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CHAPTER 7E

COASTAL ZONE MANAGEMENT

Authority

N.J.S.A. 13:19-1 et seq., 13:9A-1 et seq.,  
12:5-1 et seq., and 13:9B-1 et seq.

Source and Effective Date

R.1995 d.405, effective June 23, 1995.  
See: 27 N.J.R. 417(a), 27 N.J.R. 2738(a).

Executive Order No. 66(1978) Expiration Date

The expiration date of Chapter 7E, Coastal Zone Management, was extended by gubernatorial directive from June 23, 2000 to March 31, 2001. See: 32 N.J.R. 2591(c).

Chapter Historical Note

Chapter 7E, Coastal Zone Management, became effective September 28, 1978, as R.1978 d.292. See: 10 N.J.R. 184(a), 10 N.J.R. 384(a). Amendments became effective September 26, 1980, as R.1980 d.375. See: 12 N.J.R. 252(a), 12 N.J.R. 576(a). Further amendments became effective May 15, 1981 as R.1981, d.186. See: 13 N.J.R. 76(a), 13 N.J.R. 338(a). Further amendments became effective February 16, 1982, as R.1982 d.31. See: 13 N.J.R. 864(a), 14 N.J.R. 206(a). Further amendments became effective April 19, 1982, as R.1982 d.114. See: 13 N.J.R. 565(a), 14 N.J.R. 385(c), 14 N.J.R. 1155(a). A public notice regarding a Federal ruling on certain Chapter 7E rules was published at 14 N.J.R. 1467(b). Pursuant to Executive Order No. 66(1978), Chapter 7E was readopted as R.1985 d.422, effective July 24, 1985. See: 17 N.J.R. 1465(a), 17 N.J.R. 1797(c), 17 N.J.R. 2021(a). Pursuant to Executive Order No. 66(1978), Chapter 7E was readopted as R.1990 d.413, effective July 24, 1990. See: 22 N.J.R. 1188(a), 22 N.J.R. 2542(b). Subchapters 3A, Standards for Beach and Dune Activities, 3B, Information Required in Wetland Mitigation Proposals, and 3C, Assessing Impacts to Endangered and Threatened Wildlife Species in Environmental Impact Assessments, were adopted as New Rules by R.1994 d.380, effective July 18, 1994 (operative July 19, 1994). See: 26 N.J.R. 943(a), 26 N.J.R. 1561(a), 26 N.J.R. 2990(a). Chapter 7E was readopted as R.1995 d.405, effective June 23, 1995. See: Source and Effective Date.

Public Notice: Notice of Routine Program Implementation. See: 25 N.J.R. 1010(a).

See section annotations for specific rulemaking activity.

Appendix to Chapter 7E: Figures 1 through 16 were adopted as a part of R.1994 d.380 and form the Appendix to N.J.A.C. 7:7E. The Figures are not reproduced in this chapter, but can be reviewed by contacting the Office of Administrative Law, Rules and Publications, PO Box 301, Trenton, NJ 08625-0301, or the Department of Environmental Protection.

Notice of Routine Program Change. See: 30 N.J.R. 2087(a), 30 N.J.R. 2780(b), 30 N.J.R. 4284(a).

Case Notes

Coastal zone management rules preempted township ordinance governing placement and length of docks. *Tumino v. Long Beach Township*, 319 N.J.Super. 514, 725 A.2d 1173 (N.J.Super.A.D. 1999).

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**SUBCHAPTER 1. INTRODUCTION**

**7:7E-1.1 Purpose**

(a) This chapter presents the substantive rules of the Department of Environmental Protection regarding the use and development of coastal resources, to be used primarily by the Land Use Regulation Program in the Department in reviewing permit applications under the Coastal Area Facility Review Act (CAFRA), N.J.S.A. 13:19-1 et seq. (as amended to July 19, 1993), Wetlands Act of 1970, N.J.S.A. 13:9A-1 et seq., Waterfront Development Law, N.J.S.A. 12:5-3, Water Quality Certification (401 of the Federal Clean Water Act), and Federal Consistency Determinations (307 of the Federal Coastal Zone Management Act). Requests for Water Quality Certification shall also be reviewed in accordance with other applicable statutes and regulations administered by the Department including the Surface Water Quality Standards, N.J.A.C. 7:9B. The rules also provide a basis for recommendations by the Program to the Tidelands Resource Council on applications for riparian grants, leases and licenses.

1. Encourage development in more compact, deliberately designed community patterns to minimize land conflicts and to accommodate growth that would otherwise occur elsewhere, encourage development that does not exceed the carrying capacity of natural or built systems and that maintains or enhances the character of existing communities, and maintain existing low-density and low-intensity development patterns that do not exceed the carrying capacity of natural systems and are consistent with the existing landscape;

2. Encourage rural economic activities, such as agriculture and recreation, and guide higher intensity activities to the centers;

3. Encourage transportation systems that link centers in the Coastal Fringe Planning Area to each other and to the Coastal Metropolitan and Coastal Suburban Planning Areas; and

4. Encourage infrastructure that supports development in centers.

(e) The Coastal Rural Planning Area generally contains most of the CAFRA area's remaining prime agricultural land, as well as large contiguous tracts of forested areas and other open lands. It is interspersed with centers and with scattered commercial, industrial, and low density residential development. It is served by rural road networks and on-site wastewater and water supply systems. The Coastal Rural Planning Area also supports rural economic activities such as recreation related business. The policy objectives for the Coastal Rural Planning Area are as follows:

1. Protect and enhance the rural character and agricultural viability of the Coastal Rural Planning Area by guiding growth into centers, maintain existing low-density and low-intensity development patterns that are supporting rather than conflicting with the rural landscape, encourage creative land use techniques to minimize the impact of new development on rural features, and ensure that development does not exceed the capacity of natural and built systems;

2. Encourage a transportation network that accommodates agriculture and access to markets;

3. Encourage economic activities in centers that complement and support rural and agricultural communities and that provide diversity in the rural economy, accommodate economic activities outside of centers in ways that maintain or enhance the rural environment, have minimal impact on agricultural resources, and minimize the need for infrastructure improvements; and

4. Protect and preserve large contiguous areas of farmland and open space, and protect the critical resources and environmentally sensitive features of the coastal ecosystem, including water resources and wildlife habitat, by maintaining development outside of centers at low densities, and minimize conflicts between develop-

ment, agricultural practices, resource based activities, and sensitive coastal resources.

(f) The Coastal Environmentally Sensitive Planning Area generally has large contiguous land and water areas with critical coastal ecosystems, wildlife habitats, geological features, and other valuable coastal resources. Some of these lands have remained rural and relatively undeveloped, while others have been dominated by development for many years, such as the coastal barrier islands and spits. The barrier islands represent a major public investment in infrastructure systems that should be maintained while protecting the economic and ecological value of adjacent coastal resources. Centers on the barrier islands are almost all served by public wastewater facilities whereas centers in other environmentally sensitive areas are not often. Centers are usually linked by rural roads and separated by open spaces, or linked to the mainland by State highways crossing coastal wetlands and waterways. Areas outside of centers in the Coastal Environmentally Sensitive Planning Area are by definition more vulnerable to disturbance from new development. Damage may include fragmentation of landscapes, degradation of aquifers and potable water supplies, habitat destruction, extinction of plant and animal species, and destruction of other irreplaceable resources that are vital to the preservation of the ecological integrity of the coastal area. The Coastal Environmentally Sensitive Planning Area also supports recreation and tourism industries, and resource based industries such as mining and forestry. The policy objectives for the Coastal Environmentally Sensitive Planning Area are as follows:

1. Protect environmentally sensitive features by guiding development into centers and maintaining low intensity development patterns elsewhere, carefully link the location, character and magnitude of development to the capacity of natural and built environments to support new growth, accommodate development at higher intensities in the Coastal Environmentally Sensitive Planning Area barrier island centers, compatible with development patterns in existing centers, and discourage the development of public infrastructure facilities outside of centers;

2. Encourage transportation systems that link centers and support the travel and tourism industry, recreational and natural resource-based activities, and address the special seasonal demands of travel and tourism to barrier islands;

3. Locate economic development opportunities in centers that serve the surrounding region and the travel and tourism industry and accommodate in other areas appropriate seasonal, recreational, and natural resource based-activities that have a minimal impact on environmental resources; and

4. Protect sensitive natural resources critical to the maintenance of coastal ecosystems by maintaining large contiguous areas of undisturbed habitat, open space and undeveloped land, maintain the balance of ecological

systems and growth, and protect the areas outside of centers from the effects of development by maintaining it as open space.

New Rule, R.2001 d.81, effective March 5, 2001.

See: 32 N.J.R. 352(a), 32 N.J.R. 682(a), 33 N.J.R. 843(a).

Former N.J.A.C. 7:7E-5B.2, Boundaries for Coastal Planning Areas, CAFRA centers, CAFRA cores, and CAFRA nodes; Coastal centers, recodified to N.J.A.C. 7:7E-5B.3.

**7:7E-5B.3 Boundaries for Coastal Planning Areas, CAFRA centers, CAFRA cores, and CAFRA nodes; Coastal centers**

(a) The boundaries of the Planning Areas, the community development boundaries of centers, and the boundaries of cores and nodes formally approved by the State Planning Commission as of August 1, 1999 are incorporated by reference into this subchapter. These boundaries are the boundaries of the Coastal Planning Areas, CAFRA centers, CAFRA Cores and CAFRA nodes and shall be operative for the purposes of applying the requirements for impervious cover and vegetative cover under N.J.A.C. 7:7E-5 and this subchapter, unless the Department, in accordance with (b) and (c) below, accepts a State Planning Commission formally approved new or changed boundary, or unless the Department, in accordance with (b) and (e) below, rejects a State Planning Commission formally approved new or changed boundary and subsequently promulgates a revised boundary.

(b) Whenever the State Planning Commission formally approves (see (h) below) any new or changed Planning Area boundary, any new or changed community development boundary, or any new or changed core or node boundary, the Department shall evaluate the new or changed boundary to determine whether it is consistent with the purposes of the Coastal Area Facility Review Act, N.J.S.A. 13:19-1 et seq., and this chapter. The Department shall not reject or reject and revise a boundary unless it finds that accepting the State Planning Commission approved boundary would result in unacceptable harm to the coastal ecosystem or the resources of the built or natural environment, or would otherwise be clearly inconsistent with the purposes of the Coastal Area Facility Review Act, N.J.S.A. 13:19-1 et seq., or this chapter. For those new or changed community development boundaries or new or changed core or node boundaries which are located within the Pinelands National Reserve, the Department shall also, in consultation with the New Jersey Pinelands Commission, determine whether the boundaries are consistent with the intent, policies and objectives of the National Parks and Recreation Act of 1978, P.L. 95-625, section 502, creating the Pinelands National Reserve, and the State Pinelands Protection Act of 1979 (N.J.S.A. 13:18A-1 et seq.). Within 90 calendar days after the date on which the State Planning Commission formally approves such boundary, the Department shall publish in the New Jersey Register a notice of its determination to accept, reject, or reject and revise the boundary for the purposes of N.J.A.C. 7:7E-5 and this subchapter.

(c) If the Department determines under (b) above to accept the State Planning Commission formally approved new or changed Planning Area boundary, community development boundary, or core or node boundary, the accepted new or changed boundary is incorporated by reference as the boundary of the Coastal Planning Area, CAFRA center, CAFRA core and CAFRA node, and shall be operative 30 calendar days after the date of publication of the New Jersey Register notice under (b) above. A CAFRA center boundary shall supersede the boundary for a corresponding coastal center, if any, in Appendix 2 or Appendix 3, as applicable. CAFRA centers are listed for informational purposes in Appendix 4 of this chapter. As part of the New Jersey Register notice published under (b) above, the Department shall incorporate into Appendix 4 by administrative change the name of each CAFRA center for which the Department has accepted the boundary. However, in order to determine the location of a site with reference to the accepted boundaries of a CAFRA center, CAFRA core, or CAFRA node for purposes of determining the applicable impervious cover limit, an applicant shall refer to the CAFRA Planning Map in accordance with N.J.A.C. 7:7E-5B.4(b).

(d) If the Department determines under (b) above to reject the State Planning Commission formally approved new or changed Planning Area boundary, community development boundary, or core or node boundary, the boundary incorporated by reference under (a) above shall continue to be operative, except as provided under (e) below.

(e) The Department may determine under (b) above to reject the State Planning Commission formally approved new or changed Planning Area boundary, community development boundary, or core or node boundary and to establish a revised Coastal Planning Area, CAFRA center, CAFRA core, or CAFRA node boundary by promulgating an amendment to this chapter in accordance with the Administrative Procedure Act, N.J.S.A. 52:14B-1 et seq. Until the Department promulgates such revised boundary, the Coastal Planning Area, CAFRA center, CAFRA core, or CAFRA node boundary under (a) above shall continue to be operative.

(f) The CAFRA Planning Map, with all Coastal Planning Area, CAFRA center, CAFRA core, and CAFRA node boundaries operative under this section for purposes of N.J.A.C. 7:7E-5 and this subchapter, is available on the Department's Geographic Information System (GIS) and may be reviewed at the Department, 401 East State Street, Trenton, New Jersey 08625, (609) 292-1143.

(g) The boundaries delineated by the Department for coastal centers, as defined at N.J.A.C. 7:7E-5.2, are described in Appendices 2 and 3 of this chapter. The boundaries of the coastal centers in Appendix 2 shall expire on February 7, 2005. On and after February 7, 2005, the impervious cover limits and vegetative cover percentages for all sites in the CAFRA area, except for sites in the coastal centers in Appendix 3, shall be determined in accordance with N.J.A.C. 7:7E-5B.4(c), (e) or (f).

(h) For purposes of this section, a State Planning Commission formally approved new or changed boundary is one that the State Planning Commission has amended in accordance with the New Jersey State Planning Act, N.J.S.A. 52:18A-196 et seq., and the State Planning rules, N.J.A.C. 17:32.

(i) A site in the CAFRA area may include land in more than one coastal center, Coastal Planning Area, CAFRA center, CAFRA core, or CAFRA node. Where this occurs, the impervious cover limits and vegetative cover percentages appropriate to the respective coastal center, Coastal Planning Area, CAFRA center, CAFRA core, or CAFRA node portions of the site apply.

(j) Neither formal approval by the State Planning Commission of a new or changed boundary for a Planning Area, a new or changed community development boundary, or a new or changed core or node boundary, nor the incorporation by reference and acceptance or revision by the Department of such boundary as the Coastal Planning Area, CAFRA center, CAFRA core, or CAFRA node boundary under this section shall exempt any development from this subchapter or from any of the requirements in this chapter.

Public Notice: Atlantic Highlands Borough CAFRA center boundary acceptance.

See: 32 N.J.R. 2504(a).

Public Notice: Manasquan Borough CAFRA center boundary acceptance.

See: 32 N.J.R. 3182(a).

Recodified from N.J.A.C. 7:7E-5B.2 and amended by R.2001 d.81, effective March 5, 2001.

See: 32 N.J.R. 352(a), 32 N.J.R. 682(a), 33 N.J.R. 843(a).

In (b), added the second sentence; rewrote (c); in (g), amended the N.J.A.C. reference. Former N.J.A.C. 7:7E-5B.3, Impervious cover limits for a site in the CAFRA area, recodified to N.J.A.C. 7:7E-5B.4.

#### **7:7E-5B.4 Impervious cover limits for a site in the CAFRA area**

(a) The impervious cover limit for a site in the CAFRA area shall be determined as follows:

1. If a site is located in a CAFRA center, CAFRA core, or CAFRA node, the impervious cover limit is determined under (c) below. Note that the impervious cover limit for such a site is calculated based on the acreage of the total land area on the site, as opposed to the acreage of the net land area on the site;

2. If a site is not located in a CAFRA center, CAFRA core, or CAFRA node but is located in the Coastal Metropolitan Planning Area or in a coastal center, the impervious cover limit is determined under (d) below;

3. If a site is not located in a CAFRA center, CAFRA core, or CAFRA node, and is not located in the Coastal Metropolitan Planning Area or in a coastal center, the impervious cover limit is determined under (e) below based on the Coastal Planning Area in which the site is located; and

4. If a site is located on a military installation, the impervious cover limit is determined under (f) below.

(b) To determine the location of a site for the purposes of determining the applicable impervious cover limit:

1. Determine if the site is located in a CAFRA center, CAFRA core, or CAFRA node by referring to the CAFRA Planning Map;

2. If the site is not located in a CAFRA center, CAFRA core, or CAFRA node, determine if the site is located in a coastal center by referring to Appendix 2 and 3;

3. If the site is not located in a CAFRA center, CAFRA core, or CAFRA node, and is not located in a coastal center, determine the Coastal Planning Area in which the site is located by referring to the CAFRA Planning Map; and

4. If the site is located on a military installation, see (f) below.

(c) If a site is located in a CAFRA center, CAFRA core, or CAFRA node, the impervious cover limit is the limit at (c)1 or 2 below, whichever is higher:

1. The acreage of the total land area on the site as determined under N.J.A.C. 7:7E-5.3(d)1, multiplied by the impervious cover percentage in Table H below for the type of CAFRA center, CAFRA core, or CAFRA node in which the site is located; or

2. The amount of legal, existing impervious cover located on the site, as determined under (g) below.

(d) If a site is located in the Coastal Metropolitan Planning Area or in a coastal center, the impervious cover limit is the limit at (d)1 or 2 below, whichever is higher:

1. The acreage of the net land area on the site as determined under N.J.A.C. 7:7E-5.3(d), multiplied by the impervious cover percentage in Table H below for the type of coastal center in which the site is located; or

2. The amount of legal, existing impervious cover located on the site, as determined under (g) below.

(e) If a site is not located in a CAFRA center, CAFRA core, or CAFRA node, is not located in the Coastal Metropolitan Planning Area, and is not located in a coastal center, the impervious cover limit is the limit at (e)1 or 2 below, whichever is higher:

1. The acreage of the net land area on the site as determined under N.J.A.C. 7:7E-5.3(d), multiplied by the impervious cover percentage in Table H below for the Coastal Planning Area in which the site is located; or

2. The acreage covered by buildings and/or asphalt or concrete pavement legally existing on the site at the time the application is submitted to the Department.

(f) If a site is located on a military installation, the impervious cover limit is the limit at (f)1 or 2 below, whichever is higher:

1. The acreage of the net land area on the site as determined under N.J.A.C. 7:7E-5.3(d), multiplied by the impervious cover percentage in Table H below for a military installation; or
2. The amount of legal, existing impervious cover located on the site, as determined under (g) below.

(g) For the purposes of determining impervious cover limits under (c)2, (d)2 and (f)2 above, the amount of existing impervious cover is the highest of the following, provided the impervious cover was legally placed on the site:

1. The amount of impervious cover located on the site at the time the application is submitted to the Department;
2. The amount of impervious cover that appears on the applicable 95-97 imagery; or
3. The amount of impervious cover that was placed under the authority of a coastal permit and after the date the photography was performed for the imagery in (g)2 above.

**TABLE H**  
**Percentages For Calculating Impervious Cover**  
**Limits Under N.J.A.C. 7:7E-5B.4**

<u>Site Location</u>	<u>Impervious Cover Percentage</u>
CAFRA Urban center	90 percent
CAFRA regional center	80 percent
Coastal regional center	
CAFRA core	
CAFRA node	
CAFRA town	70 percent
Coastal town	
Military installation	
CAFRA village	60 percent
Coastal village	
CAFRA hamlet	50 percent
Coastal hamlet	
Coastal Metropolitan Planning Area	80 percent
Coastal Suburban Planning Area, within a sewer service area*	30 percent
Coastal Suburban Planning Area, outside a Sewer service area*	5 percent
Coastal Fringe Planning Area	5 percent
Coastal Rural Planning Area	3 percent
Coastal Environmentally Sensitive Planning Area	3 percent

\* "Sewer service area," for the purpose of this section, means the "sewer service area" as described at N.J.A.C. 7:15-5.16(a) and 5.18(c)4 and (c)5, and identified in a wastewater management plan in accordance with the Water Quality Management Planning rules at N.J.A.C. 7:15-5 and/or in an areawide water quality management plan in accordance with N.J.A.C. 7:15-3. Wastewater management plans and areawide water quality management plans may be reviewed at the Department's Division of Watershed Management, 401 East State Street, Trenton, New Jersey; 609-984-0058.

Recodified from N.J.A.C. 7:7E-5B.3 and amended by R.2001 d.81, effective March 5, 2001.

See: 32 N.J.R. 352(a), 32 N.J.R. 682(a), 33 N.J.R. 843(a).

In Table H, amended the N.J.A.C. reference in the title. Former N.J.A.C. 7:7E-5B.4, Vegetative cover percentages for a site in the CAFRA area, recodified to N.J.A.C. 7:7E-5B.5.

Petition for Rulemaking.

See: 33 N.J.R. 1210(b).

**7:7E-5B.5 Vegetative cover percentages for a site in the CAFRA area**

(a) The area (in acres) on a site in the CAFRA area in which trees and/or herb/shrub vegetation shall be planted or preserved is calculated as follows:

1. To determine the area (in acres) of tree preservation and/or tree planting on the site:
  - i. Determine the location of the site for purposes of determining applicable vegetative cover percentages using the method described at N.J.A.C. 7:7E-5B.5(b);
  - ii. Identify the forested or unforested portions of the site, as determined under N.J.A.C. 7:7E-5.5; and
  - iii. For each forested site or portion identified at (a)1ii above, multiply the acreage of the net land area on the forested site or forested portion as determined under N.J.A.C. 7:7E-5.3(d), by the tree preservation percentage in Table I below for the site location that applies to the site or portion, as determined under (a)1i above; and
  - iv. For each unforested site or portion identified at (a)1ii above, multiply the acreage of the net land area on the site or portion, as determined under N.J.A.C. 7:7E-5.3(d), by the tree planting percentage in Table I below for the site location that applies to the site or portion, as determined under (a)1i above; and
2. To determine the area (in acres) of herb/shrub vegetation preservation or planting on the site, subtract both the acreage of the impervious cover allowed under N.J.A.C. 7:7E-5B.4 and the acreage of tree planting and/or preservation required under (a)1 above from the acreage of the net land area on the site.

(b) If the sum of the acreage of tree planting required under (a)1 above plus the acreage of either the existing impervious cover on the site as determined under N.J.A.C. 7:7E-5B.4(c), (d), or (f), or the acreage covered by buildings and/or asphalt or concrete pavement as determined under N.J.A.C. 7:7E-5B.4(e), exceeds the net land area on the site, as determined under N.J.A.C. 7:7E-5.3(d), then trees shall be planted in the area (in acres) remaining after the acreage of impervious cover or acreage covered by buildings and/or asphalt or concrete pavement is subtracted from the acreage of the net land area on the site.

(c) The preservation or planting of trees and/or herb/shrub vegetation areas shall comply with the vegetative requirements at N.J.A.C. 7:7E-5.4.

TABLE I  
Tree Preservation and Planting Percentages  
for Forested and Unforested Sites

Site Location	Tree preservation percentage for forested portion of site	Tree preservation and/or planting percentage for unforested portion of site
CAFRA urban center	10 percent	0 percent
CAFRA regional center		
Coastal regional center		
CAFRA core		
CAFRA node		
Military installation		
CAFRA town	25 percent	5 percent
Coastal town		
CAFRA village	30 percent	5 percent
Coastal village		
CAFRA hamlet	40 percent	5 percent
Coastal hamlet		
Coastal Metropolitan Planning Area	10 percent	0 percent
Coastal Suburban Planning Area, within a sewer service area*	35 percent	5 percent
Coastal Suburban Planning Area, outside a sewer service area*	70 percent	5 percent
Coastal Fringe Planning Area		
Coastal Rural Planning Area		
Coastal Environmentally Sensitive Planning Area		

\* "Sewer service area," for the purpose of this section, means the "sewer service area" as described at N.J.A.C. 7:15-5.16(a) and 5.18(c)4 and 5, and identified in a wastewater management plan in accordance with the Water Quality Management Planning rules at N.J.A.C. 7:15-5 and/or in an areawide water quality management plan in accordance with N.J.A.C. 7:15-3. Wastewater management plans and areawide water quality management plans may be reviewed at the Department's Division of Watershed Management, 401 East State Street, Trenton, New Jersey; 609-984-0058.

Administrative correction.  
See: 32 N.J.R. 1515(b).  
Recodified from N.J.A.C. 7:7E-5B.4 and amended by R.2001 d.81, effective March 5, 2001.  
See: 32 N.J.R. 352(a), 32 N.J.R. 682(a), 33 N.J.R. 843(a).  
In (a) and (b), amended N.J.A.C. references.

SUBCHAPTER 6. GENERAL LOCATION RULES

7:7E-6.1 Rule on location of linear development

(a) A linear development, as defined at N.J.A.C. 7:7E-1.5, shall comply with the specific location rules to determine the most acceptable route, to the maximum extent practicable. If part of the proposed alignment of a linear development is found to be unacceptable under the

specific location rules, that alignment (perhaps not the least possible distance) may nonetheless be acceptable, provided the following conditions are met:

1. There is no prudent or feasible alternative alignment which would have less impact on sensitive areas;
2. There will be no permanent or long-term loss of unique or irreplaceable areas;
3. Appropriate measures will be used to mitigate adverse environmental impacts to the maximum extent feasible, such as restoration of disturbed vegetation, habitats, and land and water features; and
4. The alignment is located on or in existing transportation corridors and alignments, to the maximum extent practicable.

Amended by R.1994 d.380, effective July 18, 1994 (operative July 19, 1994).

See: 26 N.J.R. 943(a), 26 N.J.R. 1561(a), 26 N.J.R. 2990(a).

Amended by R.2000 d.45, effective February 7, 2000.

See: 31 N.J.R. 2042(a), 32 N.J.R. 503(a).

In (a), rewrote the first sentence of the introductory paragraph.

7:7E-6.2 Basic location rule

(a) A location may be acceptable for development under the specific location regulations in N.J.A.C. 7:7E-6.1, but the DEP may reject or conditionally approve the proposed development of the location as reasonably necessary to:

1. Promote the public health, safety, and welfare;
2. Protect public and private property, wildlife and marine fisheries; and
3. Preserve, protect and enhance the natural environment.

Amended by R.1994 d.380, effective July 18, 1994 (operative July 19, 1994).

See: 26 N.J.R. 943(a), 26 N.J.R. 1561(a), 26 N.J.R. 2990(a).

7:7E-6.3 Secondary impacts

(a) Secondary impacts are the effects of additional development likely to be constructed as a result of the approval of a particular proposal. Secondary impacts can also include traffic increases, increased recreational demand and any other offsite impacts generated by onsite activities which affect the site and surrounding region.

(b) Coastal development that induces further development shall demonstrate, to the maximum extent practicable, that the secondary impacts of the development will satisfy the Rules on Coastal Zone Management. The level of detail and areas of emphasis of the secondary impact analysis are expected to vary depending upon the type of development. Minor projects may not even require such an analysis. Transportation and wastewater treatment systems are the principal types of development that require a secondary impact analysis, but major industrial, energy, commercial,

residential, and other projects may also require a rigorous secondary impact analysis.

1. Secondary impact analysis must include an analysis of the likely geographic extent of induced development, its relationship to the State Development and Redevelopment Plan and the CAFRA Planning Map as defined at N.J.A.C. 7:7E-5.2, an assessment of likely induced point and non-point air and water quality impacts, and evaluation of the induced development in terms of all applicable Rules on Coastal Zone Management.

2. Models for secondary impact analysis may be found in New Jersey Department of Community Affairs, Division of State and Regional Planning, Secondary Impacts of Regional Sewerage Systems (1975), and in USEPA, Manual for Evaluating Secondary Impacts of Wastewater Treatment Facilities (EPA-600/5-78-003, 1978).

(c) Rationale: This statement can be reviewed at the Office of Administrative Law, Rules and Publications, Quakerbridge Plaza, Bldg. 9, PO Box 301, Trenton, New Jersey 08625-0301.

Amended by R.1985 d.715, effective February 3, 1986.  
See: 17 N.J.R. 1466(a), 17 N.J.R. 1797(b), 17 N.J.R. 1797(c), 18 N.J.R. 314(a).

Added text to (a) "Secondary impacts can ... and surrounding region."

Amended by R.1994 d.380, effective July 18, 1994 (operative July 19, 1994).

See: 26 N.J.R. 943(a), 26 N.J.R. 1561(a), 26 N.J.R. 2990(a).

Amended by R.2001 d.81, effective March 5, 2001.

See: 32 N.J.R. 352(a), 32 N.J.R. 682(a), 33 N.J.R. 843(a).

In (a), substituted "affect" for "effect"; in (b)1, inserted "and the CAFRA Planning Map as defined at N.J.A.C. 7:7E-5.2" preceding "an assessment".

#### Case Notes

Permit condition requiring Department of Environmental Protection determination did not conflict with state and federal plans and was not beyond the department's authority. Matter of Cape May County Mun. Utilities Authority, 242 N.J.Super. 509, 577 A.2d 840 (A.D.1990).

## SUBCHAPTER 7. USE RULES

OFFICE OF ADMINISTRATIVE LAW NOTE: Rationale statements were filed as a part of these rules, but have not been reproduced in this subchapter. The rationale statements can be reviewed at the following office:

Rules and Publications

Office of Administrative Law

Quakerbridge Plaza

Bldg. No. 9

PO Box 301

Trenton, New Jersey 08625-0301

### 7:7E-7.1 Purpose

Many types of development seek locations in the coastal zone. The second stage in the screening process of the Rules on Coastal Zone Management spells out a set of rules for particular uses of coastal resources. Use rules are rules and conditions addressed to particular kinds of development. Use rules do not preempt location rules which restrict development, unless specifically stated. In general, they introduce conditions which must be satisfied in addition to the Location rules (N.J.A.C. 7:7E-2 through 6), and the Resource rules described in the following subchapter (N.J.A.C. 7:7E-8).

Amended by R.1994 d.380, effective July 18, 1994 (operative July 19, 1994).

See: 26 N.J.R. 943(a), 26 N.J.R. 1561(a), 26 N.J.R. 2990(a).

#### Case Notes

Construction permit application denied due to anticipated nitrate production; testing to challenge application denial found to not meet acceptable scientific standards. Andover Mobile Home Park v. Dept. of Environmental Protection, 4 N.J.A.R. 420 (1981).

### 7:7E-7.2 Housing use rules

(a) "Housing" includes single family detached houses, multi-family units with apartments or town houses, high-rise buildings and mixed use developments.

(b) Standards relevant to water area and water's edge housing are as follows:

1. New housing or expansion of existing habitable housing is prohibited in Water Areas. Reconstruction of existing habitable structures on pilings located over water areas is conditionally acceptable except when damaged by wind, water or waves, in which case reconstruction is prohibited.

2. In special urban areas and along large rivers where water dependent uses are demonstrated to be infeasible, new housing is also acceptable on structurally sound existing pilings, or where piers have been removed as part of the harbor clean up program, the equivalent pier area may be replaced in the same or another location.

i. Structurally sound existing pilings may be reconfigured provided that the total area of water coverage is not increased and fisheries resources are not adversely impacted.

ii. Expansion of the total area of water coverage is discouraged, except where it can be shown that extensions are functionally necessary for water dependent uses.

iii. New housing acceptable under this rule shall be consistent with the Public Access to the Waterfront Rule (N.J.A.C. 7:7E-8.11), including provisions of fishing access as appropriate.

**APPENDIX 1**

**DESIGN STANDARDS AND SPECIFICATIONS**

(OAL NOTE: None of the figures comprising N.J.A.C. 7:7E Appendix 1 are reproducible in the New Jersey Admin-

istrative Code, but may be reviewed or a copy obtained by contacting the Office of Administrative Law, PO Box 049, Trenton, NJ 08625-0049.)

Amended by R.2000 d.45, effective February 7, 2000.  
See: 31 N.J.R. 2042(a), 32 N.J.R. 503(a).

## APPENDIX 2

## BOUNDARIES OF COASTAL CENTERS IN THE CAFRA AREA NOT LOCATED ON BARRIER ISLANDS, OCEANFRONT SPITS, OR PENINSULAS

For purposes of N.J.A.C. 7:7E-5 and 5B, this appendix sets forth the boundaries of coastal centers in the CAFRA area other than those on the barrier islands, oceanfront spits, or peninsulas (the boundaries of which are set forth in Appendix 3).

In accordance with N.J.A.C. 7:7E-5.3(c), the impervious cover allowed on a site within a Department-delineated coastal center must be placed on the net land area of the site, as determined under N.J.A.C. 7:7E-5.3(d). The placement of impervious cover on a site in a coastal center may be further restricted by other provisions of this chapter, including the Special Area rules at N.J.A.C. 7:7E-3.

The appendix is organized as follows: Counties are listed alphabetically. Within each county, the municipalities are listed alphabetically. Within each municipality, the coastal centers are listed alphabetically.

Maps of the coastal centers, for illustration only, may be reviewed at the Department, 401 East State Street, Trenton, New Jersey, (609) 292-1143. In case of any discrepancy between the maps and this text, this text shall govern. *Note:* When a point is described as being a certain distance from a particular street or railroad right-of-way, that distance is measured from the centerline of the right-of-way of such street or railroad.

## I. Atlantic County coastal centers

## A. Corbin City coastal hamlet

1. The coastal hamlet boundary extends from the southern intersection of State route 50 and Main Street (County route 611), thence a perpendicular distance of 500 feet east from State route 50, thence north along a line that is parallel to and 500 feet east of State route 50 to a point that is a perpendicular distance of 500 feet east of State route 50 at its intersection with Carl Road, thence west along that perpendicular line to State route 50, thence west on Carl Road to a point that is a perpendicular distance of 500 feet west of State route 50, thence south along a line that is parallel to and 500 feet west of State route 50 to Aetna Road, thence east on Aetna Road to Main Street (County route 611), and thence south on Main Street (County route 611) to State route 50.

## B. Egg Harbor Township coastal centers

1. Egg Harbor coastal town

- a. The coastal town boundary extends from the intersection of English Creek Avenue and Schoolhouse Lane, thence south on Schoolhouse Lane to Mays Landinomers Point Road (County route 559), thence southeast on Mays Landinomers Point Road (County route 559) to Steelmanville Road (County route 651), thence east on Steelmanville Road (County route 651) to Robert Best Road, thence northeast on Robert Best Road to a point that is a perpendicular distance of 2,000 feet west of Ocean Heights Avenue, thence south along a line that is parallel to and 2,000 feet west of Ocean Heights Avenue to Steelmanville Road (County route 651), thence west on Steelmanville Road (County route 651) to a point that is a perpendicular distance of 3,000 feet west of Ocean Heights Avenue, thence south along a line that is parallel to and 3,000 feet west of Ocean Heights Avenue to the Garden State Parkway, thence northeast on the Garden State Parkway to Ocean Heights Avenue, thence northwest on Ocean Heights Avenue to a point that is a perpendicular distance of 2,000 feet north of English Creek Avenue, thence west along a line that is parallel to and 2,000 feet north of English Creek Avenue to Evergreen Avenue, thence south on Evergreen Avenue to English Creek Avenue, and thence west on English Creek Avenue to Schoolhouse Lane.

## 2. West Atlantic City coastal town

- a. The coastal town boundary extends around that part of Egg Harbor Township that is (1) west of Atlantic City and north of Lakes Bay and (2) designated as Planning Area 5, but excludes any bay islands.

## C. Estell Manor coastal hamlet

1. The coastal hamlet boundary circumscribes an area that extends a perpendicular distance of 300 feet east of State route 50 between a point on State route 50 that is 1,000 feet south of Tuckahoe Road and a point on State route 50 that is 1,000 feet north of Tuckahoe Road.

## D. Galloway Township coastal centers

1. Conovertown coastal village

- a. The coastal village boundary extends from the intersection of Davis Avenue and the Absecon/Galloway Township municipal boundary, thence east along the municipal boundary to a point that is a perpendicular distance of 300 feet east of US route 9, thence north along a line that is parallel to and 300 feet east of US route 9 to Brown Avenue, thence east on Brown Avenue to a point that is a perpendicular distance of 1,500 feet east of US route 9, thence north along a line that is parallel to and 1,500 feet east of US route 9 to Bartlett Avenue, thence west on Bartlett Avenue to a point that is a perpendicular distance of 300 feet west of US route 9, thence south along a line that is parallel to and 300 feet west of US route 9 to Pennsylvania Avenue, thence west on Pennsylvania Avenue to Marshall Avenue, thence south on Marshall Avenue to a point that is a perpendicular distance of 200 feet north of Brook Avenue, thence west along a line that is parallel to and 200 feet north of Brook Avenue to Seaview Avenue, thence south and southeast on Seaview Avenue to Davis Avenue, and thence south on Davis Avenue to the municipal boundary.
2. Galloway coastal town
  - a. The coastal town boundary extends from the intersection of Jimmie Leeds Road and New Leaf Court, thence north along a line that is perpendicular to Jimmie Leeds Road to Highlands Avenue, thence west on Highlands Avenue to Sylvan Avenue (Collins Road), thence north on Sylvan Avenue (Collins Road) to a point that is a perpendicular distance of 300 feet north of Great Creek Road, thence west along a line that is parallel to and 300 feet north of Great Creek Road to a point that is a perpendicular distance of 500 feet west of Pitney Road, thence south along a perpendicular line to Great Creek Road, thence west on Great Creek Road to a point that is a perpendicular distance of 300 feet west of Dennis Drive, thence south along a line that is parallel to and 300 feet west of Dennis Drive to a point that is a perpendicular distance of 300 feet north of Key Drive, thence southwest along a line that is parallel to and 300 feet west of Key Drive to Jimmie Leeds Road, thence southwest to a point that is a perpendicular distance of 1,500 feet southwest of Jimmie Leeds Road, thence southeast along a line that is parallel to and 1,500 feet southwest of Jimmie Leeds Road to Eighth Avenue, thence north on Eighth Avenue to a point that is a perpendicular distance of 1,000 feet southwest of Jimmie Leeds Road, thence east along a line that is parallel to and 1,000 feet southwest of Jimmie Leeds Road to a point that is a perpendicular distance of 1,000 feet southwest of Jimmie Leeds Road at its intersection with New Leaf Court, and thence northeast along that perpendicular line to Jimmie Leeds Road.
3. Oceanville coastal hamlet
  - a. The coastal hamlet boundary extends from the intersection of US route 9 and Somerstown Road, thence east on Somerstown Road to a point that is a perpendicular distance of 2,000 feet east of US route 9, thence north along a line that is parallel to and 2,000 feet east of US route 9 to Somers Landing Road, thence west on Somers Landing Road to a point that is a perpendicular distance of 200 feet east of US route 9, thence north along a line that is parallel to and 200 feet east of US route 9 to Lily Lake Road, thence west on Lily Lake Road to US route 9, thence west a perpendicular distance of 200 feet, thence south along a line that is parallel to and 200 feet west of US route 9 to a point that is a perpendicular distance of 200 feet west of US route 9 at its intersection with Somerstown Road, and thence east along that perpendicular line to the intersection of US route 9 and Somerstown Road.
4. Smithville coastal town
  - a. The coastal town boundary extends from the intersection of Pitney Road and Spencer Lane, thence east on Spencer Lane to its end, thence east on the same bearing as Spencer Lane to Collins Road, thence south on Collins Road to Galloway Road, thence east on Galloway Road 1,500 feet to an unnamed road, thence northeast on the unnamed road to Old Port Republic Road, thence north on Old Port Republic Road to Heritage Court, thence due east to a point that is a perpendicular distance of 1,800 feet west of US route 9, thence due north 750 feet, thence east along a line perpendicular to US route 9 to a point that is a perpendicular distance of 2,000 feet east of US route, thence southeast along a line that is perpendicular to Leeds Point Road to the intersection of Leeds Point Road and Evergreen Road, thence northeast on Leeds Point Road to Moss Mill Road, thence west on Moss Mill Road to Smitowen Road, thence north on Smitowen Road to the point at which it changes direction, thence northwest along a line a distance of 1,750 feet to the eastern end of an unnamed road, thence southwest along that unnamed road to US route 9, thence south on US route 9 to County route 610, thence northwest on County route 610 to its intersection with Glory Road, thence west from County route 610 a perpendicular distance of 1,000 feet, thence southeast along a line parallel to and a perpendicular distance of 1,000 feet southwest of County route 610 to a point that is a perpendicular distance of 1,000 feet north of

Moss Mill Road, thence west along a line parallel to and a perpendicular distance of 1,000 feet north of Moss Mill Road to Cavesson Drive, thence south on Cavesson Drive to Moss Mill Road, thence west on Moss Mill Road to Old Port Republic Road, thence south on Old Port Republic Road to the southernmost property line of the Smithville School, thence west along the property line to Collins Road, thence south on Collins Road a distance of 1,500 feet, thence due west to Pitney Road, and thence south on Pitney Road to Spencer Lane.

5. Wrangleboro coastal town

- a. The coastal town boundary extends from a point on the Garden State Parkway that is 1,500 feet north of Jimmie Leeds Road, thence due east to a point that is a perpendicular distance of 2,000 feet east of Wrangleboro Road, thence north along a line that is parallel to and a perpendicular distance of 2,000 feet east of Wrangleboro Road to a point that is a perpendicular distance of 1,800 feet south of Collins Road, thence east along a line that is parallel to and 1,800 feet south of Collins Road to Pitney Road, thence south on Pitney Road a distance of 1,000 feet, thence a perpendicular distance of 1,700 feet east from Pitney Road, thence north along a line that is parallel to and a perpendicular distance of 1,700 feet east of Pitney Road to a point that is a perpendicular distance of 1,000 feet north of Moss Mill Road, thence west along a line that is parallel to and a perpendicular distance of 1,000 feet north of Moss Mill Road to Pitney Road, thence north along Pitney Road to a point that is a perpendicular distance of

1500 feet north of Moss Mill Road, thence west along a line that is parallel to and a perpendicular distance of 1,500 feet north of Moss Mill Road to a point that is a perpendicular distance of 1,500 feet north of Moss Mill Road at its intersection with the Galloway Township/Port Republic City municipal boundary, thence south along a line perpendicular to Moss Mill Road to the intersection of Moss Mill Road and the municipal boundary, thence west along Moss Mill Road to Wrangleboro Road, thence west along Moss Mill Road a distance of 1,500 feet, thence south along a line that is west of and parallel to Wrangleboro Road to a point that is 1,100 feet due west of a point on Wrangleboro Road that is 1,200 feet south of the intersection of Wrangleboro Road and Moss Mill Road, thence due east to Wrangleboro Road, thence south on Wrangleboro Road to a point that is 2,000 feet south of the intersection of Wrangleboro Road and Moss Mill Road, thence due west to the right of way of the Garden State Parkway, thence south on the Garden State Parkway a distance of 900 feet, thence due east to a point that is a perpendicular distance of 2,000 feet west of Wrangleboro Road, thence south along a line that is parallel to and a perpendicular distance of 2,000 feet west from Wrangleboro Road for a distance of 3,000 feet, thence due west to the right of way of the Garden State Parkway, and thence south on the Garden State Parkway to a point on the Garden State Parkway that is 1,500 feet north of Jimmie Leeds Road.

E. Hamilton Township coastal centers

1. Clarkstown coastal hamlet
    - a. The coastal hamlet boundary extends from the intersection of Gravelly Run Road and Mays Landing–Somers Point Road (County route 559), thence west on Gravelly Run Road to Clarkstown Road, thence northwest and north on Clarkstown Road to Old River Road, thence southeast on Old River Road to Mays Landing–Somers Point Road (County route 559), and thence southeast on Mays Landing–Somers Point Road (County route 559) to Gravelly Run Road.
- F. Port Republic City coastal centers
1. Chestnut Neck coastal hamlet
    - a. The coastal hamlet boundary extends from the intersection of the Garden State Parkway and US route 9, thence south on the Garden State Parkway to a point that is 3,000 feet south of the intersection of the Garden State Parkway and US route 9, thence southeast along a line that is perpendicular to the Garden State Parkway to Old New York Road (Chestnut Neck Road), thence northeast on Old New York Road (Chestnut Neck Road) to a point that is 1,400 feet north of the intersection of Old New York Road (Chestnut Neck Road) and US route 9, thence due west to US route 9, and thence north on US route 9 to the Garden State Parkway.
  2. Port Republic coastal village
    - a. The coastal village boundary extends from the intersection of Old New York Road (County route 575) and Adams Avenue, thence west on Adams Avenue to Clarks Landing Road (County route 624), thence northwest on Clarks Landing Road (County route 624) to the Garden State Parkway, thence west on the Garden State Parkway to a point that is a perpendicular distance of 800 feet west of Mill Road, thence south along a line that is parallel to and 800 feet west of Mill Road to Pomona Road, thence west on Pomona Road to Main Street, thence east on Main Street to Old New York Road (County route 575), and thence north on Old New York Road (County route 575) to Adams Avenue.
- G. Weymouth Township coastal centers
1. Belcoville coastal village
    - a. The coastal village boundary extends from the intersection of State route 50 and Grace Avenue, thence northeast on Grace Avenue to Madden Avenue, thence north on Madden Avenue to Lafayette Street, thence east on Lafayette Street to Grace Avenue, thence east on the same bearing to a point that is a perpendicular distance of 1,200 feet east of State route 50, thence north along a line that is parallel to and 1,200 feet east of State route 50 to Danenhaver Lane, thence west on Danenhaver Lane to State route 50, and thence south on State route 50 to Grace Avenue.
- II. Burlington County coastal centers
- A. Bass River coastal village
    1. The coastal village boundary circumscribes an area that extends a perpendicular distance of 200 feet on either side of US route 9 between the Garden State Parkway and a point on US route 9 that is 2,000 feet east of the Garden State Parkway.
- III. Cape May County coastal centers
- A. Dennis Township coastal centers
    1. Clermont coastal hamlet
      - a. The coastal hamlet boundary extends from a point on the Dennis Township/Middle Township municipal boundary that is 700 feet west of US route 9, thence east along the border to the Garden State Parkway, thence north along the Garden State Parkway to a point due east of the southernmost intersection of US route 9 and Radcliffe Avenue (State Highway 83), thence west to the intersection of US route 9 and Radcliffe Avenue (State Highway 83), thence northeast along US route 9 to a point 1,700 feet from the intersection of US route 9 and Radcliffe Avenue (State Highway 83), thence due west to Radcliffe Avenue (State Highway 83), and thence southwest along a line that is parallel to US route 9 to the municipal boundary.
    2. Dennisville coastal village
      - a. The coastal village boundary extends from the intersection of State Highway 47 and Main Street north along Main Street to a point 400 feet south of Gatzmer Road, thence northeast along a line that is parallel to and 400 feet from Gatzmer Road to the Penn Central Reading Seashore railroad right of way, thence northeast along the railroad right of way to a point that is 400 feet south of Dennisville Road (County route 610), thence east along a line that is parallel to and 400 feet south of Dennisville Road (County route 610) to a point that is 400 feet west of the unnamed road leading to the Dennis Township municipal building, thence south along a line that is parallel to and 400 feet west of the unnamed road to a point that is 1,200 feet from Dennisville Road (County route 610), thence east along a line parallel to and 1,200 feet from Dennisville Road (County route 610) to a point that is 400 feet east of the unnamed road, thence north along a line that is parallel to and 400 feet east of the unnamed road to Dennisville Road (County route 610), thence west along Dennisville Road (County route 610) to State Highway 47, thence west a perpendicular distance of 400 feet from State

Highway 47, thence southeast along a line that is parallel to and 400 feet west of State Highway 47 to a point 400 feet due west of the intersection of State Highway 47 and Main Street, and thence east to the intersection of State Highway 47 and Main Street.

3. Eldora coastal hamlet

a. The coastal hamlet boundary extends from the intersection of Stipson's Island Road and Schoolhouse Lane, thence east on Schoolhouse Lane to a point 200 feet west of State route 47, thence southeast for a distance of 800 feet along a line parallel to and 200 feet west of State route 47, thence northeast along a line perpendicular to State route 47 to State route 47, thence northwest on State route 47 to a point 800 feet west of the intersection of State route 47 and Stipson's Island Road, thence a perpendicular distance of 200 feet south from State route 47, thence east along a line parallel to and 200 feet south of State route 47 to Stipson's Island Road, and thence south on Stipson's Island Road to Schoolhouse Lane.

4. Oceanview coastal hamlet

a. The coastal hamlet boundary extends from a point that is a perpendicular distance of 400 feet west of the point on US route 9 that is 400 feet south of the intersection of US route 9 and Sea Isle Boulevard, thence southeast along a line that is parallel to and 400 feet south of Sea Isle Boulevard to the Garden State Parkway, thence north on the Garden State Parkway to a point that is due east of the intersection of US route 9 and Woodbine Oceanview Road (County route 550), thence west to the intersection of US route 9 and Woodbine Oceanview Road (County route 550), thence west 400 feet on Woodbine Oceanview Road (County route 550), and thence south along a line that is parallel to and 400 feet west of US route 9 to a point that is a perpendicular distance of 400 feet west of the point on US route 9 that is 400 feet south of the intersection of US route 9 and Sea Isle Boulevard.

5. South Dennis coastal village

a. The coastal village boundary extends from the intersection of Court House–Dennisville Road (County route 657) and Gravel Hole Road, thence east on Gravel Hole Road to the New Jersey Transit railroad right of way, thence north along the railroad right of way to a point 200 feet south of Schoolhouse Lane (South Dennis–South Seaville Road), thence east along a line parallel to and 200 feet south Schoolhouse Lane (South Dennis–South Seaville Road) to State route 83, thence southeast on State route 83 to Village Lane, thence north a perpendicular distance of 500 feet from State route 83, thence northwest along a line that is parallel to and 500 feet north of State route 83 to a point that is a perpendicular distance of 500 feet northeast of a point on State route 83 that is 800 feet northwest of the intersection of State route 83 and Schoolhouse Lane (South Dennis–South Seaville Road), thence southwest along that perpendicular line to State route 83, thence northwest on State route 83 to the southernmost point of the intersection of State route 83 and State route 47, thence west to a point that is a perpendicular distance of 500 feet west from State route 47, thence south along a line that is parallel to and 500 feet west of State route 47 to a point that is a perpendicular distance of 500 feet northwest of State route 47 at its intersection with Court House–Dennisville Road (County route 657), thence southeast along a line that is parallel to and 500 feet west of Court House–Dennisville Road (County route 657) to a point that is a perpendicular distance of 500 feet west of Court House–Dennisville Road (County route 657) at its intersection with Gravel Hole Road, and thence northeast along that perpendicular line to the intersection of Court House–South Dennis Road (County route 657) and Gravel Hole Road.

6. South Seaville coastal hamlet

- a. The coastal hamlet extends from the intersection of Clermont–South Seaville Road (County route 608) and Furlong Drive, thence east on Furlong Drive to a point that is a perpendicular distance of 500 feet east of Clermont–South Seaville Road (County route 608), thence north along a line parallel to and 500 feet east of Clermont–South Seaville Road (County route 608) to a point 500 feet south of Main Street, thence east along a line parallel to and 500 feet south of Main Street to Maple Avenue, thence north on Maple Avenue to its end and continuing on the same bearing to a point 500 feet north of Main Street, thence west along a line parallel to and 500 feet north of Main Street to Old Goshen Road, thence northeast on Old Goshen Road to its end, thence northwest along a line perpendicular to Corsons Tavern Road to a point 300 feet northwest of Corsons Tavern Road, thence southwest along a line parallel to and 300 feet from Corsons Tavern Road to a point 500 feet north of Main Street, thence west along a line parallel to and 500 feet north of Main Street to a point 500 feet west of Woodbine Boulevard, thence south along a line parallel to and 500 feet west of Woodbine Boulevard to a point that is due west of the intersection of Clermont–South Seaville Road (County route 608) and Furlong Drive, and thence due east to the intersection of Clermont–South Seaville Road (County route 608) and Furlong Drive.
- B. Lower Township coastal centers
1. Schellenger's Landing coastal town
    - a. The coastal town boundary circumscribes the island known as Schellenger's Landing, which is bordered by the Cape May Canal, Spicer Creek, Cape Island Creek and Cape May Harbor, but excludes any area seaward of the mean high water line.
  2. Town Bank/North Cape May coastal town
    - a. The coastal town boundary extends from the intersection of Shore Drive and Pinewood Road, thence east on Pinewood Road to Clubhouse Drive, thence south on Clubhouse Drive to Fernwood Road, thence east on Fernwood Road to Norwood Road, thence south on Norwood Road to Brookdale Road, thence west on Brookdale Road to Clubhouse Drive, thence south on Clubhouse Drive to Delair, thence east on Delair to Oxford, thence south on Oxford to Racetrack, thence south on Racetrack to Town Bank Road, thence southeast on Town Bank Road to Beachhurst Drive, thence north on Beachhurst Drive to Clearwater Drive, thence north on Clearwater Drive to Linda Anne Drive, thence east on Linda Anne Drive to Margaret Drive, thence north on Margaret Drive to Heidi Drive, thence east on Heidi Drive to Bayshore Road (County route 603), thence southwest on Bayshore Road (County route 603) to Fire Lane, thence southeast on Fire Lane to Apple Blossom Drive, thence east on Apple Blossom Drive to Sunnyside Drive, thence south on Sunnyside Drive to a point 200 feet north of Town Bank Road, thence southeast along a line parallel to and 200 feet north of Town Bank Road to Shunpike Road, thence south on Shunpike Road to US route 9, thence west on US route 9 to Adriatic Road, thence south on the same bearing as Adriatic Road to the mean high water line of the Cape May Canal, thence west along the mean high water line to Beach Drive, thence north on Beach Drive, which becomes Shore Drive, and thence north on Shore Drive to Pinewood Road.
3. Villas coastal village
    - a. The coastal village boundary extends from a point 300 feet north of the intersection of Delaware Avenue and Miami Avenue, thence southeast along a line parallel to and 300 feet north of Miami Avenue to a point 300 feet north of the intersection of Miami Avenue and Peters Road, thence south to the intersection of Miami Avenue and Peters Road, thence southeast a perpendicular distance of 500 feet, thence south along a line parallel to and 500 feet east of Peters Road to Tampa Avenue, thence southeast on Tampa Avenue to Pensacola Road, which becomes Princeton Street, thence south on Princeton Street to Bates Avenue, thence west on Bates Avenue to Harvard Avenue, thence south on Harvard Avenue to Caroline Avenue, thence east on Caroline Avenue to Star Avenue, thence south on Star Avenue to Fulling Mill Road, thence west on Fulling Mill road to Bayshore Road, thence south on Bayshore Road to McKinley Road, thence west on McKinley Road to Weaver Avenue, thence south on Weaver Avenue to Edna Avenue, thence west on Edna Avenue to Fourth Avenue, thence southwest on Fourth Avenue to Bybrook Drive, thence southeast on Bybrook Drive to Baywyn Road, thence west on Baywyn Road to Clubhouse Drive, thence south on Clubhouse Drive to Mallow Road, thence west on Mallow Road to Shore Drive, thence north on Shore Drive to Fern Road, thence east on Fern Road to Shore Drive, thence north on Shore Drive to Delview Road, thence east on Delview Road to Bay Drive, thence north on Bay Drive to Wildwood Avenue, then northeast along a straight line to the intersection of Arbor Road and Delaware Bay Drive, thence north on Delaware Bay Drive to Birch Road, thence north along a straight line to the intersection of Cloverdale Avenue and

Beach Avenue, thence north on Beach Avenue to Evergreen Avenue, thence north along a straight line to the intersection of Spruce Avenue and Delaware Avenue, thence north on Delaware Avenue to Maryland Avenue, thence west on Maryland Avenue to Delaware Bay Drive, thence north on Delaware Bay Drive, which becomes Millman Lane, thence north on Millman Lane, which becomes Delaware Avenue, and thence north on Delaware Avenue to a point 300 feet north of Miami Avenue.

C. Middle Township coastal centers

1. Cape May Court House coastal regional center

a. The coastal regional center boundary extends from the intersection of the Garden State Parkway and Crest Haven Road north on the Garden State Parkway to a point 200 feet north of the intersection of the Garden State Parkway and Crest Haven Road, thence northwest along a line perpendicular to the Garden State Parkway to the Connecticut Transmission Line, thence southwest along the Connecticut Transmission Line to County route 657 (Court House–South Dennis Road), thence west a perpendicular distance of 1,500 feet, thence south along a line that is parallel to and 1,500 feet west of County route 657 (Court House–South Dennis Road) to Magnolia Drive, thence southwest on Magnolia Drive to Church Street, thence west on Church Street to County route 615 (Goshen Road), thence north on Goshen Road to the Connecticut Transmission Line, thence southwest along the Connecticut Transmission Line to a point that is due west of the intersection of Pacific Avenue and Shunpike Road, thence east to the intersection of Pacific Avenue and Shunpike Road, thence east on Pacific Avenue to the railroad right of way, thence south along the railroad right of way to a point 2,000 feet south of Oyster Road, thence due east to the Garden State Parkway, and thence northeast on the Garden State Parkway to First Avenue, thence east on First Avenue to a point that is a perpendicular distance of 2,000 feet east of the Garden State Parkway, thence north along a line that is parallel to and 2,000 feet east of the Garden State Parkway to a point that is a perpendicular distance of 500 feet north of Stone Harbor Boulevard, thence west along a line that is parallel to and 500 feet north of Stone Harbor Boulevard to the Garden State Parkway, and thence northeast on the Garden State Parkway to Crest Haven Road.

2. Del Haven coastal village

a. The coastal village boundary extends from the intersection of Delaware Avenue and Millman Boulevard, thence southwest on Delaware Avenue to Roosevelt Boulevard, thence southeast on Roosevelt Boulevard to 7th Street, thence southwest on 7th Street to a point 400 feet southwest of Roosevelt Boulevard, thence southeast along a line parallel to and 400 feet southwest of Roosevelt Boulevard to a point that is a perpendicular distance of 200 feet northwest of Bayshore Road (County route 603), thence southwest along a line that is parallel to and 200 feet northwest of Bayshore Road (County route 603) to a point that is a perpendicular distance of 200 feet north of Eldredge Avenue, thence west for a distance of 2,000 feet along a line that is parallel to and 200 feet north of Eldredge Avenue, thence due south to Eldredge Avenue, thence west on Eldredge Avenue to Delaware Avenue, thence south on Delaware Avenue to Sun Ray Beach Road, thence east on Sun Ray Beach Road to Oak Road, thence south on Oak Road to its end and then along the same bearing to a point 100 feet south of Rutledge Avenue, thence east along a line parallel to and 100 feet south of Rutledge Avenue to Bayshore Road, thence northeast on Bayshore Road to Lafayette Avenue, thence southeast on Lafayette Avenue to 15th Street, thence northeast on 15th Street to Norburys Landing Road (County route 642), thence northwest on Norburys Landing Road (County route 642) to 16th Street, thence northeast on 16th Street to its end, then along the same bearing to a point 800 feet northeast of Millman Boulevard, thence northwest along a line that is parallel to and 800 feet northeast of Millman Boulevard to a point that is northeast from the end of, and on the same bearing as, 7th Street, thence southwest along that bearing to 7th Street, thence southwest on 7th Street to Millman Boulevard, and thence northwest on Millman Boulevard to Delaware Avenue.

3. Goshen coastal hamlet

- a. The coastal hamlet boundary extends from the intersection of State route 47 and William Street, thence south on State route 47 to a point that is a perpendicular distance of 300 feet south of William Street, thence east along a line that is parallel to and 300 feet south of William Street to Goshen Road, thence north on Goshen Road to William Street, thence east on the same bearing as William Street for a distance of 300 feet, thence northwest along a line parallel to and 300 feet first from Goshen Road, then Goshewainton Road, and then State route 47, to a point that is 300 feet east of a point on State route 47 that is 1,000 feet north of the intersection of State route 47 and Goshen Landing Road, thence west along a line that is perpendicular to State route 47 to a point that is 300 feet west of State route 47, thence south along a line that is parallel to and 300 feet west of State route 47 to a point that is 300 feet west of the intersection of State route 47 and William Street, and thence east to the intersection of State route 47 and William Street.
4. Green Creek coastal hamlet
    - a. The coastal hamlet boundary extends from the intersection of Linda Lane and Paula Lane, thence northeast on Paula Lane to a point that is a perpendicular distance of 600 feet east of State route 47, thence northwest along a line that is parallel to and 600 feet east of State route 47 to Burleigh Road, thence northwest on Burleigh Road to a point that is a perpendicular distance of 400 feet east of State route 47, thence north along a line that is parallel to and 400 feet east of State route 47 to Lomurno Lane, thence west on Lomurno Lane to State route 47, thence west along the same bearing to a point that is a perpendicular distance of 400 feet west of State route 47, thence south along a line that is parallel to and 400 feet west of State route 47 to Linda Lane, and thence south on Linda Lane to Paula Lane.
  5. Rio Grande coastal regional center
    - a. The coastal regional center boundary extends from the intersection of Rio Grande Avenue and US route 9, thence southeast on Rio Grande Avenue to 6th Street, thence north on 6th Street to State route 47, thence southeast on State route 47 to the Garden State Parkway, thence northeast on the Garden State Parkway to a point that is east of, and on the same bearing as, the southernmost west-east road in the Marlyn Manor Trailer Park (Maurice Street), thence northwest to Maurice Street, thence northwest on Maurice Street to its end, thence northwest along the same bearing to US route 9, thence northeast on US route 9 to a point that is east of, and on the same bearing as, Satt Road, thence west to Satt Road, thence northwest on Satt Road to Railroad Avenue, thence southwest on Railroad Avenue to Davis Road, thence northwest on Davis Road to Shunpike Road, thence southwest on Shunpike Road to State route 47, thence southeast on State route 47 to US route 9, and thence southwest on US route 9 to Rio Grande Avenue.
  6. Swainton coastal hamlet
    - a. The coastal hamlet boundary extends from a point on Faith Run Road that is 500 feet west of US route 9, thence east on Faith Run Road to US route 9, thence east on the same bearing to a point that is 500 feet east of US route 9, thence northeast along a line that is parallel to and 500 feet east of US route 9 to a point 1,000 feet south of Avalon Boulevard, thence east along a line that is parallel to and 1,000 feet south of Avalon Boulevard to the Garden State Parkway, thence northeast on the Garden State Parkway to a point that is 1,000 feet north of Avalon Boulevard, thence northwest along a line that is parallel to and 1,000 feet north of Avalon Boulevard to the intersection of Brookridge Road and US route 9, thence northwest on Brookridge Road to a point 500 feet west of US route 9, and thence southwest along a line that is parallel to and 500 feet west of US route 9 to Faith Run Road.
  7. Whitesboro/Burleigh coastal village
    - a. The coastal village boundary extends from the intersection of US route 9 and Kings Avenue, thence a perpendicular distance of 1,000 feet southeast of US route 9, thence northeast along a line that is parallel to and 1,000 feet southeast of US route 9 to Lena Street, thence east on Lena Street to its end, and continuing on the same bearing to the Garden State Parkway, thence north on the Garden State Parkway to Wildwood Boulevard, thence west on Wildwood Boulevard to US route 9, thence northeast on US route 9 for 500 feet, thence northwest along a line that is parallel to and 500 feet north of Indian Trail (County route 618) to the Connectiv transmission line, thence southwest along the Connectiv transmission line to a point that is northwest from the end of, and on the same bearing as, Kings Avenue, thence southeast along that bearing to Kings Avenue, and thence southeast on Kings Avenue to US route 9.
- D. Upper Township coastal centers

1. Marmora/Beesley's Point/Palermo coastal town
    - a. The coastal town boundary extends from the intersection of the New Jersey Transit railroad right of way and Butter Road (County route 637), thence southeast on Butter Road to US route 9, thence north on US route 9 to Sea Sounds Lane, thence east on Sea Sounds Lane to its end, and continuing on the same bearing to the Garden State Parkway, thence north on the Garden State Parkway to Harbor Road, thence west on Harbor Road to US route 9, thence west to a point that is a perpendicular distance of 400 feet west from US route 9, thence south along a line that is parallel to and 400 feet west of US route 9 to Heritage Drive, thence west on Heritage Drive to its end, thence due west to the Conectiv transmission line, thence south along the transmission line to Elmwood Avenue, thence east on Elmwood Avenue to County route 631, thence southwest on County route 631 to the New Jersey Transit railroad right of way, and thence southwest along the railroad right of way to Butter Road (County route 637).
  2. Petersburg coastal village
    - a. The coastal village boundary extends from the intersection of Perry Road and State route 50, thence east on State route 50 to the upper wetlands boundary, thence north along the upper wetlands boundary to a point that is on the same bearing as White Pine Lane, thence west along that bearing to the end of White Pine Lane, thence west on White Pine Lane to Petersburg Avenue (County route 610), thence north on Petersburg Avenue (County route 610) to Tuckahoe Marmora Road, thence east on Tuckahoe-Marmora Road to Tuckahoe Road (County route 631), thence west on Tuckahoe Road (County route 631) to State route 50, and thence southeast on State route 50 to Perry Road.
  3. Seaville coastal hamlet
    - a. The coastal hamlet boundary extends from the intersection of Hope Corson Road and State route 50, thence due west to the Connectiv main transmission line, thence southwest along the transmission line to the Upper Township/Dennis Township boundary, thence southeast along the township boundary to the Garden State Parkway, thence northeast on the Garden State Parkway to Hope Corson Road, thence northwest on Hope Corson Road to State route 50.
  4. Tuckahoe coastal hamlet
    - a. The coastal hamlet boundary extends from the intersection of State route 50 and Budd Avenue, thence east on Budd Avenue to a point 500 feet east of State route 50, thence north along a line that is parallel to and 500 feet east of State route 50 to a point that is 200 feet south of Schoolhouse Lane, thence east for a distance of 500 feet along a line that is parallel to and 200 feet south of Schoolhouse Lane, thence north along a line that is perpendicular to Schoolhouse Lane to a point that is 200 feet north of Schoolhouse Lane, thence west along a line that is parallel to and 200 feet north of Schoolhouse Lane to a point that is 500 feet east of State route 50, thence north along a line that is parallel to and 500 feet east of State route 50 to Mosquito Landing Road, thence west on Mosquito Landing Road to State route 50, thence south on State route 50 to a point that is 500 feet north of State route 49, thence west along a line that is parallel to and 500 feet north of State route 49 to 2nd Avenue, thence south on 2nd Avenue to State route 49, thence east on State route 49 to State route 50, thence south on State route 50 to Budd Avenue.
- E. West Cape May coastal town

1. The coastal town boundary extends from a point on Sunset Boulevard that is 600 feet west of Broadway, thence south along a line parallel to and 600 feet west of Broadway to the municipal boundary, thence east along the municipal boundary to Broadway, thence north along Broadway to Perry Street, thence east on Perry Street to the West Cape May/Cape May City municipal boundary, thence north along the municipal boundary to a point 150 feet north of Myrtle Avenue, thence west along a line parallel to and 150 feet north of Myrtle Avenue to a point 150 feet east of Park Boulevard, thence north along a line parallel to and 150 feet east of Park Boulevard to a point 150 feet north of Leaming Avenue, thence west along a line parallel to and 150 feet north of Leaming Avenue to a point 400 feet east of Broadway, thence north along a line parallel to and 400 feet east of Broadway to a point that is a perpendicular distance of 100 feet north of Central Avenue, thence west along a line a perpendicular distance of 100 feet north of Central Avenue to a point 400 feet west of Broadway, thence south along a line that is parallel to and 400 feet west of Broadway to Sixth Avenue, thence west on Sixth Avenue to State Street, thence south on State Street to Fifth Avenue, thence east on Fifth Avenue to Green Street, thence south on Green Street to Fourth Avenue, thence east on Fourth Avenue to Columbia Avenue, thence south on Columbia Avenue to Third Avenue, thence west on Third Avenue to Morrison Avenue, thence south on Morrison Avenue to Sunset Boulevard, and thence east on Sunset Boulevard to a point 600 feet west of Broadway.

#### IV. Cumberland County coastal centers

##### A. Bridgeton coastal regional center

1. The coastal regional center boundary extends from the intersection of Barrett's Run Road (County route 661) and Roadstown Road (State route 626), thence south on Barrett's Run Road (County route 661) to a point that is a perpendicular distance of 1,000 feet south of Roadstown Road (County route 626), thence east along a line that is parallel to and 1,000 feet south of Roadstown Road (State route 626) to a point that is north of the end of, and on the same bearing as, County House Lane, thence south to County House Lane, thence south on County House Lane to Trench Road (County route 699), thence east on Trench Road (County route 699) to Dutch Neck Road (County route 650), thence north on Dutch Neck Road (County route 650) to the Bridgeton/Hopewell municipal boundary, thence south and east along the municipal boundary to the west bank of the Cohansey River, thence east across the Cohansey River to the mean high water line on the east bank of the Cohansey River, thence south along

the mean high water line to the municipal boundary, thence east along the municipal boundary to Burlington Road, thence north on Burlington Road to State route 49, thence west on State route 49 to West Avenue, thence south on West Avenue to Roadstown Road (State route 626), and thence west on Roadstown Road (State route 626) to Barrett's Run Road (County route 661).

##### B. Commercial Township coastal centers

###### 1. Mauricetown coastal village

- a. The coastal village boundary extends from a point on Noble Street that is 200 feet west of Second Street, thence south to a point that is west of, and on the same bearing as, South Street, thence east to the intersection of Second Street and South Street, thence due south 200 feet, thence east along a line that is parallel to and 200 feet south of South Street to Front Street, thence north on Front Street to South Street, thence east from Front Street a perpendicular distance of 200 feet, thence north along a line that is parallel to and 200 feet east of Front Street to High Street (Haleyville Mauricetown Road), thence west on High Street (Haleyville Mauricetown Road) to a point that is 1,600 feet west of Fourth Street, thence due south to Noble Street, and thence east on Noble Street to a point 200 feet west of Second Street.

###### 2. Port Norris coastal village

- a. The coastal village boundary extends from the intersection of Warren Lane (County route 680) and Warren Street, thence south on Warren Lane (County route 680) to a point that is a perpendicular distance of 1,000 feet south of Main Street, thence east along a line that is parallel to and 1,000 feet south of Main Street to a point that is a perpendicular distance of 1,000 feet south of a point on Main Street that is 200 feet east of Maurice Avenue, thence north along that perpendicular line to a point that is a perpendicular distance of 200 feet south of Main Street, thence east along a line parallel to and 200 feet south of Main Street to its end, thence north along a line that is perpendicular to Main Street to a point 200 feet north of Main Street, thence west along a line parallel to and 200 feet north of Main Street to a point that is a perpendicular distance of 200 feet east of Maurice Avenue, thence north along a line parallel to and 200 feet east of Maurice Avenue to Brown Street, thence west on Brown Street to a point that is a perpendicular distance of 500 feet east of North Avenue, thence north along a line that is parallel to and 500 feet east of North Avenue to a point that is due east of the intersection of North Avenue and Wockyock Road, thence west to the intersection of North Avenue and Wock-

yock Road, thence southwest on Wockyock Road to Warren Street, and thence west on Warren Street to the intersection of Warren Street and Warren Lane (County route 680).

C. Downe Township coastal centers

1. Dividing Creek coastal village

a. The coastal village boundary extends from the intersection of Campbell Street and Main Street (County route 553), thence southeast on Main Street (County route 553) to Union Street, thence northeast on Union Street to the point at which it changes direction, thence north along the same bearing to a point 200 feet northwest of the point at which Union Street changes direction, thence northwest along a line parallel to and 200 feet northwest of Union Street to a point that is a perpendicular distance of 200 feet northwest of Church Street, thence southwest along a line that is parallel to and 200 feet northwest of Church Street to a point that is a perpendicular distance of 200 feet north of Hickman Avenue, thence west along a line that is parallel to and 200 feet north of Hickman Avenue to a point that is a perpendicular distance of 200 feet north of Hickman Avenue at its intersection with Campbell Street, thence south to the intersection of Hickman Avenue and Campbell Street, thence southwest a perpendicular distance of 200 feet from Campbell Street, thence southeast along a line that is parallel to and 200 feet southwest of Campbell Street to a point that is a perpendicular distance of 200 feet southwest of the point at which Campbell Street changes direction, thence northeast to the point at which Campbell Street changes direction, and thence northeast on Campbell Street to Main Street (County route 553).

2. Fortescue coastal village

a. The coastal village boundary extends from a point on Delaware Avenue that is 800 feet south of the intersection of Delaware Avenue and Downe Avenue, thence east a perpendicular distance of 700 feet, thence north along a line that is parallel to and 700 feet east of Delaware Avenue to Downe Avenue, thence east and north on Downe Avenue to Creek Road, thence west and northwest on Creek Road to River Road, thence west on River Road to Delaware Avenue, and thence south on Delaware Avenue to Downe Avenue.

3. Newport coastal village

a. The coastal village boundary extends from a point on Fortescue Road that is 500 feet south of the intersection of Hall Street and Fortescue Road, thence northeast along a line that is parallel to and 500 feet south and east of Hall Street to a point that is a perpendicular distance of 200 feet south of Methodist Road, thence southeast along a line that is parallel to and 200 feet south of Methodist Road to a point that is 1,800 feet southeast of the intersection of Methodist Road and Mill Road, thence northeast along a line to a point that is a perpendicular distance of 200 feet north of Methodist Road, thence northwest along a line that is parallel to and 200 feet north of Methodist Road to a point that is a perpendicular distance of 200 feet east of Mill Road, thence north along a line that is parallel to and 200 feet east of Mill Road to a point that is a perpendicular distance of 100 feet north of County route 656, thence southwest along a line that is parallel to and 100 feet north of Main Street (County route 656) to a point that is a perpendicular distance of 100 feet north of a point on Main Street (County route 656) that is 1,000 feet southwest of its intersection with Fortescue Road, thence south along a line that is perpendicular to Main Street (County route 656) to a point that is 100 feet south of Main Street (County route 656), thence northeast along a line that is parallel to and 100 feet south of County route 656 (Main Street) to a point that is 200 feet west of Fortescue Road, and thence south along a line that is parallel to and 200 feet west of Fortescue Road to a point that is a perpendicular distance of 200 feet west of a point on Fortescue Road that is 500 feet south of its intersection with Hall Street.

D. Fairfield Township coastal centers

1. Fairton coastal village

- a. The boundary for the southern part of the coastal village extends from a point on Rockville Road that is 1,400 feet west of the intersection of Rockville Road and Cedarville Road, thence south a perpendicular distance of 200 feet, thence east along a line that is parallel to and 200 feet south of Rockville Road to a point that is a perpendicular distance of 200 feet west of Cedarville Road, thence south along a line that is parallel to and 200 feet west of Cedarville Road to a point that is a perpendicular distance of 200 feet west of a point on Cedarville Road that is 2,000 feet south of its intersection with Rockville Road, thence east along a line that is perpendicular to Cedarville Road to a point that is 200 feet east of Cedarville Road, thence north along a line that is parallel to and 200 feet east of Cedarville Road to a point that is due west of the intersection of Lummis Mill Road and the former Central Railroad of New Jersey right-of-way, thence due east to of the intersection of Lummis Mill Road and the former Central Railroad of New Jersey right-of-way, thence northeast along the railroad right-of-way to a point that is a perpendicular distance of 300 feet north of Main Street (County route 698), thence southwest along a line that is parallel to and 300 feet north of Main Street (County route 698) to a point that is a perpendicular distance of 200 feet east of Cohansey River Drive, thence north along a line that is parallel to and 200 feet east of Cohansey River Drive to a point that is 900 feet north of Main Street (County route 698), thence west along a line that is perpendicular to Cohansey River Drive to a point that is 200 feet west of Cohansey River Drive, thence south along a line that is parallel to and 200 feet west of Cohansey River Drive to Main Street (County route 698), thence west on Main Street (County route 698) to a point that is 200 feet west of Noble Avenue, thence south along a line that is parallel to and 200 feet west of Noble Avenue to a point that is a perpendicular distance of 200 feet north of Rockville Road, thence west along a line that is parallel to and 200 feet north of Rockville Road to a point that is a perpendicular distance of 200 feet north of a point on Rockville Road that is 1,400 feet west of its intersection with Cedarville Road, and thence south to Rockville Road.
  - b. The boundary for the northern part of the coastal village extends from a point on Bridgeton–Fairton Road that is 1,000 feet south of its intersection with Fairton–Gouldtown Road (County route 553), thence east a perpendicular distance of 200 feet, thence north along a line that is parallel to and 200 feet east of Bridgeton–Fairton Road to a point that is a perpendicular distance of 200 feet south of Fairton–Gouldtown Road (County route 553), thence northeast along a line that is parallel to and 200 feet south of Fairton–Gouldtown Road (County route 553) to a point that is 200 feet southeast of a point on Fairton–Gouldtown Road (County route 553) that is 1,000 feet northeast of its intersection with Bridgeton–Fairton Road, thence north along a line that is perpendicular to Fairton–Gouldtown Road (County route 553) to a point that is a perpendicular distance of 200 feet northwest of Fairton–Gouldtown Road (County route 553), thence southwest along a line that is parallel to and 200 feet north of Fairton–Gouldtown Road (County route 553) to a point that is a perpendicular distance of 200 feet east of Bridgeton–Fairton Road, thence north along a line that is parallel to and 200 feet east of Bridgeton–Fairton Road to a point that is a perpendicular distance of 200 feet east of a point on Bridgeton–Fairton Road that is 1,000 feet north of its intersection with Fairton–Gouldtown Road (County route 553), thence west along a line that is perpendicular to Bridgeton–Fairton Road to a point that is 200 feet west of Bridgeton–Fairton Road, thence south along a line that is parallel to and 200 feet west of Bridgeton–Fairton Road to a point that is a perpendicular distance of 200 feet west of a point on Bridgeton–Fairton Road that is 1,000 feet south of its intersection with Fairton–Gouldtown Road (County route 553), and thence east a perpendicular distance of 200 feet to Bridgeton–Fairton Road.
- E. Greenwich Township coastal centers
    1. Greenwich coastal village
      - a. The coastal village boundary extends from a point on Market Lane that is 1,600 feet west of the intersection of Market Lane and Main Street, thence a perpendicular distance of 300 feet south from Market Lane, thence east along a line that is parallel to and 300 feet south of Market Lane to a point that is a perpendicular distance of 500 feet west of Main Street, thence south along a line that is parallel to and 500 feet west of Main Street to a point that is west of the southern end of Main Street, thence east along a line that is perpendicular to Main Street to a point that is 500 feet east of the southern end of Main Street, thence north along a line that is parallel to and 500 feet east of Main Street to a point that is a perpendicular distance of 200 feet south of Greenwich Road, thence east along a line that is parallel to and 200 feet south of Greenwich Road to a point that is 2,000 feet east of the intersection of Greenwich Road and Main Street, thence north along a line that is

perpendicular to Greenwich Road to a point that is a perpendicular distance of 500 feet north of Greenwich Road, thence west a line that is parallel to and 500 feet north of Greenwich Road to a point that is a perpendicular distance of 500 feet east of Main Street, thence north along a line that is parallel to and 500 feet east of Main Street to a point that is 500 feet east of a point on Main Street that is 1,500 feet north of the intersection of Main Street and Bacon's Neck Road, thence west along a line that is perpendicular to Main Street to a point that is a perpendicular distance of 500 feet west of Main Street, thence south along a line that is parallel to and 500 feet west of Main Street to a point that is a perpendicular distance of 300 feet north of Bacon's Neck Road, thence west along a line that is parallel to and 300 feet north of Bacon's Neck Road to a point that is 1,600 feet west of Main Street, thence south along a line that is perpendicular to Bacon's Neck Road to a point that is a perpendicular distance of 300 feet south of Bacon's Neck Road, thence east along a line that is parallel to and 300 feet south of Bacon's Neck Road to a point that is a perpendicular distance of 500 feet west of Main Street, thence south along a line that is parallel to and 500 feet west of Main Street to a point that is a perpendicular distance of 300 feet north of Market Lane, thence west along a line that is parallel to and 300 feet north of Market Lane to a point that is 1,600 feet from Main Street, and thence south along a perpendicular line to Market Lane.

2. Othello coastal hamlet

- a. The coastal hamlet boundary extends from a point on Ye Greate Street (County route 623) that is 1,200 feet south of the intersection of Ye Greate Street (County route 623) and Springtown Road (County route 620), thence east from Ye Greate Street (County route 623) a perpendicular distance of 200 feet, thence north along a line that is parallel to and 200 feet east of Ye Greate Street (County route 623) to a point that is a perpendicular distance of 200 feet south of Springtown Road (County route 620), thence east along a line that is parallel to and 200 feet

south of Springtown Road (County route 620) to a point that is 800 feet east of Ye Greate Street (County route 623), thence north along a line that is perpendicular to Springtown Road (County route 620) to a point that is a perpendicular distance of 200 feet north of Springtown Road (County route 620), thence west along a line that is parallel to and 200 feet north of Springtown Road (County route 620) to a point that is a perpendicular distance of 200 feet east of Ye Greate Street (County route 623), thence north along a line that is parallel to and 200 feet east of Ye Greate Street (County route 623) to a point that is a perpendicular distance of 200 feet southeast of Upper Roadstown Road, thence northeast along a line that is parallel to and 200 feet southeast of Upper Roadstown Road a distance of 600 feet, thence northwest along a line that is perpendicular to Upper Roadstown Road to a point that is a perpendicular distance of 200 feet northwest of Upper Roadstown Road, thence southwest along a line that is parallel to and 200 feet northwest of Upper Roadstown Road to Ye Greate Street (County route 623), thence west a perpendicular distance of 200 feet, thence south along a line that is parallel to and 200 feet west of Ye Greate Street (County route 623) to a point that is a perpendicular distance of 200 feet north of Mill Street, thence west along a line that is parallel to and 200 feet north of Mill Street a distance of 300 feet, thence south along a line that is perpendicular to Mill Street to a point that is a perpendicular distance of 200 feet south of Mill Street, thence east along a line that is parallel to and 200 feet south of Mill Street to a point that is 200 feet west of Ye Greate Street (County route 623), thence south along a line that is parallel to and 200 feet west of Ye Greate Street (County route 623) to a point that is a perpendicular distance of 200 feet west of the point on Ye Greate Street (County route 623) that is 1,200 feet south of its intersection with Springtown Road (County route 620), and thence east to Ye Greate Street (County route 623).

3. Springtown coastal hamlet

- a. The coastal hamlet boundary circumscribes an area that extends a perpendicular distance of 300 feet on each side of Roadstown Greenwich Road (County route 620) between a point on Roadstown Greenwich Road (County route 620) that is 1,200 feet south of its intersection with Sheppards Hill Road (County route 650) and a point on Roadstown Greenwich Road (County route 620) that is 1,200 feet north of its intersection with Sheppards Hill Road (County route 650); and another area that extends a perpendicular distance of 300 feet on each side of Sheppards Hill Road (County route 650) between a point on Sheppards Hill Road (County route 650) that is 1,200 feet west of its intersection with Roadstown Greenwich Road (County route 620) and a point on Sheppards Hill Road (County route 650) that is 1,200 feet east of its intersection with Roadstown Greenwich Road (County route 620).

F. Hopewell and Stow Creek Townships coastal centers

1. Roadstown coastal hamlet

- a. The coastal hamlet boundary extends from a point that is a perpendicular distance of 300 feet west of Roadstown–Greenwich Road (State route 620) at its intersection with Hospital Road (County route 703), thence east a perpendicular distance from Roadstown–Greenwich Road (State route 620) to a point that is 300 feet east of Roadstown–Greenwich Road (State route 620), thence north along a line that is parallel to and 300 feet east of Roadstown–Greenwich Road (State route 620) to a point that is a perpendicular distance of 300 feet south of Roadstown–Jericho Road (State route 626), thence east along a line that is parallel to and 300 feet south of Roadstown–Jericho Road (State route 626) to a point that is a perpendicular distance of 300 feet south of the intersection of Roadstown–Jericho Road (State route 626) and Bowentown Road, thence north along a straight line to Roadstown–Jericho Road (State route 626), thence west on Roadstown–Jericho Road (State route 626) to a point that is 600 feet west of its intersection with Roadstown–Greenwich Road (State route 620), thence south a perpendicular distance of 300 feet, thence east along a line that is parallel to and 300 feet south of Roadstown–Jericho Road (State route 626) to a point that is a perpendicular distance of 300 feet west of Roadstown–Greenwich Road (State route 620), and thence south along a line that is parallel to and 300 feet west of Roadstown–Greenwich Road (State route 620) to a point that is a perpendicular distance of 300 feet west of Roadstown–Greenwich Road (State route

620) at its intersection with Hospital Road (County route 703).

G. Lawrence Township coastal centers

1. Cedarville coastal village

- a. The coastal village boundary extends from the intersection of Main Street (County route 553) and Sawmill Road, thence northeast on Sawmill Road to the former Central Railroad of New Jersey right of way, thence northwest along the railroad right of way to North Avenue, thence southwest on North Avenue to a point that is a perpendicular distance of 500 feet northeast of Main Street (County route 553), thence northwest along a line that is parallel to and 500 feet north of Main Street (County route 553) to a point that is a perpendicular distance of 500 feet northeast of the intersection of Main Street (County route 553) and County route 652, thence southwest along a line to a point that is a perpendicular distance of 500 feet southwest of the intersection of Main Street (County route 553) and County route 652, thence southeast along a line that is parallel to and 500 feet southwest of Main Street (County route 553) to a point that is a perpendicular distance of 500 feet west of the intersection of Main Street (County route 553) and Franklin Street, thence south along a line that is parallel to and 500 feet west of Franklin Street to Maple Avenue, thence south along a line to a point that is a perpendicular distance of 500 feet south of Maple Avenue, thence east along a line that is parallel to and 500 feet south of Maple Avenue to a point that is a perpendicular distance of 500 feet southwest of Main Street (County route 553), thence southeast along a line that is parallel to and 500 feet southwest of Main Street (County route 553) to a point that is 500 feet west of Main Street (County route 553) at its intersection with Sawmill Road, and thence northeast to the intersection of Main Street (County route 553) and Sawmill Road.

V. Ocean County coastal centers

A. Barnegat coastal town

1. The coastal town boundary extends from the intersection of Atlantic Avenue and Main Street (US route 9), thence north on Main Street (US route 9) to Brook Street, thence east on Brook Street to School Street, thence north on School Street to Bay Avenue, thence east on Bay Avenue to Water Street, thence north and northwest on Water Street to Main Street (US route 9), thence northeast on Main Street (US route 9) to Rose Hill Road, thence northwest on Rose Hill Road to Barnegat Boulevard, thence southwest on Barnegat Boulevard to Bay Avenue, thence east on Bay

Avenue to Gunning River Road, thence south on Gunning River Road to Atlantic Avenue, and thence southeast on Atlantic Avenue to Main Street (US route 9).

B. Beachwood Borough coastal town

1. The coastal town boundary extends from a point on the Beachwood Borough/South Toms River municipal boundary that is a perpendicular distance of 125 feet north of Atlantic City Boulevard, thence southeast along a line that is parallel to and 125 feet north of Atlantic City Boulevard to the Pine Beach Borough/Beachwood Borough municipal boundary, thence southwest along the Pine Beach Borough/Beachwood Borough municipal boundary, which becomes the Berkeley Township/Beachwood Borough municipal boundary, to Pinewald Road, thence north on Pinewald Road to Hickory Street, thence northwest on Hickory Street to the Garden State Parkway, and thence north on the Garden State Parkway to Chestnut Street, thence southeast on Chestnut Street to Surf Avenue, thence northeast on Surf Avenue to Admiral Avenue, thence northeast on Admiral Avenue to Central Way, thence northwest on Central Way to the Beachwood Borough/South Toms River municipal boundary, and thence northeast along the Beachwood Borough/South Toms River municipal boundary to a point that is a perpendicular distance of 125 feet north of Atlantic City Boulevard.

C. Brick Township coastal town

1. The boundary for the southern part of the coastal town extends from the intersection of State route 70 and Cedar Bridge Avenue, thence southeast on Cedar Bridge Avenue to Brick Boulevard, thence north on Brick Boulevard to State route 70, thence northeast on State route 70 to Jack Martin Boulevard, thence northwest on Jack Martin Boulevard to State route 88, thence south a perpendicular distance of 200 feet, thence east along a line that is parallel to and 200 feet south of State route 88 to West Princeton Avenue, thence southeast on West Princeton Avenue to a point that is a perpendicular distance of 600 feet north of State route 70, thence southwest along a line that is parallel to and 600 feet north of State route 70 to a point that is a perpendicular distance of 1,300 feet northeast of Chambers Bridge Road, thence northwest along a line that is parallel to and 1,300 feet northeast of Chambers Bridge Road to the Brick Township/Lakewood Township municipal boundary, thence west and south along the municipal boundary to a point that is a perpendicular distance of 450 feet north of Cedar Bridge Avenue, thence east along a straight line to a point on State route 70 that is 900 feet northeast of Cedar Bridge Avenue, and thence southwest on State route 70 to Cedar Bridge Avenue; and

2. The boundary for the northern part of the coastal town extends from the north end of Hendrickson Avenue, thence southeast along a line that is parallel to Pello Road to State route 70, thence northeast on State route 70 to a point that is a perpendicular distance of 100 feet west of Morris Avenue, thence north along a line that is parallel to and 100 feet west of Morris Avenue to the end of Morris Avenue, thence west along a straight line to the intersection of Hayes Avenue and Sweeney Avenue, thence southwest on Sweeney Avenue to its end, thence southeast along a line perpendicular to Sweeney Avenue to a point that is on an imaginary line extending northeast from, and on the same bearing as, Hendrickson Avenue, and thence southwest to the north end of Hendrickson Avenue.

D. Dover Township coastal centers

1. Toms River coastal regional center

- a. The coastal regional center boundary extends from intersection of the former Central Railroad of New Jersey railroad right of way and the Manchester Township/Dover Township municipal boundary, thence east along the railroad right of way to the Dover Township/Berkeley Township municipal boundary, thence southeast along the municipal boundary to Main Street, thence east along the north bank of the Toms River to the Island Heights Borough municipal boundary, thence north, east, south and east along the municipal boundary to the mean high water line of Barnegat Bay, thence north and east along the mean high water line of Barnegat Bay to Adams Avenue, thence west on Adams Avenue to a point that is a perpendicular distance of 500 feet from Fischer Boulevard, thence northwest along a line parallel to and 500 feet east of Fischer Boulevard to a point 1,000 feet southeast of Hooper Avenue, thence northeast along a line that is parallel to and 1,000 feet southeast of Hooper Avenue to the Dover Township/Brick Township municipal boundary, thence west along the municipal boundary to a point that is a perpendicular distance of 1,000 feet west of Hooper Avenue, thence southeast along a line that is parallel to and 1,000 feet from Hooper Avenue to Bay Avenue, thence northwest on Bay Avenue to Bay Lea Road (County route 571), thence west on Bay Lea Road (County route 571) to Old Freehold Road (County route 623), thence north on Old Freehold Road (County route 623) to Intermediate West Way, thence west on Intermediate West Way to Indian Head Road, thence west on Indian Head Road to a point that is a perpendicular distance of 1,200 feet east of US route 9, thence north along a line that is parallel to and 1,200 feet east of US route 9 to a point that is a perpendicular distance of 2,000 feet west of Vermont Avenue at its intersection with the Lakewood Township/Dover Township boundary, thence east along that perpendicular line to the intersection of Vermont Avenue and the Lakewood Township/Dover Township boundary, thence northwest along the municipal boundary to a point that is a perpendicular distance of 1,000 feet northwest of State route 70, thence southwest along a line that is parallel to and 1,000 feet from State route 70 to Dover Pines Avenue, thence south on Dover Pines Avenue to State route 70, thence northeast on State route 70 to Whitesville Road, thence southeast on Whitesville Road to Cox Cro Road, thence southeast on Cox Cro Road to a point that is a perpendicular distance of 750 feet west of US route 9, thence south along a line that is parallel to and 750 feet west of US route 9 to Indian Head Road, thence west on Indian Head Road to Whitesville Road, thence southeast on Whitesville Road to the Garden State Parkway, thence south on the Garden State Parkway to a point that is a perpendicular distance of 600 feet north of State route 37, thence west along a line that is parallel to and 600 feet from State route 37 to Shady Nook Drive, thence south on Shady Nook Drive to a point that is a perpendicular distance of 300 feet north of State route 37, thence west along a line that is parallel to and 300 feet from State route 37 to Cardinal Drive, thence north on Cardinal Drive to Oak Ridge Parkway, thence north on Oak Ridge Parkway to the mean high water line of the Toms River, thence northwest along the mean high water line of the Toms River to the Dover Township/Manchester Township municipal boundary, thence southwest along the municipal boundary to State route 37, thence northwest on State route 37 to a point 2,500 feet west of the municipal boundary, thence southwest along a line perpendicular to State route 37 to the former Central Railroad of New Jersey railroad right of way, and thence southeast along the railroad right of way to the municipal boundary.
- E. Eagleswood Township coastal centers
1. Staffordville coastal hamlet
    - a. The coastal hamlet boundary extends from the intersection of the Stafford Township/Eagleswood Township boundary and the former Central Railroad of New Jersey right-of-way, thence southwest along the railroad right of way a distance of 3,000 feet, thence southeast along a line perpendicular to the railroad right of way to US route 9, thence southeast a perpendicular distance of 500 feet, thence northeast along a line parallel to and 500 feet northwest of US route 9 to Cemetery Road, thence northwest on Cemetery Road to Cedar Lane, thence west on Cedar Lane to the municipal boundary, and thence southeast along the municipal boundary to the former Central Railroad of New Jersey right-of-way.
  2. West Creek coastal village
    - a. The coastal village boundary extends from a point at the intersection of US route 9 and the municipal boundary of Eagleswood Township and Little Egg Harbor Township southeast along the boundary to a point 1,000 feet east of US route 9, thence northeast along a line that is parallel to and 1,000 feet east of US route 9 to Bay Road (County route 602), thence west on Bay Road (County route 602) to US route 9, thence northeast on US route 9 to a point that is a perpendicular distance of 500 feet north of Silver Lake Drive (Mill Street), thence west

along a line that is parallel to and 500 feet north of Silver Lake Drive (Mill Street) to Thomas Avenue, thence southeast on Thomas Avenue to Railroad Avenue (Prospect Avenue), thence southwest on Railroad Avenue (Prospect Avenue) to its intersection with the Eagleswood Township municipal boundary with Little Egg Harbor Township, thence southeast along the municipal boundary to its intersection with US route 9.

F. Island Heights coastal town

1. The coastal town boundary extends from the intersection of State route 37 and West End Avenue, thence south on West End Avenue to River Avenue, thence south and east on River Avenue to Simpson Avenue, thence north on Simpson Avenue to Ocean Avenue, thence east on Ocean Avenue to Camp Meeting Avenue, thence south and east on Camp Meeting Avenue to Highland Bend, thence north on Highland Bend to Ocean Avenue, thence east on Ocean Avenue to East End Avenue, thence north on East End Avenue to Vansant Avenue, thence east on Vansant Avenue to Bay Avenue, thence north on Bay Avenue to Thomas Avenue, thence west on Thomas Avenue to East End Avenue, thence north on East End Avenue to Lake Avenue, thence west on Lake Avenue to Central Avenue, thence north on Central Avenue to Garden Avenue, thence east on Garden Avenue to the municipal boundary, and thence north along the municipal boundary to State route 37, and thence west on State route 37 to West End Avenue.

G. Lacey coastal town

1. The coastal town boundary extends from a point on the Garden State Parkway that is due west of the intersection of Llewellyn Road and Hastings Drive, thence east to that intersection, thence east on Hastings Drive to Portsmouth Drive, thence north on Portsmouth Drive to Canterbury Drive, thence south on Canterbury Road to Sheffield Drive, thence south, east and north on Sheffield Drive to Clearview Street, thence east on Clearview Street to Olds Street, thence south on Olds Street to Kennebec Road, thence south on Kennebec Road to Taylor Lane, thence east on Taylor Lane to the railroad right of way, thence south along the railroad right of way to Old Shore Road, thence due west to a point that is a perpendicular distance of 2,000 feet west of US route 9 (Main Street), thence south along a line that is parallel to and 2,000 feet west of US route 9 (Main Street) to the perimeter road north of the Oyster Creek nuclear power plant, thence west along that perimeter road to a point that is a perpendicular distance of 4,000 feet west of US route 9 (Main Street), thence south along a line that is parallel to and 4,000 feet west of US route 9 (Main Street) to the mean high water line on the north bank of Oyster Creek, thence east along the mean high water line to a point that is a perpendicular distance of 4,000 feet east of US route 9 (Main Street), thence north along a line that is parallel to and 4,000 feet east of US route 9 (Main Street) to the mean high water line on the south bank of the South Branch of the Forked River, thence west along the mean high water line to a point that is a perpendicular distance of 500 feet east of US route 9 (Main Street), thence north along a line that is parallel to and 500 feet east of US route 9 (Main Street) to the mean high water line on the north bank of the Middle Branch of the Forked River, thence east along the mean high water line to the eastern end of the peninsula, thence northeast across the North Branch of the Forked River to the mean high water line on the north bank of the North Branch of the Forked River, thence east along the mean high water line to the upper wetlands boundary, thence north along the upper wetlands boundary to the south bank of Bridge Creek, thence northwest along the mean high water line to a point that is a perpendicular distance of 500 feet east of US route 9 (Main Street), thence north along a line that is parallel to and 500 feet east of US route 9 (Main Street) to the mean high water line on the south bank of Cedar Creek, thence west along a straight line to a point on the Garden State Parkway that is a perpendicular distance of 6,000 feet north of Lacey Road, and thence south on the Garden State Parkway to a point that is due west of the intersection of Llewellyn Road and Hastings Drive.

## H. Lakehurst coastal town

1. The coastal town boundary extends from the intersection of the Conrail railroad right of way with State route 70, thence east on State route 70 to Brown Avenue, and thence west on Brown Avenue to the Conrail railroad right of way.

## I. Lakewood coastal regional center

1. The coastal regional center boundary extends from the intersection of the Conrail railroad right of way and County Line Road (County route 526), thence east on County Line Road to Brook Road, thence south on Brook Road to Ridge Avenue, thence southwest on Ridge Avenue to Somerset Avenue, thence south on Somerset Avenue to Bergen Avenue, thence west on Bergen Avenue to Linden Avenue, thence south on Linden Avenue to Ocean Avenue (State route 88), thence east on Ocean Avenue (State route 88) to Chambers Bridge Road (County route 549), thence south on Chambers Bridge Road to the Garden State Parkway, thence south on the Garden State Parkway to State route 70, thence west on State route 70 to the Lakewood–Dover Township boundary line, thence northwest along the Lakewood–Dover Township boundary line to the Lakewood–Jackson Township boundary line, thence north along the Lakewood–Jackson Township boundary line to the Conrail railroad right of way, and thence northeast along the Conrail railroad right of way to County Line Road.

## J. Ocean Township coastal centers

1. Waretown coastal village
  - a. The coastal village boundary extends from the intersection of US route 9 and Main Street, thence northeast on Main Street to Old Main Shore Road (County route 613), thence north on Old Main Shore Road (County route 613) to US route 9, thence west a perpendicular distance of 500 feet, thence south along a line that is parallel to and 500 feet west of US route 9 to a point that is a perpendicular distance of 500 feet north of County route 532, thence west along a line that is parallel to and 500 feet north of County route 532 a distance of 1,500 feet, thence south along a line that is perpendicular to County route 532 to a point that is a perpendicular distance of 500 feet south of County route 532, thence east along a line that is parallel to and 500 feet south of County route 532 to US route 9, and thence south on US route 9 to Main Street.

## K. Ocean Gate coastal village

1. The coastal village boundary follows the Ocean Gate Borough municipal boundary.

## L. Pine Beach coastal town

1. The coastal town boundary follows the Pine Beach Borough municipal boundary, but does not include the area north of the right of way of Riverside Drive.

## M. Point Pleasant Beach coastal town

1. The coastal town boundary follows the municipal boundary of Point Pleasant Beach Borough, but does not include Gull Island.

## N. Point Pleasant Borough coastal town

1. The coastal town boundary follows the municipal boundary of Point Pleasant Borough.

## O. Stafford Township coastal centers

1. Bonnet Island coastal hamlet
  - a. The coastal hamlet boundary circumscribes that part of Bonnet Island, which lies between Cedar Bonnet Island and the Borough of Ship Bottom, that lies south of a line that is parallel to and 500 feet north of the westbound lane of State route 72.
2. Mayetta coastal hamlet
  - a. The coastal hamlet boundary circumscribes an area that extends a perpendicular distance of 700 feet on either side of US route 9 between a point on US route 9 that is 1,000 feet south of the intersection of US route 9 and Lamson Road and a point on US route 9 that is 1,000 feet north of the intersection of US route 9 and Lamson Road.

## VI. Salem County coastal centers

## A. Elsinboro Township coastal centers

1. Oakwood Beach coastal village
  - a. The coastal hamlet boundary extends from the intersection of Locust Avenue and Fort Elfsborg–Salem Road (County route 625), thence northeast on Fort Elfsborg–Salem Road (County route 625) to Sinnicksons Landing Road, thence northwest on Sinnicksons Landing Road to Schrier Road, thence west on Schrier Road to Slade Avenue, thence south on Slade Avenue to Country Club Road, thence northwest on Country Club Road to Locust Avenue, and thence southwest and southeast on Locust Avenue to Fort Elfsborg–Salem Road (County route 625).
2. Sinnickson's Landing coastal village

- a. The coastal hamlet boundary extends from the intersection of Sinnickson's Landing Road and Tilbury Road (County route 661) thence east on Tilbury Road (County route 661) to Friendship Drive, thence north and west on Friendship Drive to Sinnickson's Landing Road, thence southwest on Sinnickson's Landing Road to a point that is west of, and on the same bearing as, Garden Drive, thence east along that bearing to Garden Drive, and thence east on Garden Drive to Tilbury Road.
- B. Lower Alloways Creek Township coastal centers
1. Canton coastal village
    - a. The coastal hamlet boundary circumscribes an area that extends a perpendicular distance of 200 feet west of Harmersville-Canton Road (County route 623) between Silver Lake Road and Long Bridge Road.
  2. Hancocks Bridge coastal village
    - a. The coastal village boundary extends from the intersection of Front Street and Locust Island Road (County route 658), thence southeast on Locust Island Road to Alloway Creek Neck Road, thence southwest on Alloway Creek Neck Road to Buttonwood Avenue, thence north on Buttonwood Avenue to Powell Street, thence north on Powell Street to Main Street, thence north on Main Street to Front Street, and thence northeast on Front Street to Locust Island Road (County route 658).
  3. Harmersville coastal village
    - a. The coastal hamlet boundary extends from the intersection of Hancocks Bridgarmersville Road (County route 658) and Harmersvillanton Road (County route 623), thence north on Harmersvillanton Road (County route 623) a distance of 1,500 feet, thence west along a straight line to the intersection of Cuff Road and of Hancocks Bridgarmersville Road (County route 658), thence southwest a perpendicular distance of 200 feet from Hancocks Bridgarmersville Road (County route 658), thence southeast along a line that is parallel to and 200 feet southeast of Hancocks Bridgarmersville Road (County route 658) to a point that is a perpendicular distance of 200 feet west of Harmersvillanton Road (County route 623), thence south a distance of 1,500 feet along a line that is parallel to and 200 feet west of Harmersvillanton Road (County route 623), thence east along a perpendicular line to Harmersvillanton Road (County route 623), and thence north on Harmersvillanton Road (County route 623) to Hancocks Bridgarmersville Road (County route 658).
- C. Mannington coastal hamlet
1. The coastal hamlet boundary circumscribes an area that extends a perpendicular distance of 700 feet west of State route 45 between Newell Street and Old Kings Highway (Hillside Avenue).
- D. Quinton coastal village
1. The coastal village boundary extends from the intersection of State route 49 and the mean high water line on the south bank of Alloways Creek (watercourse), thence south on State route 49 to Sickler Street, thence southwest on Sickler Street to New Street, thence northwest on New Street to its end, thence northwest along the same bearing to the mean high water line on the south bank of Alloways Creek (watercourse), and thence east along the mean high water line to State route 49.

New Rule, R.2000 d.45, effective February 7, 2000.

See: 31 N.J.R. 2042(a), 32 N.J.R. 503(a).

Administrative change.

See: 32 N.J.R. 1803(b).

Administrative change.

See: 32 N.J.R. 3828(a).

Petition for Rulemaking.

See: 33 N.J.R. 329(b), 33 N.J.R. 590(b).

Amended by R.2001 d.81, effective March 5, 2001.

See: 32 N.J.R. 352(a), 32 N.J.R. 682(a), 33 N.J.R. 843(a).

Rewrote the section.