

2016 COMPREHENSIVE MASTER PLAN UPDATE

City of Margate, Atlantic County N.J.



FINAL

Approved

03/20/17

Final Corrections

5/12/17

Statement of Objectives, Principles,
Assumptions,
Policies & Standards

Land Use Plan Element

Housing Plan Element

Circulation Plan Element

Community Facilities
Plan Element

Open Space & Recreation
Plan Element

Sustainability Plan Element

Economic Plan Element

Historic Preservation
Plan Element



<u>MARGATE CITY COMMISSION</u>	
Michael S. Becker Mayor, Commissioner of Public Works	
Maury Blumberg Commissioner of Revenue & Finance	John F. Amodeo Commissioner of Public Safety
Richard Deaney, Business Administrator Johanna Casey, City Clerk John Scott Abbott, City Solicitor	
<u>MARGATE PLANNING & ZONING BOARD</u>	
Richard Patterson, Chair Michael Richmond, Vice Chair	
Mayor Michael S. Becker	David Carter
Tom Collins	Michael Cristaldi
Joe DiGirolamo	Jim Galantino
Margaret Guber-Nulty	Despina Hess
Craig Palmisano	Remy Pelosi
Clem Waslewski	
Johanna Casey, CTA, Board Administrator/Secretary Roger McLarnon, Zoning Officer and Board Planner Edward J. Walberg, PE, PP, CME, Board Engineer Stanley L. Bergman, Jr. Esq., Board Solicitor	
<u>MASTER PLAN STEERING COMMITTEE</u>	
John F. Amodeo, Commissioner	Johanna Casey, CTA, Board Administrator/Secretary
Richard Deaney, Business Administrator	Richard Patterson, Planning Board Chair
Roger McLarnon, Zoning Officer	Scott Abbott, City Solicitor
<u>Remington, Vernick & Walberg Engineers</u>	<u>SQSH Architects</u>
Stuart B. Wiser, PP/AICP	Mark Patrella, AIA
Ryan McGowan, PE, PP, CME	
<u>Spectrum Gaming Group</u>	<u>Econsult Solutions</u>
Michael J. Pollock	Daniel Miles, Phd
Joseph Weinert	



2016 Comprehensive Master Plan Update
City of Margate
Atlantic County, N.J.

The original of this document has been signed
and sealed pursuant to N.J.S.A. 45:14A-12.

Respectfully Submitted:

REMINGTON, VERNICK & WALBERG ENGINEERS

By:

Stuart B. Wiser, P.P., AICP

NJ Professional Planners License # 5598

Ryan McGowan, P.E., P.P., CME

NJ Professional Engineer's License # 49324

NJ Professional Planners License # 6234

Spectrum Gaming Group

By:

Michael J. Pollock

SOSH ARCHITECTS

By:

Mark Petrella, AIA

NJ Registered Architect's License # 12603

Econsult Solutions

By:

Daniel Miles



RESERVED FOR ADOPTING RESOLUTION



Table of Contents

1	Introduction.....	1	4.3.3	Water Supply and Sewerage.....	29
1.1	Objective	1	4.3.4	Drainage	29
1.2	Geographical Information.....	1	4.3.5	Flood Plain Areas.....	30
1.3	Prior Master Plans.....	1	4.3.6	Marshes.....	30
1.4	Focus Group Meetings and Public Outreach Efforts.....	2	4.3.7	Woodlands and Agriculture	31
1.5	Margate Housing and Population	2	4.3.8	Flora and Fauna.....	31
2	Definitions	5	4.4	Flood Elevations and Sea-level Rise	31
3	Statement of Objectives, Principles, Assumptions, Policies, and Standards	8	4.5	Land Use	33
3.1	General.....	8	4.5.1	Development History	33
3.2	Land Use Policy	11	4.5.2	Commercial Properties and Zoning	33
3.3	Housing Policy.....	14	4.5.3	Residential Properties and Zoning	48
3.4	Circulation Policy	17	4.5.4	Non-Commercial or Residential Zoning	65
3.5	Community Facilities Policy	19	4.5.5	Recommended New Zones	66
3.6	Open Space and Recreation Policy	20	4.5.6	General Development Regulations	70
3.7	Sustainability Policy	21	5	Housing Plan Element	73
3.8	Economic Policy	23	5.1	Introduction	73
3.9	Historic Preservation Policy	24	5.2	Background	77
4	Land Use Plan Element	27	5.2.1	Demographic Characteristics	77
4.1	Requirements	27	5.2.2	Education	80
4.2	Prior Master Plan Land Use Element	27	5.2.3	Age of Housing	80
4.3	Natural Conditions	28	5.2.4	Housing Tenure	81
4.3.1	Topography	28	5.2.5	Housing Stock Value and Rental Costs.....	82
4.3.2	Soil Conditions.....	29	5.2.6	Living Conditions of Housing in Margate	86
			5.2.7	Analysis of Existing Employment	87
			5.2.8	Analysis of Future Employment	89
			5.2.9	Housing Stock Projection	90



5.2.10	Present and Prospective Affordable Housing Needs.....	94
5.2.11	Lands most Appropriate for Affordable Housing	95
6	Circulation Plan Element	97
6.1	Overview	97
6.2	Parking Considerations.....	98
6.3	One-Way Streets	100
7	Community Facilities Plan Element	101
7.1	Inventory of Facilities	101
7.1.1	Public Access Facilities Owned by the City.....	101
7.1.2	Public Works Facilities Owned by the City	104
7.1.3	Sites Owned by the City	108
7.1.4	Educational Facilities	109
7.1.5	Local Churches, Synagogues, and Community Facilities.....	110
7.1.6	Senior Housing	110
7.2	Recommendations	110
7.2.1	Infrastructure	110
7.2.2	City of Margate Fire Department	112
7.2.3	City of Margate Municipal Building.....	112
7.2.4	City of Margate Buildings	113
7.2.5	Educational Facilities	113
8	Open Space and Recreation Plan Element.....	114
8.1	Recreation and Open Space	114
8.1.1	Recreation Facilities	114
8.1.2	Open Space.....	116
9	Sustainability Plan Element	117
9.1	Introduction	117
9.2	Existing Conditions	
	Analysis/Municipal Carbon Footprint	118
9.2.1	Building Inventory	119
9.2.2	Electricity Usage.....	120
9.2.3	Natural Gas Usage.....	120
9.2.4	Vehicle Inventory	121
9.2.5	Municipal Building Solar Array.....	125
9.2.6	Municipal Carbon Footprint.....	125
9.2.7	Community Carbon Footprint	125
9.3	Current Green Programs in Place	126
9.3.1	Community Partnership and Outreach.....	127
9.3.2	Green Ordinances	128
9.3.3	Emergency Management and Resiliency	128
9.3.4	Land Use and Transportation.....	129
9.3.5	Vehicle Fleets	130
9.3.6	Waste Management and Recycling	130
9.4	Implementation – Actions & Recommendations	131
9.4.1	Community Awareness, Education, and Publicity .	131
9.4.2	Continuing Planning, Implementation, and Monitoring	133
9.4.3	Green House Gas Emissions.....	134
9.4.4	Transportation	136
9.4.5	Waste Management and Recycling	138
9.4.6	Land Use and Green Building.....	140
10	Economic Plan Element.....	141
10.1	Introduction	141



10.1.1	Goals.....	142
10.2	Economic Background	143
10.2.1	Economic Conditions.....	144
10.3	Recommendations	148
10.3.1	Tourism Marketing.....	148
10.3.1.A	Establish an Economic Development/ Tourism Commission	149
10.3.1.B	Develop a Tourism Marketing Strategy	150
10.3.1.C	Explore Dedicated Funding Options	150
10.3.2	Summer Season.....	151
10.3.2.A	Attracting Renters and Overnight Visitors	152
10.3.2.B	Attracting Day Trippers.....	152
10.3.2.C	Attracting Visitors from Nearby Shore Towns	153
10.3.2.D	Shoulder Season	154
10.3.3	Off-Season	155
10.3.3.A	Re-Engaging Seasonal Residents.....	155
10.3.4	General.....	157
10.3.4.A	Business Development.....	157
10.3.4.B	Access to Margate	157
10.3.4.C	Increasing Full-time Residents.....	158
11	Historic Preservation Plan Element.....	161
11.1	Historic Resources.....	161
11.2	Observations and Recommendations.....	162
12	References	166



Attached Mapping

City of Margate – Existing Zoning Map

City of Margate – Proposed Zoning Map

City of Margate – Commercial Properties and Existing Zoning Map

City of Margate – Commercial Properties and Proposed Zoning Map

City of Margate – Assessed Value Map

City of Margate – Housing Age Map

City of Margate – Lot Size Map

City of Margate – Vacant Land Map



1 INTRODUCTION

1.1 Objective

The City of Margate is in a period of transition. Margate has long been a small, primarily year-round suburban residential community.

Development and economic trends since the 1970's, particularly since the year 2000, have led to a precipitous decline in the City's year-round population. From a peak of over 10,000 full time residents around 1970, the City's current population is edging downward toward 6,000 full time residents. This transition to a seasonal population has stressed the City's services, schools, businesses, and religious organizations. The objective of this plan is to review the City's history, document progress towards prior goals and objectives, and develop plans and strategies for how the City can continue to adapt and thrive in the future.

1.2 Geographical Information

The City of Margate occupies approximately 1.4 square miles of Absecon Island. The City shares Absecon Island with Atlantic City and Ventnor City to the north-east, and the Borough of Longport to the south-west. The City is bordered by water on two sides; Beach Thorofare provides the bay side border to the north-west and the Atlantic Ocean provides the beach side border to the south-east. The approximate geographic center

of Margate City is located at Latitude 39°19'40" and Longitude 74°30'30".

1.3 Prior Master Plans

The last significant work on the City's Master Plan was a Master Plan Revision that was complete in March of 2006. Prior to the 2006 Plan Revisions, the City's Planning Board adopted an updated Master Plan in January of 2004. This 2006 Plan Revision was prepared to address concerns about bulk and mass that arose after adoption of the 2004 Plan. Prior to those efforts, the City prepared the Margate Master Plan in 1985, a 1990 Re-Examination of the Master Plan and Development Regulations, and a Reexamination Report of that Master Plan in 1999. Goals from those prior plans were reviewed and their applicability to the current state of the City considered. Prior planning goals were renewed, revised, and abandoned, where appropriate.

Upon reviewing prior master plan efforts, it became evident that items that were priorities of prior plans are no longer concerns and items that are significant concerns now are not mentioned in prior planning efforts. This can be expected to some degree when reviewing prior master plan



efforts in any community. However, the aftermath of Hurricane Sandy has shifted the discussion and priorities of many coastal communities. The steps that a coastal community such as Margate must take to ensure its long term existence has been taken for granted until recently.

1.4 Focus Group Meetings and Public Outreach Efforts

In an attempt to get input from stakeholders with varying perspectives, six (6) focus group meetings were held with individuals representing the following generalized groups:

1. Restaurant Owners
2. Retail Store Owners
3. Marina District Businesses
4. Local Builder's and Architects
5. Local Realtors and Attorney's
6. Religious Organizations, Schools, and the City's Recreation Department

Attendees of these meetings were invited by the City to provide information about the unique concerns of their businesses, patrons, clients, parishioners, and students. The individuals invited to each meeting were each in positions that exposed them to many of the City's visitors and residents. The individuals at each meeting were effectively

able to represent the interests and concerns of a larger segment of the City's residents, second-home owners, and seasonal visitors.

Each meeting targeted a specific group of people who were expected to have concerns about similar topics. The meetings were organized to facilitate a healthy discussion about concerns that would be especially relevant to each group represented. This approach helped to manage the length and breadth of each meeting, allowing for more in-depth discussion about specific topics relevant to each groups members. The six meetings were held between November 2015 and March 2016.

1.5 Margate Housing and Population

According to US Census Bureau (1), in 2010 the City of Margate had an estimated full time resident population of 6,354 persons. Since 1970, the full time resident population in the City has declined almost 40% from a peak population of 10,576. During the same 40-year span, the number of housing units has increased by nearly 40% from 5,143 to 7,114. In 1970, according to US Census data, 73% of housing units were occupied by full time residents. As of the 2010 census, only 44% of the housing units were occupied by full time residents. Over 50% of dwelling units in the City are now classified as being for "Occasional or Recreational Use". (1)



The real estate boom of the late-1990's / early-2000's has had a tremendous impact on the City's housing stock. Home values on the island rose significantly during that period and purchasers since that period are primarily wealthier individuals or families in the top few percent of wage earners. The City has evolved from primarily a full-time residential community into a second home community with a seasonal population shift. The City of 6,354 full time residents has a massive influx of summer visitors and part time residents and has an estimated peak summer, weekend population of nearly 32,000 persons (2). This drastic variation in the population requires that the City seasonally adjusts its workforce and priorities throughout the year to meet the demands of the fluctuating population.

The trend towards a seasonal population in the City is even more noteworthy because the shift has occurred during the same time period that traditional transient housing in the form of hotels and motels was completely eliminated from the City. A 1981 Motel Study prepared by Roger Rubin Associates (3) notes the following:

"In the 1970's decade, not one new motel permit was issued, or requested. In the same decade, over 1,200 multi-family units, mostly of high quality, have been created, by new construction and/or conversion or rehabilitation. In the same decade (and

primarily in the 1978-1981 time period) hundreds of motel units have been converted, to year-round residential use."

Based on the population and housing figure trends from that time period forward, it appears that the majority of the multifamily units converted from hotel and motel units and multifamily units created as new construction during that time period have become seasonal units and not year-round residential, as noted in the Motel Study.

Another factor that has likely influenced the population and housing stock in the City that was not observed in any previous master plan reviewed was the creation of the Garden State Parkway in the 1950's and Atlantic City Expressway in the mid 1960's. As provided by many of the City's most active realtors during one of the Master Plan stakeholder meetings, the vast majority of second home owners in the City have a primary residence in the Philadelphia metropolitan area. The New York City metropolitan area was provided as the second most popular primary residence location for individuals considering and making second home purchases in the City of Margate. The significant improvement to the access routes to Absecon Island from Philadelphia and New York City during the 1950's and 1960's has inarguably helped to make Margate an attractive second home location for residents from more affluent portions of these nearby major metropolitan areas. The second home



market from Philadelphia and New York City has undoubtedly had a significant impact on the City and will likely continue to influence

property values and development patterns in the City for the foreseeable future.



2 DEFINITIONS

For the purposes of this Comprehensive Master Plan Update, and in addition to any terms defined within the body of this document, the following terms shall have the meaning as set forth in this section. Terms presented as singular or plural, masculine or feminine, or present or past tense shall be construed within the context in which they occur.

- 2.1 “ADA” shall mean the Americans with Disabilities Act (42 U.S.C.A. ~ 12101 et. seq.).
- 2.2 “Board of Commissioners” shall mean the Mayor and Commissioners of the City of Margate. Within the context of the various sections of this document, the terms “City of Margate”, “City” and “Governing Body” shall mean the Board of Commissioners of the City of Margate.
- 2.3 “City” see Margate.
- 2.4 “City Clerk” shall mean the City Clerk of the City of Margate, whose office is assigned to maintain the official files of the municipality.
- 2.5 “City Website” shall mean www.Margate-nj.com.

- 2.6 “CAFRA” shall mean the New Jersey Coastal Area Facilities Review Act and shall be construed herein to include the Coastal Zone Management (“CZM”) Rules N.J.A.C. 7:7-1 and 7:7E-1 et. seq. and other pertinent environmental regulations promulgated by the New Jersey Department of Environmental Protection.
- 2.7 “Coastal Zone” shall mean the New Jersey coastal zone, which is defined as:
- A. The coastal area defined in the Coastal Area Facility Review Act (CAFRA), N.J.S.A. 13:19-1 et seq.;
 - B. 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 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;
 - C. 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' and no more than 500' from the mean high water line;

D. All areas containing tidal wetlands; and

2.8 "Comprehensive Master Plan Update" see 2016 Comprehensive Master Plan Update.

2.9 "County" shall mean the County of Atlantic, State of New Jersey.

2.10 "FEMA" shall mean the Federal Emergency Management Agency.

2.11 "Governing Body" see Board of Commissioners.

2.12 "Island" shall mean Absecon Island.

2.13 "LEED" shall mean Leadership in Energy & Environmental Design
"<http://www.usgbc.org/DisplayPage.aspx?Category ID=19>.

2.14 "Margate" shall mean the City of Margate, a body corporate and politic, and unless otherwise indicated, shall include its Governing Body, elected officials, officers and staff.

2.15 "Municipal Land Use Law" or "MLUL" shall mean the New Jersey Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.).

2.16 "NJDCA" shall mean the New Jersey Department of Community Affairs, and shall include all divisions therein and agencies thereof.

2.17 "NJDEP" shall mean the New Jersey Department of Environmental Protection and shall include all divisions therein and agencies thereof, including those responsible for implementation of the Coastal Zone Management Rules, CAFRA and other environmental regulations.

2.18 "NJDOT" shall mean the New Jersey Department of Transportation.

2.19 "Office of Planning Advocacy" ("OPA") shall mean the successor to the New Jersey Office of Smart Growth ("OSG") and the Office of State Planning ("OSP"); operating out of the office of the Secretary of State under the Lieutenant Governor. As part of its Business Action Center, the OPA is charged with helping to spur economic growth in New Jersey.

2.20 "Planning Board" shall mean the combined Planning and Zoning Board of Adjustment of the City of Margate established pursuant Article 2 of the Municipal Land Use Law and exercising the powers of a municipal Zoning Board of Adjustment under the provisions of N.J.S.A. 40:55D 25 c., and operating pursuant to the



various regulations of the Land Development Ordinance.

2.21 "Publication" shall mean the date printed on the cover of this Comprehensive Master Plan Update, which shall signify the date this document was finalized for submission to the Planning Board.

2.22 "State Plan" shall mean the New Jersey State Development and Redevelopment Plan, Adopted March, 2001.

2.23 "2004 Master Plan" shall mean the document entitled City of Margate Master Plan prepared by Heyer, Gruel & Associates. Dated January 2004.

2.24 "2006 Master Plan Revision" shall mean the document entitled City of Margate Master Plan Revision prepared by Heyer, Gruel & Associates. Dated March 2006.

2.25 "2016 Comprehensive Master Plan Update" or "Comprehensive Master Plan Update" shall mean this instant document entitled 2016 Comprehensive Master Plan Update. City of Margate, Atlantic County, N.J., prepared by Remington, Vernick & Walberg Engineers, SOSH Architects, Spectrum Gaming Group and EConsult Solution (with date as appearing on the front cover hereof), including all appendices and related documents included herein by reference.



3 STATEMENT OF OBJECTIVES, PRINCIPLES, ASSUMPTIONS, POLICIES, AND STANDARDS

The Municipal Land Use Law requires that municipal Master Plan include a “Statement of Objectives, Principles, Assumptions, Policies and Standards upon which the constituent proposals for the physical, economic and social development of the municipality are based”. (4)

The 1985 Master Plan, 1990 Master Plan Reexamination, 2004 Master Plan, and 2006 Master Plan Reexamination detailed the historical issues and (then) current trends facing the City. This Comprehensive Master Plan Update utilizes these efforts as background, and updates the “Statement” based on current conditions and policy direction.

In addition to satisfying the statutory requirement for the required “Statement”, this section will satisfy N.J.S.A. 40:44D-a, b & c as relates to the requirements for a Master Plan Reexamination under the Municipal Land Use Law.

For organizational purposes, issues comprising this “Statement” shall be classified via the various Master Plan Elements specified in the Municipal Land Use Law (N.J.S.A. 40:55D-28) as applicable to Margate.

A review of the issues facing the City reveals certain themes which overlap into various Subject headings (i.e., Land Use, Circulation, Economic Development, etc.). To eliminate duplication, to the extent possible, this section presents such recurring items as single entries when appropriate but separately where the focus of the entry differs. Accordingly, the following sections must be read as a single “Statement”.

3.1 General

- A. Principal:** The Municipal Land Use Law (N.J.S.A. 40:55D-2) grants municipalities the power to control the physical development of the lands within their corporate boundaries and provides fifteen (15) guiding purposes to be achieved by their land use/development regulations.

The City of Margate affirms its commitment to these purposes and adopts same as general guidelines for this Comprehensive Master Plan Update, the Land Development Ordinance, policies and practices for all appropriate municipal agencies in the administration of their duties and responsibilities. Specifically:



1. *Encourage municipal action to guide the appropriate use or development of all lands in this State, in a manner which will promote the public health, safety, morals, and general welfare;*
2. *Secure safety from fire, flood, panic and other natural and man-made disasters;*
3. *Provide adequate light, air and open space;*
4. *Ensure that the development of individual municipalities does not conflict with the development and general welfare of neighboring municipalities, the county and the State as a whole;*
5. *Promote the establishment of appropriate population densities and concentrations that will contribute to the well-being of persons, neighborhoods, communities and regions and preservation of the environment;*
6. *Encourage the appropriate and efficient expenditure of public funds by the coordination of public development with land use policies;*
7. *Provide sufficient space in appropriate locations for a variety of agricultural, residential, recreational, commercial and industrial uses and open space, both public and private, according to their respective environmental requirements in order to meet the needs of all New Jersey citizens;*
8. *Encourage the location and design of transportation routes which will promote the free flow of traffic while discouraging location of such facilities and routes which result in congestion or blight;*
9. *Promote a desirable visual environment through creative development techniques and good civic design and arrangement;*
10. *Promote the conservation of historic sites and districts, open space, energy resources and valuable natural resources in the State and to prevent urban sprawl and degradation of the environment through improper use of land;*
11. *Encourage planned unit developments which incorporate the best features of design and relate the type, design and layout of residential, commercial, industrial and recreational development to the particular site;*



12. *Encourage senior citizen community housing construction;*

13. *Encourage coordination of the various public and private procedures and activities shaping land development with a view of lessening the cost of such development and to the more efficient use of land;*

14. *Promote utilization of renewable energy resources; and*

15. *Promote the maximum practicable recovery and recycling of recyclable materials from municipal solid waste through the use of planning practices designed to incorporate the State Recycling Plan goals and to complement municipal recycling programs.*

B. Principal: Margate recognizes that the City has undergone a significant transition from a community consisting primarily of full time residents to primarily a seasonal second home community.

- i. Objective: Regularly review existing ordinances and codes for applicability to current purchase and development trends.

- ii. Objective: Determine seasonal population figures to properly evaluate the adequacy of municipal services at times of peak demand.

C. Principal: Margate recognizes that significant progress is required in many areas to ensure the sustainability and continued viability of the community against extreme weather events such as Superstorm Sandy and Climate Change. Margate also recognizes that the severity and frequency of such events is projected to increase over time and that an uncertain amount of sea level rise is expected (5).

- i. Objective: Review the vulnerabilities of existing municipal infrastructure and update municipal policies to ensure that the City is taking steps to protect all municipal infrastructure, but especially critical infrastructure from rising sea levels and significant storm events.
- ii. Objective: Review and update municipal policies and regulations to ensure that the City is permitting, promoting, and requiring (where appropriate) measures to protect private development from rising sea levels and significant storm events.



3.2 Land Use Policy

A. Principal: Margate recognizes that development and redevelopment in the City is trending toward larger homes and that buyers are primarily second homeowners and other non-full time residential uses.

- i. Objective: Continue to plan and zone to preserve the character and appeal of existing neighborhoods.
- ii. Objective: Evaluate lot coverage and bulk standards and consider reducing building footprint, overall size, and bulk allowances.
- iii. Objective: Consider FAR ratio controls where appropriate to supplement zoning controls.
- iv. Objective: Preserve and/or expand to the maximum extent practicable, the number of families that are full time residents in the City.
- v. Objective: Evaluate the zoning boundaries for consistency with the type and character of existing development

B. Principal: Margate recognizes that land development in the City has been driven by residential property values and that the viability of Commercial districts is threatened by financial pressures generated by the residential market. Margate recognizes that sustaining commercial land uses is viewed as critical to the long term attractiveness of the City as a premier shore community.

- i. Objective: Review and update municipal policies and regulations to ensure that Commercial Districts are contiguous and cohesive to the maximum extent practicable and that the district boundaries are sensible and defensible.
- ii. Objective: Review and update municipal policies and regulations to ensure that Commercial Development regulations permit and promote economically viable development in the City.
- iii. Objective: Develop and implement public realm/streetscape design (ROW) guidelines design guidelines to create commercial districts that are distinct and recognizable to the motoring public.



- iv. Objective: Determine appropriate locations and regulations for outdoor product placement, sidewalk sales, and outdoor dining options.

C. Principal: Margate recognizes that waterfront property in the City possesses unique characteristics and value because of its proximity and access to the water. This includes both the Waterfront Special District (Amherst Avenue) and the residential areas with water access.

- i. Objective: Adopt development regulations that acknowledge the unique challenges and characteristics of waterfront property.

D. Principal: Margate recognizes that the Waterfront Special District provides unique value to the City and that the City should continue to pursue revitalization efforts in this location.

- i. Objective: Consider the recommendations of prior studies of the Waterfront Special District portion of Amherst Avenue, adopt a street and promenade configuration to enhance the

Waterfront Special District and address parking needs, and evaluate bulkhead replacement along Amherst Avenue.

- ii. Objective: Consider use of the Local Redevelopment and Housing Law as a tool to spur growth in the District to partner with a commercial developer to redevelop underutilized existing facilities.
- iii. Objective: Identify existing ordinances and regulations that restrict business hours and other activities and consider permitting additional operating hours and additional outdoor activities.
- iv. Objective: Support Bayfront commercial activity by pursuing dredging opportunities to maintain access to boat slips and navigable waters.

E. Principal: Margate recognizes that the City has very few large parcels which have the appropriate size and location for public, religious, and civic uses. Margate also recognizes that many of the non-public entities which control these properties face uncertain futures, and that large parcels of land in the City that they control could be converted to housing.



- i. Objective: Identify such lots in the City and ensure that zoning supports continued civic or institutional use.

F. Principal: Margate recognizes that the City lacks transient housing options (i.e. hotel, motel, Bed & Breakfast, or similar options) for short term guests and visitors to the stay overnight. Margate also recognizes that transient visitors support local commercial activity, particularly food service establishments, more than second homeowners or residents.

- i. Objective: Identify an area in the City that would be appropriate to develop a short term transient housing option.
- ii. Objective: Develop appropriate development regulations addressing structure height, bulk, parking that pay particular attention to the protection of light, air, open space, view corridors, etc.

G. Principal: Margate recognizes that recent development applications for properties in the City have ignored architectural

detail in favor of less expensive, often bland, stark and utilitarian façade designs which detract from the aesthetics of the City.

While the Planning Board has had some success in encouraging developers to design buildings with more variety and interest, their power to compel better design is somewhat limited.

While nominally an aesthetic issue, such architecture impacts the stability of neighborhoods and is recognized by the Municipal Land Use Law as one of the purposes of that act.

- i. Objective: Establish within the Land Use Plan and Land Development Ordinance, as appropriate, specific Architectural design standards to promote a desirable visual environment and ensure the continued visual integrity of both the commercial and residential sections of the City.
- ii. Objective: Reevaluate building and zoning regulations and revise where appropriate to allow for more architectural creativity.



H. Principal: Margate recognizes that the City's population is aging and that this population has needs that differ from the needs of young families

- i. Objective: Evaluate the adequacy of Emergency Services during the peak summer season when the City's population swells to many times the number of full time residents.
- ii. Objective: Consider zoning for medical offices and other healthcare related facilities to service the aging population.

Policies and Standards related to land use in Margate are more fully detailed in the Land Use Plan Element (Section 4) of this Comprehensive Master Plan Update.

3.3 Housing Policy

As summarized in the



Housing Plan Element (Section 0), the almost-constant state of litigation by and between various stakeholders, interest groups and governmental entities responsible for Affordable Housing in New Jersey ~ dating at least as far back as 1999 ~ has made it all-but-impossible for the City to determine the rules and regulations that would govern any Fair Share Housing Plan the City may seek to adopt. As such, preparation of a compliant Plan ~ while balancing the fiduciary reasonability to wisely spend taxpayer funds and the constitutional obligation to provide Margate's "fair share" of Affordable Housing as required by the 1985 Fair Housing Act ~ has historically been viewed by the City as an impossible exercise.

Given such uncertainty, the City has historically deferred action on this issue until the New Jersey Council on Affordable Housing ("COAH") could establish a realistic (and unchallenged) formula for calculating Margate's Fair Share Affordable Housing Obligation.

While waiting for this to occur, the State Supreme Court, in March 2015, declared New Jersey's affordable housing process "nonfunctioning", removed jurisdiction over the issue from COAH and placed such jurisdiction with the Superior Court. While COAH still exists as a State Agency, it no longer has the authority to regulate the number of low- and moderate-income units assigned to each municipality. Municipalities

who have been judged to have acted in bad faith have been treated harshly by the Courts.

While legislative attempts to address the root causes of the aforementioned litigation have proven unsuccessful to date, the 2018 governor's election is likely to bring new attention to this subject, and new proposals are likely to be offered. It is the opinion of the Planning Board that Margate no longer has the luxury of delay on this issue.

A. Principal: Real Estate market demand in Margate has shifted a large portion of the City's housing inventory from year-round to seasonal occupancy, thereby reducing the number of housing units available for full-time residency. This, combined with the relatively-high purchase price of housing in the City, has made it all-but-unaffordable for people of low and moderate incomes to purchase housing in Margate.

- i. Objective: Consider utilizing the New Jersey Local Redevelopment and Housing Law (NJSA 40A:12A-1 et seq) (6) to craft a Redevelopment Plan designed to develop market rate residences that are within the means of locally employed individuals and families.



- ii. Objective: Develop incentives for full time resident families to encourage existing families to stay in Margate and new families to relocate to Margate.
- iii. Objective: Maintain the adopted Land Use Plan as a rational plan to regulate development patterns and reinforce the integrity of the City's residential neighborhoods and commercial districts.
- iv. Objective: Develop and implement revisions to the City's Land Development Ordinance to achieve the City's Land Use Plan goals and objectives.
- v. Objective: Establish within the Land Use Plan and Land Development Ordinance, as appropriate, specific standards to ensure the continued integrity of the residential sections of the City.

B. Principal: Margate recognizes its obligation under the 1985 Fair Housing Act to provide realistic opportunities for its "fair share" of the region's need for affordable housing for low and

moderate-income people, including opportunities targeting various age groups, special housing needs and housing types.

- i. Objective: It is recommended that the Governing Body, in cooperation with the Planning Board, prepare a Fair Share Plan in accordance with the requirements of the New Jersey Fair Housing Act.
- ii. Objective: While undertaking such effort, it is recommended that the City seek to improve the Affordable Housing stock in Margate when and where opportunities present.

Accordingly, a Housing Plan Element has been prepared and is included as part of this Comprehensive Master Plan Update but a Fair Share Plan, which typically would be included in a Comprehensive Master Plan Update, has been deferred until COAH's status has been clarified and the rules and requirements of the program are published.

Policies and Standards related to Housing in Margate will be more fully detailed in the Housing Plan Element (Section 0) of this Comprehensive Master Plan Update.



3.4 Circulation Policy

The City has a well-established network of east-west and north-south streets and sidewalks that make up the vast majority of the land area in the City. The City's street network has largely been in place since the early 1900's. The current configuration of streets and sidewalks has struggled to meet the demands of the peak summer season vehicular and pedestrian traffic demands. The City has participated in numerous studies that have focused on various aspects of the adequacy of the existing transportation systems. (7) (8) (9)

A. Principal: Margate recognizes that its street system is inadequate to accommodate the vehicular and pedestrian traffic observed in the peak summer season.

- i. Objective: Review the feasibility of increasing the number of one-way paired streets in the City in an effort to reduce congestion on current two-way streets while creating opportunities for additional on street parking on both sides of the street.
- ii. Objective: Consider the options presented in the NJDOT assisted Margate-Ventnor Pedestrian Circulation Plan (7).

B. Principal: Margate recognizes that its inventory of parking spaces is inadequate to satisfy the seasonal demand generated during the peak summer season.

- i. Objective: Evaluate the number of on-street parking spaces that can be created by adopting a one-way street plan.
- ii. Objective: Consider the adoption of regulations to permit some beach block parking.
- iii. Objective: Evaluate the feasibility of shuttle services to offsite parking locations that are underutilized during the tourism season such as the City's school parking lots.
- iv. Objective: Investigate the feasibility of converting and/or acquiring property for the purpose of constructing surface parking lots and establishing a municipal Parking Authority or Parking Utility to operate of the parking lots/structures.
- v. Objective: In order to fund the centralized parking facilities referenced above, institute "in-lieu-of" parking fees wherein developers could opt to "buy-down" some portion of their



parking requirement by payment of an established amount which would be dedicated to the construction and/or ongoing operation of such parking facilities.

vi. Objective: Evaluate driveway regulations to maximize the number of parking spaces, both on individual properties and on-street.

vii. Objective: Evaluate the impact of parking under elevated structures on the number and dimensions of driveway aprons.

C. Principal: Margate recognizes that the current street network presents a number of conflict locations between pedestrian movements and vehicular movements and that these locations require special attention.

i. Objective: Evaluate the options presented in the School Travel Plan (9) to determine suitable improvement locations in the City.

ii. Objective: Evaluate the recommendations of the NJDOT assisted Margate-Ventnor Pedestrian Circulation Plan (7).

D. Principal: Margate recognizes that current wayfinding signage in the City is inadequate and can lead to confusion for first time and infrequent visitors.

i. Objective: Clearly identify business and other special interest districts with unique identifiers, such as district-wide color schemes, that are easily recognizable to the motoring public

ii. Objective: Adopt an improved street signage standard to improve residential street signage quantity, quality and sign placement locations.

iii. Objective: Include the identification of block numbers within the signage scheme to assist with navigation to destinations throughout the City.

E. Principal: Margate recognizes that there is a need for a pedestrian connection between the Waterfront Special District, the Central Business District centered at Washington Avenue and Ventnor Avenue, and the beach.



- i. Objective: Create an inviting, walkable connection along Washington Avenue to connect these hubs of commercial activity with each other and the beach.
- ii. Objective: Develop and implement standards to govern development and Right-of-Way improvements along Washington Avenue.

Policies and Standards related to circulation policy in Margate are more fully detailed in the Circulation Plan Element (Section 6) of this Comprehensive Master Plan Update.

3.5 Community Facilities Policy

- A. Principal:** Margate recognizes that its aging utility infrastructure is in general need of repair and will be in need of repair and replacement on an on-going basis in order to maintain the current level of service.
 - i. Objective: Prepare a 6-year capital improvement plan constituent with N.J.S.A. 40:55D-29 & 30 to include subsurface utilities under the control of the City.

- ii. Objective: Evaluate upgrades to the storm drainage system(s) in the City as appropriate. Evaluate tidal flooding problems and maintain, repair, and replace stormwater facilities that are at the end of their useful life. Inspect bulkheading throughout the City and repair and replace as necessary.
- iii. Objective: Work with private utility providers to ensure adequate and appropriate upgrades are made to the City's infrastructure systems.

- B. Principal:** Margate recognizes sea-level rise and the environmental factors that lead to the formation of policies addressing the problems of rising tide and sea levels.

- i. Objective: Plan and design for an uncertain increase of the existing sea level elevation over time.
- ii. Objective: Incorporate design considerations into all City design projects that address sea level rise to the maximum extent practicable.



Policies and Standards related to community facilities in Margate are more fully detailed in the Community Facilities Plan Element (Section 7) of this Comprehensive Master Plan Update.

3.6 Open Space and Recreation Policy

A. Principal: Margate recognizes that active and passive recreation is a critical component of local residential life as well as a potential attraction for visitors.

- i. Objective: Evaluate usage of existing facilities and consider converting underutilized facilities into the types of facilities where unmet demand exists.
- ii. Objective: Evaluate opportunities for additional family oriented recreation opportunities, i.e. synthetic ice skating rink, mini-golf, etc.
- iii. Objective: Evaluate existing recreation opportunities to ensure that age appropriate recreation opportunities are available to the City's aging population.

- iv. Objective: Develop a community design charrette process to obtain public input on new park concepts and recreation opportunities.

B. Principal: Margate recognizes that there are substantial boundaries to significantly expanding existing parks and recreation facilities.

- i. Objective: Create smaller scale green spaces in residential areas that offer passive recreation or even just a place to sit and rest.
- ii. Objective: Expand relationships with non-profits and religious organizations that conduct and promote recreation opportunities.

C. Principal: Margate recognizes that there is a large area of land that is currently underutilized in the northwest corner of the City that is generally understood to be unsuitable for development

- i. Objective: Investigate the feasibility of passive recreation by way of an elevated boardwalk or nature trail, providing access to the natural resources in the area.



Policies and Standards related to open space and recreation opportunities in Margate are more fully detailed in the Open Space and Recreation Plan Element (Section 8) of this Comprehensive Master Plan Update.

3.7 Sustainability Policy

A. Principal: Margate recognizes the need to balance its desire to promote economic development with its need to preserve its environmental resources (principally the bathing beaches, the Atlantic Ocean, the marine tidal marshes, and the back bay areas). As a seaside community, Margate recognizes that its economic health is inextricably tied to the health and quality of these resources.

- i. Objective: Maintain beach access and cleanliness.
- ii. Objective: Maintain water access and suitable water depths for watercraft use along the bay side of the City.
- iii. Objective: Maintain and improve ocean and bay water quality.

B. Principal: The City's marinas provide boat access to the ocean and bay and create recreational and economic opportunities that are unique to shoreline communities. These assets derive significant value from quality of the bay, ocean, and fishery. Therefore, a balance between access and preservation are critical to ensure the long term viability and success of these environmental assets.

- i. Objective: Maximize access to water oriented activities while preserving the quality that makes them desirable.
- ii. Objective: Support economic activity and programmatic elements designed to make appropriate use of the City's environmental resources.
- iii. Objective: Work to implement the goals of NJ's Coastal Management Program to protect and enhance the waterfronts, maintain public access to the beaches, and ensure that zoning policies are in place to retain water dependent and water oriented uses.



C. Principal: Margate recognizes that, as a principal of Smart Growth, well-planned communities reduce land consumption, habitat loss, vehicle miles traveled (“VMT”), toxic emissions and demand for energy and other resources. Accordingly, the City needs to promote every possible means to conserve energy by using energy-efficient technologies, renewable energy resources and passive forms of energy.

- i. Objective: Maximize the use of “Green Power” and energy efficiency for all mechanical building systems for new developments and existing system replacements in the City.
- ii. Objective: Maximize the use of environmentally-friendly, LEED building systems and technologies in all Projects.
- iii. Objective: For Vertical Development, institute a “Lights Out” program for energy efficiency and to reduce the incidence of migratory bird strikes at these buildings. Such a program, which has been endorsed by the Audubon Society, includes extinguishing or reducing decorative building lighting on upper stories between 11:00 p.m. and daylight.

D. Principal: Climate change and sea level rise is a phenomenon that has been recognized by leading researchers and the State of New Jersey. During the 20th century Sea level rise along the New Jersey Coastline from Sandy Hook to Cape May was reported to be approximately 16 inches. (10) Climate change presents an unprecedented challenge to humanity. New Jersey has adopted the Global Warming Response Act which adopts goals for the reduction of greenhouse gas emissions in New Jersey. Ignoring this problem is catalyst for increased storm event magnification, storm-related flooding, significant property loss, impacts to coastal eco-systems, and may threaten coastal freshwater supplies through saltwater intrusion. A sea-level rise in line with median projections would threaten the majority of New Jersey’s coastline, not just the City of Margate.

- i. Objective: In order to plan for an uncertain amount of sea-level rise, the City should utilize several methods such as; zoning for higher densities, mixed uses, infill development and limits on dwelling size, instituting green building standards & codes, and instituting programs to retro-fit existing municipal and privately owned buildings.



- ii. Objective: The City should inventory potential sources of greenhouse gas emissions to identify unnecessary energy consumption associated with municipal and regional agencies.
- iii. Objective: The City should investigate LEED sustainable methods to be implemented in all City operations.

commercial activity and maintain viable business locations in the City.

- B. Principal:** Margate recognizes that the commercial areas of the City are not distinctly identifiable, especially to the motoring public.

- i. Objective: Develop and adopt streetscape standards for commercial areas to regulate development activity and guide public efforts to make improvements to the Rights-of-Way in commercial areas.
- ii. Objective: Create unique identifiers and signage and/or color schemes for each commercial district that are easily recognizable so that the motoring public is made aware that they are in a commercial area.

- C. Principal:** Margate recognizes that there is no unifying brand or concept that the City currently utilizes to advertise and promote commercial activity.

Policies and Standards related to Conservation of Natural Resources in Margate are more fully detailed in the Sustainability Plan Element (Section 9) of this Comprehensive Master Plan Update.

3.8 Economic Policy

- A. Principal:** Margate recognizes that a balance between the number of commercial properties and residential properties is critical the long term desirability and success of the City

- i. Objective: Enforce commercial district zoning rules and regulations to maintain and improve the concentration and volume of business activity in commercial areas.
- ii. Objective: Highlight, promote, and improve commercial districts to the maximum extent practicable to encourage



- i. Objective: Develop a Margate “brand”, slogan, or saying to be utilized in advertising and press releases that promotes the idea of commercial activity in the City.
- ii. Objective: Identify advantages that the City has to offer to non-residents and partner with businesses to target those opportunities. i.e. advertise upscale dining and nightlife to families staying in Ocean City.

D. Principal: Margate recognizes that a lack of transient visitors staying in the City reduces economic activity in the City

- i. Objective: Increase the number of transient visitors staying in the City by offering temporary accommodations that are currently not available within the City limits.
- ii. Objective: Increase the number of parking spaces available throughout the City to promote day visits by those living within driving distance.
- iii. Objective: Encourage the Business Owners Association and individual businesses to partner with the Margate Bridge

Company to offer free or discounted toll fares with purchase of goods or services in the City.

E. Principal: Margate recognizes that the seasonal nature of the City’s population creates a difficult seasonal business climate in the winter months.

- i. Objective: Offer incentives to businesses to stay open year-round.
- ii. Objective: Develop seasonal activities and winter events for shoulder seasons and winter months to promote visitation to the City during off-peak seasons, i.e. Christmas light show, Menorah lighting, ice skating, Easter egg hunt, etc.

Policies and Standards related to Economic Policy in Margate are more fully detailed in the Economic Plan Element (Section 10) of this Comprehensive Master Plan Update.

3.9 Historic Preservation Policy

A. Principal: Margate recognizes that much of its rich history as a seaside resort remains in the form of historic architecture located throughout the municipality. The City recognizes that



this historic fabric exists in both traditional and non-traditional architectural design.

Recent development applications have ignored this architecture in favor of less expensive designs which detract from the aesthetics of both the commercial and residential sections of the City.

The continuing challenge facing Margate is finding a way to protect its traditional and non-traditional historic architecture in the face of development pressure. As buildings age and land becomes scarce, and thus more expensive, development costs rise. Budget conscious developers are forced to look toward (less expensive) demolition and reconstruction as opposed to (more expensive) renovation and adaptive reuse.

- i. Objective: Establish policies designed to protect the City's traditional and non-traditional historic architecture.
- ii. Objective: Strengthen the City's code enforcement efforts to protect and preserve existing historic architecture (as well as all buildings in the City).

- iii. Objective: Establish within the Land Use Plan and Land Development Ordinance, as appropriate, specific Architectural design standards to promote a desirable visual environment and to ensure the continued visual integrity of both the non-historic commercial and residential sections of the City.

B. Principal: Margate recognizes that the Marven Gardens section of the City provides the City with a nationally recognizable historic area of unique composition.

- i. Objective: Protect the historic value of the Marven Gardens area to the maximum extent practicable.
- ii. Objective: Acknowledge the threat of sea-level rise and high intensity storm events and identify means to both preserve the look and character of the neighborhood, while allowing residents to protect their homes and structures from future storm events.
- iii. Objective: Determine the impact of the new FEMA flood elevations on the Marven Gardens neighborhood.



- iv. Objective: Evaluate the effectiveness of the existing HD-25 zone and the impact it has had since implementation.
- v. Objective: Consider the impact of additional building height on the appearance and character of the historic neighborhood

C. Principal: Margate recognizes that the Parkway District is a unique area in the City that offers a combination of green space and historically significant dwellings and structures.

- i. Objective: Protect and preserve the parkway sections landscaping islands and fountains to the maximum extent practicable.

- ii. Objective: Protect and preserve the historically significant homes that border the Parkway corridor to the maximum extent practicable.
- iii. Objective: Incorporate better access to NJ Transit bus stops along the Parkway section while preserving the aesthetic appeal of the district.



4 LAND USE PLAN ELEMENT

4.1 Requirements

The Municipal Land Use Law (4) requires that municipal Master Plan include a Land Use Plan Element, which is defined as an analyses of the relationship between land uses and development patterns in the City both as an independent function and against the Objectives, Principles, Assumptions, Policies and Standards and other Master Plan Elements developed as part of this Master Planning process, with specific attention paid to:

- (a) natural conditions, including, but not necessarily limited to, topography, soil conditions, water supply, drainage, flood plain areas, marshes, and woodlands;
- (b) existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, educational and other public and private purposes; and stating the relationship to the existing and any proposed zone plan and zoning ordinance;

- (c) showing the location of any airports and the boundaries of any airport safety zones pursuant to the "Air Safety and Zoning Act of 1983," 6:1-80 et seq.;
- (d) including a statement of the standards of population density and development intensity recommended for the municipality;

In addition to satisfying the salutatory requirement for the minimum components of a Land Use Plan Element, this section will satisfy N.J.S.A. 40:44D-d & e as relates to the requirements for a Master Plan reexamination under the Municipal Land Use Law. For organizational purposes, issues comprising the Land Use Plan shall be classified via the requirements of a Land Use Plan Element as specified under the Municipal Land Use Law, as applicable to the City of Margate.

4.2 Prior Master Plan Land Use Element

The prior Master Plan for the City was adopted in January of 2004. The City of Margate Master Plan - January 2004 (11) contained the following Land Use objectives:



- i. Preserve and enhance the existing established residential character of Margate.
- ii. Identify potential revisions to zoning to improve the consistency of residential zoning districts with the established pattern of development.
- iii. Ensure that commercial development is integrated well with the character and scale of Margate.
- iv. Create and define a distinct Town Center within the City's overlay area to encourage the sense of community.
- v. Continue the revitalization of the City's Bayfront District.
- vi. Carefully balance seasonal residential investment demands with the quality of life and neighborhood character enjoyed by the City's year-round residents.

After the implementation of the 2004 Master Plan and implementation of the recommended Zoning and development standards, undesirable development patterns in the City emerged almost immediately. A second effort was undertaken in 2005 and a revision to the Master Plan was adopted in March of 2006. The 2006 Master Plan Revision (12) was undertaken to address excessive height and bulk, particularly on oversized lots. A number of revisions to the City's Zoning Ordinance were proposed and adopted to help maintain the scale and character of development in existing neighborhoods. The City's actions as part of the 2006 Master Plan Revision effort and subsequent ordinance changes have somewhat addressed these issues.

The current Master Plan Update utilizes these efforts as background, and updates the Land Use Plan based on current conditions, policy direction, and with due consideration given to the impacts of Hurricane Sandy and the significant probability of future storms of a similar or larger magnitude.

4.3 Natural Conditions

The Municipal Land Use Law requires that Land Use Plan Element address "natural conditions, including, but not necessarily limited to, topography, soil conditions, water supply, drainage, flood plain areas, marshes, and woodlands". In addition to the following, an in-depth discussion of natural conditions can be found in the Sustainability Plan Element 9.

4.3.1 Topography

As with most barrier island communities, the topography of the City is relatively flat. An updated General Elevation Reference Map dated July 2014 by Remington, Vernick, and Walberg Engineers, depicts the City in NGVD 1929 datum and the vast majority of the City is below elevation 8. NGVD can be converted to NAVD in Margate by subtracting 1.296' from



the NGVD elevation. This means that the majority of the City falls well below elevation 8 in NAVD88 datum.

While the New Jersey Shore experiences almost twice-daily high tides, the City's beaches and bulkhead serve to protect the built environment from all but the largest of storms. The bay side of the island is protected by a nearly contiguous bulkhead while the beach side of the island is protected by the City's beach and a bulkhead which separates the City's beach from adjacent residential development.

4.3.2 Soil Conditions

Soils in the City consist primarily of predominantly sandy soils on the ocean side of the island transitioning to organic silts along the bay side of the island. Along with natural soils are sections of historic fill that was placed over time to raise and level the terrain as development occurred across Absecon Island. Typically the sandy soils on the island are free draining material that provides a desirable foundation for construction. Soils along the bay side of the island are typically not free draining and are undesirable and/or unsuitable to support construction without the use of piles or other means of mechanical stabilization.

As a result of this soils composition, the center and ocean areas of the City are particularly well-suited for development, while the bayside water-edges of the City consist of meadow mat and other subsurface conditions which require special engineering for development.

4.3.3 Water Supply and Sewerage

The City of Margate Public Works Department is the controlling entity of the City's potable water and sanitary sewer systems. The City utilizes 5 potable drinking water wells to extract groundwater from the Atlantic City 800-foot sand of the Kirkwood Formation. Chlorination is the only form of water treatment required.

The City's raw sewerage is sent to the ACUA facility in Atlantic City for treatment. The treated wastewater is discharged into the Atlantic Ocean and solids are disposed of at the ACUA managed landfill on Delilah Road in Egg Harbor Township.

4.3.4 Drainage

Atlantic Avenue exists as a natural ridge through most of the City and divides the drainage areas of the City to the north-west and south-east. Most of the areas north-east of Atlantic Avenue drain towards the bay while the majority of the areas south-east of Atlantic Avenue drain



toward the Ocean. Areas north-west of Atlantic Avenue generally discharge to the bay through outfalls. The majority of the City south-east of Atlantic Avenue drains toward the ocean through openings in the City's oceanfront bulkhead. These street level openings allow for stormwater to be discharged to the beach and infiltrate into the sand or flow out to the ocean.

The City commissioned the preparation of an updated Municipal Stormwater Management Plan that was completed in 2015. (13) The goals of that plan were listed as follows:

- i. Reduce flood damage, including damage to life and property;
- ii. Minimize, to the extent practical, any increase in stormwater runoff from any new development;
- iii. Reduce soil erosion from any development or construction project;
- iv. Assure the adequacy of existing and proposed culverts, bridges and other in-stream structures;
- v. Maintain groundwater recharge;
- vi. Prevent, to the greatest extent feasible, an increase in nonpoint pollution;
- vii. Maintain the integrity of stream channels for their biological functions, as well as for drainage;
- viii. Minimize pollutants in stormwater runoff from new and existing development to restore, enhance and maintain the chemical, physical and biological integrity of the waters of

the state, protect public health, safeguard fish and aquatic life and scenic and ecological values, enhance the domestic, municipal, recreational, industrial and other uses of water.

- ix. Protect public safety through the proper design and operation of stormwater basins.

4.3.5 Flood Plain Areas

Almost the entire City is in a V or A zone on the Preliminary FEMA Flood Maps (14). In the aftermath of Hurricane Sandy, FEMA has released a series of preliminary flood maps to use as interim guidance when rebuilding or raising structures. All versions of these maps released at publication depict the entire City in some type of flood zone. Small portions of the City are in the X zone, or 500-year flood plain while the majority of the City is in the A or V zone, in what is expected to be the 100-year flood plain. Additional discussion of this topic is located in Flood Elevations and Sea-level Rise, Section 4.4.

4.3.6 Marshes

As a barrier island community, the City of Margate contains both coastal and freshwater wetlands. The seasonal high water table is found at or near the topographic surface on most of the island. Many areas along the bay side of the island are constructed in areas that were tidal marshes at one time. There are no "marsh islands" within the municipal boundary of Margate but the existence of marshes across the Inland



Waterway from Absecon Island are critical to storm protection for the island. While the loss of marshland will is not a significant phenomenon within the City's boundaries, the bay side of the City would be much more vulnerable to wave action during large storm events if the marsh land mass between the City and the Mainland were reduced.

4.3.7 Woodlands and Agriculture

As a nearly built-out coastal community, the City of Margate has no significant agricultural resources or activity. There is a small, partially wooded area in the City between Fremont Avenue, Burk Avenue, Clermont Avenue, and Fredericksburg Avenue (Ventnor Boundary). The majority of this area is classified as coastal wetlands and is, therefore, encumbered with significant environmental obstacles to development.

4.3.8 Flora and Fauna

Situated on a barrier island in what the State of New Jersey defines as the "Coastal Zone", the City's natural resources consist, in general, of indigenous species that can tolerate the salinity of the water in the bay and ocean and are adapted for life in saturated soil conditions (Spartina, sea lavender, glasswort, sea myrtle and high tide bush). Freshwater wetlands include deciduous shrub / scrub wetlands.

4.4 Flood Elevations and Sea-level Rise

The current Flood Insurance Rate Map (345304001C, October 18, 1983) depicts the entire City in some type of flood zone. With the exception of a small wooded area of land in the north east corner of the City which is, somewhat ironically, surrounded on three side by mapped wetlands, the entire city of Margate is also depicted in a mapped flood zone on the recently produced Preliminary Flood Insurance Rate Maps (34001C0453F, May 30, 2014 and 34001C0434F, January 30, 2015). As depicted on both the new and old flood maps, the entire City is vulnerable to coastal flooding events. The existing flood risk is compounded by sea level rise which was observed to increase approximately 16 inches during the 20th Century along the New Jersey Coast from Sandy Hook to Cape May (10).

Historically, the best guidance available to the City for how to determine the proper building elevation requirement has been the Federal Emergency Management Agency or FEMA. Their Flood Insurance Rate Maps, county level Flood Insurance Studies, the National Flood Insurance Program, and the Community Rating System all provide guidance to determine appropriate structure elevations to protect against flood damage. Given that FEMA is currently in the process of updating all of these pertinent references, the City is left with no concrete guidance at



this time. FEMA has release a series of preliminary flood maps and a preliminary Flood Insurance Study but deadlines for finalization have been extended indefinitely. This leave the City in a position where it is attempting to update the development rules and regulations to ensure that development is protected from future storm events without adopted guidance documents.

It is likely that no definitive guidance will be disseminated for numerous years and the City will be left to interpret the issued preliminary materials to the best of its ability. At publication, the Federal Emergency Management Agency (FEMA) Community Rating System (CRS) program has established temporary guidance for the establishment of structure elevations of residential structures. The currently accepted calculation to qualify for Flood Insurance through CRS is the higher of the following:

- i. The use of the Advisory Base Flood Elevations Map elevation for a property plus one foot.
- ii. The use of the Preliminary Work Map flood elevation plus two feet.

This interim guidance has been adopted by the City and should remain in place until subsequent guidance is provided. Following the interim guidance of the CRS program ensures that the City is protecting itself and its residents by preserving eligibility for flood insurance for properties in

the City. It was anticipated that new flood maps for this program would be finalized and adopted prior to the completion of this Master Plan effort but a successful challenge effort undertaken by New York City has led to a complete re-evaluation of the recently produced flood mapping. The City will need to monitor the rulemaking process for the updated flood elevation guidance and react by adopting new rules and regulations once rules have been finalized.

The City should also access the Getting to Resilience – A Community Planning Evaluation Tool which is provided at the following web address: <http://www.prepareyourcommunitynj.org/>. This website can be used to help explain the current risks to and to determine measures that can be undertaken to protect the City from the effects of sea-level rise and large storm events. The site also provides some guidance on the National Flood Insurance Program (NFIP) CRS process and provides insight on how the City can improve the Community Rating.

A more extensive analysis and discussion of this topic is included in a report prepared by the Jacques Cousteau National Estuarine Research Reserve titled Margate City – “Getting to Resilience” Recommendations Report (15). The recommendations of that study are thorough and provide insight and guidance into numerous ways to improve the



resilience and preparedness of the City against natural threats facing the City.

4.5 Land Use

The Municipal Land Use Law requires that Land Use Plan Element address:

“existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, educational and other public and private purposes; and stating the relationship to the existing and any proposed zone plan and zoning ordinance”.

One of the purposes of Zoning is to provide for the rational arrangement of land uses in such a manner as to promote the health, safety, morals and general welfare of a community. Zoning lines are to be drawn with reasonable consideration to the character of each district and its peculiar suitability for particular uses and to encourage the most appropriate (future) uses of land.

4.5.1 Development History

In order to visually represent the development pattern for the City of Margate over time, a Housing Age Map was developed as a part of this Master Planning process. The Housing Age Map gives a visual representation of the development of Margate over time. Analysis of the Housing Age Map shows that development prior to 1930 was largely concentrated between Monmouth Avenue and the beach with sporadic clusters of development across that area. The only exception where densely concentrated development occurred prior to 1930 was in the Marven Gardens area of the City. It appears the City’s housing stock expanded rapidly between 1950 and 1959, primarily on smaller lots closer to the bay, filling out the area south of Amherst Avenue and expanding development toward the bay. From 1960 forward, development continued north-west toward the bay with many of the bay-front homes appearing to have been built in 1980 or later. Redevelopment of individual homes appears to be occurring in nearly all areas of the City with a somewhat high concentration of redevelopment appearing to occur in areas constructed prior to 1960.

4.5.2 Commercial Properties and Zoning

The City currently utilizes the following commercial zoning district designations:



Zone	Zone Description
CBD	Central Business District
C-1	Commercial District
C-2	Commercial District
WSD	Waterfront Special District

The presence of commercial properties in the City of Margate was documented in the Commercial Property and Commercial Zoning map. The Commercial Property and Commercial Zoning Map was produced as a part of this Master Plan process. The map illustrated that Commercial properties in the City are generally concentrated in four distinct areas as follows:

Area	Location
Central Business District	Ventnor Ave and Washington Ave
Waterfront Special District	Amherst Ave from Coolidge Ave to Benson Ave
Town Center District	Ventnor Ave to Atlantic Ave, Granville Ave to Douglas Ave
Gateway District	Ventnor Ave and Jerome Ave

While these commercial areas are fairly well defined, real estate values and the demand for housing have put significant pressure on existing

commercial properties in traditionally commercial areas. This pressure has somewhat eroded the density of commercial activity as business owners yield to the pressure for more valuable residential development. The 2004 Master Plan Reexamination recognized and acknowledged the conversion of commercial lots to residential use as a problem for the City and sought to preserve commercial areas and to integrate commercial development in the City. Despite these efforts, Commercial uses in the City have continued to erode.

The C-1 and WSD districts both allow for ground floor residential development. Allowing residential development as a permitted use in commercial zones undermines the effectiveness of the commercial zoning at preserving commercial property, density, and activity. In order for commercial zones to be effective, they must be contiguous and cohesive to the maximum extent practicable. Therefore, the Board's recommendation would be to eliminate ground floor residential development in all Commercial zones. To the extent that the City wishes to permit residential development in commercial areas, residential uses should be permitted in commercial zones only as a conditional use with the major condition being the inclusion of a commercial use on the majority the ground floor of the property.



CBD Zone (Central Business District) - Existing

The Central Business District (CBD) Zone was crafted to provide a dense retail commercial core in heavily traveled, high visibility areas of the City. The Central Business Districts are intended to be active commercial areas with high turnover shops, restaurants, and businesses. The grouping of these businesses into concentrated areas is ideal for creating an active, attractive atmosphere and allowing patrons to visit multiple nearby businesses during one trip.

There are two distinct and separate areas currently zoned as Central Business District in the City. One of the areas is in the south-west portion of the City, centered at the intersection of Washington Avenue and Ventnor Avenue. The other area is in the north-west portion of the City, between Ventnor Avenue and Atlantic Avenue, from Granville Avenue to Douglass Avenue.



Figure 4-1: Central Business District (West End) - Existing

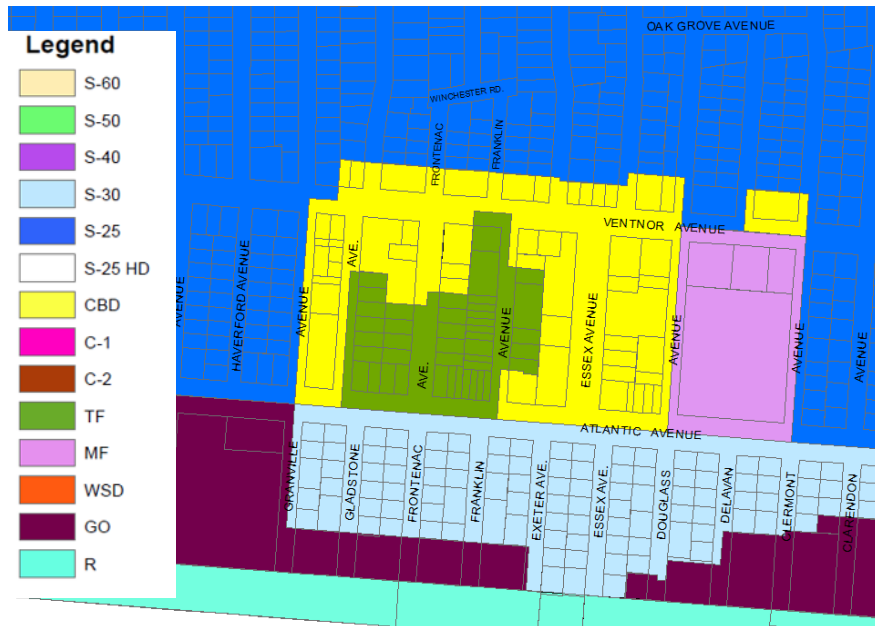


Figure 4-2: Central Business District (East End) - Existing

Permitted uses in the zone include the following:

- Residential upper stores
- Retail sales
- Retail Services
- Restaurants (non drive-thru)
- Bars
- Business/professional office (provided they are not on the ground floor)
- Banks/financial institutions (drive-thru)
- Banks/financial institutions (non drive-thru)

- Governmental and open space use

Restroom facilities are also a permitted accessory use in the Central Business District zone.

The minimum lot size is 4,000 SF with a minimum lot width of 50' and a maximum 60% principal building lot coverage. The only required setback in the CBD zone is the rear yard, which is required to be a minimum of 5'. The maximum building height is 34 feet above the curb, or 30 feet above the lowest floor, whichever is greater (Except where otherwise required by the construction code, in zones requiring ground floor commercial uses, the lowest floor of any such building shall be located within one foot of grade inside the sidewalk line).

CBD Zone (Central Business District) - Recommendations

The Central Business District Zone boundaries should be adjusted to create more cohesive and contiguous commercial zones. Establishing effective, defensible boundaries requires enlargement of the zones in some locations and elimination of the zones in others.

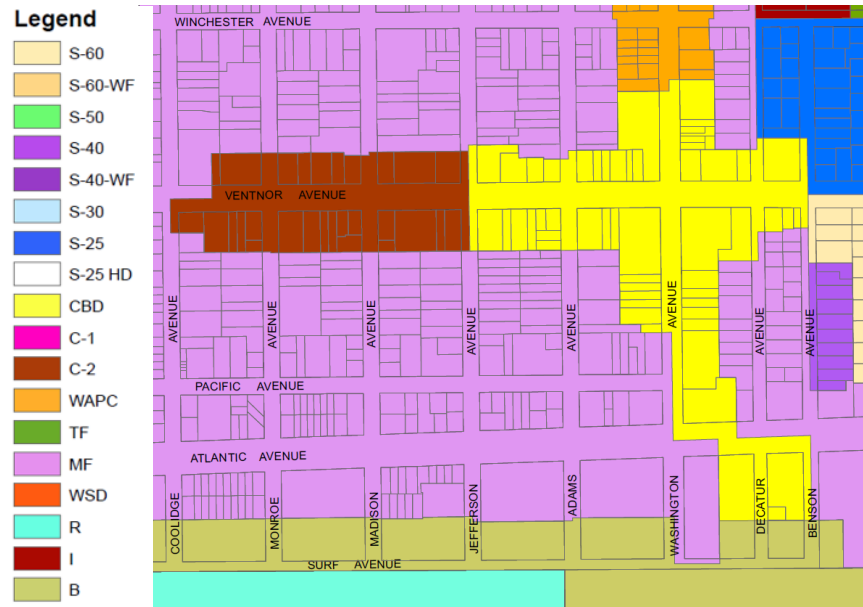


Figure 4-3: Central Business District (West End) - Proposed

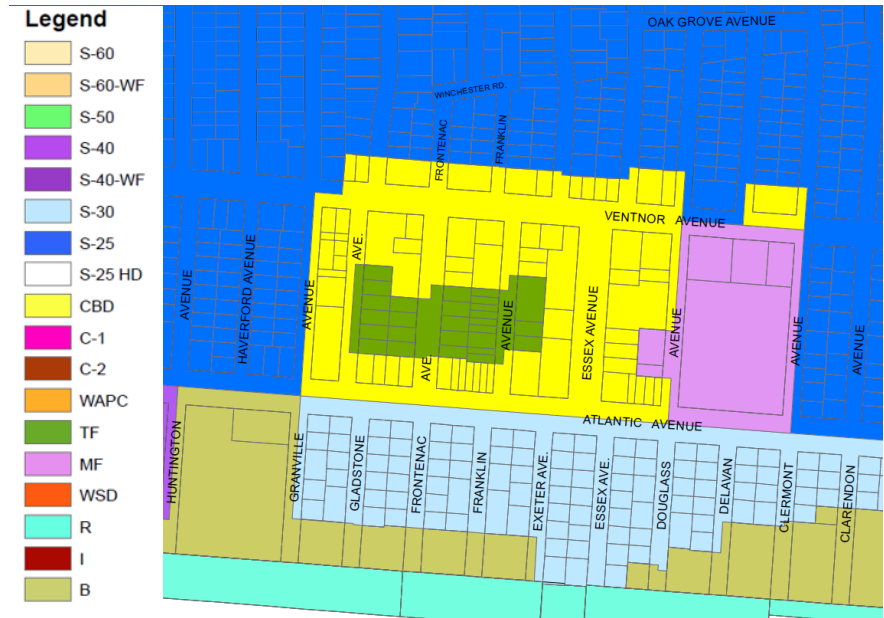


Figure 4-4: Central Business District (East End) - Proposed

The continued exclusion of ground floor residential in this zone is critical to the survival of the Central Business Districts. Any proposed Use Variance applications in these areas should receive extra scrutiny given the importance of these zones to the overall health of commercial land use in the City.

Additional height for a full or nearly full residential third floor should be considered in this area. The economic incentive of a two-story residential unit above the permitted ground floor commercial may spur redevelopment of aged and undersized structures in the District. The inclusion of residential development above ground floor commercial development also provides a built-in customer base for the businesses with. If properly regulated, the additional building height in the District can also be used to create a greater sense of place in an area that needs to distinguish itself from the rest of the City.



C-1 Zone - Existing

The C-1 Zone was crafted to establish commercial districts adjacent to residential uses, generally as a transition from residential areas to denser commercial uses. The previous Master Plan recommended naming the C-1 zone Neighborhood Commercial to reflect the compatibility and proximity of the zone to residential uses. This zone is envisioned as having lower turnover businesses that are more compatible with the adjacent residential uses than the denser Central Business District.

There are currently four C-1 Zones clustered in two locations. One area with two C-1 Zones is along Washington Avenue, between Ventnor Avenue and Monmouth Avenue. This area contains a C-1 zone that extends nearly a full City block from Winchester Avenue to Monmouth Avenue and a single parcel zoned C-1 between Ventnor Avenue and Winchester Avenue.

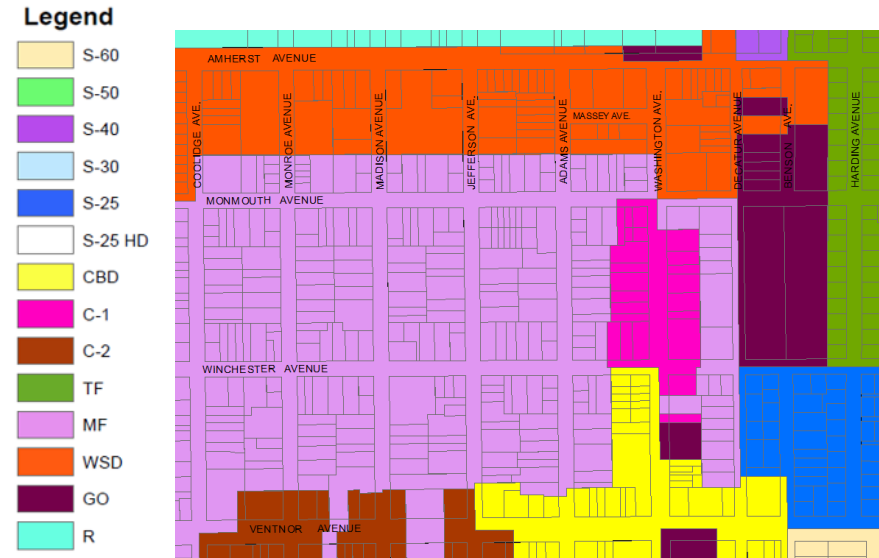


Figure 4-5: C-1 Commercial (Washington Avenue) - Existing

The second cluster of C-1 zones is near the intersection of Jerome Avenue and Ventnor Avenue. In this location, there are two small clusters that are zoned C-1, one on a single lot and one across multiple undersized lots. The single lot has a multi-unit building which has been home to a number of restaurants over time and a small multi-unit complex of retail, service, and professional commercial development.



Figure 4-6: C-1 Commercial (Jerome and Ventnor) - Existing

Permitted uses in the zone include the following:

- Residential ground floor
- Residential upper stores
- Retail sales
- Retail Services
- Restaurants (non drive-thru)
- Bars
- Business/professional office (provided they are not on the ground floor)

- Banks/financial institutions (drive-thru)
- Banks/financial institutions (non drive-thru)
- Governmental and open space use

Restroom facilities are also a permitted accessory use in the C-1 Zone.

The minimum lot size in the C-1 Zone is 4,000 SF, with a minimum lot width of 50' and a maximum 60% principal building lot coverage. The front setback for the C-1 zone is "The prevailing setback within 200' in the same block or 10' minimum." The rear setback is a minimum of 5' while the side yard setback requirements are 3' each and 10' combined. The maximum building height is 34 feet above the curb, or 30 feet above the lowest floor, whichever is greater (Except where otherwise required by the construction code, in zones requiring ground floor commercial uses, the lowest floor of any such building shall be located within one foot of grade inside the sidewalk line). These setbacks only apply to non-residential projects in the C-1 zone.

Since residential uses are permitted in the zone, the zoning schedule states that residential projects in the C-1 zone shall comply with the MF (multifamily) standards. Mixed-use projects are required to comply with the MF density standards and all other applicable standards in the C-1 Zone. **By allowing residential use as a permitted use in the commercial**



zone, the integrity of the commercial zone is totally undermined. The demand for residential property in the City of Margate is such that almost anywhere residential development is permitted it is likely that it will eventually overtake the entire zone. Preservation of commercial areas in the City will likely not be successful if residential development remains a permitted use in commercial zones.

C-1 Zone - Recommendations

The original goal of the C-1 zone was to create a commercial district that was adjacent to and compatible with residential uses. However, the C-1 zone along Washington Avenue contains only one commercial property. This important corridor connects the Central Business District to the Waterfront Special District and is intended to provide commercial property frontage along that connection. Recent development in this area under the C—1 zoning has been entirely residential and, therefore, has been regulated under the MF zoning requirements.

It is recommended that the existing C-1 zones along Washington Avenue in the area near Monmouth Avenue and Winchester Avenue be re-zoned to reflect the special nature of the connection between the two adjacent commercial districts. This new zone should acknowledge and regulate the residential development that is occurring in that area. Zoning district

regulations should include details of a streetscape along Washington Avenue with larger setbacks, additional landscaping, and other beautification requirements. It is unlikely that properties along this corridor will ever convert to commercial development, however, the zone regulations can be designed to create a desirable connection between the two established commercial districts at either end of the zone. This conversion from C-1 to a new Washington Avenue Pedestrian Corridor would also include substantial revision to the current zone boundaries to create a more cohesive and contiguous zone.

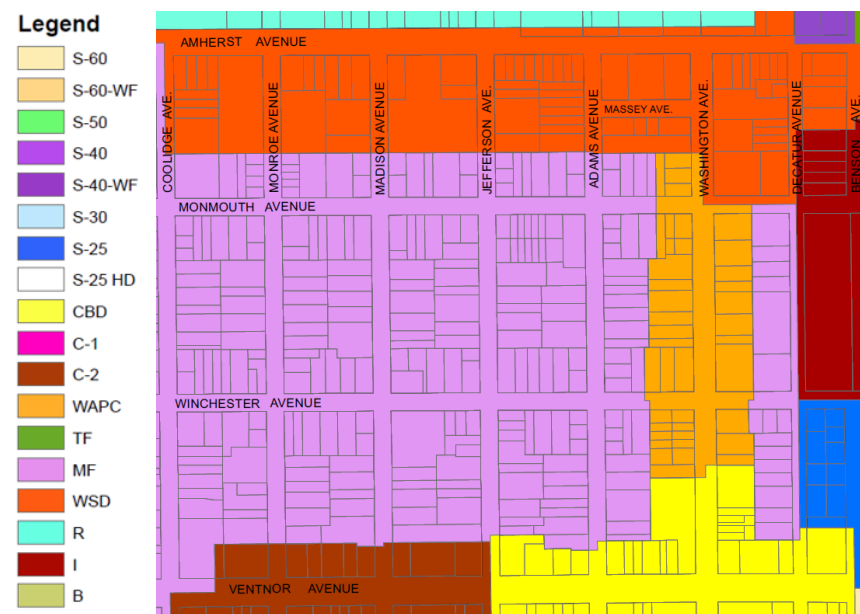


Figure 4-7: Washington Avenue Pedestrian Corridor - Proposed



The large parcels which have traditionally been held by religious institutions face an uncertain future and their value to the City lies in their unusually large size and desirable location for commercial development. Market forces would undoubtedly dictate that if any of these parcels were to hit the open market they would be subdivided and sold for residential development under the guidelines of their current respective zones. The loss of these large contiguous parcels to residential development would ultimately be a great loss for the City. Aggregating the area of land that is currently amassed at those locations would be impossible in the current real-estate market and so the value of those large contiguous parcels should not be underestimated.

It is therefore recommended that the C-1 zones near the intersection of Jerome Avenue and Ventnor Avenue be significantly expanded and combined. The new zone should include adjacent large parcels that have historically been non-residential use. The existing commercial development currently zoned C-1 is adjacent to several large contiguous parcels that have historically functioned as religious institutions. It is recommended that these large parcels and an existing adjacent commercial development at the south west end of the zone be folded into a larger commercial zone, creating a much more expansive and cohesive zone.

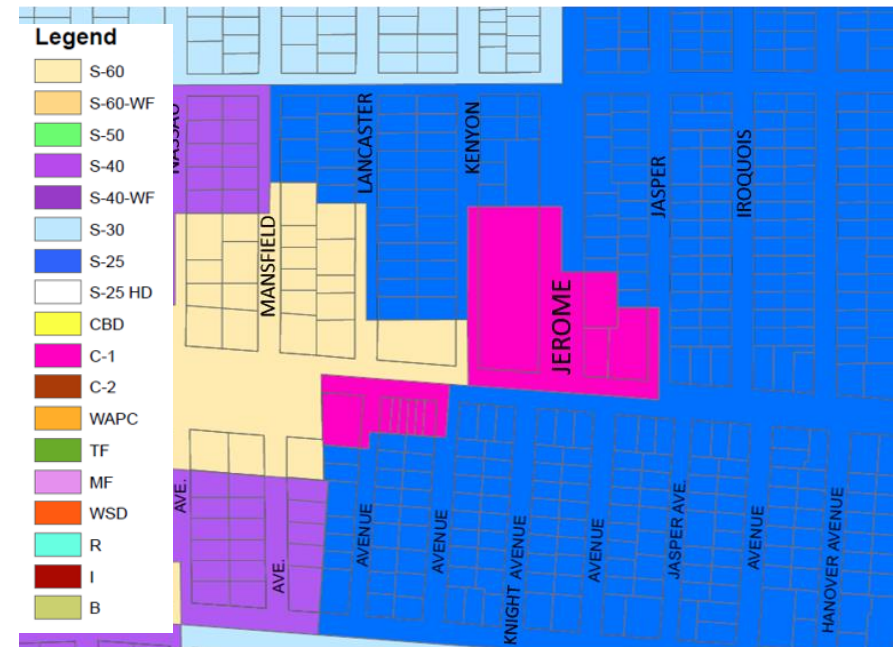


Figure 4-8: C-1 Commercial (Jerome and Ventnor) - Proposed

C-2 Zone - Existing

The C-2 zone was created to promote a commercial business district along one of the City's main transportation corridors, Ventnor Avenue. This zone is intended for professional and medical offices, banks, real estate offices, and similar uses, with or without dedicated on-site parking. This zone is fragmented into three sections but generally hugs Ventnor Avenue from Coolidge Avenue (the shared municipal boundary



with the Borough of Longport) to Jefferson Avenue. The C-2 zone also acts as a transition on Ventnor Avenue from the Central Business District at Jefferson Avenue, to the residential neighborhood in Longport.

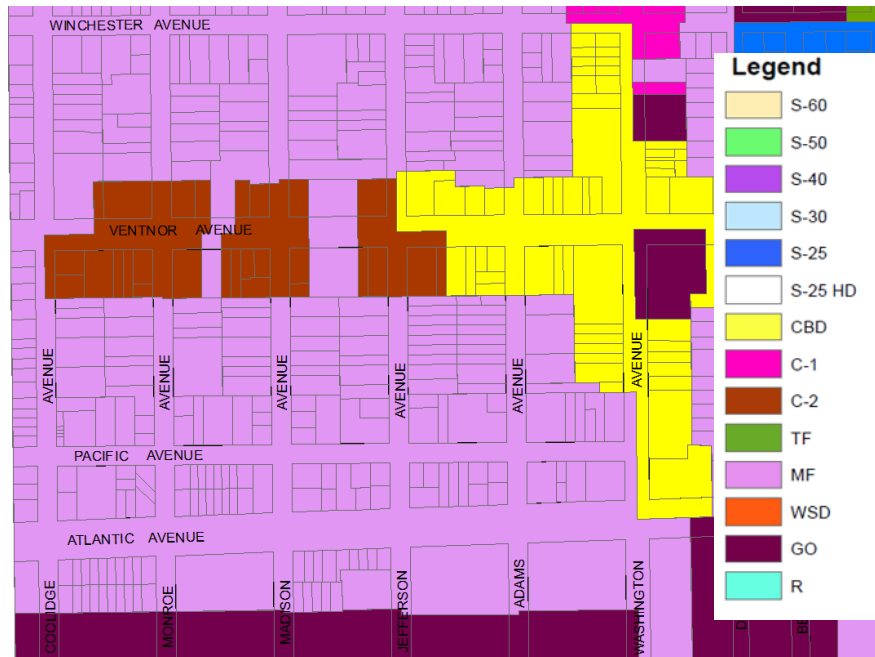


Figure 4-9: C-2 Commercial - Existing

Permitted uses in the zone include the following:

- Residential upper stores
- Retail sales
- Retail Services

- Business/professional office (provided they are not on the ground floor)
- Banks/financial institutions (drive-thru)
- Banks/financial institutions (non drive-thru)
- Governmental and open space use

Restroom facilities are also a permitted accessory use in the C-2 Zone.

The minimum lot size in the C-2 Zone is 4,000 SF, with a minimum lot width of 50' and a maximum 50% principal building lot coverage. The front setback for the C-2 zone is a 10' minimum. The rear setback is a minimum of 7' while the side yard setback requirements are 5' each and 12.5' combined. The maximum building height is 34 feet above the curb, or 30 feet above the lowest floor, whichever is greater (Except where otherwise required by the construction code, in zones requiring ground floor commercial uses, the lowest floor of any such building shall be located within one foot of grade inside the sidewalk line). These setbacks only apply to non-residential projects in the C-2 zone.

While ground floor residential is not expressly permitted in the zone, the zoning schedule states that residential projects in the C-2 zone shall comply with the MF (multifamily) standards. Mixed-use projects are required to comply with the MF density standards and all other



applicable standards in the C-2 Zone. It is unclear if the intent of this language is to address zoning schedule standards in the event of a use variance application or to govern mixed use, ground floor commercial development which are permitted in the zone.

C-2 Zone - Recommendations

The current C-2 zones are all adjacent but segmented by gaps where multi-family development exists. It is recommended that these separate zones be combined, uniting the Ventnor Avenue frontage generally from Coolidge Avenue to Jefferson Avenue into one commercial zone. Any future development along this high traffic corridor should be business focused with strong emphasis on professional, medical, or institutional use. Retail sales in this area should be permitted as an accessory use to a permitted complimentary business. As an example, a medical equipment supply store or compounding pharmacy would be an appropriate accessory use for permitted medical offices.

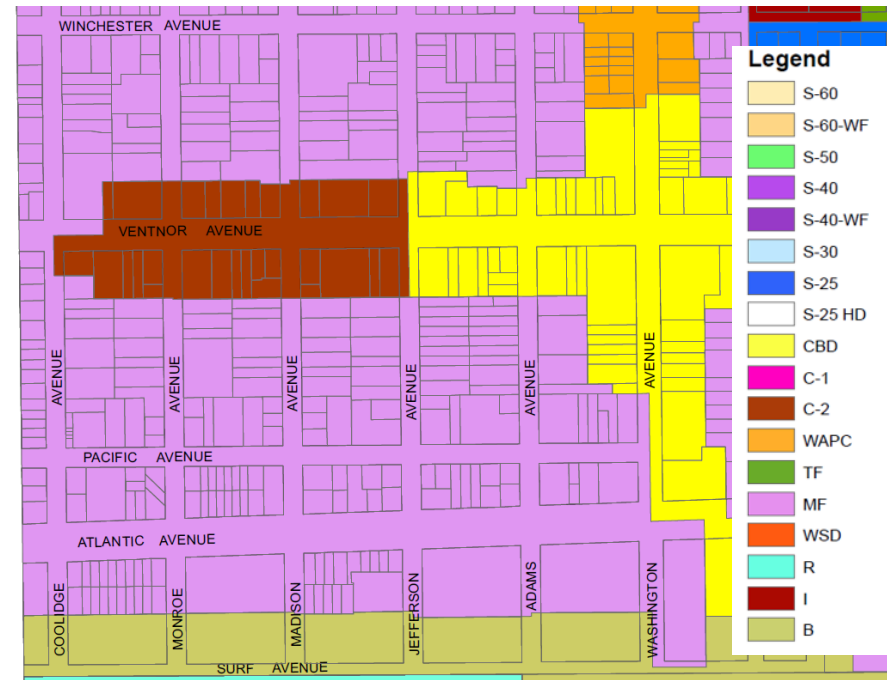


Figure 4-10: C-2 Commercial - Proposed

WSD Zone (Waterfront Special District) - Existing

The Waterfront Special District (WSD) Zone was created to help to revitalize the Bayfront area along Amherst Avenue. The previous master plan notes a “renaissance” in this area with the development of new residential units and construction of new restaurants. The Waterfront Special District was designed to promote additional development in this area to complete the revitalization of the bayfront. The WSD is



contiguous along Amherst Avenue with the exception of some government owned parcels and extends down Amherst Avenue from the Municipal Boundary with Longport to Benson Avenue.

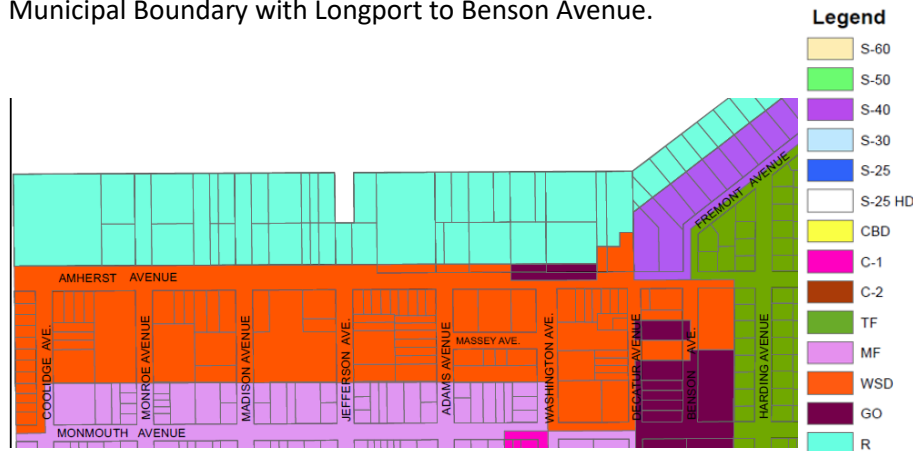


Figure 4-11: Waterfront Special District - Existing

The water access and significant number of boat slips along this area make this a very unique area for the City. This is only place in the City where there are large commercial marinas with sufficient amenities to host long term visitors staying on boats. The presence of marinas creates unique business opportunities for businesses and services that cater to the needs of boaters. This area has also become a hot spot for a full range of dining and bar options.

Permitted uses in the zone include the following:

- Residential ground floor

- Residential upper stores
- Retail sales
- Retail Services
- Restaurants (non drive-thru)
- Bars
- Business/professional office (provided they are not on the ground floor)
- Banks/financial institutions (non drive-thru)
- Governmental and open space use
- Water-dependent uses consistent with CAFRA

Restroom facilities and Harbormaster structures are also a permitted accessory use in the WSD Zone.

The minimum lot size in the WSD zone is 4,400 SF, with a minimum lot width of 50' and a maximum 50% principal building lot coverage. The front setback for the C-1 zone is "The prevailing setback within 200' in the same block or 10' minimum." The rear setback is a minimum of 10' while the side yard setback requirements are 8' each and 20' combined. The maximum building height is 34 feet above the curb, or 30 feet above the lowest floor, whichever is greater (Except where otherwise required by the construction code, in zones requiring ground floor commercial uses, the lowest floor of any such building shall be located within one



foot of grade inside the sidewalk line). These setbacks only apply to non-residential projects in the C-2 zone. Residential projects in the C-2 zone are governed by the standards of the MF zone.

Because of the overwhelming popularity of the marina facilities, restaurants, and bars, parking has become a significant issue in this area. Business growth and success in the area is limited by the capacity of off-street parking and on-street parking in the surrounding area. Having a parking shortage is not unique to this area of Margate but the later operating hours of the local bars and restaurants combined with the seasonal residential nature of the marina facilities and the surrounding residential development has created conflict between business owners and residents. The service establishments in this area desire longer and later operating hours while the residential neighborhood surrounding the area complains that the businesses are open too late and are too loud.

WSD Zone (Waterfront Special District) - Recommendations

The Waterfront Special District is a special area in the City of Margate, with amenities and water access unique to this approximately 7 block section of Amherst Avenue. Public water access and marinas attract economic activity in the form of support services related to boating and

services for boat owners and users. Traveling boaters staying overnight at one of the marinas in the area are largely dependent on the availability of amenities within walking distance. Individuals who have traveled to the area by boat do not generally have access to vehicles so pedestrian access to commercial areas is critical to getting those individuals to patronize local businesses. The success of the marina portion of the waterfront district is somewhat dependent on the pedestrian connections to the nearby CBD. This emphasizes the importance of the Washington Avenue Pedestrian Corridor recommendations in the C-1 zone section above.

Similar to the C-1 zone, ground floor residential is a permitted use in the WSD zone. Given the unique resources of this area of the City and the relative abundance of waterfront residential property elsewhere in the City, it is recommended that ground floor residential uses not be permitted in this zone. Any residential use in this zone should be conditioned upon the inclusion of significant commercial development in a mixed-use project.

The expansion of pedestrian friendly amenities in this area is another important step to making the area more attractive to residents and boaters. Arthur W. Ponzio Co. & Associates, Inc. prepared a Technical Memorandum titled Amherst Avenue Business District (16) that was



unanimously approved by the Margate City Planning Board in November of 2015. It is the Board's recommendation that the City pursue the implementation of the recommendations of the Ponzio Study as quickly as possible. The proposed conceptual designs of the roadway and proposed pedestrian promenade presented in the Ponzio study will help to more clearly define pedestrian and vehicular movements along the bayfront and will create a more attractive and desirable waterfront.

Recently, the long term viability of businesses in the Waterfront Special District has been challenged by more and more frequent storm events that have inundated this area with flood waters. Businesses in this area have traditionally had street level access with ground floor elevations only slightly above the adjacent sidewalk. According to the General Elevation Reference Map prepared by Remington, Vernick, and Walberg Engineers (17), elevations along the majority of the Waterfront Special District are below elevation 6 feet in NGVD29 datum. Converting to NAVD88 using the conversion factor provided on the Elevation Map produces an elevation of approximately 4.7 feet or less for the majority of the Waterfront Special District. **The low topographic elevation of this area leaves the area vulnerable to coastal storm events.**

FEMA Flood insurance studies are conducted by analyzing cross sections along the coastline called transects. The frequency storm event stillwater

elevations reported at each transect represents the water surface elevation that could be expected in that area during a frequency storm event. When looking at the Preliminary FEMA Flood Insurance Study produced for Atlantic County (18), the west side of the City, including the WSD zone, is roughly bisected by transect 33. However, since transect 33 is an ocean side transect and the WSD area is on the bay side of the island, the stillwater elevation provided for transect 33 is not applicable. The stillwater elevation for the WSD area is probably best represented by transect 36, a nearby bayside transect.

The stillwater elevation at transect 36 for the 10% annual chance event (a.k.a. 10-year storm) is elevation 5.8 feet. This means that it can be expected that in any given year, there is a 10% chance that the tidal elevation will exceed elevation 5.8. Since many of the finished floor elevations for structures in this area are only slightly above the ground surface and the ground surface elevation in this area is at or below elevation 4.7 feet, each year there is approximately a 10% chance that many of the existing bayfront businesses will have approximately a foot of water in their buildings.

The anticipated flooding damage caused by a one foot flood depth is significant and, when combined with the anticipated frequency of flooding, is not sustainable. It is therefore the Board's recommendation



that the requirement that ground floor commercial uses be located within one foot of grade inside the sidewalk line be eliminated. Requiring business owners to construct or reconstruct their businesses below the current flood elevation for the area, elevation 9 feet NAVD88 (14), is not defensible. While it is desirable to have attractive businesses visible and accessible at street level, this will not be feasible going forward without significantly raising the street level.

The Board's recommendation is that businesses be allowed to build anywhere from street level to the residential minimum finished floor height requirement. The residential height requirement has varied in the past few years with the issuance of numerous revised Preliminary FEMA flood maps but the first floor elevation in this zone should be held consistent with the currently enforced residential requirement. One of the positives of this newly permitted elevation is that it may be possible to permit parking under elevated structures, addressing another critical issue within the City.

One of the major limiting factors for the viability of a marina is the availability of slips with sufficient water depth at low tide. The majority of the available boat slips along this area have 3' to 4' of water, or less, available at mean lower low tide. Many of the slips have little to no water at all during the lowest normal tides. This renders many of the

slips undesirable since there will be many times around low tides when boats will either be in the mud or there will be insufficient water depth to safely maneuver a boat into and out of the marina. Therefore, while not a goal that can be accomplished through zoning or development regulations, a strong recommendation for the viability of the Waterfront Special District is the dredging of the bay in and around the marinas.

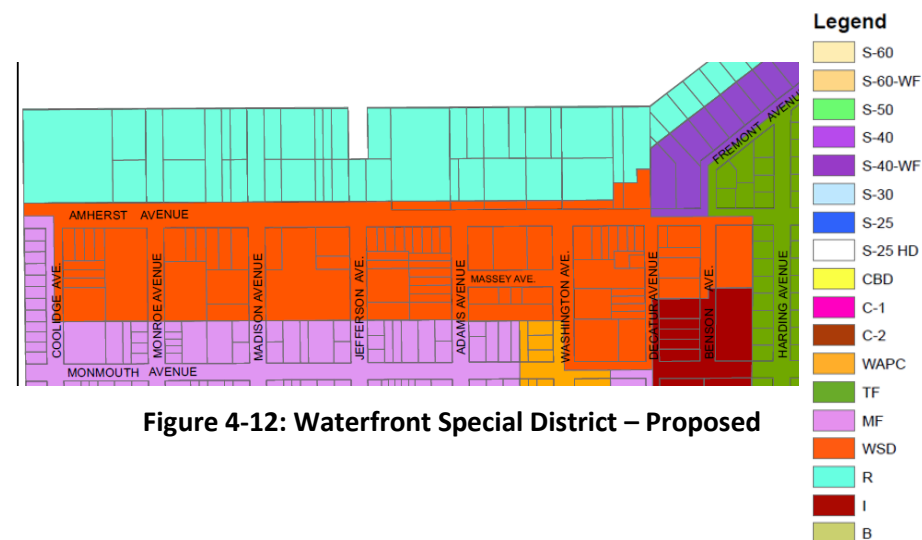


Figure 4-12: Waterfront Special District – Proposed

4.5.2.A General Commercial District Recommendations

In an effort to help the City's existing commercial districts stand out from the surrounding areas, the City has sought funding to improve their appearance. The City has improved the north side of Ventnor Avenue between Jefferson Avenue and Benson Avenue with brick pavers, street trees, and decorative lighting. The project has been well received by the



Community and the streetscape has helped to define the business district in that area. It is the Board's recommendation that the design elements utilized in that and subsequent projects be adopted as standards. Details of the proposed Streetscape Standards are located in Appendix C: City Streetscape Details. These standards should be required for all construction or reconstruction projects, public or private, in the Central Business districts. It is also the Board's recommendation that a separate and distinct Streetscape be adopted in the Waterfront Special District along Amherst Avenue. The City should consider implementing the recommendations presented in the Amherst Avenue Business District Design Concepts (16) prepared by Arthur Ponzio as part of the City's Post Sanding Planning Assistance Grant Program – Phase 1.

In combination with the proposed streetscape standards, it is the Board's recommendation that the City adopt a color coded wayfinding signage scheme highlighting the City's two Central Business Districts, and the Waterfront Special District. The color selection process should be coordinated with the Margate Business Association. The City's adopted wayfinding color scheme should be implemented not only in signage but should also be incorporated into the specified streetscape elements. Painted crosswalks, colored benches, and other design elements matching the wayfinding signage colors should be considered.

4.5.3 Residential Properties and Zoning

The City currently utilizes the following residential zoning district designations:

Zone	Zone Description
S-60	Single Family Residential - 6,000 SF lots
S-50	Single Family Residential - 5,000 SF lots
S-40	Single Family Residential - 4,000 SF lots
S-30	Single Family Residential - 3,000 SF lots
S-25	Single Family Residential - 2,500 SF lots
S-25HD	Single Family Residential - 2,500 SF lots - Historic District
TF	Two-Family Residential
MF	Multi-Family Residential

Since the City of Margate is almost completely built out, the role of much of the City's residential zoning is to document and institutionalize the character of existing neighborhoods. New development in the City is mostly confined to major renovations of existing homes and tear-down/reconstruction of existing homes in developed neighborhoods. Residential zoning in a fully built out area such as Margate should serve to protect the character and quality of the existing neighborhoods while



permitting and promoting continued improvement and appropriate redevelopment. Development of structures that are out of character and scale with the surrounding neighborhood can devalue the entire neighborhood. It is important for the City to find a balance between allowing for the maximization of the value of each individual property, while preserving the value of the neighborhood.

After the completion and implementation of the 2004 Master Plan (11), it became apparent that the revisions adopted in conjunction with the Master Plan effort did not succeed at striking the desired balance between individual property value and neighborhood character. Utilizing the 2004 adopted regulations, numerous tear-down/new home construction projects in the City proved to be out of character and scale of the surrounding neighborhood. The primary problem noted in the 2006 Master Plan revision was the overall mass of new homes, especially on lots that were significantly larger than the minimum lot size required in a given zone. The impact of this undesirable, out of character development was so striking that a Master Plan Revision (12) effort was undertaken and passed 26 months after the adoption of the 2004 Master Plan.

S-60 - Existing

The S-60 zone exists primarily in two markedly different sections of the City. A large section of the “Parkway” section of the City, along Ventnor Avenue from Jerome Avenue to Benson Avenue, is an S-60 zone. The houses are “large and examples of English Tudor, Spanish Colonial, Dutch Colonial and other styles typical of the period houses.” (19) The second section of S-60 zone in the City consists mostly of the waterfront homes along Bayshore Drive West, Bayshore Drive, Bayshore Boulevard and Lagoon Drive. Bayshore Lagoon was constructed in the mid 1960’s and Bayshore Boulevard was extended to the Ventnor border around 1980 with subsequent residential development occurring in each area. The only commonality between these two areas is the existing lot size.

There is one other area in the City that has a number of lots that are zoned S-60. The only wooded areas remaining in the City, most of which is wetlands, contains a number of privately owned lots. The majority of these lots have no paved access and are understood to be unbuildable.

Permitted uses in the zone include the following:

- Single-family detached dwellings
- Municipal Uses
- Parks, playgrounds, and other public operated recreation uses



Conditional uses in the zone include the following:

- Schools
- Houses of Worship

Accessory uses in the zone include the following:

- Home occupations
- Swimming pools
- Outdoor showers
- Spas/hot tubs
- Fences/walls
- Sheds
- Flagpoles, TV, and radio towers and antennas (excluding satellite dish antennas), ham radio receiving and transmitting antennas
- Greenhouses
- Gazebos/garden houses
- Tennis courts
- Pool houses/cabanas

The minimum lot size in the S-60 zone is 6,000 SF with a minimum lot width of 50' and a maximum 30% principal building lot coverage. The front setback for the S-60 zone is "The prevailing setback within 200' in the same block. Eliminate the high and low values before the average is calculated." However, regardless of the average, a minimum setback of

5' is required. The rear setback is 20% of lot depth or 10' whichever is greater. The side yard setback requirements vary by frontage as follows:

Lot Frontage	Minimum Side Yard
> 60'	37% of lot width; minimum 10' each
≥ 50 to <60	37% of lot width; minimum 8' each
<50	37% of lot width; minimum 5' each
*Regardless of lot width, the maximum combined yard requirements shall not exceed 22 feet	

The maximum building height is dictated by the Residential Height Regulating Map, which is not symmetrical with the S-60 zone boundary. The maximum height therefore varies between 28 feet and 30 feet above the lowest floor elevation. Additionally, any third-floor living space where the ceiling height is in excess of 5 feet shall be less than 50% of the floor area of the floor immediately below. Dormers are permitted but must be limited to 15% of the 3rd floor habitable floor area. There is also a minimum roof pitch requirement of 5 on 12, required for roofs above the first floor level. There is no maximum density or FAR ratio for the zone.



S-60 - Recommendations

The two primary areas of S-60 zone in the City only similar in that they have relatively large lot sizes for the City of Margate. One area of S-60 zoning consists of older homes built in period styles along bridle paths approximately two blocks from the beach. The other major area of S-60 zoning consists of large waterfront homes, most with water access and docks, built after 1970. There are many areas where significant differences between requirements for waterfront property and non-waterfront property could and should exist. The need for regulations specific to waterfront properties is acknowledged and partially addressed in Schedule B-4, “Additional Standards - Waterfront Single-Family Development”.

The Board’s recommendation is to create two distinct and separate zones that address the needs of the waterfront properties separately from the non-waterfront properties. This will allow for the City to more appropriately address the character and challenges in each neighborhood. Having two separate zones for these distinct areas will allow for different guidelines to be established for primary home setbacks, decks, pools, and other items that should be treated differently depending on whether the property is a waterfront home or a home in the middle of a city block.

After creating two separate zones, the zone boundary for the Waterfront section of S-60 zone near Bayshore Drive should be modified to remove the few homes that do not have water access. Those homes that do not have water access can be shifted into adjacent zones, as shown on the proposed revised zoning map.

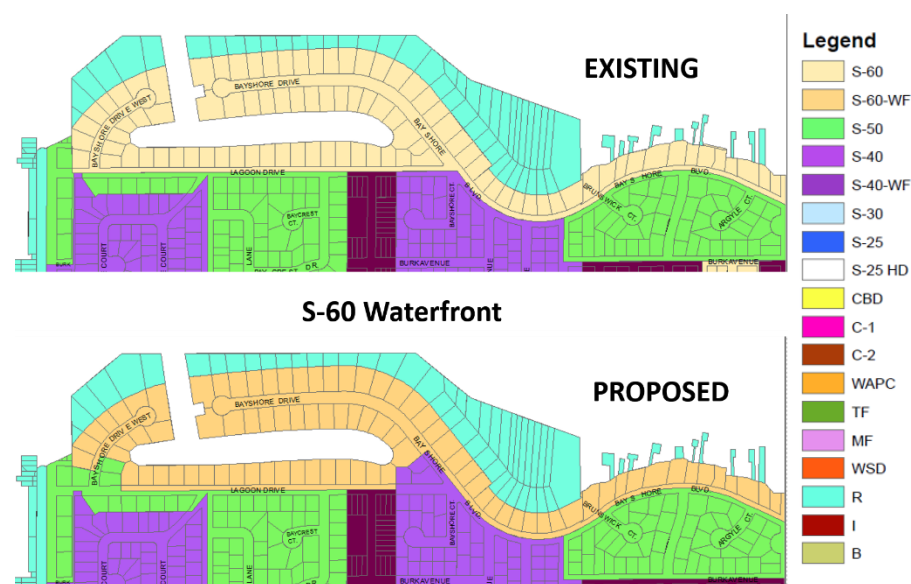


Figure 4-13: S-60 (Bayshore Drive Area) - Existing and Proposed

For the S-60 lots that are in the City’s only remaining wooded area, the S-60 zone does not appear to have any specific application to this area. It appears that the 6,000 sf minimum lot size was applied to these mostly



undersized lots to ensure that the lots were too small to build on without a variance for substandard lot size. It is the Board's recommendation that a more applicable zone be applied to these lots that conveys the understanding that the lots are not considered buildable, rather than listing them as a residential zone with requirements that are not able to be met.

courts in the City and the prospect of the construction of a private court seems unlikely, at best. In the unlikely event that an individual proposes to construct a tennis court in the S-60 zone, a variance should be required. This will offer neighboring properties the opportunity to be informed about the development and the opportunity to speak for or against an application at a public meeting.

With the exception of the height regulation, there are no recommended changes for this zone. Changes to the height regulations in this zone will be addressed in the land development ordinance.

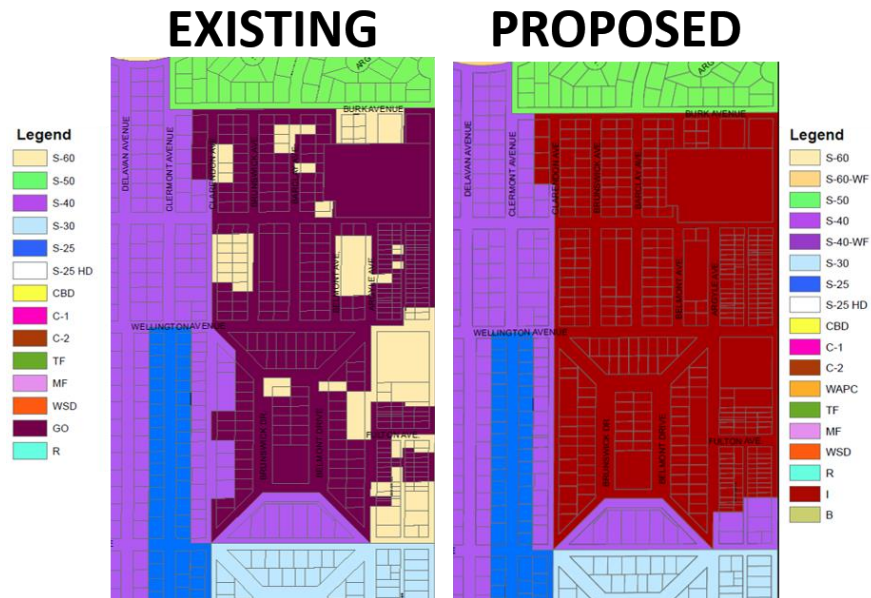


Figure 4-14: S-60 (North Conservation Area) – Existing and Proposed

We also recommend that tennis courts be eliminated as a permitted use within the S-60 residential zone. There are currently no private tennis

S-50 - Existing

There are two large sections and one small section of S-50 zone in the City. Both of these sections are in the north-east portion of the City, near the bay. This area was one of the last sections of the City to be developed and was constructed beginning in the late 1970's through the mid 1980's. Both of the larger sections consist of cul-de-sacs and meandering streets that are atypical for the City. All of the S-50 zones are adjacent to the bayfront S-60 zone. These section of S-50 zoning generally consist of larger, contemporary style homes on lots that are larger than average for the City.

Permitted uses in the zone include the following:



- Single-family detached dwellings
- Municipal Uses
- Parks, playgrounds, and other public operated recreation uses

Conditional uses in the zone include the following:

- Schools
- Houses of Worship

Accessory uses in the zone include the following:

- Home occupations
- Swimming pools
- Outdoor showers
- Spas/hot tubs
- Fences/walls
- Sheds
- Flagpoles, TV, and radio towers and antennas (excluding satellite dish antennas), ham radio receiving and transmitting antennas
- Greenhouses
- Gazebos/garden houses
- Pool houses/cabanas

The minimum lot size in the S-50 zone is 5,000 SF with a minimum lot width of 50' and a maximum 30% principal building lot coverage. The

front setback for the S-50 zone is "The prevailing setback within 200' in the same block. Eliminate the high and low values before the average is calculated." However, regardless of the average, a minimum setback of 5' is required. The rear setback is 20% of lot depth or 10' whichever is greater. The side yard setback requirements vary by frontage as follows:

Lot Frontage	Minimum Side Yard
> 60'	37% of lot width; minimum 10' each
≥ 50 to <60	37% of lot width; minimum 8' each
<50	37% of lot width; minimum 5' each
*Regardless of lot width, the maximum combined yard requirements shall not exceed 22 feet	

The maximum building height is dictated by the Residential Height Regulating Map. The S-50 zones are both in Height Zone A, with a maximum building height of 28' above the first floor elevation. Any third-floor living space where the ceiling height is in excess of 5 feet shall be less than 50% of the floor area of the floor immediately below. Dormers are permitted but must be limited to 15% of the 3rd floor habitable floor area. There is also a minimum roof pitch requirement of 5 on 12, required for roofs above the first floor level. There is no maximum density or FAR ratio for the zone.



S-50 - Recommendations

The shape of the zone is proposed to be revised only slightly to pick up additional properties that are appropriately sized for the S-50 zone and were orphaned by the proposed changes to other zones. Changes to the height regulations in this zone will be addressed in the land development ordinance. With the exception of the height regulation and changes applicable to all zones, there are no other recommended changes for this zone.

S-40 - Existing

There are a number of S-40 zones, primarily in two areas of the City of Margate. The vast majority of residential zoning north-west of Amherst Avenue is zoned S-40. This includes a large stretch of waterfront homes and many more inland blocks. There are numerous sections of S-40 surrounding the Parkway S-60 zone. There is also a small section of S-40 between Atlantic Avenue and the beach. This S-40 section consists of irregular street alignments and a cul-de-sac, which is atypical of beach blocks in the City.

Permitted uses in the zone include the following:

- Single-family detached dwellings
- Municipal Uses
- Parks, playgrounds, and other public operated recreation uses

Conditional uses in the zone include the following:

- Schools
- Houses of Worship

Accessory uses in the zone include the following:

- Home occupations
- Swimming pools
- Outdoor showers
- Spas/hot tubs
- Fences/walls
- Sheds
- Flagpoles, TV, and radio towers and antennas (excluding satellite dish antennas), ham radio receiving and transmitting antennas
- Greenhouses
- Gazebos/garden houses
- Pool houses/cabanas

The minimum lot size in the S-40 zone is 4,000 SF with a minimum lot width of 50'. The maximum principal building lot coverage varies by lot



Dormers are permitted in Height Zone A but must be limited to 15% of the 3rd floor habitable floor area. There is also a minimum roof pitch requirement of 5 on 12, required for roofs above the first floor level. There is no maximum density or FAR ratio for the zone.

Figure 4-15: S-40 (Waterfront Area) – Existing

S-40 - Recommendations

The maximum building height is dictated by the Residential Height Regulating Map. Portions of the S-40 zone are in Height Zone, A, B and C. This makes for three possible height regulations within the S-40 zone. Maximum building heights range from 28' to 30' above the finished floor elevation with 2.5 habitable floors permitted in each height zone.

There is a large section of S-40 zone that consists of waterfront homes along the bay. These Bayfront homes generally have water access with bulkheads and docks. This is a very different condition from the majority of the S-40 zone which consists of back to back single family homes in the City's typical grid pattern. Again, the need for regulations specific to



waterfront properties is acknowledged and partially addressed in Schedule B-4, “Additional Standards - Waterfront Single-Family Development”. This difference is also already reflected in the height regulation map. The S-40 bayfront homes are the only S-40 zoned homes in Zone B on the height regulating map. Similar to the S-60 waterfront area, the Board’s recommendation is to develop a new zone to address waterfront lots separate from the non-waterfront properties.

S-30 - Existing

There are a number of S-30 zones, distributed across the City of Margate. The S-30 zones exist mostly in large pockets, generally south of Amherst Avenue. Two long sections of S-30 zone are beach blocks. Most of the homes in each of the S-30 zones were originally constructed prior to 1950.

Permitted uses in the zone include the following:

- Single-family detached dwellings
- Municipal Uses
- Parks, playgrounds, and other public operated recreation uses

Conditional uses in the zone include the following:

- Schools
- Houses of Worship

Accessory uses in the zone include the following:

- Home occupations
- Swimming pools
- Outdoor showers

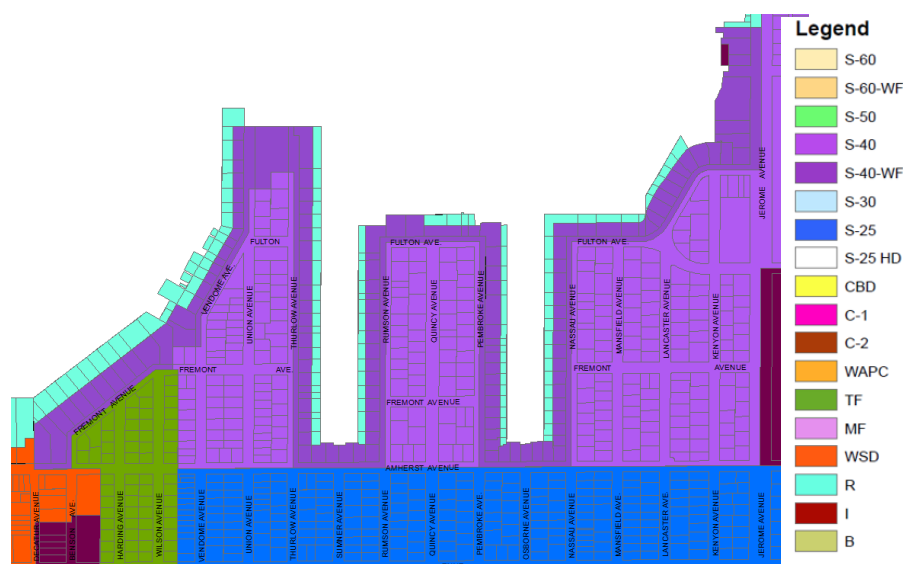


Figure 4-16: S-40 (Waterfront Area) - Proposed

With the exception of the height regulation, there are no recommended changes for this zone. Changes to the height regulations in this zone will be addressed in the land development ordinance.



- Spas/hot tubs
- Fences/walls
- Sheds
- Flagpoles, TV, and radio towers and antennas (excluding satellite dish antennas), ham radio receiving and transmitting antennas
- Greenhouses
- Gazebos/garden houses
- Pool houses/cabanas

The minimum lot size in the S-30 zone is 3,000 SF with a minimum lot width of 40'. The maximum principal building lot coverage varies by lot size. For those lots 5,000 sf or more, a 30% maximum principal building coverage is permitted. For those lots between 3,000 sf and 4,999 sf, the principle building lot coverage may be increased on a sliding scale, enlarging the 30% by multiplying the number of square feet less than 5,000 by .00005 and converting the result into a percentage. The front setback for the S-30 zone is "The prevailing setback within 200' in the same block. Eliminate the high and low values before the average is calculated." However, regardless of the average, a minimum setback of 5' is required. The rear setback is 20% of lot depth or 10' whichever is greater. The side yard setback requirements vary by frontage as follows:

Lot Frontage	Minimum Side Yard
> 60'	37% of lot width; minimum 10' each
≥ 50 to <60	37% of lot width; minimum 8' each
<50	37% of lot width; minimum 5' each
*Regardless of lot width, the maximum combined yard requirements shall not exceed 22 feet	

The maximum building height is dictated by the Residential Height Regulating Map. Portion of the S-30 zone are in Height Zone, A and C. The sections of S-30 that are beach block lots is Height Zone C, while all other S-30 sections are Height Zone A. Maximum building heights range from 28' to 30' above the finished floor elevation with 2.5 habitable floors permitted in both height zones. Dormers are permitted in Height Zone A but must be limited to 15% of the 3rd floor habitable floor area. There is also a minimum roof pitch requirement of 5 on 12, required for roofs above the first floor level. There is no maximum density or FAR ratio for the zone.

S-30 - Recommendations

With the exception of the height regulation, there are no recommended changes for this zone. Changes to the height regulations in this zone will be addressed in the land development ordinance.



S-25 - Existing

There are two S-25 zones in the City of Margate. The larger of the S-25 zones encompasses a majority of the area between Atlantic Avenue and Amherst Avenue from Jerome Avenue to the Ventnor border. This large area also extends beyond those approximate boundaries in multiple locations. The other section of S-25 is a small area between the Central Business District and the S-60 Parkway area. The majority of the homes in the S-25 zones were originally constructed prior to 1950 with many of the homes being originally constructed before 1930.

Permitted uses in the zone include the following:

- Single-family detached dwellings
- Municipal Uses
- Parks, playgrounds, and other public operated recreation uses

Conditional uses in the zone include the following:

- Schools
- Houses of Worship

Accessory uses in the zone include the following:

- Home occupations

- Swimming pools
- Outdoor showers
- Spas/hot tubs
- Fences/walls
- Sheds
- Flagpoles, TV, and radio towers and antennas (excluding satellite dish antennas), ham radio receiving and transmitting antennas
- Greenhouses
- Gazebos/garden houses
- Pool houses/cabanas

The minimum lot size in the S-25 zone is 2,500 SF with a minimum lot width of 40'. The maximum principal building lot coverage varies by lot size. For those lots 5,000 sf or more, a 30% maximum principal building coverage is permitted. For those lots between 3,000 sf and 4,999 sf, the principle building lot coverage may be increased on a sliding scale, enlarging the 30% by multiplying the number of square feet less than 5,000 by .00005 and converting the result into a percentage. For lots under 3,000 sf, the principle building lot coverage is 40%. The front setback for the S-25 zone is "The prevailing setback within 200' in the same block. Eliminate the high and low values before the average is calculated." However, regardless of the average, a minimum setback of



5' is required. The rear setback is 20% of lot depth or 10' whichever is greater. The side yard setback requirements vary by frontage as follows:

Lot Frontage	Minimum Side Yard
> 60'	37% of lot width; minimum 10' each
≥ 50 to <60	37% of lot width; minimum 8' each
<50	37% of lot width; minimum 5' each

*Regardless of lot width, the maximum combined yard requirements shall not exceed 22 feet

The maximum building height is dictated by the Residential Height Regulating Map. The S-25 zones are entirely in Height Zone A. This sets the maximum building height at 28' above the finished floor elevation with 2.5 habitable floors permitted. Dormers are permitted but must be limited to 15% of the 3rd floor habitable floor area. There is also a minimum roof pitch requirement of 5 on 12, required for roofs above the first floor level. There is no maximum density or FAR ratio for the zone.

S-25 - Recommendations

With the exception of the height regulation, there are no recommended changes for this zone. Changes to the height regulations in this zone will be addressed in the land development ordinance.

S-25(HD) - Existing

The S-25(HD) zone is the area of the City best known as Marven Gardens. This area derives its name from a combination of "Mar"gate and "Ven"tnor and is nationally recognizable because of its mis-spelled (Marvin Gardens) inclusion in the board game Monopoly. Based on analysis of aerial photography, most of the homes in this area were constructed by 1930. Homes were constructed in a broad range of period styles and the area still retains much of its historic look and value. This is the only officially designated historic district in the City of Margate.

Permitted uses in the zone include the following:

- Single-family detached dwellings
- Municipal Uses
- Parks, playgrounds, and other public operated recreation uses

Conditional uses in the zone include the following:

- Schools
- Houses of Worship

Accessory uses in the zone include the following:



- Home occupations
- Swimming pools
- Outdoor showers
- Spas/hot tubs
- Fences/walls
- Sheds
- Flagpoles, TV, and radio towers and antennas (excluding satellite dish antennas), ham radio receiving and transmitting antennas
- Greenhouses
- Gazebos/garden houses
- Pool houses/cabanas

The minimum lot size in the S-25(HD) zone is 2,500 SF with a minimum lot width of 40'. The maximum principal building lot coverage varies by lot size. For those lots 5,000 sf or more, a 30% maximum principal building coverage is permitted. For those lots between 3,000 sf and 4,999 sf, the principle building lot coverage may be increased on a sliding scale, enlarging the 30% by multiplying the number of square feet less than 5,000 by .00005 and converting the result into a percentage. For lots under 3,000 sf, the principle building lot coverage is 40%. The front setback for the S-25 zone is "The prevailing setback within 200' in the same block. Eliminate the high and low values before the average is calculated." However, regardless of the average, a minimum setback of

5' is required. The rear setback is 20% of lot depth or 10' whichever is greater. The side yard setback requirements vary by frontage as follows:

Lot Frontage	Minimum Side Yard
> 60'	37% of lot width; minimum 10' each
≥ 50 to <60	37% of lot width; minimum 8' each
<50	37% of lot width; minimum 5' each
*Regardless of lot width, the maximum combined yard requirements shall not exceed 22 feet	

The maximum building height is dictated by the Residential Height Regulating Map. The S-25 (HD) zone is entirely in Height Zone D. This sets the maximum building height at 25' above the finished floor elevation with two (2) total and two (2) habitable floors permitted. The zoning schedule for the S-25(HD) references requirements for third floor living space but the legend on the Height Regulation Map does not allow for third floor living space, even specifying that habitable attics shall not be permitted. The zoning schedule references a minimum roof pitch requirement of 5 on 12, required for roofs above the first floor level but the Height Regulation Map states that roof pitch requirements shall not apply. There is no maximum density or FAR ratio for the zone.



S-25 (HD) - Recommendations

The S-25 zone is characterized by historic homes of various styles. Most of these homes were constructed with first floors very close to the ground surface and low roof heights relative to the rest of the City. Maintaining the look of buildings that are situated low to the ground while complying with FEMA flood zone requirements moving forward will present a significant challenge to the City. Drastic elevation of individual homes has the potential to erode the historic character of the neighborhood but leaving the homes at or below the flood elevation could result in far worse consequences when the next hurricane, nor'easter, or super storm hits the area.

The only way to protect these historic homes in the long term is to allow them to elevate. Individual structure elevation must be done in a manner that protects the individual structure but also respects the character of the neighborhood. This will require special attention during the development of revisions to the land development ordinance. Additional discussion of this topic is located in the Historic Preservation Plan Element, Section 11.

TF - Existing

The TF zone or Two-Family zone exists in three locations in the City. The largest area is generally along Harding Avenue and Wilson Avenue from Winchester Avenue to Fremont Avenue. All structures in this zone were originally constructed between 1948 and 1950. It is believed that this area was originally constructed as a post-war development project. It appears that all of the units in this area were constructed as substantially similar versions of one or two model homes in a short period of time. Most units appear to be single family homes from the street side of the structure but there are separate side or rear entrances for each unit.

The second TF zone lies across North Granville Avenue from the William H. Ross School. In this section, there are eight (8) two family dwellings, six (6) of which are substantially similar. Eight (8) units appear to exist in the same location as the existing eight (8) units in the 1930 aerial so it is believed that the 6 remaining substantially similar units were construction prior to 1930.

The third and final section of TF zone in the City is approximately between Ventnor Avenue and Atlantic Avenue from Franklin Avenue to Gladstone Avenue. This area is nearly surrounded by Central Business District zoning. The majority of the properties in this area were originally



constructed prior to 1930 and nearly all lots contained structures by 1957. While there are a few similar structures in the zone, it does not appear that this area was built as a single effort, as the other two areas of Two-Family zone appear to have been.

Permitted uses in the zone include the following:

- Single-family detached dwellings
- Two-family dwellings
- Municipal Uses
- Parks, playgrounds, and other public operated recreation uses

Conditional uses in the zone include the following:

- Schools
- Houses of Worship

Accessory uses in the zone include the following:

- Home occupations
- Swimming pools
- Outdoor showers
- Spas/hot tubs
- Fences/walls
- Sheds

- Flagpoles, TV, and radio towers and antennas (excluding satellite dish antennas), ham radio receiving and transmitting antennas
- Greenhouses
- Gazebos/garden houses
- Pool houses/cabanas

The minimum lot size in the TF zone is 3,200 SF with a minimum lot width of 40'. The maximum principal building lot coverage varies by lot size. For those lots 5,000 sf or more, a 30% maximum principal building coverage is permitted. For those lots between 3,000 sf and 4,999 sf, the principle building lot coverage may be increased on a sliding scale, enlarging the 30% by multiplying the number of square feet less than 5,000 by .00005 and converting the result into a percentage. For lots under 3,000 sf, the principle building lot coverage is 40%. The front setback for the S-25 zone is "The prevailing setback within 200' in the same block. Eliminate the high and low values before the average is calculated." However, regardless of the average, a minimum setback of 5' is required. The rear setback is 20% of lot depth or 10' whichever is greater. The side yard setback requirements vary by frontage as follows:

Lot Frontage	Minimum Side Yard
> 60'	37% of lot width; minimum 10' each
≥ 50 to <60	37% of lot width; minimum 8' each



<50 37% of lot width; minimum 5' each

*Regardless of lot width, the maximum combined yard requirements shall not exceed 22 feet

The maximum building height is dictated by the Residential Height Regulating Map. The S-25 zones are entirely in Height Zone A. This sets the maximum building height at 28' above the finished floor elevation with 2.5 habitable floors permitted. Dormers are permitted but must be limited to 15% of the 3rd floor habitable floor area. There is also a minimum roof pitch requirement of 5 on 12, required for roofs above the first floor level. There is no maximum density or FAR ratio for the zone.

TF - Recommendations

Minimal zone boundary changes are proposed to the CBD zone along Atlantic Avenue in the area near Frontenac Avenue, along Franklin Avenue near Ventnor Avenue, along Douglas Avenue near Atlantic Avenue. With the exception of those minor boundary changes addressed under the CBD zone, there are no other recommended changes for this zone. Changes to the height regulations will be addressed in the land development ordinance.

MF - Existing

The MF zone or Multi-family zone exists in three locations in the City. The MF zone is the only exclusively residential zone south-west of Decatur Avenue. The MF zones make up the majority of the area from Decatur Avenue to the Longport border, from Monmouth Avenue to the beach. This zone is comprised of many converted hotels and condominiums, mixed with purpose built condo and townhome structures. The structures in the MF zone range in size from an 18 story condominium tower in the beach block to single story, single- and two-family homes. The MF zone is as diverse a residential zone as exists in the City.

Permitted uses in the zone include the following:

- Single-family detached dwellings
- Two-family dwellings
- Multifamily dwellings
- Municipal Uses
- Parks, playgrounds, and other public operated recreation uses

Conditional uses in the zone include the following:

- Schools



- Houses of Worship

Accessory uses in the zone include the following:

- Home occupations
- Swimming pools
- Outdoor showers
- Spas/hot tubs
- Fences/walls
- Greenhouses
- Gazebos/garden houses
- Pool houses/cabanas

The minimum lot size is 4,400 SF with a minimum lot width of 40'. The maximum principal building lot coverage varies by lot size. The maximum principle building coverage in the MF zone is 45%, regardless of lot size. The front setback for the S-25 zone is "The prevailing setback within 200' in the same block. Eliminate the high and low values before the average is calculated." The 5' minimum setback required in all other zones is not enforced in the MF zone. The rear setback requires a minimum 10' landscape buffer within a 20' rear yard area. The minimum side yard setback is 8' or 10' with driveway.

The maximum height appears to be set by the zone schedule at 2 habitable floors over parking of 2.5 habitable floors without parking and 30' above the lowest floor. This permitted height matches the Height regulation map for Height Zone C, which covers most of the MF zone. However, the zoning schedule regulation conflicts in at least one location with the Height Regulation map where there is a lot zoned MF, but shown in Height Zone A on the Height Regulation map.

There is a minimum roof pitch requirement of 5 on 12, required for roofs above the first floor level. The maximum density for the zone is 1 unit/2,200 square feet of lot area and there is a maximum FAR ratio for the zone of 1.0.

MF - Recommendations

The south west portion of Margate, in which the MF zone is the dominant residential zone, is the most diverse and commercial section of the City. This portion of the City has a much higher density of residential units and commercial activity than anywhere else in the City. The area around the MF zone contains the Central Business District, the Waterfront Special District, and numerous condominium multi family structures that create an urban environment unique to this area of the City.



The zone and current development regulations appear to be generally meeting the goals of the City's prior Master Plan. The only proposed changes to the zone are minor boundary adjustments necessary to effectuate the goals of adjacent commercial zones. With the exception of those minor boundary revisions, there are no other recommended changes for this zone. Changes to the height regulations will be addressed in the land development ordinance.

4.5.4 Non-Commercial or Residential Zoning

GO - Existing

The GO zone, or Government Owned zone exists in small and large pockets all over the City. The GO zone is intended to represent properties owned by the City, the City's school system, and the Margate Terrace senior citizen community. There are only two restrictions in the GO zone. One is that there is a minimum lot area of 4 acres. It is worth noting that there are only 4 parcels in the City that meet this criteria and one of them is zoned Riparian. The three parcels over 4 acres zoned GO are (in descending order by area) the Jerome Avenue Recreating Complex, a contiguous stretch of beach from Cedar Grove Avenue to Adams Avenue, and the Eugene A Tighe middle school complex. The only

other requirement in the zone is the maximum height of structures, which is limited to 34' above curb or 30' above lowest floor, whichever is greater.

GO - Recommendations

It is our recommendation that this zone be eliminated and that the GO properties be absorbed into adjacent zones. The City is already exempt from all zoning regulations, as referenced in §175-30 A. (5) which states that "The provisions and restrictions contained in this article shall not apply to or be binding upon the City of Margate." Since the municipality is exempt from all zoning requirements, the zone that a City property is in has no impact on the City's ability to utilize that property.

R - Existing

The R zone, or Riparian zone, overlays riparian areas in the City regulated by The Bureau of Tidelands management under the New Jersey Department of Environmental Protection. The City does not have complete authority to regulate activity in these areas. All development activity in these areas requires a Tidelands Permit. Many Riparian zones have active Tidelands grants, leases, and licenses. Most of the active grants, leases and licenses are adjacent to residential structures along



the bay side of the City and the tidelands areas generally contain residential dock or deck structures.

R - Recommendations

It is our recommendation that this zone remain unchanged. The established purpose for the Riparian zone is still relevant and functional within the City's overall zoning ordinance.

4.5.5 Recommended New Zones

Institutional Use

The City of Margate has very few large, contiguous parcels. Over 96% of the parcels in the City are under 1/4 acre in size. Many of the remaining larger parcels are either government owned or owned and operated by religious or other non-profit organizations. Religious and non-profit uses on large parcels provide a valuable service to the City that could not be provided through other means. However, these types of institutions have struggled to maintain membership and many are struggling to continue to maintain their large facilities. It is expected that, in time, many of these larger religious and non-profit organizations will look to

consolidate their locations and divest themselves of some of their more valuable real-estate holdings.

These large properties present unique value to the City. Many civic organizations and businesses require large lots and buildings to efficiently operate their activities. Given the financial pressures of the real estate market, it would be nearly impossible to privately acquire and consolidate many small parcels to form large parcels comparable in size to that of the oversized lots that currently exist. In order to preserve the opportunity to host the types of organizations and businesses that require larger properties, the City must preserve these larger parcels to the maximum extent practicable.

Going forward, the value of these large parcels as sub-dividable real estate could become a driving factor in decisions these organizations make. Many large parcels owned by religious institutions and non-profits are currently zoned as residential. The combination of the value of residential real-estate in the City and the current zoning will virtually ensure that once the institutions that operate on these oversized properties become financially unsustainable, the existing structures will be demolished and the lots will be subdivided for residential development. The conversion of multiple of these properties to single family residential development could be detrimental to the City as it will



erode the sense of place and community that is currently created by the existence of these facilities.

It is therefore our recommendation that a new Institutional Use zone be created requiring religious, institutional, large scale commercial, recreational, or government use. Large lot sizes should be a fundamental characteristic of the zone and subdivisions should be limited to the maximum extent practicable.

Washington Avenue Pedestrian Corridor

Washington Avenue is an important street within the City of Margate. Like many streets in the City, Washington Avenue connects the beach to the bay. What is unique to Washington Avenue is the number of destinations that it connects. Starting at the beach end, Washington Avenue is one of the bounding streets for the block that contains Lucy the Elephant, the iconic Margate landmark and historical structure. Lucy also shares the property she occupies with a mini-golf course and L's Cheesesteaks, a casual eatery. Perhaps the larger draw throughout the summer months is Ventura's Greenhouse Bar and Grill, right across the Decatur Avenue street end from Lucy.

Heading up Washington Avenue toward the Bay, there is a major local bank branch, professional offices, Wawa, and the old City Hall building in just the next block. The majority of this block is in the Central Business District. The next intersection, with Ventnor Avenue, is in the heart of the Central Business District. CVS, professional offices, and a restaurant begin the next block as the Central Business District extends north on Washington Avenue for approximately half a block. The next block and a half up to Monmouth Avenue contains only one commercial structure, a professional office building. After crossing Monmouth Avenue, Washington Avenue enters the Waterfront Special District, an area with numerous marinas and popular bars and restaurants.

The 1.5 block stretch between the Waterfront Special District and the Central Business District is currently zoned commercial. This does not reflect the existing pattern of development in the area nor does it represent a reasonably obtainable goal for conversion to commercial uses. While this area is a main corridor between commercial areas, it is not currently and does not necessarily need to be commercial area itself. The Board's recommendation is that a zone addressing the need to develop a pedestrian friendly corridor along Washington Avenue be established. This zone would permit both residential and commercial development but require larger setbacks to accommodate larger sidewalks and other pedestrian friendly amenities.

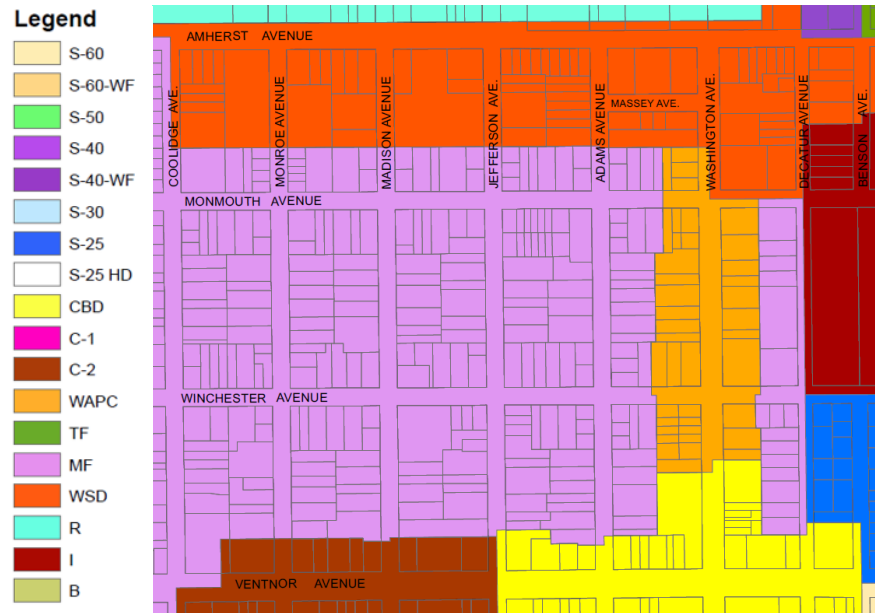


Figure 4-17: Washington Avenue Pedestrian Corridor - Proposed Beach Zone

The City owns large swaths of beach between the bulkhead line and the Atlantic Ocean high tide line. This area should be designated as a beach zone, allowing for recreation and other activities that would be appropriate for the beach. While creating a beach zone isn't essential since all beach areas are City owned and therefore exempt from zoning, putting the beach areas into any other zone would not provide a genuine indication of what the intended use of that area is in the zoning ordinance.

Boutique Hotel/Condo-tel Overlay

The City of Margate's 1985 Master Plan and 1990 Master Plan Reexamination discuss, at great length, the large volume of hotels and motels in the City and the need to convert a number of them into permanent housing. In 1981, hotels and motels were eliminated as a permitted use in the City. The plan to convert hotels and motels into condo style units was implemented after adoption of the 1980 Master Plan and was alarmingly successful as the City currently has no remaining hotels or motels. Currently, the only transient housing available to visitors to the City is through private rentals of homes, townhomes, or condominiums. All of these rental options are for longer term multi-day or weeklong stays so short term one and two night stay accommodations are not available in the City.

At the time the elimination of hotels and motels as a permitted use was viewed as a way to stabilize the City's population, create additional housing units, and create a better sense of pride in the community within the City. To a large extent, the City was very successful at achieving those goals. In the 1990 Reexamination, the policy was deemed to be so successful that it was recommended that the "no hotel



policy” be continued. Allowing for a new hotel was viewed as detrimental to the community at the time.

High turnover rates for hotel and motel guests creates an inherent reliance on local businesses and restaurants. The lack of food storage and preparation options requires these types of visitors to frequent City businesses more frequently than second home owners. Hotel and motel guests tend to spend significantly more money in and around their transient housing location than seasonal residents staying in owner occupied housing. With the conversion of hotels and motels in the City to condominium units, the local transient visitor population has nearly disappeared from the City.

There are non-traditional short-term rental options available in the City that are accessible through popular rental sites on the internet. While these private rental options are available within the City, many individuals are not accustomed to or comfortable with this type of rental. Additionally, these types of rentals typically require multi-day or week long stays so they do not provide the type of flexibility offered by a hotel.

In attempt to quantify the availability of privately operated transient housing, a September 2016 review of popular owner managed rental unit sites was conducted and the following results were reported:

Company/Website	Approximate # of Units Available
VRBO	40
AirBNB	25
Craigslist South Jersey	10

Transient lodging, in the form of hotels and motels, was once a staple industry in the City. It was determined in the late 1970’s and documented in the 1980 Master Plan that Margate needed to significantly reduce the hotel and motel presence in the City. The stated goals for this reduction have generally been met and the City is in a significantly different place than it was at the time when hotels and motels existed in significant numbers. The unfortunate result of that effort is that the City is now left with a void in the transient lodging market.

It is the Board’s recommendation that, to bolster its tourism economy, the City is need of transient lodging units and that this need would best be addressed in the form of a hotel tower or some combination of a hotel and condominium tower. The most appropriate location for this type of development is the area from Atlantic Avenue to the Beach, from Monroe Avenue to Cedar Grove Avenue. Given the presence of existing



vertical development in this area, a hotel or hotel\condo combination tower in this area would not be out of place or scale.

The Board recommends that an overlay zone for this area, permitting vertical development of hotels or a combination of a hotel and condominium complex be established. Regulations for such overlay should pay special attention to the preservation of light, air, open space, and view corridors. The development ordinance for this overlay should aim to ensure that the overall facility design will appropriately compliment and utilize the natural features offered by the adjacent beach.

4.5.6 General Development Regulations

The City's land development ordinance regulations are being addressed in a complete, section by section analysis of the existing ordinance. It is the recommendation of the Board that revisions to the City's land development ordinance focus on the observations and recommendations noted above and that the goals of this plan be implemented through the land development ordinance to the maximum extent practicable. The proposed zoning map effectuating the recommended changes discussed above are depicted in the proposed zoning map for the City.

It should be noted that, during the creation of the Master Plan, the City considered the adoption of a form-based code to provide development regulations that supplement the City's zoning ordinance. It was determined that a form-based code would not be an efficient or effective way to establish and enforce development regulations in the City of Margate.

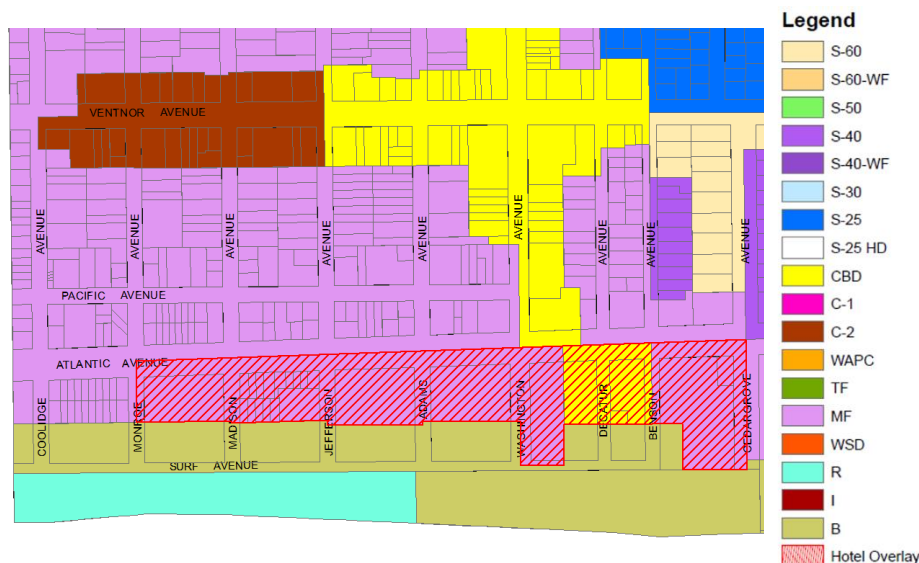


Figure 4-18: Boutique Hotel\Condo-tel Overlay



2016 Comprehensive Master Plan Update
City of Margate
Atlantic County, N.J.







5 HOUSING PLAN ELEMENT

5.1 Introduction

The City has prepared a Master Plan Housing Element in accordance with the requirements set forth in the “Municipal Land Use Law” (N.J.S. 40:55D) and Fair Housing Act (N.J.S. 52:27D-301).

This housing element includes the municipality’s strategy for addressing its present and prospective need via the following:

- i. An inventory of the City’s housing stock by age, condition, purchase or rental value, occupancy characteristics and type, including number of units affordable to low and moderate income households, and substandard housing capable of being rehabilitated;
- ii. A projection of the City’s housing stock, including the probable future construction of low and moderate income housing for the next ten years taking into account, but not necessarily limited to construction permits issued, approvals of applications for development, and probable residential development of lands;
- iii. An analysis of the City’s demographic characteristics including, but not limited to, household size, income level, and age;
- iv. An analysis of existing and probable future employment characteristics of the City;
- v. A determination of the City’s present and prospective fair share for low and moderate income housing and its capacity to accommodate its present and prospective needs, including its fair share for low and moderate income housing;
- vi. A consideration of lands that are most appropriate for construction of low and moderate income housing and of the existing structures most appropriate for conversion to, or rehabilitation for, low and moderate income housing, including a consideration of lands of developers who have expressed a commitment to provide low and moderate income housing;



Through this Housing Element, the City promotes provision of a variety of housing types over a range of affordability, encourages the ongoing maintenance of the City's existing housing stock, and formally acknowledges the constitutional obligation to provide a realistic opportunity for the provision of housing affordable to families of low and moderate income.

¹In 1975, the New Jersey Supreme Court, in *Southern Burlington County N.A.A.C.P. v. Township of Mount Laurel*², established the principle that municipal land use regulations that prevent affordable housing opportunities for the poor (by making it physically and economically impossible to provide low and moderate income housing ~ i.e. "exclusionary zoning") were unconstitutional. This came to be known as the "Mount Laurel Doctrine".

Under the Mount Laurel Doctrine, each municipality in New Jersey is responsible for planning and zoning for a "fair share" of affordable housing units through their municipal planning process.

The subsequent (1983) decision in what was termed Mount Laurel II³ resolved many issues arising out of Mount Laurel I, and expanded the Mount Laurel obligation by ruling that each municipality in New Jersey (located in a "growth area" as set forth in the State Development Guide Plan) share in this constitutional obligation to provide a realistic means for addressing a "fair share" of the "present and prospective need for housing affordable to low and moderate income families" within its assigned "region" of the State.

Mount Laurel II instituted a Fair Share Formula designed to establish each municipality's obligation to provide a "realistic opportunity" for its "fair share" of "regional need" of low and moderate income housing. This is to be achieved through by means of a Fair Share Plan developed

¹ njlegallib.rutgers.edu/mtlaurel/aboutmtlaurel.php

² 67 N.J. 151 a.k.a. (1975) "Mount Laurel I"

³ 92 N.J. 158 (1983), a single decision consolidating separate actions in:

- *South Burlington County N.A.A.C.P. v. Township of Mount Laurel*;
- *Urban League of Essex Co. v. Township of Mahwah*, 207 N.J. Super. 169 (Law Div. 1984);

- *Glenview Development Co. v. Franklin Township*, 164 N.J. Super. 563 (Law Div. 1978);
- *Caputo v. Township of Chester*, Docket No. L-42857-74 (Law Div. Oct 4, 1978)(unreported);
- *Urban League of Greater new Brunswick v. Borough of Carteret*, 142 N.J. Super. 11 (Ch. Div. 1976), rev'd, 170 N.J. Super. 461 (App. Div. 1979);
- *Round Valley, Inc. v. Township of Clinton*, 173 N.J. Super. 45 (App. Div. 1980), cert. granted, 84 N.J. 414, rev'd by *Southern Burlington County NAACP*, 92 N.J. 158 (1983); transferred by *Hills Dev. Co. v. Bernards*, 103 N.J. 1 (1986); rev'd *Urban League of Essex County v. Township of Mahwah*, 115 N.J. 536 (1989).



by each municipality under which, via municipal zoning and land use regulations, development of a variety of housing choices for all categories of people within a particular Housing Region is realistically possible.

In 1984, the decision in *AMG Realty vs. Warren Twp.*⁴ established the first statistical methodology for quantifying each municipality's "fair share."

In 1985, the New Jersey Legislature, in direct response to the Mount Laurel decisions, enacted the Fair Housing Act ("FHA"), which, among other things, created the Council on Affordable Housing ("COAH") as the administrative agency responsible for assessing the statewide need for affordable housing, promulgating guidelines and criteria for determination of municipal shares of the regional need for affordable housing, establishing Housing Regions (Margate was assigned to Housing Region 6, which includes Salem, Cumberland, Cape May and Atlantic counties), allocating "need" on a municipal "Fair Share" basis, reviewing and approving municipal Fair Share Plans within the context of the local

Fair Share obligation and generally monitor affordable housing activity throughout the State.⁵

The FHA strongly links municipal planning and zoning to the provision of affordable housing. Under the act, a municipal zoning ordinance is valid only if the municipality adopts a housing element as part of its Master Plan, and only if the municipality's Zoning Ordinance is substantially consistent with the Housing Element.

COAH established Affordable Housing Obligations for each municipality and rules for compliance via a "First Round" (1987-1993) and "Second Round" (1993-1999). Such Obligations were generally based on the amount of available and developable vacant and municipally-owned lands within each municipality, with exclusions permitted for environmentally and locationally sensitive areas. Such methodology has been (generally) upheld by the Courts.

For its "Third Round", which was to span from 2000 to 2005 but whose rules were not adopted until 2004, COAH changed its methodology of establishing municipal Fair Share Obligations from an Available Land

⁴ 207 N.J. Super. 388 (1984) and 504 A.2d 692

⁵ The constitutionality of the Fair Housing Act as a legislative enactment of the Mount Laurel Doctrine was affirmed by the New Jersey Supreme Court in 1986 in *Hills Dev. Co. v. Bernards Tp.* (103 N.J. 1, 510 A.2d 621 (1986) "Mount Laurel III")



model to a Growth Share model. Under the Growth Share, Affordable Housing Obligations were calculated as a percentage of new residential and non-residential development occurring in the community between January 1, 2004 and January 1, 2014, regardless (generally) of land availability and other factors.⁶

Litigation by and between housing advocates pressing for affordable units and groups representing municipalities seeking what they consider to be reasonable obligations commenced almost immediately and have remained almost-constant since. After a series of rule amendments, challenges to such amendments, missed deadlines, extensions, appeals and attempts by the Governor to abolish COAH, the New Jersey Supreme Court, in 2014, required the COAH to prepare new rules and fair share numbers by date(s) certain, which it was unable to do.

Amid growing criticism, COAH has been unable to enact Third Round rules that have survived legal review. The COAH Governing Council ceased to meet as an administrative body in 2014.

During this extended time period, Municipalities without COAH-approved Housing Plans were subject to potential litigation by developers seeking to build mixed market-rate and affordable projects under the premise that the market units were required to make the affordable units economically viable to develop. Typically, such projects capped the number of affordable units at 20%.

In March 2015, the New Jersey Supreme Court, in *In re Adoption of N.J.A.C. 5:96 & 5:97 ex rel. New Jersey Council on Affordable Housing*,⁷ declared that COAH had failed to follow the Order of the Court and returned administration of the procedural process for municipal compliance to the Court system via a Declaratory Judgment process for evaluating compliance.

Under this ruling, municipalities were granted a window in which they could file with the Court a Fair Share Plan that they believe to be compliant with the Fair Housing Act. During the Court's review of the

⁶ Round III rules as originally adopted established a growth share requirement of 1 affordable unit among 9 total units developed and 1 affordable unit for every 25 jobs created. This was revised to 1 affordable unit among 5 total units and 1 affordable unit for every 16 jobs created.

Rules regulating ratios of age-restricted units vs. market units, ownership vs. rental units, 0 and 1 bedroom units vs family-sized units, special needs vs. market housing, and how such units receive

credit toward a municipality's growth share obligation, along with how credits for prior Round units developed a were similarly enacted and revised.

⁷ 221 N.J. 1 (2015) "*Mount Laurel IV*"



filing, the municipality is to be immune from a Builder's Remedy suit.⁸ If the Court ultimately determines that the Plan meets the municipality's constitutional obligation, the municipality will then continue to enjoy protection from Builders Remedy litigation.

Conversely, municipality's that do not submit such Plans, or those whose Plans are found not to be compliant with the Fair Housing Act, will be subject to a Builder's Remedy lawsuits and could be ordered to accept higher-density development ~ often at a rate of four market rate units for every affordable unit required.

This document also serves then as a basis for the implementation of land use regulation by Margate City to enable satisfaction of the aforementioned affordable housing constitutional obligation.

5.2 Background

5.2.1 Demographic Characteristics

As indicated above, the Municipal Land Use Law requires an analysis of housing and demographic data as part of any Housing Element. The 2010 Census, 2001-2006 American Community 5-Year Estimates and 2011-

2015 American Community 5-Year Estimates provide the most recent available comprehensive database of this type of information for Margate City. Margate's year round population has decreased since 1970 and will likely continue to decrease as second home owners dominate the residential real-estate market. The City is in a desirable location, adjacent to the Atlantic Ocean and back bays and in close proximity to Atlantic City and Ocean City. Access from Philadelphia and New York City and the suburbs surrounding those major metropolitan areas is convenient via the Atlantic City Expressway and Garden State Parkway. Margate's location coupled with accessibility has led to acquisition of much of the City's housing stock for use as seasonal housing. Until it is no longer financially viable for full time residents to sell their properties at a significant premium as compared to nearby offshore housing stock, this trend will continue and the population will continue to decrease. Utilizing the data contained in Table I, the estimated population in Margate City in 2025 will be 6,003 persons.

Table 5-1: Population Changes: 1940-2015 (below) provides a comparison of population change in Margate, Atlantic County and the State of New Jersey.

⁸ While trial courts have generally taken a liberal view to extending municipalities' immunity as the process slowly progresses, several municipalities have been stripped of immunity

from Builder's Remedy lawsuits despite the fact that the trial court had not yet decided the methodology and obligations for those municipalities. Those decisions have rested on case law regarding whether the municipalities have been acting in bad faith.



Table 5-1: Population Changes: 1940-2015
Margate City, Atlantic County and New Jersey

	Margate City		Atlantic County		New Jersey	
Year	Number	Change	Number	Change	Number	Change
1940	3,266	-----	124,066	-----	4,160,165	-----
1950	4,715	44.37%	132,399	6.7%	4,835,329	16.2%
1960	9,474	100.93%	160,880	21.5%	6,066,782	25.5%
1970	10,576	11.63%	175,043	8.8%	7,168,164	18.7%
1980	9,179	-13.21%	194,119	10.9%	7,365,011	2.7%
1990	8,431	-8.15%	224,327	15.6%	7,730,188	5.0%
2000	8,193	-2.82%	252,552	12.6%	8,414,350	8.9%
2010	6,354	-22.45%	274,549	8.7%	8,791,894	4.49%
2015	6,237	-1.84%	274,219	-0.12%	8,958,013	1.89%

Sources: 2000 Census Data, 2010 Census Data, U.S. Census Bureau American Community Survey

The age statistics for the City indicate an older population in the City than either Atlantic County or the State. This can be attributed to the aging population that owns homes and lives in the City year round, the financial impediment to young families purchasing homes in the City, and the presence of second home owners who retire to the City as a full-

time residence. Approximately 49.8% of the population was 55 years of age or older in 2010, compared with Atlantic County at 26.6% and the State of New Jersey at 25.4%. The distribution of ages of persons in the City is indicated in Table 5-2: Population by Age Group: 2000-2010.



Table 5-2: Population by Age Group: 2000-2010
Margate City

	2000		2010	
	Number	Percent	Number	Percent
Total Population	8,193	100%	6,354	100%
Sex				
- Male	3,861	47.1%	2,979	46.9%
- Female	4,332	52.9%	3,375	53.1%
Age				
Under 5	298	3.6%	191	3.0%
5 - 9 Years	404	4.9%	227	3.6%
10 - 14 Years	375	4.6%	300	4.7%
15 - 19 Years	269	3.3%	269	4.2%
20 - 24 Years	278	3.4%	202	3.2%
25 - 34 Years	810	9.9%	423	6.7%
35 - 44 Years	1,109	13.5%	563	8.9%
45 - 54 Years	1,156	14.1%	1,017	16.0%
55 - 59 Years	579	7.1%	554	8.7%
60 - 64 Years	550	6.7%	593	9.3%
65 - 74 Years	1,202	14.7%	1,002	15.8%
75 - 84 Years	908	11.1%	701	11.0%
85+ Years	255	3.1%	312	4.9%

Sources: 2010 Census Data, 2000 Census Data

Family households make up 57.2% of the households in Margate City. This is lower than the County rate of 66.8% and lower than the State rate of 69.3%. Non-family households make up 42.8% of the households in Margate City. This is higher than the County rate of 33.2% and higher than the State rate 30.7%. The average household size in Margate City is

2.01 persons/dwelling unit while the County average is 2.61 and the State average is 2.68, making the average household in Margate City less than that of the County and State.



5.2.2 Education

Within Margate City's adult population (18 and over) 95.1% have received a high school diploma and 46.2% have received a bachelor's degree or higher making the City slightly better educated than the rest of Atlantic County. Comparatively, in Atlantic County, 84.6% of the adult population has received a high school diploma and 25.1% of the adult population has received a bachelor's degree or higher.

5.2.3 Age of Housing

As of 2015, approximately 78.4% of the City's housing stock was constructed prior to 1980, with 24.7% constructed prior to 1940. The City therefore has what can be considered an older housing stock, reflective of the age of the City and rate of development that occurred in 1950's, 1960's and 1970's. The age of housing stock can be used as a gauge of the overall condition of housing in the community. In the case of Margate, although a large percentage of homes were constructed prior to 1980, most homes have been generally well maintained and upgraded and are therefore not showing the normal 'wear and tear' that would be expected to be observed in a housing stock of comparable age.

Table 5-3: Housing Units: 2000 & 2010
Margate City, Atlantic County and New Jersey

Jurisdiction	Housing Units 2000	Housing Units 2010	Increase	% Increase
Margate City	7,006	7,114	8	0.1%
Atlantic County	114,090	126,647	12,557	11.0%
New Jersey	3,310,275	3,553,562	243,287	7.3

Sources: 2010 Census Data, 2000 Census Data



Table 5-4: Inventory of Housing by Structure Age: 2010 & 2015 (estimates)
Margate City

Year(s) Constructed	Number 2010	Percent of Total 2010	Number 2015	Percent of Total 2015
2014 or later	NR		32	0.4%
2010 - 2013	NR		38	0.5%
2000 - 2009	NR		688	9.5%
2005 or later	174	2.5%	NR	
2000 - 2004	416	5.9%	NR	
1990 - 1999	247	3.5%	277	3.8%
1980 - 1989	751	10.7%	534	7.4%
1970 - 1979	1,231	17.5%	1,038	14.3%
1960 - 1969	1,031	14.7%	1,260	17.4%
1950 - 1959	1,498	21.3%	1,594	22.0%
1940 - 1949	624	8.9%	618	8.5%
1939 or earlier	1,065		1,177	16.2%
Total	7,037		7,256	100%

Source: U.S. Census American Community Survey
NR - Not Reported

5.2.4 Housing Tenure

The 2010 Census data indicates that 3,156 housing units (44.4%) in the City were occupied on April 1, 2010 and 3,958 units (55.6%) were vacant. A total of 2,432 units (77.1%) of the occupied units are owner occupied

with the additional 724 units (22.9%) occupied by renters. Of the 3,958 vacant units, 3,616 were listed for seasonal, recreational or occasional use. A complete summary of the housing tenure in the city is presented in Table 5-5: Housing Tenure: 2000, 2010 & 2015 (below).



Table 5-5: Housing Tenure: 2000, 2010 & 2015
Margate City

Margate City	2000 Units	2000 % of Total	2010 Units	2010 % of Total	2015 Units	2015 % of Total
Total Housing Units	7,006	100%	7,114	100%	7,256	100%
Occupied Housing Units						
- Owner Occupied	2,959	74.3	2,432	77.1%	2,468	75.1%
- Renter Occupied	1,025	25.7	724	22.9%	817	24.9%
- Total	3,984	100%	3,156	100%	3,285	100%
Vacant Housing Units	3,022	43.1	3,958	55.6%	3,971	54.7%
Seasonal, Recreational Use	2,553	36.4	3,616	50.8%	NR	
Rental Vacancy Rate		17.4%		17.9%		6.2%
Household Size						
- Owner Occupied	2.14	N/A	2.11	N/A	2.06	NA
- Renter Occupied	1.80	N/A	1.68	N/A	1.49	NA

Sources: 2010 Census Data, 2000 Census Data, U.S. Census American Community Survey
N/A - Not Applicable NR - Not Reported

5.2.5 Housing Stock Value and Rental Costs

In 2010, the median value of owner occupied units in Margate was \$509,500. U.S. Census Bureau information indicates that the median owner occupied home value in 2015 was \$465,000, down slightly from

the reported value in 2010. Margate's median home value is greater than that of Atlantic County and the State of New Jersey. A complete summary of the owner occupied median home values is located in Table 5-6: Owner Occupied Median Home Values: 2000, 2010 & 2015 (below).



Table 5-6: Owner Occupied Median Home Values: 2000, 2010 & 2015
Margate City, Atlantic County and New Jersey

Median Home Value	2000	2010	Percent Change
Margate City	\$189,300	\$509,500	169.1%
Atlantic County	\$122,000	\$264,400	116.7%
New Jersey	\$170,800	\$357,000	109%
Median Home Value	2010	2015	Percent Change
Margate City	\$509,500	\$465,000	-8.7%
Atlantic County	\$264,400	\$225,600	-14.7%
New Jersey	\$357,000	\$315,900	-11.5%

Source: 2010 Census Data, 2000 Census Data, US Census American Community Survey

As noted in Table 5-7: Home Value of Specified Owner Occupied Units: units in 2010, 77.7% were valued between \$300,000 and \$999,999. Of 2010 & 2015 (below), the majority of the owner occupied units are the 2,468 owner occupied units in 2015, 68.5% were valued between valued at between \$300,000 and \$999,999. Of the 2,541 owner occupied \$300,000 and \$999,999.

Table 5-7: Home Value of Specified Owner Occupied Units: 2010 & 2015
Margate City

Value of Specified Owner Occupied Units	Number of Units 2010	Percent of Total 2010	Number of Units 2015	Percent of Total 2015
Less than \$50,000	23	0.9%	72	2.9%
\$50,000 - \$99,999	14	0.6%	23	0.9%
\$100,000 - \$149,999	99	3.9%	88	3.6%
\$150,000 - \$199,999	32	1.3%	42	1.7%
\$200,000 - \$299,999	168	6.6%	283	11.5%
\$300,000 - \$499,999	903	35.5%	895	36.3%
\$500,000 - \$999,999	1,068	42%	819	32.2%
Over \$1,000,000	234	9.2%	246	10%

Source: US Census American Community Survey



As noted in Table 5-8: Gross Rent of Specified Renter Occupied Units: 2010 & 2015 (below), the majority of the gross rents charged were less than \$1,499.00 per month in 2010 and about half of those were between \$1,000.00 and \$1,499.00. Of the 719 rental units estimated in 2010,

42.6% of the units were rented at less than \$1,000.00. Of the 743 units estimated in 2015, only 40% of the units were rented at less than \$1,000.00 but a larger percentage of all rents were less than \$1,500 than in 2010.

Table 5-8: Gross Rent of Specified Renter Occupied Units: 2010 & 2015
Margate City

Value of Occupied Rental Specified Units	Number of Units 2010	Percent of Total 2010
Less than \$200.00	15	2.1%
\$200.00-\$299.00	9	1.3%
\$300.00-\$499.00	69	9.6%
\$500.00-\$749.00	85	11.8%
\$750.00-\$999.00	128	17.8%
\$1,000.00-\$1,499.00	294	40.9%
\$1,500 or more	119	16.6%
No rent paid	62	
Occupied Units Paying Rent	719	100%
Value of Occupied Rental Specified Units	Number of Units 2015	Percent of Total 2015
Less than \$500.00	107	14.4%
\$500.00-\$999.00	190	25.6%
\$1,000.00-\$1,499.00	384	51.7%
\$1,500-\$1,999.00	32	4.3%
\$2,000-\$2,499.00	24	3.2%
\$2,500-\$2,999	0	0.0%
\$3,000 or more	6	0.8%
No rent paid	74	
Occupied Units Paying Rent	743	100%

Source: US Census American Community Survey



The median gross rent in Margate City was \$1,069.00 in 2010 and \$1,072.00 in 2015. The median rent was marginally higher than that of Atlantic County (\$955.00) and marginally lower than New Jersey (\$1,092.00) in 2010. The median rent was again marginally higher than

that of Atlantic County (\$1,047.00) and marginally lower than New Jersey (\$1,192.00) in 2015. A complete summary of median rents for the City, County, and State are included in Table 5-9: Median Rents: 2000, 2010 & 2015 (below).

**Table 5-9: Median Rents: 2000, 2010 & 2015
Margate City, Atlantic County and New Jersey**

Median Rent	2000	2010	Increase
Margate City	\$739.00	\$1,069.00	44.7%
Atlantic County	\$677.00	\$955.00	41.1%
New Jersey	\$751.00	\$1,092.00	45.1%
Median Rent	2010	2015	Increase
Margate City	\$1,069.00	\$1,072.00	0.3%
Atlantic County	\$955.00	\$1,047.00	9.6%
New Jersey	\$1,092.00	\$1,192.00	9.2%

Source: 2000 Census Data, US Census American Community Survey

Single family detached homes remain the dominant housing structure in the City, representing 60.6% of total housing units estimated in 2010 and 60.7% of the total housing units estimated in 2015. In addition structures with 20 or more units account for 14.4% of the housing structures estimated in 2010 and 12.7% of the housing units estimated in 2015 in the City. It should be noted that the information provided by the US

Census Bureau estimated that there were 0 mobile homes in the City in 2010 but that there were 82 mobile home units in 2015. No mobile home units were constructed or located in the City between 2010 and 2015 and it is believed the City currently has zero (0) mobile home units. A complete summary of the types and quantity of dwelling units in the City is located in Table 5-10: Types of Dwelling Units: 2010 & 2015.



Table 5-10: Types of Dwelling Units: 2010 & 2015
Margate City

Type of Unit	Number of Units 2010	Percent of Total 2015	Number of Units 2015	Percent of Total 2015
1-Unit; detached	4,256	60.6%	4,401	60.7%
1-Unit; attached	260	3.7%	391	5.4%
2 Units	717	10.2%	617	8.5%
3 or 4 Units	232	3.3%	282	3.9%
5 to 9 Units	222	3.2%	255	3.5%
10 to 19 Units	325	4.6%	303	4.2%
20 or more Units	1,016	14.4%	925	12.7%
Mobile Homes	0	0%	82	1.1%
Boat, RV, van, etc.	0	0%	0	0%
Total	7,037	100%	7,256	100%

Source: US Census American Community Survey

5.2.6 Living Conditions of Housing in Margate

An important factor in housing is the quality of the adequacy of the dwelling to provide sufficient space to inhabitants. Table 5-11: Condition of Housing: 2010 & 2015 (below) provides US Census American

Community Survey data regarding the condition of housing and whether units are overcrowded. Note that the 2015 values are estimated and will likely be proved to be inaccurate by the 2020 census.

Table 5-11: Condition of Housing: 2010 & 2015
Margate City

Characteristic	Number of Units - 2010	Number of Units - 2015
Overcrowded (> 1 person per room)	0	30
Total Units lacking complete plumbing	0	30
Total Units lacking complete kitchen	0	30



Source: US Census American Community Survey

5.2.7 Analysis of Existing Employment

According to the American Community Survey, the 2010 median household income in Margate City was \$66,667. There were 173 families (8.4%) identified as living below the poverty level. The 2015 US Census American Community Survey indicates the median income in Margate City as \$67,138 with 70 families (4.2%) living below the poverty level. There is a wide range of income levels in the City, as 35.2% of the population make over \$100,000 and 21.8% make under \$25,000. The distribution of household incomes is indicated in Table 5-12: Civilian Labor Force Characteristics: 2015 (below).

The 2015 American Community Survey data indicates that the civilian labor force (16 years and older) for Margate City and Atlantic County in

2015 were 3,356 and 146,420 respectively. The Margate City civilian labor force represents 2.3% of the County civilian labor force. In 2015, the percent of the persons age 16 and over in the civilian labor force in Margate City was 58%. This average is lower than the County average of 66.2%. The City had a lower unemployment rate than the County, rates were 4.7% (270 persons) and 8.3% (18,269 persons) respectively.

The data distribution of occupational positions in Margate City varies from that of Atlantic County and the State. Approximately 48.6% of Margate's labor force works in management, business, science, and arts occupations compared with 29.9% at the County level and 40.9% at the State level. In addition few Margate residents work in production, transportation, and material moving occupations.

**Table 5-12: Civilian Labor Force Characteristics: 2015
Margate City and Atlantic County**

	Margate City		Atlantic County	
	Number of Persons	Percent of Total Population	Number of Persons	Percent of Total Population
Labor Force	3,356	58.0%	146,420	66.2%
- Employed	3,086	53.3%	128,151	58.0%
- Unemployed	270	4.7%	18,269	8.3%

Source: American Community Survey Estimates



Table 5-13: Occupation Distribution: 2015
Margate City, Atlantic County and New Jersey

Occupation	Margate City	Atlantic County	New Jersey
Management, business, science and arts occupations	48.6%	29.9%	40.9%
Service occupations	17.9%	29.8%	16.7%
Sales and office occupations	26.9%	24.0%	24.7%
Natural resources, construction and maintenance occupations	4.7%	8.0%	7.2%
Production, transportation and material moving occupations	1.9%	8.2%	10.4%

Source: American Community Survey Estimates

Table 5-14: Household Income: 2015
Margate City

Household Income	Number	Percent
Under \$10,000	226	6.9%
\$10,000 - \$14,999	127	3.9%
\$15,000 - \$24,999	238	7.2%
\$25,000 - \$34,999	352	10.7%
\$35,000 - \$49,999	396	12.1%
\$50,000 - \$74,999	437	13.3%
\$75,000 - \$99,999	356	10.8%
\$100,000 - \$149,999	478	14.6%
\$150,000 - \$199,999	298	9.1%
Over \$200,000	377	11.5%

Source: American Community Survey



5.2.8 Analysis of Future Employment

As mentioned in the 'Analysis of Existing Employment' section, data from the 2015 American Community Survey data indicates a civilian labor force (those in the population above the age of 16) of 3,356, of which 3,086 were employed. Classifications of workers by occupation distribution can be referenced in Table 5-15: Employment Classification: 2015 which lists occupation by industry of workers in the City.

In 2010, the estimated number of workers, 16 years old and over was 3,197. The total estimated number of workers, 16 aged years and over, in 2015 was 3,356. Utilizing these estimates, the estimated number of workers, 16 and over in 2025 is 3,674.

**Table 5-15: Employment Classification: 2015
Margate City**

Industry	Number of	% of Total
Agriculture, Forestry, Fishing, Hunting, and Mining	0	0%
Construction	147	4.8%
Manufacturing	71	2.3%
Wholesale Trade	78	2.5%
Retail Trade	192	6.2%
Transportation and Warehousing, and Utilities	32	1.0%
Information	38	1.2%
Finance and Insurance, and Real Estate and Rental and Leasing	323	10.5%
Professional, Scientific, an Management and Administrative and Waste Management Services	428	13.9%
Educational Services, and Health Care and Social Services	846	27.4%
Arts, Entertainment, and Recreation, and Accommodation and Food Services	640	20.7%
Other Services, Except Public Administration	77	2.5%
Public Administration	214	6.9%

Source: American Community Survey



5.2.9 Housing Stock Projection

Projection of probable future housing for the next ten years

During the ten year period from 2006 to 2015, 491 building permits for new construction of 1- & 2-family units were issued and 64 building permits for new construction of multi-family units were issued. Also, during the period from 2006-2015, 458 1- & 2-family housing units were demolished and 5 multi-family housing units were demolished. Since Margate City is predominantly built out, future housing will typically be in the form of replacement housing. Therefore, utilizing development history of the last 10 years, it is estimated that thirty- three (33) additional 1- and 2-family units will be constructed over the next ten years. It is also estimated that fifty-nine (59) additional multi-family units will be constructed by 2025. It is estimated that a total of 92 additional housing units will be constructed from 2015 to 2025.

Units Affordable to Low and Moderate Income Households

Opportunities for low and moderate income households to participate in the City housing market were evaluated using data from the Census

Bureau. A moderate income household is defined as having a gross income equal to or greater than 50% but less than 80% of the median eligible household income. Low income households could earn up to 50% of the median income and very-low income households are classified as earning less than 30% of the median area income. The median household income in Margate City in 2014 was \$65,568.00.

The State has established that owner occupied households should pay no more than 28% of gross monthly income for household expenses, while renter-occupied households should pay not more than 30% of their gross monthly income for household expenses. These percentages do not include expenditures for utilities. According to these requirements, affordable housing prices in the City are listed in the tables below. The last information provided on income limits was provided by COAH in 2014. The analysis of affordable units will be based on the 2014 Regional Income Limits and 2014 American Community Survey data.



Table 5-16: Council on Affordable Housing - Region 6 - 2014 Regional Income Limits

	1 Person	2 Person	3 Person	4 Person	5 Person	6 Person	7 Person	8 Person
Median	\$51,085	\$58,383	\$65,681	\$72,979	\$78,817	\$84,656	\$90,494	\$96,332
Moderate	\$40,868	\$46,707	\$52,545	\$58,383	\$63,054	\$67,725	\$72,395	\$77,066
Low	\$25,543	\$29,192	\$32,841	\$36,490	\$39,409	\$42,328	\$45,247	\$48,166
Very Low	\$15,326	\$17,515	\$19,704	\$21,894	23,645	\$25,397	\$27,148	\$28,900

Source: State of New Jersey DCA

Based upon the average household size of 2.07 for owner occupied units and 1.52 for renter occupied units in Margate City in 2014 and the regional income limits as provided by the State, the median income in Region 6 for Margate City in 2014 is \$58,383 for a two person household and \$65,681 for a three person household. At a minimum 57 owner occupied units could be considered affordable to three person very low, low and moderate income households and 243 renter occupied units could be considered affordable to two person very low, low and moderate income households as indicated in Table 5-16: Council on Affordable Housing - Region 6 - 2014 Regional Income Limits. This does not include the 57 rental units where no rent is paid or the 26 housing units without a mortgage where less than \$399 a month is paid. Of the 57 owner occupied units 8 could be considered affordable to three person low income households and 49 units could be considered

affordable to three person moderate income households. Of the 243 renter occupied units, 29 could be considered to be affordable to a two person very low income household, 68 could be considered to be affordable to two person low income households, and 146 could be considered affordable to two person moderate income households. It should be noted that the estimated numbers of affordable units are affordable only in a market setting and not considered affordable in accordance with State requirements. Based upon these numbers a minimum of 11.7% of the 3,272 units in the City in 2014 are potentially affordable, including the units where no rent is paid and the non-mortgaged housing units where less than \$399 per month is paid. Of these, a minimum of 188 units representing approximately 5.7% of the city housing stock could be affordable to very low and low income households with the remaining 195 units representing approximately



6.0% being affordable to moderate income households. Although these figures are estimates and assumptions regarding household size have

been made, it appears that the City has a significant number of affordable units.

**Table 5-17: Estimate of 2014 Housing Units Affordable to Low & Moderate Income Households
Based on American Community Survey Information for Median Income, Mortgage and Rental Information
Margate City**

(TABLE IS CONTINUED ON FOLLOWING PAGE)

Income Level	Annual Income	
Median Household Income	\$58,383.00	\$65,681.00
Moderate Income	\$29,192.00-\$46,707.00	\$32,840.00-\$52,544.00
Low Income	\$17,515.00 - \$29,191.99	\$19,705.00-\$52,543.99
Very Low Income	<17,515.00	<\$19,705.00
Income Level	Affordable Monthly Rent	Affordable Monthly Mortgage
Moderate Income	\$729.80-\$1,167.67	\$766.26-\$1,226.02
Low Income	\$437.87-\$729.79	\$459.78-\$766.25
Very Low Income	<\$437.87	<\$459.77



Mortgage Status and Selected Owner Costs: Owner Occupied Units with a Mortgage	Number of Units	Affordability
Mortgaged	1,272	--
Less than \$300.00	0	--
\$300.00-\$499.00	0	--
\$500.00-\$699.00	8	Low Income
\$700.00-\$999.00	49	Some Low and some Moderate Incomes
\$1,000.00-\$1,499.00	228	Some Moderate Incomes
\$1,500.00-\$1,999.00	173	Not Affordable
\$2000.00 or more	814	Not Affordable
Not Mortgaged	1,221	--
Less than \$100	8	Very low income
\$100-\$199	0	--
\$200-\$299	0	--
\$300-\$399	18	Very low income
\$400 or more	1,195	Some very low income, some low income and some moderate income
Renter Occupied Housing Units	722	Affordability
Less than \$200.00	20	Very Low Income
\$200.00-\$299.00	9	Very Low Income
\$300.00-\$499.00	68	Some Very Low and some Low Income
\$500.00-\$749.00	49	Some Low and some Moderate Income
\$750.00-\$999.00	97	Moderate Income
\$1,000-\$1,499.00	376	Some Moderate Income
\$1,500 or more	103	Not Affordable
No Rent Paid	57	Very Low Income

Source: American Community Survey



5.2.10 Present and Prospective Affordable Housing Needs

As reviewed above in Section 5.1, above, the affordable housing rules and COAH have a long and complicated history that has left municipalities with uncertain direction on how to proceed with the calculation of low and moderate income housing needs. The state of the Third round affordable housing obligations for municipalities throughout the state remains in flux, since neither the Courts, COAH nor the legislature has determined a definitive set of housing need numbers.

The City's present and prospective fair share is composed of the following:

- i. Rehabilitation share
- ii. Prior Obligation (1987-1999)
- iii. Projected Need

The prior obligation was previously determined by COAH at 96 units and is contained in Appendix C of N.J.A.C. 5:97.

Since the Courts have not set the Rehabilitation share or the projected need, the City has utilized the information contained in the New Jersey Low and Moderate Income Housing Obligations for 1999-2025 prepared

by David N. Kinsey, PhD., FAICP, PP of Kinsey and Hand as a starting point for the determination of the rehabilitation share and projected need. Based on the information contained in the report Margate City has a rehabilitation share of 17 units and a projected need of 645 units. These numbers will need to be adjusted once the Courts provide a set of definitive housing need numbers.

Since the City is predominantly built out, future housing units will be constructed that replace existing housing units. Predominantly, single family dwellings will be built and in some instances multi-family units will be reconstructed to maximum densities permitted by ordinance.

A vacant land analysis has been prepared as indicated in N.J.A.C. 5:93. The analysis reveals the City does not have the acreage to accommodate its Third Round obligation. The vacant land was analyzed in conjunction with contiguous parcels to see if adequate vacant land existed which could accommodate a density of six units per acre. Therefore, the combined minimum lot size needed was 0.83 acres. There were no contiguous properties that were not encumbered by open water, wetlands or utilized for active or passive recreation that could be combined to reach the 0.83 acre minimum. Based upon this, the realistic development potential of the City's vacant land was determined and found to be 0 units. The vacant land inventory table is included as



Attachment A and lists a description of each parcel. The vacant land map is one of the large format maps attached with this plan. The existing land use map is included both as a large format map and in Land Use Plan Element, Section 4 of this Master Plan. In performing the analysis, environmentally sensitive vacant land was eliminated. For the purposes of the analysis environmentally sensitive land was freshwater wetlands, water and Atlantic Ocean Beach. In addition active recreation facilities and passive recreation facilities listed on the City's Recreation and Open Space Inventory have also been eliminated.

Margate Terrace is a 100% affordable senior rental community with 74 units for low and moderate seniors. The 74 units will be credited against the City's Prior Round Obligation.

Based upon the vacant land analysis, previous rehabilitations and the prior round credits Margate's Fair Share Obligations is as follows:

i. Rehabilitation share: 13 units (17-4)

ii. Prior Obligation (1987-1999): 22 units (96-74)

iii. Projected Need: 0 Units (based on vacant land analysis)

Due to the numerous issues with affordable housing in New Jersey, the City has not determined the final methods of addressing its affordable housing obligation.

5.2.11 Lands most Appropriate for Affordable Housing

In general, sites that are most appropriate for affordable housing are those that have the necessary infrastructure and are not encumbered by environmental constraints. There is one large vacant site within the City, which contains approximately 25 acres, however, this area is encumbered with wetlands which prohibit any large scale developments.

The remainder of the City is almost entirely built out, leaving no areas for large scale development.



Table 5-18: Existing City Zoning
Based on American Community Survey Information for Median Income, Mortgage and Rental Information
Margate City

Zone	Density
S-60 (Single Family Residential)	7.26 units/acre
S-50 (Single Family Residential)	8.71 units/acre
S-40 (Single Family Residential)	10.89 units/acre
S-30 (Single Family Residential)	14.52 units/acre
S-25 (Single Family Residential)	17.42 units/acre
S-25(H) (Historic Single Family Residential)	17.42 units/acre
TF (Two Family Residential)	27.22 units/acre
MF (Multi Family Residential)	19.8 units/acre
CBD (Central Business District)	19.8 units/acre
C-1 (Commercial)	19.8 units/acre
C-2 (Commercial/Business)	19.8 units/acre
WSD (Waterfront Special District)	19.8 units/acre

Specifically sites within the TF , MF CBD C-1, C-2 and WSD Zones, are most appropriate for affordable housing, since multi-family dwellings and multi-use buildings are permitted, and the densities exceed 12 units/acre.

No developers have expressed a commitment to provide low and moderate income housing as of October 2016.



6 CIRCULATION PLAN ELEMENT

The Municipal Land Use Law provides that a municipal Master Plan may include a Circulation Plan Element “showing the location and types of facilities for all modes of transportation required for the efficient movement of people and goods into, about, and through the municipality, taking into account the functional highway classification system of the Federal Highway Administration and the types, locations, conditions and availability of existing and proposed transportation facilities, including air, water, road and rail”.

The City has recently completed a joint effort with the New Jersey Department of Transportation, the City of Ventnor, and Urban Engineers to produce a pedestrian circulation plan for the two adjacent communities. The pedestrian circulation plan analyzed the status of pedestrian circulation routes and options throughout the City and made recommendations that would have a significant impact on the City’s transportation network. The City has also recently participated in the creation of a school travel plan analyzing transportation routes and options for travel to the City’s schools. Given the breadth and intensity of the recently completed study, and the existence of the school travel plan, it was decided that this Circulation Plan element would focus on

only those items which would not be addressed by those studies. Issues addressed and improvements recommended in those referenced plans are deferred to those plans and not revisited here.

6.1 Overview

The City is entirely on a barrier island with limited access points to and from the island. There is only one direct connection from the City to the mainland. The Downbeach Express (a.k.a Margate Boulevard or Margate Causeway) is privately owned, managed, and maintained by the Margate Bridge Company. This connection consists of 4 separate causeway bridges and is approximately 2.5 miles between the nearest cross streets in Northfield and Margate respectively. There is a toll plaza at the base of the final bridge span entering the City. The exit from the toll structure becomes Jerome Avenue (CR563). The current toll cost of a one-way trip into or out of the City is \$1.75. Reduced rates are available through the use of a toll card system when purchases of multiple trips are made at one time.

Other major access routes to the City of Margate are along Ventnor Avenue (CR629) through adjacent municipalities that share Absecon



Island with the City. Numerous alternatives exist to the east via Atlantic City. From nearest to farthest, US Route 322/40, the Atlantic City Expressway, and US Route 30 all connect the mainland to Absecon Island through the Cities of Pleasantville and Absecon. The most popular route with local residents from this direction is a combination of Dorsett Avenue Bridge in Ventnor and Wellington\West Avenue which connects to US 322/40. To the west, NJ Route 152 connects the Borough of Longport to the City of Somers Point (via Egg Harbor Township) and has an additional connection to Ocean City in Cape May County via the Ocean Drive Bridge. Leaving the island through Longport, Ventnor Avenue becomes NJ Route 152 at the base of the John F. Kennedy Memorial Bridge in Longport.

Atlantic County has two regional routes in Margate. Ventnor Avenue (CR629) runs mostly parallel to the City's beach, generally two blocks from the beach. Ventnor Avenue connects to the City of Ventnor to the east and continues into Atlantic City. Ventnor Avenue also travels through the Borough of Longport to the west. Jerome Avenue (CR563) starts at the base of the Margate Bridge, and terminates at the intersection with Ventnor Avenue. Jerome Avenue is four lanes, two in each direction, from the Margate Bridge toll plaza to its terminus at Ventnor Avenue.

The City's local street network is nearly fully developed and consists primarily of North-South (Bay-Ocean), and East-West (Longport-Ventnor) streets. This dense network is made up almost entirely of municipally controlled minor arterial and local roads. Atlantic Avenue is the largest municipal street and is one of only two streets in the City that consists of four travel lanes with two in each direction (the other being Jerome Avenue CR563).

Given the limited access routes into and out of the City, the limited number of primary transportation routes through the City, and the City's exposure to Hurricane's and Nor'easters, it is very important for the City to be prepared for an evacuation. Appendix F of the City's Emergency Operations Plan (20) details evacuation scenarios and provides forms and guidance for a coordinated evacuation of the City. Any efforts to modify primary transportation routes in or access routes into or out of the City should carefully review the City's evacuation plan to determine if there will be any impacts on the evacuation plan.

6.2 Parking Considerations

Parking is a major issue within the City of Margate. The demand for parking throughout the City in the peak of the summer cannot be overstated. During the public meetings conducted as part of the preparation of this plan, parking or the lack there of in the summer



months was the number one recurring issue. There was not a single meeting where the need for additional parking was not discussed. There are a few alternatives that the City should evaluate to alleviate the current parking shortage:

A. Municipal Parking Lots

The City should consider the construction of additional municipal parking lots. The City currently owns and operates only one parking lot that is open to the public. The lot is located on Washington Avenue approximately mid-block between Ventnor Avenue and Winchester Avenue. Of the 38 spaces in that lot, only 20 are available for public parking. The remaining spaces are leased on an annual basis to local businesses.

The City is uniquely qualified to acquire land and construct parking lots in areas of high demand. A parking lot is not independently economically viable as a business entity but is needed to maintain local businesses. As a way to support local businesses, the City could acquire property and construct parking lot(s) in locations that would be accessible to those businesses. Parking fees could be instituted by the City to support this effort. The City has received data from neighboring municipalities about the expected range of anticipated income from this type of facility so the

economic viability of a potential site could be evaluated prior to acquisition and construction.

B. Parking Meters on Atlantic Avenue

The City should consider the installation of seasonal parking meters along Atlantic Avenue and in business districts. While this is potentially a revenue source for the City, the primary purpose of parking meters would be to move some of the longer term parking off of Atlantic Avenue and away from commercial areas. Commercial areas are typically high turnover areas and stops at local businesses are relatively short in nature. A single parking space at a business like Wawa can service 6 to 10 customers per hour. If a single vehicle is parked in a parking space for an hour, it has the potential to negatively impact the ability of 6 to 10 other potential patrons who are trying to park and access a business.

C. Beach Block Parking

The City should consider allowing on-street beach block parking, which is currently prohibited. Consideration has been given to this idea a number of times but beach block parking restrictions have remained in place. Numerous opinions have been provided to and by the City for and against this proposal over the years but it is believed that beach block parking should now be seriously considered.



In order to address some resident and public safety concerns, the current recommendation for beach block parking is for alternating each side of the street every other year. Based on an estimate prepared by Remington, Vernick, & Walberg Engineers in 2004, this would create approximately 176 spaces during years with odd/east side parking, and 199 spaces on years with even/west side parking. This arrangement would create a significant number of parking spaces immediately adjacent to the beach without creating a significant impediment to resident access or emergency personnel. The City could enforce this arrangement by installing signage posts on both sides of the street and relocating the no-parking signage each year.

6.3 One-Way Streets

The City has a number of one-way streets, mostly in pairs or in areas with an alternating pattern, which create a circulation pattern that is popular in areas with gridded street patterns across the country and around the world. The City's grid pattern streets are very conducive to the alternating one-way street pattern found in many urban locations. Alternating one-way street patterns have a number of advantages over traditional two-way streets.

- A. One-way Street intersections have less potential conflicting movements, simplifying driver interactions
- B. Depending on the street width, one way streets can offer additional on-street parking opportunities
- C. Consistent alternating one way streets provide a predictable pattern that is simple and efficient to navigate

Remington, Vernick, & Walberg Engineers prepared a Traffic Circulation Study in 2003 (8) that contained a list of proposed street revisions and a map entitled Proposed Directional Change Plan. The proposed revisions in that study addressed the functionality and continuity of the City's one-way street patterns and provided detailed recommendations for revisions to the City's one-way patterns. Given the age of the City's Traffic Circulation Study, a re-examination of the details of that study that impact the proposed one-way street configuration would be appropriate before the adoption of any recommendations of the study.



7 COMMUNITY FACILITIES PLAN ELEMENT

The Municipal Land Use Law provides that a municipal Master Plan may include a Community Facilities Plan Element showing the existing and proposed location and type of educational or cultural facilities, historic sites, libraries, hospitals, firehouses, police stations and other related facilities, including their relation to the surrounding area.⁹

The January 2004 Master Plan contained a Community Facilities Plan Element, and did reference certain facilities and objectives regarding the City's facilities and local organizations.

This Community Facilities Plan Element will identify general conditions of the pertinent facilities and will make recommendations for improvements. Based on this review, an analysis of the adequacy of these facilities, in terms of location, size, and scope will be developed.

The City of Margate is a full service municipality. One of the most outstanding features of the community is the remarkable condition of its community facilities, regardless of age, and the innovative ways in which older facilities have been altered to keep up with current demands.

7.1 Inventory of Facilities

7.1.1 Public Access Facilities Owned by the City

A. City of Margate Municipal Building (City Hall)

Located at 9001 Winchester Avenue (Block 322, Lot 1), the Municipal Building houses various City Departments and services, including: Office of the Mayor, Commissioners, and City Administrator, Office of the City Clerk, Purchasing/Personnel Office, Finance/Revenue Department, Tax Collection Office, Tax Assessor Office, Municipal Court, Planning/Zoning Office, Building Department, and the Public Works Department. The building is the former Union Avenue School which was transferred from the Board of Education to the City in 2012 after Super Storm Sandy. The structure has offices throughout the first floor with one large meeting room, which was the former schools all purpose room. The second floor is currently vacant. An elevator is located along the main corridor toward the rear of the building providing access to the second floor. Three stairwells also provide access to the second floor. The original building was constructed in the early 1950's. Additions and renovations to the school occurred in the early 1980's and late 1990's. Mechanical and electrical upgrades to the building were completed in 2015 and included

⁹ N.J.S.A. 40:55D-28b(6)



the installation of new boilers. A new 175 kW diesel emergency generator and a new 275 kW diesel emergency generator were installed in 2015. The building has a flat-roof with solar panels. General parking for the building is located on-street, adjacent to the facility. Two playground areas are contained on the property. One playground is located on the west side of the building and the other playground area is located on the north side of the building. The municipal building complex occupies Block 322 and is bounded by Union Avenue, Vendome Avenue Winchester Avenue and Monmouth Avenue.

As indicated in the City's Emergency Operations Plan (20), the Municipal Building is the primary emergency shelter in Margate. The building is located in the AE Flood Zone with a base flood elevation of 8 (NAVD 88)¹⁰.

B. City of Margate Police Station

Located at 111 North Decatur Avenue (portion of Block 325, Lot 126). The Police Station houses the officers & personnel whose main responsibilities are to protect & serve the needs of the residents of the City of Margate. The Margate Police Department patrols the 1.63 square miles of Margate. The police station received major renovations in the

mid 1980's. The roof was replaced in the early 2000's, and a new 150 kW diesel emergency generator was installed in 2014. Parking for the general public is located on Decatur Avenue and parking for police department personnel is located on-site and on the public works lot on Block 324.01, Lot 125. The building is located in the AE Flood Zone with a base flood elevation of 9 (NAVD 88). The lowest finished floor elevation of the Police Station is 8.56' (NAVD 88).

C. City of Margate Historic Society and Municipal Court

The City of Margate Historic Society and Municipal Court are located at 1 South Washington Avenue on Block 126, Lot 90. The Historic Society and Municipal Court Building was formerly City Hall for Margate City. The building sustained damage during Superstorm Sandy and the municipal departments in the building moved to the new Municipal Building at 9001 Winchester Avenue. The building was constructed in the early 1900's with additions and renovations completed in the 1970's and 2013. In 2013 the building underwent renovations to fix the damage caused by Superstorm Sandy. In addition, a portion of the building was converted for use by the Historic Society. The Historic Society and Municipal Court Building is located in the AE Flood Zone with a base flood elevation of 10

¹⁰ Flood Insurance Rate Map, Map Number 34001C0434F , Revised Preliminary January 30, 2015



(NAVD 88). The lowest finished floor elevation of the Historic Society and Municipal Court Building is 6.68 (NAVD 88).

D. City of Margate Fire Department

Located at 1 South Washington Avenue on Ventnor Avenue between Washington Avenue and Decatur Avenue. The Fire Department provides fire and emergency medical services to the residents and visitors of Margate. The City's fire protection services are handled by a paid full-time department. The department operates out of two stations, Fire Station No. 1 and Fire Station No. 2. Fire Station No. 1 is located at 1 South Washington Avenue and Fire Station No. 2 is located at 405 North Brunswick Drive.

Fire Station No. 1 was constructed in the early 1900's with additions and renovations completed in the mid 1970's and in 2013. Parking for Fire Station No. 1 is located on-site. A new emergency generator was installed in 2004 which serves both Fire Station No. 1 and the Historic Society and Municipal Court portions of the building. Fire House No. 1 is located on Block 126, Lot 90. The building is located in the AE Flood Zone with a base flood elevation of 10 (NAVD 1988). The lowest finished floor elevation of Firehouse No. 1 is 4.64' (NAVD 88).

Fire Station No. 2 was constructed in the late 1970's. Additions and renovations were proposed for the firehouse in 2010. However, the bond ordinance funding the improvements was defeated in a public referendum. Fire House No. 2 is located on Block 602.05, Lot 97. The building is located in the AE Flood Zone with a base flood elevation of 8 (NAVD 88). The lowest finished floor elevation of Firehouse No. 2 is 8.34' (NAVD 88).

E. City of Margate Beach Patrol

Located at Decatur Avenue and the Beach. Margate's Beach is 1.6 miles long with lifeguards covering the beaches at Argyle Avenue, Clermont Avenue, Gladstone Avenue, Huntington Avenue, Knight Avenue, Osborne Avenue, Thurlow Avenue Vendome Avenue, Cedar Grove Avenue, Washington Avenue, Jefferson Avenue and Monroe Avenue. The Beach Patrol also maintains Lifeguard "shacks" on the beach at Brunswick Avenue, Huntington Avenue, Knight Avenue and Thurlow Avenue. The Beach Patrol Headquarters is located in the AE Flood Zone with a base flood elevation of 11 (NAVD 88).

F. Martin Bloom Community Center

The Martin Bloom Community Center is located at 101 South Huntington Avenue on Block 8, Lot 2. The center is utilized by seniors for various activities. The Center also has two outdoor shuffleboard courts and two



outdoor bocce courts. The Martin Bloom Recreation Center was constructed in the 1960's with additions and renovations, including the installation of an elevator, constructed in 1999. Parking for the Martin Bloom Pavilion is shared with the Margate Public Library on Block 8, Lot 2. The Martin Bloom Pavilion is located in the AE Flood Zone with a base flood elevation of 11 (NAVD 88).

G. Margate City Public Library

The Margate City Library is located at 8100 Atlantic Avenue on Block 8, Lot 1. The Library provides "a wide range of programs and technology services to support lifelong learning throughout the Margate community"¹¹. The Library was constructed in the 1970's with an accessible front entrance constructed in 2015. The Library is located in the AE Zone with a base flood elevation of 10 (NAVD 88).

7.1.2 Public Works Facilities Owned by the City

A. City of Margate Public Works Department

Headquartered in the Municipal Building at 9001 Winchester Avenue, Public Works is responsible for many basic municipal services, including building and fleet maintenance, construction, recreation and park maintenance, recycling programs, sanitation, street maintenance, and

water and sewer utilities. The Department has numerous facilities located throughout the City.

B. Public Works Building

The Public Works Building is located at the northeasterly corner of Winchester Avenue and Benson Avenue. The building formerly housed the administrative offices of the Public Works Department. The building has garage space and storage areas. The City's vehicle fueling facility is located at the site. The City recently removed the underground fuel storage tanks at the site and installed temporary above ground fuel storage tanks. The Public Works Building is located on Block 325, Lot 126 and houses other Public Works Department facilities. The Public Works Building is located in the AE Flood Zone with a base flood elevation of 9 (NAVD 88). The lowest finished floor elevation of the Public Works Building is 5.13' (NAVD 88).

C. Public Works Storage Building

The Public Works Storage Building is located on the southeasterly corner of Monmouth Avenue and Benson Avenue. The building has garage space and a storage area. The Public Works Storage Building is located on Block 325, Lot 126. The Public Works Storage Building is located in the

¹¹ From Margate Public Library Mission Statement



AE Flood Zone with a base flood elevation of 9 (NAVD 1988). The lowest finished floor elevation of the Public Works Storage Building is 5.82' (NAVD 88).

D. Maintenance Garage

The Maintenance Garage is located at 208 North Benson Avenue and occupies Block 425, Lot 134, 132 and a portion of Lot 132. A 2,100 square foot addition to the building was constructed in 2005. A new 250 kW diesel emergency generator was installed in 2007. The Maintenance Garage is located in the AE Flood Zone with a base flood elevation of 9 (NAVD 88). The lowest finished floor of the Maintenance Garage is 5.91' (NAVD 88).

E. Lifeguard Storage and Mechanical Electrical Shop

The Lifeguard Storage and Mechanical Electrical Shop Building is located at 203 North Benson Avenue and occupies a portion of Block 424.01, Lot 131. The building is utilized for storage of the City's lifeguard boats and associated equipment as well as a mechanical and electrical repair shop. The Lifeguard Storage Building is located in the AE Flood Zone with a base flood elevation of 9 (NAVD 88). The lowest finished floor elevation of the Lifeguard Storage Building is 6.52' (NAVD 88).

F. Public Works Garage

The Public Works Garage is located on a portion of Block 325, Lot 126 at the southwesterly intersection of Monmouth Avenue and Benson Avenue. The Public Works garage formerly was originally the water storage reservoir for the City. The building is currently utilized for storage. The Public Works Garage is located in the AE Flood Zone with a base flood elevation of 9 (NAVD 88).

G. Well No. 5

Well No. 5 is located at 409 North Gladstone Avenue on Block 707.02, Lot 13. Well No. 5 supplies potable water to the City. The well was constructed in 1958 and has a pumping capacity of 700 gallons per minute (gpm). The well has a 125 kW diesel emergency generator that was installed in 2002. The well was re-drilled in 2004 and was redeveloped in 2012. Well No. 5 is located in the AE Flood Zone with a base flood elevation of 8 (NAVD 88)

H. Well No. 7

Well No. 7 is located at 210 North Benson Avenue on Block 425, Lot 144. Well No. 7 is utilized as an emergency back-up well by the City. The well was constructed in 1963 and has a pumping capacity of 800 gallons per minute (gpm). Well No. 7 is located in the AE Flood Zone with a base flood elevation of 9 (NAVD 88)



I. Well No. 8

Well No. 8 is located on Amherst Avenue just east of Gladstone Avenue on Block 507.02, Lot 14. Well No. 8 supplies potable water to the City. The well was constructed in 1989 and has a pumping capacity of 708 gallons per minute (gpm). The well has a 150 kW diesel emergency generator that was installed in 1996. The well was last redeveloped in 2013. Well No. 8 is located in the AE Flood Zone with a base flood elevation of 8 (NAVD 88). The lowest finished floor elevation of Well No. 8 is 8.68' (NAVD 88)

J. Well No. 9

Well No. 9 is located on a portion of Block 324.01, Lot 125 between Winchester and Monmouth Avenues. Well No. 9 supplies potable water to the City. The well was constructed in 1992 and has a pumping capacity of 1,000 gallons per minute (gpm). The well has a 125 kW diesel emergency generator that was installed in 2009. The well was last redeveloped in redeveloped in 2015. Well No. 9 is located in the AE Flood Zone with a base flood elevation of 9 (NAVD 88). The lowest finished floor elevation of Well No. 9 is 7.09' (NAVD 88).

K. Well No. 10

Well No. 10 is located on a portion of Block 424.01, Lot 131 between Amherst and Monmouth Avenues. Well No. 10 supplies potable water to

the City. The well was constructed in 1995 and has a pumping capacity of 1,000 gallons per minute (gpm). The well has a 125 kW diesel emergency generator that was installed in 2009. The well was last redeveloped in redeveloped in 2015. Well No. 9 is located in the AE Flood Zone with a base flood elevation of 9 (NAVD 88). The lowest finished floor elevation of Well No. 9 is 7.61' (NAVD 88).

L. Well No. 6 Building

The Well No. 6 Building is located on a portion of Block 324.01, Lot 125. Well No. 6 was capped and is no longer operational. The building houses the electrical distribution equipment for Well No. 9 as well as the chlorination system for the Benson Avenue Water Tank. The Well No. 6 Building is in the AE Flood Zone with a base flood elevation of 9 (NAVD 88).

M. Benson Avenue Water Tank

The Benson Avenue Water tank is located on a portion of Block 324.01, Lot 125. The Benson Avenue Water Tank is a 1.0 million gallon waterspheroid tank, approximately 132 feet high, constructed in the 1980's. The interior and exterior of the tank was last painted in 2011. Treatment of water occurs in the tank utilizing sodium hypochlorite that is pumped from the Well No. 6 Building. The Benson Avenue Water tank is in the AE Flood Zone with a base flood elevation of 9 (NAVD 88).



N. Gladstone Avenue Water Tank

The Gladstone Avenue Water Tank is located in the unimproved right-of-way of Frontenac Avenue adjacent to the northerly line of Amherst Avenue. The Gladstone Avenue Water Tank is also a 1.0 million gallon waterspheroid tank, approximately 144' feet high, constructed in 1995. The interior of the tank was last painted in 2014 and the exterior of the tank is scheduled to be painted in 2017. Treatment of water occurs in the tank utilizing sodium hypochlorite that is pumped from the base of the tank. The Gladstone Avenue Water tank is located in the AE Flood Zone with a base flood elevation of 8 (NAVD 88).

O. Washington Avenue Sanitary Sewer Pump Station

The Washington Avenue Sanitary Sewer Pump Station is located at 1 South Washington Avenue on a portion of Block 126, Lot 90. The pump station pumps sewage via an 8" diameter force main to the existing gravity sewer main at Sumner and Monmouth Avenues. The pump station was constructed in the mid 1970's and upgrades were performed in 2006. As part of the upgrades a new 125 kW diesel emergency generator was installed. The Washington Avenue Sanitary Sewer Pump Station is located in the AE Flood Zone with a base flood elevation of 10 (NAVD 88).

P. Decatur Avenue Sanitary Sewer Pump Station

The Decatur Avenue Sanitary Sewer Pump Station is located on a portion of Block 325, Lot 126 at the southeasterly corner of Monmouth Avenue and Decatur Avenue. The pump station pumps sewage via a 12" diameter force main to the Amherst Avenue Sanitary Sewer Pump Station. The pump station was constructed in the late 1960's and upgrades were performed in 2007. A new 100 kW diesel emergency generator was installed in 2003. The Decatur Avenue Pump Station is located in the AE Flood Zone with a base flood elevation of 9 (NAVD 88). The lowest finished floor of the pump station building is 8.11 (NAVD 88).

Q. Bayshore Drive Sanitary Sewer Pump Station

The Bayshore Drive Sanitary Sewer Pump Station is located within the right-of way of Bayshore Drive adjacent to Lots 26 and 28 in Block 1200. This pump station was replaced in 2007. The pump station contains twin submersible pumps. It services approximately 26 dwelling units on the cul-de-sac portion of Bayshore Drive. The pump station pumps sewage via a 4" diameter force main approximately 15 feet to an existing gravity sanitary sewer main in Bayshore Drive. The Bayshore Drive Pump Station is located in the AE Flood Zone with a base flood elevation of 9 (NAVD 88).

R. Burk Avenue Sanitary Sewer Pump Station



The Burk Avenue Sanitary Sewer Pump Station is located on Block 1001, Lot 2 at the northwesterly intersection of Burk Avenue and Fredericksburg Avenue. The pump station pumps sewage via a 12" diameter force main that connects to a 16" diameter force main in Ventnor City. This forcemain ultimately discharges into the Atlantic County Utilities Authority's pump station at Lafayette Avenue in Ventnor City. The pump station was constructed in the early 1960's and was upgraded in 2009. An 80 kW diesel emergency generator serves the pump station. The Burk Avenue Pump Station is located in the AE Flood Zone with a base flood elevation of 8 (NAVD 88).

S. Gladstone Avenue Sanitary Sewer Pump Station

The Gladstone Avenue Pump Station is located on Block 407.01, Lot 27 on Amherst Avenue. The pump station pumps sewage via a 16" diameter force main that discharges to the Atlantic County Utilities Authority pump station at Lafayette Avenue in Ventnor City. The pump station was constructed in 1999. A new 300 kW diesel emergency generator was installed in 2006. The Gladstone Avenue Pump Station is located in the AE Flood Zone with a base flood elevation of 8 (NAVD 88).

T. Gladstone Avenue Storm Sewer Pump Station

The Gladstone Avenue Storm Sewer Pump Station is located in the unimproved right-of-way of Frontenac Avenue approximately 150 feet

north of Amherst Avenue. The pump station pumps stormwater to an outfall in Minnie Creek. The pump station was constructed in 2006. The Gladstone Avenue Storm Sewer Pump Station is located in the AE Flood Zone with a base flood elevation of 8 (NAVD 88).

7.1.3 Sites Owned by the City

The Public Works Department maintains the following additional facilities that are owned by the City:

A. Recreation Facilities

- i. Sigmund S. Rimm Recreational Complex located on Block 510.05, Lot 10.
- ii. Thomas Markowski Playground located on a portion of Block 8, Lot 2.
- iii. Decatur Avenue Playground located on a portion of Block 325, Lot 126.
- iv. Amherst Avenue Waterfront Park located on Block 526, Lots 4.01 & 4.02 and Block 527, Lots 5.01 & 5.02.
- v. Gladstone Avenue Park located on Block 507.02, Lot 14.
- vi. Lucy Park located on Block 26, Lot 2.
- vii. Library Park located on a portion of Block 8, Lot 2.
- viii. City's Atlantic Ocean Beaches located between the southerly line of the oceanfront bulkhead and the Atlantic Ocean



B. City Parking Lot

- i. Washington Avenue Municipal Parking Lot: The City owns the parking area at 15 North Washington Avenue on Block 226, Lot 9 Block 317.08. This parking area is approximately 12,660 square feet in size and has 38 striped parking spaces. The City leases 18 of the spaces in the lot to local businesses. The remaining spaces are open to the general public.

C. Police Tow Lot

The Police Tow Lot is located on Block 425, Lots 128, 130 and a portion of Lot 132 on Benson Avenue at the northwesterly intersection of Monmouth Avenue. The Police Tow Lot is utilized for the storage of vehicles that have been towed in the City. The Police Tow Lot was upgraded in 2001 with asphalt paving and a masonry screening wall installed.

7.1.4 Educational Facilities

A. Margate Board of Education

The Margate School District is a community public school district that serves students in kindergarten through eighth grade. The school had an enrollment of 362 students as of October 1, 2016. For grades 9-12, students from Margate attend Atlantic City High School in the City of Atlantic City as part of a sending/receiving relationship with the Atlantic

City Public School District. Public school students may also attend the Atlantic County Institute of Technology in Hamilton Township, a public technical school that admits students on an application/acceptance program.

In New Jersey districts have the option of allowing students to transfer to schools in a neighboring district (called interdistrict choice). A number of student residents in the City have taken advantage of this program to attend nearby Mainland Regional High School and Ocean City High School. Children also have the option to attend charter schools and private schools. Transportation is provided for students in accordance with the provisions made by the public school district in which each student lives.

A. Eugene A. Tighe Middle School

Eugene A. Tighe Middle School is located at 7804 Amherst Avenue on Block 407.01, Lot 10. This public school houses grades 5-8 and has an enrollment of approximately 168 children. The original building was constructed in 1956, with an additions and renovations constructed 2000. Parking is provide on-site for staff. The Eugene A. Tighe School is located in the AE Flood Zone with a base flood elevation of 8 (NAVD 88). The elevation of the crawl space is 3.47' (NAVD 88).



B. William H. Ross Elementary School

William H. Ross, III Elementary School is located at 101 North Haverford Avenue on Block 309.01, Lot 1. This public school houses grades K-4 and has an enrollment of approximately 194 children. The building was constructed in 2000. There is no on-site parking. The William H. Ross, III School is located in the AE Flood Zone with a base flood elevation of 9 (NAVD 88). The elevation of the crawl space is 4.28' (NAVD 88).

7.1.5 Local Churches, Synagogues, and Community Facilities

The following churches synagogues and community facilities are located in Margate City:

- i. Beth El Synagogue is located at 500 North Jerome Boulevard.
- ii. Holy Trinity Parish is located at 11 North Kenyon Avenue.
- iii. Jewish Community Center is at 501 North Jerome Boulevard.
- iv. Jewish Family Services of Atlantic & Cape may Counties is located at 607 Jerome Boulevard.
- v. Margate Community Church is located at 8900 Ventnor Avenue.
- vi. Pinchus Kiejdan Chabad House is located at 8223 Fulton Avenue.
- vii. Temple Emeth Shalom is located at 8501 Ventnor Avenue.

- viii. Trinity United Methodist Church is located at 9500 Ventnor Avenue.
- ix. Young Israel of Margate is located at 8401 Ventnor Avenue.

7.1.6 Senior Housing

A. Margate Terrace

Margate Terrace is an affordable housing apartment community operated by the Margate Terrace Corporation at 610 North Fredericksburg Avenue on Block 901.01, Lot 2. The property is owned by the City of Margate City who leases the property to the Margate Terrace Corporation. The current lease will expire in 2062. The building houses 18 studio and 56 one-bedroom apartment units and provides housing to seniors 62 years and older. Margate Terrace is located in the AE Flood Zone with a base flood elevation of 9 (NAVD 88).

7.2 Recommendations

7.2.1 Infrastructure

The City has an aging infrastructure especially the sanitary sewer system, storm sewer system, and water system. A majority of the underground portions of these systems are between forty and 90 years old. The South Jersey Gas Company is in the process of upgrading the natural gas distribution system throughout the City. Due to the large number of



service openings in the street as well as the openings for the gas main installations, South Jersey Gas Company has typically milled the existing asphalt and paved the streets with a two inches of asphalt surface between the concrete gutters. While this work will correct deficiencies in the surface of the paving it will also hide indicators of subsurface utility failures and does not correct slope issues in the street gutters.

The City should take a proactive approach regarding the infrastructure within the City. In the past, during road reconstruction projects, the subsurface utilities were evaluated and when deemed to be undersized or damaged were replaced. Moving forward the City should plan for upgrades and replacements to the aging underground infrastructure and provide for a yearly program to replace undersized (less than 8" in diameter) and damaged water mains and services, sanitary sewer mains and services, and storm sewer systems components.

The City upgraded the bay, lagoon, and Minnie Creek storm sewer outfall structures in 1997 with the installation of twenty (20) rubber tide check valves to prevent backflow into the storm sewer system. These check valves are nearing the end of their useful life. Some of the valves have already failed and have had to be replaced. It is recommended that the remainder of the check valves be replaced.

The City was impacted in 2012 by Superstorm Sandy. The storm caused major flooding throughout the low lying areas of the City due to high water levels in Beach Thoroughfare which overtopped the bayfront bulkheads. In order to alleviate future flooding from back bay flooding, the height of the bayfront bulkhead should be raised to 9.0 (NAVD 88) as required in the City Code. Along the Atlantic Ocean Beach the bulkheads should be raised to elevation 13.0 (NAVD 88) as required in the City Code. The City should implement a program to elevate the back bay, lagoon and beach bulkheads in areas controlled by the City. In addition the City should investigate installing bulkheads along Minnie Creek.

The City has implemented a program of redeveloping their wells regularly. Typically, each well, with the exception of Well No. 7, is redeveloped every 7-10 years. The redevelopment process rehabilitates the wells and removes clogging of the well screens, which causes a reduction in capacity of the wells. The City should continue to schedule the redevelopment of each well on a 7-10 year basis, unless abnormal pumping capacity reductions are observed and an earlier redevelopment is required. A review of each well house should be performed in order to determine whether the operating systems are above the base flood



elevation with 2.0 feet¹² of freeboard. Operating systems below the recommended elevation should be raised. Flood barriers should be provided at openings to protect the buildings that are not at the proper elevation.

The City has also implemented a program for repainting and rehabilitating the existing water tanks. One of the major issues the City faces is the "ocean" atmosphere in Margate. Corrosion of the steel tanks is enhanced by their proximity to the Atlantic Ocean and bays. The City has been recoating their water tanks on an average of six to seven years. It is recommend the City continue to recoat their water tanks in order to prevent serious corrosion issues from occurring. The elevations of the critical operating systems at each tank should be evaluated and raised where necessary. Flood barriers should be provided at openings to protect the tanks that are not at the proper elevation.

As the City has upgraded their sanitary sewerage pump stations within the last twenty years, it is recommended that the operating systems of each station be evaluated to determine the elevation of the system. Systems that are below the base flood elevation + 2.0 feet should be

raised. Flood barriers should be provided at openings to protect the buildings that are not at the proper elevation.

7.2.2 City of Margate Fire Department

The Fire Department has expressed concerns regarding the adequacy of their facilities. A previous proposal to upgrade Fire Station No. 2 was deemed too costly by the voters in the City, as evidenced by the vote on the bond referendum in 2012. Since Fire Station No. 2 occupies property that is not located in an AE or V Flood Zone. The elevation of this property means that siting a new facility on this property would be very beneficial from flood hazard mitigation perspective. The City should consider the construction of new facility at the Fire House No. 2 site that can provide adequate storage for the City' Fire apparatus.

7.2.3 City of Margate Municipal Building

The Municipal Building is currently underutilized with the second floor of the building not being used. The City should consider moving services housed at other sites to the Municipal Building. Services such as the senior services provided at the Martin Bloom Pavilion could be relocated to the Municipal Building. On-site parking should be considered to

¹² As recommend in ASCE Standard 24-14 - Flood Resistant Design and Construction Table 4-1



handle any additional services provided. Flood barriers should be provided at openings to protect the building during flood events. A portion of the Municipal Building has a crawl space with sump pumps that discharge directly to the streets. The sump pump discharges should be combined and pumped to a "live" storm sewer system that has positive outflow.

7.2.4 City of Margate Buildings

The operating systems in each of the City's buildings should be evaluated as to their condition and location. Systems that could be impacted by flooding should be raised. Flood barriers should be installed at openings that are not at or above the prescribed flood elevation.

7.2.5 Educational Facilities

It is the Board's recommendation that the City work with the Margate Board of Education to address enrollment issues facing the school system. The City should begin to consider exploring the appropriate adaptive reuse of public/private buildings or redevelopment of lands currently used schools or other purposes if and when said buildings or lands are no longer required by the schools. The City should also begin to explore the need for new and rehabilitated recreational facilities to address the needs of school sports and recreation programs.



8 OPEN SPACE AND RECREATION PLAN ELEMENT

Open space and recreation are a critical aspect of any community.

Recreation opportunities and open space contribute to the general well-being and quality of life of local residents. The City of Margate is a nearly fully developed barrier island community with numerous recreation facilities and limited open space to service the community residents. Approximately half of the land area that is reserved for open space and recreation is comprised of the City's beaches.

8.1 Recreation and Open Space

8.1.1 Recreation Facilities

- vii. City's Atlantic Ocean Beaches and waters located between the southerly line of the oceanfront bulkhead and the Atlantic Ocean
- viii. Sigmund S. Rimm Recreational Complex located on Block 510.05, Lot 10.
- ix. Thomas Markowski Playground located on a portion of Block 8, Lot 2.
- x. Decatur Avenue Playground located on a portion of Block 325, Lot 126.
- xi. Amherst Avenue Waterfront Park located on Block 526, Lots 4.01 & 4.02 and Block 527, Lots 5.01 & 5.02.
- xii. Gladstone Avenue Park located on Block 507.02, Lot 14.
- xiii. Lucy Park located on Block 26, Lot 2.

- xiv. Library Park located on a portion of Block 8, Lot 2.

A. City Beaches

When calculated by land area, the City's beaches make up more than half of the recreation space in the City. Arguably some portion of the Atlantic Ocean should also be counted as recreation space for the City given the number of water based activities that occur at and beyond the water's edge. The City's beaches provide access to the ocean and recreation opportunities to a host of different passive and active, land based and water oriented recreation activities. The beaches in the City are a key feature bolstering the desirability of the City as a place to live and visit.

The City currently faces uncertainty about the condition, size, and access to its beaches going forward. The New Jersey Department of Environmental Protection and the Army Corp. of Engineers plan to move forward with a beach replenishment and dune construction project that will impact the size, shape, and appearance of, and access to the City's beaches. The impact of this project is not yet fully understood and the impact on the City should be evaluated once the project is completed.



The City has historically had a bulkhead system in place along the division between the beach and adjacent development that has admirably protected that adjacent development from storm damage. On the ocean side of that bulkhead the City is known for flat beaches, most recently between 50 yards and 120 yards from the bulkhead face to the High Tide Line, that gradually taper into the water. The City's flat beaches provide ample room for recreation opportunities from flying a kite to playing volleyball or soccer in the sand.

The proposed dune construction project is projected to install dunes with a top elevation of 12.75 with a 25' top width and an approximate 93.75' wide base width sloping down from the top with 5 to 1 slopes. The proposed beach elevation is depicted to be at elevation 7.25. The existing street end scupper elevations range from approximately elevation 5 to elevation 8. Pedestrian dune cross overs are proposed to be constructed as part of the project. As of the publication of this study, a drainage solution has not been finalized for addressing stormwater runoff from the City, through or past the dunes, to the ocean.

Once the design of the dune project is finalized, the City will need to evaluate the projects impact to the available recreation space in the City. The dune systems are not intended for recreational use and pedestrian

activity on dunes is typically not permitted. Depending on the final configuration, this could result in the loss of a significant amount of open recreation space in the City.

B. Sigmund S. Rimm Recreational Complex

The Sigmund S. Rimm or Jerome Avenue Recreational complex is the second largest active recreation facility in the City. The facility contains two youth playgrounds, six tennis courts, one platform tennis court, two basketball courts, one T-ball field, one softball field, two little league fields, one High School sized baseball field and a building that houses batting cages and supplies. This complex supports a significant majority of the City's outdoor organized recreational sports activities.

Typically a facility with the number of fields present at this location consists of a much larger overall land area. The existing layout of this facility utilizes nearly all available land area for some type of recreation activity. The City should continually investigate the possibility of acquiring adjacent land area to expand the park. The City should also monitor the intensity and frequency of the use of each field type and consider modifying the field configurations of underutilized fields to accommodate unmet demand for alternate sports and activities.



8.1.2 Open Space

The City has very limited open space. What open space does exist in the City is comprised of a combination of coastal and “freshwater” wetlands. The presence of these wetlands renders this open space undevelopable under current environmental regulations. This status has helped to preserve the following areas:

- i. Minnie Creek
- ii. North east area of the City generally bounded by Clermont Avenue, Fremont Avenue, Fredericksburg Avenue, and Burk Avenue

Despite the minimal amount of open space in the City, there is a significant amount of open space in the marshes across Beach Thorofare from the City in Egg Harbor Township. The nearby marshlands offers significant contiguous areas of open space that are not incorporated lands of the City but provide protected open space to the City’s residents and habitat for indigenous species and migratory bird species. The adjacent bay and ocean waters also provide open space and passive and

active recreation opportunities in space that is not land area and therefore not counted in traditional open space calculations. Activities ranging from birdwatching, kayaking, fishing, swimming, boating, water-skiing, sailing, surfing, and many other water oriented activities are possible because of the bay and ocean waters surrounding Absecon Island.

Given the land value in the City, acquiring additional land for the creation of additional open space will likely be limited to investments in relatively small pieces of land to serve as pocket parks and other types of small facilities primarily intended for passive recreation. The cost of acquiring land in the City is a significant obstacle to the acquisition and dedication of additional lands to open space. Acknowledging the cost of real estate and limiting open space acquisition in the City is consistent with the County’s recreation and open space plan. As is referenced in the City’s previous master plan, the County’s Open Space and Recreation Plan acknowledges that expansion of open space opportunities will likely be limited in coastal communities in the County. (21)



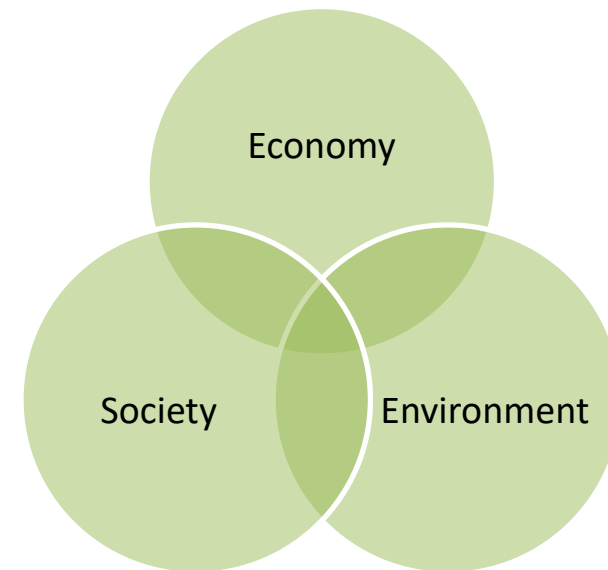
9 SUSTAINABILITY PLAN ELEMENT

9.1 Introduction

Sustainability has been defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs. Sustainability has often been represented by a venn diagram of three overlapping circles – the economy, environment, and society. The rings overlap which implies that each circle influences or affects the others. For a community to achieve sustainability, each of these systems must be healthy and in balance with each other.

Sustainability cuts across all aspects of community life. This document will serve as a foundation and blueprint for incorporating sustainability into local government decision making and to help bring the three components into better balance. Implementing the recommendations in this report will assist Margate in reducing its environmental impact, protect future generations, and provide for healthy residents and economy. However, the municipality cannot do this alone – it will require buy in and commitment from residents and stakeholders (local businesses, community groups, etc.).

Figure 9-1: The Three Components of Sustainable Development



A number of events – rising energy costs, concerns about climate change, Superstorm Sandy, concern about toxic chemicals, and others – have helped raise awareness of environmental issues and increased the interest in more sustainable planning. To that end, New Jersey’s Municipal Land Use Law was amended to authorize the inclusion of “green buildings and environmental sustainability plan element” in municipal master plans. The sustainability plan



“shall provide for, encourage, and promote the efficient use of natural resources and the installation and usage of renewable energy systems; consider the impact of buildings on the local, regional and global environment; allow ecosystems to function naturally; conserve and reuse water; treat storm water on-site; and optimize climatic conditions through site orientation and design.”

Municipalities also have the authority to adopt laws and regulations to protect public health and welfare, and to promote the general welfare in their communities outside of the planning and zoning powers.

Margate’s sustainability plan is based on the following goals:

- Reduce energy consumption and greenhouse gas emissions.
- Encourage the use of renewable energy in homes and businesses.
- Promote the development of green buildings
- Reduce vehicle miles travelled by city employees and local residents.
- Promote water conservation.
- Improve waste management and recycling.

These goals represent Margate’s priority sustainability issues and provide general guidance for government decision making in Margate. The goals form the basis for the recommendations made in this report.

The City of Margate, NJ was awarded grant funding from the New Jersey Department of Community Affairs (NJCA) to develop the sustainability component of their Master Plan. The grants were awarded through the Community Development Block Grant – Disaster Recovery program, which appropriates recovery grants to impacted communities that can demonstrate they lost more than \$1 million in ratables due to Superstorm Sandy and therefore face limited resources.

9.2 Existing Conditions Analysis/Municipal Carbon Footprint

When fuels such as natural gas, gasoline, diesel fuel, or coal are burned they release carbon dioxide and other gases into the air. Greenhouse gases like carbon and methane contain heat-trapping chemicals that contribute to an enhanced greenhouse effect. An increase in concentration in greenhouse gases causes an increase in Earth’s surface temperature, a process known as global warming.

A municipal carbon footprint measures the amount of greenhouse gas emissions produced by local government operations over the course of a year. This includes indirect emissions resulting from electricity usage, direct emissions from the usage of natural gas for heating cooling, and direct emissions from vehicle and equipment usage. Developing a



municipal carbon footprint can identify the largest emitters and allow a municipality to develop informed priorities and track progress.

9.2.1 Building Inventory

Buildings account for a large portion of primary energy use and greenhouse gas emissions, making it essential to reduce their energy consumption. The major areas of energy consumption in buildings are

space heating, ventilation, air conditioning, lighting and operating electric and mechanical devices. Margate's municipal operations are spread across seven different facilities (Table 9-1). This includes the former Union Avenue School, which the city took over in 2013 to house municipal operations, the public works facilities, as well as the police and fire stations.

Table 9-1: Municipal Buildings

Name	Type	Address	Area (sq. ft)	Year Built
Union Avenue	Municipal	8103 Winchester Avenue	48,369	1972
Public Works	Public	9001 Winchester Ave	7,019	1968
Building Department	Public	101 North Washington Ave	3,653	2001
Martin Bloom Pavilion	Public	101 S. Huntingdon Ave	3,997	1980
City Hall and Fire House 1	Municipal	1 South Washington Avenue	1,504	1903
Fire House 2	Fire	Fremont Ave and N. Belmont Drive	1,868	1965
Police Department	Police	111 N. Decatur Avenue	6,801	1932



9.2.2 Electricity Usage

In 2016 Margate used approximately 2.6 million kWh of electricity. This included 950,000 kWh for general operations, 535,000 kWh for street lights, and over 1.1 million kWh for the operation of water and sewer pumps. The electricity usage was calculated based on data from Atlantic City Electric from each of the city's 63 electric accounts over the January to December 2016 period.

Based on an emissions calculator developed by Sustainable New Jersey, we estimate that the city's electricity usage generated 1,550 metric tons of carbon dioxide equivalents. This included 565 metric tons from buildings and facilities, 319 metric tons from street lights and traffic signals, and over 666 metric tons for water and sewer pump operation.

Table 9-2: Municipal Operations

Municipal Operation:	Total Kwh	Total MWh	CO2e (Metric Tons)
Building & Facilities	949,289	949.3	564.9
Street Lights & Traffic Signals	535,618	535.6	318.8
Water & Wastewater Treatment Facilities	1,119,063	1,119.1	666.0
Electricity Total	2,603,970	2,604.0	1,549.7

Source: Concord Engineering Group and Dome-Tech (2009), Atlantic City Electric (2016)

9.2.3 Natural Gas Usage

A recently completed energy audit of city buildings found that Margate municipal buildings use approximately 54,600 therms of natural gas per year (Table 9-3). The natural gas usage data was based on usage estimated included in the energy audits of each building. Most of the natural gas is used for heating purposes and as such the usage is dependent on the weather and can vary from year to year.

Table 9-3: Municipal Building Natural Gas Usage

Name	Annual therms
Union Avenue	25,000
Public Works	4,900
Building Department	2,100
Martin Bloom Pavilion	0
City Hall and Fire House 1	17,300
Fire House 2	2,000
Police Department	3,300
Total	54,600

Source: Concord Engineering Group and Dome-Tech (2009)



Based on an emissions calculator developed by Sustainable New Jersey, we estimate that the city's natural gas usage generates approximately 290 metric tons of carbon dioxide equivalents (Table 9-4). The largest

source is the Union Avenue municipal building followed by the former City Hall/ Fire House 1 building.

Table 9-4: Natural Gas Carbon Emissions

Building	Total Therms	CO2 (Metric Tons CO2e)	CH4 (Metric Tons CO2e)	N2O Emissions (Metric Tons)	Total Emissions (Metric Tons CO2e)
Union Avenue	25,000	132.8	0.3	0.1	133.2
Public Works	4,900	26.0	0.1	0.0	26.1
Building Department	2,100	11.2	0.0	0.0	11.2
Martin Bloom Pavilion	0	0.0	0.0	0.0	0.0
City Hall and Fire House 1	17,300	91.9	0.2	0.1	92.1
Fire House 2	2,000	10.6	0.0	0.0	10.7
Police Department	3,300	17.5	0.0	0.0	17.6
Total	54,600	290.0	0.7	0.2	290.8

Source: Margate City (2016)

9.2.4 Vehicle Inventory

Every municipality manages vehicles that can facilitate the provision of services and allow employees to conduct municipal business. The equipment and vehicles that make up a fleet contribute to greenhouse

gases and airborne pollutants. Airborne pollutants can degrade air quality and are linked with serious health conditions like asthma and lung cancer. Performing a fleet inventory allows a municipality to evaluate its current vehicles to better understand where efficiency might



be improved. The inventory includes surveying how the vehicle is used, fuel usage and fuel cost.

The Police Department and Public Works account for almost 80% of the vehicle miles driven by Margate employees (Figure 9-2). Almost all of the police VMTs occur in gasoline vehicles, while the VMTs generated by the

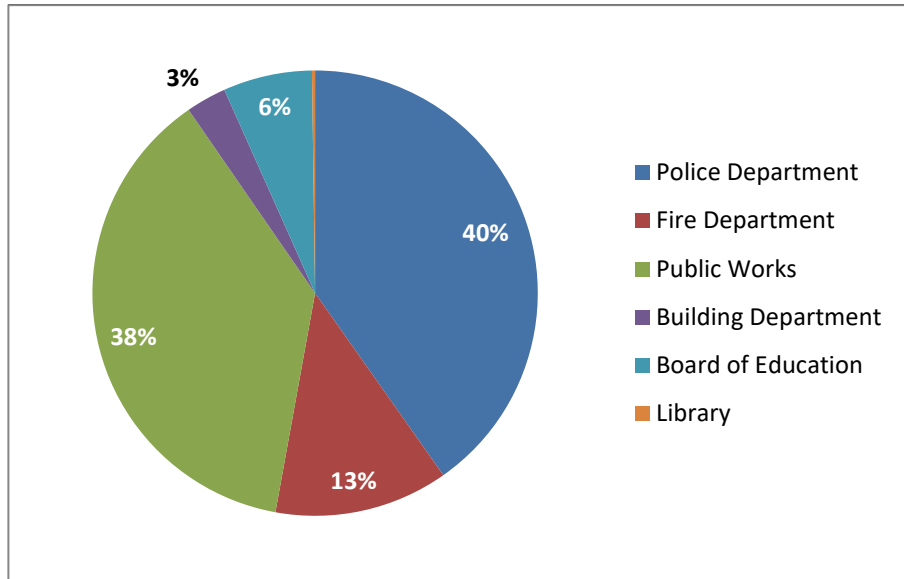
Public Works department occurs in diesel vehicles. Although the Police Department has a greater share of the VMTs (40% for the police and 38% for Public Works), the Public Works department uses nearly half of the all the fuel used by Margate City vehicles – 47%- followed by the Police Department, which uses 33% and the Fire Department at 12% (Figure 9-3).

Table 9-5: Vehicle Inventory Summary Statistics

Department	Number of Vehicles	Baseline Total VMT	Baseline Gasoline VMT	Baseline Diesel VMT	Baseline Gasoline Fuel Efficiency	Baseline Diesel Fuel Efficiency
Police Department	30	157,179	155,499	1,680	12.0	10.5
Fire Department	17	49,310	16,710	32,600	13.8	9.1
Public Works	38	146,635	60,141	86,494	9.8	7.0
Building Department	3	11,450	11,450	0	20.9	0.0
Board of Education	5	25,231	17,376	7,855	10.3	12.0
Library	1	884	884	0	23.0	0.0
Total	94	390,688	262,059	128,629		

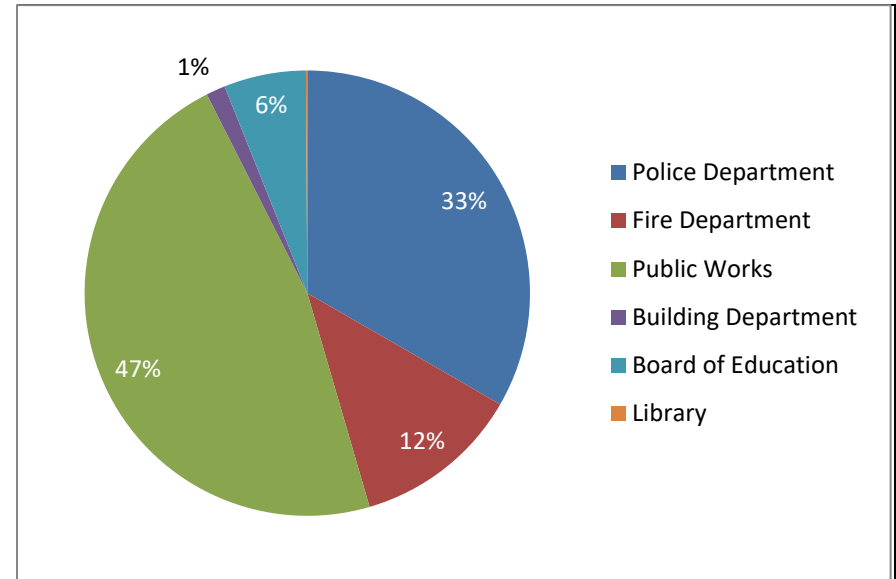


Figure 9-2: Distribution of Vehicle Miles Traveled by Department



Source: Margate City (2016)

Figure 9-3: Distribution of Fuel Usage by Department



Source: Margate City (2016)

In 2014 and 2015, the city purchased an average of 51,600 gallons of gasoline and diesel fuel – 26,000 of gasoline and 25,600 gallons of diesel fuel (Table 9-6). The gasoline and diesel fuel volumes were calculated based on invoices from the city's fuel supplier for 2014 and 2015.

Table 9-6: Fuel Usage for 2014 and 2015

Fuel	2014 Usage	2015 Usage	Average Gallons
Gasoline	27,108.2	24,930.3	26,019.3
Diesel	24,823.1	26,351.0	25,587.1
Total	51,931.3	51,281.3	51,606.3

Source: Margate City (2016)



The VMT's resulting from Margate's annual operations generates approximately 490 metric tons of carbon dioxide equivalents. 52% of carbon emissions are generated by the Public Works department,

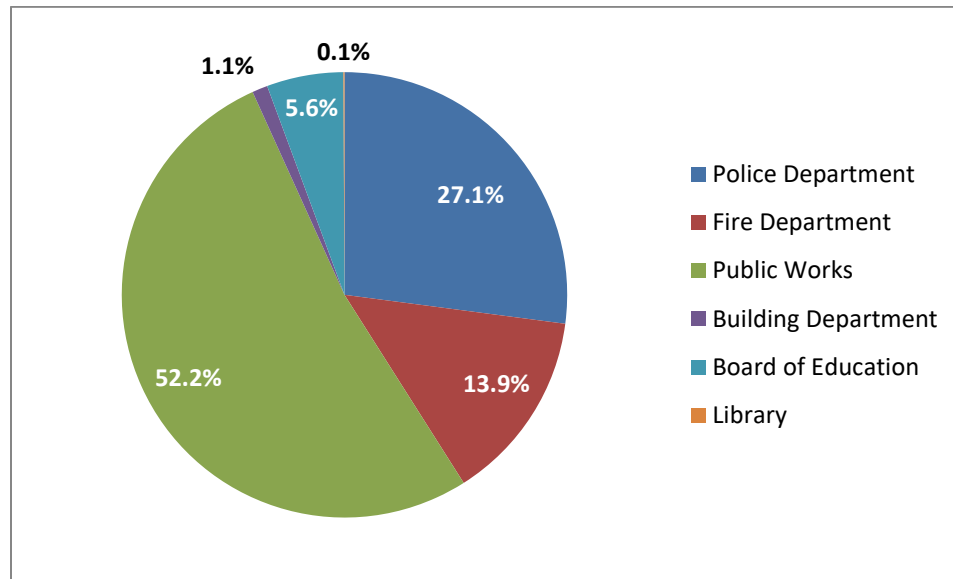
followed by the Police Department at 27% and the Fire Department at 14%. The remaining departments generate approximately 7% of Margate's vehicle-related carbon emissions.

Table 9-7: Fuel Usage by Department

Fuel	Police Department	Fire Department	Public Works	Building Department	Board of Education	Library	Total
Gasoline	130.3	12.2	62.0	5.5	17.0	0.4	227.4
Diesel	2.5	56.1	194.1	0.0	10.3	0.0	263.1
Total	132.8	68.3	256.2	5.5	27.3	0.4	490.5

Source: Margate City (2016)

Figure 9-4: Distribution of Vehicle Emissions by Department



Source: Margate City (2016)



9.2.5 Municipal Building Solar Array

The roof of the municipal building at 9001 Winchester Avenue is covered by an approximately 77 kilowatt solar array. Given Margate's climate and solar conditions, we estimate that the solar array is capable of generating approximately 105,000 kilowatt hours of electricity per year.

(The potential electricity production was calculated using the PVWatts Calculator developed by the National Renewable Energy Lab. See <https://goo.gl/KFs22x> for additional information.)

The electricity produced by the solar array will displace electricity generated by more carbon intensive sources, such as coal and natural gas. This, in turn, will reduce the emission of carbon dioxide and carbon dioxide equivalents. Based on an emissions calculator developed by Sustainable New Jersey, we estimate that the electricity generated by the solar array will reduce the emission of carbon dioxide equivalents by 62.5 metric tons.

9.2.6 Municipal Carbon Footprint

The municipal operations of Margate generates approximately 2,270 metric tons of carbon dioxide equivalents, this includes in 290 metric tons from natural gas usage, nearly 1,500 tons indirectly from the electricity used by Margate, and over 490 tons from vehicle emissions (Table 9-8). The solar panel array located on the roof of the municipal building has the effect of eliminating over 62 metric tons of carbon

dioxide equivalent emissions. This results in net municipal carbon footprint of 2,207 metric tons.

Table 9-8: ESI Carbon Emission Estimate

Contributor	Total Emissions (Metric Tons CO ₂ e)
Natural Gas Use	290.5
Electricity Usage	1,487.2
Vehicle Emissions	492.5
Solar Generation Reduction	-62.5
Total	2,207.6

Source: ESI (2016)

9.2.7 Community Carbon Footprint

In 2014, the city entered into an agreement with Stockton College to complete both a municipal and community carbon footprint analysis. The municipal analysis included the carbon dioxide equivalent emissions generated by municipal operations. The community impacts included impacts from electricity and natural gas consumption from homes and businesses, emissions from vehicles and the carbon dioxide generated from the household waste.



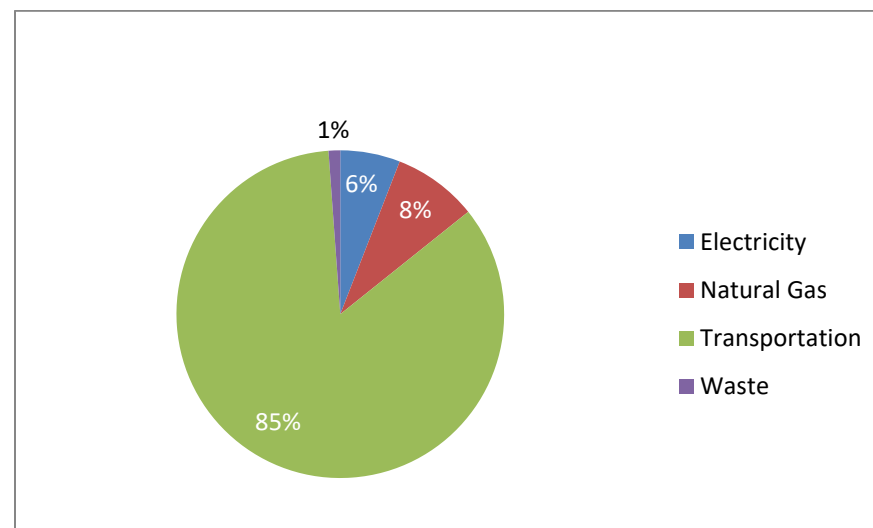
The analysis found that the community generates over 360,000 metric tons of carbon dioxide equivalent emissions. Approximately 85% of the emissions are generated by vehicle emissions, followed by natural gas and electricity (Figure 9-5).

Table 9-9: Community Carbon Footprint Estimate

Contributor	Total Emissions (Metric Tons CO ₂ e)
Natural Gas Use	30,075
Electricity Usage	21,275
Vehicle Emissions	304,600
Waste	4,140
Total	360,090

Source: Stockton College (2014)

Figure 9-5: Community Carbon Footprint Estimate



Source: Stockton College (2014)

9.3 Current Green Programs in Place

In an effort to be more “green” and reduce the environmental impact of the City and its residents, and sustain the quality of life on Margate for the long term, the city formed the “Sustainable Margate” committee in 2013. The committee is comprised of both city employees and local volunteers. The main goal of Sustainable Margate is to help coordinate municipal, long term sustainability efforts. The team also works regularly



to work toward achieving certification from Sustainable Jersey, a state organization that offers grants based on sustainability standing. Working with Sustainable Margate, the city has implemented various programs in recent years to reach sustainability goals. They have worked on conducting a vehicle fleet inventory, waste and recycling programs, and transportation planning reforms. Since Hurricane Sandy, there has been an increased emphasis on coastal resilience. Margate also has strong community outreach that has engaged the public in local environmental issues. The result of this work has led to Margate receiving a Bronze rating from Sustainable New Jersey in October 2014. (The Sustainable New Jersey certification is only valid for three years, at which time Margate would need to apply for recertification. Margate's current certification expires in October 2017.) In 2016, Margate was awarded Blue Star certification by Clean Ocean Action, an organization that works to improve the quality of marine waters off the New Jersey coast.

Margate has undertaken many sustainability efforts to date which have resulted in tangible improvements as well as recognition for Margate as well as its Sustainability team.

9.3.1 Community Partnership and Outreach

Both the city and Sustainable Margate have engaged in community outreach to educate and promote public awareness. In July 2014, the

green team and the city hosted a forum on sea level rise, climate change, and storm water management. Attracting more than 100 people, the event brought New Jersey's top experts in the field to inform participants about those environmental issues. The event provided a model to help city residents exchange information on community resilience planning, best practices in storm water management, and state concerns. There was also extensive media coverage which helped support the regional impact of this event.

There are numerous other events that have been held in the city before. In the summer of 2014, Margate School District passed a Safe Routes to School initiative with the aim of reducing traffic, improving road safety and the overall health of residents. This was followed by a Walk to School Wednesday event the following year, which promoted the importance of walking and cycling. Additional public meetings were held to engage the community in a new study about traffic safety, mobility and access.

In 2016, Sustainable Margate planted a native species garden and hosted a series of native species workshops to educate the public on benefits of gardening with native plant species. Sustainable Margate also hosted a number of events in that year focused on educating businesses and



public on the use of reusable bags as a replacement for plastic shopping bags.

9.3.2 Green Ordinances

In June 2014, the Margate City Commissioners adopted the city's first green purchasing policy, also known as Environmentally Preferable Purchasing. The policy will serve as a guide for all future purchasing decisions. The goal of this policy is to encourage and increase the use of environmentally preferable products and services in the City of Margate. By including environmental considerations in purchasing decisions, Margate can promote practices that improve public and worker health, conserve natural resources, and reward environmentally conscious manufacturers, while remaining fiscally responsible.¹³

In May 2016, the Margate City Commissioners adopted a green ground and maintenance policy as part of a comprehensive approach to operate the municipality in an environmentally friendly and resource-efficient manner. The policy will help improve water quality, enhance wildlife habitat, improve public health, and reduce costs.¹⁴

9.3.3 Emergency Management and Resiliency

New Jersey's shore is especially vulnerable to sea level rise and flooding. According to the National Weather Service, sea level is rising faster in the state than the global average because of land subsidence (sinking).¹⁵ The past half century saw a sea level rise rate of .14 inches/year, while predicted future rates are expected to increase 0.5 inches per year. This means that by 2050 sea levels are expected to rise by about 1 foot and 3 feet by 2100 along the Jersey Shore. (22)

Margate is located within a special flood hazard area and is vulnerable to flooding from the Atlantic Ocean and the bay waters known as the Beach Thorofare. Much vulnerability has been identified as a result of Hurricane Sandy. The City experienced extensive damage from Sandy with \$10 million in losses as reported in 2013. (22) The city was without power for days, and many municipal buildings incurred damages from the storm. The City took ownership of several military surplus vehicles to prepare for future storms. (22)

In 2004, the city published a Master Plan which outlined the need to preserve and enhance Margate's character by protecting its existing residential neighborhoods, providing community facilities and amenities

¹³ <http://www.margate-nj.com/home/news/margate-going-green>

¹⁴ http://www.margate-nj.com/sites/margatenj/files/file/file/81-2016_green_grounds_and_maintenance_policy.pdf

¹⁵ "As if Atlantic City Didn't Have Enough Problems, Flooding Will Be an Issue," Schwartz, Glenn. 2016.



that meet the needs and expectations of Margate residents and targeting reinvestment within the City's commercial districts. It also set goals to address flooding hazards in the city, such as revitalizing the city's bay front district.

In 2014, Margate contracted a consultant to analyze flood risks. It reports that the most pressing issue facing the city and its residents is the need to elevate homes throughout the community. Currently, limited funds are available through Block Grants and the city will continue to pursue these and other funding sources. The Board of Commissioners also adopted an ordinance that gives home owners of storm damaged houses the opportunity to raise their homes to an elevation of 13 feet without a variance request. (22)

Another important infrastructure need is to reinforce the protective barriers around the city. Margate is exposed to flooding from both storm events (such as coastal flooding and ponding) and sea level rise. Bayside street elevations are vulnerable to flooding during coastal storms as they are only 5 to 6 feet above sea level. In response, the city has increased bulkhead height requirements. (22) Additionally, the state plans to build dunes and widen beaches as part of a beach replenishment project.¹⁶

Margate has taken the initiative to inform its residents about flooding risks and dangers. Available for download on the city's website, its flood brochure states that Margate is entirely in a special flood hazard zone. It emphasizes the fact that flooding from a hurricane is inevitable. The report outlines various techniques that can be used to reduce the potential of flood damage. Among the recommended techniques include elevating or relocating a structure and taking advantage of levees.¹⁷

9.3.4 Land Use and Transportation

In 2013, the city submitted a resolution to participate in the Complete Streets Initiative, a policy that is focused on improving traffic safety for all users. The policy integrates the needs of all transit users, including pedestrians, cyclists, older citizens, and the mobility challenged. Other components of the initiative involves providing extra bicycle and walking connections around town; reducing traffic congestion; promoting healthy alternatives to driving; reducing reliance on fossil fuels; and incorporating sidewalks, bike lanes, safe crossings and other traffic amenities into the initial design of a project. (23)

¹⁶ "Contested beach replenishment starting soon in Atlantic County," Spoto, MaryAnn. 2016.

¹⁷ "Floods Will Occur!", margate-nj.com



As part of participating in the Complete Streets Initiative, Margate partnered with Ventnor on the development of bi-municipality biking and pedestrian plan. The Plan was completed in October 2016. (7)

9.3.5 Vehicle Fleets

In 2013, Margate completed a fleet inventory as part of its Sustainable Jersey certification. Part of the purpose of the inventory is to reduce the use of fossil fuels by using alternative fuel vehicles and improving fuel efficiency. In 2013, Margate's fleet consisted of 91 vehicle vehicles operated at an annual fuel cost of \$128,507. Nearly 95 percent of vehicles were city owned, with the remaining vehicles being leased.

Since Margate is a seasonal community, vehicle type and usage varies throughout the year and by department. The Fire Department recently received large cargo vehicles for use in storms and emergency evacuations. Public Works has the most vehicles in use, with pick-up trucks, utility trucks and dump trucks making up its most active fleet. The Police Department's vehicles are comprised of mostly SUVs and 4dr Sedans which it uses daily. The Library only has one van it uses daily for transporting material.

9.3.6 Waste Management and Recycling

Margate has been proactive in passing legislation that eliminates and reduces waste in the community and environment. The Margate Police Department established a permanent drug safety and disposal program in 2016. This was after a series of special drop off days that were conducted since 2013. The public's overwhelming response of the past events established a need for a permanent drug disposal system. A permanent prescription drop off box is available 24 hours a day, all year round.

Margate is also the first city in Atlantic County to collect rigid plastics from residents. The city amended its recycling ordinance in 2014 to allow residents to place these items on the curb. The Public Works department collects rigid plastic and (along with electronic waste) the first Tuesday of every month. Residents can also drop off recyclable materials on Wednesday afternoons.

The city also passed a new ordinance which requires property owners, managers and agents to transport carpet and foam padding directly a processing facility. Previously, carpet and foam padding was a problem because of the above average construction in low lying areas that were prone to flooding. This effort has saved the city a lot of money in the past 5 years (\$84 per ton) and has also removed a lot of potential waste.



- Long Range – six or more years

9.4 Implementation – Actions & Recommendations

In communities that are less developed, the sustainability plans tend to focus on land use patterns and development, in addition to changing the behavior of its residents and policy. However, Margate is a more fully developed community – most new construction occurs on land that has already been developed – as such the focus Margate’s sustainability plan should be on helping to change behavior and raise awareness and encouraging retrofitting and increasing interconnectivity.

The sustainability plan is broken down into the following topic areas:

- Community Awareness, Education, and Publicity
- Continuing Planning, Implementation, and Monitoring
- Green House Gas Emissions
- Transportation
- Waste management
- Land Use and Economic Development

For each topic area, the plan develops a matrix of proposed actions. The matrix includes a listing responsible parties and time frame for implementation. The timeframes are defined as follows:

- Short Range – less than one year
- Medium Range – one to five years

9.4.1 Community Awareness, Education, and Publicity

Sustainable Margate has been very successful at raising public awareness of environmental, conservation, and sustainability measures. These efforts should be continued and expanded. In addition, Sustainable Margate should develop a series of handbooks for various constituencies to help educate them on the importance of sustainability and steps that they could take. Examples include, but are not limited to:

- A guide for businesses to help them understand how they can incorporate sustainability into their operations;
- A guide for home builders on green building techniques and technologies;
- A guide for home owners on retrofitting their homes to improve energy efficiency;
- Education materials for children on the importance of sustainability and simple things that they can do
- Resources to help teachers integrate sustainability into lessons.



Table 9-10: Awareness Recommendations

Action	Responsibility	Time Frame
Designate Sustainable Margate as the lead entity in promoting community awareness and education and publicizing "green" events and achievements.	Municipality	Short
Sustainable Margate should take full advantage of all available channels, including social media, the city's newsletter and website, and publications to engage with the public.	Sustainable Margate	Short
Add a "green page" to Margate's Website that includes information on the city's green and sustainability initiatives. The page will serve as the homepage for Sustainable Margate.	Municipality and Sustainable Margate	Short
Include a periodically changing "green message" to all government emails and newsletters informing residents of small steps they can take.	Municipality	Short
Create a series of handbooks for different constituencies to educate them on various aspects of sustainability.	Sustainable Margate	Medium
Continue the work that Sustainable Margate has undertaken in engaging and educating the public on environmental and sustainability issues.	Sustainable Margate	Short
Work with the Margate City School District to integrate environmental education into the curricula.	Sustainable Margate and the School District	Medium
Provide tools and calculators (score cards, inventories, audits, home foot print calculators, etc.) on the City's website.	Sustainable Margate	Medium
Ask residents, businesses, and organizations to sign green pledge.	Sustainable Margate	Medium



9.4.2 Continuing Planning, Implementation, and Monitoring

Sustainability planning should be an ongoing process, and not a onetime action. The Sustainable New Jersey Program, of which Margate currently has a bronze rating, requires recertification every three years, compared to New Jersey's Municipal Land Use Law, which requires that a community's master plan should be updated every six years.

Margate has adopted the commission form of city government. There are three commission seats, with each commissioner having an area of responsibility. The three areas of responsibility include: public safety, public works, and revenue and finance. Margate's commissioners should designate a commissioner whose portfolio will include sustainability. This will help to fully integrate sustainability considerations into government decision making.

Table 9-11: Planning Recommendations

Action	Responsibility	Time Frame
Work to complete recertification through Sustainable New Jersey.	Municipality and Sustainable Margate	Short
Designate a commissioner whose portfolio will include sustainability.	Municipality	Medium
Sustainable Margate should provide annual updates to the Board of Commissioners on the status of sustainability issues.	Sustainable Margate	Short



9.4.3 Green House Gas Emissions

In 2009, the City completed an energy audit of all municipal buildings. The audits identified investments and modifications that could save approximately 230,000 kWh of electricity and nearly 14,800 therms of natural gas. This represents 24 and 27% of the city's electricity and natural gas usage. An energy audit of School District buildings identified over 515,000 kWh of potential electricity savings and annual natural gas savings of approximately 43,000 therms.

It is unclear what recommendations from the audits, if any, have been implemented. Margate City should update the energy audits to identify additional savings. The City should also develop a funding plan to implement the recommendations from the updated audits and also encourage the School District to develop a plan to budget for and pursue funding to implement any recommendations.

The largest user of electricity is the Margate is the Water and Sewer Authority, which is responsible for approximately 43% of the electricity usage by the City. The City should consider an electricity usage audit of the Water and Sewer Authority operations to identify potential energy/cost savings.

LED street lights have the potential to reduce electricity usage by between 50 and 80 percent. Streets lights in Margate currently use approximately 535,000 kWh of electricity. In addition to reduce electricity usage, LED street lights also have lower annual maintenance costs compared to traditional street lights. Margate should budget for and pursue funding to replace traditional street lights with more efficient LED street lights.



Table 9-12: Greenhouse Gas Recommendations

Action	Responsibility	Time Frame
Update the energy audits of municipal buildings.	Municipality	Medium
Budget for and pursue additional funding to offset the cost of implementing the recommendations from the updated energy audits.	Municipality	Medium
Budget for and pursue funding to replace all street lights with energy efficient LED-type lights.	Municipality	Medium
Encourage the Margate School Board to implement the recommendations of their energy audit.	School District, Municipality	Long
Encourage residents and businesses to undertake voluntary energy audits.	Sustainable Margate, Residents, Businesses	Long
Educate residents and businesses on the various energy efficiency programs available to help implement retrofit project.	Sustainable Margate	Short
Evaluate the potential of solar and renewable energy projects for other public buildings.	Municipality	Medium
Assess the City's zoning ordinances and amend to remove barriers to development of renewable energy systems in appropriate locations. Encourage owners of large surfaced flat roofs to install solar panels.	Municipality, Businesses	Long
Promote free online calculators that determine the cost of solar installations and the time period for pay back.	Sustainable Margate	Medium
Develop a "Go Solar" kit for residents and business that has a start-to-finish guide on installing solar panels.	Sustainable Margate	Long
Explore the creation of an incentive program (i.e. tax abatements, subsidies, rebates) for residents and businesses to install solar panels.	Municipality, Sustainable Margate	Long
Commit to an additional 20% of municipally-purchased power annually from renewable sources.	Municipality	Short
Encourage the purchase of Energy Star qualified washers, dishwashers, heating and Cooling systems, refrigerators, lighting, and roofing materials. Require Energy Star appliances for municipal uses.	Sustainable Margate, Municipality	Medium



9.4.4 Transportation

To meet greenhouse gas emission reduction goals, Margate will need to ease its reliance on fossil-fueled vehicles. This can be achieved through a variety of strategies, including expanded access to transportation alternatives (such as biking and walking) – as well as cleaner fueling technologies.

According to Sustainable Margate, the city intends to improve the efficiency of its fleet by replacing their vehicles with more efficient ones. This has been an ongoing occurrence, though, as government resources have been pulled to address problems caused by Hurricane Sandy. Plans for improving the fleet have been put on hold until the city can resolve

these challenges. However, the Green Team has been working on getting EV public charging stations and switching some vehicles to electric.

The recently completed Ventnor/Margate Bicycle and Transportation plan developed a series of recommendations and projects to improve bicycle and pedestrian safety. Some of the projects are large scale and will require time, while others are easier to implement. Margate should work with Ventnor to vigorously pursue funding for the large-scale investments. There are projects that Margate could undertake in short-term that could increase bicycle use. These include working with business community to identify locations within commercial corridors to provide bicycle parking and to provide bicycle racks at beach entrances.



Table 9-13: Transportation Recommendations

Action	Responsibility	Time Frame
Work with Ventnor City to pursue funding to implement recommendations of the recently completed Bicycle & Pedestrian Plan	Municipality	Medium
Improve municipal vehicle fleet efficiency with alternative fuel or high-efficiency vehicles	Municipality	Medium
Provide bicycle parking at beach entrance points	Municipality	Short
Work with the business community to identify locations (within commercial corridors) where bicycle racks are needed to encourage their use	Municipality, Businesses	Short
Explore the feasibility of allowing for dedicated reserved residential parking spaces for electric vehicles.	Municipality	Short



9.4.5 Waste Management and Recycling

Margate has already undertaken a number of initiatives designed to reduce the amount of waste generated by residents. Margate was the first city in Atlantic County to amend its recycling ordinance to include the collection of bulky rigid plastic items. Residents and contractors are also required transport all carpet and foam padding to the Atlantic County Processing Facility, rather than disposing of it in a dumpster or the trash. Margate has also developed an e-waste collection program. Margate also runs the Margate City Convenience Center (MCCC) which provides a multitude of recycling services for businesses and residents.

Margate is an affluent shore community that has above average construction and renovation levels, which generates a lot of construction and demolition waste. Margate should adopt best practices for reducing construction and demolition waste, including developing a construction site recycling guide.

Margate can also take steps to reduce the amount of waste generated through daily operations. This includes requiring double-sided printing for all photocopying and printing, encouraging consultants and contractors to do the same, buying only recycled paper products, and encouraging the reuse of scrap paper. The city should also strive to have all forms available online and to be submitted online.



Table 9-14: Waste Management Recommendations

Action	Responsibility	Time Frame
Track the amount of municipal waste generated and the amount of materials recycled by residents on a daily weekly, monthly basis. Use this information to set citywide waste reduction goals (i.e. reducing waste by X% by a certain date).	Sustainable Margate	Medium
Evaluate the availability of recycling containers on the beach, in commercial corridors and other City maintained spaces and make improvements where necessary.	Municipality	Short
Create a Construction and Demolition Recycling Ordinance to encourage finding alternatives uses for construction and demolition waste.	Municipality	Short
Require all large construction projects (i.e. over \$50,000) to submit a recycling and reuse plan that outlines how the developer will reduce , reuse, and/or recycle waste generated	Municipality	Medium
Develop a construction site recycling guide	Sustainable Margate	Medium
Explore the feasibility of increasing the number of items accepted for disposal at the MCCC (such as motor and vegetable oils).	Municipality	Medium
Explore the feasibility of providing a composting center at the MCCC.	Municipality	Medium
Encourage residents to "cut it and leave it" for grass clippings and allow professional landscapers to do the same under controlled circumstances.	Sustainable Margate	Short
Increase the education programs offered to businesses and residents about the importance of recycling	Sustainable Margate	Short
Encourage home composting of kitchen waste by providing discounted composting bins and how to guides.	Sustainable Margate	Short



9.4.6 Land Use and Green Building

The intent of Margate's sustainability plan is to incorporate green techniques and sustainable features into building designs and construction activities. The plan recommends that Margate initiate the

development of a green building ordinance that incorporates sustainable principles, such as the use of sustainable materials, energy efficiency, stormwater management, water use efficiency, and sustainable construction activities.

Table 9-15: Land Use and Green Building Recommendations

Action	Responsibility	Time Frame
Regularly Review ordinances and address those that prevent incorporating sustainable design components.	Municipality	Short
Encourage sustainable development by private developers by offering to reduce application review fess and permit for projects registered for LEED certification.	Municipality	Short
Train building inspectors and code officials on green building practices and monitoring. Look for grants and other funding sources to fund their attendance at training or certification programs.	Municipality	Short
Promote the use of water conserving fixtures (low-flow and aeration) for toilets, showerheads, and faucets for new construction and rehabilitation projects.	Sustainable Margate	Short
Pilot a green roof on a municipal building or a school.	Municipality	Long
Develop a list of green contractors	Sustainable Margate	Medium
Explore requiring the use of Low Impact Development (LID) strategies, such as bio retention, rain gardens, rain barrels, filter strips, swales, and vegetated green roofs.	Municipality	Long
Encourage the use of permeable surfaces, such as porous pavement and permeable pavers) where feasible.	Sustainable Margate	Medium
Educate residents on the use of alternative water sources for irrigation systems.	Sustainable Margate	Medium
Encourage residents to replace traditional lawns, with organic, native plant gardens.	Sustainable Margate	Medium



10 ECONOMIC PLAN ELEMENT

10.1 Introduction

Margate City's future success rests in its capacity to foster sustainable, targeted economic growth. Margate has a diverse array of stakeholders, including summer visitors, second-home owners, and year-round residents, and an active business community catering to these varied customers. This economic development plan aims to provide a future for Margate that embraces these varied interests and ensures that the town remains a first-class destination.

Margate's strengths have driven its growth. The city has publically accessible beaches and a Bayfront served by popular restaurants. There is a desirable mix of continually improving housing stock. The full-service grocery store is open year-round and retail shops cater to residents and visitors. The city is also home to Lucy the Elephant, a national historic landmark.

Margate also has factors that inhibit economic development. Despite the beaches, shopping, and restaurants, the city has no short-term lodging. Margate is a popular summer destination but that has not translated into year-round tourism. Limited access to parking and public restrooms

deters day-trippers. Finally, the decline in year-round residents has destabilized the tax base.

This economic development component of the master plan update will focus on where the city can encourage growth in the private sector and attract year-round visitors and residents. A strong identity would help set Margate apart from surrounding towns and could be the foundation for effective marketing efforts. A stable year-round population is the base for a strong local economy. The city needs to find ways to attract and maintain these residents. Margate is a popular summer destination, with the restaurants and beaches filled during summer months. Expanding the season into the spring and fall will allow the infrastructure already in place to serve renters to operate longer, thereby supporting more of a residential community.

Creating a roadmap based on Margate's identity and its vision for the future will guide city officials in allocating resources, making sure that Margate is on a strong economic foundation to support sustainable growth.



10.1.1 Goals

Margate's original economic development plan was completed in 2004. As part of the planning process, Margate set out a vision of what they hope to achieve by 2015 and a series of goals.

"It is the year 2015 and Margate has reinforced its image as a desirable, predominantly year round shore town with a strong sense of community....The central business district along Ventnor Avenue and Washington Avenue has become an active downtown with sufficient parking...The pedestrian friendly environment has been enhanced through appropriately located parking, new bikeways, and streetscape improvements.

The Bayfront has reinvented itself as a new revitalized neighborhood with residences, marinas, and upscale restaurants. Scattered neighborhood commercial districts continue to provide services to surrounding residential neighborhoods....Gateway and wayfinding signage has assisted in defining the City as a desirable community..."

While the plan did not include an economic development section, many aspects of the vision, as illustrated above, touched on economic

development issues. Similarly, a number of goals set out in the 2004 master plan were focused on economic development. These include:

- Create and define a distinct Town Center within the City's overlay area to encourage the sense of community;
- Ensure that commercial development is integrated well with the character and scale of Margate;
- Continue the revitalization of the City's Bayfront District;
- Improve parking in commercial and business districts;
- Strengthen the character of the City's commercial districts through the implementation of design, façade and streetscape standards.

The 2004 master plan was revisited in 2006, with the majority of the updates focused on residential building issues. The update was concerned with new residential construction, developed since the original plan was completed, that was incompatible with neighboring properties. The 2006 update laid out a series of recommendations dealing with residential building sizes and zoning. The update did have one economic development recommendation – a requirement that ground floor uses in the central business district be retail.

Margate has made progress towards several of the goals laid out in the 2004 master plan. The Bayfront has become a revitalized neighborhood



complete with residences, a marina, and a thriving dining scene consisting of several upscale restaurants.

As part of the currently planning process, the project team conducted a series of discussions with government officials, business leaders, residents and other stakeholders. The purpose of the discussion was to better understand the Strengths, Weaknesses, Opportunities, and Threats (SWOT) facing Margate, both now and in the future. Through this SWOT analysis (24), a number of economic development goals emerged. It is important to note that some of the goals echo the economic development goals of the 2004 master plan. The goals are as follows:

- Determine what Margate's brand should be;
- Improved parking in the commercial and business districts;
- Encourage winter visitation from second home owners and visitors alike;
- Develop Margate's tourist infrastructure (parking, lodging, public restrooms) to encourage more transient and daytime summer visitors;
- Develop projects that make the city family friendly and a place for entertainment;
- Further develop a main street that can act as a central magnet for shoppers;
- Encourage more full-time residents;
- Capitalize on the natural resources that Margate has (the beach and the Bayfront).

10.2 Economic Background

Margate has a population of 6,343, with 3,272 households. The median household income, at \$65,568, is higher than the countywide median of \$54,392, though below the state's median of \$72,062 (see Table 10-1)

Table 10-1: Population Statistics for Margate City, Atlantic County, and New Jersey

2014 Statistics	Margate City	Atlantic County	New Jersey
Population	6,343	275,325	8,874,374
Households	3,272	101,166	3,188,498
Median Household Income	\$65,568	\$54,392	\$72,062

Source: American Community Survey (2014)

Margate's population, number of households, and number of families are all expected to slightly decline between 2010 and 2021.



Table 10-2: Population Growth for Margate City

Margate City Statistics	2010 Actual	2016 Estimate	2021 Projection	2010 – 2021 % Growth
Population	6,354	6,265	6,234	-0.02
Households	3,156	3,105	3,085	-0.02
Families	1,804	1,770	1,756	-0.03

Source: American Community Survey (2014)

The household income distribution is forecasted to remain consistent between 2016 and 2021. Margate will see the most movement in the increase of households making between \$35,000 and \$49,999 per year, and the corresponding decline in households making between \$50,000 and \$74,999 per year.

Table 10-3: Households By Income, 2016 and 2021 Projection

Households by Income	2016		2021 Projection	
	Number	Percent	Number	Percent
< \$34,999	706	23	702	23
\$35,000 - \$49,999	460	15	602	20
\$50,000 - \$74,999	529	17	268	9
\$75,000 - \$99,999	348	11	350	11
\$100,000 - \$149,999	479	15	494	16
\$150,000 - \$199,999	210	7	244	8
\$200,000+	373	12	425	14
Total	3,105	100	3,085	100

Source: American Community Survey (2014)

10.2.1 Economic Conditions

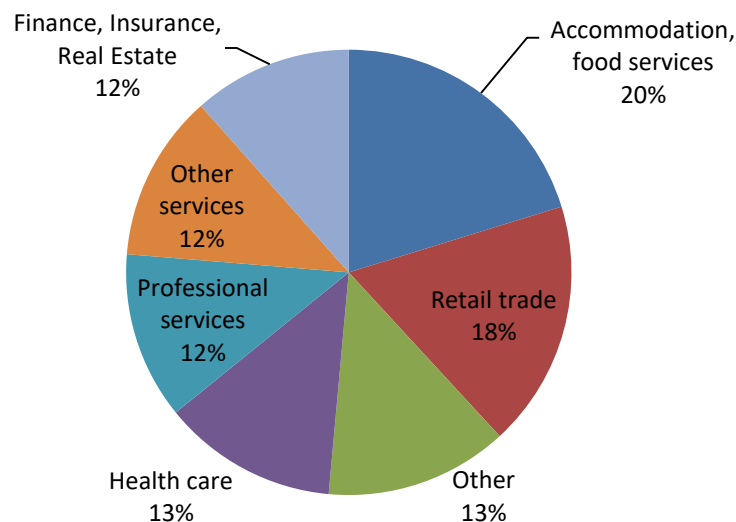
The majority of economic activity in Margate occurs in the summer season. The city's population swells between May and September, with second-home owners and renters visiting during the summer. Correspondingly, many of Margate's businesses and employees revolve around the summer months.

There are approximately 175 businesses in Margate, providing more than 1,700 jobs. Twenty percent of the businesses are in the accommodation and food services industry. Approximately 18 percent of the businesses



are in the retail trades, 13 percent are in health care, and 12 percent are in finance, insurance, and real estate. Nearly 25 percent are in services, both professional and other. The remaining 13 percent of businesses include transportation, education, arts, and other unclassified industries (see Figure 10-1).

Figure 10-1: Businesses in Margate by Industry

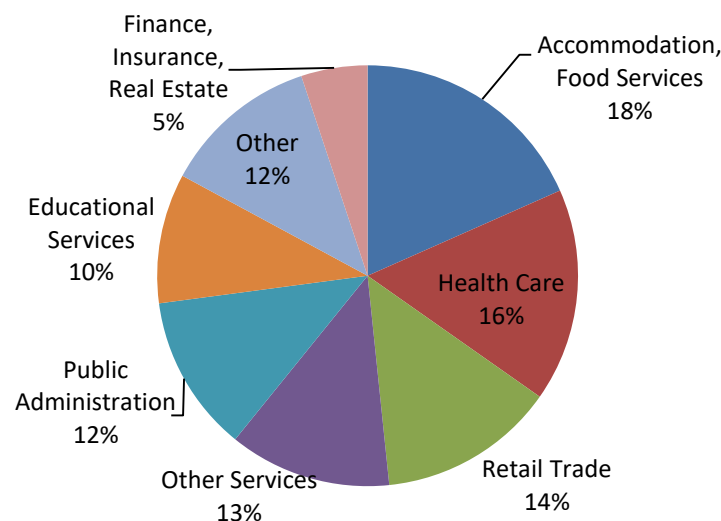


Source: U.S. Census Bureau, 2012 Economic Census

The number of jobs these establishments supply mirrors industry size. Eighteen percent of jobs are in accommodation and food services, 16 percent in health care, and retailers account for 14 percent. Nearly 25 percent of jobs are in education and other services, and 12 percent are in

public administration. Five percent of jobs are in finance, insurance, and real estate and 12 percent are in other industries (see Figure 10-2).

Figure 10-2: Jobs in Margate by Industry

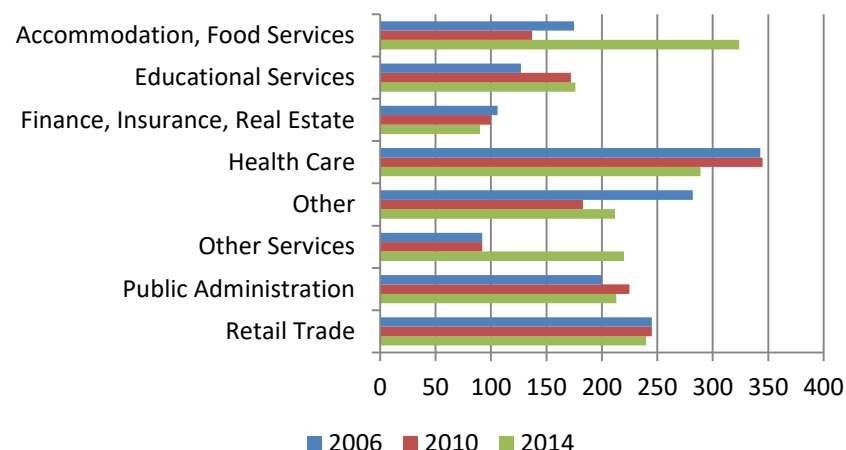


Source: U.S. Census Bureau, 2012 Economic Census

Total jobs in Margate grew by 12 percent between 2006 and 2014, increasing from 1,570 to 1,764. The accommodation and food services industry grew 85 percent to become the largest employer. Other services saw the most growth during that period, increasing 139 percent (see Figure 10-3).



Figure 10-3: Jobs in Margate by Industry, Over Time



Source: U.S. Census Bureau, OnTheMap Application (2006, 2010, 2014)

Figure 10-4: Map of Business Districts in Margate



Source: Margate City, NJ Master Plan (2006), ESRI (2016)

Margate has worked to develop two primary Central Business Districts (CBD): along Washington Avenue and Ventnor Avenue and along Ventnor Avenue in the southeastern section of the City (see Figure 10-4). These areas form the two core commercial corridors in Margate. The city created the CBD designation to encourage deliberate commercial development that is in line with the larger vision for Margate. Additionally, there is a cluster of businesses at the intersection of Ventnor and Jerome Avenues, and several restaurants located in the Bay District of Margate.

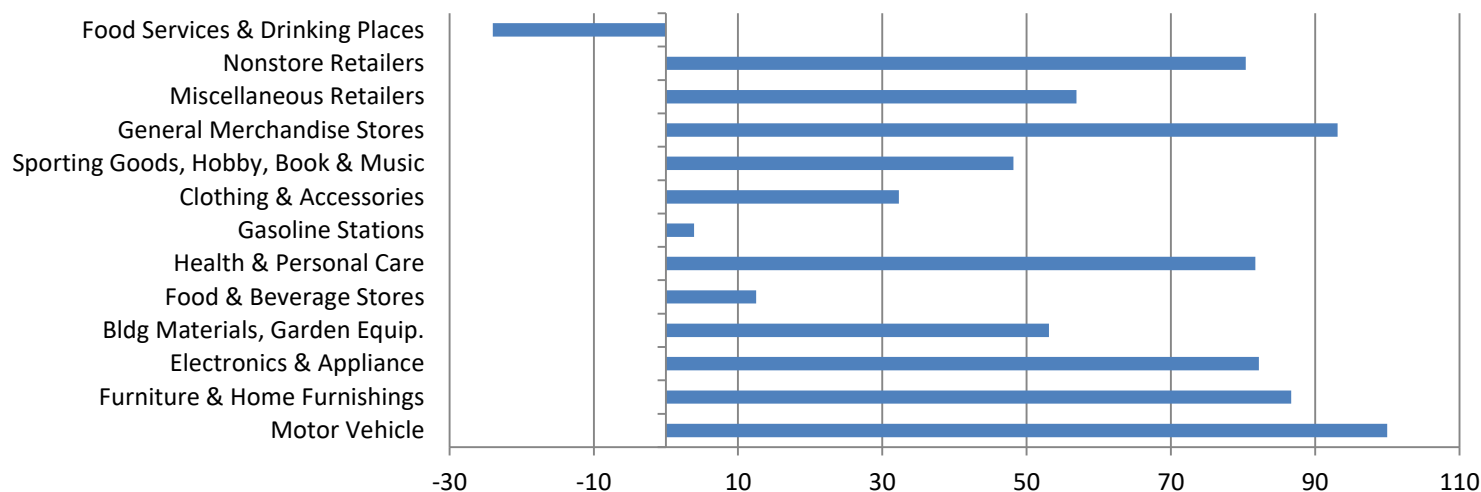
Significant economic activity takes place in around these businesses districts. Market insight firm ESRI Business Analyst estimates that over \$45 million is spent in Margate on retail, including on groceries, beer and



wine, clothing and accessories, building materials, and at gas stations. An additional \$25 million is spent at bars and restaurants. ESRI also estimates the demand in Margate for these spending categories, and calculates a leakage/surplus factor by industry. When demand outstrips supply it is considered a leakage, as consumers go outside of the city to spend on those categories. Conversely, when supply exceeds demand, it means consumers are coming in to Margate to spend in those industries, and represents a surplus.

As can be seen below in Figure 10-5, Margate has a significant surplus in food services and drinking establishments. Margate's popular bars and restaurants draw spending into the city. While it is unrealistic to expect that a vacation destination like Margate would have the array of businesses necessary to satisfy all spending demand, leakage/surplus factor is useful in identifying potential room for new retailers. Demand for gas stations and food and beverage stores is being met but, according to this metric, retailers catering to other vacationer needs, such as clothing and accessories or health and personal care, could expand.

Figure 10-5: Leakage Factor by Industry



Source: Esri Business Analyst (2016)



10.3 Recommendations

Located just over an hour from Philadelphia, Margate is popular among residents of the Philadelphia area looking for a shore vacation or property. Margate is also five miles from Atlantic City and its many casinos, restaurants, and entertainment options. Margate itself has popular restaurants and shops that are filled throughout the summer season. The city is an attractive second-home community, and a haven for empty nesters. With all of these assets, Margate has a solid foundation on which to base its future growth.

One of the key themes that came out of the SWOT analysis that was conducted as part of this update to the masterplan is that there is a lack of consensus around what Margate is, what it can be, and more importantly what it should be. An important first step that Margate can take to plan its economic growth is to define these questions of the city's identity. Deciding on a vision for the future will guide where the city should direct time and funding, and will have reverberating effects on current and future residents.

The following sections explore how the city could implement marketing to widen the base from which it draws visitors, how to attract more summer tourists, and how to encourage more economic activity in the

off-season. The final section discusses ways to promote business development and full-time residents.

The economic development plan is broken down into the following topic areas:

- Tourism marketing;
- Summer season;
- Off season;
- General recommendations

For each topic area, the plan develops a matrix of proposed actions. The matrix includes a listing of responsible parties and timeframe for implementation. The timeframes are defined as follows:

- Short Range – less than one year
- Medium Range – one to five years
- Long Range – six or more years

10.3.1 Tourism Marketing

As Margate cements its identity, the city will then be in a position to communicate that identity to residents and visitors. Establishing an economic development and tourism commission to guide how the city grows will enable Margate to make consistent decisions with public buy-in. Developing a tourism marketing strategy to distill Margate's goals into



a logo, tag line, and social media and digital marketing campaign will help Margate convey the vision to the world.

10.3.1.A Establish an Economic Development/Tourism Commission

Margate should explore creating a dedicated economic development and tourism commission to promote year-round activities, coordinate with businesses, and centralize information for visitors. The commission, through outreach to the business community, will ensure that visitors know the full range of what Margate has to offer, and that those businesses catering to the transient population reach their full audience. Additionally, the commission could promote citywide activities, festivals, or celebrations, in partnership with the Margate Businesses Association that will spur tourism and economic activity in the city.

The economic development and tourism commission could be tasked with creating an updated Margate tourism website. The website, catering to tourists, would be an easy-to-use one-stop resource for city visitors looking for information on beaches, regulations, upcoming events, and visitors guides. Creating a dedicated office for tourism would make planning a visit to Margate easier for visitors from all over, whether they are coming for a day or a week.

The Margate Business Association is already active in promoting the economic development of Margate. The organization is a successful advocate for and marketer of Margate businesses, and would be a natural ally to a city-led economic development and tourism commission. There are many areas for potential collaboration, which will be touched on throughout this report, including marketing Margate, creating citywide events, and supporting and attracting local businesses.

To ensure this information is easily accessible, the city could consider introducing a Margate City smartphone app that would streamline the information for a mobile audience. This could further be useful for communicating with visitors, providing weather alerts, or conveying updated event information. The app would show upcoming events and activities, highlight shops and restaurants, and provide information on weather, beaches, and city services.

In addition to marketing Margate, the city should explore collaborating with neighboring towns promote regional tourism. Joint advertising efforts, and coordinating events, would bring more visitors to the area, particularly during this period of economic downturn in Atlantic City. One way to do this would be to develop a tourism center in partnership with Ventnor City or Longport. Together these towns could advertise the area and draw visitors attracted to Atlantic City.



10.3.1.B Develop a Tourism Marketing Strategy

Once the city has an economic development or tourism commission in place to promote Margate, the city needs to define its vision for the future. As the SWOT analysis found, there is a lack of consensus about Margate's identity or what the city could be. In order to encourage growth, the city needs to have a strong sense of identity, both to guide development and to effectively message the city to the world.

To develop these priorities, the city should bring together full-time and seasonal residents, the business community, and other advocates to discuss and define Margate. Together, these stakeholders are best positioned to define Margate and envision the city's future. The city will find that having a roadmap for Margate will help to resolve the question at the center of this economic development plan: how can Margate best position itself to serve current and future residents.

Coordinated marketing efforts on behalf of the city will ensure that these strengths, which set Margate apart from other shore towns, are widely known. Marketing can help communities define and communicate their story, engendering civic pride and attracting tourists and residents. Margate should engage a marketing firm to develop a logo and tag line that the city should then use consistently for branding and tourism materials.

10.3.1.C Explore Dedicated Funding Options

The city can ensure funding for economic and tourism development efforts through a variety of dedicated funding options, including the establishment of a Special Improvement District or rental tax.

A Special Improvement District (SID) is a designation given to a central business district by the local government to improve commerce. A District Management Corporation (DMC) is created to collect a special assessment on the commercial properties and businesses in the area, and can use the funds as it sees fit to address the business district's needs. As business and property owners govern the DMC, the SID is essentially a self-governing entity. Margate should explore the benefits to local businesses a SID could bring, and the ways a DMC could leverage resources to promote Margate businesses.

The city could also find a dedicated funding source for marketing efforts, such as a rental tax. New Jersey permits municipalities to establish a license for property owners who wish to rent their properties to short-term (less than 175 consecutive days) tenants. Property owners would apply for an annual license, and all of, or a portion of, the fee could be directed to a fund dedicated to promoting and expanding tourism efforts.



Table 10-4: Tourism/Marketing Recommended Actions

Action	Responsibility	Time Frame
Establish an economic development/tourism commission comprised of government officials, business leaders, and local residents	Municipality	Short
Designate a commissioner whose portfolio includes economic development	Municipality	Short
The economic development/tourism commission should provide periodic updates to the Board of Commissioners on the status of economic development and tourism efforts	Municipality	Short
Continue the community visioning process	Municipality, Economic Development Commission	Medium
Develop a tourism marketing strategy	Economic Development Commission	Medium
Create an updated tourism marketing website	Economic Development Commission, Margate Business Association,	Short
Develop a Margate Tourism smart phone app	Economic Development Commission, Margate Business Association	Medium
Explore the feasibility of joint tourism marketing efforts with Ventnor and Longport	Municipality	Medium

10.3.2 Summer Season

During the summer season, Margate's population quadruples, from 6,000 to over 24,000, and the city's summer weekend total, including visitors, can top 30,000. (2) This huge influx drives the bulk of the city's

economic activity, and most Margate businesses are dependent on the season. Margate should focus on increasing visitors and extending the busy months into the shoulder season.



10.3.2.A Attracting Renters and Overnight Visitors

Margate supports a thriving summer season, thanks to the city's renters and second-home owners. These two groups generate significant economic activity during the peak season, dinning out, shopping, and utilizing real estate agents and home-maintenance services. Residents and visitors have easy access to the fun of Atlantic City, while staying in a small, shore community. The comfort of owning or renting a house in Margate is desirable not only because of its many beaches and small-town charm, but also because of the added benefit of accessibility to Atlantic City's attractions without having to stay in the city.

Attracting a boutique hotel or inn would provide additional options for visitors to the Atlantic City area who want the shore experience and the continence and amenities of a hotel. There are currently no hotels or motels in Margate, which contributes to the small-town feeling so many residents and visitors love. Restricting development to smaller, boutique accommodations would limit the impact of a multi-unit building, allowing the structure to integrate into the family homes that populate Margate. To further limit impact, the city can restrict development of bed and breakfasts to areas near existing commercial corridors.

As Margate defines its identity, the city and the tourism commission will be able to target new development that supports the overarching vision.

Attracting specific businesses, like a boutique hotel, mini-golf course, or other attractions, will further distinguish Margate from neighboring towns and as a top destination on the Jersey Shore.

A part of Margate's appeal is the welcoming feel the city maintains despite the turnover of renters and visitors. The very popular Margate Community Farmers Market occurs weekly during the summer and creates a sense of community. Vacation towns, with their transient population of visitors and renters, can struggle to bring residents together, but Margate's farmers market creates ties between shoppers and local businesses.

10.3.2.B Attracting Day Trippers

Margate, while popular with vacation-home owners and renters, receives fewer visitors that come for a day to enjoy the city's beaches and amenities. This is attributable to the lack of facilities. Margate has minimal infrastructure to serve tourists, particularly day-trippers. While there is public beach access at each block, there are not facilities for beachgoers to use. Providing outdoor showers and public restrooms would make Margate beaches more inviting and would allow day-trippers to extend their trip by staying for dinner at one of the city's many restaurants. Other shore towns have successfully implemented rinse stations, which are an amenity appreciated by beachgoers.



10.3.2.C Attracting Visitors from Nearby Shore Towns

Bringing visitors from neighboring towns into Margate to dine or shop is an additional avenue for economic growth. Making Margate a destination, for visitors to shop, play, and dine, will attract patrons to the city's businesses, and entice them to visit multiple establishments in each trip. Margate should focus on curating a variety of shops and restaurants that cannot be found in neighboring towns or Atlantic City, ensuring that the experience reflects a unique Margate experience.

Margate's central location, with Longport and Ocean City to the south and Ventnor and Atlantic City to the north, can make it a destination among nearby shore towns. Margate already has a thriving dining scene, with restaurants filled throughout the summer. These popular restaurants offer a convenient option for residents and vacationers in neighboring Longport and Ventnor. Margate bars and restaurants are also a desirable destination from Ocean City, which, while further away and requiring crossing Ocean Drive Bridge, does not permit the sale of alcohol.

Further, as casinos in Atlantic City, and with them the affiliated restaurants, close, the region is losing fine dining and nightlife options. Margate is well positioned to capture some of this demand with its bars and restaurants.

Margate is also a shopping destination. As is discussed further in Section 3.4, Margate has retail corridors along Ventnor Avenue that cater to visitors and year-round residents. The shops centered on these blocks draw visitors from shore towns without similarly diverse options. Promoting targeted growth of the city's business districts can serve to set Margate apart as a destination and to attract visitors from surrounding towns.

Margate's shops and restaurants could better reach this larger customer base with transportation options that connect the city to its neighbors and Atlantic City. A jitney route that serves all of Absecon Island would increase the area's appeal to tourists and circulation between attractions and businesses without exacerbating traffic or parking issues.

In the summer of 2016, the Atlantic City Jitney Association, which provides transportation around Atlantic City, expanded their route to service Margate for the first time. The 45-day trial introduced seven stops in the commercial areas, connecting to neighboring Ventnor and Atlantic City. In addition to providing transportation to Atlantic City, the route served shoppers in Margate. The hours, 10 a.m. to 1 a.m. were selected to cater to daytime users and late-night revelers. Seniors and those not old enough to drive were able to get around town, shoppers



used the service, cutting down on traffic congestion, and diners and bar-goers, in Margate or Atlantic City, had a safe way to get home.

The Jitney Association decided not to make the trial period permanent, citing lack of ridership, but we believe that the limited trial run does not represent the true demand. A full advertising campaign, directed at residents and visitors, would be crucial to create awareness for the new service. Advertising for the trial period was limited, and the stops were not marked. With greater outreach, including putting signs and schedules at each stop, the jitney could attract a wide ridership.

Jitney service between towns would welcome visitors to Margate's commercial areas without increasing traffic or requiring more parking. The success of Jitney programs in Sea Isle and between Avalon and Stone Harbor are examples of how such a service could work in Margate.

10.3.2.D Shoulder Season

Margate would benefit from utilizing its vacationer infrastructure year round. Margate has a large number of rental properties and network of businesses that support vacation rentals during the summer. There are numerous shops and restaurants, some open only in the summer, others that operate year round. Extending the traditional summer season into the spring and fall, the shoulder seasons, would benefit the businesses, and employees, that cater to visitors.

Margate could follow the example of other shore communities and sponsor events before Memorial Day and after Labor Day. These would have the benefit of encouraging second-home owners to spend more time at the shore, attract renters, and make the off-season livelier for year-round residents. Margate hosts a successful Fall Funfest in September. Creating a spring festival or extending fall events into October would allow Margate to distinguish itself with hallmark events. A tourism commission would be able to develop and coordinate spring and fall events in partnership with the city and businesses.



Table 10-5: Summer Season Recommended Actions

Action	Responsibility	Time Frame
Encourage the development of family friendly activities	Economic Development Commission	Medium
Attract the development of a boutique hotel and bed breakfasts	Economic Development Commission	Long
Encourage the development of Bed and Breakfast Inns by creating certain zoning districts and regulations outlining the requirements for such uses.	Municipality	Short
Target new commercial development that supports the overarching tourism strategy	Municipality, Economic Development Commission	Long
Explore creating amenities for day-trippers, such as parking, restrooms, and rinse stations.	Municipality	Medium
Reevaluate the Jitney service that piloted in 2016 and explore extending the Jitney service to Ocean City	Municipality	Short
Develop additional shoulder season activities to attract second-home owners visitors during the Spring and Fall season	Economic Development Commission, Margate Business Association	Short

10.3.3 Off-Season

Many shore towns have transitioned into year-round destinations, and the city should encourage seasonal residents and visitors to enjoy Margate in the off-season. This can include re-engaging seasonal residents attracting visitors drawn to the area by Atlantic City through winter events.

10.3.3.A Re-Engaging Seasonal Residents

Encouraging vacationers and second-home owners to visit Margate outside of the peak summer season is an excellent way to utilize the city's existing tourism infrastructure to increase economic activity in the city. Margate is increasingly becoming a city of second-home owners



with a seasonal economy. Promoting Margate as a year-round destination will support the city's businesses and fulltime residents, and stabilize the economy so that it is less dependent on the peak months.

Creating hallmark events in Margate throughout the year is a compelling way to give residents reason to visit during off-peak months. A tourism commission would be able to work with the city and businesses to sponsor events such as a holiday parade, winter light tour, ice skating rink, or food and wine festival. The city could then use special toll-free weekends to promote these events. For select weekends during the off-season, corresponding with special town-wide events, the tourism commission could sponsor validating tolls to cross the Margate Bridge.

Margate's high-caliber dining scene can be an off-season attraction, especially as the downturn in Atlantic City has resulted in the closing of restaurants. Those living or visiting the surrounding area have less incentive to travel in to Atlantic City for dinner, and Margate could capture some of that business. Investing in other winter attractions would also draw visitors and renters to Margate. One possibility would be to construct an ice rink or synthetic ice rink that would offer skating, skating lessons, and hockey. The rink could also serve as a winter gathering location, with vendors selling hot drinks or snacks.

Table 10-6: Off-Season Recommended Actions

Action	Responsibility	Time Frame
Create a series of hallmark events during the winter months to attract second-home owners and visitors	Economic Development Commission, Margate Business Association	Short
Explore the feasibility of offering discounted tolls during event weekends during the winter months	Economic Development Commission, Margate Business Association, Downbeach Express	Medium
Promote Margate's high-caliber dining scene to Atlantic City visitors and mainland residents	Economic Development Commission, Margate Business Association	Short



10.3.4 General

There are additional steps Margate can take to promote local businesses and to increase full-time residents. Investing in the business districts will increase traffic to local shops and support employment, which will create demand for year-round residents and make Margate more attractive for potential residents.

10.3.4.A Business Development

Margate's proximity to Atlantic City and its variety of shops, bars, and restaurants are key parts of the city's identity. Retail establishments are grouped in the city's two CBDs, and offer a curated selection of shops and services. Confining businesses to these areas ensures that the rest of the town maintains its residential feel, but it also gives shoppers centralized destinations. Margate should enhance its CBDs through zoning, streetscaping, and improving pedestrian and bicycle access. The city can collaborate with the Margate Business Association to define the goals for the commercial corridors and how to implement changes.

The SWOT analysis identified a shortage of public parking, particularly in the summer months, as discouraging visitors and hurting businesses. As many of the development recommendations in this report revolve around increasing visitors and supporting local businesses, the city may want to commission a parking study to mitigate the effects of increased

traffic. Included in the study could be the effect a jitney route could have on traffic and parking in Margate.

There are many small businesses operating in the CBDs and the city should promote their growth. Defining the districts visually, with increased signage, landscaping, and lighting, will distinguish these commercial areas as destinations within the city. Signs, both marking the district and wayfinding, and improving pedestrian access more pleasant will encourage visitors to stroll the corridors rather than making trips to single shops. This can also include directions to city landmarks like Lucy the Elephant or the library, safer street crossing, and bicycle parking.

These retail districts are also ideal places to encourage second floor office or residential space. Increasing the city's apartment units would help retain and attract a wider range of residents, particularly year-round residents being priced out of the housing market. As discussed in Section 10.3.2 the city can explore allowing bed and breakfasts or a boutique hotel on the edge of the existing commercial corridors.

10.3.4.B Access to Margate

Access to Margate is limited, with a single, privately owned, roadway connecting the town to the mainland. While the toll is quite low, \$1.75 each way (or \$1.30 with an Express Pass), residents and business owners



see the toll on the Margate Bridge and Causeway, known as the Downbeach Express, as hindering visitation to the town. Though the bridge operators have endeavored to make the crossing less burdensome, most recently by introducing Express Pass, an electronic payment system similar to EZ-Pass, and by lowering the toll, the inconvenience remains for infrequent users, such as tourists.

Many business owners and residents have identified the toll on the Margate Bridge as a hindrance to certain visitors. The city should bring together the bridge owner and local businesses to discuss ways to limit the impact of the toll on tourism, particularly in the off-season.

The city, in concert with the Margate Business Association and the bridge owner, would explore a program to validate tolls for restaurant patrons, certain shoppers, or in support of special events, particularly in the off-season. The program could be targeted to induce crossing the bridge to visit Margate restaurants or shops. Limiting the program to October through May would allow for a trial period and would entice inland Margate neighbors to enjoy the city's attractions at a time of the year when resident demand is low.

10.3.4.C Increasing Full-time Residents

Fewer residents make it difficult for the local government to provide services and maintain schools. While the summer residents are an important part of Margate's economy and community, the town's longevity depends on this core population to maintain a town that is attractive to these visitors. This can include promoting job growth, ensuring a diverse housing stock, and having strong public schools.

Attracting full-time residents is linked to economic development, both in creating a place people want to live and in supporting employment opportunities. The recommendations made throughout this report to attract visitors will largely have the added benefit of making Margate more attractive to year-round residents. Expanding the tourist season would support more jobs in Margate, making it possible for working age people to locate in Margate. The added shops and restaurants, bike paths and beach amenities, also make Margate a desirable place to live.

Another important step the town can take is to ensure that zoning laws encourage a diverse housing stock. The booming second home market raises housing prices, increasing property values and thereby property tax revenues. Ensuring year-round residents are not driven away by rapidly rising taxes is key to retaining residents. Margate could also



explore incentive programs for new full-time residents, including property tax abatements and flood insurance discounts.

Rising home prices also make it difficult for younger individuals and families to locate in Margate. These people are the employees support the tourism and second home economy. Zoning for smaller units and multi-unit buildings, particularly around commercial areas, can provide more affordable housing options.

The quality of a city's public schools is of chief importance to house-hunting families. Margate's schools rank highly, despite the declining enrolment. The school system has high per student spending, small class size, and prepares students well for high school in Atlantic City. The average budgeted cost per pupil in New Jersey for comparable districts

for the 2015-16 school year was \$20,215 compared to \$23,494 in Margate.

There are, however, concerns regarding the future of the district as enrolment trends down. The SWOT analysis found that residents view the trend as discouraging families from moving into Margate, but the city and the school district can take steps to reassure families that Margate schools will continue to provide a quality education well into the future. Creating a medium- and long-term plan for the elementary and middle schools would provide that assurance. The school board is discussing consolidating the schools into one building, accepting tuition students, or even merging with a neighboring district. There are benefits and drawbacks to each of these options, but having a road map in place would benefit the district, current students, and prospective families.



Table 10-7: General Recommendations

Action	Responsibility	Time Frame
Target new commercial development that supports the overarching tourism and economic development strategy	Municipality	Long
Work with Ventnor City to pursue funding to implement recommendations of the recently completed Bicycle & Pedestrian Plan	Municipality	Medium
Work with the business community to identify locations (within commercial corridors) where bicycle racks are needed to encourage their use	Municipality, Businesses	Short
Commission a parking study of commercial areas	Municipality	Medium
Encourage mixed-use development in commercial areas that includes retail on the first floor and office and/or residential uses on the upper floors.	Municipality	Long
Implement streetscape, way finding, and pedestrian improvements in commercial districts	Municipality	Short
Explore the feasibility of establishing a program to validate tolls for shoppers and restaurant patrons to induce visitors from the mainland	Economic Development Commission, Margate Business Association, Downbeach Express	Medium
Ensure that the zoning code encourages a diverse housing stock	Municipality	Short
Explore the feasibility of incentive programs to attract new full-time residents	Municipality	Long



11 HISTORIC PRESERVATION PLAN ELEMENT

The City of Margate has developed as a residential community since the mid 1800's. The timing and intensity of development of the City was largely influenced by the development of nearby Atlantic City. The area that is now the City of Margate was part of Egg Harbor Township until 1885 when an independent government was formed and the Borough of South Atlantic City was established. In 1909, the Borough was renamed to the City of Margate, paying homage to the coastal town of Margate England.

11.1 Historic Resources

The City is home to one Site and one Landmark on the National Register of Historic Places.

A. Marven Gardens (Historic Site)

The Marven Gardens residential neighborhood, bounded by Fredericksburg Avenue, Monmouth Avenue, North Brunswick Avenue, and Ventnor Avenue. The name for Marven gardens originates from a combination of the first three letters from "Mar"gate and "Ven"tnor. The homes in this area were constructed through the 1920's and completed in the 1930's. The area was designated as a historic site first by the State

Register of Historic Places on August 9, 1990 and then by the National Register of Historic Places on September 13, 1990.

Street elevations in NAVD88 datum through Marven Gardens range from just above elevation 4 near the intersection of East Drive and Winchester Avenue and to elevation 8 near the intersection of Ventnor Avenue and East Drive. The entire Marven Gardens area is mapped in zone AE8 (EL10) on the October 18, 1983 FEMA Flood Insurance Rate Maps. As of the authoring of this study, the Preliminary Flood Insurance Rate Map for this area (Panel 453 of 457), issued May 30, 2014 was the most current Preliminary FIRM map. On this new map, the majority of Marven Gardens is depicted in Zone AE (EL 9) with a small portion along Ventnor Avenue located in Zone AE (EL 10).

It is important to note that the datum has changed between the 1983 Flood Maps and the 2014 Preliminary Flood Maps. The 1983 Maps reference NGVD 1929 Datum and the new Preliminary Maps reference NAVD1988 Datum. The conversion factor between these datums varies by location but the Preliminary Flood Insurance Study for Atlantic County dated May 30, 2014 (FIS 34001CV000A) provides a conversion factor of $NGVD = NAVD88 + 1.247$ for all of Atlantic County.



B. Lucy the Elephant (Historic Landmark)

Lucy the Elephant is an elephant shaped structure which was constructed in 1881 by James V. Lafferty, Jr. to attract potential real estate customers to South Atlantic City (as Margate was known at the time). Lucy is approximately 65' tall, 60' long and 18' wide and tips the scale at an estimated 90 tons. Currently located at the corner of Decatur and Atlantic Avenues, Lucy was originally constructed adjacent to South Benson Avenue. After falling into a state of disrepair in the 1960's, Lucy was moved by the Save Lucy Committee in 1970 to her current location.

Lucy has become somewhat of a pop-culture figure, having appeared in numerous movies, television shows, and books. She is even depicted on the City's water tower. The celebrity of Lucy has provided the City of Margate with an easily recognizable symbol with national recognition.

C. Ventnor Avenue Parkway Section

The parkway section of Ventnor Avenue features bridal paths with large landscape islands with well-kept landscaping and ornate fountains. The City's Parkway section is bordered by large houses and a church. The homes in the parkway section include English Tudor, Spanish Colonial, Dutch Colonial, and other home styles typical of the period houses.

D. Margate Library and Historical Society Alliance

The city's Historical Society and Library have been strong proponents of the preservation and promoting of the City's history. These two organizations have obtained and archived photographs, historical records, and artifacts of the City's history. The former Historical Society Museum at 7 South Washington Avenue was demolished in spring of 2015 and the Library and Historical Society Alliance has plans to move their collection into the former City Hall at 1 South Washington Avenue once renovations are completed at that facility. The Alliance and their wealth of City history are a valuable resource to the City for assembling and preserving documentation of and artifacts from the City's history.

11.2 Observations and Recommendations

The vulnerability to flooding presents a significant challenge to the preservation of historical structures on the island. In addition to preserving structures from deterioration, obsolescence, fire, and other man-made and natural hazards, historical structures must be protected from flood damage. As sea-level rise continues, the risk of flooding damage from coastal storms to the City of Margate will continue to increase.

In order to protect structures that offer historical value, the City needs to allow historical structures to elevate above predicted flood elevations.



However, the elevation of existing historical structures is part of the historical value of the structure. It is impossible to raise a structure multiple feet above its current elevation without impacting its historical value. The largest challenge to preserving historical structures will be balancing the elevation needed to protect a structure from flooding with the impact to the design, aesthetic value, and functionality of the structure.

A. Marven Gardens

The Marven Gardens residential neighborhood presents a number of unique challenges to preservation. The character and style of the neighborhood are the elements that make Marven Gardens the historic neighborhood that it is. This includes relatively large homes of significantly varying styles on relatively small lots that have first floor elevations typically no more than a few steps above the sidewalk elevation. These homes and accessory structures have small or no setbacks and many of the homes share a common driveway with a neighbor.

Given the flood zone and ground surface elevations in this area and the proximity of the historical homes to the ground, homes in this area will need to be raised to be protected from potentially devastating floodwaters. The alternative of requiring these homes to remain at their

current elevations will eventually result in the loss of these structures to flood damage from future storms. However, raising homes in this area presents a number of challenges, including preserving the historical integrity of the structures. Special architectural consideration will be required to address the additional vertical surface created between the ground and the bottom of existing structures. Special attention will also be required for the modification of building ingress and egress points.

Many of the modifications that will be required could have a dramatic impact on the original architecture as the vertical scale and exterior treatment will be significantly altered to accommodate the raising of the homes. Homes with exposed piles should not be permitted in this area as that would be a significant break from the current style of the neighborhood. Architectural treatments of additional vertical surfaces should be consistent with the materials, colors, and patterns of the existing structures.

Structure entrances that consisted of only a few steps will need to be increased to potentially a dozen or more steps. The horizontal space needed to accommodate these steps will need to encroach on already reduced setbacks. Front and side setbacks will need to be reduced to allow for the installation of additional steps.



Home raising will present a significant number of issues with setbacks and these may also be best addressed through individual project review. The implementation of an architectural control review process should be considered for the elevation of homes in the neighborhood. This would ensure that architectural considerations proposed as part of a house raising would not offend the character of the existing neighborhood. Given the complexity of the existing development and the proximity of the existing structures, it is likely that the balance between the need for an appropriate setback and the area required for additional stairs will require special attention. The already small setbacks will need to be encroached on even further and what may be appropriate in some situations may not be acceptable in other areas.

Significant revision to the land development ordinance for the HD-25 zone will be required to accommodate house raising while preserving the historical nature and appearance of the district to the maximum extent practicable.

B. Lucy the Elephant (Historic Landmark)

Lucy was nearly lost almost 50 years ago to neglect and financial pressures. Thankfully, the Save Lucy Committee was formed and found a way to relocate and preserve the historic landmark. In order to continue to preserve Lucy, steps will need to be taken to elevate and anchor her in

place. Lucy fared well during Hurricane Sandy but future storms could produce higher stillwater elevations and wave heights.

Lucy should continue to be incorporated into City marketing materials and special events. Her unique nature and recognizability provide the City with a symbol to represent not only Lucy, but the entire City. An idea that was proposed by one of the business owners at one of the many stakeholder meetings held as part of this Master Plan effort was to connect City destinations such as the business districts to Lucy with painted elephant footprints. This would create pathways for pedestrians to follow that connect destinations in the City, bolster the incorporation of Lucy into more areas of the City, and promote each connected destination.

For Lucy in particular, but also for all elements of the City's history, one of the keys to preserving history and historical sites is finding ways to make them attractive and relevant to future generations. Preservation of history relies on a connection to and nostalgia for that history to value and pursue its preservation as a worthwhile goal. Without continued interest and investment from future generations, historical objects will eventually succumb to time and pressure for new development. This is especially true for the beachfront property that Lucy currently inhabits. Lucy should be incorporated into kids programs to the maximum extent



practicable to create a connection with new generations. The 135th birthday celebration for Lucy held on Saturday, July 23, 2016 was an excellent example of how to establish this connection with future

generations by incorporating “carnival games, rides, bounce houses and miniature golf, as well as concessions from hot dogs to Alex’s Lemonade” and raise funds for preservation efforts simultaneously. (25)



July 23, 2016 - Press of Atlantic City (Michael Ein/Staff Photographer)



12 REFERENCES

1. **United States Census Bureau.** State and County Quickfacts. *Census.gov*. [Online] US Department of Commerce. [Cited: April 21, 2014.] <http://quickfacts.census.gov/qfd/states/34/3475620.html>.
2. **Center for Government Research & Transportation Matters.** *Demographics Seasonal Projections - SJTPO Region*. 2006.
3. **Roger Rubin Associates.** *Margate Master Plan 1985*. City of Margate, NJ : s.n.
4. **State of New Jersey.** Municipal Land Use Law. *N.J.S.A.* Vol. 40:55.
5. **U.S. Global Change Research Program.** *Global Climate Change Impacts in the United States*. s.l. : Cambridge University Press, 2009. ISBN 978-0-521-14407-0.
6. **State of New Jersey.** *New Jersey Local Redevelopment and Housing Law*. 1999. N.J.S.A 40A:12A-1.
7. **NJDOT - Office of Bicycle & Pedestrian Programs & Urban Engineers.** *Ventnor-Margate Bicycle & Pedestrian Plan*. 2016.
8. **Remington, Vernick, & Walberg Engineers.** *Traffic Circulation Study*. Margate, NJ : s.n., 2003.
9. **Cross County Connection.** *City of Margate School Travel Plan*. 2015.
10. **Kenneth G. Miller, Robert E. Kopp, James V. Browning, and Benjamin P. Horton.** *Sea-level rise in New Jersey fact sheet*. s.l. : Rutgers University - Department of Earth and Planetary Sciences - Institute of Marine and Coastal Sciences.
11. **Heyer, Gruel, & Associates.** *City of Margate Master Plan - January 2004*.
12. **Heyer, Gruel, & Associates .** *City of Margate Master Plan Revisions - March 2006*.
13. **Remington, Vernick, & Walberg Engineers.** *Municipal Stormwater Management Plan - City of Margate*. June 2015.
14. **Federal Emergency Management Agency (FEMA).** *Preliminary/Revised Preliminary FIRM Map*. Department of Homeland Security, Federal Emergency Management Agency. 1/30/2015. Panel # 34001C0434F.
15. **Jacques Cousteau National Estuarine Research Reserve.** *Margate City "Getting to Resilience" Recommendations Report*. May 2016.
16. **Arthur W. Ponzio Co. & Associates, Inc.** *Amherst Avenue Business District - Design Concepts*. 2015. Technical Memorandum.
17. **Remington, Vernick, & Walberg Engineers.** General Elevation Reference Map. April 1995, Updated July 2014.
18. **Federal Emergency Management Agency (FEMA).** *Flood Insurance Study - Atlantic County, New Jersey (Preliminary)*. U.S. Department of Homeland Security. May 30, 2014. p. 122. FIS #34001CV000A.



19. **Tiemann, Frank J.** The Parkway District. *Margate Public Library*. [Online] [Cited: July 12, 2016.] <http://www.margatelibrary.org/community/city-history/cityhistory-places>.
20. **The City of Margate.** *Emergency Operations Plan*. Margate City Office of Emergency Management. January 30, 2014.
21. **Atlantic County Department of Regional Planning and Economic Development.** *OPEN SPACE & RECREATION PLAN*. Atlantic County, NJ : s.n., 2000.
22. **Rutala Associates.** *Strategic Recovery Planning Report - Building a Stronger, More Resilient City*. Margate, NJ : s.n., 2014.
23. **City of Margate.** *Resolution Establishing and Adopting a City of Margate Complete Streets Policy*. Resolution #184 of 2013.
24. **Spectrum Gaming Group.** *S.W.O.T. Analysis - Margate City*. 2016.
25. **Reil, Maxwell.** Lucy Landmark Turns 135 Years Old. *Press of Atlantic City*. July 23, 2016.
26. **National Hurricane Center.** *Tropical Cyclone Report - Hurricane Sandy*. s.l. : National Hurricane Center, 12 February 2013. p. 157. (AL182012).
27. **State of New Jersey Department of Transportation.** *Straight Line Diagrams*. May 2010.
28. **NJ Department of Community Affairs.** Post Sandy Planning Assistance Grant. *www.NJ.gov*. [Online] [Cited: April 20, 2014.] <http://www.nj.gov/dca/services/lps/pspag.html>.
29. **National Weather Service.** *Hurricane/Post-Tropical Cyclone Sandy*. National Oceanic and Atmospheric Administration. Silver Spring, Maryland : Department of Commerce - United States of America, May 2013. p. 66, Service Assessment.
30. **New Jersey Department of Community Affairs.** Building Permits: Yearly Summary Data. *State of New Jersey Department of Community Affairs*. [Online] 2016. [Cited: 4 16, 2016.] http://www.state.nj.us/dca/divisions/codes/reporter/building_permits.html.
31. **AngelouEconomics.** *Atlantic County Economic Development Strategy and Action Plan*. 2015.



Attachments

Attachment A
S.W.O.T. Analysis

S.W.O.T. Analysis

For

**Margate City
Atlantic County, New Jersey
2016**

**Spectrum Gaming Group
&
Remington, Vernick, & Walberg Engineers**

As part of the 2016 Master Plan process for the City of Margate, this analysis offers a qualitative examination of the challenges and opportunities that Margate faces. This represents, in large measure, the results of our research. Our team, working with the City Commission and Planning Department, held a variety of meetings with more than 40 key stakeholders, ranging from local retailers to architects, builders, lawyers, real-estate agents, and to local restaurant owners, small-business managers, religious leaders and civic leaders, as well as heads of non-profit organizations, second-home owners, year-round residents and others. By definition, such an analysis represents a big-picture effort to distill a wide variety of views into a single analysis. We have structured this section in terms of the Strengths, Weaknesses, Opportunities and Threats that Margate faces, which is abbreviated into the term: SWOT analysis.

Organizations tend to rely on SWOT analyses to kick-start the planning process, as it offers a proven means of identifying the issues that must be identified and addressed, both the obvious and the not-so-obvious. As noted in this definition, a SWOT analysis if, used wisely, can be a critical starting point in the planning process: “The SWOT analysis is a simple, albeit comprehensive strategy for identifying not only the weaknesses and threats of a plan, but also the strengths and opportunities it makes possible. While an excellent brainstorming tool, the four-cornered analysis also prompts entities to examine and execute strategies in a more balanced way.”¹

With that definition in mind, our SWOT analysis for Margate has clearly met its goals by helping to identify issues that our team will take into account as part of the larger planning process.

Identifying, revealing Strengths and Weaknesses

The core strengths are obvious, and would hardly be expected to generate any dissent:

- Margate is a shore community with an extensive beachfront and Bayfront.
- The beach provides public access at all street ends, while Bayfront access is more limited
- Margate is perceived as clean and safe, with a well-functioning, effective school system, a responsive and efficient local government and well-designed, easily navigable streets.
- Its housing stock, while aging in some areas where homes that are more than 50 years old can be found, is continually improving.
- Margate is free of blight and poverty
- Its property tax rate is relatively low
- Margate has a stable supermarket and other core retailers that serve as effective anchors that meet the ongoing needs of its resident population.

¹ “SWOT Analysis: Examples, Templates and Definition,” By Ryan Goodrich, *Business News Daily*, January 1, 2015 <http://www.businessnewsdaily.com/4245-swot-analysis.html> (accessed January 18, 2016),

Some of the core weaknesses are also readily apparent, including:

- Margate has limited access with only one, privately owned, roadway leading directly off of Absecon Island
- That one roadway is privately operated, required a \$1.75 toll each way, thus discouraging some visitation in and out of Margate
- Margate's tourism infrastructure is limited in a variety of areas, including access to public restrooms, parking and transient lodging.
- Margate's economic interests are divided, with differing groups seeking different goals that are not in synch, and in some cases are diametrically opposed to each other.

That last point is not to suggest that Margate is riven with warring factions. That is hardly the case. Indeed, the differing goals are not necessarily obvious to all those who hold them, but the existence of such disparate views became readily apparent during our research.

Major threat: Lack of consensus

Indeed, the core challenge faced in developing a SWOT analysis is the recognition that Margate itself presents a special challenge: What some perceive as strengths, others perceive as weaknesses, while some perceived threats are perceived by others as opportunities.

This challenge became quite evident during our research into the views of Margate stakeholders.

This lack of consensus can be found in a variety of issues, ranging from whether the Ventnor Boardwalk should be extended into Margate (an issue that dates back decades) to whether Margate should exploit its proximity to Atlantic City, or disengage.

Complete consensus on critical issues is, in our experience, an unattainable goal. However, we have identified certain issues on which the business community appears to be united:

- The Margate Bridge – the chief connector between Margate and the Mainland – is a hindrance to visitation, and a *bête noir* to residents, visitors and business people. As one business owner noted: “The (Margate) Bridge is our no. 1 nemesis.”
- Margate suffers as a sending district to Atlantic City High School, which business owners view as a negative factor when families are considering where to live.
- Margate would benefit from having a “main street,” which would be a central magnet for shoppers.
- The city could use more public restrooms, bike racks and other amenities that visitor's value and need.
- A shortage of public parking, particularly in the summer months, discourages visitation and hurts local businesses.

The suggested solutions that would, in the eyes of business people, make Margate more appealing to visitors and businesses that target visitors covered a wide range, including:

- Tax rebates to encourage families to move to Margate
- Traffic Calming measures along certain routes to slow traffic.
- Add a miniature golf or equivalent family type attraction
- Increase the overall marketing effort
- Leverage Lucy the Elephant more as a symbol of Margate
- Develop a hockey rink to encourage winter visitation
- Build a boutique hotel to bring in visitors, and make Margate less dependent on transients who stay in other communities
- Allow – and encourage – outdoor seating for restaurants and taverns
- Offer tax incentives or rebates for families seeking to move to Margate year-round

Such suggestions vary in their practicality, and their potential effect, yet they reflect some serious concerns. The tax incentive/rebate suggestion, for example, could potentially encourage more year-round living, but at the expense of foregoing tax revenue, as well as in potentially dampening real-estate values (second-home buyers are presumably more affluent and more willing to pay more), and would add to the cost of public services, particularly in education costs. Still, such suggestions reflect real concerns. As this particular business leader noted, “What’s the point of putting entertainment on the street at nighttime if nothing is open? The problem is not our image or perception. It is our declining full-time population. The infrastructure is falling apart, because there are not enough kids here. “

Ongoing evolution into second-home community

The clear, ongoing trend toward the view of Margate as an attractive second-home community, as well as a haven for empty-nesters does create a natural tension between business owners who would prefer to have more of a year-round community, along with younger families. Similarly, there is tension between property owners on beach blocks who oppose dune-building as a protective measure, and those who own property or live further back from the beach who seek better protection from storms.

Our meetings with stakeholders underscore what should be obvious to even the most casual observer of long-term trends in the city. Absent any significant shift in local policy or planning, Margate will continue on the same path it has followed for several decades: Away from serving as a year-round community for families, and continuing its evolution into a second-home community. This trend, according to the stakeholders we interviewed, has accelerated in recent years, and that evolution threatens to become self-fulfilling: As Margate becomes less and less of a year-round community, it will be difficult to attain the goal of re-establishing itself as a year-round community. For those who seek to advance the evolution of Margate into a second-home community, that factor would be welcoming, and would be characterized as a strength and opportunity. Conversely, for those who seek to recapture Margate’s position as a stable, year-round community, that factor becomes both a weakness and a growing threat.

This can be perceived as a clear strength in certain key categories:

- It creates demand for real estate in the city, which keeps the city's market value relatively buoyant, helping homeowners.
- Second-home owners will not send children to local public schools, or consume high levels of other public services, thus creating a source of tax revenue without a concomitant increase in spending.
- Because such second-home owners tend to be relatively prosperous and view their Margate homes as important investments, they maintain the properties and often improve them. Improvements can range from entire teardown-and-rebuild-larger strategies to adding rooms, to simply improving the appearance of the properties.
- Builders and architects find increased demand for their services as a result of this trend.
- Real-estate agents profit from this trend in the form of higher commissions and greater demand.
- Increase in service type businesses, landscaping, home maintenance, etc.

The same precise trend can also be perceived as a weakness in various ways:

- It sharpens the contrast between summer and winter populations, creating streets and neighborhoods that are uneasily quiet for remaining homeowners.
- Demand for local spending will continue to drop precipitously in the colder months.
- Families – especially families with children – will find themselves relatively isolated, and that isolation threatens to grow over time.

These trends, in turn, will foster other trends. For example, the lack of year-round demand for services will make the task of attracting new – and a broader variety of – retailers more difficult.

Additionally, there is no reason to expect that second-homeowners and their supporters would welcome policies to encourage more transient or daytime summer visitors. Such a policy might well be considered an opportunity since increased summer visitation benefits numerous local constituencies and interest groups, ranging from retailers and restaurant owners to the city government itself, which relies on beach-tag sales to maintain and operate its beaches.

The long-term trend toward a second-home community has had an effect on several stakeholder groups, from senior citizens to religious organizations to non-profit groups, among others. The city Recreation Department is serving fewer and fewer children, while – according to some stakeholders – seniors who remain in Margate feel increasingly isolated. As one noted: “Their street is dark, and they are the only ones there.”

Many of the programs and organizations that have long been social pillars in Margate – from churches and synagogues to social-service organizations are broadening their demographic and geographic efforts – as they find that Margate itself provides fewer full time members or supporters.

Clearly, the school system is one of the most visible institutions to reflect this ongoing trend. According to Superintendent of Schools John DiNicola, most of the families that have left are renters. “It’s getting more difficult to rent here,” he said, noting that when a series of apartments were converted to condominiums around 2001, “we lost nine families,” as those families migrated to Ventnor, Somers Point and other nearby communities that still had housing available for renters.

According to DiNicola, Margate schools presently serve 402 students, of whom 75 are renters.²

The following table shows enrollment trends over the past 10 years:

<u>Fiscal year</u>	<u>Enrollment</u>
2006	585
2007	593
2008	548
2009*	609
2010	578
2011	508
2012	490
2013	475
2014	458
2015	430

Source: Margate Board of Education

* According to DiNicola: “The peak year of 2009 reflects a number of 43 nonresident students who paid a reduced tuition (\$3,500 as well as \$2,200 for children of nonresident staff). The program was discontinued by the Board of Education at the end of fiscal year 2010. Students who were already in the program were permitted to finish their time until graduation.

² Email from John DiNicola, January 4, 2016

DiNicola noted that the nonresident program enrollment declined as follows:

<u>Fiscal year</u>	<u>Non-Resident Enrollment</u>
2009*	43
2010	38
2011	23
2012	17
2013	12
2014	7
2015	7
2016	1

Such programs, DiNicola said, also provided a source of revenue. He added: “An inclusive preschool program (in addition to the already-in-place, mandated preschool disabled program), which began in 2004 for Margate and Longport residents, was also discontinued at the end of FY 2010. At any given year, the program enrolled up to 25 non-classified preschoolers.”³

Clearly, the decline in enrollment is both a harbinger of this ongoing trend, and a result of it. There are self-fulfilling elements to this, as the decline in enrollment makes it more difficult to attract new families, who do not want to be pioneers.

Notably, one longstanding concern in Margate has been its relationship as a sending district to Atlantic City High School, which despite its significance as a well-capitalized facility, is still viewed as urban. This is not a new issue, and indeed was a concern to parents as far back as the 1960s. The Realtors and Builders confirmed that there is a negative perception of Atlantic City High and that the negative perception is a hindrance in attracting families.

A few of the people we interviewed indicated that a change in that relationship would help Margate reposition itself as more welcoming to families. DiNicola, however, responded that Margate “probably would take a financial hit” to change its send/receive status with Atlantic City.

DiNicola also pointed that the perception is not always the reality. “You will find a lot of satisfied parents” whose children attend Margate schools, he said.

³ Ibid. January 19, 2016

Repositioning Margate: Opportunity, Threat

Business leaders are generally praiseworthy of municipal government, which they view as sensitive to their needs and concerns. “They are always there when you need them,” one business owner said. Another added: “Margate does anything to help you.”

As sanguine as business leaders appear to be toward local government, they counter-balance this positive view with palpable levels of exasperation toward how Margate markets itself to potential visitors, which are the core market and provide the lifeblood for many local businesses.

As one restaurant owner noted: “We don’t know who we are.” In the view of this particular businessperson, “70 percent of the people living on the island are against the businesses.”

That is, of course, an unverifiable number, and we are not aware of any survey that could support or challenge such a notion. But, we suggest that attitudes and perceptions count. With that in mind, our research makes it clear that Margate needs to address the natural tension between the interests of various stakeholders.

As one real estate professional noted, with a sense of resignation:

“We don’t have what families look for, Margate is shutting down. We don’t have a Boardwalk,(or) what kids are looking for.” He went on to say that the municipal government should seek “projects that make this city family friendly, a place for entertainment. We have made it unaffordable for young families to come in, unless they are really successful people.”

In interviews with a variety of business people, including retailers and real-estate agents, we sensed a longing for two groups that are increasingly rare in Margate: year-round families, and transient tourists.

The two groups clearly have little in common with each other, but both have been displaced by elements of the same long-term trend: the lucrative second-home market. As real-estate agents and others noted, Margate once had a small lodging industry, comprised of a handful of motels that no longer exist, or have been converted to condominiums.

Several of the people we interviewed suggested that the city could benefit from the return of short-term lodging, perhaps in the form of what one real-estate agent suggested: a condotel. Indeed, several of the businesspeople we interviewed expressed a desire for such investments, but shied away from using terms such as “motel,” which has negative connotations, and is considered to be decidedly downscale in image.

The word “condotel” is a relatively new term in real estate, and is defined well in the following:

With a condotel property, buyers are actually purchasing a piece of real estate. Depending on the property, they might be buying a hotel room, or a studio-style room, or a three-bedroom condo or a “villa” — there are many different floor plans available and they go by a variety of names. (Villas and other free-standing residences are often called “fractionals,” but to keep

things simple, I'll use the term "condotel.") The bottom line is that condotel buyers own a real piece of property — one they can live in or rent out, as they please.⁴

The views of many in the business community were succinctly summarized by one business leader who urged the City Commission to “Make it a fun town, make it a coastal town, capitalize on the natural resources that we have. Look at the beachfront, look at the bayfront.”

Notably, several business leaders cited Delray Beach in South Florida as a model, noting that Delray — which adopted its current master plan in 2002 — has “taken advantage of their natural resources, such as the bayfront. “

Clearly, the comparisons to Delray — as well as its use as a prototype — are limited by a variety of factors, ranging from different climates to different regional economies, but in the views of many in the Margate business community, it demonstrates the effectiveness of a comprehensive master plan to redevelop certain areas, such as a downtown retail core.

As Delray itself points out:

“Downtown Delray Beach has become a growing source of pride for the city and its citizens, with millions invested in public and private development over the past 25 years, resulting in a revitalization that inspires people to live, work and play in the urban core every day. Known as Delray Beach’s living room because of its community spirit and central location, people gather to enjoy the comfortable urban neighborhood setting that only downtown provides. For those who reside in one of the distinctive apartments or homes, the downtown is not only their living room, but also their dining room, kitchen and backyard as well! More than two decades ago, Delray Beach dramatically revitalized its downtown core. The 2002 Downtown Master Plan, led by the City of Delray Beach and the Community Redevelopment Agency guided millions of dollars in dozens of successful development projects.

As the Downtown continues to expand, a priority project is updating existing downtown development codes and design guidelines to ensure they are consistent with the Downtown Master Plan for today. Involved citizens made it clear that quality design improves economic vitality, quality of life and contributes to an aesthetically pleasing atmosphere attracting pedestrians, and thus enhancing the sense of community and pride.⁵

We asked business people for some practical lessons that could be derived from communities such as Delray, and applied in Margate. The answers were a more targeted zoning approach, including the application of mixed-use zoning in which retail stores the ground floor could have attractive housing on upper floors that would attract more middle-income families.

⁴ “What exactly is a Condotel?” June 20, 2007, by Amy Bradley-Hole, NBC News http://www.nbcnews.com/id/19330081/ns/travel-travel_tips/t/what-exactly-condotel/#.Vn2tAK8m7IU (accessed December 25, 2015)

⁵ “There’s Only One Downtown Delray Beach!,” Construction Brochure, September 2014, p. 1

The lesson, gleaned from these interviews, is that while lodging facilities and families living year-round have both been disappearing, they are both needed to reinvigorate the business sector in Margate.

One business leader stated: “The city has a goal that supersedes money: long-term life.”

The meetings with a variety of builders, architects, real-estate agents and related business people highlighted and underscored some of the key assets that Margate offers, which can be both tangible and intangible.

In the former category, would be Casel’s Supermarket—a business that many public and private leaders view as an essential pillar of Margate’s ability to be a full-service community – and its retail district. In the intangible category, would be the commitment of city officials to work with the business community, as well as what many we interviewed have termed the “Margate brand.”

Supporting the notion of a business-friendly government, one architect noted that “you can pick up the phone and speak to anyone ... What is great about Margate is that it is strictly controlled; visually, we know what we have to achieve here.”

The characteristics of the Margate “brand” were described in various terms. For example, one participant described the brand as representing a community that is “beautifully designed, attractive landscaping, a clean neighborhood, even a magical town.”

Another said the brand is a “notch under Longport,” which is a good place to be, as “Margate sells faster.” An architect said “the brand is elegance that supersedes most of the other towns” along the Jersey shore.

In our experience, a community’s “brand” is an essential component of its future, as a brand has a self-fulfilling element to it. As one participant stated: “What is there determines what comes.” That suggestion is critically important because, in this instance, it would support the suggestion that Margate’s ongoing evolution into a second-home community could fuel Margate’s further evolution along that path.

According to the professionals whose livelihood depends on the demand for real-estate in Margate, the buyers of second homes tend to be older, with most being members of the Baby Boom generation – defined as those born between 1946 and 1964 – who have reached a certain level of financial success, and are, as one architect put it, “getting into the grandparent stage.”

One of the second-home owners we interviewed for this analysis fits that demographic profile perfectly: A professional living in the Philadelphia suburbs, with a retired spouse and grown children. They spend the summers in Margate, living in the center of the city, on the block between Ventnor and Winchester avenues in a recently rebuilt home. Outside of the summer months, they spend Fridays through Sundays in Margate, particularly enjoying its relative quiet, and – when weather allows – walking along the beach.

In their view, which we believe is typical of most second-home owners in the city, they are “loved by Margate” because they keep real-estate prices high, maintain and/or improve their homes, and demand little to nothing in the way of public services. Some second-home owners feel that they are ideal owners for the City and yet they observe a level of resentment from some of the full time residents.

Relationship with Atlantic City

Throughout its history, Margate has been pulled in and out of the orbit of Atlantic City, serving at various times as a bedroom community for the larger resort, or as an oasis that functioned –and thrived – independently of Atlantic City. Notably, even in Atlantic City’s darkest economic period of the 1960s and 1970s, Margate was a stable, thriving community with a well-maintained housing stock and a population that had little variation between summer and winter.

That proven history of economic independence from the vicissitudes of Atlantic City has allowed most – but certainly not all – of the stakeholders we interviewed to suggest Margate remains completely independent of Atlantic City.

Atlantic City’s resurgence from 1978 through 2006 (the peak year for casino revenues in Atlantic City) appeared to have had little impact on Margate, just as the previous decades of decline appeared to have had no discernible impact. Those back-to-back periods failed to show a clear economic correlation between the cities, and we sensed that a prevailing view today is that we are in a similar period now in which almost no correlation exists.

A closer examination, however, reveals a very real, if indirect correlation that is both an opportunity and a threat. This correlation became apparent when real-estate agents and others noted a trend within a trend: Families in the market for new homes, particularly on the high end of the real-estate spectrum, are finding bargains on the Mainland – which comprises various communities near Absecon Island, including Northfield, Linwood, Somers Point and Egg Harbor Township.

The apparent bargains on the Mainland – where home prices have dropped precipitously in the past decade – can largely be attributed to the combination of an exodus of affluent professionals and a dearth of would-be buyers. Such a combination would inevitably result in materially lower prices as supply and demand drop to a lower point of equilibrium.

That trend means that Margate must compete against the Mainland communities for the remaining demand from affluent households, which in turn makes Margate less attractive. As real-estate agents point out, the steady demand for second homes in Margate has buoyed housing prices, making Margate less competitive for such year-round families.

Clearly, the bottom-line is that Margate and Atlantic City are trapped in a very real, but not readily apparent minuet: As Atlantic City’s fortunes have declined, the regions that served as bedroom communities for Atlantic City have seen their real-estate values decline, thus making it harder for Margate to recapture year-round residents.

Some stakeholders in Margate clearly have a very real, readily apparent interest in the economic fortunes of Atlantic City. These range from high-end restaurants that target conventions and meetings in Atlantic City to attorneys, physicians and other professionals who depend on a stable, year-round workforce.

Attachment B

Vacant Land Analysis Table

BLOCK	LOT	AREA	PROPERTY LOCATION	OWNER NAME
1.01	7	0.3501	PUBLIC BEACH	CITY OF MARGATE
1.02	7	0.3587	PUBLIC BEACH	CITY OF MARGATE
2.01	7	0.3587	PUBLIC BEACH	CITY OF MARGATE
2.02	7	0.4836	PUBLIC BEACH	CITY OF MARGATE
4.01	10	0.0717	104 S CLERMONT AVE	PLACKTER, JACK & MARJORIE
4.02	7	0.3530	PUBLIC BEACH	CITY OF MARGATE
5.01	15	0.0717	112 S DOUGLAS AVE	BRUNO, FRANK J & SCARLET
6.01	1	0.0717	ATLANTIC AVE	LURIA,L,LURIA,T.F & LURIA,P.D
6.01	7	0.3587	PUBLIC BEACH	CITY OF MARGATE
6.02	14	0.3587	PUBLIC BEACH	CITY OF MARGATE
7.01	5	0.0717	109 S GLADSTONE AVE	BLATSTEIN, BART
7.01	14	0.3530	PUBLIC BEACH	CITY OF MARGATE
7.02	14	0.3587	PUBLIC BEACH	CITY OF MARGATE
9	18	0.1368	6 DOLPHIN DR	ROSENBERG, RICHARD I & MARCIA K
10.03	22	0.0810	109 PLYMOUTH RD	KORMAN,LEONARD I&JANE@BORGSMANN #305
11.01	15	0.3078	PUBLIC BEACH	CITY OF MARGATE
11.02	1	0.0717	8408 ATLANTIC AVE	SIMON, LISA & SIMON, MARK
11.02	10	0.0717	KNIGHT AVE	KNIGHT AVE PROPERTIES, LLC@OJSERKIS
11.02	7	0.3652	PUBLIC BEACH	CITY OF MARGATE
13	8	0.0789	S MANSFIELD AVE	SHIEKMAN, MORTON B
16	16.01	0.0924	112 S OSBORNE AVE	112 SOUTH OSBORNE AVENUE LLC
16	9	0.5000	PUBLIC BEACH	CITY OF MARGATE
17	10	0.0874	8706 ATLANTIC AVE	EAST SHORE DEVELOPMENT COMPANY LLC
17	9	0.5024	PUBLIC BEACH	CITY OF MARGATE
18	14.01	0.0919	108 S QUINCY AVE	DESIGNER'S CHOICE CUSTOM HOMES, LLC
18	14.02	0.0919	110 S QUINCY AVE	DESIGNER'S CHOICE CUSTOM HOMES, LLC
18	18	0.2490	PUBLIC BEACH	CITY OF MARGATE
19	9	0.5036	PUBLIC BEACH	CITY OF MARGATE
20	9	0.9114	PUBLIC BEACH	CITY OF MARGATE
21	9	0.9001	PUBLIC BEACH	CITY OF MARGATE
22	9	0.9145	PUBLIC BEACH	CITY OF MARGATE
23	1	0.1062	100 S VENDOME AVE	100 S VENDOME LLC
23	9	1.1760	PUBLIC BEACH	CITY OF MARGATE
24	4	0.2351	PUBLIC BEACH	CITY OF MARGATE
25	4	0.2859	PUBLIC BEACH	CITY OF MARGATE
27.01	86	0.7176	PUBLIC BEACH	CITY OF MARGATE
27.02	103	0.2338	WASHINGTON & ATLANTIC	SHORE CLUB ASSOCIATION,INC@THOMPSON
28.01	66	0.6631	PUBLIC BEACH	CITY OF MARGATE
28.02	69	0.0515	9420 PACIFIC AVE	MENKOWITZ, ELLIOTT & SUSAN
28.02	73	0.0644	PACIFIC AVE	MARGATE TWRS ASSN @D SALIN
28.02	71	0.0648	PACIFIC AVE	MARGATE TWRS ASSN @D SALIN
29.01	46	0.7326	PUBLIC BEACH	CITY OF MARGATE
29.02	55	0.1191	9511 ATLANTIC AVE	MARGATE TWRS CONDO ASSN, INC.,NJ
30.01	26	0.7395	PUBLIC BEACH	CITY OF MARGATE
31.01	21	0.7275	PUBLIC BEACH	CITY OF MARGATE
31.02	17.02	0.0419	ATLANTIC AVE	DRABIK, THERESA M
32.01	102.01	0.1911	S COOLIDGE AVE	KATZ TRUST, LEWIS
32.01	2	0.1790	PUBLIC BEACH	CITY OF MARGATE
101.01	17	0.0574	16A S FREDERICKSBURG AVE	MIRSKY, NELSON & CAROLYN
101.02	1	0.0646	2 S ANDOVER AVE	JWR PROPERTIES LLC
102.01	9	0.0574	S BARCLAY AVE	BARTOLOMEI ESTATE,E & JONES ROSEMARY
103.02	17	0.0717	6 S CLARENDON AVE	ZAYON, HERBERT S & SENORA A
105	6	0.0916	19 S ESSEX AVE	19 S ESSEX, LLC
108.02	19	0.1543	9 S GRANVILLE AVE	BARRELS PROPERTIES, LLC
110.01	11	0.0631	3 S HANOVER AVE	GINSBURG, BRUCE & LISA
110.01	3	0.0671	8203 ATLANTIC AVE	LEES, TRUST,PEGGY A& LEES,JAMES J
110.02	13	0.0885	2 S HANOVER AVE	ISA BEACH HOLDINGS LLC
111.01	12	0.0827	VENTNOR AVE	PAPPALARDO, SALVATORE
112.01	4	0.0646	17 S KNIGHT AVE	ERLBAUM, LISA
112.02	22	0.0742	20 S KNIGHT AVE	LASDON, ALAN M & CARI R
114	4.02	0.0917	9 S NASSAU AVE	ERBER TRUST
115	8	0.1446	VENTNOR AVE	SEGAL, GLENN & DARYL
117	12.01	0.0844	6 S PEMBROKE AVE	LEGACY HOME INVESTMENT, LLC
121	15	0.1726	12 S THURLOW AVE	GOTTLIEB, KEVIN & VICKI
128	209	0.0718	S JEFFERSON AVE	DI GIRONIMO, NICOLE & ANTHONY
130	202	0.1436	26 S MADISON AVE	MARGATE TWRS CONDO ASSO, INC.NJ
130	208	0.0718	MADISON AVE	MARGATE TWRS CONDO ASSN, INC. NJ
130	206	0.0718	MADISON AVE	MARGATE TWRS CONDO ASSN INC. NJ
131	8	0.0803	25 S COOLIDGE AVE	THE COLONADE CONDO ASSO @ M PODEL
204.02	2	0.1052	26 N CLERMONT AVE	MAIN LINE GENERAL CONTRACTING
204.03	11	0.0504	17 N DOUGLAS AVE	SWHM PROPERTIES, LLC
205.01	7	0.0933	40 N DOUGLAS AVE	KATZ, STEVEN J
207.01	1	0.0757	VENTNOR AVE	TAYLOR JR., BRYAN & COLLEEN, ET AL

BLOCK	LOT	AREA	PROPERTY LOCATION	OWNER NAME
207.02	27	0.0715	38 N FRONTENAC AVE	GOSIK, L L & K E & PURSELL, J E
207.03	14	0.0502	2 N FRANKLIN AVE	CAPUTI, KATHRYN & CAPUTI, JOANN
215	6	0.0955	9 N OSBORNE AVE	9 N OSBORNE LLC
216	11	0.1052	8700 WINCHESTER AVE	KALEN, SUSAN C & SAND III TRUST
220	6	0.0973	5 N THURLOW AVE	WHITE CEDAR, LLC
221	13.02	0.0919	4 N THURLOW AVE	DESIGNER'S CHOICE CUSTOM HOMES LLC
226	32	0.1211	DECATUR AVE	CBAG, LLC
226	7.02	0.0334	WASHINGTON AVE	11 N WASHINGTON, LLC @ GALANOS MGT
226	5	0.0287	WASHINGTON AVE	9219 VENTNOR AVE LLC @ GALANOS MGT
227	317	0.1426	19 N ADAMS AVE	MARISCO, DOMINIC & DONNA AND ZLOTNIKOFF, LISA & MARC
228	317	0.0717	15 N JEFFERSON AVE	VENGRENYUK, STEPHAN
230	309	0.1292	MONROE AVE	MILNER, MARLENE FLANAGAN
231	307	0.1584	11 N COOLIDGE AVE	NUGIEL, DAVID & LISA SIMON AND JONES, JAMES & LORI KIM AND WORTHINGTON, DIANE AND TRACHTENBERG, JOEL & ANITA
232	318	0.0483	24 N COOLIDGE AVE	DIAZ, RODOLFO & ROSAURA E
301	1.01	0.1157	7401 WINCHESTER AVE	REVOLUTION BUILDERS INCORPORATED
303.01	16	0.0574	BARCLAY AVE	KLOTZ, GLENN LEE & LORI ANN
304.01	23	0.0574	102 N CLARENDON AVE	DESIGNER'S CHOICE CUSTOM HOMES, LLC
304.01	3	0.0568	105 N CLERMONT AVE	HARCOLE, LLC
304.02	18	0.0646	CLERMONT AVE	JAMIESON, JEFFREY
307.01	51	0.0973	106 N EXETER AVE	DIO LSO HOME, LLC
312.01	5	0.0620	114 N JASPER AVE	CHAPMAN REAL ESTATE HOLDINGS LLC
314	3.02	0.0753	115 N NASSAU AVE	115 N NASSAU LLC
315	17	0.1350	114 N NASSAU AVE	DALIN, AARON & CANDICE
315	9	0.0753	OSBORNE AVE	BURSTEIN, SUSAN A.
316	14	0.0753	OSBORNE AVE	DAVIDSON, ANNE F
318	16	0.1322	120 N QUINCY AVE	120 N QUINCY AVENUE LLC
320	15	0.0753	118 N SUMNER AVE	COHN, ROBIN N & STEVEN M
323	8	0.0753	108 N VENDOME AVE	LEFF, CINDY & STEVEN A
324.01	125	1.5847	N BENSON AVE	CITY OF MARGATE
326	34.01	0.1041	116 N DECATUR AVE	NADDSM DEVELOPMENT LLC
327	401	0.0717	105 N ADAMS AVE	105 N ADAMS CONDOS, LLC
327	405	0.1435	109 N ADAMS AVE	105 N ADAM CONDOS, LLC
328	413	0.1435	117 N JEFFERSON AVE	MOONEY, ROBERT S
331	409	0.0717	COOLIDGE AVE	LOYLE ESTATE, DAWN MARY
331	403	0.1076	COOLIDGE AVE	TOMASZEWSKI JR., EDWARD C
331	401	0.0359	COOLIDGE AVE	TOMASZEWSKI JR, EDWARD C
332	2	0.0899	100 N COOLIDGE AVE	FISHER, ANNA C
332	1	0.0620	132 N COOLIDGE AVE	MORETTI, MICHAEL & MARY
401	38	0.0324	OAK TERRACE	CITY OF MARGATE
404.03	10.01	0.0574	217 N DOUGLAS AVE	PLOUCHER, BONNIE & RICHARD
404.03	10.03	0.0574	221 N DOUGLAS AVE	COUTURE, LAVINIA
409.02	9	0.0620	201 N HUNTINGTON AVE	SUDDUTH, & RONALD A & SUDDUTH, SCOTT
413.01	11	0.0698	201 N MANSFIELD AVE	NYMAN, JOHN A
413.02	2.01	0.0846	219 N LANCASTER AVE	CARLUCCI, VAN & DEBORAH
414	11	0.0698	201 N NASSAU AVE	TRN201, LLC
414	7.02	0.0147	N NASSAU AVE	CITY OF MARGATE
418	19	0.0882	204 N QUINCY AVE	BEACH BAY CONSTRUCTION LLC
419	16	0.0992	212 N RUMSON AVE	LOFTON, CLAIRE
420	1.01	0.0678	8902 AMHERST AVE	LUXURIA, LLC
422	21	0.0719	UNION AVE	VASSALLO TRUST @ F ANDREWS
424.01	9	0.0053	AMHERST AVENUE	CITY OF MARGATE
425	134	0.0839	BENSON AVE	CITY OF MARGATE
425	132	0.0836	BENSON AVE	CITY OF MARGATE
425	130	0.0833	BENSON AVE	CITY OF MARGATE
425	128	0.0968	BENSON AVE	CITY OF MARGATE
429	54	0.0717	9511 MONMOUTH AVE	WOLFSON, W & J, WOLFSON, M & E
430	25.01	0.5050	207 N MONROE AVE	9707 AMHERST MARINA @ L LAMBERTI
501.02	25.01	0.0732	7408 FREMONT AVE	CRISWELL, CHRISTOPHER M
501.02	30	0.0523	ASH AVE	FREBOWITZ, EDWARD
501.02	48	0.0262	OAK TERRACE	GITTO, JOSEPH & DEBRA
501.02	46	0.0262	OAK TERRACE	GITTO, JOSEPH & DEBRA A
509.05	104	0.1034	17 W COLMAR CIRCLE	PETITT, EDWARD & NINA L
510.01	33	0.0735	FULTON AVE	QUIGLEY TRUST @ K A QUIGLEY-KEANE
510.01	31	0.0735	FULTON AVE	QUIGLEY TRUST, @ K A QUIGLEY-KEANE
510.02	52.01	0.0728	310 N HUNTINGTON AVE	TOBIASEN, CARL & JENIFER
510.02	85.04	0.0140	EDGMAR CIRCLE	DE VINNEY, CHARLES & DIANE L
510.03	8.04	0.0842	EDGMAR CIRCLE	AMODEO, JOHN F & LUANN
510.03	61	0.0910	EDGMAR CIRCLE	HILL 3RD, JAMES P
510.03	60	0.0902	EDGMAR CIRCLE	HILL 3RD, JAMES P
510.03	58	0.0745	EDGMAR CIRCLE	JENNINGS, SHARON & JOSEPH T
517	9	0.0826	8710 FREMONT AVE	SEWARD, MARY LOUISA
520	34.01	0.1492	407 N THURLOW AVE	SCARDIGLI, DANIEL J
520	16.03	0.1377	437 N THURLOW AVE	GABRIEL BUILDING GROUP INC

BLOCK	LOT	AREA	PROPERTY LOCATION	OWNER NAME
520	16.02	0.1377	439 N THURLOW AVE	GABRIEL BUILDING GROUP INC
520	41	0.0689	THURLOW AVE	GORDON, FRANK E & MAIDA
520	26	0.1607	THURLOW AVE	CLOFINE, ANN & CLOFINE, H LAWRENCE
521	20	0.0872	304 N THURLOW AVE	EVANS GROVE NJ LLC
523	13	0.0872	310 N VENDOME AVE	COHEN, JASON E
528	4	0.2152	AMHERST AVE	PENNY LANE ASSOCIATES, LLC
601.01	38	0.0413	FREDICKSBURG AVE	DOMB, HARRY @HERMAN H DUNN
601.01	36	0.0275	FREDICKSBURG AVE	DOMB, HARRY @HERMAN H DUNN
601.01	75	0.0269	OAK TERRACE	MC MEEKIN, III, EDWIN M.
601.01	34	0.0275	N FREDERICKSBURG AVE	CITY OF MARGATE
601.01	32	0.0275	N FREDERICKSBURG AVE	CITY OF MARGATE
601.01	30	0.0275	N FREDERICKSBURG AVE	CITY OF MARGATE
601.01	28	0.0275	N FREDERICKSBURG AVE	CITY OF MARGATE
601.01	26	0.0275	N FREDERICKSBURG AVE	CITY OF MARGATE
601.01	24	0.0275	N FREDERICKSBURG AVE	CITY OF MARGATE
601.01	22	0.0275	N FREDERICKSBURG AVE	CITY OF MARGATE
601.01	20	0.0275	N FREDERICKSBURG AVE	CITY OF MARGATE
601.01	73	0.0179	OAK TERRACE	CITY OF MARGATE
601.01	71	0.0179	OAK TERRACE	CITY OF MARGATE
601.01	69	0.0179	OAK TERRACE	CITY OF MARGATE
601.01	67	0.0179	OAK TERRACE	CITY OF MARGATE
601.01	65	0.0179	OAK TERRACE	CITY OF MARGATE
601.01	63	0.0179	OAK TERRACE	CITY OF MARGATE
601.01	61	0.0179	OAK TERRACE	CITY OF MARGATE
601.01	59	0.0179	OAK TERRACE	CITY OF MARGATE
601.01	57	0.0179	OAK TERRACE	CITY OF MARGATE
601.02	62	0.0523	OAK TERRACE	GAGLIARDI, ADAM J
601.02	76	0.0611	OAK TERRACE	MC MEEKIN, III, EDWIN M.
601.02	19	0.0551	ARGYLE AVE	CITY OF MARGATE
601.02	23	0.0275	ARGYLE AVE	CITY OF MARGATE
601.02	52	0.0262	ASH AVE	CITY OF MARGATE
601.02	37	0.0413	N ARGYLE AVE	CITY OF MARGATE
601.02	35	0.0275	N ARGYLE AVE	CITY OF MARGATE
601.02	33	0.0275	N ARGYLE AVE	CITY OF MARGATE
601.02	31	0.0275	N ARGYLE AVE	CITY OF MARGATE
601.02	29	0.0275	N ARGYLE AVE	CITY OF MARGATE
601.02	27	0.0275	N ARGYLE AVE	CITY OF MARGATE
601.02	25	0.0275	N ARGYLE AVE	CITY OF MARGATE
601.02	17	0.0275	N ARGYLE AVE	CITY OF MARGATE
601.02	15.02	0.0138	N ARGYLE AVE	CITY OF MARGATE
601.02	15.01	0.0138	N ARGYLE AVE	CITY OF MARGATE
601.02	13	0.0275	N ARGYLE AVE	CITY OF MARGATE
601.02	70	0.0174	OAK TERRACE	CITY OF MARGATE
601.02	68	0.0174	OAK TERRACE	CITY OF MARGATE
601.02	56	0.0174	OAK TERRACE	CITY OF MARGATE
601.02	54.02	0.0087	OAK TERRACE	CITY OF MARGATE
602.01	83	0.0866	E OF BRUNSWICK DR	CITY OF MARGATE
602.01	82	0.0690	E OF BRUNSWICK DR	CITY OF MARGATE
602.01	81	0.0689	E OF BRUNSWICK DR	CITY OF MARGATE
602.01	80	0.0689	E OF BRUNSWICK DR	CITY OF MARGATE
602.01	79	0.0688	E OF BRUNSWICK DR	CITY OF MARGATE
602.01	78	0.0687	E OF BRUNSWICK DR	CITY OF MARGATE
602.01	77	0.0857	E OF BRUNSWICK DR	CITY OF MARGATE
602.01	39	0.0775	WELLINGTON AVE	CITY OF MARGATE
602.01	38	0.0686	WELLINGTON AVE	CITY OF MARGATE
602.01	37	0.0687	WELLINGTON AVE	CITY OF MARGATE
602.01	36	0.0688	WELLINGTON AVE	CITY OF MARGATE
602.01	35	0.0688	WELLINGTON AVE	CITY OF MARGATE
602.01	34	0.0689	WELLINGTON AVE	CITY OF MARGATE
602.01	33	0.0689	WELLINGTON AVE	CITY OF MARGATE
602.01	32	0.0690	WELLINGTON AVE	CITY OF MARGATE
602.01	31	0.0691	WELLINGTON AVE	CITY OF MARGATE
602.01	30	0.0691	WELLINGTON AVE	CITY OF MARGATE
602.01	29	0.0776	WELLINGTON AVE	CITY OF MARGATE
602.02	44	0.3443	ARGYLE AVE	CITY OF MARGATE
602.02	96	0.0862	BELMONT DR	CITY OF MARGATE
602.02	95	0.0689	BELMONT DR	CITY OF MARGATE
602.02	94	0.0689	BELMONT DR	CITY OF MARGATE
602.02	93	0.0689	BELMONT DR	CITY OF MARGATE
602.02	92	0.0689	BELMONT DR	CITY OF MARGATE
602.02	91	0.0689	BELMONT DR	CITY OF MARGATE
602.02	90	0.0689	BELMONT DR	CITY OF MARGATE
602.02	89	0.0689	BELMONT DR	CITY OF MARGATE
602.02	88	0.0689	BELMONT DR	CITY OF MARGATE

BLOCK	LOT	AREA	PROPERTY LOCATION	OWNER NAME
602.02	87	0.0689	BELMONT DR	CITY OF MARGATE
602.02	86	0.0689	BELMONT DR	CITY OF MARGATE
602.02	85	0.0689	BELMONT DR	CITY OF MARGATE
602.02	84	0.0862	BELMONT DR	CITY OF MARGATE
602.02	56	0.0776	N ARGYLE AVE	CITY OF MARGATE
602.02	55	0.0689	N ARGYLE AVE	CITY OF MARGATE
602.02	54	0.0689	N ARGYLE AVE	CITY OF MARGATE
602.02	53	0.0689	N ARGYLE AVE	CITY OF MARGATE
602.02	52	0.0689	N ARGYLE AVE	CITY OF MARGATE
602.02	51	0.0689	N ARGYLE AVE	CITY OF MARGATE
602.02	50	0.0689	N ARGYLE AVE	CITY OF MARGATE
602.02	49	0.0689	N ARGYLE AVE	CITY OF MARGATE
602.02	43	0.0689	N ARGYLE AVE	CITY OF MARGATE
602.02	42	0.0689	N ARGYLE AVE	CITY OF MARGATE
602.02	41	0.0689	N ARGYLE AVE	CITY OF MARGATE
602.02	40	0.0776	N ARGYLE AVE	CITY OF MARGATE
602.03	9	0.0913	W OF BELMONT DR	CITY OF MARGATE
602.04	28	0.0776	CLARENDON AVE	CARRERE, JEAN R & GAUPP, FLORENCE
602.04	19	0.0947	N CLARENDON AVE	COSTELLO, R & C
602.04	17	0.0947	N CLARENDON AVE	TURSI, PETER L
602.04	16	0.0947	N CLARENDON AVE	CATRAMBONE ET AL, ANTHONY R
602.04	14	0.1291	N CLARENDON AVE	CATRAMBONE ET AL, ANTHONY R
602.04	76	0.0862	BRUNSWICK DRIVE	CITY OF MARGATE
602.04	75	0.0689	BRUNSWICK DRIVE	CITY OF MARGATE
602.04	74	0.0689	BRUNSWICK DRIVE	CITY OF MARGATE
602.04	73	0.0689	BRUNSWICK DRIVE	CITY OF MARGATE
602.04	72	0.0689	BRUNSWICK DRIVE	CITY OF MARGATE
602.04	71	0.0689	BRUNSWICK DRIVE	CITY OF MARGATE
602.04	70	0.0689	BRUNSWICK DRIVE	CITY OF MARGATE
602.04	69	0.0689	BRUNSWICK DRIVE	CITY OF MARGATE
602.04	68	0.0689	BRUNSWICK DRIVE	CITY OF MARGATE
602.04	67	0.0689	BRUNSWICK DRIVE	CITY OF MARGATE
602.04	66	0.0689	BRUNSWICK DRIVE	CITY OF MARGATE
602.04	65	0.0689	BRUNSWICK DRIVE	CITY OF MARGATE
602.04	64	0.0862	BRUNSWICK DRIVE	CITY OF MARGATE
602.04	27	0.0689	CLARENDON AVE	CITY OF MARGATE
602.04	23	0.2755	CLARENDON AVE	CITY OF MARGATE
602.04	22	0.0689	N CLARENDON AVE	CITY OF MARGATE
602.04	21	0.0689	N CLARENDON AVE	CITY OF MARGATE
602.04	20	0.0689	N CLARENDON AVE	CITY OF MARGATE
602.04	13	0.0689	N CLARENDON AVE	CITY OF MARGATE
602.04	12	0.0776	N CLARENDON AVE	CITY OF MARGATE
602.05	108	0.0688	BRUNSWICK DRIVE	GIBSON,S, NOEL,K &DALLAS III,W
602.05	114	0.0689	BELMONT DR	CITY OF MARGATE
602.05	113	0.0689	BELMONT DR	CITY OF MARGATE
602.05	112	0.0689	BELMONT DR	CITY OF MARGATE
602.05	111	0.0689	BELMONT DR	CITY OF MARGATE
602.05	110	0.0689	BELMONT DR	CITY OF MARGATE
602.05	109	0.0688	BELMONT DR	CITY OF MARGATE
602.05	107	0.0689	BRUNSWICK DRIVE	CITY OF MARGATE
602.05	106	0.0689	BRUNSWICK DRIVE	CITY OF MARGATE
602.05	105	0.0689	E OF BRUNSWICK DR	CITY OF MARGATE
602.05	104	0.0689	E OF BRUNSWICK DR	CITY OF MARGATE
602.05	103	0.0689	E OF BRUNSWICK DR	CITY OF MARGATE
607.01	2	0.0925	420 N EXETER AVE	TROCKI ESTATE, MIRA
607.02	33.06	0.0925	410 N EXETER AVE	TROCKI ESTATE, MIRA
607.02	8	0.0574	FREMONT AVE	CITY OF MARGATE
607.02	7	0.0574	FREMONT AVE	CITY OF MARGATE
607.02	6	0.0574	FREMONT AVE	CITY OF MARGATE
607.02	5	0.0574	FREMONT AVE	CITY OF MARGATE
607.02	32	0.0717	FULTON AVE	CITY OF MARGATE
607.02	31	0.0717	FULTON AVE	CITY OF MARGATE
607.02	30	0.0717	FULTON AVE	CITY OF MARGATE
607.02	29	0.0717	FULTON AVE	CITY OF MARGATE
607.02	24	0.0574	N FRONTENAC AVE	CITY OF MARGATE
607.02	23	0.0574	N FRONTENAC AVE	CITY OF MARGATE
607.02	22	0.0574	N FRONTENAC AVE	CITY OF MARGATE
607.02	21	0.0574	N FRONTENAC AVE	CITY OF MARGATE
607.02	20	0.0574	N FRONTENAC AVE	CITY OF MARGATE
607.02	19	0.0574	N FRONTENAC AVE	CITY OF MARGATE
607.02	18	0.0574	N FRONTENAC AVE	CITY OF MARGATE
607.02	17	0.0574	N FRONTENAC AVE	CITY OF MARGATE
609.04	13.01	0.0083	N HUNTINGTON AVE	UNITED MUNKACSER YESHIVOS
610.03	18	0.1851	63 SEASIDE COURT	SWIFT, JOSEPH & ROBIN

BLOCK	LOT	AREA	PROPERTY LOCATION	OWNER NAME
612.02	36	0.0683	427 N KENYON AVE	427 N KENYON AVENUE INC
613.01	30	0.1086	404 N LANCASTER AVE	SIMON TRUSTEE LLC, BETTY
613.02	3	0.1073	LANCASTER AVE	NEUSTADTER, MARK & KATHERINE
614	6	0.1836	421 N NASSAU AVE	MACCIOCCA, FRANK
614	22	0.0826	MANSFIELD AVE	ROBERTSON ESTATE, JOSEPH E
616	30	0.0921	8705 AMHERST AVE	EDELSTEIN, ROBERT K & SANDRA A
617	46	0.0554	PEMBROKE AVE	LISCHIN TRUST, RICHARD & FLORENCE
618	7	0.0826	RUMSON AVE	FORBES, MC & FORBES, MC&FORBES, JL
618	6	0.0551	RUMSON AVE	FORBES,MC & FORBES,MC& FORBES,JL
619	5	0.0735	362 N RUMSON AVE	DUGAN JR., THOMAS J & JANET M
619	3	0.3157	364 N RUMSON AVE	SOLOMON, HOWARD & NATALIE
623	11	0.0775	508 N UNION AVE	PRIMEAU, KEITH D & LISA A
623	7	0.0689	518 N UNION AVE	ROSEDON HOLDING COMPANY %B.EARLE
701	14	0.2847	514 FREDERICKSBURG AVE	A C ELECTRIC CO ATTN: LINDA GASKO
701	15	0.0551	ARGYLE AVE	A C ELECTRIC CO ATTN: LINDA GASKO
701	11	0.0551	ARGYLE AVE	A C ELECTRIC CO ATTN: LINDA GASKO
701	9	0.0275	ARGYLE AVE	ATLANTIC CITY ELECTRIC CO @ L GASKO
701	7	0.0275	ARGYLE AVE	ATLANTIC CITY ELECTRIC CO @ L GASKO
701	5.01	0.0138	ARGYLE AVE	ATLANTIC CITY ELECTRIC CO @ L GASKO
701	3	0.0275	ARGYLE AVE	ATLANTIC CITY ELECTRIC CO @ L GASKO
701	10	0.0496	FREDERICKSBURG AVE	A C ELECTRIC CO ATTN: LINDA GASKO
701	8	0.0275	FREDERICKSBURG AVE	ATLANTIC CITY ELECTRIC CO @ L GASKO
701	6	0.0275	FREDERICKSBURG AVE	ATLANTIC CITY ELECTRIC CO @ L GASKO
701	4	0.0275	FREDERICKSBURG AVE	ATLANTIC CITY ELECTRIC CO @ L GASKO
701	2	0.0413	FREDERICKSBURG AVE	ATLANTIC CITY ELECTRIC CO @L GASKO
701	5.02	0.0138	N ARGYLE AVE	ATLANTIC CITY ELECTRIC CO @ L GASKO
701	1	0.0413	N ARGYLE AVE	ATLANTIC CITY ELECTRIC CO@L GASKO
701	43	0.0220	OAK TERRACE	ATLANTIC CITY ELECTRIC CO @ L GASKO
701	48	0.0216	OAK TERRACE	ATLANTIC CITY ELECTRIC CO @ L GASKO
701	46	0.0216	OAK TERRACE	ATLANTIC CITY ELECTRIC CO @ L GASKO
701	45	0.0220	OAK TERRACE	ATLANTIC CITY ELECTRIC CO @ L GASKO
701	44.02	0.0108	OAK TERRACE	ATLANTIC CITY ELECTRIC CO @ L GASKO
701	44.01	0.0108	OAK TERRACE	ATLANTIC CITY ELECTRIC CO @ L GASKO
701	42	0.0216	OAK TERRACE	ATLANTIC CITY ELECTRIC CO @ L GASKO
701	41	0.0220	OAK TERRACE	ATLANTIC CITY ELECTRIC CO @ L GASKO
701	40	0.0324	OAK TERRACE	ATLANTIC CITY ELECTRIC CO @ L GASKO
701	39	0.0330	OAK TERRACE	ATLANTIC CITY ELECTRIC CO @ L GASKO
704.01	20	0.0574	CLARENDON AVE	CASEY, J & GIEGERICH, A J & T
704.01	19	0.0821	CLARENDON AVE	ROCHE, JOHN & SACCO, TINA
704.01	15	0.0574	CLARENDON AVE	QUIMBY, STEPHEN M & KAREN E HILL-
704.01	14	0.0574	CLARENDON AVE	SULPIZI TRUST, JANET M
704.01	13	0.0574	CLARENDON AVE	SULPIZI TRUST, JANET M
704.01	12	0.0574	CLARENDON AVE	GARBER, MARLENE B.
704.01	11	0.0574	CLARENDON AVE	GARBER, MARLENE B.
704.01	21.01	0.0151	N CLARENDON AVE	CASEY,J & GIEGERICH, A J & T
704.01	21	0.0567	N CLARENDON AVE	WELLS FARGO BANK @PRENTICE CRP
707.01	24	0.0574	FRONTENAC AVE	CITY OF MARGATE
707.01	23	0.0574	FRONTENAC AVE	CITY OF MARGATE
707.01	22	0.0574	FRONTENAC AVE	CITY OF MARGATE
707.01	21	0.0574	FRONTENAC AVE	CITY OF MARGATE
707.01	20	0.0574	FRONTENAC AVE	CITY OF MARGATE
707.01	19	0.0574	FRONTENAC AVE	CITY OF MARGATE
707.01	18	0.0574	FRONTENAC AVE	CITY OF MARGATE
707.01	17	0.0574	FRONTENAC AVE	CITY OF MARGATE
707.01	8	0.0717	FULTON AVE	CITY OF MARGATE
707.01	7	0.0717	FULTON AVE	CITY OF MARGATE
707.01	6	0.0717	FULTON AVE	CITY OF MARGATE
707.01	5	0.0717	FULTON AVE	CITY OF MARGATE
707.01	32	0.0574	WELLINGTON AVE	CITY OF MARGATE
707.01	31	0.0574	WELLINGTON AVE	CITY OF MARGATE
707.01	30	0.0574	WELLINGTON AVE	CITY OF MARGATE
707.01	29	0.0574	WELLINGTON AVE	CITY OF MARGATE
707.02	10	0.0574	N GLADSTONE AVE	SMITH, RITA M
709.02	24	0.1263	14 HARBOUR LANE	AARONS JR, WILLIAM B & KAREN
710.01	84	0.0921	19 BAYSIDE COURT	TARSITANO, DEBORAH
710.02	56	0.0929	600 N HUNTINGTON AVE	DORI, BRUNO N & CATHERINE S
710.03	11	0.0837	61 BAYSIDE COURT	FERRARO, RONALD & JOANNE
713	5	0.0861	FULTON AVE	PACCIONE, LEONARD & ELIZABETH
714	10	0.0689	FULTON AVE	MARTIN,KEVIN C & ULRICH,CONSTANCE B
718	1.02	0.1951	8805 FULTON AVE	TRUPOS, SPIRO
721	13	0.0583	501 N UNION AVE	RONE, CARMEN & SHERMAN, KAREN
801.01	2	0.0413	FREDERICKSBURG AVE	IMPERIALE, MICHAEL A & ANNE M
801.01	38	0.0413	FREDERICKSBURG AVE	CITY OF MARGATE
801.01	36	0.0275	FREDERICKSBURG AVE	CITY OF MARGATE

BLOCK	LOT	AREA	PROPERTY LOCATION	OWNER NAME
801.01	34	0.0275	FREDERICKSBURG AVE	CITY OF MARGATE
801.01	32	0.0275	FREDERICKSBURG AVE	CITY OF MARGATE
801.01	30.02	0.0138	FREDERICKSBURG AVE	CITY OF MARGATE
801.01	30.01	0.0138	FREDERICKSBURG AVE	CITY OF MARGATE
801.01	28	0.0275	FREDERICKSBURG AVE	CITY OF MARGATE
801.01	26	0.0275	FREDERICKSBURG AVE	CITY OF MARGATE
801.01	24	0.0275	FREDERICKSBURG AVE	CITY OF MARGATE
801.01	22	0.0255	FREDERICKSBURG AVE	CITY OF MARGATE
801.01	20	0.0275	FREDERICKSBURG AVE	CITY OF MARGATE
801.01	18	0.0275	FREDERICKSBURG AVE	CITY OF MARGATE
801.01	16	0.0275	FREDERICKSBURG AVE	CITY OF MARGATE
801.01	14	0.0275	FREDERICKSBURG AVE	CITY OF MARGATE
801.01	12	0.0275	FREDERICKSBURG AVE	CITY OF MARGATE
801.01	10	0.0275	FREDERICKSBURG AVE	CITY OF MARGATE
801.01	8	0.0275	FREDERICKSBURG AVE	CITY OF MARGATE
801.01	6	0.0275	FREDERICKSBURG AVE	CITY OF MARGATE
801.01	75	0.0269	OAK TERRACE	CITY OF MARGATE
801.01	73	0.0179	OAK TERRACE	CITY OF MARGATE
801.01	71	0.0179	OAK TERRACE	CITY OF MARGATE
801.01	69	0.0179	OAK TERRACE	CITY OF MARGATE
801.01	67.02	0.0090	OAK TERRACE	CITY OF MARGATE
801.01	67.01	0.0090	OAK TERRACE	CITY OF MARGATE
801.01	65	0.0179	OAK TERRACE	CITY OF MARGATE
801.01	63	0.0179	OAK TERRACE	CITY OF MARGATE
801.01	61	0.0179	OAK TERRACE	CITY OF MARGATE
801.01	59	0.0166	OAK TERRACE	CITY OF MARGATE
801.01	57	0.0179	OAK TERRACE	CITY OF MARGATE
801.01	55	0.0179	OAK TERRACE	CITY OF MARGATE
801.01	53	0.0179	OAK TERRACE	CITY OF MARGATE
801.01	51	0.0179	OAK TERRACE	CITY OF MARGATE
801.01	49	0.0179	OAK TERRACE	CITY OF MARGATE
801.01	47	0.0179	OAK TERRACE	CITY OF MARGATE
801.01	45	0.0179	OAK TERRACE	CITY OF MARGATE
801.01	43	0.0179	OAK TERRACE	CITY OF MARGATE
801.02	68	0.0174	OAK TERRACE	COUSINS, EARL C & BARBARA
801.02	66	0.0174	OAK TERRACE	COUSINS, EARL C & BARBARA
801.02	60	0.0262	OAK TERRACE	PARKES, KENNETH J & LUCILLE M
801.02	37	0.0393	ARGYLE AVE	CITY OF MARGATE
801.02	35	0.0275	ARGYLE AVE	CITY OF MARGATE
801.02	33	0.0275	ARGYLE AVE	CITY OF MARGATE
801.02	31	0.0275	ARGYLE AVE	CITY OF MARGATE
801.02	29	0.0275	ARGYLE AVE	CITY OF MARGATE
801.02	27	0.0275	ARGYLE AVE	CITY OF MARGATE
801.02	25	0.0275	ARGYLE AVE	CITY OF MARGATE
801.02	23	0.0275	ARGYLE AVE	CITY OF MARGATE
801.02	21	0.0275	ARGYLE AVE	CITY OF MARGATE
801.02	19	0.0275	ARGYLE AVE	CITY OF MARGATE
801.02	15	0.0551	ARGYLE AVE	CITY OF MARGATE
801.02	13	0.0275	ARGYLE AVE	CITY OF MARGATE
801.02	11	0.0275	ARGYLE AVE	CITY OF MARGATE
801.02	9	0.0275	ARGYLE AVE	CITY OF MARGATE
801.02	7.02	0.0138	ARGYLE AVE	CITY OF MARGATE
801.02	7.01	0.0138	ARGYLE AVE	CITY OF MARGATE
801.02	5	0.0275	ARGYLE AVE	CITY OF MARGATE
801.02	3	0.0275	ARGYLE AVE	CITY OF MARGATE
801.02	1	0.0413	ARGYLE AVE	CITY OF MARGATE
801.02	48	0.0174	OAK TERRACE	CITY OF MARGATE
801.02	76	0.0249	OAK TERRACE	CITY OF MARGATE
801.02	74	0.0174	OAK TERRACE	CITY OF MARGATE
801.02	72	0.0174	OAK TERRACE	CITY OF MARGATE
801.02	70	0.0174	OAK TERRACE	CITY OF MARGATE
801.02	64	0.0174	OAK TERRACE	CITY OF MARGATE
801.02	62	0.0087	OAK TERRACE	CITY OF MARGATE
801.02	58	0.0174	OAK TERRACE	CITY OF MARGATE
801.02	56	0.0174	OAK TERRACE	CITY OF MARGATE
801.02	54	0.0174	OAK TERRACE	CITY OF MARGATE
801.02	52	0.0174	OAK TERRACE	CITY OF MARGATE
801.02	50	0.0174	OAK TERRACE	CITY OF MARGATE
801.02	46	0.0174	OAK TERRACE	CITY OF MARGATE
801.02	44	0.0174	OAK TERRACE	CITY OF MARGATE
801.02	42	0.0174	OAK TERRACE	CITY OF MARGATE
801.02	40	0.0262	OAK TERRACE	CITY OF MARGATE
802.01	16	0.0576	ARGYLE AVE	CITY OF MARGATE
802.01	15	0.0576	ARGYLE AVE	CITY OF MARGATE

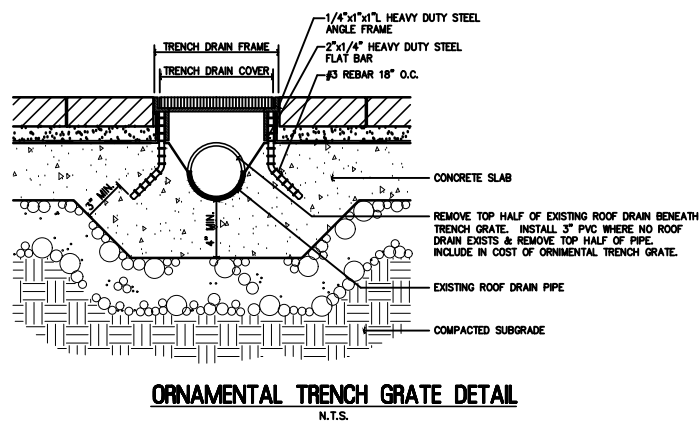
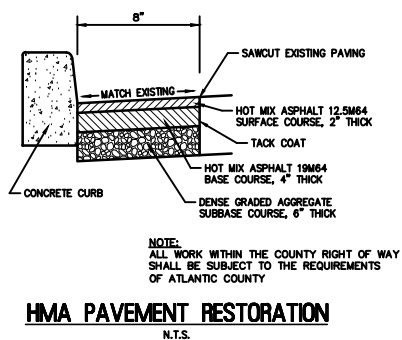
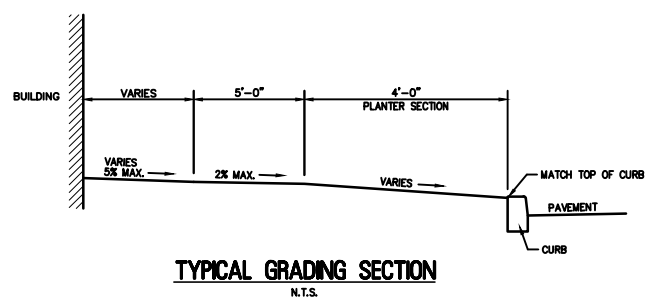
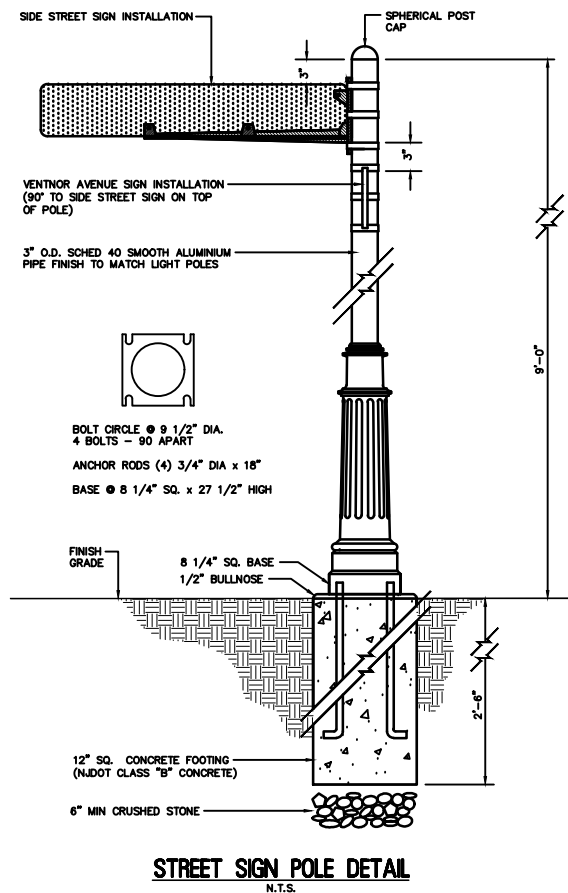
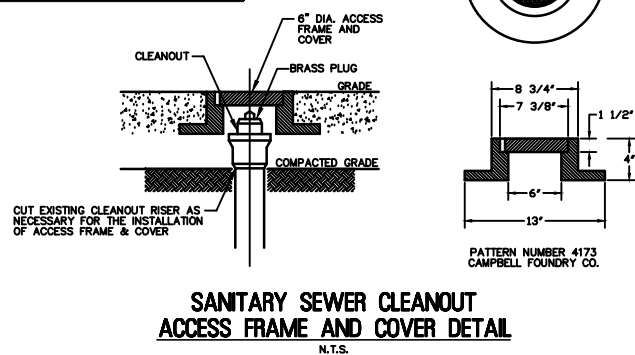
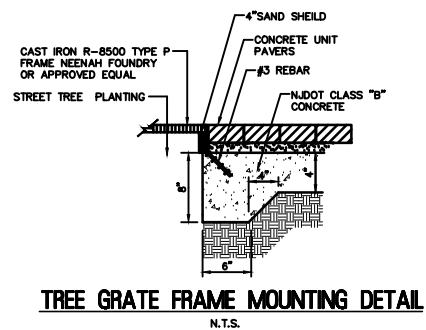
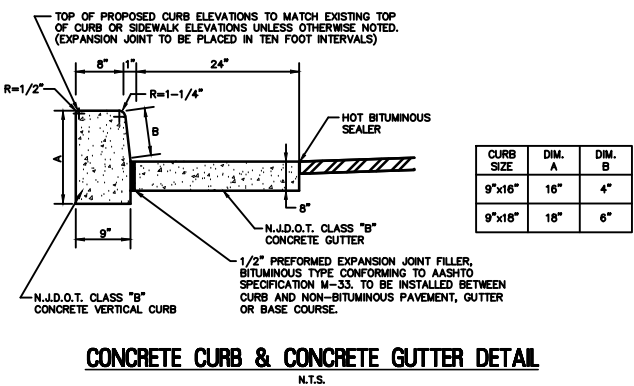
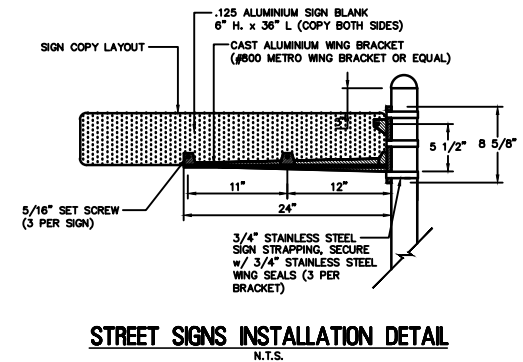
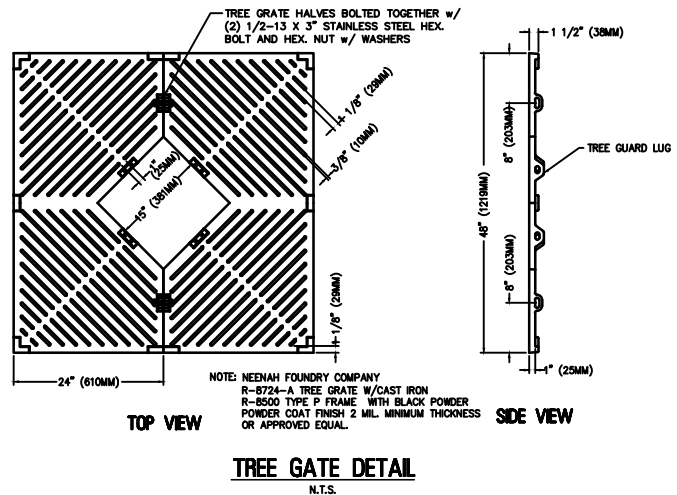
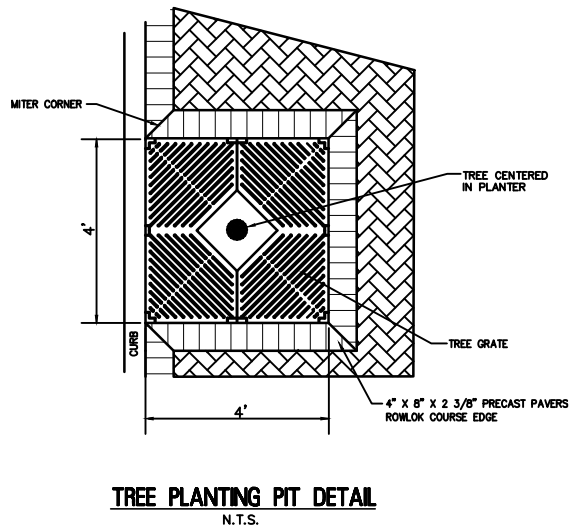
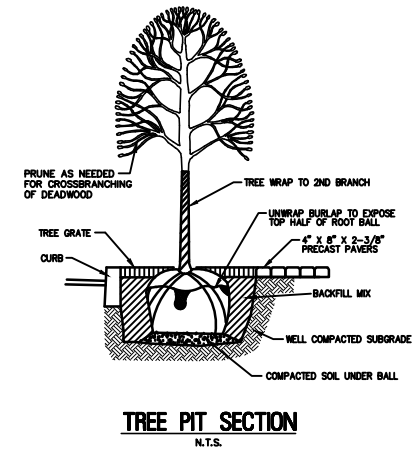
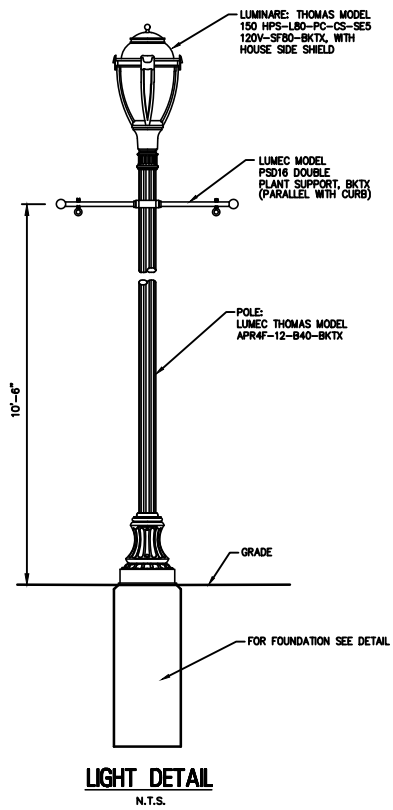
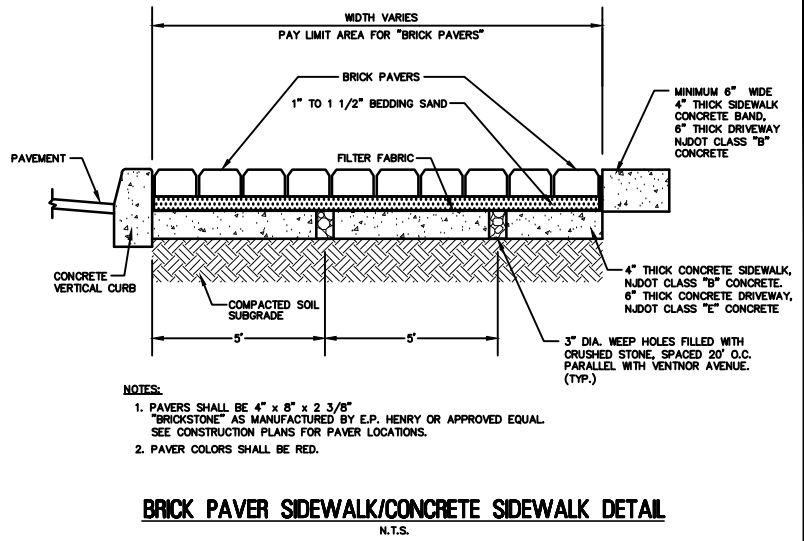
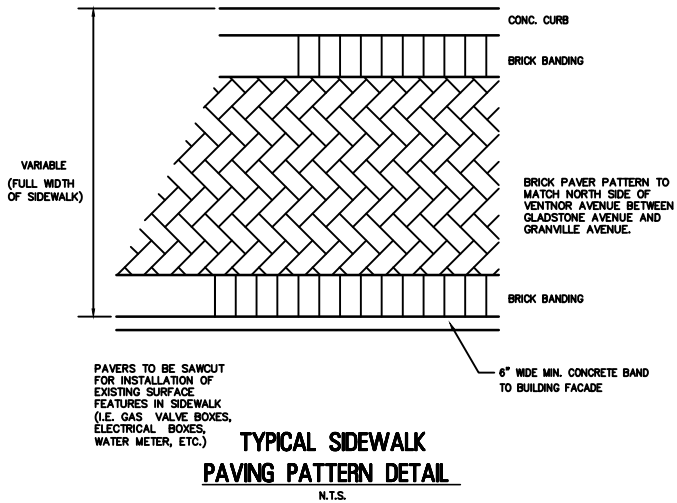
BLOCK	LOT	AREA	PROPERTY LOCATION	OWNER NAME
802.01	9	0.0576	ARGYLE AVE	CITY OF MARGATE
802.01	8	0.0574	BELMONT AVE	CITY OF MARGATE
802.01	3	0.5715	BELMONT AVE	CITY OF MARGATE
802.01	2	0.0574	BELMONT AVE	CITY OF MARGATE
802.01	1	0.0574	BELMONT AVE	CITY OF MARGATE
802.02	10	0.0574	BARCLAY AVE	CITY OF MARGATE
802.02	9	0.0574	BARCLAY AVE	CITY OF MARGATE
802.02	8	0.0574	BARCLAY AVE	CITY OF MARGATE
802.02	7	0.0574	BARCLAY AVE	CITY OF MARGATE
802.02	6	0.0574	BARCLAY AVE	CITY OF MARGATE
802.02	5	0.0574	BARCLAY AVE	CITY OF MARGATE
802.02	4	0.0574	BARCLAY AVE	CITY OF MARGATE
802.02	3	0.0574	BARCLAY AVE	CITY OF MARGATE
802.02	2	0.0574	BARCLAY AVE	CITY OF MARGATE
802.02	1	0.0553	BARCLAY AVE	CITY OF MARGATE
802.02	20	0.0553	BELMONT AVE	CITY OF MARGATE
802.02	19	0.0574	BELMONT AVE	CITY OF MARGATE
802.02	18	0.0574	BELMONT AVE	CITY OF MARGATE
802.02	17	0.0574	BELMONT AVE	CITY OF MARGATE
802.02	16	0.0574	BELMONT AVE	CITY OF MARGATE
802.02	15	0.0574	BELMONT AVE	CITY OF MARGATE
802.02	14	0.0574	BELMONT AVE	CITY OF MARGATE
802.02	13	0.0574	BELMONT AVE	CITY OF MARGATE
802.02	12	0.0574	BELMONT AVE	CITY OF MARGATE
802.02	11	0.0574	BELMONT AVE	CITY OF MARGATE
803.01	12	0.3443	BARCLAY AVE	SILVERSTEIN, ARNOLD & BARBARA
803.01	9	0.2870	BRUNSWICK AVE	SILVERSTEIN, ARNOLD & BARBARA
803.01	20	0.0553	BARCLAY AVE	CITY OF MARGATE
803.01	19	0.0574	BARCLAY AVE	CITY OF MARGATE
803.01	11	0.0574	BARCLAY AVE	CITY OF MARGATE
803.01	18	0.0574	BARCLAY AVE	CITY OF MARGATE
803.01	4	0.0574	BRUNSWICK AVE	CITY OF MARGATE
803.01	3	0.0574	BRUNSWICK AVE	CITY OF MARGATE
803.01	2	0.0574	BRUNSWICK AVE	CITY OF MARGATE
803.01	1	0.0553	BRUNSWICK AVE	CITY OF MARGATE
803.01	10	0.0574	BRUNSWICK AVE	CITY OF MARGATE
803.02	20	0.0553	BRUNSWICK AVE	CITY OF MARGATE
803.02	19	0.0574	BRUNSWICK AVE	CITY OF MARGATE
803.02	18	0.0574	BRUNSWICK AVE	CITY OF MARGATE
803.02	17	0.0574	BRUNSWICK AVE	CITY OF MARGATE
803.02	16	0.0574	BRUNSWICK AVE	CITY OF MARGATE
803.02	15	0.0574	BRUNSWICK AVE	CITY OF MARGATE
803.02	14	0.0574	BRUNSWICK AVE	CITY OF MARGATE
803.02	13	0.0574	BRUNSWICK AVE	CITY OF MARGATE
803.02	12	0.0574	BRUNSWICK AVE	CITY OF MARGATE
803.02	11	0.0574	BRUNSWICK AVE	CITY OF MARGATE
803.02	10	0.0574	CLARENDON AVE	CITY OF MARGATE
803.02	9	0.0574	CLARENDON AVE	CITY OF MARGATE
803.02	8	0.0574	CLARENDON AVE	CITY OF MARGATE
803.02	7	0.0574	CLARENDON AVE	CITY OF MARGATE
803.02	6	0.0574	CLARENDON AVE	CITY OF MARGATE
803.02	5	0.0574	CLARENDON AVE	CITY OF MARGATE
803.02	4	0.0574	CLARENDON AVE	CITY OF MARGATE
803.02	3	0.0574	CLARENDON AVE	CITY OF MARGATE
803.02	2	0.0574	CLARENDON AVE	CITY OF MARGATE
803.02	1	0.0553	CLARENDON AVE	CITY OF MARGATE
804.01	1	0.1212	501 N CLERMONT AVE	JAPOTA PARTNERS LLC
804.01	19	0.0574	CLARENDON AVE	JAPOTA PARTNERS LLC
804.01	15	0.0861	CLARENDON AVE	SHINAR, MOSHE
804.01	13	0.0861	CLARENDON AVE	MURPHY, BARBARA
804.01	11	0.0574	CLARENDON AVE	SHERMAN ESTATE, LILLIAN
804.01	20	0.0553	WELLINGTON AVE	JAPOTA PARTNERS LLC
804.01	12	0.0574	CLARENDON AVE	CITY OF MARGATE
807.01	24	0.0574	FRONTENAC AVE	CITY OF MARGATE
807.01	23	0.0574	FRONTENAC AVE	CITY OF MARGATE
807.01	22	0.0574	FRONTENAC AVE	CITY OF MARGATE
807.01	21	0.0574	FRONTENAC AVE	CITY OF MARGATE
807.01	20	0.0574	FRONTENAC AVE	CITY OF MARGATE
807.01	19	0.0574	FRONTENAC AVE	CITY OF MARGATE
807.01	18	0.0574	FRONTENAC AVE	CITY OF MARGATE
807.01	17	0.0540	FRONTENAC AVE	CITY OF MARGATE
807.01	5	0.0574	FRONTENAC AVE	CITY OF MARGATE
807.01	32	0.0574	MARSHALL AVE	CITY OF MARGATE
807.01	31	0.0574	MARSHALL AVE	CITY OF MARGATE

BLOCK	LOT	AREA	PROPERTY LOCATION	OWNER NAME
807.01	30	0.0574	MARSHALL AVE	CITY OF MARGATE
807.01	29	0.0574	MARSHALL AVE	CITY OF MARGATE
807.01	8	0.0574	WELLINGTON AVE	CITY OF MARGATE
807.01	7	0.0574	WELLINGTON AVE	CITY OF MARGATE
807.01	6	0.0574	WELLINGTON AVE	CITY OF MARGATE
807.02	1	0.1148	417 N GLADSTONE AVE	CITY OF MARGATE
807.02	2	0.1492	419 N GLADSTONE AVE	CITY OF MARGATE
901.01	2.01	0.2760	BURK AVE	CITY OF MARGATE
901.02	1.01	0.2732	BURK AVE	CITY OF MARGATE
902.01	11.01	0.0247	ARGYLE AVE	CITY OF MARGATE
902.01	10	0.0576	ARGYLE AVE	CITY OF MARGATE
902.01	9	0.0576	ARGYLE AVE	CITY OF MARGATE
902.01	8	0.0574	BELMONT AVE	CITY OF MARGATE
902.01	7	0.0574	BELMONT AVE	CITY OF MARGATE
902.01	6.01	0.0246	BELMONT AVE	CITY OF MARGATE
902.02	9	0.0574	BARCLAY AVE	PEPE, STEPHEN M & LOUISE M
902.02	20	0.0606	BELMONT AVE	KEYSER, NELSON H & MARY
902.02	10	0.0595	BARCLAY AVE	CITY OF MARGATE
902.02	8	0.0574	BARCLAY AVE	CITY OF MARGATE
902.02	7	0.0574	BARCLAY AVE	CITY OF MARGATE
902.02	6	0.0574	BARCLAY AVE	CITY OF MARGATE
902.02	5	0.0574	BARCLAY AVE	CITY OF MARGATE
902.02	4	0.0574	BARCLAY AVE	CITY OF MARGATE
902.02	3	0.0574	BARCLAY AVE	CITY OF MARGATE
902.02	2	0.0574	BARCLAY AVE	CITY OF MARGATE
902.02	1	0.0574	BARCLAY AVE	CITY OF MARGATE
902.02	19.01	0.0317	BELMONT AVE	CITY OF MARGATE
902.02	18.01	0.0317	BELMONT AVE	CITY OF MARGATE
902.02	17.01	0.0317	BELMONT AVE	CITY OF MARGATE
902.02	16.01	0.0317	BELMONT AVE	CITY OF MARGATE
902.02	15.01	0.0317	BELMONT AVE	CITY OF MARGATE
902.02	14.01	0.0317	BELMONT AVE	CITY OF MARGATE
902.02	13	0.0574	BELMONT AVE	CITY OF MARGATE
902.02	12	0.0574	BELMONT AVE	CITY OF MARGATE
902.02	11	0.0595	BELMONT AVE	CITY OF MARGATE
903.01	13	0.0574	BARCLAY AVE	PEPE, STEPHEN M & LOUISE M
903.01	12	0.0574	BARCLAY AVE	PEPE, STEPHEN M & LOUISE M
903.01	20	0.0595	BARCLAY AVE	CITY OF MARGATE
903.01	19	0.0574	BARCLAY AVE	CITY OF MARGATE
903.01	18	0.0574	BARCLAY AVE	CITY OF MARGATE
903.01	17	0.0574	BARCLAY AVE	CITY OF MARGATE
903.01	16	0.0574	BARCLAY AVE	CITY OF MARGATE
903.01	15	0.0574	BARCLAY AVE	CITY OF MARGATE
903.01	14	0.0574	BARCLAY AVE	CITY OF MARGATE
903.01	11	0.0574	BARCLAY AVE	CITY OF MARGATE
903.01	10	0.0574	BRUNSWICK AVE	CITY OF MARGATE
903.01	9	0.0574	BRUNSWICK AVE	CITY OF MARGATE
903.01	8	0.0574	BRUNSWICK AVE	CITY OF MARGATE
903.01	7	0.0574	BRUNSWICK AVE	CITY OF MARGATE
903.01	6	0.0574	BRUNSWICK AVE	CITY OF MARGATE
903.01	5	0.0574	BRUNSWICK AVE	CITY OF MARGATE
903.01	4	0.0574	BRUNSWICK AVE	CITY OF MARGATE
903.01	3	0.0574	BRUNSWICK AVE	CITY OF MARGATE
903.01	2	0.0574	BRUNSWICK AVE	CITY OF MARGATE
903.01	1	0.0595	BRUNSWICK AVE	CITY OF MARGATE
903.02	6	0.1148	CLARENDON AVE	CATRAMBONE-LAUBENHEIMER, DONNAMARIE
903.02	5	0.0574	CLARENDON AVE	HOLTJE ESTATE, OLIVE M @ NELSON
903.02	4	0.0574	CLARENDON AVE	HOLTJE ESTATE, OLIVE M @ NELSON
903.02	20	0.0595	BRUNSWICK AVE	CITY OF MARGATE
903.02	19	0.0574	BRUNSWICK AVE	CITY OF MARGATE
903.02	18	0.0574	BRUNSWICK AVE	CITY OF MARGATE
903.02	17	0.0574	BRUNSWICK AVE	CITY OF MARGATE
903.02	16	0.0574	BRUNSWICK AVE	CITY OF MARGATE
903.02	15	0.0574	BRUNSWICK AVE	CITY OF MARGATE
903.02	14	0.0574	BRUNSWICK AVE	CITY OF MARGATE
903.02	13	0.0574	BRUNSWICK AVE	CITY OF MARGATE
903.02	12	0.0574	BRUNSWICK AVE	CITY OF MARGATE
903.02	11	0.0574	BRUNSWICK AVE	CITY OF MARGATE
903.02	10	0.0574	CLARENDON AVE	CITY OF MARGATE
903.02	9	0.0574	CLARENDON AVE	CITY OF MARGATE
903.02	8	0.0574	CLARENDON AVE	CITY OF MARGATE
903.02	3	0.0574	CLARENDON AVE	CITY OF MARGATE
903.02	2	0.0574	CLARENDON AVE	CITY OF MARGATE
903.02	1	0.0595	CLARENDON AVE	CITY OF MARGATE

BLOCK	LOT	AREA	PROPERTY LOCATION	OWNER NAME
904.01	20	0.1004	CLARENDON AVE	MARTIN, CHARLES F & JANE A
904.01	18	0.0933	CLARENDON AVE	WINKELSTEIN, MICHAEL & NADINE
904.01	16	0.0947	CLARENDON AVE	CITY OF MARGATE
904.01	15	0.0918	CLARENDON AVE	CITY OF MARGATE
904.01	13	0.0933	CLARENDON AVE	CITY OF MARGATE
904.01	11	0.1025	CLARENDON AVE	CITY OF MARGATE
905	6	0.0992	7802 BURK AVE	TABER, TODD & AUDREY
905	21	0.1095	EXETER COURT	EXETER COURT, LLC
907.01	32	0.0582	BURK AVE	CITY OF MARGATE
907.01	31	0.0582	BURK AVE	CITY OF MARGATE
907.01	30	0.0582	BURK AVE	CITY OF MARGATE
907.01	29	0.0582	BURK AVE	CITY OF MARGATE
907.01	24	0.0574	FRONTENAC AVE	CITY OF MARGATE
907.01	23	0.0574	FRONTENAC AVE	CITY OF MARGATE
907.01	22	0.0574	FRONTENAC AVE	CITY OF MARGATE
907.01	21	0.0574	FRONTENAC AVE	CITY OF MARGATE
907.01	20	0.0574	FRONTENAC AVE	CITY OF MARGATE
907.01	19	0.0574	FRONTENAC AVE	CITY OF MARGATE
907.01	18	0.0574	FRONTENAC AVE	CITY OF MARGATE
907.01	17	0.0540	FRONTENAC AVE	CITY OF MARGATE
907.01	8	0.0574	MARSHALL AVE	CITY OF MARGATE
907.01	7	0.0574	MARSHALL AVE	CITY OF MARGATE
907.01	6	0.0574	MARSHALL AVE	CITY OF MARGATE
907.01	5	0.0574	MARSHALL AVE	CITY OF MARGATE
907.02	1	0.9182	MARSHALL AVE	CITY OF MARGATE
912.01	2	0.0861	701 N JEROME AVE	TRIPODI, JOSEPHINE M
912.02	5	0.1920	702 N JEROME AVE	SWIFT, JOSEPH, STEVEN & JAMES
912.02	20	0.0430	JEROME AVE	SWIFT FAMILY PROPERTIES, LLC
912.02	19	0.0430	JEROME AVE	SWIFT FAMILY PROPERTIES, LLC
912.02	18	0.0430	JEROME AVE	SWIFT FAMILY PROPERTIES, LLC
912.02	15	0.0344	JEROME AVE	PECCHIA, ANTHONY P & PECCHIA, SIMEON P
912.02	13	0.0230	JEROME AVE	PECCHIA, ANTHONY P & PECCHIA, SIMEON P
912.02	10	0.0689	JEROME AVE	SWIFT, JAMES P, SWIFT J P, SWIFT S P
912.02	11	0.0152	JEROME AVE	SWIFT, JAMES P, SWIFT, J P, SWIFT, S P
912.02	8	0.1630	JEROME AVE	SWIFT, JAMES P, SWIFT, J P, SWIFT S P
912.02	1	0.0792	MARSHALL AVE	CITY OF MARGATE
1004.01	6	0.1369	2 BRUNSWICK COURT	PARSONS, RICHARD M & CLAUDIA H
1007.01	8	0.0573	BURK AVE	CITY OF MARGATE
1007.01	7	0.0573	BURK AVE	CITY OF MARGATE
1007.01	6	0.0573	BURK AVE	CITY OF MARGATE
1007.01	5	0.0573	BURK AVE	CITY OF MARGATE
1007.01	24	0.0574	FRONTENAC AVE	CITY OF MARGATE
1007.01	23	0.0574	FRONTENAC AVE	CITY OF MARGATE
1007.01	22	0.0574	FRONTENAC AVE	CITY OF MARGATE
1007.01	21	0.0574	FRONTENAC AVE	CITY OF MARGATE
1007.01	20	0.0574	FRONTENAC AVE	CITY OF MARGATE
1007.01	19	0.0574	FRONTENAC AVE	CITY OF MARGATE
1007.01	18	0.0574	FRONTENAC AVE	CITY OF MARGATE
1007.01	17	0.0540	FRONTENAC AVE	CITY OF MARGATE
1007.01	32	0.0582	LAGOON DRIVE	CITY OF MARGATE
1007.01	31	0.0582	LAGOON DRIVE	CITY OF MARGATE
1007.01	30	0.0582	LAGOON DRIVE	CITY OF MARGATE
1007.01	29	0.0582	LAGOON DRIVE	CITY OF MARGATE
1007.02	4	0.0574	BURK AVE	CITY OF MARGATE
1007.02	3	0.0574	BURK AVE	CITY OF MARGATE
1007.02	2	0.0574	BURK AVE	CITY OF MARGATE
1007.02	1	0.0574	BURK AVE	CITY OF MARGATE
1007.02	9	0.4587	FRONTENAC AVE	CITY OF MARGATE
1007.02	28	0.0574	LAGOON DRIVE	CITY OF MARGATE
1007.02	27	0.0574	LAGOON DRIVE	CITY OF MARGATE
1007.02	26	0.0574	LAGOON DRIVE	CITY OF MARGATE
1007.02	25	0.0574	LAGOON DRIVE	CITY OF MARGATE
1012.02	44	0.0430	JEROME AVE	MARGATE BRIDGE CO
1012.02	42	0.0363	JEROME AVE	MARGATE BRIDGE CO
1012.02	41	0.0050	JEROME AVE	MARGATE BRIDGE CO
1012.02	40	0.0115	JEROME AVE	MARGATE BRIDGE CO
1012.02	28	0.1607	JEROME AVE	SWIFT FAMILY PROPERTIES, LLC
1012.02	21	0.0143	JEROME AVE	SWIFT FAMILY PROPERTIES, LLC
1112.02	8	0.0161	25TH ST	MARGATE BRIDGE CO
1112.02	5	0.0028	25TH ST	MARGATE BRIDGE CO
1200	33	0.2142	8001 LAGOON DRIVE	SCHIFF, ABRAHAM

Attachment C

City Streetscape Details



RV & W
REMINGTON, VERNICK & WALBERG ENGINEERS
 845 N. MAIN STREET
 PLEASANTVILLE, N.J. 08062
 (609) 646-7110, FAX (609) 646-7070
 WEB SITE ADDRESS: WWW.RVW.COM
 24 GA 25048700
 ~ENGINEERING EXCELLENCE SINCE 1901~

ALL DOCUMENTS PREPARED BY REMINGTON, VERNICK & WALBERG ENGINEERS ARE NOT VALID FOR SERVICE IN RESPECT OF THE PROJECT. THEY ARE NOT INTENDED OR REPRESENTED TO BE VALID FOR USE BY OTHERS OR OTHERS ON EXTENSIONS OF THE PROJECT OR ON ANY OTHER PROJECT.

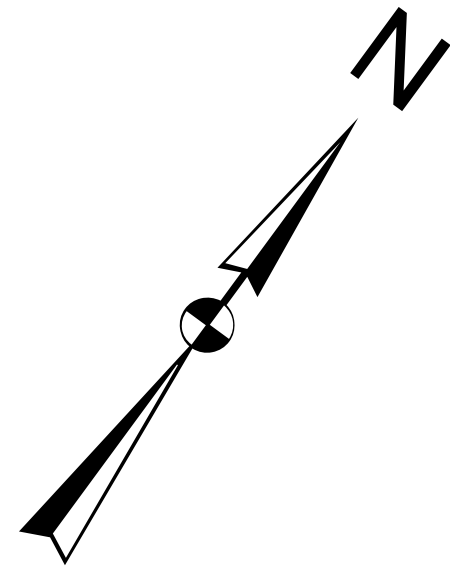
ANY REUSE WITHOUT WRITTEN VERIFICATION OR ADAPTATION BY REMINGTON, VERNICK & WALBERG ENGINEERS FOR THE SPECIFIC PURPOSE INTENDED WILL BE AT OWNERS RISK. AND WITHOUT LIABILITY ON LEGAL EXPOSURE TO REMINGTON, VERNICK & WALBERG ENGINEERS AND OWNERS SHALL INCUR AND HOLD HARMLESS REMINGTON, VERNICK & WALBERG ENGINEERS FROM ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES ARISING OUT OF OR RESULTING THEREFROM.

CONSTRUCTION DETAILS

STREETSCAPE STANDARDS
 CITY OF MARGATE

ATLANTIC COUNTY

MAPS



MARGATE
NORTHFIELD
BOULEVARD

City of Margate Existing Zoning

Legend

Existing Zoning

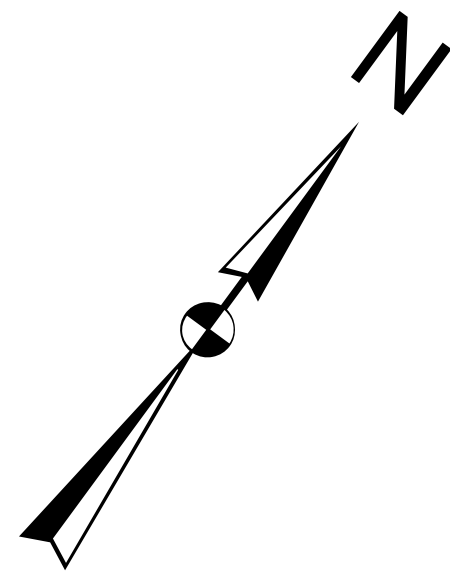
- S-60
- S-50
- S-40
- S-30
- S-25
- S-25 HD
- CBD
- C-1
- C-2
- TF
- MF
- WSD
- GO
- R

1 inch = 300 feet
0 150 300 600 900 1,200 Feet

Date Prepared: 4-25-16



Renington, Vernick & Walberg Engineers
845 North Main Street
Pleasantville, NJ 08232
(609) 645-7110 Fax: (609) 645-7076
Web Site Address: www.rve.com



MARGATE
NORTHFIELD
BOULEVARD

City of Margate Proposed Zoning Legend

LAYER

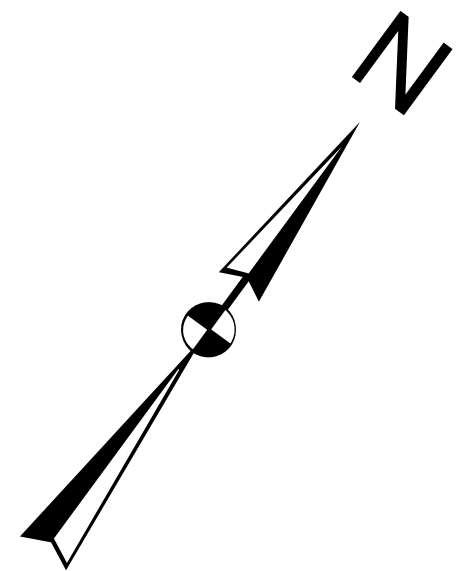
- S-60
- S-60-WF
- S-50
- S-40
- S-40-WF
- S-30
- S-25
- S-25 HD
- CBD
- C-1
- C-2
- WAPC
- TF
- MF
- WSD
- R
- I
- B
- Hotel Overlay

1 inch = 300 feet
0 150 300 600 900 1,200 Feet

Date Prepared: 11-08-16



Remington, Vernick & Walberg Engineers
845 North Main Street
Pleasantville, NJ 08232
(609) 645-7110 Fax: (609) 645-7076
Web Site Address: www.rve.com



MARGATE-
NORWICH
BOULEVARD

City of Margate Existing Commercial Property & Commercial Zoning

Legend

Parcel Data

- Property Lines
- Commercial

Commercial Zoning LAYER

- CBD
- C-1
- C-2
- WSD

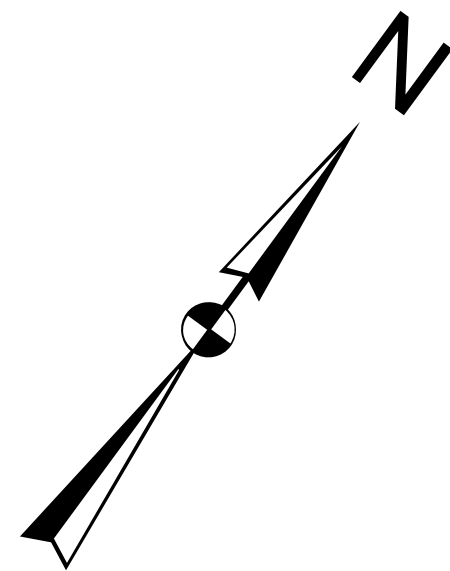


1 inch = 300 feet
0 145 290 580 870 1,160 Feet

Date Prepared: 11-08-16



Remington, Vernick & Walberg Engineers
845 North Main Street
Pleasantville, NJ 08232
(609) 645-7110 Fax: (609) 645-7076
Web Site Address: www.rve.com



MARGATE-
NORWICH
BOULEVARD

City of Margate Proposed Commercial Property & Commercial Zoning

Legend

Parcel Data

 Property Lines

 Commercial

Proposed Zoning LAYER

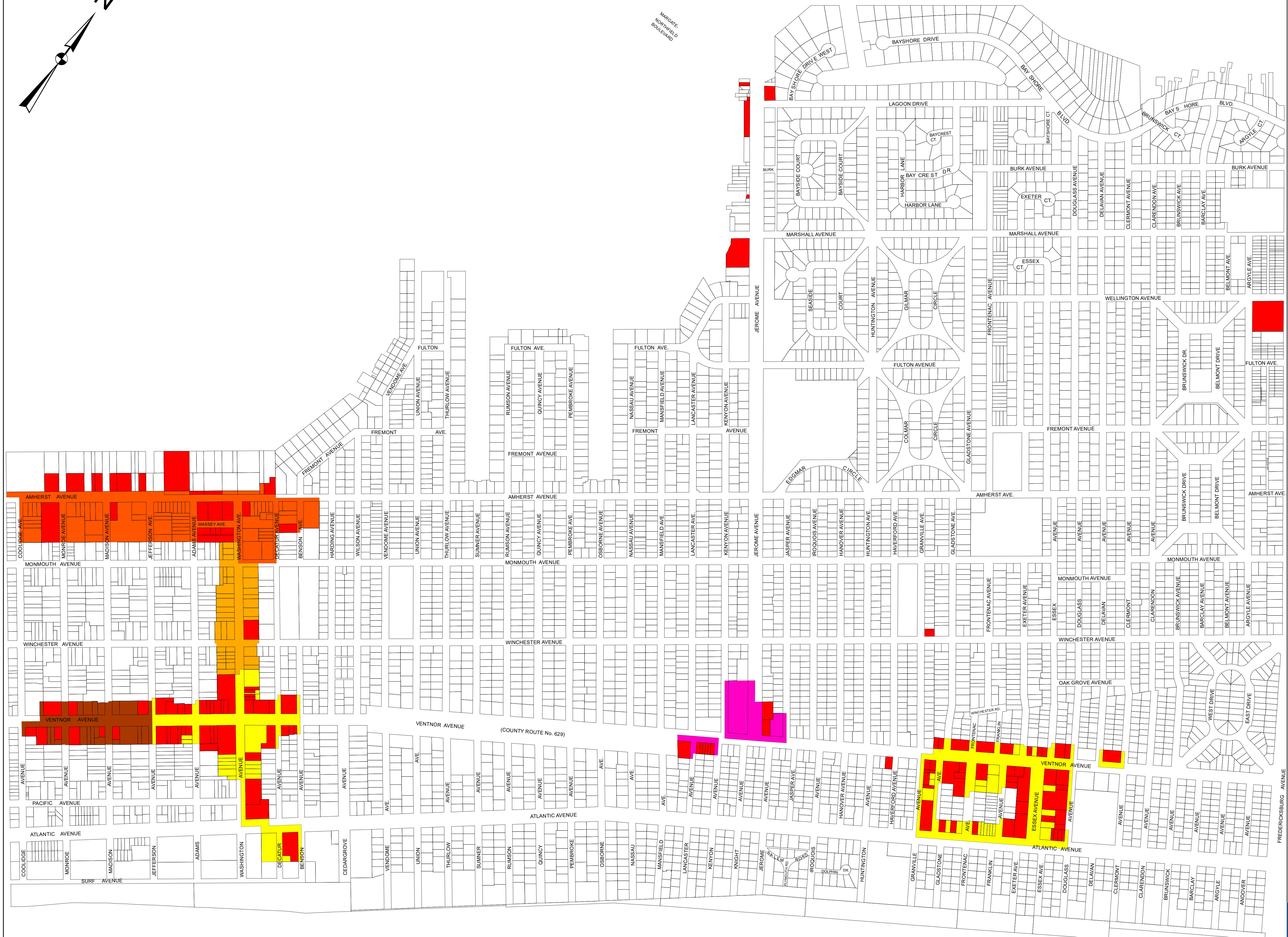
 CBD

 C-1

 C-2

 WAPC

 WSD



1 inch = 300 feet
0 150 300 600 900 1,200 Feet

Date Prepared: 11-08-16



Remington, Vernick & Walberg Engineers
845 North Main Street
Pleasantville, NJ 08232
(609) 645-7110 Fax: (609) 645-7076
Web Site Address: www.rve.com



City of Margate Assessed Value

Legend

Assessed Value

Total Assessment

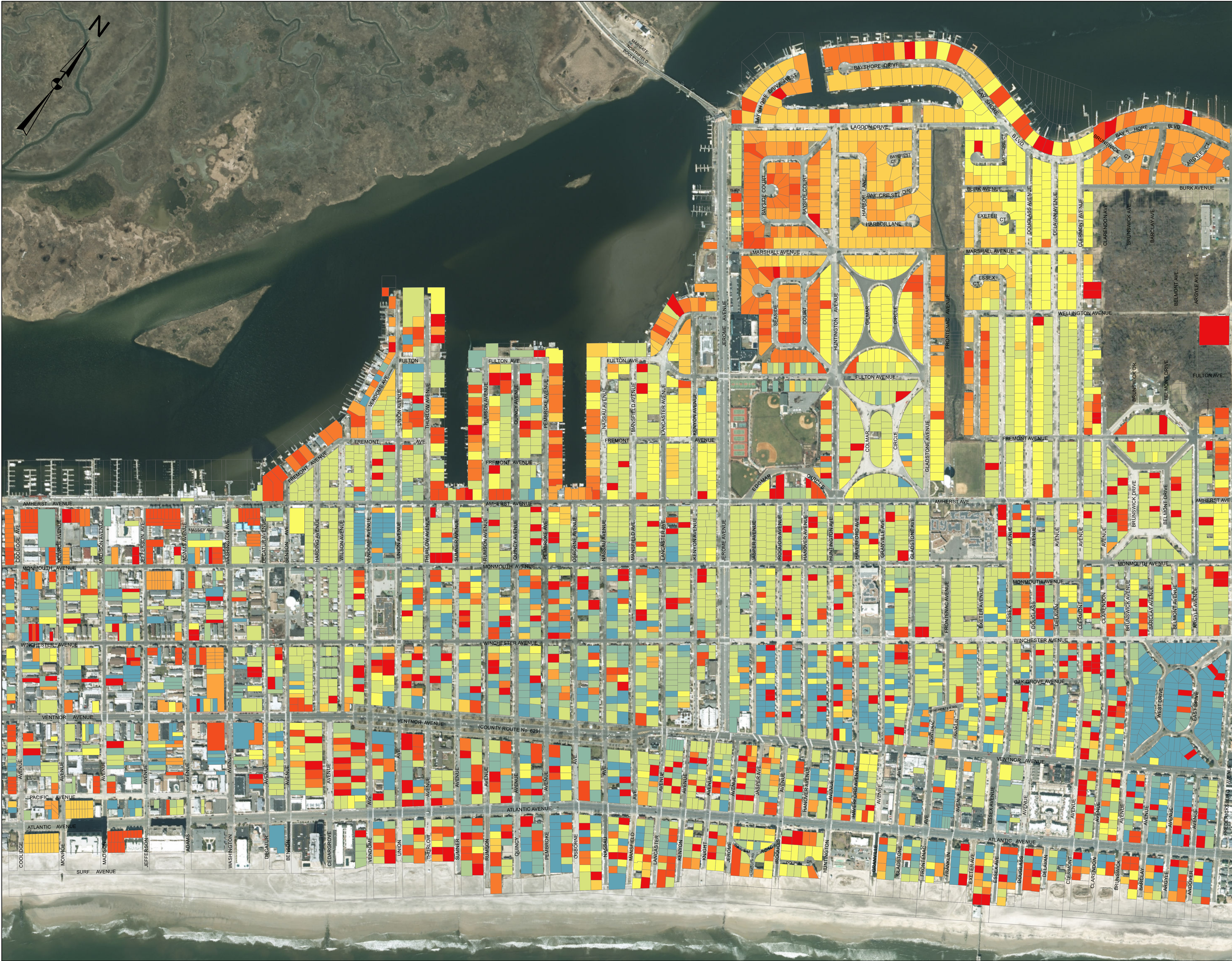
- N/A
- \$0 - \$100,000
- \$100,001 - \$200,000
- \$200,001 - \$300,000
- \$300,001 - \$400,000
- \$400,001 - \$500,000
- \$500,001 - \$600,000
- \$600,001 - \$700,000
- \$700,001 - \$800,000
- \$800,001 - \$900,000
- \$900,001 - \$1,000,000
- \$1,000,001 - \$2,000,000
- \$2,000,001 - \$3,000,000
- \$3,000,001 - \$4,000,000
- \$4,000,001 - \$5,000,000
- >\$5,000,001

1 inch = 300 feet
0 145 290 580 870 1,160 Feet

Date Prepared: 11-08-16



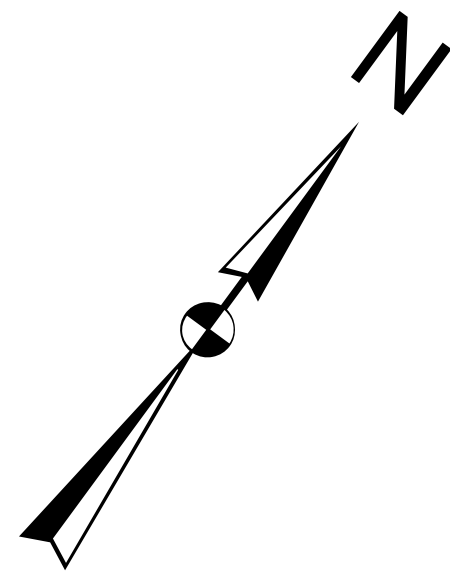
Remington, Vernick & Walberg Engineers
845 North Main Street
Pleasantville, NJ 08232
(609) 645-7110 Fax: (609) 645-7076
Web Site Address: www.rve.com



City of Margate Housing Age Map

Legend Year Constructed

- N/A or Unknown
- 1870 - 1929
- 1930 - 1939
- 1940 - 1949
- 1950 - 1959
- 1960 - 1969
- 1970 - 1979
- 1980 - 1989
- 1990 - 1999
- 2000 - 2009
- 2010 - 2016



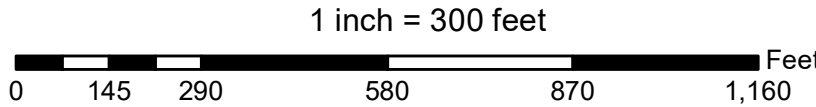
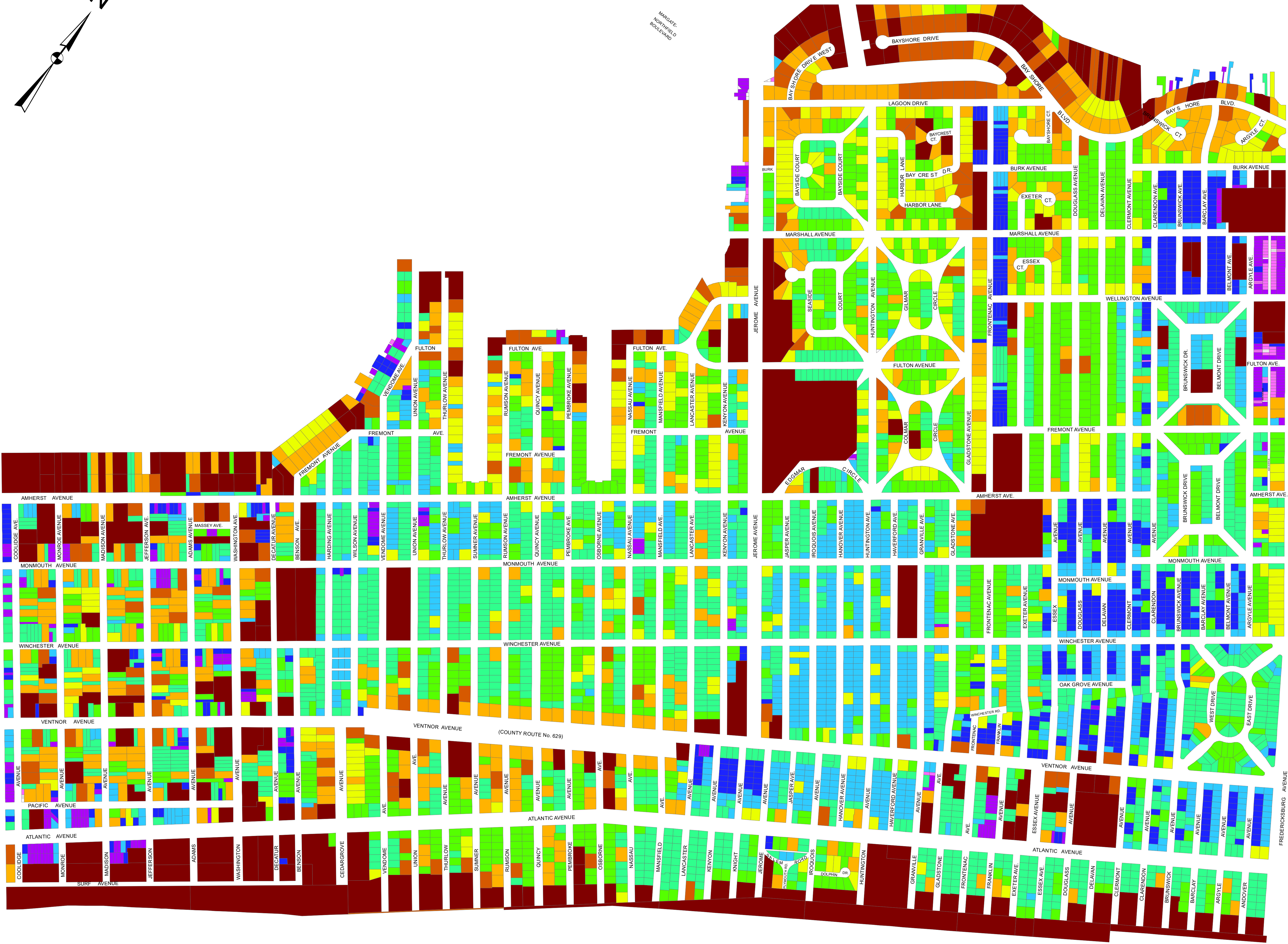
MARGATE-
NORWICH
BOULEVARD

City of Margate Lot Size Map

Legend

Lot Size

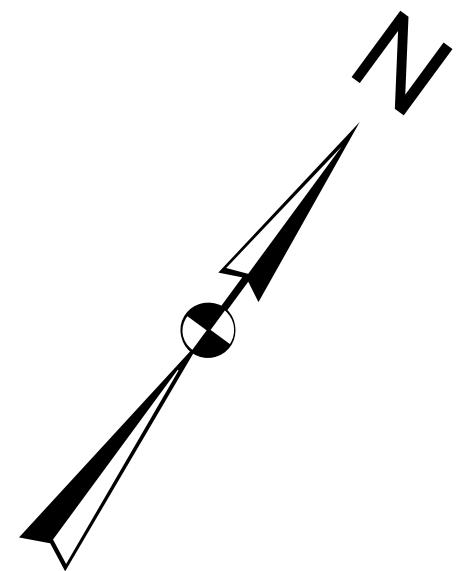
AREA



Date Prepared: 11-08-16



Remington, Vernick & Walberg Engineers
845 North Main Street
Pleasantville, NJ 08232
(609) 645-7110 Fax: (609) 645-7076
Web Site Address: www.rve.com



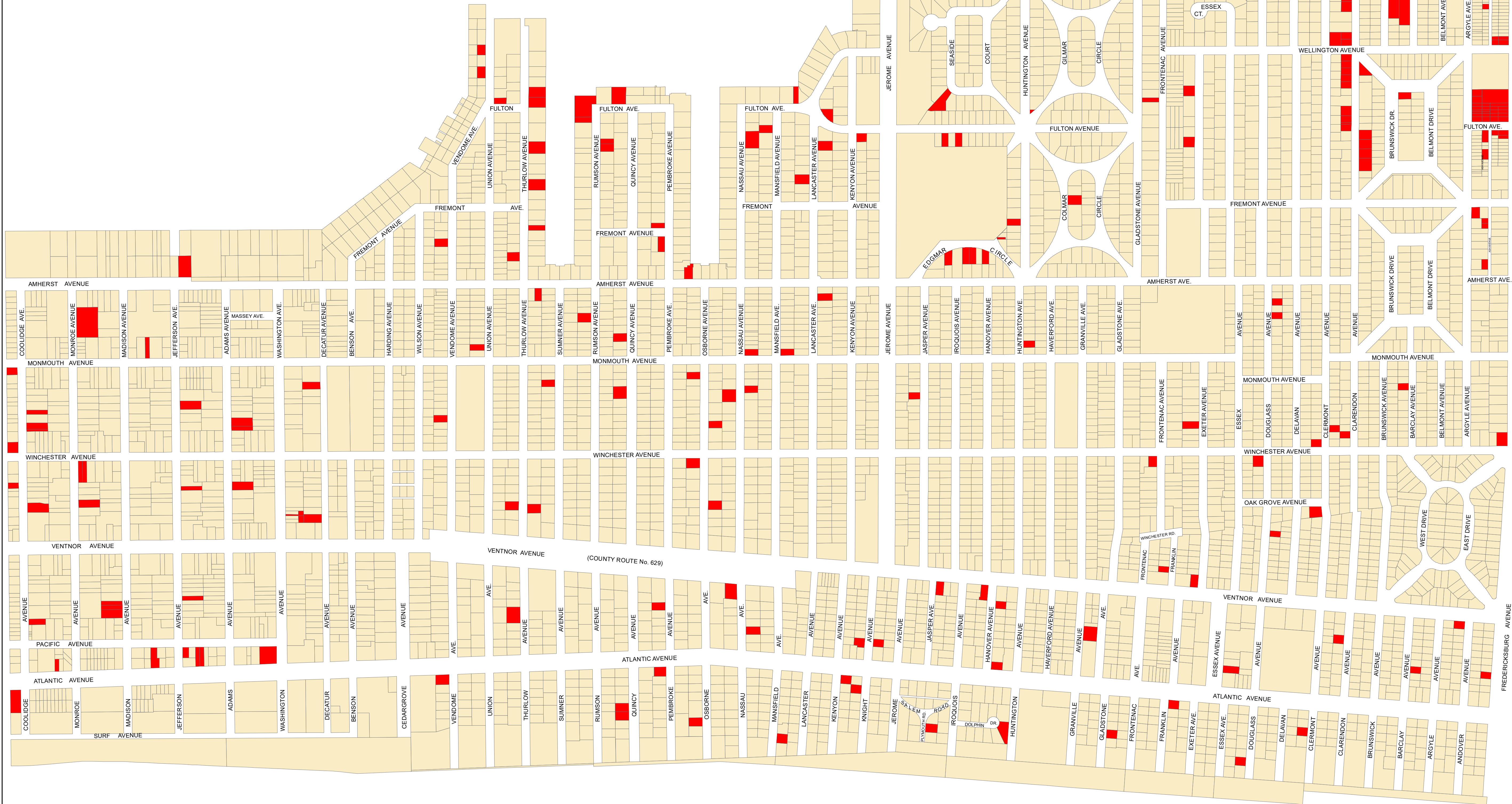
MARGATE-
NORWICH
BOULEVARD

City of Margate Vacant Land Map

Legend

Classification

- Not Vacant
- Vacant



1 inch = 300 feet
0 150 300 600 900 1,200 Feet

Date Prepared: 11-08-16



Remington, Vernick & Walberg Engineers
845 North Main Street
Pleasantville, NJ 08232
(609) 645-7110 Fax: (609) 645-7076
Web Site Address: www.rve.com