

**CHAPTER 7E**

**COASTAL ZONE MANAGEMENT**

**Authority**

N.J.S.A. 13:19-1 et seq., 13:9A-1 et seq., 12:5-3, 13:1D-9 and 13:1D-29 et seq.

**Source and Effective Date**

R.2003 d.60, effective January 7, 2003.  
See: 34 N.J.R. 74(a), 35 N.J.R. 632(a).

**Chapter Expiration Date**

Chapter 7E, Coastal Zone Management, expires on January 7, 2008.

**Chapter Historical Note**

Chapter 7E, Coastal Zone Management, was adopted as R.1978 d.292, effective September 28, 1978. See: 10 N.J.R. 184(a), 10 N.J.R. 384(a).

Public notice: Federal ruling on N.J.A.C. 7:7E. See: 14 N.J.R. 1467(b).

Pursuant to Executive Order No. 66(1978), Chapter 7E, Coastal Zone Management, 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, Coastal Zone Management, was readopted as R.1990 d.413, effective July 24, 1990. See: 22 N.J.R. 1188(a), 22 N.J.R. 2542(b).

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

Subchapter 3A, Standards for Beach and Dune Activities, Subchapter 3B, Information Required in Wetland Mitigation Proposals, and Subchapter 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).

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.

Pursuant to Executive Order No. 66(1978), Chapter 7E, Coastal Zone Management, was readopted as R.1995 d.405, effective June 23, 1995. See: 27 N.J.R. 417(a), 27 N.J.R. 2738(a).

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

Subchapter 5A, Impervious Cover Limits and Vegetative Cover Percentages in the Upland Waterfront Development Area; Subchapter 5B, Impervious Cover Limits and Vegetative Cover Percentages in the CAFTA Area, were adopted as R. 2000 d.45, effective February 7, 2000. See: 31 N.J.R. 2042(a), 32 N.J.R. 503(a).

The expiration date for 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).

The expiration date of Chapter 7E, Coastal Zone Management, was extended by gubernatorial directive from March 31, 2001 to March 31, 2002. See: 33 N.J.R. 1370(a).

The expiration date of Chapter 7E, Coastal Zone Management, was extended by gubernatorial directive from September 27, 2002 to January 7, 2003. See: 34 N.J.R. 3641(a).

Chapter 7E, Coastal Zone Management, was readopted as R.2003 d.60, effective January 7, 2003. As part of R.2003 d.60, Subchapter 2, Location, Use and Resource Rules, is repealed. See: Source and Effective Date. See, also, section annotations.

Public Notice: Routine Program Change for Coastal Management Program.

See: 35 N.J.R. 4917(a).

Public Notice: Routine Program Change for Coastal Management Program.

See: 36 N.J.R. 3304(b).

**Case Notes**

Department of Environmental Protection (DEP) must make findings under the standards in the statute governing the issuance of permits for development in coastal zones, even if DEP finds that a Coastal Area Facility Review Act (CAFRA) permit application complies with its specific regulations. In the Matter of the Protest of Coastal Permit Program Rules, 807 A.2d 198, 354 N.J.Super. 293.

Department of Environmental Protection (DEP) was required to amend its implementing rules with respect to Coastal Area Facility Review Act (CAFRA) to set forth requirement that it make findings under standards set forth in CAFRA prior to issuing permit for development thereunder. In the Matter of the Protest of Coastal Permit Program Rules, 807 A.2d 198, 354 N.J.Super. 293.

Department of Environmental Protection (DEP) did not invalidate Coastal Zone management (CZM) rules by giving regulatory effect to state development and redevelopment plan by presuming that boundaries established by state planning commission would function as boundaries pursuant to Coastal Area Facility Review Act (CAFRA), and then by using those boundaries to establish impervious cover limits in CZM rules. In the Matter of the Protest of Coastal Permit Program Rules, 807 A.2d 198, 354 N.J.Super. 293.

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 and scope**

(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.

(b) In 1977, the Commissioner of the Department of Environmental Protection submitted to the Governor and Legislature the Coastal Management Strategy for New Jersey CAFRA Area (September 1977), prepared by the Department as required by CAFRA, N.J.S.A. 13:19-16, and submitted for public scrutiny in late 1977. The Department revised the Coastal Management Strategy for public review as the New Jersey Coastal Management Program—Bay and Ocean Shore Segment and Final Environmental Impact Statement (EIS) for Federal approval. In August 1978, the Governor submitted the revised New Jersey Coastal Management Program—Bay and Ocean Shore Segment and Final EIS for Federal approval, which was received in September 1978. In May 1980, the Department submitted further revisions, published as the Proposed New Jersey Coastal Management Program and Draft Environmental Impact Statement for Federal approval, which was received in September 1980. The Coastal Zone Management rules constitute the substantive core of the program.

(c) By revising and readopting these policies as administrative rules, according to the Administrative Procedure Act, the Department aims to increase the predictability of the Department's coastal decision-making by limiting administrative discretion, as well as to ensure the enforceability of the Coastal Zone Management rules of the coastal management program of the State of New Jersey prepared under the Federal Coastal Zone Management Act. Further, the Department interprets the "public health, safety and welfare" clause in CAFRA (N.J.S.A. 13:19-10f) and the Wetlands Act of 1970 (N.J.S.A. 13:19A-4d) to include a full consideration of the national interests in the wise use of coastal resources.

(d) The coastal land and water areas of New Jersey are diverse. The same development placed in different locations will have different impacts on the coastal ecosystem and built environment as well as different social and economic implications. Decisions on uses of coastal resources shall be made using the three step process consisting of the location rules (N.J.A.C. 7:7E-2 through 6), the use rules (N.J.A.C. 7:7E-7), and the resource rules (N.J.A.C. 7:7E-8) of this chapter. Depending upon the proposed use, project design, location, and surrounding region, different specific rules in each of the three steps may be applicable in the coastal decision-making process. The Coastal Zone Management rules address a wide range of land and water types (loca-

tions), present and potential land and water uses, and natural, cultural, social and economic resources in the coastal zone. The Department does not, however, expect each proposed use of coastal resources to involve all location rules, use rules, and resource rules. Rather, the applicable rules are expected to vary from proposal to proposal. Decisions on the use of coastal resources in the Hackensack Meadowlands District will be made by the New Jersey Meadowlands Commission, as lead agency, and by the Department, consistent with the Hackensack Meadowlands District Master Plan, its adopted components and management programs.

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 in (b): "The rules were . . . February 7, 1983."  
 Amended by R.1990 d.413, effective August 20, 1990.  
 See: 22 N.J.R. 1188(a), 22 N.J.R. 2542(b).  
 Chapter name changed to Rules on Coastal Zone Management; references to amendments updated.  
 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 (b), added a reference to June 23, 1995, August 19, 1996, February 17, 1998, December 7, 1998 and February 7, 2000.  
 Amended by R.2003 d.60, effective February 3, 2003.  
 See: 34 N.J.R. 74(a), 35 N.J.R. 632(a).  
 Added (d).

#### Case Notes

Numeric limitations on impervious cover established by Department of Environmental Protection (DEP) in connection with subchapters of Coastal Zone Management (CZM) rules pertaining to development intensity were appropriately coordinated with state plan, despite differing goals of Coastal Area Facility Review Act (CAFRA) and state plan. In the Matter of the Protest of Coastal Permit Program Rules, 807 A.2d 198, 354 N.J.Super. 293.

Principle that the purpose of Department of Environmental Protection regulations is to assure predictability of its actions applied to the Department of Transportation in holding that a municipality was not entitled to any type of hearing concerning the Department's decision to place traffic control signals on a State highway. Cedar Grove Twp. v. Sheridan, 209 N.J.Super. 267, 507 A.2d 304 (App.Div.1986), certification denied 104 N.J. 464, 517 A.2d 448 (1986).

Regulation reflects Department's determination to limit its discretion and assure the greatest possible degree of predictability in its actions. Crema v. Dept. of Environmental Protection, 94 N.J. 286, 463 A.2d 910 (1983).

General discussion of regulations as policies for the use of coastal resources. Lusardi v. Curtis Point Prop. Owners Ass'n, 86 N.J. 217, 430 A.2d 881 (1981).

CAFRA regulations define standards to be used in reviewing applications for permits to construct coastal area facilities. Lusardi v. Curtis Point Property Owners Assn., 86 N.J. 217, 430 A.2d 881 (1981).

#### 7:7E-1.2 Jurisdiction

(a) General: This chapter shall apply to six categories, as defined in N.J.A.C. 7:7E-1.2(c) through (h), of actions or decisions by the Department on uses of coastal resources within or affecting the coastal zone:

1. Coastal Permits;

2. Program Management Actions;
3. Consistency Determinations;
4. Financial assistance;
5. Department management actions affecting the coastal zone; and
6. Department planning actions affecting the coastal zone.

(b) Geographic scope of the New Jersey coastal zone: This chapter shall apply geographically to the New Jersey coastal zone, which is defined as:

1. The coastal area defined in the Coastal Area Facility Review Act (CAFRA), N.J.S.A. 13:19-1 et seq.;
2. Coastal waters, which are any tidal waters of the State and all lands lying thereunder. Coastal waters of the State of New Jersey extend from the mean high water line out to the three geographical mile limit of the New Jersey territorial sea, and elsewhere to the interstate boundaries of the States of New York, and Delaware and the Commonwealth of Pennsylvania;

3. All lands outside of the coastal area as defined by CAFRA extending from the mean high water line of a tidal water body to the first paved public road, railroad or surveyable property line existing on September 26, 1980 generally parallel to the waterway, provided that the landward boundary of the upland area shall be no less than 100 feet and no more than 500 feet from the mean high water line;

4. All areas containing tidal wetlands; and

5. The Hackensack Meadowlands District as defined by N.J.S.A. 13:17-4.

(c) Coastal Permits: This chapter shall apply to all:

1. Waterfront Development permits (N.J.S.A. 12:5-3);
2. Tidal wetlands permits (N.J.S.A. 13:9A-1 et seq.); and
3. CAFRA permits (N.J.S.A. 13:19-1 et seq.).

(d) Program management actions: This chapter shall apply to all actions of the Land Use Regulation Program within the coastal zone to the extent statutorily permissible:

1. Permits for use of a floodway (N.J.S.A. 58:16A-50 et seq.);
2. Promulgation of regulations concerning land use in flood hazard areas (N.J.S.A. 58:16A-50 et seq.);
3. Certification pursuant to Section 401 of the Federal Clean Water Act, 33 U.S.C. § 1251 et seq. (Water Quality Certification); and

(b) General Land Areas are all land areas, as defined at N.J.A.C. 7:7E-1.8, that are subject to this chapter and that are located outside of Special Water's Edge Areas. Special Water's Edge Areas are identified at N.J.A.C. 7:7E-3.16 through 3.32.

(c) This subchapter and N.J.A.C. 7:7E-5A and/or 5B apply to development in General Land Areas, Special Land Areas, and the following seven Special Water's Edge Areas:

1. N.J.A.C. 7:7E-3.17, Overwash areas;
2. N.J.A.C. 7:7E-3.18, Coastal high hazard areas;
3. N.J.A.C. 7:7E-3.19, Erosion hazard areas;
4. N.J.A.C. 7:7E-3.20, Barrier island corridor;
5. N.J.A.C. 7:7E-3.23, Filled water's edges;
6. N.J.A.C. 7:7E-3.24, Existing lagoon edges; and
7. N.J.A.C. 7:7E-3.25, Flood hazard areas.

(d) This subchapter and N.J.A.C. 7:7E-5A and 5B do not apply to:

1. The development of a single family home or duplex dwelling unless such development results in development of more than one single family home or duplex dwelling either solely or in conjunction with a previous development as defined at N.J.A.C. 7:7-2.1(b)8;
2. A linear development, as defined in N.J.A.C. 7:7E-1.8, except that this subchapter and N.J.A.C. 7:7E-5A and 5B shall apply if the linear development is wholly within a development and/or serves the development;
3. A mining operation, under N.J.A.C. 7:7E-7.8;
4. A public park which is publicly owned, or publicly controlled for the purposes of public access;
5. Aquaculture, as defined at N.J.S.A. 58:1A-3;
6. Sanitary landfills;
7. Wastewater treatment plants; or
8. Water treatment plants.

(e) If a site is located in the Hackensack Meadowlands District, as defined under N.J.S.A. 13:17-1 et seq., the Department shall not apply the requirements in N.J.A.C. 7:7E-5 and 5A, but shall apply the requirements for that area set forth at N.J.A.C. 7:7E-3.45.

(f) A site may include land both within the upland waterfront development area and within the CAFRA area. Where this occurs each portion of the site is treated separately and the impervious cover limits and vegetative cover percentages for the different portions of the site are determined under N.J.A.C. 7:7E-5A or 5B as appropriate.

(g) The rules in this subchapter and N.J.A.C. 7:7E-5A and 5B do not preempt the application of any municipal ordinance that would result in more restrictive impervious cover requirements or more extensive vegetative cover requirements than would otherwise be applicable to a development site under this subchapter and N.J.A.C. 7:7E-5A and 5B.

Amended by R.2000 d.428, effective October 16, 2000.

See: 32 N.J.R. 864(a), 32 N.J.R. 3784(b).

In (d)1, amended N.J.A.C. reference.

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).

Added (g).

Amended by R.2003 d.60, effective February 3, 2003.

See: 34 N.J.R. 74(a), 35 N.J.R. 632(a).

Substituted "7:7E-1.8" for "7:7E-1.5" in (b), (d)2; added 7, 8 in (d).

### 7:7E-5.2 Definitions

In addition to the terms defined at N.J.A.C. 7:7E-1.8, the following words and terms are defined for purposes of this subchapter and N.J.A.C. 7:7E-5A and 5B:

"CAFRA center" means a center with a boundary incorporated by reference or revised in accordance with N.J.A.C. 7:7E-5B.3.

"CAFRA core" means a core with a boundary incorporated by reference or revised in accordance with N.J.A.C. 7:7E-5B.3.

"CAFRA node" means a node with a boundary incorporated by reference or revised in accordance with N.J.A.C. 7:7E-5B.3.

"CAFRA Planning Map" means the map used by the Department to identify the location of Coastal Planning Areas, CAFRA centers, CAFRA cores and CAFRA nodes. The CAFRA Planning Map is available on the Department's Geographic Information System (GIS).

"Center" means a compact form of development which may have one or more cores and residential neighborhoods. A center may be an urban center, regional center, town, village, or hamlet, based on factors such as comparative size, population density, total population, transportation access, infrastructure, and employment base.

"Coastal center" means a center in the CAFRA area with a boundary delineated by the Department for the purpose of applying the requirements for impervious cover and vegetative cover at N.J.A.C. 7:7E-5 and 5B until such time as, in accordance with N.J.A.C. 7:7E-5B.3, the coastal center expires or is superseded by the CAFRA center.

"Coastal Planning Area" means a planning area in the CAFRA area with a boundary incorporated by reference in accordance with N.J.A.C. 7:7E-5B.3.

"Community development boundary" means the line delineating a center from the environs of the center. The

boundary is defined by physical features such as rivers, roads, or changes in the pattern of development, or by open space or farmland.

“Core” means a pedestrian-oriented area of commercial and civic uses serving the surrounding municipality or center, generally including some housing and access to public transportation.

“95-97 imagery” means the 1995-1997 National Aerial Photographic Program, New Jersey color infra-red imagery.

“Node” means a concentration of facilities and activities which are not organized in a compact form.

“Planning area” means an area of greater than one square mile that shares a common set of conditions such as population density, infrastructure systems, level of development, or environmental sensitivity. The five types of planning areas are Metropolitan Planning Area, Suburban Planning Area, Fringe Planning Area, Rural Planning Area, and Environmentally Sensitive Planning Area.

“Stormwater management facility” means a facility which receives, stores, conveys, or discharges stormwater runoff and is designed in accordance with all applicable local, county, and State regulations. A stormwater management facility may be a retention or detention basin; infiltration structure; grassed swale; filter fabric; rip-rap channel; and/or stormwater outfall.

“Tidelands Map” means the Tidelands Base Photo Map, adopted by the Department’s Tidelands Resource Council under N.J.S.A. 13:1B-13.1 et seq.

“Upland waterfront development area” means all lands outside of the CAFRA area extending from the mean high water line of a tidal water body to the first paved public road, railroad or surveyable property line existing on September 26, 1980 generally parallel to the waterway, provided that the landward boundary of the upland area shall be no less than 100 feet and no more than 500 feet from the mean high water line.

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 “CAFRA center”, “CAFRA core”, “CAFRA node”, “Coastal center” and “Coastal Planning Area”, amended the N.J.A.C. references.

Amended by R.2003 d.60, effective February 3, 2003.

See: 34 N.J.R. 74(a), 35 N.J.R. 632(a).

In the introductory paragraph, substituted “7:7E-1.8” for “7:7E-1.5” and deleted “CAFRA area”.

### 7:7E-5.3 Impervious cover requirements that apply to sites in the upland waterfront development and CAFRA areas

(a) This section sets forth impervious cover requirements that apply to sites in the upland waterfront development and CAFRA areas. Impervious cover limits, specific to each of these areas, are found at N.J.A.C. 7:7E-5A and 5B.

(b) A stormwater management facility is not counted toward the impervious cover limit for a site.

(c) The impervious cover allowed on a site shall be placed on the net land area on the site, as determined at (d) below, and in addition, for an unforested site under N.J.A.C. 7:7E-5A.9(b)3 or 5B.4(e)2, the impervious cover shall be placed on the area covered by buildings and/or asphalt or pavement legally existing on the site at the time the application is submitted to the Department. If the amount of impervious cover calculated under N.J.A.C. 7:7E-5, 5A, and/or 5B is greater than the net land area of the site, the acreage of the impervious cover allowed on the site shall be the acreage of the net land area. The placement of impervious cover may be further restricted by other provisions in this chapter. For example, placement of impervious cover would be discouraged in critical wildlife habitat under N.J.A.C. 7:7E-3.39.

(d) To determine the acreage of the net land area on a site:

1. Determine the acreage of the total land area on the site;
2. Identify all areas on the site that are classified as one of the following Special Water’s Edge Areas:
  - i. Dunes (N.J.A.C. 7:7E-3.16);
  - ii. Bay islands (N.J.A.C. 7:7E-3.21);
  - iii. Beaches (N.J.A.C. 7:7E-3.22);
  - iv. Wetlands (N.J.A.C. 7:7E-3.27);
  - v. Wetland buffers (N.J.A.C. 7:7E-3.28);
  - vi. Coastal bluffs (N.J.A.C. 7:7E-3.31); and
  - vii. Intermittent stream corridors (N.J.A.C. 7:7E-3.32);
3. Sum the acreage of the land areas identified in (d)2 above;
4. Subtract (d)3 above from (d)1 above; and
5. The result is the net land area to be used in calculating the impervious cover limits in N.J.A.C. 7:7E-5A and 5B.

(e) If a site or a portion of a site is a contaminated site, as defined at N.J.A.C. 7:26E-1.8 in the Department’s Technical Requirements for the Remediation of Contaminated Sites, the impervious cover limit for the site may be increased if required under the Technical Requirements for the Remediation of Contaminated Sites at N.J.A.C. 7:26E in order to properly remediate the contaminated portion of the site.

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 (c), amended the N.J.A.C. reference in the first sentence.

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 development, 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.

Public Notice: Planning area boundary acceptance or rejection.

See: 33 N.J.R. 2347(a).

Administrative change.

See: 35 N.J.R. 2263(a).

Petition for Rulemaking.

See: 37 N.J.R. 360(b), 537(a), 794(a), 1234(a).

## Case Notes

Procedures of Department of Environmental Protection (DEP) for reviewing and incorporating new or changed boundaries established by State Planning Commission did not amount to rule-making and were not subject to notice and comment requirements of Administrative Procedures Act (APA). In the Matter of the Protest of Coastal Permit Program Rules, 807 A.2d 198, 354 N.J.Super. 293.

**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; 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, 2 or 3 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;

2. For a site located in the Coastal Metropolitan Planning Area, 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 Metropolitan Planning Area; or

3. 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 the 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, 2, or 3 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, excluding any buildings, asphalt and/or concrete paving placed on a site in accordance with (e)3 below; or

3. For a marina support facility at a legally existing and operating commercial marina including a marina operated by a public agency, commission or authority, the limit at (e)1 or 2 above or the amount of legal existing impervious cover located on the site, as determined under (g) below, provided the marina support facility is placed on existing legal impervious cover, whichever is higher. For the purposes of this subsection, marina support facilities are boat rack systems, facilities for sewage treatment and marina support buildings. Marina support buildings include, but are not limited to, showrooms, sheds, restrooms, and buildings for marine supplies, bait and tackle, boat sales, dock masters office(s), and boat repair, maintenance and manufacturing.

(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) 3, (d)2, (e)3, 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.

<u>Site Location</u>	<u>Impervious Cover Percentage</u>
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), 33 N.J.R. 1475(b).

Amended by R.2003 d.60, effective February 3, 2003.

See: 34 N.J.R. 74(a), 35 N.J.R. 632(a).

In (a)3, deleted "based on the Coastal Planning Area in which the site is located"; rewrote (c) and (e); in (g), substituted "(c)3" for "(c)2" and inserted "(e)3".

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

Case Notes

Numeric limitations on impervious cover established by Department of Environmental Protection (DEP) in connection with subchapters of Coastal Zone Management (CZM) rules pertaining to development intensity were supported by ample evidence. In the Matter of the Protest of Coastal Permit Program Rules, 807 A.2d 198, 354 N.J.Super. 293.

**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), (e)3 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)2, 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 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 cover requirements at N.J.A.C. 7:7E-5.4.

- 1. The requirement for tree planting at (a)1 above can be satisfied by preserving equivalent forested areas in addition to that required under (a)1 above.
- 2. The requirement for planting of herb/shrub vegetation at (a)2 above can be satisfied by preserving equivalent wooded areas or planting an equivalent area of trees in addition to that required under (a)1 above.

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.  
Amended by R.2003 d.60, effective February 3, 2003.  
See: 34 N.J.R. 74(a), 35 N.J.R. 632(a).  
In (b), substituted "7:7E-5B.4(c), (d), (e)3" for "7:7E-5B.4(c), (d)" "7:7E-5B.4(e)2" for "7:7E-5B.4(e)"; in (c), added 1, 2.

**Case Notes**

Numeric limitations on impervious cover established by Department of Environmental Protection (DEP) in connection with subchapters of Coastal Zone Management (CZM) rules pertaining to development intensity were supported by ample evidence. In the Matter of the Protest of Coastal Permit Program Rules, 807 A.2d 198, 354 N.J.Super. 293.

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-1.8, 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 and marine fish or fisheries as defined at N.J.A.C. 7:7E-8.2;
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.

Amended by R.2003 d.60, effective February 3, 2003.

See: 34 N.J.R. 74(a), 35 N.J.R. 632(a).

In (a), amended the N.J.A.C. reference in the introductory paragraph and rewrote 1.

### 7:7E-6.2 Basic location rule

(a) A location may be acceptable for development under N.J.A.C. 7:7E-3, 4, 5, 5A, 5B and 6, but the Department 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).

Amended by R.2003 d.60, effective February 3, 2003.

See: 34 N.J.R. 74(a), 35 N.J.R. 632(a).

In (a), amended the N.J.A.C. reference in the introductory paragraph.

### 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 Coastal Zone Management rules. The Department may restrict coastal development from connecting to an approved infrastructure in order to prevent adverse impacts to special areas and to protect and preserve coastal resources.

1. 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.

2. Secondary impact analysis must include an analysis of the likely geographic extent of induced development, its relationship to the State Development and Redevelopment Plan, 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 Coastal Zone Management rules.

3. 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".

Amended by R.2003 d.60, effective February 3, 2003.

See: 34 N.J.R. 74(a), 35 N.J.R. 632(a).

Rewrote (b).

### 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).

New Rule, 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-8.22 Solid and hazardous waste**

(a) Solid waste means any garbage, refuse, sludge or other waste material, including solid, liquid, semi-solid or contained gaseous material. A material is a solid waste if it is "disposed of" by being discharged, deposited, injected, dumped, spilled, leaked or placed into or on any land or water so that such material or any constituent thereof may enter the environment or be emitted into the air or discharged into ground or surface waters. Solid waste becomes a hazardous waste when it exhibits any of the characteristics which are specified in the Federal Regulations on Identification and Listing of Hazardous Waste (40 C.F.R. 261). The general characteristics of hazardous waste include, but are not limited to, characteristics of ignitibility, characteristics of corrosivity, characteristics of reactivity and characteristics of toxicity.

1. Solid waste shall not include the following:

i. Source separated food waste collected by livestock producers approved by the State's Department of Agriculture who collect, prepare and feed such wastes

to livestock on their own farms, or recyclable materials that are exempt from regulation pursuant to N.J.A.C. 7:26A;

ii. Materials approved for beneficial use or categorically approved for beneficial use pursuant to N.J.A.C. 7:26; and

iii. Spent sulfuric acid which is used to produce virgin sulfuric acid, provided at least 75 percent of the amount accumulated is recycled in one year.

(b) Coastal development shall conform with all applicable State and Federal regulations, standards and guidelines for the handling and disposal of solid and hazardous wastes, including the Solid Waste Management Act, N.J.S.A. 13:1E-1 et seq., the Solid Waste Management rules, N.J.A.C. 7:26, the Recycling rules, N.J.A.C. 7:26A, and the Hazardous Waste rules, N.J.A.C. 7:26G.

(c) Rationale: See the OAL Note at the beginning of this subchapter.

New Rule, R.2002 d.60, effective February 3, 2003.

See: 34 N.J.R. 74(a), 35 N.J.R. 632(a).

## 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 Administrative 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 unless otherwise specified. Coastal wetlands maps referenced are listed at N.J.A.C. 7:7-2.2(c) and are available from the Department at the Maps and Publications office, 428 East State Street, PO Box 438, Trenton, New Jersey, (609) 777-1308.

## 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.

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 at the intersection of US route 9 and the municipal boundary of Dennis Township and Middle Township, thence east along the municipal boundary to the Garden State Parkway, thence northeast 4,055 feet along the Garden State Parkway, thence northwest to a point 710 feet northeast of the projected centerline intersection of US route 9 and State Highway 83, thence 425 feet northeast along US route 9, then northwest to Kings Highway (County Road 608) at a point 385 feet from the intersection of Kings Highway (County Road 608) and State Highway 83, then south along Kings Highway (County Road 608) to the intersection of Kings Highway (County Road 608) and State Highway 83 at a point 860 feet northwest of the previously referenced projected centerline intersection of US route 9 and State Highway 83, then south to the municipal boundary of Dennis Township and Middle Township at a point 770 feet west of US route 9, thence east along the municipal boundary to its intersection with US route 9.
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 a point along the Garden State Parkway 200 feet north of the intersection of Crest Haven Road, thence northwest along a line perpendicular to the Garden State Parkway and parallel to

Crest Haven Road to a point on the Conectiv Transmission Line right-of-way 1,500 feet north of the intersection of said right-of-way with Dennisville-Courthouse Road (County Route 657), thence southwest along the Conectiv Transmission Line right-of-way to County Route 657 Court House-Dennisville Road, thence 810 feet north along County Route 657 Court House-Dennisville Road, thence northwest to a point in the right-of-way of the Cape May Seashore Railroad Line 4,500 feet north of the intersection of said railroad right-of-way with the Conectiv Transmission Line right-of-way, thence south along the right-of-way of the Cape May Seashore Railroad Line to a point at the intersection of Church Street, thence west on Church Street to County Route 615 (Goshen Road), thence north on Goshen Road to the Conectiv Transmission Line, thence southwest along the Conectiv 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 along the Garden State Parkway to a point 800 feet south of the intersection of Crest Haven Road, thence east perpendicular to the Garden State Parkway to a point intersecting the upper wetlands boundary depicted on Coastal Wetland map 091-1956, thence north along the upper wetlands boundary depicted on maps 091-1962 and 098-1962 approximately 9,800 feet to a point, thence west along a perpendicular line that intersects the Garden State Parkway at a point 5,230 feet northeast of the intersection of Crest Haven, thence southwest along the Garden State Parkway to a point 200 feet north of the intersection of Crest Haven Road and the Garden State Parkway.

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 Connectiv 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. 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.
- B. 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.

- C. 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).

D. 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).

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.  
Amended by R.2001 d.152, effective May 7, 2001.

See: 33 N.J.R. 156(a), 33 N.J.R. 1371(a).  
Rewrote the section.  
Petition for Rulemaking.  
33 N.J.R. 1475(a).  
Administrative change.  
See: 34 N.J.R. 1421(b).  
Administrative change.  
See: 34 N.J.R. 4196(a).  
Petition for Rulemaking.  
See: 35 N.J.R. 3720(a), 4786(a).  
Administrative change.  
See: 36 N.J.R. 5674(a).

## APPENDIX 3

## BOUNDARIES OF COASTAL CENTERS IN THE CAFRA AREA 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 on barrier islands, oceanfront spits, or peninsulas. The boundaries of all other coastal centers are set forth in Appendix 2.

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.

- I. Atlantic County coastal centers on barrier islands, spits, and peninsulas
  - A. Brigantine coastal town
    1. The coastal town boundary follows the municipal boundary of the City of Brigantine, but does not include any bay islands or the Absecon Wildlife Management Area.
- II. Cape May County coastal centers on barrier islands, spits and peninsulas
  - A. Lower Township coastal centers
    1. Diamond Beach coastal town
      - a. The coastal town boundary extends from the intersection of the Wildwood Crest/Lower Township municipal boundary and Park Boulevard thence southwest on Park Boulevard to North Station Avenue, thence southeast on North Station Avenue to Ocean Drive (County route 621), thence southwest on Ocean Drive (County route 621) to Madison Avenue, thence southeast on Madison Avenue to its end, thence southeast on the same bearing to the water's edge, thence northeast along the water's edge to the municipal boundary, and thence northwest along the municipal boundary to Park Boulevard.
  - B. Ocean City coastal regional center
    1. The coastal regional center boundary follows the municipal boundary of Ocean City, but does not include any bay islands or Corson's Inlet State Park.
  - C. Sea Isle City coastal town

1. The coastal town boundary follows the municipal boundary of Sea Isle City, but does not include the area north of a line that extends along 22nd Street and along the same bearing from either end of 22nd Street to the mean high water line.
- III. Monmouth County coastal centers on barrier islands, spits and peninsulas
    - A. Monmouth Beach coastal town
      1. The coastal town boundary follows the municipal boundary of the Borough of Monmouth Beach, but does not include any bay islands.
    - B. Sea Bright coastal town
      1. The coastal town boundary follows the municipal boundary of the Borough of Sea Bright, but does not include any bay islands.
  - IV. Ocean County coastal centers on barrier islands, spits and peninsulas
    - A. Barnegat Light coastal village
      1. The coastal village boundary follows the municipal boundary of Barnegat Light Borough, but does not include any bay islands or Barnegat Light State Park.
    - B. Bay Head coastal town
      1. The coastal town boundary follows the municipal boundary of Bay Head Borough.
    - C. Beach Haven Borough coastal town
      1. The coastal town boundary follows the municipal boundary of Beach Haven Borough, but does not include any bay islands.
    - D. Berkeley Township coastal town
      1. The coastal town boundary circumscribes that part of Berkeley Township that is east of Barnegat Bay, north of Island Beach State Park and south of Seaside Park Borough.
    - E. Brick Township coastal centers
      1. South Mantoloking coastal village
        - a. The coastal village boundary circumscribes that part of Brick Township that is east of Barnegat Bay, north of Dover Township, and south of Mantoloking Borough, but does not include any bay islands.
    - F. Dover Township coastal centers
      1. Normandy Beach/Chadwick coastal town
        - a. The coastal town boundary circumscribes that part of Dover Township that is east of Barnegat Bay, north of Lavallette Borough and south of Brick Township, but does not include any bay islands.
      2. Ortley Beach coastal town
        - a. The coastal town boundary circumscribes that part of Dover Township that is east of Barnegat Bay, north of Seaside Heights Borough, and south of Lavallette Borough, but does not include any bay islands.

**G. Harvey Cedars coastal town**

1. The coastal town boundary follows the municipal boundary of Harvey Cedars Borough, but does not include any bay islands.

**H. Lavallette coastal town**

1. The coastal town boundary follows the municipal boundary of Lavallette Borough, but does not include any bay islands.

**I. Long Beach coastal town**

1. The coastal town boundary circumscribes those non-contiguous parts of Long Beach Township that are east of Barnegat Bay, but does not include any bay islands or the Holgate Unit of the Edwin B. Forsythe National Wildlife Refuge.

**J. Mantoloking coastal village**

1. The coastal town boundary follows the municipal boundary of Mantoloking Borough, but does not include any bay islands.

**K. Seaside Park coastal town**

1. The coastal town boundary follows the municipal boundary of Seaside Park Borough, but does not include any bay islands.

**L. Ship Bottom coastal town**

1. The coastal town boundary follows the municipal boundary of Ship Bottom Borough, but does not include any bay islands.

**M. Surf City coastal village**

1. The coastal village boundary follows the municipal boundary of Surf City, but does not include any bay islands.

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: 36 N.J.R. 5674(a).

**APPENDIX 4****CAFRA CENTERS**

This non-regulatory appendix contains the list of CAFRA centers the boundaries of which have been accepted by the Department under N.J.A.C. 7:7E-5B.3(b), and which are incorporated into and shown on the CAFRA Planning Map. As required under N.J.A.C. 7:7E-5B.4(b), an applicant shall refer to the CAFRA Planning Map in order to determine the location of a site for the purposes of determining the applicable impervious cover limits under this chapter.

The Department will update the list of CAFRA centers, in this Appendix by notice of administrative change as part of

the New Jersey Register notice required in N.J.A.C. 7:7E-5B.3(b). The appendix is organized as follows: Counties are listed alphabetically. Within each county, the municipalities are listed alphabetically. Within each municipality, the CAFRA centers are listed alphabetically.

**I. Atlantic County CAFRA centers and CAFRA cores****A. Atlantic City**

1. Atlantic City CAFRA urban center

**B. Galloway Township CAFRA centers and CAFRA cores**

1. Galloway Downtown CAFRA core
2. Oceanville CAFRA village
3. Smithville CAFRA core
4. Smithville CAFRA town
5. Wrangleboro CAFRA town

**II. Cape May County CAFRA centers****A. Avalon Borough**

1. Avalon Borough CAFRA town

**B. Cape May City**

1. Cape May City CAFRA town

**C. Cape May Point Borough**

1. Cape May Point CAFRA village

**D. Stone Harbor Borough**

1. Stone Harbor Borough CAFRA town

**E. Wildwood City/North Wildwood City/Wildwood Crest Borough/West Wildwood Borough**

1. The Wildwoods CAFRA regional center

**III. Cumberland County CAFRA centers****A. Bridgeton City**

1. Bridgeton CAFRA Regional Center

**B. Commercial Township CAFRA centers**

1. Laurel Lake CAFRA village
2. Mauricetown-Haleyville CAFRA village
3. Port Norris CAFRA village

**C. Lawrence Township**

1. Cedarville CAFRA Village

**D. Maurice River Township**

1. Delmont CAFRA village
2. Dorchester-Leesburg CAFRA village

- 3. Heislerville CAFRA village
- 4. Port Elizabeth Bricksboro CAFRA village
- 5. Mauricetown Station CAFRA hamlet
- E. Millville City/Vineland City
  - 1. Millville-Vineland CAFRA regional center
- IV. Monmouth County CAFRA centers
  - A. Asbury Park City
    - 1. Asbury Park CAFRA urban center
  - B. Atlantic Highlands Borough
    - 1. Atlantic Highlands Borough CAFRA town
  - C. Long Branch City
    - 1. Long Branch CAFRA regional center
  - D. Manasquan Borough
    - 1. Manasquan Borough CAFRA town
  - E. Red Bank Borough
    - 1. Red Bank CAFRA regional center
- V. Ocean County CAFRA centers
  - A. Little Egg Harbor Township

- 1. Mystic Island CAFRA town
- 2. Parkertown CAFRA village
- B. Little Egg Harbor Township/Tuckerton Borough
  - 1. Tuckerton CAFRA town
- C. Seaside Heights Borough
  - 1. Seaside Heights CAFRA Town
- D. Stafford Township
  - 1. Stafford/Manahawkin CAFRA regional center
- VI. Salem County CAFRA centers and CAFRA nodes
  - A. Lower Alloways Township CAFRA centers
    - 1. PSE & G Energy Facility node
  - B. Salem City
    - 1. Salem City CAFRA regional center

New Rule, R.2001 d.81, effective March 5, 2001.  
 See: 32 N.J.R. 352(a), 32 N.J.R. 862(a), 33 N.J.R. 843(a).  
 Administrative change.  
 See: 34 N.J.R. 1421(b).  
 Administrative change.  
 See: 34 N.J.R. 4196(a).  
 Administrative change.  
 See: 36 N.J.R. 5674(a).  
 Administrative change.  
 See: 37 N.J.R. 4435(a).