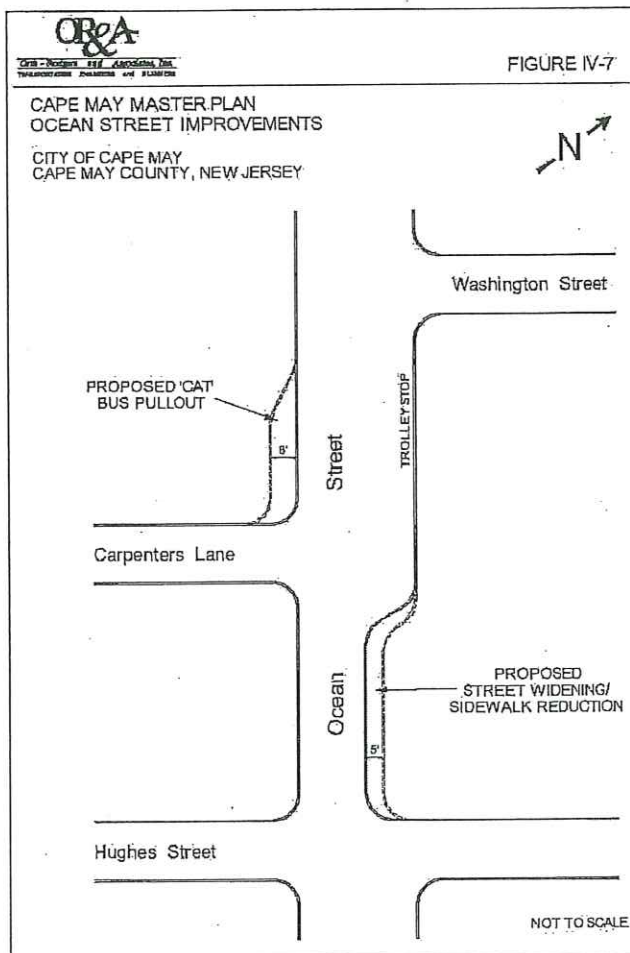
There is a designated CAT bus stop along the westerly curblane of Ocean Street at the corner with Carpenters Lane. This is an excellent location for the CAT bus stop which services the mall area. The location also provides very good visibility for promoting the CAT service. Buses stopped at this location interfere with through traffic as well as block pedestrian sight lines. The sidewalk area is extremely wide. *Cutting into the sidewalk area for a width of eight (8) feet, for the length of one CAT bus, will improve traffic flow and sight lines. This would still leave ample sidewalk area for pedestrian traffic* (see Figure IV-7).

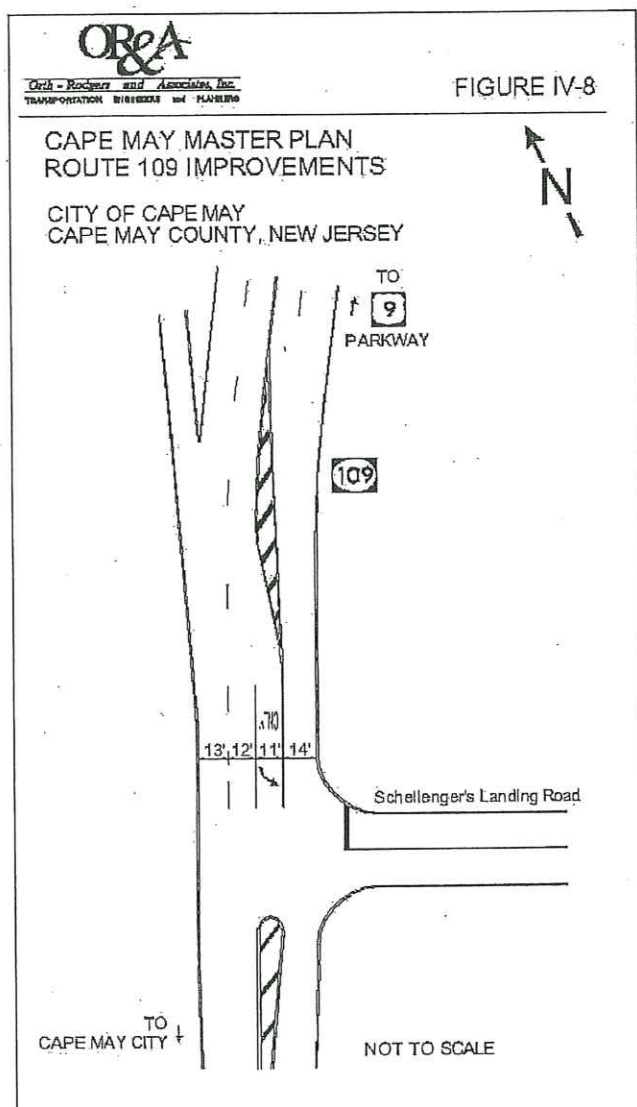
Lafayette Street and Ocean Street

The Acme parking lot is located on the northeast corner of the intersection. At the corner, the parking lot is approximately 3 feet higher than the sidewalk area. The two are separated by a vertical concrete wall. Field observations have shown that many pedestrians walking from the Mall area/ Washington Street to Lafayette Street cut across the parking lot, heading toward the corner at Ocean Street. Once they reach the corner and see the elevation difference, about half of the pedestrians turn around and go another way while the other half jump off the wall. *It is recommended that a couple of steps be installed to facilitate the pedestrian movement from one elevation to the other.* Such construction should not interfere with any of the current parking spaces, and will be of more importance once the traffic signal at the Transportation Center is removed and all pedestrians directed to cross at the remaining signalized intersection.

Washington Street at Texas Avenue

On the two-lane Washington Street approach to Texas Avenue, there is a triangular concrete island which channelizes the right lane of Washington Street onto Texas Avenue and the left lane as a through movement leaving the City. A public comment suggested cutting back the island to give the right lane on Washington Street the option of going straight ahead or turning right. Based on traffic analysis, *the cut back of the channelizing island is not recommended.* Two lanes of vehicles entering the 90 degree left turn just beyond the island in advance of the one lane exit from the City could create





As noted, this entire intersection which negatively impacts traffic entering Cape May City is outside of the City limits in Lower Township. There is also a split jurisdiction of the roadway between Cape May County and the NJDOT. All three jurisdictions would have to concur in these recommendation, with all likelihood the County taking the lead.

Signing

Studies have shown that most motorists make minimal reference to maps when traveling to unfamiliar areas, and rely primarily on signing once they reach their destination. Motorists also have a tendency to enter and exit an area via the same route without trying to see if there is a less congested or shorter route available. Such behavior causes congestion. Of more concern is the fact that a confused or lost motorist is more likely to get involved in an accident. All of the above creates undesirable traffic situations, especially in resort areas where many motorists are first time visitors or travel to the area infrequently.

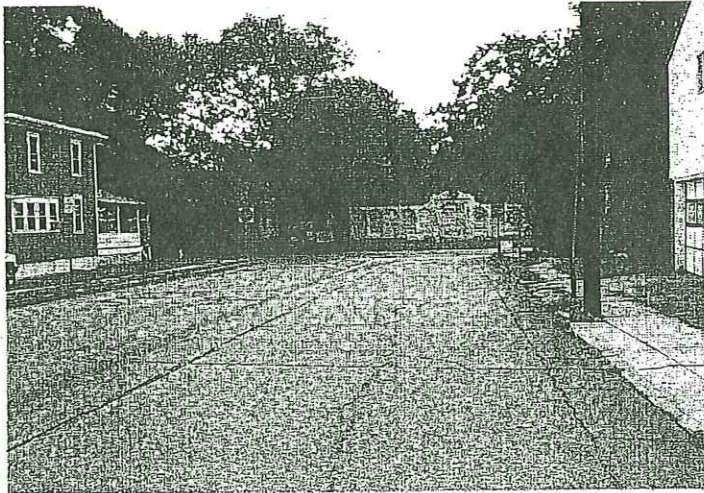
Good directional signing can alleviate most of the noted concerns, and disperse traffic such that a high percentage of motorists do not use the same route when entering and exiting an area.

Good guide signing requires that signs are located sufficiently in advance and are legible so that motorists can make the proper decision before they must negotiate a turn. These signing practices are difficult to implement in urban areas with closely spaced streets, limited right-of-way, curbside parking, driveways, and overhanging trees. Such conditions are typical throughout the City.

The following discussion highlights problem areas that were observed during our traffic studies and field observations and provides general recommendations which, once implemented, will significantly improve traffic operations and safety.

Lafayette Street, Vicinity of Sidney Avenue

Although there is some existing signing on Lafayette Street directing motorists to the beach area via Sidney/Texas/Pittsburgh Avenues, it could be better located and supplemented with business district signing straight ahead for emphasis purposes. The beach signings should also be segregated from the Coast Guard signing throughout this area. The current signing appears to



cause confusion. Signing to the beach should also be installed in advance of the intersection of Lafayette Street with Madison Avenue. The directional signing facing Sidney Avenue at its intersection with Washington Street is very complex and in need of better organization and simplification. An additional cause of confusion on the motorist's part may be the large bank of advertising signs directly behind the guide signage at this location.

Perry Street and Jackson Street

A southbound beach directional sign should be installed on Perry Street, west of the intersection with Jackson Street, directing traffic to continue on Perry Street instead of entering the downtown traffic mix via Jackson Street.

Signage for Exiting Traffic

Most of the previous signing discussions and recommendations involved entering traffic. Motorists desiring to exit the City should also be informed of alternate routes instead of relying entirely on Lafayette Street and Washington Street. Motorists should be directed via signing to exit the beachfront area via Broadway if they are destined for the Lighthouse or Cape May Point, Cape May-Lewes Ferry, and West Cape May. Motorists destined for the Parkway should be encouraged by signing to use either Madison Avenue to Washington Street or Pittsburgh Avenue to Texas Avenue. A few Parkway trailblazers with appropriate arrows should also be placed along Beach Avenue directing motorists to these alternate routes.

General Signage Issues

There are several global issues that these signing recommendations address. First, they spread entering and exiting traffic out which will relieve congestion in the downtown business district. Second, they expose motorists to other parts of the City, including businesses that they would not normally see. Third, they also expose motorists to additional parking opportunities, both metered and unmetered, that could be used both then and in the future to alleviate the parking crunch in the downtown area.

Lafayette Street at St. Johns Street

During periods of congestion on Lafayette Street, traffic backs up from the traffic signals at Ocean Street and the Transportation Center through this intersection, frequently blocking it. Because St. Johns Street is very narrow and this is a 'T'-style intersection, many motorists do not notice it. In order to improve the visibility of the intersection and inform westbound motorists of its width, *it is recommended that crosswalks be painted across all three approaches and that two "Do Not Block Intersection" signs be installed, one on the near right side corner and one on the far right corner of the intersection.*

PARKING***Paired Parking***

Parallel parking maneuvers along a curb line can cause significant congestion in high traffic areas, especially in areas where travel lanes are narrow. Studies have shown that typical curbside parking space lengths around 22 to 24 feet, similar to that found throughout the City, require motorists to consume 32 seconds maneuvering their car into a position where it no longer blocks the travel lane. This time can vary widely depending on the type of vehicle and driving skill of the driver. Such delays could cause following motorists to lose up to one-half of the available green time at the next signalized intersection. If this maneuver time obstructing a travel lane can be decreased, congestion will ease.

In the 1970's, a new concept in curbside parallel parking was introduced. It shortens the individual parking stalls and provides for a distinct maneuver area between pairs of parking spaces. This system is most effective when implemented on streets which are, by design, too narrow for anything but parallel parking and too congested to accommodate it well. Studies of parking maneuvers with this type of paired parking shows that through traffic is obstructed less than five (5) seconds on average since most of the parking maneuvers, except for the initial slowing of the vehicle, are accomplished outside of the travel lane.

This paired parking concept also lends itself to the placement of landscaping or street furniture adjacent to the maneuver area. With good engineering, the maneuver areas can be located to include curb cuts, or fire hydrants to minimize loss of parking spaces as the parking lane is reconfigured.

Several configurations of the paired parking system have been evaluated over the years. The currently recommended configuration is composed of two, 17-foot spaces with a 14-foot maneuver area between each pair. A typical layout is shown on Figure IV-9. It is possible that a couple of existing spaces could be lost in the configuration of a block; however, the positive effects on traffic operations and aesthetics far outweigh that loss. In some cases, the loss of metered spaces could be offset by installing meters on another block in the same area.

This parking configuration can be installed any place curbside parking maneuvers interfere with traffic movement, whether metered or not.

Perry-Jackson lot, and re-organizing the Bank Street lot to create more spaces. Both of these recommendations were implemented. The Department of Public Works has been active in restriping on-street parking areas to yield a greater number of spaces, but these result in relatively few additional spaces compared to the demand. There are few under-utilized lots in the downtown today. However, one possibility for a new surface or structured parking facility would be the site of Vance's Bar. It is understood that the current owner may be interested in selling this property. This site could be developed in conjunction with the adjacent parcel occupied by the Wise Anderson Recreation Complex. This complex is in need of rehabilitation; if it is decided to develop a local park on another site, this site would be available for parking. Together, these two sites would comprise a parcel of approximately 320 by 300 feet. If the entire parcel could be developed as a surface lot, it would yield about 300 parking spaces, which would be a major asset in addressing the downtown parking shortage.

Commercial land uses and parking lots in the downtown were examined to identify the possibility for sharing parking with private uses. Based upon field views, this alternative does not offer significant potential to create new spaces.

The City is considering the possibility of developing surface parking in the vicinity of the intersection of Elmira and Venice Streets. Presuming that environmental and community impact issues could be addressed, the City has indicated that this lot could accommodate 100 spaces. *This lot is about one-quarter mile from the Mall, and employees in downtown establishments would be very likely to use it if given the opportunity.*

Parking Enforcement

As discussed in the Existing Conditions section, up to 8% of motorists park longer than the three hours permitted at most meters on streets around the Washington Street Mall. *It may be possible to reduce this violation rate, and thus create greater turnover at these meters, through more rigorous enforcement of the three-hour limit. This can be accomplished simply by chalking tires.* A parking enforcement officer would circle downtown streets and make a colored chalk mark on the tire of vehicles, and return three hours later to identify vehicles with these chalk marks. These vehicles would then be ticketed.

Cape May City could maintain its image as a tourist-friendly community by waiving the first ticket, but treating the second parking ticket as a traffic offense. This would be especially advised since many visitors to the city would not necessarily be aware that "meter-feeding" is not permitted. The primary goal of this ticketing program would be to reduce the number of violations by downtown employees or regular visitors.

It should be noted, however, that enforcement of the three-hour limits would have limited potential for addressing the parking problem downtown. Even if all employees currently parking on the streets adjacent to the Mall – Carpenters, Lyle and Mansion – moved their vehicles elsewhere, the spaces freed up would be far lower than the current excess parking demand.

Satellite Lots and Shuttle System

One of the most promising means for alleviating parking demand downtown would be the creation of an effective bus shuttle and satellite lot system. Either of these two

All three of these sites have limited potential as a successful satellite lots to be served by a shuttle. The distance that motorists on the Parkway would travel out of their way to reach Cold Spring Village is roughly equal to the distance to downtown Cape May. The large majority of motorists would likely not travel out of their way to that extent, when within striking distance of downtown. Further, this attraction is most popular on summer weekends – when the need for satellite parking is greatest. Based on communications with Cold Spring Village, it appears that it would be difficult to use its parking lot as a satellite facility. Motorists would have to go well out their way from the Parkway, passing through the Cape May Court House business district, to reach Elementary School #2, and this site also does not seem feasible. *Rio Grande Mall on Route 47 would be more feasible in terms of location, and should receive further consideration.*

One reason why these sites were identified in the 1995 report is their proximity to the Cape May Seashore Line rail service, which runs between the 4-H Fairgrounds and the Cape May Transportation Center. This excursion rail service is a welcome amenity and adds to the historic character of the Cape May area. The operator estimates its ridership at 22,000 to 24,000 per year, which is useful in reducing traffic and parking in Cape May City. The City should promote the availability of the Seashore Lines, just as it should better promote the CAT shuttle.

However, the creation of any satellite lots outside the city should typically be planned with shuttle service in mind, not rail service. Shuttle service has greater potential for reaching a much larger audience than rail service. With round-trip adult fares ranging from \$5.00 to \$8.00, and child fares ranging from \$4.00 to \$5.00, depending upon the distance from Cape May, the Seashore Line is more costly than desired to attract a wide audience. Further, with only four trips per day into and out of the city, it runs far too infrequently to capture the many visitors. The City should thus not focus upon development of the Seashore Lines as a means for significantly reducing traffic flow into the city.

Several of the sites identified in the study have some potential for use as park and ride lots that would be serviced by a shuttle. These include the Charles Sandman Consolidated School on Seashore Road in Lower Township, and the Carl Mitnick School, also on Seashore Road in Lower Township. Charles Sandman School has approximately 70 spaces. Carl Mitnick School offers greater potential as a satellite lot, with 127 spaces in its parking lot, and capacity for parking on a flat, grassy area next to the asphalt lot. It lies along Seashore Road south of Route 9, and thus would attract motorists who prefer not to travel out of their way, especially for those coming from the ferry.

Although not analyzed in the 1995 report, the location with the greatest potential as a satellite lot would be the grassy lot owned by the NJDOT on Route 109 at the base of the Canal Bridge. This site would be visible and accessible, and would be particularly attractive to incoming motorists inasmuch as congestion on Route 109 through Schellenger's Landing often starts at this point. However, this lot is across the roadway from a residential area, and a satellite lot here thus presents community impact issues that would need to be addressed. Major impacts would include traffic, lighting associated with the parking lot, and noise. Extensive landscaping would be needed to buffer this

fare is \$2.00 each way, and \$6.00 for a daily pass.

Official ridership data for 2002 is not available, but was estimated to range between only 15 and 100 riders per day. Assuming an average of 50 riders per day, the service would have attracted roughly 4,900 riders in the summer of 2002. The largest boarding is at the Washington Street mall; the second largest boarding occurs at the Canyon Club Marina, to pick up visitors who have boated to the city. In picking up riders at the Washington Street mall, and those who have arrived via boat, the shuttle has very little impact in reducing the number of persons who park down-town.

Given the large influx of visitors to Cape May in the summer, and the difficulty of finding parking down-town, the CAT shuttle should be able to attract a greater ridership than it currently does. The City of Cape May should take the following actions to better promote the shuttle:

Create a more visible presence at the bus stop at the Washington Street Mall. There is currently only one small sign southbound on Ocean Avenue adjacent to the Mall, mounted below a "No Parking" sign. A small plastic pouch affixed to the signpost contains schedules. Neither the sign nor the pouch is very visible. A more prominent sign should be installed here. In addition to the schedules in the plastic container, there should be a sign depicting the CAT route. Ideally, there would be a bench and/or shelter associated with this bus stop. The CAT would also benefit if the wide sidewalk at this location were cut back to create a "bus pull-out." The bus could wait here without creating congestion on southbound Ocean Avenue, much as the MAC Trolley and horse-drawn carriages have curbside locations out of traffic on the northbound side of Ocean Street.

Create a more visible presence at other key locations. A number of CAT signs are posted at other locations around the city. Similar to the recommendation made for the Washington Street Mall, these signs should be more visible, with an affixed route map and with associated benches and/or shelters. Reserved bus stops should be created along Beach Avenue. This may involve the removal of several parking spaces. The removal of parking spaces is less of an issue on Beach Avenue east of Madison Avenue, since parking demand here is less pronounced. However, even on Beach Avenue west of Madison Avenue, the City should consider that a more functional shuttle system may lessen the demand for parking.

Promote the shuttle. Currently, many visitors remain unaware of the existence of the shuttle. As one example, ORA staff spoke to long-time annual visitors to the city, staying in a large hotel on Beach Avenue, who said they would have used the shuttle if they knew about it. Little effort is made to inform visitors of the shuttle. The availability of the CAT should be advertised on the web site for Cape May City, the Cape May City Chamber of Commerce, and other web sites. It should be described in literature sent to visitors. Participating members in the Chamber of Commerce should be encouraged to mention the CAT in their literature or on their web sites, and have CAT shuttle brochures in their shops and lodgings.

marketing that should be carried out by the City of Cape May, Chamber of Commerce, and local businesses in Cape May, this service should be heavily marketed by the hotels, campgrounds and major attractions in communities to the north that it would serve. The service should be re-named so visitors can immediately understand the focus of the route, such as Cape May Seashore Express. When presented as a service focusing exclusively on the needs of these communities, it will be easier to convince visitors who normally would shy away from the bus to avail themselves of this service.

As noted above, the regional shuttle would focus on visitors staying in campgrounds and hotels in Cape May County to the north. It is not necessarily expected that the regional shuttle could be successful in intercepting visitors from a long distance driving into Cape May for the day or longer. Visitors driving long distances specifically for the purpose of seeing Cape May City and Cape May Point – particularly those visitors staying more than one day, and with correspondingly more baggage – are less likely to leave their vehicles at a lot outside the city and transfer to a shuttle. The shuttle should target those people who are already staying or live in the area. As discussed earlier, the existing CAT "City Route" should be better promoted and made more attractive to serve longer-term visitors who are already in the City.

Although the DRBA shuttle between Lewes Ferry and the Cape May Transportation Center has often been cited as evidence that a shuttle system can be successful in the Cape May area, there are in fact better and more relevant examples, as discussed below.

Case Study #1: Provincetown, MA

Provincetown, Massachusetts is similar to Cape May City in a number of important respects. Both are very popular seashore resort communities that draw people not simply for their attractive beaches, but because of their historic ambience. As a result, both draw extensive traffic from visitors staying in adjacent seashore communities. Both are at a geographic terminus; Cape May lies on the extreme south of New Jersey, and Provincetown is at the tip of Cape Cod. Both are affected by heavy congestion on roadways heading into the city, and parking in the downtown is highly sought after. Indeed, at their two public surface lots downtown, Provincetown charges \$2.25 per hour and \$1.75 per hour, much higher than the \$.75 per hour rate at Cape May public lots.

To serve visitors in adjacent communities who wish to visit Provincetown, Cape Cod Transit operates "The Breeze," also known as the Provincetown Shuttle. Servicing areas roughly 10 miles from Provincetown, the Breeze transports visitors at campgrounds and hotels/motels into the city. Indeed, motel owners on the Cape regard The Breeze as a valuable amenity. Its fare for adults is \$1.00, with a typical frequency of 30 minutes. It focuses on day-trippers, and has had little success in intercepting people from Boston or other metropolitan areas to the north. For the summer of 2002, it had a ridership of 115,000, which is 23 times greater than ridership on the CAT.

Case Study #2: Rehoboth Beach, Delaware

Rehoboth Beach lies across the Delaware Bay from Cape May. Rehoboth Beach is a very popular resort community, and it is difficult to find parking downtown. Many Cape May residents are familiar with the ferry service between Lewes, several miles north of

- They have prominent signage, both for associated satellite lots and the shuttle service stops;
- They have a frequency of 10 to 30 minutes;
- They provide economic incentives to ride, with reasonable fares set at no more than \$1.00 for a one-way trip, or through setting a fee to park at park-and-ride lots, and providing free shuttle service.

Cape May City should strive to incorporate these features in both a local and regional shuttle service.

Cape May should set the goal of attracting a ridership of 100,000 per year to an expanded shuttle service – both local and regional routes – up from the current ridership of 4,900. Experience in similar communities demonstrates that this goal is very achievable, but it will require much more promotion and coordination than has previously been attempted.

Parking Garage

A parking garage in the downtown is a long-term possibility for the City. It is currently not the most desirable option for the City, since the parking situation is most problematic within a relatively confined season. *However, as parking demand grows in the future, and if the City is successful in lengthening its tourist season, a garage should be considered as an option.*

The most strategic location for a parking garage would be at the intersection of Lafayette Street and Jackson Street. This would be the first opportunity for parkers entering the downtown via Lafayette Street. The Perry-Jackson public lot could be combined with the lot currently occupied by Collier's Liquor Store lot. The ideal garage would consist of a three-store facility, with retail at the front of the ground floor, leaving the remainder of the ground floor and two stories above for parking. Such a facility could yield roughly 280 spaces in the garage; combined with 20 spaces in the remaining Perry-Jackson lot on the other side of Chestnut Street, there would be 300 total spaces, versus the 127 in the existing Perry-Jackson lot and Collier's lot combined. However, the facility would be quite expensive. Façade treatments would be more extensive than a typical parking garage, given the need to complement the Victorian architectural character of the city. Construction on a non-rectangular lot would likely also help drive up costs past the typical estimate of \$10,000 per space. Construction costs for the garage portion alone - not including the cost of the retail space, and not including acquisition costs - could be as much as \$4.2 million.

The Bank Street lot could also be investigated as a structured parking facility. This could accommodate a parking garage with about 360 spaces, with approximate construction costs of up to \$5.2 million. There would be no acquisition costs. It should be noted that the parking demand at this site would be somewhat less than the intersection of Lafayette Street and Jackson Street.

Lease Restrictions

One factor in the large demand for parking in some neighborhoods is the rental of residential units, other than licensed tourist homes, to persons who share the unit with other adults. In such cases, there are often several vehicles parked in front of a unit that



CAPE MAY MASTER PLAN
BICYCLE NETWORK PLAN
CITY OF CAPE MAY
CAPE MAY COUNTY, NEW JERSEY

FIGURE IV-10

Proposal requires coordination
with Cape May County and
West Cape May Borough

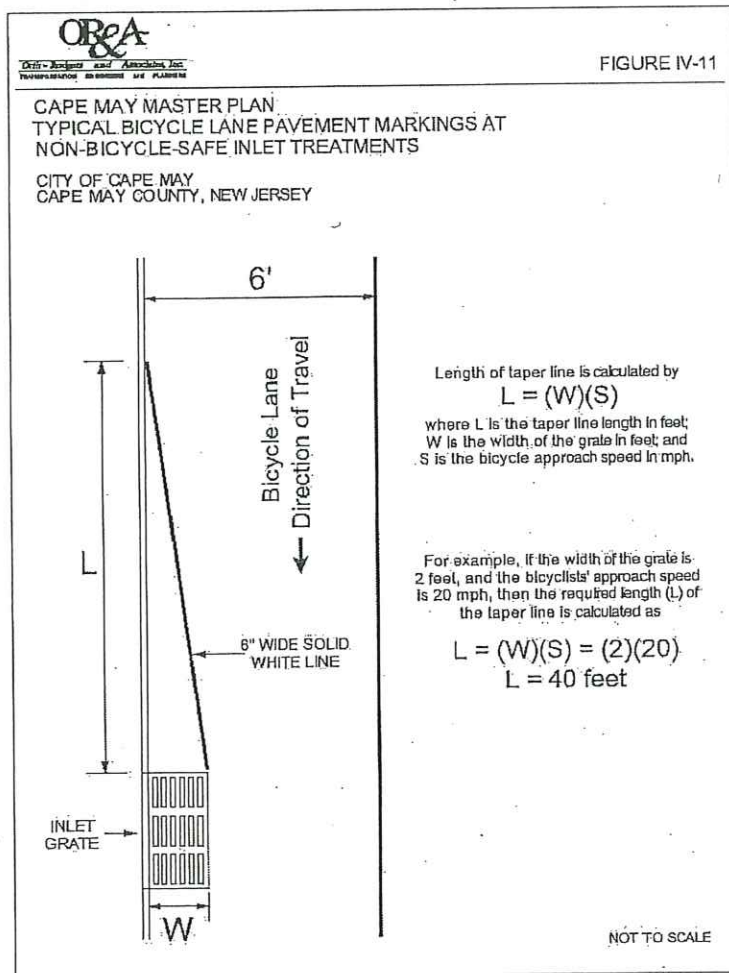


LEGEND

- PROPOSED SHARED ROADWAY/
SIGNED BIKE ROUTE
- PROPOSED BIKE LANE
- PROPOSED BIKE LANE
(TO BE IMPLEMENTED IF ONE-WAY FLOW
PROPOSAL IS IMPLEMENTED)
- ALTERNATE BIKE ROUTE
(IN THE EVENT THAT LAFAYETTE AND
WASHINGTON REMAIN TWO-WAY)

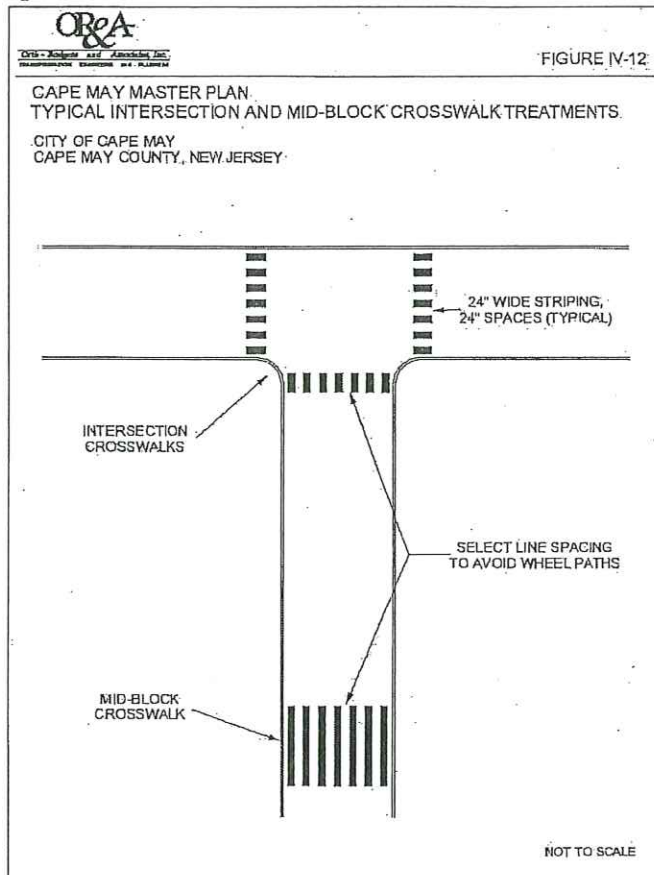
The City has installed bicycle racks at many places throughout the downtown and along Beach Avenue. Based on field views at various times during the summer, demand for bicycle parking continues to exceed supply. Demand is heavier at intersections than at the relatively few bike racks installed in mid-block locations. Examples of intersections with excess demand include Beach Avenue and Madison Avenue, Beach Avenue and Perry Street, Beach Avenue and Queen Street, and Beach Avenue and Broadway Avenue. There is slightly less demand at the bike racks on Beach Avenue east of Decatur Street, but even here the racks are often at capacity. *The City should continue to increase the supply of bike racks, particularly west of Decatur Street.*

Drainage grates with bars parallel to the roadway can catch the front wheel of a bicycle and cause loss of steering control. Bicycle wheels can drop into wider slots. *For this reason, the City should replace these drainage grates with "bicycle friendly" drainage grates where practicable. In the interim, markings should be placed on the roadway to direct the bicyclist around the unsafe grate (Figure IV-11).*



Pedestrian-Friendly District

As part of its work on this Master Plan, ORA examined the feasibility of creating a "pedestrian-friendly district" for downtown streets. This district would prohibit vehicular traffic during peak pedestrian hours, perhaps through the use of movable bollards placed across a street entrance. This district would logically extend from the existing



Washington Street Mall, since this area has the heaviest pedestrian volumes downtown. *After field observations and data review, it is recommended that no such district be created.* Based upon an analysis of crash reports, the streets around the Mall are currently safe for pedestrians. Vehicles driving on streets through the Mall, such as Decatur Street and Jackson Street, travel at relatively slow speeds in the summer season. In the 1 1/2 years studied, there was one reportable pedestrian crash downtown, at the intersection of Ocean Street and Washington Street. However, vehicular movement through this intersection is critical to downtown circulation, and as such would not be a candidate for closure. It is also a concern that closing streets around the Mall would reduce access to the parking supply, and unnecessarily complicate traffic patterns, increasing volumes on other, equally

narrow streets in close proximity.

| RECOMMENDATION | RESPONSIBLE PARTIES | FUNDING SOURCES | TIME FRAME |
|---|---------------------|-----------------|--------------|
| Traffic Signals | | | |
| Change signals at the intersections of Madison Street with Lafayette and Washington Avenue to semi-actuated mode, and install pedestrian pushbuttons. | County | County | Intermediate |
| Revise signal phasing at Ocean Street and Washington Ave. | County | County | Completed |
| Relocate pedestrian indications at Ocean Street and Washington Ave. | County | County | Short |
| Remove traffic signal at Transportation Center. | County | County | Short |
| Install detectors at signalized intersections along Beach Avenue. | County | County | Long |
| One-Way Streets | | | |
| Reverse one-way flow on Carpenters Lane and Lyle Lane. Designate Decatur Street as one-way between Carpenters and Lyle Lanes, and mark loading zones. | City | City | Completed |
| Designate Bank Street as one-way. | City | City | Intermediate |
| Designate Lafayette Street and Washington Street as one-way. | City/County | City/County | Intermediate |
| Geometric Changes | | | |
| Widen Elmira Street. | City | City | Intermediate |
| Widen Broad Street. | City | City | Intermediate |
| Reduce sidewalk in travel lane on Ocean Street Between Hughes and Carpenters Lane. | City | City | Long |
| Provide CAT bus pull-out at Ocean Street Between Washington Street and Carpenters Lane. | City | City | Long |
| Install steps at Lafayette Street and Ocean Street. | City | City | Intermediate |
| Install westbound left-turn lane on Route 109 at Schellenger's Landing Road. | State/County | State/County | Long |
| Install Sidney Avenue channelization. | County | County | Intermediate |

| | | | | |
|--|-------------|--|-------------|-------------------|
| Bicycle Facilities | | | | |
| Create bicycle network with signed bike routes and bike lane markings. | City/County | | | Short |
| Increase bicycle parking facilities. | City | | | Medium |
| Install bicycle friendly grates, and install markings directing bicyclists around unsafe grates. | City/County | | | Short/Medium/Long |
| Pedestrian Facilities | | | | |
| Install ladder type crosswalk markings. | City/County | | City/County | Short |
| Maintain pedestrian signage at the Mall, and install additional signing as needed. | City | | City | Short |
| Station part time crossing guard at Washington Street and the Mall | City | | City | Short |

S:\Word Processing\Project Files\2002_045\Reports\2002_045_IV-Cape May ver3.doc

categories are shown in Table V-1: Affordability Limits for Low and Moderate Income Households.

**Table V-1: Affordability Limits for Low and Moderate Income Households
Region 6**

| Household Size | Low Income | | | Moderate Income | | |
|----------------|--------------------|------------------------|-----------------------|--------------------|------------------------|-----------------------|
| | Upper Limit Income | Maximum Monthly Rental | Maximum House Payment | Upper Limit Income | Maximum Monthly Rental | Maximum House Payment |
| 1 | \$18,464 | \$462 | \$431 | \$29,542 | \$739 | \$689 |
| 1.5 | \$19,783 | \$495 | \$462 | \$31,652 | \$791 | \$739 |
| 2 | \$21,101 | \$528 | \$492 | \$33,762 | \$844 | \$788 |
| 3 | \$23,739 | \$593 | \$554 | \$37,982 | \$950 | \$886 |
| 4 | \$26,377 | \$659 | \$615 | \$42,202 | \$1,055 | \$985 |
| 4.5 | \$27,432 | \$686 | \$640 | \$43,890 | \$1,097 | \$1,024 |
| 5 | \$28,487 | \$712 | \$665 | \$45,578 | \$1,139 | \$1,063 |
| 6 | \$30,597 | \$765 | \$714 | \$48,954 | \$1,224 | \$1,142 |
| 7 | \$32,707 | \$818 | \$763 | \$52,331 | \$1,308 | \$1,221 |
| 8 | \$34,817 | \$870 | \$812 | \$55,707 | \$1,393 | \$1,300 |

Source: Council on Affordable Housing – 2002 Regional Income Limits adopted April 3, 2002

Housing, Demographics and Employment

A municipality's housing element should include the municipality's strategy for addressing its present and future housing needs, with particular attention to low and moderate income housing. In addition, COAH requires the following as part of a municipality's housing element:

- An inventory of the municipality's housing stock and a projection of the housing stock for the next six years;
- An analysis of the municipality's demographic and employment characteristics;
- A determination of the municipality's fair share for low and moderate income housing; and
- A land use analysis of City lands appropriate for affordable housing, along with any applicable environmental analysis and an assessment of public utility service for each site.

Table V-3: Value of Owner-Occupied Housing

| Range of Housing Values | 1990 | | 2000 | |
|-------------------------|------------|---------------|------------|-------------|
| | Units | Percent | Units | Percent |
| Less than \$50,000 | 8 | 1.1% | 7 | 0.8% |
| \$50,000 to \$99,999 | 118 | 15.5% | 60 | 7.3% |
| \$100,000 to \$149,999 | 231 | 30.4% | 132 | 16.0% |
| \$150,000 to \$199,999 | 167 | 22.0% | 178 | 21.6% |
| \$200,000 to \$299,999 | 158 | 20.8% | 238 | 28.8% |
| \$300,000 to \$499,999 | 78* | 10.3% | 163 | 19.8% |
| \$500,000 to \$999,999 | -- | -- | 47 | 5.7% |
| \$1,000,000 or more | -- | -- | -- | 0.0% |
| Total | 760 | 100.0% | 825 | 100% |

* 1990 Census category is \$300,000 or more
Source: 1990 and 2000 Census

In 2000, more than one-third, 36.3%, of existing residents in Cape May are paying more than 30% of their monthly income for housing. This data is displayed in Table V-4: 2000 Selected Owner-occupied Housing Costs as a Percentage of Monthly Income.

Table V-4: 1999 Selected Owner-occupied Housing Costs as a Percentage of Monthly Income

| Percentage of Income | Number of Households | Percentage of Households |
|----------------------|----------------------|--------------------------|
| Less than 15 percent | 284 | 34.3 |
| 15.0 to 19.9 percent | 132 | 16.0 |
| 20.0 to 24.9 percent | 52 | 6.3 |
| 25.0 to 29.9 percent | 58 | 7.0 |
| 30.0 to 34.9 percent | 59 | 7.2 |
| 35 percent or more | 240 | 29.1 |

Source: 2000 Census of Housing

As shown in Table V-5: Rental Values, there are moderately priced rental properties in the City. In 2000, more than 65% of the rental units in Cape May had a gross rent of less than \$750. The median rent for all rental units in 2000 was \$564.

Table V-7: Age of Housing Stock

| Year Structure Built | Number | Percent |
|----------------------|--------|---------|
| 1999 - March 2000 | 30 | 0.7% |
| 1995 - 1998 | 95 | 2.3% |
| 1990 - 1994 | 115 | 2.8% |
| 1980 - 1989 | 785 | 19.3% |
| 1970 - 1979 | 797 | 19.6% |
| 1960 - 1969 | 468 | 11.5% |
| 1940 - 1959 | 593 | 14.6% |
| 1939 or earlier | 1,181 | 29.1% |
| Total | 4,064 | 100.0% |

Source: 2000 Census of Housing

Demographic and Employment Characteristics

Age Distribution

The age distribution of the population can have important implications for the housing plan. Communities with a relatively large proportion of children have a need for larger family units while those with high proportions of senior citizens may have a need for smaller units.

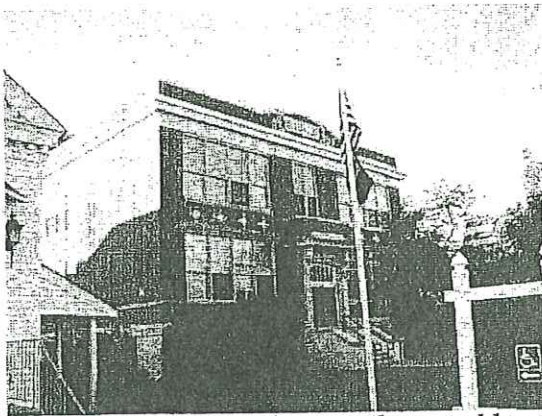
As shown in Table V-8: Age Distribution of Cape May's Population - 1990 and 2000, the population of Cape May has aged between 1990 and 2000. The percentage of each age group under age 35 has decreased, and the percentage of each age group over 35 has increased. In 1990 more than 47% of the population was under 35 years of age, while in 2000 that had changed to just over 37% of the population. The median age in 1990 was 37.2, compared to 37.6 for the County as a whole. In 2000 the median age had risen to 47.4 compared to 42.3 for the County.

Table V-8: Age Distribution of Cape May's Population
1990 and 2000

| Age Group | 1990 | Percent | 2000 | Percent |
|-------------|-------|---------|-------|---------|
| under 5 | 250 | 5.3% | 167 | 4.1% |
| 5-19 | 813 | 17.4% | 654 | 16.2% |
| 20-34 | 1,166 | 25.0% | 684 | 17.0% |
| 35-54 | 795 | 17.0% | 902 | 22.4% |
| 55-64 | 479 | 10.3% | 479 | 11.8% |
| 65 and over | 1,165 | 25.0% | 1,148 | 28.4% |
| Total | 4,668 | 100.0% | 4,034 | 100% |

VI. Community Facilities and Recreation Element

The City of Cape May faces an unusual challenge. Its year-round population is just over 4,000 people and yet it must provide a full range of municipal services to meet the needs of hundreds of thousands of seasonal visitors. The City has accomplished this mission through aggressive use of grant funding (facilitated by its designation as a "Center" in the State Plan); through a cooperative police service agreement with the adjacent municipalities of West Cape May and Cape May Point; and through innovative approaches to difficult problems, such its construction of the first water desalination plant in the Northeastern United States to provide an adequate supply of drinking water.



In 2001 Cape May's voters supported a government reform initiative that for the first time authorized the direct election of a Mayor for a full four-year term, to serve alongside a four-member City Council, whose members serve a three-year term. At the same time, the voters also elected a five-member Government Study Commission that was charged with the task of reviewing other local government options. A final report has not been issued, but the Commission has preliminarily voted by a 3-2 margin to recommend a Council-Manager form of government, as provided for under the Faulkner Act. The two dissenting members of the Commission voted to support a Mayor-Council form of government. Once a final report is agreed to, it will be submitted to the City Clerk and a ballot question would be placed before the voters in 2003. Any approved changes would not become effective until 2004.

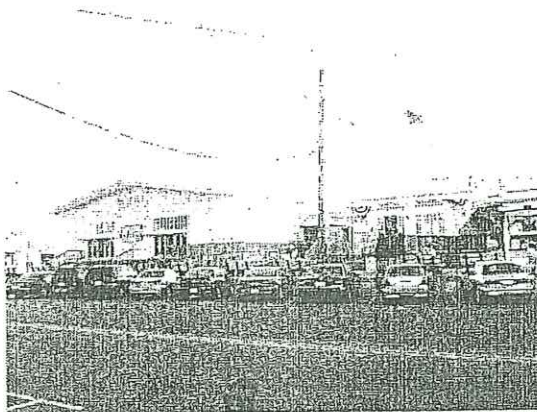
The City Government principally operates out of its City Hall, an older building at 643 Washington Street that was originally constructed as the local high school. As such, the building's design is inefficient for use as a modern government office building and it does not have adequate space to house all City functions. Police headquarters and most City administrative offices are located in City Hall, but the Recreation Department operates out of cramped quarters in Convention Hall and the offices of the Public Works Department are located at a separate complex, on Canning House Lane. The former high school auditorium serves as a meeting room for City Council, the Planning and Zoning Boards, and other official township meetings, but its balcony separates sections of City Hall's second floor. It must be used as a passageway between various second floor offices.

Nonetheless, the current city hall has the advantage of being centrally located at the edge of the downtown area. Further, it is located near a concentration of other public facilities, including the Fire Department building at Washington and Franklin Streets, and the former Franklin School. A City-owned parking lot connects these facilities. A

park maintenance and special events. The Recreation Department's year-round programs include youth sports, youth dance, adult softball leagues, youth soccer, a martial arts program, aerobics, a swim team and an independent Little League program. Direct Users (individuals in unstructured programs) include those who avail themselves of open programs in the Elementary and Franklin School gymnasiums, and with swimming programs at the pool at the Elementary School and on the Coast Guard Base.

An expanded program is offered to seasonal users. These activities are geared toward families and include a summer day camp and the children's playhouse. Special events, crafts festivals, and other attractions are conducted throughout the year, principally at Convention Hall. A Wednesday night concert series is held on summer evenings at the band shell at Rotary Park, near the Washington Street Mall. Trips are also offered to local attractions such as the Cape May Nature Center, the Cape May Point State Park, and the Cape May County Zoo at Cape May Court House.

Because city-owned recreational land in Cape May is limited, the Department makes use of other nearby facilities. Athletic fields in Lower Township and at the Cape May Elementary School are used once school is out for summer recess. The swimming pool and fields at the Coast Guard Base are made available when they do not conflict with base activities. County softball fields and outings to the County Zoo are also utilized in the department's activities. There is no official relationship with the privately operated attractions such as the Cape May Environmental Center or the Cape May Bird Observatory.



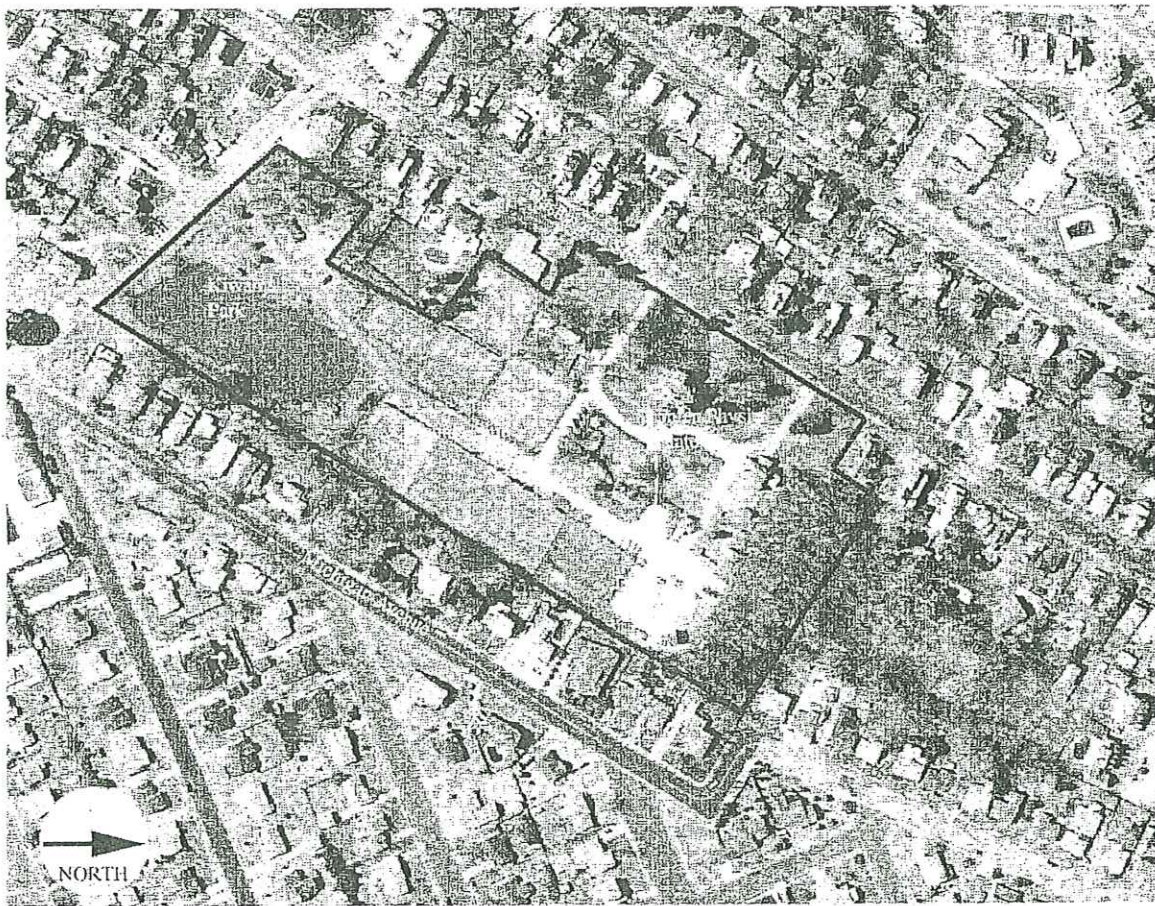
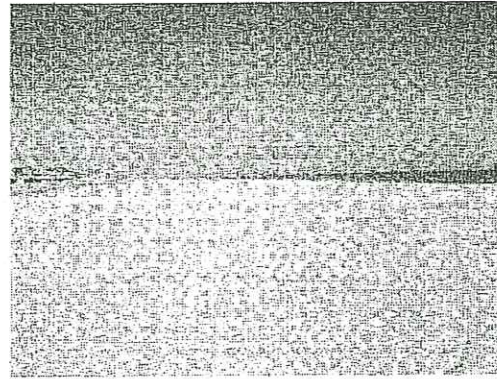
There is a question regarding the future of Cape May's Convention Hall. The current building was constructed in 1965 to replace an earlier historic convention center that was destroyed by a hurricane. The present building is in need of repair, but structural improvements have been programmed. Some local leaders have suggested rebuilding Convention Hall, but that decision should not be approached lightly.

The total interior floor area of Cape May's Convention Hall is 8,240 square feet, but most activities are limited to the 5,400 square foot area of the main wooden floor. The building provides the only significant publicly owned assembly area in Cape May, but its limited floor area cannot compete for large conventions and other attractions with either the 500,000 square foot Atlantic City Convention Center or even the 72,000 square feet of exhibition space available at the new Wildwood Convention Center. Nor is the demand for a new facility clear at present. Smaller conference facilities are available at several local hotels: Congress Hall, the Marquis de Lafayette and the Grand Hotel.

Another issue is that Cape May's Convention Hall extends on piers over the beach, as shown in the photo below. This presents two problems: (1) it is highly susceptible to

during summer months by lifeguards and the Beach Patrol has sand wheelchairs available to promote handicapped access. Ocean rescue is facilitated by motorized craft, a waverunner, and ten lifeboats.

Beyond the beach, the City's recreational assets are somewhat limited. The largest single tract of City-owned recreational land is approximately 9.5 acres of contiguous land that extends east of Madison Avenue, generally between Washington Street and Michigan Avenue. This site contains the historic and architecturally significant Emlen Physick Estate at 1048 Washington Street, which has been leased to the Mid-Atlantic Center for the Arts. In addition to conducting tours of the Physick Estate, the Mid-Atlantic Center conducts a number of other year-round tourist-based activities, including its operation of the Cape May Lighthouse (which is located outside of the city limits). A portion of



Wise-Anderson Park could be expanded to three acres. This could be used for an enhanced park site or, if found to be necessary, a portion could be used for additional satellite parking. This site would be approximately 1,000 feet closer to the downtown area than the existing school parking lot that is currently being used with limited effectiveness during the summer months. (See the Traffic and Parking Element.)

Moreover, acquisition of this land would make the expanded Wise-Anderson Park contiguous to the 35.2 acre holdings of the Cape May Board of Education. The Board of Education's land extends back to Cape Island Creek and much of the rear portion is unusable wetland. However, the area closer to Lafayette Street contains the elementary school, its parking lot, and extensive athletic fields. The combined area, as shown on the aerial photograph above, would make a significant community asset.

The importance of additional parkland acquisition is underscored by the fact that there are few other opportunities for active recreational plan development in Cape May. All other public recreational land is passive, including the 0.34 acre Fisherman's Memorial and the 1.27 acre Harbor View Park, both located in East Cape May. Dune stabilization areas and the potential acquisition of large wetland areas in East Cape May will serve to enhance passive recreation holdings but are unsuitable for active use. It is recommended that the City seek grant funding to expand Wise-Anderson Park while the opportunity exists.

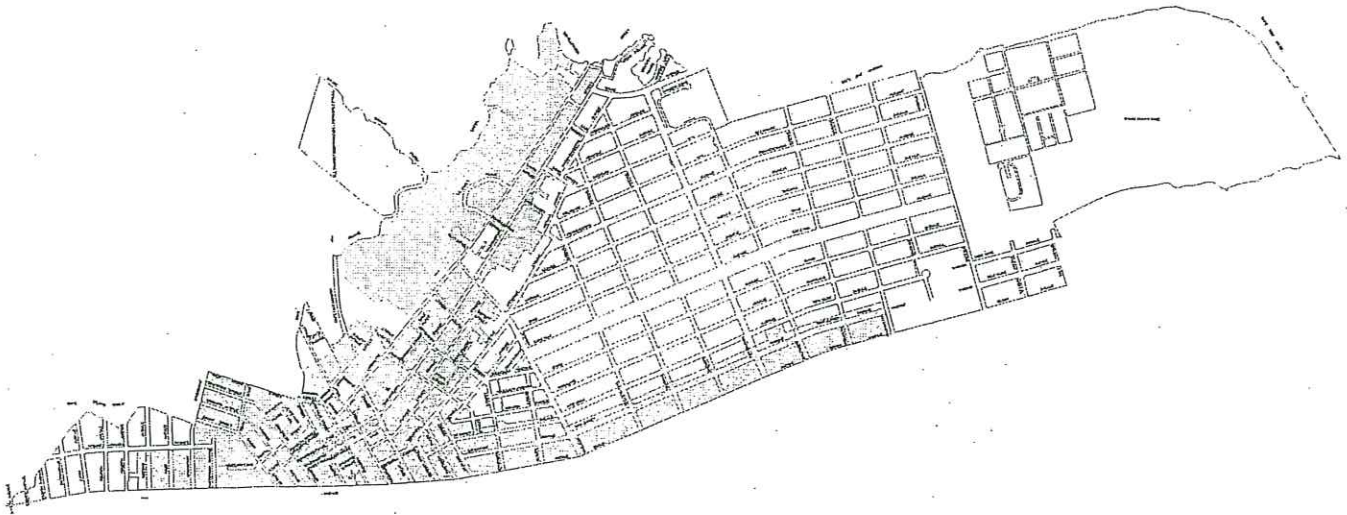
Cape May's other community facility needs seem to be well provided for. The City has constructed a water desalination plant that provides an adequate supply of public water. This plant is operating effectively and currently insure that an adequate and safe supply of drinking water is available to the City's residents and visitors. Nonetheless, the plant is expensive to operate and water conservation efforts must continue to be encouraged.

The City provides sanitary sewer collection and treatment services to almost all residents and businesses. Although the system is old and maintenance remains a continual concern, the system is adequate to meet the needs of Cape May.

owners are unable to cooperate. Had such an ordinance been in effect years ago, key historic structures such as the Admiral Hotel might have been prevented from becoming so deteriorated that renovations were no longer feasible. A more successful effort has been the restoration of the Congress Hotel, which reopened in 2002.

4. The HPC had previously recommended that the historic district be expanded to the whole city but that effort was not endorsed by the Planning Board. Current efforts have focused on a consolidation of the previous primary and secondary historic districts into a single unified district, following the previous boundaries. This boundary has been refined and is shown on the attached map. The HPC should serve as an advisory board for activity impacting historic resources outside of the current district. The critical concern is to explain how the review process would not include noncontributing properties.
5. City should explore how the HPC could assist with design decisions regarding new construction outside of the historic district. It is true that the widespread introduction of new construction, built in an unsympathetic style, may threaten the character of the City. However, it is important to remember that many parts of Cape May are not characterized by Victorian design. Architectural features that are compatible with the surrounding neighborhood are of the greatest concern.
6. It is recommended that the HPC look into the cost of hiring an architectural/historic administrator. This is done in other municipalities that review a similar number of applications. An additional inspector would also be helpful. Funding may be available from CLG grants. A professional education rotation should be created for HPC members to maintain the status of the CLG.
7. A more effective follow-up system should be developed between the HPC and Construction Official. This would ensure that resources receiving a Certificate of Appropriateness are completed within the terms of the Certificate.
8. The recently completed design guidelines are an important means of disseminating vital information about appropriate methods for and the importance of historic preservation in Cape May. The City and HPC should ensure that the guidelines are properly distributed and, when necessary, additional copies are professionally printed when the supply runs low.
9. The public is often unaware that they are in the Historic District or that they own a historic resource. There is a need to produce a handbook of the historic resources and to advise new owners that they own a historic structure. Key structures should have plaques. These recommendations are already being approached in two phases.

Historic District



CITY OF CAPE MAY
CAPE MAY MASTER PLAN
CAPE MAY COUNTY, NEW JERSEY
Map #6
Historic District



March 18, 2003
0 1000 2000 3000 Feet

THE WAEITZMAN PLANNING GROUP
1230 County Line Road, Bryn Mawr PA 19010-1505
Telephone: (610) 527-0600; Fax: (610) 527-0445

The success of the recycling program is critical in reducing both the cost and volume of solid waste that must be disposed of. It is therefore of concern to all citizens. The goal for the State was to be recycling 65% of the total solid waste by the year 2000. In 1997, 61% of the solid waste was being recycled, but this had decreased to 53% by the year 2000. Cape May County was above average for the State at nearly 60%.

The City of Cape May believes that it has a high recycling rate, but it recognizes that the commitment to recycling of many residents and businesses may not be matched by seasonal renters who may not bother to separate out the recyclable material.