



# TOMS RIVER WATERFRONT PLAN

Dover Township

Ocean County

New Jersey





November 30, 1979

Mayor, Township Committee & Planning Board  
Township of Dover  
P. O. Box 728  
Toms River, New Jersey 08753

Re: Toms River Waterfront Plan

Ladies & Gentlemen:

I am pleased to submit the Toms River Waterfront Plan to you and to the residents of Dover Township.

This Plan synthesizes a number of planning proposals and concepts which have evolved over a number of years and provides for detailed analyses of several features of a principal segment of the Toms River Waterfront. The Waterfront Plan document is complemented by a slide presentation of the waterfront area and the proposed historic districts and by proposed Architectural Review Standards for guiding future development within the Historic Toms River Waterfront and adjacent historic areas.

We would like to extend our appreciation to you and to the numerous Dover Township staff involved with this project. Special appreciation is extended to Pauline S. Miller who was responsible for extensive original research on the historical and architecturally significant structures; G. Stanford Raymond, former Grants Coordinator, for his administrative coordination; Roy Baccarella, who was responsible for preparation of the color slide presentation; Lawrence P. Cagliostro, Director of Community Development; A. Morton Cooper, who assisted on the flora and fauna analysis; and L. Manuel Hirshblond and his staff for assistance on a number of questions relative to the Township. Appreciation is also extended to the staff of the New Jersey Department of Environmental Protection, Division of Coastal Resources, Bureau of Coastal Planning and Development for their financial assistance and technical guidance on this project.

We hope that this project will lead to future enhancement of the Toms River Waterfront and to development of a program of historic preservation and architectural protection for historical resources in the Village of Toms River. The Toms River Waterfront has a great deal of potential and we are proud to have been involved with helping to plan its future development.

Respectfully submitted,

TOWNPLAN ASSOCIATES

THOMAS A. THOMAS, P.P., A.I.C.P.  
PRESIDENT

TAT:vs

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TOMS RIVER WATERFRONT PLAN

TOWNSHIP OF DOVER

Ocean County, New Jersey

This Report was prepared under contract with the New Jersey Department of Environmental Protection, Division of Coastal Resources, Bureau of Coastal Planning and Development with financial assistance from the United States Department of Commerce, National Oceanic and Atmospheric Administration, Office of Coastal Zone Management, under provisions of the Federal Coastal Zone Management Act, P.L. 92-583, as amended.

PREPARED BY:

TOWNPLAN ASSOCIATES  
26 Main Street  
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November, 1979

## TABLE OF CONTENTS

Title Page	i
Table of Contents	ii
List of Tables, Schematics & Maps	iii

### BACKGROUND STUDIES

Toms River Waterfront - A River and a Settlement	1
Physical and Hydrological Characteristics	4
Flora & Fauna	12
Existing Land Use	27
Historic and Cultural Features	32
Waterfront Planning Activities	50

### WATERFRONT PLAN

Toms River Waterfront Plan	55
- Goals and Objectives	55
- Proposed Land Use	57
- Public Access to the Waterfront	65
- Landscape Design Recommendations	68
Implementation of the Waterfront Plan	71
Consistency with New Jersey Coastal Management Program	75

### APPENDIX

Historic District and Landmarks Preservation Commission	A-1
Seaport Advisory Council	A-2

## LIST OF TABLES & SCHEMATICS

Flood Crest Elevations	8
Precipitation at Toms River	9
Main Street Historic and/or Architecturally Significant Structures	34
Washington Street Historic and/or Architecturally Significant Structures	40
Waterfront District Historic and/or Architecturally Significant Structures	45
Park and Ride Facility	61

## LIST OF MAPS

Vegetation Analysis	20
Existing Land Use	31
Historic Districts	49
Waterfront Access	67
Visual Site Elements	70
Toms River Waterfront Plan	65

**BACKGROUND STUDIES**

## TOMS RIVER WATERFRONT - A RIVER AND A SETTLEMENT

"Toms River" is the name of a river and a historic settlement within Dover Township commonly referred to as the "Village of Toms River". A study of the "Toms River Waterfront", therefore, inherently contains two (2) elements: A riverine element and a community development element. This study of the Toms River Waterfront addresses both elements.

### TOMS RIVER - THE RIVER

The Toms River is located in east central New Jersey and drains easterly from its origin in Millstone Township in Monmouth County 28.4 miles to its mouth on the Barnegat Bay in Ocean County. The Toms River has a drainage basin which contains 167.51 square miles and includes portions of Millstone and Freehold Townships in Monmouth County; portions of Jackson, Plumsted, Manchester, Lakewood, Berkeley, Lacey and Dover Townships, all of Lakehurst Borough and portions of the Boroughs of South Toms River, Beachwood, Pine Beach, Ocean Gate and Island Heights in Ocean County.

The Toms River was originally named Goose Creek. A map prepared in 1702 refers to the river as Goose Creek; however, a deed filed with the Monmouth County Clerk in December, 1712, describes the transfer of a parcel of property and includes the description of a road crossing at "Goose Creek called Toms River."

No less than three individuals have been credited with lending their name to the River: Captain William Tom, Indian Tom and Thomas Luker. In his History of Monmouth and Ocean Counties, E. Gardner and Sons, Bayonne, New Jersey, 1890, Edmond Salt concludes that the River was named after Captain William Tom. In her book Early History of Toms River and Dover Township, March, 1967, Paulene S. Miller reasons that the River was named for Thomas Luker, reported to be the first white settler. Both historians agree that the River was not named for the mythically popular Indian Tom.

### TOMS RIVER - THE VILLAGE

While the part of New Jersey now known as Ocean County was discovered by Sir Henry Hudson in September, 1609, the first known white settler in the Toms River area was Thomas Luker who settled in the area around 1700. At the time the Toms River area was originally part of an area called "Barnegat" although officially it was part of Shrewsbury Township in Monmouth County.

The Toms River settlement became a part of the Township of Dover when it was created by legislative act on June 24, 1767. The new Township name apparently was influenced by the early settlers of the Township; however, there is no official record to show who first called the Township Dover. The Township originally included all of the present Townships of Dover, Manchester, Berkeley, Brick and the seashore area from the Manasquan Inlet to the Barnegat Inlet. The first municipality to secede from Dover was Jackson Township in 1844 while the last being the Boroughs of Lavallette and Island Heights in 1837. With the exception of some small border areas, West Point Island for example, the Township boundaries have not changed significantly since 1887.

On February 15, 1850, Dover Township became part of the newly created County of Ocean; and on May 9, 1850, the Board of Chosen Freeholders selected Toms River as the County Seat through designation of a site for a County Court House. The Court House was completed in September of 1851, and the original Court House building on Washington Street is still in use and has been designated as a historic structure.

The contemporary "Village of Toms River" still serves as the County seat and as the Dover Township municipal seat. In addition, Toms River serves as the headquarters for numerous other public, quasi-public and private agencies and activities within the County. The Village of Toms River has become the major government center within Ocean County and one of the major professional office and service agency centers in east central New Jersey.

#### TOMS RIVER - FOCAL POINT FOR GROWTH

The Toms River area has been a focal point for growth since World War II and particularly since the opening of the Garden State Parkway in the mid-1950's. Dover Township has been one of the fastest growing municipalities in New Jersey during the past 30 years and for the period 1970-1978, Dover was the fastest growing municipality in the State with an increase from 43,751 to 64,518 residents; an increase of 20,767 or 47.5 percent.

The Toms River basin has been the fastest growth region in the State since 1970. Dover Township numerically was the fastest growing municipality in the State. Manchester Township, upstream on the Toms River, ranked third with 15,716 new residents (a 208.2 percent increase); Berkeley Township ranked seventh with an increase of 9,920 new residents (125.3 percent); and Jackson Township ranked 17th with an increase of 6,486 residents which was a 35.5 percent increase.

It is expected that the rapid growth of the 1970's will continue through the 1980's within the Toms River basin due to the anticipated expansion and development of several major adult or retirement communities including Holiday City at Berkeley and Silver Ridge Park West in Berkeley Township; Crestwood Village, Pine Ridge at Crestwood, Cedar Glen Lakes, Leisure Village West and Leisure Knoll in Manchester Township; and Meadowbrook Village, Oak Tree and Jackson Estates in Jackson Township. Adult communities which were constructed during the past 14 years and are now completed include Gardens of Pleasant Plains, Roberts Mobile Home Park and Dover Walk in Dover Township; Silver Ridge Park in Berkeley Township; Cedar Glen City and Cedar Glen West in Manchester Township.

It is estimated that there are currently more than 16,000 dwelling units within the Toms River drainage basin. This represented two-thirds of the approximately 26,000 retirement community dwelling units within Ocean County in 1979.

A second major factor for anticipated future growth is the development of the Ocean County Utilities Authority Regional Sewerage System. This system is designed to provide for projected population growth through the year 2000 and has provisions for future expansion. The Central Water Pollution Control Facility, which services the Toms River basin, is capable of treating 24 million gallons of sewerage per day with potential expansion to 32 million gallons per day. This sewerage treatment capability coupled with the large tracts of physically developable land make the Toms River basin area one of the principal development areas through the 1980's.

## PHYSICAL AND HYDROLOGICAL CHARACTERISTICS

The Toms River is a meandering river which extends 28.2 miles from Millstone Township in Monmouth County southeasterly to its confluence with the Barnegat Bay in Dover Township. The Toms River drainage basin contains approximately 167.51 square miles and is the largest drainage basin in Ocean County.

The Toms River is typical of other streams within the outer coastal plain area of the New Jersey coastal region. The River is dendritic with a stream flow derived to a great extent from base flow discharge. The stream bed is relatively narrow but due to the relatively flat to gently sloping terrain, the River has a typically wide, poorly drained, floodplain with abundant swamps and marshlands buffering the River from upland drainage areas.

The tide at the mouth of Toms River is of equal elevation to that of Barnegat Bay, which is influenced by the tidal changes of the Atlantic Ocean. Tidal stages on Toms River are normally affected only 1 to 2 feet due to the protection of the River's mouth by a 23 mile-long barrier beach and the great expanse of Barnegat Bay. The land area adjacent to the mouth of Toms River is a low, tidal salt marsh with numerous coves and fresh water creek outfalls.

### WATER QUALITY OF THE TOMS RIVER

Streamwater in Ocean County is generally soft; the geological deposits drained are low in calcium and magnesium and high in sodium and potassium. Turbidity is fairly low and, by comparison with many New Jersey streams, nutrient levels are also low. Streams are characterized by high acidity, particularly in cedar bogs where decomposing vegetation and a thick humus layer contribute substantial organic acids. The River water tends to be tea colored due to the combination of chemical and organic influences.

Several public and private agencies conduct limited surface water monitoring programs in the Ocean County area, including local environmental organizations; the U.S.G.S., which has been operating monitoring stations in the Ocean County area since 1963; the State D.E.P.; and the Ocean County Health Department, which tests bathing beach water during the summer. However, the most comprehensive monitoring has been associated with the Ocean County 208 Water Quality Planning Project which was initiated in 1976.

New Jersey established new standards for surface water quality, effective December, 1974. Classes FW-1, FW-2 and FW-3 apply to fresh water bodies.

Class FW-1 includes only those fresh waters which are to be preserved for posterity and shall not be subjected to any man-made wastewater discharges. Those in the FW-2 category are designated as suitable for public potable water supply after treatment. Both FW-2 and FW-3 waters are designated for primary contact recreation, industrial and agricultural uses, and propagation of natural biota. Although the criteria for FW-2 and FW-3 waters are similar, the principal difference between the two is that FW-3 waters are not considered suitable for drinking water supply.

There are nine (9) streams in Ocean County which could be considered as potential water supply sources, including the main branch of the Toms River. These streams maintain a sufficient rate of discharge during low flow periods to warrant such consideration. Indeed, the Toms River has the largest drainage basin in Ocean County (almost 170 square miles), and consequently has large amounts of water available for the dilution of wastes, resulting in higher overall water quality. However, most of the streams, including the Toms River, are presently included in the FW-3 State water quality classification, which does not provide for potable water uses.

#### FLOODPLAIN

The areas adjoining a river, stream, watercourse, ocean, lake, or other body of standing water that have been or may be covered by floodwater are called floodplains. The Toms River and its tributaries have formed a broad, poorly drained floodplain with abundant swamp and marshland. The streams meander sharply from side to side in a series of tightly compressed loops and are overgrown throughout their lengths with heavy brush and trees.

Flood intensity can be influenced by development within the floodplain. The placing of fill in a flood-prone area can cause the natural floodwater level to rise in order to regain the lost storage capacity. Flooding can also be augmented by covering the floodplain with pavement and other impervious surfaces, preventing the infiltration of precipitation and increasing surface runoff. The use of concrete gutters and storm drains speeds the delivery of runoff to streams. Detention ponds that allow a controlled flow of discharge to streams can help to alleviate flood dangers while improving ground water recharge.

Industries and mills developed on the banks of the Toms River as early settlers took advantage of the great timber and water supply. The original industries and economic sources disappeared long ago, but the area is undergoing rapid development and vast amounts of open land, some of which is encroaching into the floodplain of the Toms River and its tributaries, are being utilized for industrial parks, commercial establishments, and residential areas. Continued industrial and commercial activity and additional increases in population will probably occur in the area, intensifying development of, and infringement upon, the floodplain.

The State Floodplain Management Law (NJSA 58:16A) provides a program for the delineation and regulation of flood prone areas in New Jersey. Although the law allows municipalities to adopt and administer floodplain ordinances locally, the ordinances must be more restrictive than State standards. The function of floodplain management is to prevent flood damage by delineating those areas subject to flooding, and to develop rules and regulations that will restrict the permitted uses of such lands.

#### FLOOD SEASON AND FLOOD CHARACTERISTICS

Floods occurring in the Toms River area result from tropical hurricanes and "northeasters." Common northeaster storms can occur throughout the calendar year and are characterized by general and extended rainfall over the entire drainage basin which may cause flooding in the upper reaches of the Toms River. Tropical hurricanes comprise the majority of the most severe storms and occur during the late summer and fall. Hurricanes not only cause flooding due to heavy precipitation but also create unusually high tides and high winds, causing severe damage to coastal areas.

#### PAST FLOODS

The highest flood stage of record for Toms River was estimated from a flood mark set in September 1938, but the actual gauge reading was not available. The second highest stage was recorded in May 1968 and the third highest stage was recorded in August 1971.

High tides on the Atlantic Ocean affect flooding on Toms Rivers from its mouth in Barnegat Bay to a point approximately four (4) miles upstream. Flooding due to high tides or a combination of high tides and floodflows occurred in September 1944, November 1950, and March 1962.

## FLOOD RECORDS

Information on historical floods in the Toms River area was obtained from the stream gauging station and the maximum tide height gauge maintained by the U.S.G.S. in the Village of Toms River. Flood crest elevations from the Toms River gauge are shown in Table 1 . Precipitation records from the National Weather Service gauge located at the Toms River Water Company are shown in Table 2 . High water marks of past floods were obtained from residents in the area who were interviewed and from newspaper files and historical documents which were researched for information concerning past floods.

TABLE 1  
FLOOD CREST ELEVATIONS  
Toms River, Near Toms River, New Jersey (a)

Date of Crest	Estimated Peak Discharge cfs	Stage (c) feet	Elevation (d) feet - m.s.l.d.
April 18, 1929	851	8.95	17.05
August 26, 1933	835	8.86	16.96
September 8, 1935	787	8.65	16.65
March 14, 1936	739	8.30	16.40
June 29, 1938	1,440 (b)	11.10	19.20
July 26, 1938	1,060	10.15	18.25
September 23, 1938	2,000 (b)	12.50	20.60
February 5, 1939	808	8.73	16.83
August 22, 1939	902	9.32	17.42
September 17, 1944	1,140	10.58	18.68
December 1, 1945	873	8.82	16.92
December 31, 1945	763	8.17	16.27
June 2, 1948	742	8.05	16.15
June 2, 1949	816	8.48	16.58
December 23, 1951	818	8.37	16.47
April 29, 1952	1,250	10.53	18.63
June 3, 1952	882	8.72	16.82
March 15, 1953	878	8.70	16.80
August 15, 1955	909	8.86	16.96
February 2, 1958	1,160	10.09	18.19
August 27, 1958	776	8.15	16.25
October 28, 1958	941	9.03	17.13
September 14, 1960	1,370	10.57	18.67
August 15, 1961	938	8.95	17.05
March 14, 1962	965	9.05	17.16
September 23, 1966	808	8.27	16.37
August 6, 1967	842	8.45	16.55
May 31, 1968	1,610	11.30	19.40
June 14, 1968	1,555	11.15	19.25
July 31, 1969	1,510	11.03	19.13
August 29, 1971	1,590	11.25	19.35

- (a) U.S.G.S. Gage No. 4085, established October 1928  
(b) Estimated discharge from flood mark  
(c) Bankfull stage is 8.0 feet  
(d) Mean sea level datum, 1929 General Adjustment Datum.

Source: U. S. Army Corps of Engineers, Floodplain Information, Toms River, Union Branch, Ridgeway Branch and Long Swamp Creek, Ocean County, New Jersey, Philadelphia, Pa, June 1972.

TABLE 2  
PRECIPITATION AT TOMS RIVER, NEW JERSEY

Occurrence	<u>Amount of Precipitation inches</u>	<u>Time Period hours</u>
May 28-29, 1968	4.17	29
August 27-28, 1971	5.19	14-1/2
June 12-14, 1968	2.80	20
July 27-30, 1969	7.78	18

(2) National Weather Service Gage No. 8816 at Toms River Water Company

Source: U.S. Army Corps of Engineers, Floodplain Information, 1972

#### THE THANKSGIVING DAY & GREAT MARCH STORM FLOODS

The Thanksgiving Day flood occurred on November 25, 1950. According to newspaper articles, the flood inundated the low-lying lands encompassing Barnegat Bay and the mouth of the Toms River. Driven by wind action, flood tides caused damage to various marine facilities. Tidal heights experienced in southern Ocean County exceeded those at Toms River. A headline from the Ocean County Sun declared a million dollars damage in Ocean County.

The storm of March 6 and 7, 1962 ravaged and almost obliterated the New Jersey coastline. Its effects were so disastrous that special reports were published by local newspapers. An excerpt from one of these, "The Great March Storm - 1962," published by the Ocean County Sun, sums up the storm's devastation succinctly.

On March 6, a violent storm - perhaps the worst within memory - smashed the New Jersey coast line, rendering it helpless and almost unrecognizable. The storm brought to Ocean County a thick swirling snowfall, roaring winds, and towering seas.

Little of the exposed Ocean County coast line was spared damage as gale winds, wet snow, and thundering surf combined in an awesome display of elements in a murderous mood.

Even communities well away from the coast were not spared completely from the storm ravages. Snow clogged county roads, and several thousand families lost electricity for varying periods.

In river front communities, such as Toms River, Beachwood, Island Heights, Pine Beach, and Ocean Gate, low streets were flooded and docks disappeared under water for several days as high winds kept extreme high tides from receding.

Sheltered marinas along the rivers were for the most part spared, but marinas in the open bay areas reported widespread damage to boats and equipment.

#### REGULATORY AGENCIES

Regulatory agencies concerned with the Toms River Waterfront Plan include:

- U. S. Department of Commerce, National Oceanic and Atmospheric Administration, Office of Coastal Zone Management, responsible for implementation of the Federal Coastal Zone Management Act of 1972 (P.L. 92-583), and the CZMA Amendments of 1976 (P.L. 94-370).
- State of New Jersey, Department of Environmental Protection, Division of Coastal Resources, Office of Coastal Planning and Development, responsible for implementation of:
  - 1) The Coastal Area Facility Review Act (CAFRA) (N.J.S.A. 13:19-1 et seq.).
  - 2) Wetlands Act of 1970 (N.J.S.A. 13:9A-1 et seq.).
  - 3) Various riparian statutes.
  - 4) The guidance of State funding decisions that affect coastal resources, viz., the Green Acres Open Space Acquisition and Outdoor Recreation program; the Shore Protection Program; and the wastewater treatment facilities construction program.
  - 5) New Jersey Office of Floodplain Management, jurisdiction over floodplain areas.

- U. S. Army Corps of Engineers, jurisdiction over navigable waters.
- The United States Coast Guard.
- The National Flood Insurance Program, Federal Insurance Administration of the Department of Housing and Urban Development.
- Ocean County Board of Chosen Freeholders, the designated 208 Water Quality Planning Agency.
- Ocean County Planning Board
- Ocean County Health Department, Environmental Health.
- Dover Township Engineering Department.
- Dover Township Planning Board.
- Dover Township Board of Health
- Dover Township Board of Adjustment
- Dover Township Committee

The 208 Project--Ocean County Water Quality Management Planning

The 208 Project was funded under a grant from the United States Environmental Protection Agency. The Project deals with five (5) elements of the 208 Project Planning Area: Population, Land Use and Environmental Resources; Groundwater Management Planning; Surface Water Quality; Storm Water Management Planning; and Wastewater Flows and Sewerage Facilities.

All of Ocean County's 639 square miles fall within the 208 planning area. Approximately 36 square miles of the total 208 planning area are located in southern Monmouth County.

The principal goal of the 208 water quality planning is to preserve and protect the area's water resources.

## FLORA AND FAUNA

The Toms River, with its numerous tributaries and broad floodplain, is the dominant feature affecting most of the flora and fauna within the Toms River Waterfront Area. The influence of the Toms River, along with other environmental factors including vegetative succession, soil types, geologic features, surface hydrology, and man's influence, have led to a significant richness and diversity of the flora and fauna found throughout the Toms River Waterfront Planning Area.

### FLORA

Based upon resource materials and field surveys, seven (7) "vegetative types" were identified as covering distinct areas of the project area. These "vegetative types" are based upon the type of plant species present, their stage of succession, and the influence of man's use of the land, and are shown on the map entitled: "Vegetation Analysis". The seven (7) "vegetative types" are: Southern Hardwood Swamp/Lowland Forest, Pine-Oak Forest, Marsh/Wetlands, Riverine, Open Fields, Right-of-Way, and Man-Made landscapes. A description of each of these types, including dominant plant materials are described below.

#### Southern Hardwood Swamp/Lowland Forest

The wet area which parallels the Toms River is vegetated by plant species which can tolerate the moist conditions and periodic flooding. This vegetative type is characterized by shallow root systems, which are affected by changes in the water table and wind damage. On slightly drier sites additional plant species are common, giving this vegetative regimen a richness in diversity.

Plant material found in this vegetative site type includes the following:

Sweet Bay	Magnolia virginiana
Black Gum	Nyssa sylvatica
Red Maple	Acer rubrum
Weeping Willow	Salix babylonica
Gray Birch	Betula populifolia
Southern White Cedar	Chamaecyparis thyoides
Sweet Gum	Liquidambar styraciflua
Tulip Tree	Liriodendron tulipifera
Ash	Fraxinus sp.
Sassafras	Sassafras albidum

American Holly	<i>Ilex opaca</i>
Pitch Pine	<i>Pinus rigida</i>
Willow Oak	<i>Quercus phellos</i>
Sweep Pepperbush	<i>Clethra alnifolia</i>
Highbush Blueberry	<i>Vaccinium corymbosum</i>
Swamp Azalea	<i>Rhododendron viscosum</i>
Flowering Dogwood	<i>Cornus florida</i>
Lowbush Blueberry	<i>Vaccinium vacillans</i>
Huckleberry	<i>Gaylussacia baccata</i>
Spicebush	<i>Lindera benzoin</i>
Northern Arrowwood	<i>Viburnum recognitum</i>
Greenbrier	<i>Smilax</i> sp.
Cinnamon Fern	<i>Osmunda cinnamomea</i>
Chain Fern	<i>Woodwardia</i>
Rushes	<i>Sciurus</i> sp.
Sphagnum Moss	<i>Sphagnum</i> sp.
Other Mosses	<i>Cladonia</i> sp.

#### Pine - Oak Forest

The pine dominated forest is generally open in character, with trees growing sufficiently distant from each other to allow considerable light to penetrate to the lower layers. This, in turn, leads to a dense understory which limits the distance one can see into the forest. This vegetative type is favored by a fire frequency of about twenty (20) years, and is usually found on more upland, drier sites.

Plant material found in this vegetative type includes the following:

Pitch Pine	<i>Pinus rigida</i>
Shortleaf Pine	<i>Pinus echinata</i>
White Oak	<i>Quercus alba</i>
Scarlet Oak	<i>Quercus coccinea</i>
Black Oak	<i>Quercus velutina</i>
Blackjack Oak	<i>Quercus marilandica</i>
Post Oak	<i>Quercus stellata</i>
Chestnut Oak	<i>Quercus prinus</i>
Scrub Oak	<i>Quercus ilicifolia</i>
Chinkapin Oak	<i>Quercus muhlenbergii</i>
Mountain Laurel	<i>Kalmia latifolia</i>
Sheep Laurel	<i>Kalmia angustifolia</i>
Huckleberry	<i>Gaylussacia baccata</i>
Highbush Blueberry	<i>Vaccinium corymbosum</i>

Heaths/Heather	Ericaceae sp.
Sweet Pepperbush	Clethra alnifolia
Wintergreen	Gaultheria procumbens
British Soldier Lichen	Cladonia macilenta

### Marsh/Wetlands

This vegetative type is characterized by plants living in the tidal and inter-tidal areas of the Toms River, primarily where it begins to meander due south of Lakehurst Road. As such, the root systems of these plants are frequently inundated with water, as are portions of some of the plants themselves. Although dynamic in terms of reproductive capacity, photosynthetic ability, etc., these areas are also extremely sensitive and fragile environmentally, as the slightest disruption of their ecosystem can result in major plant loss. Axiomatically, these areas must be safeguarded from any damage through prohibition of almost all forms of construction and recreational activities.

Plant material found in this vegetative type includes the following:

Salt Marsh Grass	Spartina alterniflora (high vigor)
Salt Marsh Grass	Spartina alterniflora (low vigor)
Salt Meadow Grass	Spartina patens
Spike Grass	Distichlis spicata
Olney's Bullrush	Scirpis olneyi
Black grass	Juncus gerardi
Sedge	Cyperus polystachyos
Halberd-leaved Orach	Atriplex patula
Reed-grass	Phragmites communis
Seaside Goldenrod	Solidago sempervirens
Panic Grass	Panicum longifolium
Nuttall's Lobelia	Lobelia nuttallii
Poison ivy	Rhus radicans
Salt marsh Fleabane	Pluchea purpurascens
Marshelder	Iva frutescens
St. John's wort	Hypericum perforatum
Perennial Salt Marsh	
Aster	Aster tenuifolius
Arrow-head	Sagittaria latifolia
Water Lily	Nymphaea spp.
Narrow-leaved Cattail	Typha angustifolia
Soldier's Rush	Juncus militaris
Sphagnum Moss	Sphagnum sp.

Riverine

This vegetative type is characterized by plants living in random locations at the edge of the Toms River south of East Water Street, either in inter-tidal areas or on fill material above most flood levels. As such, there is no distinct pattern to the vegetation found here, except that all are able to withstand the effects of salt spray and the periodic presence of water around their root structures. There are no dominant species.

Plant material found in this vegetative type includes the following:

Mulberry sp.	Morus sp.
Weeping Willow	Salix babylonica
California privet	Ligustrum ovalifolium
Poplar sp.	Populus sp.
Lovegrass sp.	Eragrostis sp.
Reed-grass	Phragmites communis
Red Maple	Acer rubrum
Oliney's Bullrush	Scirpis olneyi
Seaside Goldenrod	Solidago semper virens
Winged Sumac	Rhus copalina

Open Field

Plant material in this vegetative type has established itself on cleared land which has since been abandoned. All of the area classified as "Open Field" is located due south of the Conrail Railroad tracks, between the Parkway to the west and the Toms River to the south and east. The general sequence of succession is from annual herbs and grasses (located in the upper half of this area, where spoils are continually being dumped) to perennial herbs and grasses (located in the lower half of this site), to shrubs and trees (located in the area east of Irons Street, to the Toms River).

Plant material found in this vegetative type includes the following:

Mulberry sp.	Morus sp.
Hackberry	Celtis occidentalis
Black Locust	Robinia pseudoacacia
Wild Black Cherry	Prunus serotina

Western Red Cedar	<i>Juniperus virginiana</i>
Bayberry	<i>Myrica pennsylvanica</i>
Japanese Honeysuckle	<i>Lonicera japonica</i>
Yarrow	<i>Achillea millefolium</i>
Pasture Rose	<i>Rosa carolina</i>
St. John's Wort	<i>Hypericum perforatum</i>
English Plantain	<i>Plantago lanceolata</i>
Common Plantain	<i>Plantago major</i>
Butterfly-weed	<i>Asclepias tuberosa</i>
Milkweed	<i>Asclepias syriaca</i>
Wild Garlic	<i>Allium canadense</i>
Field Thistle	<i>Cirsium discolor</i>
Queen Anne's Lace	<i>Daucus carota</i>
Common Strawberry	<i>Fragaria virginiana</i>
Bush Clover	<i>Lespedeza violacea</i>
Red Clover	<i>Trifolium pratense</i>
Wild Oats	<i>Avena sp.</i>
Crabgrass	<i>Digitaria filiformis</i>

#### Right-of-Way

Plant material found in this vegetative type falls into two (2) categories, i.e. within highway or utility rights-of-way. The first group is characterized by plant material that existed prior to, or established itself after the construction of the Garden State Parkway. As this road is superelevated through much of the project area, the plant material is frequently growing on adjacent slopes approaching a fifty percent (50%) grade.

The plant material found in this category of this vegetative type includes the following:

Western Red Cedar	<i>Juniperus virginiana</i>
Wild Black Cherry	<i>Prunus serotina</i>
Black Locust	<i>Robinia pseudoacacia</i>
Pitch Pine	<i>Pinus rigida</i>
Winged Sumac	<i>Rhus copallina</i>
Sassafras	<i>Sassafras albidum</i>
White Oak	<i>Quercus alba</i>
Scrub Oak	<i>Quercus ilicifolia</i>
Black Gum	<i>Nyssa sylvatica</i>
Highbush Blueberry	<i>Vaccinium corymbosum</i>
Serviceberry	<i>Amelanchier canadensis</i>
Sweet Pepperbush	<i>Clethra alnifolia</i>
Inkberry	<i>Ilex glabra</i>
Bayberry	<i>Myrica pennsylvanica</i>

Japanese Honeysuckle	<i>Lonicera japonica</i>
Poison Ivy	<i>Rhus radicans</i>
Butterfly Weed	<i>Asclepias tuberosa</i>
Turf Grasses	Various species

The second category within this vegetative type consists of plant material located within the JCP&L right-of-way between Route 37 and Lakehurst Road. The variety of plant material found in this 5-8 acre area is considerable, as is the ecological dynamism. Some of the original vegetative cover was removed to install the electrical towers, and a gravel access road was constructed. The resultant disruption of ecological conditions created numerous micro-ecosystems, enabling species from numerous plant associations to thrive and compete for dominance. The diversity of plant life is significant and ideal for nature walks and nature study.

Plant material found within this category of this vegetative type includes the following:

Black Gum	<i>Nyssa sylvantica</i>
Red Maple	<i>Acer rubrum</i>
Pitch Pine	<i>Pinus rigida</i>
Grey Birch	<i>Betula populifolia</i>
Scrub Oak	<i>Quercus ilicifolia</i>
Sweet Pepperbush	<i>Clethra alnifolia</i>
Bayberry	<i>Myrica pensylvanica</i>
Highbush Blueberry	<i>Vaccinium corymbosum</i>
Lowbush Blueberry	<i>Vaccinium vacillans</i>
Huckleberry	<i>Gaylussacia baccata</i>
Northern Arrowwood	<i>Viburnum recognitum</i>
Winged Sumac	<i>Rhus copallina</i>
Heath/Heather sp.	<i>Ericaceae sp.</i>
Virginia Creeper	<i>Parthenocissus quinquefolia</i>
Wild Strawberry	<i>Fragaria virginiana</i>
Greenbrier	<i>Smilax rotundifolia</i>
Olney's Bullrush	<i>Scirpis olnexi</i>
Narrow-leaved Cattail	<i>Typha angustifolia</i>
Reed-grass	<i>Phragmites communis</i>
Panic Grass	<i>Panicum longifolium</i>
Spike Grass	<i>Distichlis spicata</i>
Seaside Goldenrod	<i>Solidago sempervirens</i>
Black Grass	<i>Juncus gerardi</i>
Soldier's Rush	<i>Juncus militaris</i>
Fox Bluegrass	<i>Vitis labrusca</i>

Bur-Reed	Sparganium americanum
Field Thistle	Cirsium discolor
Common Cinquefoil	Potentilla simplex
Bracken Fern	Pteridium aquilinum
Marsh Fern	Thelypteris palustris
Cinnamon Fern	Osmunda cinnamomea
Sphagnum Moss	Sphagnum sp.
Reindeer Moss	Cladonia rangeriferina
Dixie-cup lichen	Cladonia pyxidata
British Soldier Lichen	Cladonia macilenta

### Man-Made Landscapes

Plant material in this vegetative type is located in areas adjacent to existing residences, commercial enterprises, industrial sites, paved streets, or within existing parks along the waterfront. The majority of the plant material has been installed by the land/home owner or Township employees (e.g. Public Works Department staff). Height, caliper, and variety of deciduous and evergreen plant material vary considerably.

Plant material found in this vegetative type includes the following:

Tuliptree	Liriodendron tulipifera
Norway Maple	Acer platanoides
Weeping Willow	Salix babylonica
Grey Birch	Betula populifolia
American Holly	Ilex opaca
Red Maple	Acer rubrum
Scarlet Oak	Quercus coccinea
Pin Oak	Quercus palustris
Honeylocust	Gleditsia triacanthos
Smooth Sumac	Rhus glabra
Flowering Cherry	Prunus subhirtella
Canadian Hemlock	Tsuga canadensis
Golden Cypress	Chamaecyparis obtusa
Dense Yew	Taxus densiformis
Dwarf Japanese Yew	Taxus brevifolia
Andorra juniper	Juniperus horizontalis plumosa
Blue Rug Juniper	Juniperus horizontalis wiltoni
Rock Cotoneaster	Cotoneaster horizontalis
Blue Hydrangea	Hydrangea Otaksa
California Privet	Ligustrum ovalifolium

Bayberry  
Inkberry  
Russian Olive

*Myrica pensylvanica*  
*Ilex glabra*  
*Eleagnus angustifolia*

Annuals  
(Marigolds, etc.)  
Turf Grasses

(Tagetes, etc.)  
Various species



FAUNA

Wildlife is dependent on habitat to provide necessary food, water, and cover. Because of the multiplicity of habitats and vegetative types found within the project study area, the resultant fauna is considerable in number and rich in diversity.

A detailed survey spanning all four seasons would be necessary to fully document the presence (either seasonally or year-round) of all the fauna listed below. For example, nocturnal species often went undetected in the field surveys, despite their probable presence, and some of the reptiles, amphibians, and mammals known to be present were not confirmed by actual field sightings. Nonetheless, data on species believed to inhabit the project site was compiled from several field observations, discussions with resident environmentalists, and numerous reference sources and environmental impact statements for similar sites.

Fauna known or presumed to inhabit the project site therefore include the following:

BIRDS:

Orchard oriole	Icterus spurius
House wren	Troglodytes aedon
Mockingbird	Mimus polyglottos
Eastern kingbird	Tyrannus tyrannus
Bobwhite	Colinus virginianus
Red-winged blackbird	Agelaius phoeniceus
Catbird	Dumetella carolinensis
Song sparrow	Melospiza melodia
Chipping sparrow	Spizella passerina
Field sparrow	Spizella pusilla
Red-tailed hawk	Buteo jamaicensis borealia
Common crow	Corvus brachyrhynchos
Rufous-sided towhee	Pipilo erythrophthalmus
Brown thrasher	Toxostoma rufum
Starling	Sturnus vulgaris
Blue jay	Cyanocitta cristata
Ovenbird	Seiurus auracapillus
Woodthrush	Hylocichla mustelina
Yellowthroat	Geothlypis trichas
Yellow-billed cuckoo	Coccyzus Americanus
Tufted titmouse	Parus bicolor

Eastern wood pewee  
Great crested flycatcher  
Mourning dove

Contopus virens  
Myiarchus crinitus  
Zenaidura macroura

Common grackle  
Downy woodpecker  
Hairy woodpecker  
Red-billed woodpecker  
Yellow-shafted flicker  
Turkey vulture

Quiscalus quiscula  
Dendrocopos pubescens  
Dendrocopos villosus  
Centurus carolinus  
Colaptes auratus  
Cathartes aura

Carolina chickadee  
Carolina wren  
American robin  
Summer tanager  
Scarlet tanager  
White-breasted nuthatch  
Eastern phoebe  
Clapper rail  
Long-billed marsh wren  
Fish crow  
Tree swallow  
Sharp-tailed sparrow  
Seaside sparrow  
Green heron  
Great blue heron

P. carolinensis  
Thryothorus ludovicianus  
Turdus migratorius  
Piranga rubra  
Piranga olivacea  
Sitta carolinensis  
Sayornis phoebe  
Rallus longirostris  
Telmatodytes palustris  
Corvus ossifragus  
Iridoprocne bicolor  
Ammodramus caudacuta  
Ammodramus maritima  
Butorides virescens  
Ardea herodias

Ruffed grouse  
American kestrel  
Sharp-shinned Hawk  
Cardinal  
Red-eyed vireo  
Yellow warbler  
Prothonotary warbler  
Least flycatcher  
Kingfisher

Bonasa umbellus  
Falco sparverius  
Accipiter striatus  
Richmondia cardinalis  
Vireo olivaceus  
Dendroica petechia  
Prothonotaria citrea  
Empidonax minimus  
Megasceryle alcyon

MAMMALS:

Striped skunk  
Gray squirrel  
Red squirrel  
Large American opossum  
Raccoon  
Gray fox  
Red fox  
Eastern mink

Mephitis mephitis  
Sciurus carolinensis  
Tamiasciurus hudsonicus  
Didelphus marsupialis virginiana  
Procyon lotor  
Urocyon cinereoargenteus  
Vulpes fulva  
Mustela vison

Weasel  
Northern flying squirrel  
Eastern mole  
White-footed mouse  
Muskrat

*Mustela frenata*  
*Glaucomys sabrinus*  
*Scalopus aquaticus*  
*Peromyscus leucopus*  
*Ondatra zibethicus*

Woodchuck  
Meadow vole  
Meadow mouse  
Cottontail rabbit  
White-tailed deer  
Pine vole  
Eastern chipmunk  
Red bat

*Marmota monax*  
*Microtus pennsylvanicus*  
*Microtus townsendii*  
*Sylvilagus floridanus*  
*Odocoileus virginianus*  
*Pitymys pinetorum*  
*Tamias striatus*  
*Lasiurus borealis borealis*

AMPHIBIANS:

Pine Barrens tree-frog  
Carpenter frog  
Green frog  
Southern leopard frog  
Spring peeper  
New Jersey chorus frog  
Fowler's toad  
Red-backed salamander  
Marbled salamander

*Hyla Andersoni*  
*Rana virgatipes*  
*Rana clamitans melanota*  
*Rana pipiens*  
*Hyla crucifer*  
*Pseudacris triseriata kalmi*  
*Bufo woodhousei fowleri*  
*Plethodon cinereus*  
*Ambystoma opacum*

REPTILES:

Eastern box turtle  
Wood turtle  
Eastern mud turtle  
Eastern garter snake  
Northern pine snake  
Northern fence lizard  
Eastern hog-nosed snake  
Northern ringneck snake

*Terrapene carolina*  
*Clemmys insculpta*  
*Kinosternan subrubrun*  
*Thamnophis sirtalis sirtalis*  
*Pituophis melanoleucus*  
*Sceloporus undulatus*  
*Heterodon platyrhinus*  
*Diadophis punctatus edwardsi*

FISH & CRUSTACEANS:

Fiddler crab  
Blue claw crab  
Northern (juvenile) fluke  
Bluefish (juvenile)  
Weakfish (juvenile)  
Mummichaug  
Sheepshead minnow

*Uca minax*  
*Callinectes satidus*  
*Paralichthys dentatus*  
*Pomatomus saltatrix*  
*Cynoscion regalis*  
*Fundulus diphanus*  
*Cyprinodon variegatus*

Mud minnow  
Rainwater killifish  
Spearing  
4 spine stickleback  
9 spine stickleback  
White perch  
Alewife  
Eastern pickerel

*Umbra pygmaea*  
*Lucania parva*  
*Menidia menidia*  
*Apeltes quadracus*  
*Pungitius pungitius*  
*Marone Americana*  
*Alosa pseudoharengus*  
*Esox reticulatus*

## SENSITIVE ENVIRONMENTAL RESOURCES

The possibility that rare or endangered plant and wildlife species exist within the Toms River Waterfront area was investigated, through field surveys and research materials.

The Rutgers University Botany Department maintains records of sites of recorded occurrences for plants listed in Rare and Endangered Vascular Plants of New Jersey (Fairbrothers and Hough, 1973). None have been recorded in the project site, but there is the possibility that Hartford climbing fern (*Lygodium palmatum*), American mistletoe (*Phoradendron flavescens*), and Smooth orange milkweed (*Asclepias lanceolata*) could exist. Only an exhaustive botanical survey could definitely exclude the possibility of their presence. Field surveys resulted in identification of a unique grove of Willow Oak (*Quercus Phellos*) approximately 600 feet south of Route 37 alongside the Toms River. This grove contains some of the largest Willow Oak trees in Ocean County. These magnificent trees (in some instances reaching a height of seventy feet (70') ) and their habitat should remain undisturbed.

In 1972, the New Jersey Department of Environmental Protection published a list of endangered or threatened wildlife species. Two (2) such species are known to exist within the project site, i.e. the Bog Turtle (*Clemmys muhlenbergi*) and the Pine Barrens Tree Frog (*Hyla andersoni*). Both however, exist within areas to be designated as conservation/open space areas; hence disruption of their ecosystems is unlikely. Threatened or endangered birds known to seasonally inhabit the project site during migration include the Cooper's hawk (*Accipiter cooperii*) and the Osprey (*Pandion haliaetus*). As the proposed land uses will not alter their sources of food and cover, however, the Toms River Waterfront Plan should not endanger their periodic presence within and adjacent to the project site.

Perhaps more important than individual species of flora and fauna that is threatened or endangered is the large marsh/wetlands area previously mentioned ("Vegetative Type" 3; see Vegetation Analysis Map). Even minor disruption of this fragile, sensitive ecosystem could result in the destruction of much of the flora and fauna found there. To protect and preserve them it has been recommended that all marsh/wetlands be set aside as conservation/open space areas. Construction would be strictly limited to the installation of trails. Access would be permitted only on foot or via bicycle. Upstream and downstream areas would also be protected, ensuring the preservation of this valuable environmental resource.

The proposed water's edge development, between Main Street and Dock Street, does not contemplate any uses which would be environmentally disruptive or visually unattractive. No mapped wetlands exist in this area. In certain locations, particularly in conjunction with the proposed seaport uses, bulkheading is contemplated to stabilize the riverfront.

## EXISTING LAND USE

The Toms River Waterfront Plan Study Area consists of approximately 900 acres. The Study Area extends approximately one mile north and south and approximately 1.8 miles east and west and geographically centers along a 2.4 mile length of the Toms River from New Jersey Route 37 southeasterly past the Toms River central business district to Magnolia Avenue. The Study Area consists of two broad areas of developed land divided by the Toms River, its adjacent flood plain area, a 325 foot utility easement for a Jersey Central Power & Light power line and the 400 foot wide right-of-way of the Garden State Parkway, all of which are adjacent to each other extending lineally in a north-south direction.

The land use pattern of the Study Area on the west side of the Toms River is comprised of three basic land uses: a hospital and hospital service area; a medium density, single family home area, and two large-scale garden apartment complexes, one of which is under construction and scheduled for completion by mid-1980. The area also contains a nursery and lawn center and one professional office.

Land development east of the Garden State Parkway consists of a concentration of mixed land uses including single family homes, multi-family dwelling units, retail and wholesale facilities, professional offices, banks and fiduciary institutions, quasi-public uses and public uses. This area of Toms River is the historical focal point of development in Dover Township and is the County seat and the center for municipal government and community service activities. Because of the concentration and density of commercial, public and service activities, the central business district contains extensive parking areas which have been included as a category of land use. Major natural resources have been identified by site type. Cultural resources including principal public uses and services, parks and quasi-public facilities are also identified.

North of the Study Area and included on the existing land use map is the southerly portion and main entrance area for the Winding River Park, a 498 acre Township park which extends along the Toms River for approximately 2.3 miles. This park was acquired and developed with assistance from the New Jersey Green Acres Program and is the largest municipal park funded under the Green Acres Program.

South of the Study Area are the communities of South Toms River and Berkeley Township. Land uses in both communities are as varied as those found within the Study Area. While not a part of this study or planning effort, it is readily apparent that both communities have comparable problems and potentials as Dover Township in the protection and enhancement of the southern bank of the Toms River waterfront.

A land use survey of the waterfront study area was completed in August 1979. All land uses were categorized and plotted on a 36" x 52" base map at a scale of 1"=200'. This map is utilized for display purposes, for planning reference and as a planning work map. The map contains principal existing land uses by type; major natural areas categorized by site type; major cultural features including public uses and services, parks and quasi-public uses and historical features. Large parking areas have been identified as public or private facilities.

Natural areas are identified by broad categories of site types including vacant wooded, open field or marsh. Natural areas are described in more detail in the Environmental Analysis section of this report. Of major significance to the preparation of a plan for the Toms River waterfront is the fact that natural areas remain as a dominant physical and aesthetic feature adjacent to and intermingled with the intensive developed area of Dover Township and the greater Toms River area. The Township has an unusual opportunity of preserving this natural area to complement and enhance the overall development of the Toms River area. Through acquisition of the identified natural areas between Route 166 and Route 37, Dover Township could create a lineal riverine park and open space area extending from downtown Toms River northwesterly 7 miles along the River to include Winding River Park (2.5 miles) and Riverwood Park (1.6 miles).

The identification of historical buildings and sites symbolically on the Existing Land Use map provides an indication of the extensive remaining historical resources which are found along the immediate waterfront area and along Washington and Main Streets. The historical features section of this report provides more detailed historical data and a key map of historical buildings and sites within the three historic district areas which were identified and researched as part of the Waterfront Planning Program.

Major public uses and services are identified on the Existing Land Use map numerically. The uses and services are identified on the list facing the map. The concentration of major public facilities along Washington Street and Water Street is readily evident from reviewing the Existing Land Use map.

One of the significant results of mapping existing land uses within the Toms River area is the amount and distribution of vacant land which rings the central business area, extends along the Toms River waterfront and upstream along the River to Route 37. Not evident from the map is the amount of under-utilized land near the waterfront. The availability of vacant land provides the Township with an unusual opportunity of guiding new development to achieve long-term goals and objectives for protecting key sites and enhancing and complementing existing natural, aesthetic and land use resources.

The pattern and type of several uses reflects earlier eras of economic, transportation and cultural developments which are not consistent with contemporary land use and economic development patterns or current community goals and objectives. Construction of the Parkway, upgrading of Route 37, upgrading of Hooper Avenue, reduction of freight service on the Central Railroad of New Jersey and regional changes in traffic and transportation patterns have greatly affected the pattern and character of land uses. The development of retail shopping centers and uses along Route 37 and development of the Ocean County Mall 3 miles north of the Downtown area have greatly affected economic development patterns. The continued concentration of government, civic and community services within downtown Toms River is also impacting the form of development types and patterns.

Due to these changes and the continuing dynamic nature of development in Toms River, the Township of Dover has an opportunity of focusing development patterns to protect and enhance the waterfront area and to maximize the natural aesthetic assets of the River. Of major importance to the future development of the Village of Toms River area will be the utilization of the Toms River waterfront as a focal point for new public and private development. Public accessibility to the River is expected to become an increasingly important long-term goal; a goal which could encourage development compatible with and benefitting from the natural beauty of the waterfront. Such uses could include "seaport" cultural and commercial uses, waterfront park and recreation areas, and open space conservation and protection. The fact that it is still possible today to acquire and develop a riverine park and open space system extending from the mouth of the Toms River for several miles in spite of rapid growth in the Township is an unusual but fortunate circumstance for it allows an opportunity to preserve and protect a natural greenbelt within the heart of the Township which is destined to become a major urban design feature in the Toms River area.

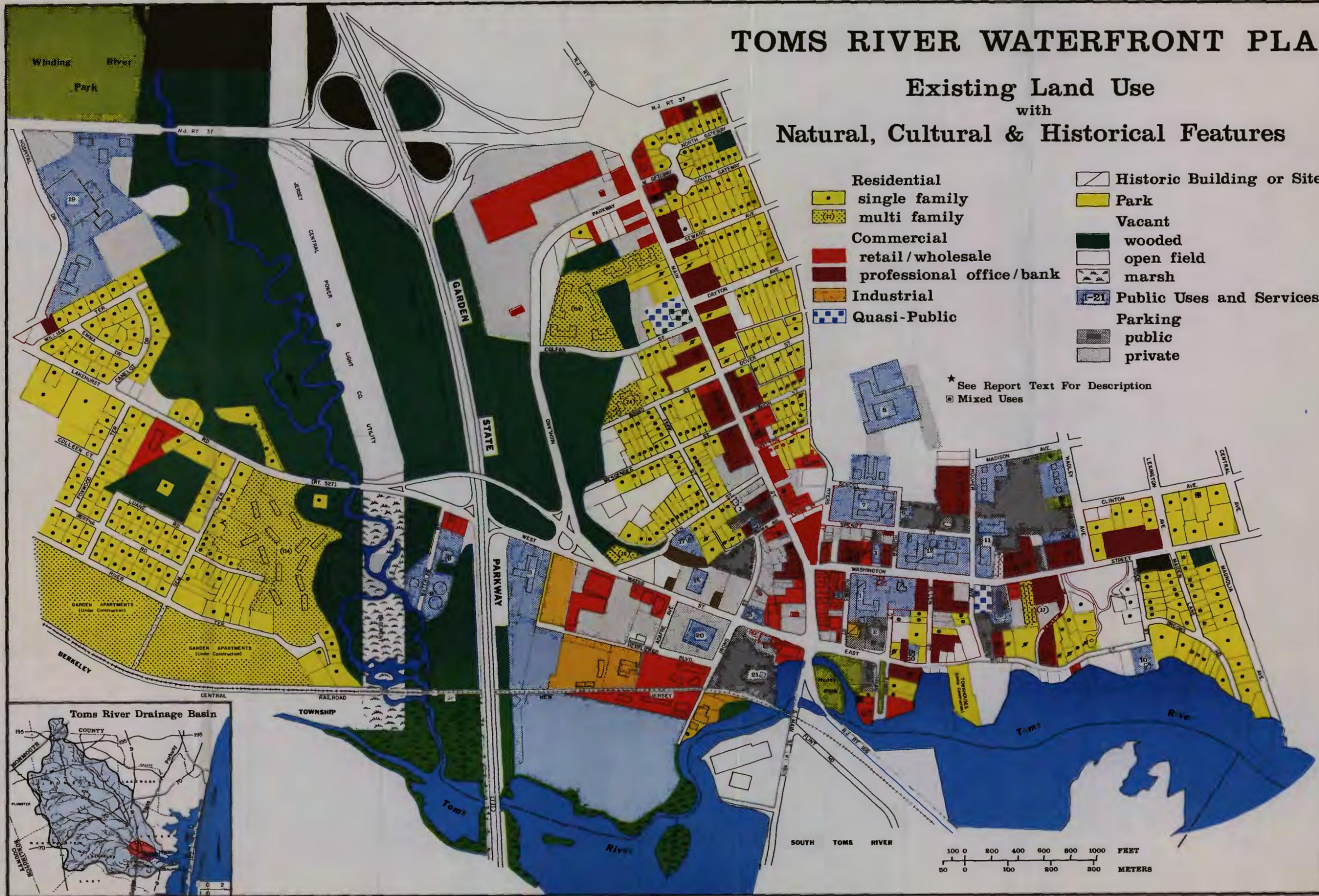
PUBLIC USES OR SERVICES

TOMS RIVER WATERFRONT

<u>MAP NUMBER</u>	<u>FACILITY</u>
1.	Dover Township - Municipal
2.	Dover Township Parking Authority
3.	Dover Township Utilities Authority
4.	Toms River Fire Company No. 1
5.	Toms River Fire Company No. 2
6.	Toms River First Aid Squad
7.	Toms River Elementary School
8.	Toms River South High School
9.	Toms River Water Company
10.	Toms River Seaport Society
11.	Ocean County Administration
12.	Ocean County Courts
13.	Ocean County Library
14.	Ocean County Economic Action Now, Inc.
15.	Ocean County C.E.T.A.
16.	Ocean County Museum
17.	Ocean County Mental Health Clinic
18.	New Jersey State Unemployment Agency
19.	Community Memorial Hospital
20.	United States Post Office
21.	Toms River Bus Station

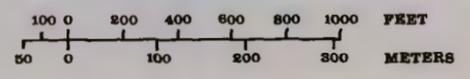
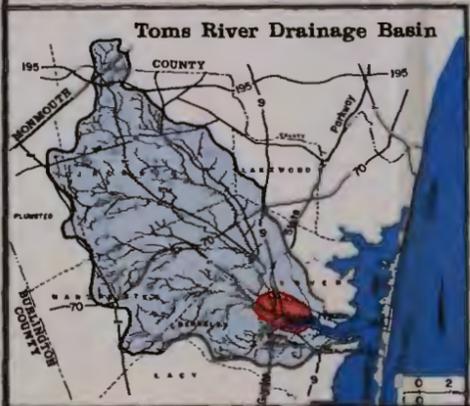
# TOMS RIVER WATERFRONT PLAN

## Existing Land Use with Natural, Cultural & Historical Features



- |                                     |                            |
|-------------------------------------|----------------------------|
| Residential single family           | Historic Building or Site* |
| Residential multi family            | Park                       |
| Commercial retail/wholesale         | Vacant                     |
| Commercial professional office/bank | wooded                     |
| Industrial                          | open field                 |
| Quasi-Public                        | marsh                      |
|                                     | Public Uses and Services*  |
|                                     | Parking public             |
|                                     | Parking private            |

\* See Report Text For Description  
 □ Mixed Uses



## HISTORIC AND CULTURAL FEATURES

An integral element of the Toms River Waterfront Plan is the incorporation of buildings and areas with significant historic and cultural value and resources. These structures and sites have been identified and included in three (3) distinct historic districts. Structures and facilities within these districts are recommended for architectural design controls in accordance with guidelines regulating their future use/re-use, and exterior architectural renovations and changes. A brief description of the three (3) historic districts, and a list of identified historic structures, architecturally compatible structures and historic sites within each district is presented below. A map identifying the location of the districts, structures and sites is included with the list of structures.

### MAIN STREET HISTORIC DISTRICT

The Toms River Main Street Historic District extends from Snyder Avenue to Highland Parkway on the west side of Main Street; from Walton Street to Seward Avenue on the east side of Main Street; and eastward from Main Street to Hyers Street which historically extended northward and terminated at the alley just north of Dover Street. Dover Street was not cut through to Hyers Street until 1890.

Selected structures, which set the architectural trend for the street, and twenty feet (20') on each side of Main Street are recommended for preservation regulations. The parallel twenty foot (20') strips are deemed important to preserve the large trees which form a canopy over Main Street and provide a natural arched vista and entryway to downtown Toms River.

Main Street was cut through a forest of black walnut trees in the early 1800's, but it was not until the post-Civil War period that a second building boom began to extend the northern boundaries of Toms River.

Lein Street and Walton Street formed the original northern boundaries of the village of Toms River before 1867. In the thick grove of black walnut trees north of Lein and Walton Streets, summer revival, or camp meetings, were held in pitched tents under the shelter of the trees before streets and building lots were cut out of the various parcels of land.

Several returning Civil War veterans and retired sea captains, whose coastal shipping interests had ceased during the war, turned their interests to mercantile trade. Others became fruit growers or land developers, carving out new streets and dividing the land into building lots.

Civil War veteran George W. Cowperthwaite bought most of the land along the west side of Main Street, and some of the east side, from the heirs of Elijah Robbins.

Maria K. Messenger, heiress and granddaughter of Robbins, sold her lands between Lein Street and Messenger Street to Cowperthwaite in April of 1856, but he did not sell any of these lots until 1863.

James Robinson bought the lands of Clayton Robbins between Messenger and Broad Streets in 1863, while Cowperthwaite bought the lands of Sarah Hyers from Broad Street and extended his holdings a few hundred feet north of Colfax Street.

In 1868 local builders John H. Walton and Samuel Hyers built most of the houses on the west side of Main Street, from Messenger to Colfax Streets, for speculators John Aumack and Thomas P. Barkalow, father-in-law of Cowperthwaite.

J. Homes Birdsall sold lots from his tract on the east side of Main Street, from Union Street to the middle of the block between Dover Street and Dayton Avenue, and laid out the new street of Dover through the middle of his tract. Homes were developed in accord with the evolving Victorian styles of the time. Today, the vernacular Victorian style of many of these mansion-style houses along Main Street and several of the side streets, presents a scenic view of a small country town at the end of the 19th Century. This heritage provides a rich historic, architectural and aesthetic resource which has remained very much intact through the past years.

MAIN STREET HISTORIC DISTRICT

A. HISTORIC AND/OR ARCHITECTURALLY SIGNIFICANT STRUCTURES

<u>MAP NO.</u>	<u>STREET LOCATION</u>	<u>YEAR BUILT</u>	<u>BUILDING/HISTORIC NOTES</u>
1.	228 Main St.	c. 1840	<u>Snyder House</u> - Located on the north-west corner of Main Street and Snyder Avenue. Built by Edward Snyder, a local tailor.
2.	29 Snyder Ave.	c. 1869	<u>Edward W. Snyder House</u> - Local tailor.
3.	33 Snyder Ave.	c. 1869	<u>Joseph Yates, Jr., House</u> - Yates built this house. He was in the salt hay business.
4.	44 Snyder Ave.	c. 1867	<u>Amanda Grant House</u>
5.	122 Lein St.	Pre-1776	<u>Gruler-Jeffrey House</u> - Oldest section is Pre-Revolutionary. Only house in Toms River which survived when Toms River was burned by the British on March 24, 1782.
6.	240 Main St.	c. 1887-1925	<u>Kirkwin Building</u> - Original section built in 1887 by John W. Webb. Converted to offices with present brick facade in 1925 by Dr. Frank Brouwer in 1925. Used as dental offices by Dr. Allen (Toby) K. Brouwer (son) and Dr. Tilden Kirk (step-son) until 1975. Presently office of Allen K. Brouwer Insurance Company.
7.	408 Main St.	c. 1868	<u>John H. Jones House</u> - Original portion built by Samuel Hyers.

<u>MAP NO.</u>	<u>STREET LOCATION</u>	<u>YEAR BUILT</u>	<u>BUILDING/HISTORIC NOTES</u>
8.	504 Main St.	c. 1885	<u>David Rogers/Singleton House</u> - Built of used brick with mansioned roof by David Rogers. Thomas Singleton lived in the house for many years so it is also known as the Singleton House. Office of Mease, Gorby & Russo, Accountants (1977).
9.	508 Main St.	c. 1868	<u>Abram Bogarth House</u> - Currently occupied by Dr. G. W. Schrader, D.D.S.
10.	512 Main St.	c. 1868	<u>John Aumach Grocery Store</u> - Built by John Aumach as a grocery store with a second story residence which is believed to have been rented and occupied by a Captain Samuel Mulsberry. Aumach was the first President of the First National Bank of Toms River. He also owned several sailing ships, a hardware and a marine trading company. The property was sold to Dr. George T. Crook in 1891, to Dr. Samuel A. Loveman (dentist) in 1937, to Dr. Paul Goebel (dentist) in 1937, to Dr. Edward E. McComsey, Jr., (D.D.S.) in 1957. The building is thus the oldest continuous medical/dental office in Toms River.
11.	514 Main St.	c. 1891	<u>Edward Irons House</u>
12.	600 Main St.	c. 1898	<u>J. Howard Williams House</u> - Two earlier houses were removed to make way for this handsome house built by Child & de Gale Architects, of New York under the supervision of local builder Joseph C. Eayre of Waretown.
13.	610 Main St.	c. 1869	<u>J. Logan Cowperthwaite House</u> - Built by Samuel Hyers. Present office of Sergej Padukow, Architect.

<u>MAP NO.</u>	<u>STREET LOCATION</u>	<u>YEAR BUILT</u>	<u>BUILDING/HISTORIC NOTES</u>
14.	614 Main St.	c. 1868	<u>George Walton House</u> - Built by John H. Walton.
15.	618 Main St.	c. 1868	<u>Mary E. Walton House</u> - Built by John H. Walton. Present office of Dr. Edwin P. Mickiewicz, Podiatrist.
16.	714 Main St.	c. 1900	<u>Captain E. L. Gwyer House</u> - Called "House of Seven Gables," half octagonal tower two stories high at northeast corner, terminating in a gable, built by Jesse P. Evernham.
17.	812 Main St.	c. 1850	<u>Thomas P. Barkalow/George W. Cowperthwaite Homestead</u> - The original roof line of a section of this establishment, now the Pottery Barn, can still be seen as the original house was incorporated into the store. The barn of the original Barkalow-Cowperthwaite House became attached to the original house.
18.	707 Main St.	c. 1883	<u>J. S. Schueman House</u>
19.	623 Main St.	c. 1871	<u>Captain George C. Rogers House</u>
20.	619 Main St.	c. 1870	<u>Isaac Carmichael House</u>
21.	613 Main St.	c. 1885	<u>Bunnell House</u>
22.	605 Main St.	c. 1904	<u>Dr. Frank Brouwer House</u>
23.	601 Main St.	c. 1904	<u>William T. Giberson House</u> - Built by Nelson Bunnell with timber from Mr. Giberson's saw mill in South Toms River.
24.	12 Dover St.	c. 1896	<u>George Thompson House</u> - Built of timbers from old Appalonia Powder Mill.
25.	14 Dover St.	c. 1890	<u>Thomas Conboy House</u>

<u>MAP NO.</u>	<u>STREET LOCATION</u>	<u>YEAR BUILT</u>	<u>BUILDING/HISTORIC NOTES</u>
26.	24 Dover St.	c. 1898	<u>James Hurley House</u>
27.	25 Dover St.	c. 1890	<u>Laing House</u>
28.	23 Dover St.	c. 1900	<u>Charles H. Bunnell House</u>
29.	15 Dover St.	c. 1890	<u>William B. Oakerson House</u>
30.	513 Main St.	c. 1900	<u>Jesse Evernham House</u> - Home of Griff and Margerie Phillips (Daughter of Jesse Evernham).
31.	509 Main St.	c. 1900	<u>Jesse Evernham House</u> - Home of Jesse Evernham
32.	505 Main St.	c. 1912	<u>John A. Hyers House</u>
33.	12 Union St.	c. 1868	<u>Applegate House</u> - Built for Florence Riddle, occupied by George B. Applegate and his heirs from 1893 to 1940's.
34.	18 Union St.	c. 1877	<u>Pierce House</u> - Built for Stephen D. Rulon, occupied by Benjamin Pierce in 1888, then his son, G. Horton Pierce, until 1965.
35.	20 Union St.	c. 1867	<u>Nobles House</u> - Built for Margaret Caldwell but better known for the occupancy of the Wilbur Nobles family.
36.	24 Union St.	c. 1884	<u>Hageman House</u> - Built for George H. Bryan, occupied by J. Vernon Hageman from 1920 to 1975.
37.	21 Union St.	c. 1862 -1872	<u>Brime House</u>
38.	411 Main St.	c. 1863	<u>Charles H. Chambers House</u>
39.	407 Main St.	c. 1862	<u>John C. Patterson House</u> - Percy L. Grover, former County Clerk of Ocean County, occupied the house for many years.

<u>MAP NO.</u>	<u>STREET LOCATION</u>	<u>YEAR BUILT</u>	<u>BUILDING/HISTORIC NOTES</u>
40.	405 Main St.	c. 1851	<u>Original Stephen Bills House</u>
41.	12 Walton St.	c. 1866	<u>Colonel Samuel C. Bailey House</u> - Built by Bailey who was a Colonel in the Union Army. East of this house is the site of Miller Irons house (c. 1855) which was the oldest house in this section of Toms River.
42.	20 Walton St.	c. 1910	<u>William H. Robinson House</u>
43.	15 Walton St.	c. 1870	<u>Edward Day House</u>
44.	11 Walton St.	c. 1864	<u>John Walton House</u> - Walton Street was named after John Walton.
45.	48 Hyers St.	c. 1870	<u>Black Church</u> - The old building, around which the present engineering office of Ernst, Ernst & Lissenden is built, originally housed the only black church to exist in Toms River.

B. HISTORIC SITES

<u>MAP NO.</u>	<u>STREET LOCATION</u>	<u>YEAR BUILT</u>	<u>SITE OR FEATURE/HISTORIC NOTES</u>
S-1	Hyers Street	1840	Site of first Public School in Toms River

C. COMPATIBLE STRUCTURES

<u>MAP NO.</u>	<u>STREET LOCATION</u>	<u>YEAR BUILT</u>	<u>STRUCTURE</u>
C-1	710 & 718 Main St.		Baptist Church and Annex

## WASHINGTON STREET HISTORIC DISTRICT

The houses and public buildings on tree-lined Washington Street, from Main Street east to Dock Street, were built after the County Court House was erected in 1850, when Toms River became the Ocean County seat of government.

Most of the houses are of the Victorian/Federal style, while the tall Doric columns of the brick Court House, built in the classical Greek Revival style, set an architectural theme for public and private buildings constructed through the following years to the present.

Toms River was a small village of fifty (50) houses in 1850. It enjoyed its first building boom once the Court House was completed, as lawyers, doctors and merchants began to arrive from New York to settle in this thriving seaport and County seat community.

The original houses, taverns and stores in Toms River were clustered around the River and the bridge. With the erection of the Court House, the village quickly expanded to the north and east, with Washington Street becoming the direct route to farms lying east toward Barnegat Bay.

Washington Street was known as the road to the Meeting House (then located at the corner of Washington Street and Hooper Avenue), and in 1850 was just a dirt lane through corn fields. Washington McKean, a prominent merchant who lived on Main Street, used this lane to travel to his lime kiln docks at the end of Dock Street. This street is named for Washington McKean who also owned all of the lands south of Washington Street from Hooper Avenue to Dock Street.

Many of the early houses have made way for business establishments as the Toms River business district grew. However, the architecture of the Court House and the Presbyterian Church influenced the design of new buildings that replaced the early houses, and even today one can see contemporary and historic structures intermingled with common architectural bonds. Examples of compatible structures including banks, retail and professional offices are provided in the list of significant structures in the Washington Street Historic District.

WASHINGTON STREET HISTORIC DISTRICT

A. HISTORIC AND/OR ARCHITECTURALLY SIGNIFICANT STRUCTURES

<u>MAP NO.</u>	<u>STREET LOCATION</u>	<u>YEAR BUILT</u>	<u>BUILDING/HISTORIC NOTES</u>
1.	33 Washington St.	c. 1902	<u>Town Hall</u> - Originally home of Capt. John Holmes
2.	41 Washington St.	c. 1943	<u>Bishop Memorial Library</u> - Georgian Architectural Features
3.	101 Washington St.	c. 1853-57	<u>Ocean County Library</u> - Originally Presbyterian Church (1853-1974)
4.	215 Washington St.	c. 1891	<u>Blake House</u> - Vernacular Queen Anne Revival Style. Once used as Rectory and Convent by St. Joseph Roman Catholic Church
5.	217 Washington St.	c. 1869	<u>E. H. Wilkes House</u>
6.	250 Washington St.	c. 1887	<u>Perry House</u> - Elizabethian and Queen Anne Style. Built for Edward W. Perry, an African game hunter who married the sister of William Mott, who built the Mott Mansion across the street
7.	248 Washington St.	c. 1900	<u>Nolte House</u> - Built and occupied by Sarah E. Holman until her death in 1921. Her sons James D., George H. & L. Worrel sold it to Alma S. & William C. Nolte who occupied it until 1959
8.	26 Hadley St.	c. 1820-40-67	<u>Ocean County Historical Museum</u> - Originally a residence built in 3 stages; back portion c. 1820, dining room c. 1840, front portion and Victorian section added c. 1867 by Capt. Samuel V. Pierson

<u>MAP NO.</u>	<u>STREET LOCATION</u>	<u>YEAR BUILT</u>	<u>BUILDING/HISTORIC NOTES</u>
9.	236 Washington St.	c. 1868	<u>Amos Birdsall House</u> - Built by Captain Amos Birdsall, ship builder and descendent of one of first families of Ocean County of sea-faring fame
10.	214 Washington St.	c. 1905	<u>Clarence Birdsall House</u> - Built by Clarence Birdsall, son of Amos Birdsall
11.	212 Washington St.	c. 1902	<u>Disbrow House</u> - Built for Dr. Remfrow Disbrow
12.	118 Washington St.	c. 1850	<u>Ocean County Courthouse</u> - Example of Mid-Nineteenth Century Classical Architecture with tall Doric columns supporting a massive pedimented portico. Excellent example of the temple form of Greek Revival Style
13.	118 Washington St.	c. 1851	<u>Ocean County Jail</u> - Served as Ocean County sheriff's Residence from 1851 to 1926. Back section contained original 10 to 12 jail cells
14.	309 Horner St.	c. 1897	<u>Toms River Fire Company No. 1 Fire House</u> - Used for first hand pumper. Later used as a harness shop
	305 Horner St.	c. 1897	and <u>Toms River Water Company No. 1</u>
15.	306 & 308 Horner St.	c. 1894	<u>Toms River School</u>
16.	40 Washington St.	c. 1937	<u>Community Theater</u> - Doric Columns in Greek Revival Style fashioned after architecture of the Court House
17.	32 Washington St.	c. 1940	<u>Old Post Office</u> - First Post Office to be built in Toms River. Previous Post Office headquarters were located in a local tavern or in a section of a general store

B. HISTORIC SITES

<u>MAP NO.</u>	<u>STREET LOCATION</u>	<u>YEAR</u>	<u>SITE OR FEATURE/HISTORIC NOTES</u>
S1	Washington St. & Hadley Ave.	Age Unknown	Indian Oak
S2	S/E Corner Hooper Ave. & Washington St.	c. 1728	Old Methodist Cemetery. This was an old cemetery when the one acre plot was given to the Township as a public cemetery. Later it was taken over by the Methodist Church which formerly stood on the southwest corner of Hooper & Washington. Five Revolutionary soldiers are buried here

C. COMPATIBLE STRUCTURES

<u>MAP NO.</u>	<u>STREET LOCATION</u>	<u>STRUCTURE</u>
C-1	36 Washington St.	<u>Jersey Shore Savings &amp; Loan</u> - Although a modern building (1968), the architecture complements the theme and design of the Court House style and other historic buildings
C-2	18 Washington St.	<u>Janet's Yarn Shop</u>
C-3	10 Washington St.	<u>Lawrence Jewelers &amp; Dress Shop</u>
C-4	Washington & Main St.	<u>New Jersey National Bank</u>
C-5	17 Washington St.	<u>Charney's</u> of Toms River - An example of modern renovation of an old structure to provide compatible architectural style with older Washington Street buildings

## TOMS RIVER HISTORIC WATERFRONT DISTRICT

The Toms River Historic Waterfront District encompasses most of East Water Street from Horner Street east to Dock Street, and the waterfront lands lying between Water Street and the Toms River.

Four sea captains' houses between Horner Street and Allen Street have been identified in the Toms River Maritime Multiple Resource Historic District in an application for nomination to the State and National Registry of Historic Places as the only sea captains' houses remaining from the early 1800's in Toms River. All of the 18th Century houses were destroyed by the British when they burned the village on March 24, 1782. These houses form a significant historical/architectural resemblance to the seafaring village for which Toms River is famous. Sea captains, from the pre-Revolutionary privateering days to 1890, built their houses adjacent to the waterfront where their sloops and schooners docked.

The River served as the avenue of commerce in and out of Toms River during the 18th and 19th Century. Two and three-masted schooners carried charcoal and lumber from the local docks, while incoming ships brought cargo for local consumption. The advent of the railroad in 1866 curtailed the cargo for larger ships; however, traffic for smaller craft increased.

Farther east on winding Water Street, as it parallels the River, the new vernacular Victorian/Gothic houses began to appear during the second building boom in Toms River in the 1860's. Fashionable New Yorkers found Toms River and it's adjacent yachting facilities to their liking, and the resultant structures along the River were developed in accordance with architectural style of the time.

When coastal trade ended at the beginning of the Civil War, local sea captains turned to mercantile trades. They did not, however, give up their love for sailing. Instead they began racing against each other, from one end of Barnegat Bay to the other. This led to the first organized regatta on Barnegat Bay in 1866. A natural result of the sailing competition was the formation of the Toms River Yacht Club in 1871, considered to be the second oldest yacht club in America.

The Toms River Yacht Club continues to race annually for the oldest perpetual racing cup in America, the Challenge Cup, which was made of coin silver at Tiffany's in New York. Yachting continues to flourish along the River, and private docks still are maintained along the historic waterfront.

Architect and master builder, Joseph A. Pharo of Barnegat, set the tone for the architecture of the mansions that sprung up on Water Street. In 1868 he built the Mott Mansion for Washington Hadley, and the mansion on Riverview Point for the famous Joseph Francis, developer of the life car and the originator of the Life Saving Service in America which led to the formation of the Coast Guard Service. These two mansions have been claimed by fire or demolition, but other examples of Pharo's work still exist and are indicated in the list of significant structures for the Historic Toms River Waterfront District.

HISTORIC TOMS RIVER WATERFRONT DISTRICT

A. HISTORIC AND/OR ARCHITECTURALLY SIGNIFICANT STRUCTURES

<u>MAP NO.</u>	<u>STREET LOCATION</u>	<u>YEAR BUILT</u>	<u>BUILDING/HISTORIC NOTES</u>
1.	44 East Water St.	c. 1823	<u>Horner House</u> - Oldest house in Toms River, built for Captain Stephen Gulich. Builder unknown. House has been in the Joseph Horner family since 1832.
2.	46 East Water St.	c. 1827	<u>Crawford House</u> - Sea Captain Richard Crawford and Captain Barzellar Grover occupied the house, close to their waterfront wharf, for about 30 years.
3.	54 East Water St.	c. 1850	<u>Captain George W. Giberson House</u> - Also occupied by his son-in-law, Captain John Beatty.
4.	65 East Water St.	c. 1849	<u>Stewart House/Dover House</u> - Built by Col. Samuel C. Dunham, the local Dock Master. Toms River Yacht Club organized here in 1871.
5.	21 Allen St.	c. 1867	<u>A. A. Brant House</u> - House was built for Edward Taylor by the noted architect and builder, Joseph A. Pharo of Barnegat. Robert Hannington, an artist of local scenes, lived in the house and studio from 1882 to 1899.
6.	82 East Water St.	c. 1868	<u>Lawrence House</u> - House built for Joseph W. Francis on homestead site of Joseph Lawrence House. Occupied by Ringlaird Kilpatrick (Manager of Madison Square Garden in New York) in 1903, who kept his horses and "Tally-Ho" in the carriage house at the rear of the property.
7.	84 East Water St.	c. 1868	<u>Chamberlain House</u>

<u>MAP NO.</u>	<u>STREET LOCATION</u>	<u>YEAR BUILT</u>	<u>BUILDING/HISTORIC NOTES</u>
8.	86 East Water St.	c. 1868	<u>Stautenburgh-Menturn House</u> - Venancular Gothic, first Catholic Church in Toms River, was built in the rear of the property by Rebecca Finn.
9.	96 East Water St.	c. 1859	<u>Williams House</u> - Built for Elisha Walton. Occupied by Captain Frank Williams from 1887 to 1926.
10.	98 East Water St.	c. 1905	<u>Bement House</u> - Occupied by Frank Bement for many years.
11.	104 East Water St.	c. 1860	<u>Carriage House for Mott Mansion</u>
12.	121 East Water St.	c. 1916	<u>Crabbe Boat House</u> - Built for Edward Crabbe by architect Herbert A. Walker of New York City on cedar pilings. First floor contained office of Double Trouble Saw Mill and Double Trouble Cranberry Industry. During World War II, Mrs. Crabbe used the top floor for Red Cross Women to wrap bandages. Also housed the Coast Guard Auxiliary.
13.	1 Robbins Parkway	c. 1850	<u>Kirk Boatworks</u> - Built by Anthony Irons. Also site of former Toms River Public Docks where incoming and outgoing schooners carried trade to and from Toms River. Currently operated by Toms River Boat Works.
14.	20 East Water St.	c. 1871	<u>H. Clay Glover Co., Inc.</u> - Charles B. Mathis developed the formula for mange cure. The Glover Co. currently produces specialized pharmaceuticals and cosmetics.

B. HISTORIC SITES

<u>MAP NO.</u>	<u>STREET LOCATION</u>	<u>YEAR BUILT</u>	<u>SITE OR FEATURE/HISTORIC NOTES</u>
S-1	65 East Water St.	c. 1849	<u>Original Toms River Yacht Club</u> - Toms River Yacht Club organized at this site in 1871.
S-2	East Water & Washington Streets	c. 1868	<u>Mott Mansion</u> - Built by Joseph A. Pharo, a Barnegat architect and master builder. Building demolished in 1978.
S-3	121 East Water St.	c. 1850	<u>Lime Kiln Docks</u> - Washington McKean built his docks at the end of the street which took the name of Dock Street.
S-4	117 East Water St.	c. 1870	<u>Horton Coal Docks</u> - Charcoal was stored here awaiting the schooners which sailed up the river loaded with rocks for ballast, which were thrown overboard, then re-loaded with coal for eastern coastal markets.
S-5	81 East Water St.	c. 1700	<u>Riverview Point</u> - Made famous by life car inventor, Joseph Francis, who built a mansion on this once open vista of the Toms River. House built by Joseph A. Pharo in 1868 burned Christmas Night in 1964. Site was used for community concerts from 1966-1978. Townhouses constructed on west half of site in 1979.
S-6	4 Robbins Parkway	c. 1911	<u>Toms River Yacht Club</u> - 1911-1968 Site of headquarters of the Toms River Yacht Club from 1911 to 1968. Building was used as a restaurant from 1968-1978. Building destroyed by fire in 1978.

<u>MAP NO.</u>	<u>STREET LOCATION</u>	<u>YEAR BUILT</u>	<u>SITE OR FEATURE/HISTORIC NOTES</u>
S-7	Robbins Parkway	c. 1924	<u>Stautenburgh Place</u> - Designated by the Municipal Government of Dover Township to honor John Stautenburgh whose wife was one of the heirs of Elijah Robbins who owned the lands in the early 1800's. Stautenburgh was one of the organizers and commodore for 23 consecutive years of the Toms River Yacht Club which was first located on the entrance of the street on Water Street, then had its headquarters at the foot of the street facing the River.
S-8	Water and Main Streets	c. 1905	<u>Huddy Park</u> - Created out of a cedar swamp to provide additional dockage for small sail boats.

# Toms River Historic Districts

-  **1** Historic Toms River Waterfront District
-  **2** Washington Street Historic District
-  **3** Main Street Historic District
-  **1** Historic and/or Architecturally Significant Structure
-  **C-1** Compatible Contemporary Structure
-  **S-1** Historic Site or Feature

NOTE: See Historic Report for identification of structures, sites and features.

SOURCE: Pauline S. Miller, Chairperson, Ocean County Cultural and Heritage Commission, 8/79-9/79  
Based upon field surveys, documentary and title research.

## 1 HISTORIC TOMS RIVER WATERFRONT DISTRICT

### HISTORIC AND/OR ARCHITECTURALLY SIGNIFICANT STRUCTURES

- |                                     |         |
|-------------------------------------|---------|
| 1. Horner House                     | c. 1823 |
| 2. Crawford House                   | c. 1827 |
| 3. Captain George W. Giberson House | c. 1850 |
| 4. Stewart House/Dover House        | c. 1849 |
| 5. A. A. Brant House                | c. 1867 |
| 6. Lawrence House                   | c. 1868 |
| 7. Chamberlain House                | c. 1868 |
| 8. Stautenburgh-Menturn House       | c. 1868 |
| 9. Williams House                   | c. 1859 |
| 10. Bemont House                    | c. 1905 |
| 11. Carriage House for Mott Mansion | c. 1860 |
| 12. Crabbe Boat House               | c. 1916 |
| 13. Kirk Boatworks                  | c. 1850 |
| 14. H. Clay Glover Co., Inc.        | c. 1871 |

### HISTORIC SITES

- |                                    |         |
|------------------------------------|---------|
| S-1 Original Toms River Yacht Club | c. 1849 |
| S-2 Mott Mansion                   | c. 1868 |
| S-3 Lime Kiln Docks                | c. 1850 |
| S-4 Horton Coal Docks              | c. 1870 |
| S-5 Riverview Point                | c. 1700 |
| S-6 Toms River Yacht Club          | c. 1911 |
| S-7 Stautenburgh Place             | c. 1924 |
| S-8 Huddy Park                     | c. 1905 |

## 2 WASHINGTON STREET HISTORIC DISTRICT

### HISTORIC AND/OR ARCHITECTURALLY SIGNIFICANT STRUCTURES

- |                                    |               |
|------------------------------------|---------------|
| 1. Town Hall                       | c. 1902       |
| 2. Bishop Memorial Library         | c. 1943       |
| 3. Ocean County Library            | c. 1953-57    |
| 4. Blake House                     | c. 1891       |
| 5. E. H. Wilkes House              | c. 1869       |
| 6. Perry House                     | c. 1937       |
| 7. Nolte House                     | c. 1900       |
| 8. Ocean County Historical Museum  | c. 1820-40-67 |
| 9. Amos Birdsall House             | c. 1868       |
| 10. Clarence Birdsall House        | c. 1905       |
| 11. Disbrow House                  | c. 1902       |
| 12. Ocean County Courthouse        | c. 1850       |
| 13. Ocean County Jail              | c. 1851       |
| 14. Toms River Fire Company No. 1  | c. 1897       |
| 15. Toms River Water Company No. 1 | c. 1897       |
| 16. Toms River School              | c. 1894       |
| 17. Community Theater              | c. 1937       |
| 18. Old Post Office                | c. 1940       |

### HISTORIC SITES

- |                            |             |
|----------------------------|-------------|
| S-1 Indian Oak             | Age Unknown |
| S-2 Old Methodist Cemetery | c. 1728     |

### COMPATIBLE STRUCTURES

- |                                    |
|------------------------------------|
| C-1 Jersey Shore Savings & Loan    |
| C-2 Janet's Yarn Shop              |
| C-3 Lawrence Jewelers & Dress Shop |
| C-4 New Jersey National Bank       |
| C-5 Charney's of Toms River        |

## 3 MAIN STREET HISTORIC DISTRICT

### HISTORIC AND/OR ARCHITECTURALLY SIGNIFICANT STRUCTURES

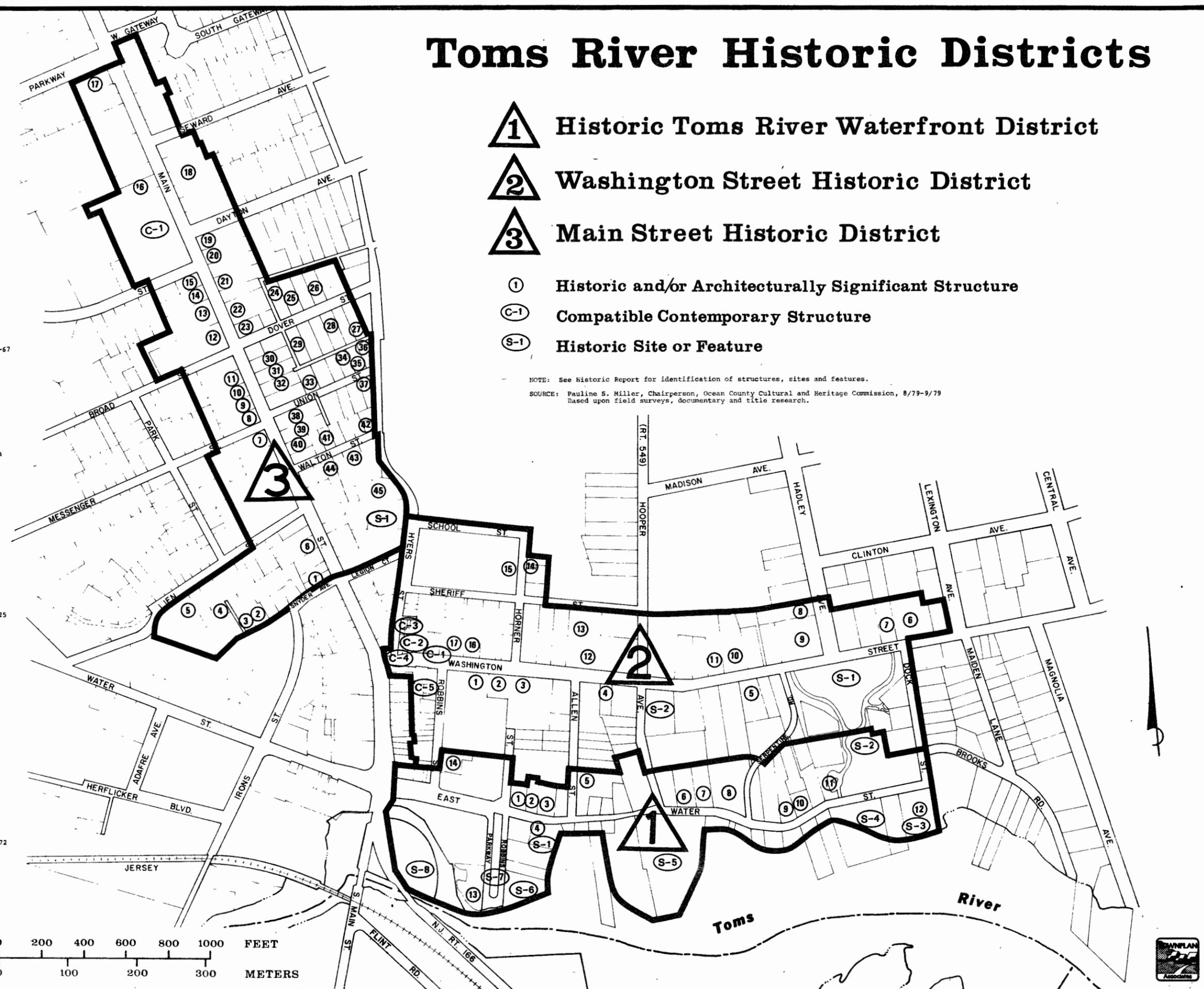
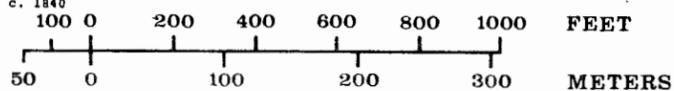
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|--|--------------|
| 1. Snyder House  | c. 1840      |
| 2. Edward W. Snyder House                                | c. 1869      |
| 3. Joseph Yates, Jr., House                              | c. 1869      |
| 4. Amanda Grant House                                    | c. 1867      |
| 5. Gruler-Jeffrey House                                  | Pre-1776     |
| 6. Kirkin Building                                       | c. 1887-1925 |
| 7. John H. Jones House                                   | c. 1868      |
| 8. David Rogers/Singleton House                          | c. 1885      |
| 9. Abram Bogarth House                                   | c. 1868      |
| 10. John Aumach Grocery Store                            | c. 1868      |
| 11. Edward Irons House                                   | c. 1891      |
| 12. J. Howard Williams House                             | c. 1898      |
| 13. J. Logan Cowperthwaite House                         | c. 1868      |
| 14. George Walton House                                  | c. 1868      |
| 15. Mary E. Walton House                                 | c. 1868      |
| 16. Captain E. L. Owyer House                            | c. 1900      |
| 17. Thomas P. Barkalow/George N. Cowperthwaite Homestead | c. 1850      |
| 18. J. S. Schueman House                                 | c. 1893      |
| 19. Captain George C. Rogers House                       | c. 1871      |
| 20. Isaac Carmichael House                               | c. 1870      |
| 21. Bunnell House  | c. 1885      |
| 22. Dr. Frank Brouwer House                              | c. 1904      |
| 23. William T. Giberson House                            | c. 1904      |
| 24. George Thompson House                                | c. 1896      |
| 25. Thomas Conboy House                                  | c. 1890      |
| 26. James Hurley House                                   | c. 1898      |
| 27. Laing House  | c. 1890      |
| 28. Charles H. Bunnell House                             | c. 1900      |
| 29. William B. Oakerson House                            | c. 1890      |
| 30. Jesse Evernham House                                 | c. 1900      |
| 31. Jesse Evernham House                                 | c. 1900      |
| 32. John A. Hyers House                                  | c. 1912      |
| 33. Applegate House                                      | c. 1868      |
| 34. Pierce House   | c. 1877      |
| 35. Nobles House   | c. 1867      |
| 36. Hageman House  | c. 1884      |
| 37. Brime House  | c. 1862-1872 |
| 38. Charles H. Chambers House                            | c. 1863      |
| 39. John C. Patterson House                              | c. 1862      |
| 40. Original Stephen Ellis House                         | c. 1851      |
| 41. Colonel Samuel C. Bailey House                       | c. 1866      |
| 42. William H. Robinson House                            | c. 1910      |
| 43. Edward Day House                                     | c. 1870      |
| 44. John Walter House                                    | c. 1864      |
| 45. Black Church   | c. 1870      |

### HISTORIC SITES

- |   |         |
|---|---------|
| S-1 Site of first Public School in Toms River | c. 1840 |
|---|---------|

### COMPATIBLE STRUCTURES

- |                              |
|------------------------------|
| C-1 Baptist Church and Annex |
|------------------------------|



## TOMS RIVER WATERFRONT PLANNING ACTIVITIES

Concern about the waterfront of Toms River and the importance of protecting and preserving historic structures and areas occurred in the mid-1960's when new development began to replace older structures and major demolition and clearance of historic buildings occurred as a result of a federally-funded urban renewal program. Several persons and groups became alarmed at the rapid loss of the historic structures and the rapid change in the small town charm of Toms River. Citizen action spearheaded by Pauline S. Miller focused attention on the need for protecting and preserving the historical sites and structures of Toms River. The Dover Township Planning Board and Township Committee also updated the Township Master Plan and the Township Land Use and Development Regulations. Principal planning activities related to the Toms River waterfront area are described below.

### HISTORIC DISTRICT AND LANDMARKS PRESERVATION COMMISSION

On December 10, 1974, the Dover Township Committee adopted Ordinance No. 1467 creating a "Historic District and Landmarks Preservation Commission" comprised of nine (9) members. The Commission was given several responsibilities, including designation of individual buildings that possess historical or architectural value as historic landmarks; development of a Master Plan and criteria for the establishment of historic districts; establishment of reasonable rules and regulations, subject to the approval of the Township Committee, for erection, alteration, restoration, demolition, and use of buildings or structures within historic districts, and of historical landmarks; coordination with federal, state and local governmental agencies to preserve historic districts and landmarks; and promotion of educational, civic and cultural enrichment programs pertaining to the development of the Township. The full text of the Historic District and Landmarks Preservation Commission is included as Appendix 1 of this report.

The Commission members were appointed in early 1975 and began immediately to develop recommendations for protecting and preserving historic buildings and landmarks. On September 5, 1975, the Commission submitted a report to the Township Planning Board which outlined a proposal for a) establishing criteria for designation of and regulations governing designated historic sites; and b) establishing zoning incentives to encourage historic preservation. The proposal included recommendations for the designation of historic buildings and sites based on criteria established by the United States Department of Interior for the National Register of Historic Places.

Although the Planning Board did not adopt all of the Commission's proposals, the Board did incorporate several recommendations into the Township Master Plan Revision of 1976 and into its recommendations for comprehensive land use and development regulations for the Township. The regulations were submitted to the Township Committee in November, 1977, and were adopted by the Committee in final form on April 24, 1978. These regulations are described in a subsequent section of this report. The Historic District and Landmarks Preservation Commission stopped meeting in January, 1979.

#### TOMS RIVER DOWNTOWN ADVISORY COMMITTEE

The Dover Township Committee formed a Downtown Advisory Committee, by resolution, on April 22, 1975 to assist the Township Committee and Planning Board in formulating and implementing a Master Plan for the development of the Downtown Business District. The Advisory Committee was originally comprised of 15 members and later expanded to 21 members. The Advisory Committee was organized on May 22, 1975, met monthly through the remainder of 1975, and on December 16, 1975 issued a recommended Toms River Downtown Plan Report which presented existing data and recommendations relating to circulation, parking, land use, implementation staging, financial considerations and fiscal impacts. The Report contained numerous graphic materials and sketch maps.

The Advisory Committee met periodically through 1976. On April 10, 1978, the Advisory Committee held a "review meeting" to evaluate the current status of the proposals and recommendations contained in the 1975 Downtown Plan. This was the last formal meeting of the Advisory Committee.

#### TOMS RIVER SEAPORT STUDY COMMITTEE

In response to a meeting held in the spring of 1975 with representatives of Down Jersey, an organization dedicated to maritime preservation in southern New Jersey, and interest in the protection, preservation and enhancement of the historical character of Toms River and its maritime heritage, the Dover Township Committee created a Toms River Seaport Study Committee consisting of seven (7) members in April of 1976. This Committee met regularly, undertook a broad range of research on Toms River and developed a number of recommendations and proposals. The Committee prepared a report entitled Toms River Seaport Study Committee Final Report, which was submitted to the Township Committee in July, 1976. The report included a historical background with historic photographs of the downtown Toms River area and early pleasure sailing craft, a recommendation to establish the re-creation of a historic seaport, a recommended seaport area land use plan

concept, a recommendation to form a Toms River Maritime Society, and recommendations for a "Historic Seaport Zone District" and a "Historic Restoration District." The Committee disbanded upon completion of its report, which was submitted to the Township Committee and Planning Board.

#### TOMS RIVER SEAPORT SOCIETY

In response to the recommendations of the Toms River Seaport Study Committee Final Report, a group of Toms River area residents created the "Toms River Seaport Society," a private, non-profit organization devoted to researching, protecting, restoring, publicizing and enhancing the Toms River maritime heritage. The Seaport Society subsequently established an office on the Toms River at 119 East Water Street on the historic Mott Place property. The Society also established a small indoor museum to display maritime artifacts, and an outdoor museum to display historic Toms River and Barnegat Bay boats and sailcraft including Barnegat Bay duck boats, garveys, sneakboxes, catboats, and other native watercraft.

In 1979 the Seaport Society acquired the Captain George W. Giberson House, a historic sea captain's house on Water Street. The Giberson House was scheduled for demolition and was saved through a last minute fund raising drive by the Society. The house is one of eight structures and sites which were nominated for State and National Registers of Historic Places by the Ocean County Cultural and Heritage Commission in March, 1979. The Society plans to restore the house for use as permanent headquarters and maritime museum.

#### TOMS RIVER SEAPORT ADVISORY COUNCIL

The Dover Township Committee accepted a recommendation of the Toms River Seaport Study Committee to form a permanent advisory committee, and on April 12, 1977, adopted an Ordinance No. 1647 creating a "Dover Township Seaport Advisory Council." The Council consists of fifteen (15) members and is charged "to perform such duties and undertake such studies and activities as directed by the Township Committee for the planning and development of seaport activities in the Township of Dover."

The Council met on a regular basis through 1978. The Council has not met since January, 1979.

DOVER TOWNSHIP MASTER PLAN - REVISION OF 1976

The Dover Township Master Plan Revision of 1976 includes several principles, assumptions, policies, standards and goals to guide future public and private development activities. Among the policies adopted by the Planning Board are the following:

"Historical Preservation and Restoration

- Promote the preservation and restoration of historic landmarks and buildings, particularly within the historic district established by Dover Township's Historic Districts and Landmarks Preservation Commission.
- Promote the use of architectural design for new developments which is compatible with the period in which the historic district developed.
- Promote the development of uses within a portion of the historic district located adjacent to the Toms River which are related to the historic role which Toms River played as a seaport.
- Promote the use of historic landmarks and structures for the education and pleasure of the citizens of Toms River and its visitors."

The Master Plan was prepared in accordance with the New Jersey Municipal Land Use Law (N.J.S.A. 40:55d et. seq.) which provides for the preparation and adoption of a master plan which may include:

"a community facilities plan element showing the location and type of ..... historic sites ..... including their relation to the surrounding areas,

"a conservation plan element for the preservation, conservation, and utilization of natural resources, including ..... open space, water, forests, soil, marshes, wetlands, harbors, rivers and other waters, fisheries, wildlife and other natural resources."

The preparation of a "waterfront plan" including the designation and protection of historic structures and sites and natural resources is consistent with the intent and provisions of the Municipal Land Use Law. Specific elements of the 1976 Master Plan which pertain to the Toms River and the Toms River Waterfront Study area are described below.

The Dover Township Master Plan Land Use Plan includes a "Conservation Area" along the Toms River from Route 37 south to the Township boundary and the Parkway bridge; a "Hospital and Medical Service" area west of and parallel to the River between Route 37 and Lakehurst Road; a Light Industrial area along the northeast bank of the River west of the Parkway and north of the River on the east side of the Parkway; and Commercial, Office, Downtown Service Uses, High Density, Residential, Multi-Family Residential, Public, Quasi-Public and Park areas within the "downtown area" of Toms River extending along Water, Washington and Main Streets.

The Land Use Plan element of the Master Plan designated two proposed "Special Purpose Parks," one proposed "Neighborhood Park" and areas for existing and proposed "Public Buildings" and "Public Schools." One of the "Special Park" areas includes the proposed relocation of the band shell from Riverview Point (private property) to a location along the Toms River adjacent to the proposed Park and Ride Facility south of the railroad at the terminus of Irons Street and Highland Parkway.

The Master Plan Revision of 1976 provides for broad land development guidelines for future development of the waterfront area. Since adoption of the Plan, several actions have been taken in support of the Plan, while some proposed activities would require reevaluation of the Plan. Recommended revisions to the Master Plan are described in the Waterfront Plan - Proposed Land Use.

**WATERFRONT PLAN**

## TOMS RIVER WATERFRONT PLAN

The Toms River Waterfront Plan is comprised of several elements including recommended land uses and transportation and circulation facilities. The Plan has been developed in conjunction with existing land development patterns and with previous planning programs and proposals. The Plan does focus on the immediate waterfront area and upon the relationship of this area to adjacent existing land uses and to recommended historic preservation districts.

### GOALS AND OBJECTIVES

The Toms River Waterfront Plan is intended to provide a basis for achieving several specific goals and objectives within an overall framework of protecting and enhancing the Toms River and its waterfront, and of encouraging selected development opportunities which will be compatible with and complement the adopted Dover Township Master Plan, the Ocean County Master Plan and 208 Water Quality Plan, the New Jersey State Development Plan and the New Jersey Coastal Management Program - Bay and Ocean Segment. The specific goals and objectives include:

- Protection and/or preservation of existing open space areas which extend lineally along the River, encompass sensitive flood prone and vegetation areas and will link existing and/or planned riverine park and open space areas.
- Development of park and recreation areas and facilities which will provide increased accessibility to the waterfront and will complement overall future development of the Downtown Toms River area.
- Development of a major multi-purpose park and ride facility on existing filled lands in order to service increasing commuter demands while encouraging energy conservation through use of public transit services and car pooling; to utilize the parking facility and the adjacent park area for outdoor exposition and cultural activities; and to serve as a staging area for beach shuttle bus services, canoeing, bicycling, hiking and other activities.

- Designate future changes of land use activities along the waterfront to complement and enhance present and future plans for developing a historic seaport theme within the Greater Toms River Area, to enhance the commercial-service character of development which is occurring within the Downtown Toms River area and to provide for anticipated future community facilities and activities.

## PROPOSED LAND USE

The Toms River Waterfront Plan provides for a variety of land uses along the Dover Township portion of the Toms River waterfront. The Plan also provides for designation of three (3) historic districts. The proposed land uses are described in accordance with the description on the proposed Land Use Map while the historic districts are described in a previous section of this report. The Waterfront Plan is intended to complement the Dover Township Master Plan and serve as a basis for overall development of the Waterfront area. It synthesizes a number of plans and development concepts which have evolved through the years. The proposed plan provides for coordinated development of the waterfront area and adjacent historic districts.

### Conservation Area/Open Space

The proposed Waterfront Plan provides for a major conservation and open space area west of the Garden State Parkway and extending from the Toms River estuary northwesterly to Route 37. The recommended conservation and open space area encompasses the bulk of the undeveloped portion of the riverine area west of and parallel to the Garden State Parkway to Route 37. This area contains the numerous riverine, lowland and upland flora and fauna habitats which are described in the environmental section of this report. The land designated for conservation and open space is undeveloped with the exception of the Jersey Central Power & Light Company utility towers which extend through the central portion of the conservation open space area and along and over portions of the river area.

The conservation open space area is intended to extend public ownership and control of the flood prone and fringe upland areas as part of a linear open space plan along the Toms River throughout most of the Township. This major open space segment would provide a direct link between the publicly owned area east of the Parkway which is designated for future park and a park and ride transportation center with the Township owned Winding River Park which extends approximately 2.4 miles along Toms River upstream and north of Route 37. The Dover Township Master Plan revision - 1976, recommends extension of the Winding River Park north to Riverwood Park in the Whitesville area of the Township and extends approximately 1.6 miles along the Toms River.

Through the acquisition of the proposed conservation and open space area on the Toms River Waterfront Plan, the Township would be taking a major step in preserving and protecting a major natural resource within the Township. Since the river extends approximately 8.2 miles upstream from the Garden State Parkway northwesterly to Jackson Township, Dover Township has an unusual opportunity of acquiring and protecting one of the longest riverine park and conservation areas within the State of New Jersey. While major portions of the Toms River riverine area have already been acquired by the Township, it is important that the broad floodplains in the lower portion of the Toms River between the Parkway and Route 37 be acquired to protect and preserve this important link in the overall riverine system.

It is recommended that the conservation and open space area be allowed to remain in a natural state and that access be limited to canoeing and designated bikeway and hiking trails which are designated on the waterfront plan and are described in more detail in another section of the plan.

#### Park-Existing

The Waterfront Plan indicates the location of Huddy Park west of Route 166 and south of Water Street. Huddy Park was originally created out of a cedar swamp to provide additional dockage for small sailboats. The park was developed in its present form in the mid-1960's following the demolition and removal of several waterfront structures along the northern bank of the river. In 1976 bulkheading was installed to protect the water's edge and a wooden footbridge was constructed to link the two portions of the park. The park includes a simulated blockhouse (small fort) to commemorate the historic Toms River Blockhouse fight of October, 1781, during which Captain Joshua Huddy, Commander of the Toms River Blockhouse and area militia, was captured and hung by the British. This action led to a breakdown in peace negotiations between the American and British Ambassadors in Paris and extended the Revolutionary War settlement for several months.

Huddy Park is today a major adjunct of the downtown area. It serves as a park and open space area for area residents and workers; serves as an exposition area for arts and crafts and boat and marine shows, and as a focal point and terminus for numerous parades and other outdoor functions.

The Plan also indicates a small waterfront park area along the west bank of the river at the Township owned bus station and parking area. This small park area is used primarily as a passive recreation area but does include a paved boat ramp adjacent to the railroad. This small existing waterfront park area is an example of how a relatively modest thirty (30) to fifty (50) foot strip of open space can greatly enhance the visual and physical access to the waterfront.

The waterfront plan retains both park areas as part of the future waterfront development program.

#### Park - Proposed

The waterfront plan recommends the acquisition and development of a park area extending along the northern bank of the river from Garden State Parkway east and downstream to the railroad. The bulk of this area is located on existing publicly owned property (Dover Utilities Authority) and would compliment the Park and Ride Transportation Center. The second area extends along the edge of the river from Irons Street north-easterly to the railroad. This area is currently privately owned and includes a residence, a small industrial use and a retail commercial use. It is recommended that in the future a twenty (20) to thirty (30) foot public access area be acquired to provide pedestrian access along the river as part of the overall waterfront access system. It is also recommended that the commercial area designated on the plan east and west of Irons Street be developed in accordance with the overall waterfront and marina theme comparable to the Robbins Parkway commercial area south of Water Street.

The proposed park area between the River and the Park and Ride area consists of approximately 8 acres. The park area would include potential waterfront picnic areas, a portion of the waterfront hiking and bicycle path, a tot lot and the development of a permanent municipal band shell. This facility would be integrated with the Park and Ride facility to provide multiple use of the site during weekends, evenings and holidays. The park area could also serve as a canoe staging area and as a bicycle and pedestrian staging area access point. Inherent in the proposed park would be the preservation and enhancement of existing river's edge vegetation. Additional bank stabilization and protection would be required along portions of the waterfront area.

## Park and Ride Transportation Center

The proposed Toms River Park and Ride Transportation Center is indicated on the Toms River Waterfront Plan. This proposed facility would encompass approximately 15 acres and would provide for a parking capacity of approximately 1,000 vehicles. The Transportation Center would also include relocation of the bus terminal from its present location on Irons Street, improvement and realignment of Highland Parkway from West Water Street South to the Park and Ride area and improved access on Irons Street.

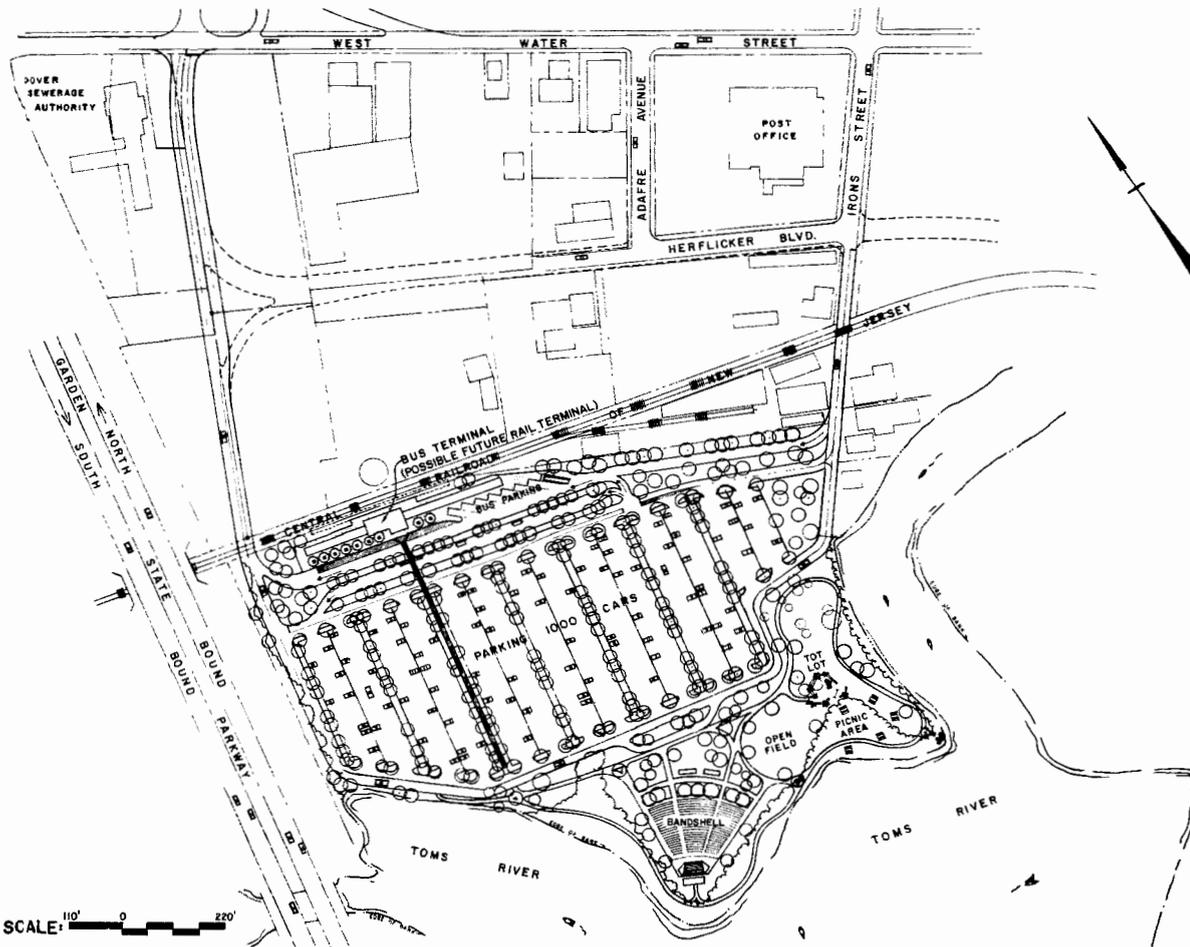
The Park and Ride facility would complement the proposed park area along the River by providing parking for the outdoor band shell and other recreation functions. The Park and Ride facility is in close proximity to the Garden State Parkway and would have immediate access to the West Water Street and Lakehurst Road exit (Exit 81). The facility is also located adjacent to the Conrail rail line (formerly the Central Railroad of New Jersey) and thus there is potential for long-range future rail passenger service at this site. The facility is also well situated in terms of a proposed future downtown loop, which would encircle the Washington and Main Street area, and the proposed Toms River Bypass which would extend Highland Parkway south to and along Herflicker Boulevard to Irons Street and to South Main Street.

It is recognized that when the Park and Ride facility is developed the area between the Park and Ride facility and Water Street could experience a change in the development character and intensity. This change could be very beneficial to the downtown Toms River area by permitting an expansion of commercial, professional office and service uses. This would be expected to occur following the development of the Park and Ride facility and upgrading of Herflicker Boulevard.

The proposed Park and Ride Transportation Center provides for a regional transportation center and for regional cultural and exposition activities. The site has served since 1977 as the site for the New Jersey Department of Environmental Protection Coastal Zone Management Program Beach Shuttle Demonstration Project which provides for intercept parking at the Parkway and a bus shuttle service to Island Beach State Park. The Park and Ride facility also has potential as an exposition area for community activities, circuses, outdoor sales shows and other activities which require open space available parking.

The New Jersey Department of Transportation has initiated the design of the Park and Ride facility and funding is expected in the early 1980's. A schematic of the facility is shown on the following page.

# DOVER TOWNSHIP PARK AND RIDE FACILITY



The proposed project consists of the construction of a park and ride facility and recreation area on a 22.8 ± acre site which was formerly a sewage treatment plant site of the Dover Sewerage Authority.

The project site is bounded on the south and east by the Toms River, on the west by the Garden State Parkway, and on the north by Conrail (formerly the Central Railroad of New Jersey). The site is ideally located for access to the Garden State Parkway and Route No. 37, and is in reasonable walking distance of downtown Toms River.

The park and ride facility will consist of the construction of parking facilities for 1,000 cars, an enlarged, relocated bus terminal, and appropriate pick-up, drop-off and circulation facilities, including the improvement and realignment of Highland Parkway from the facility to West Water Street, and provisions for access to Irons Street.

The bus terminal, situated adjacent to the Conrail right-of-way, has the potential for expansion into a future rail terminal if passenger rail service should be provided. Upon completion, the facility will form the transportation hub of Ocean County. The facility also has considerable potential for use during off commuter periods, e.g., as supplemental parking for public events held in the downtown area. The State of New Jersey is currently considering use of the site to provide bus service to Island Beach State Park on weekends.

An integral part of the total facility is the proposed development of a passive recreation area along the Toms River, including waterfront picnic areas, foot trails, and a tot lot. Provisions have also been made to relocate the municipal bandshell to this site thereby providing an area for concerts and other cultural events. The parking needs of this use would be satisfied by the adjacent Park 'N Ride facility.

PREPARED BY:  
DOVER TOWNSHIP PARKING AUTHORITY

### Residential - Single Family

The Waterfront Plan contains an area of single family residential uses at the eastern end of the waterfront study area east of Dock Street and south of Brooks Road. The area east of Dock Street is a residential single family development area and the single family designation is appropriate for the foreseeable future. The residence on the southeast corner of Dock Street and Brooks Road is noteworthy in that it was used as the location for the 1978 filming of the Amityville Horror movie.

Other areas adjacent to the waterfront area proposed for continued single family development are located between Snyder Avenue and Colfax Street west of Main Street and north from Alton Street to North Gateway Avenue east of Main Street. A single family area also exists along Lakehurst Road west of the River. These areas are all identifiable on the Toms River Waterfront Plan Map as existing single family residential structures and appear symbolically as small circles on individual lots.

### Residential - Multi-Family

The Toms River Waterfront Plan includes the twenty-four (24) townhouse structures under construction on Riverview Point south of East Water Street at the end of Hooper Avenue. Townhouse development is expected to expand easterly to the remainder of the Riverview Point area in the future.

In addition to the immediate waterfront area, other multi-family residential areas exist or are planned in the future along Highland Parkway west of the River south of Lakehurst Road. The Silver Ridge Park Apartment complex is being expanded along the railroad south of River Terrace. Future multi-family development is expected to occur along Highland Parkway south of Colfax. There are other smaller apartment complexes along the Washington Street area. These are expected to continue for a period of time, however, it is possible that within a twenty (20) year time frame some of the smaller apartment developments will be converted to more intensive office or service uses.

## Seaport

A "seaport" area has been designated at Dock Street along the waterfront westerly to Riverview Point. This area has evolved as a focal point for the Toms River Seaport Society activities and served as its original headquarters. This stretch of waterfront is one of the last undeveloped areas along the downtown Toms River waterfront area which is accessible from the Bay. While much of this site is narrow and may not be suitable for extensive use, there is sufficient existing property to develop a small historic seaport facility. The ultimate development of this area would depend to a great extent upon future plans of the County of Ocean which purchased a major portion of the historic Mott Place property in 1979. Coordination between the County and Township on the development of this strip of the River is important in terms of maintaining visual access for future County office development and for establishment of a marina setting for possible historic boats and other marine facilities. The area is appropriate as a historic area since it served as a dock facility in the 19th Century.

In addition to the designated seaport area, other areas along the river are expected to blend in with and complement the seaport and nautical theme of the Historic Waterfront District. Of particular importance is the future development and redevelopment of commercial areas which are designated on the Master Plan.

The seaport area can be utilized as a outdoor storage and display area for watercraft and other events as it has been during the past two (2) years. The seaport theme can be extended to other parts of the waterfront through enhancement of bulkheads and waterfront access. In this way the "seaport area" could be visually extended along the entire waterfront area. The Planning Board, Board of Adjustment and other regulatory agencies can encourage the incorporation of this theme into proposed development plans.

## Commercial

Two (2) commercial areas are designated on the Toms River Waterfront Plan. These commercial areas are intended as riverine or water oriented type commercial areas and are located to provide focal points for commercial development including restaurants, specialty shops, antique shops and related type activities. The area surrounding Robbins Parkway east of Huddy Park is an example of an area which has potential as an extension of the commercial activity within the downtown area.

The second proposed commercial area is located south of the railroad east of Irons Street. This area presently consists of mixed land uses including a residence, an industrial use and a building supply retail facility. As the Park and Ride Area and the waterfront park area develops, it is expected that there will be a shift of commercial, service and office uses southwest of the Downtown area. These types of uses have extended along West Water Street during the 1970's and there have been discussions about development of potential major banking and professional office buildings in the West Water Street area.

As the commercial center expands and the Park and Ride Facility and the downtown loop streets are developed, it is anticipated that present vacant and under-utilized land and many of the warehouse type activities along the railroad and Herflicker Boulevard will be converted to more intensive commercial uses. It is recommended that this area be reviewed as a cohesive development/redevelopment area in terms of access, parking, landscaping and overall urban design as development proposals are submitted to the Township Planning Board and/or Board of Adjustment.

#### MARINA/BOAT DOCKS

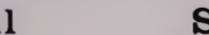
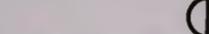
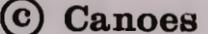
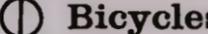
A small area of the waterfront along Water Steet at the end of Allen Street has been included as a potential marina/boat dock area. The water area at this point is filled with rubble and has silted up severely. While Federal and State regulatory agencies have not permitted private bulkheading in this area, it may be possible to develop a public access and open space area at this location for use by the Seaport Society as a storage and/or display area for historic boats. The location is ideally suited to the Seaport Society headquarters in the Giberson House, to the historic Toms River Yacht Club building, and the proposed Toms River Historical Cultural Resource District.

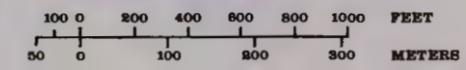
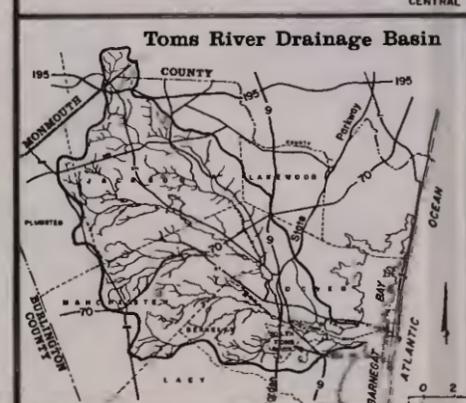
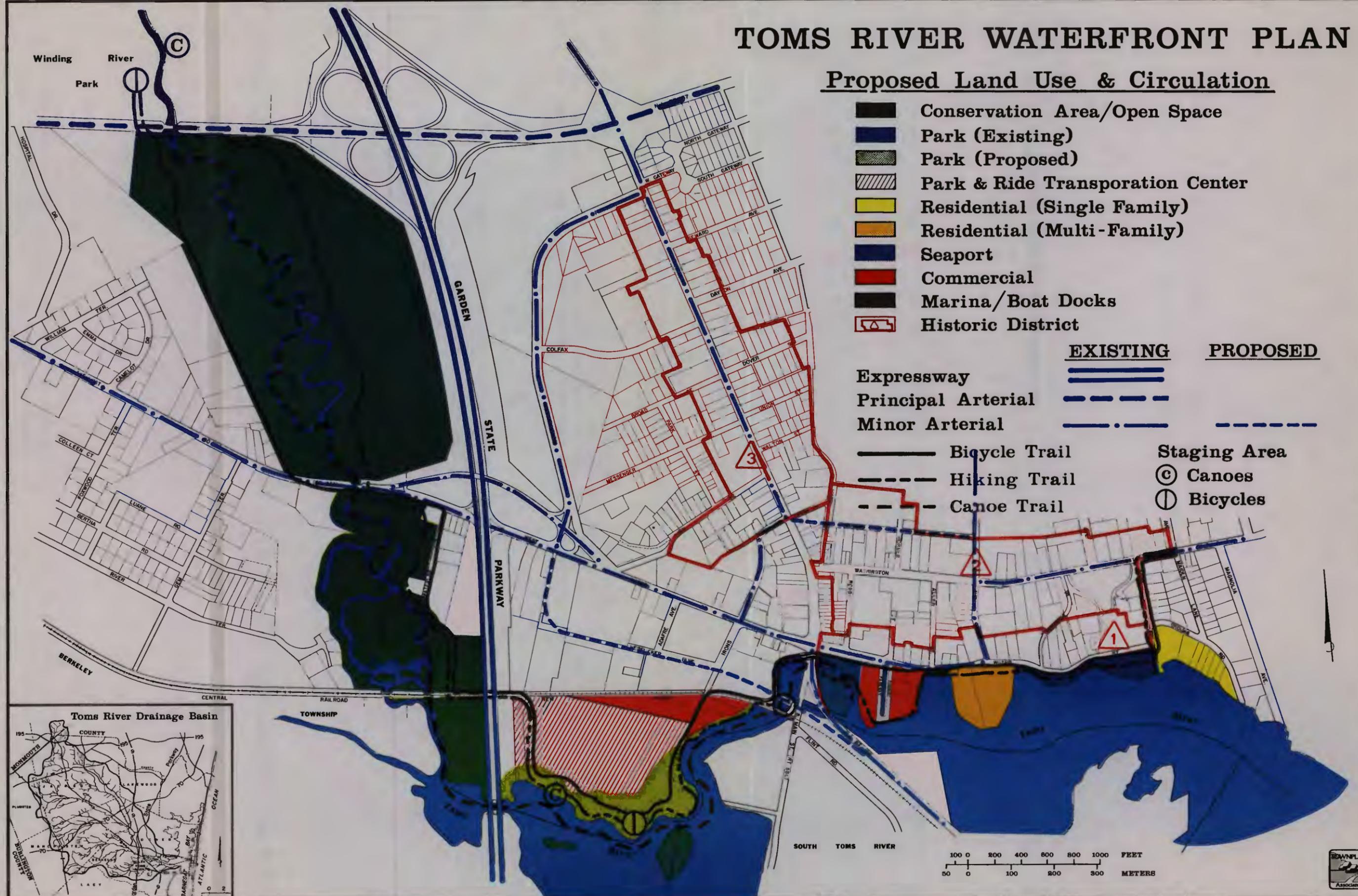
The riverine area would require dredging to remove debris and silt. It may be possible, however, to bulkhead a portion of the area and develop a decked area for display of small marine craft and/or artifacts. Further analysis of this area as an adjunct to the Seaport Society headquarters is recommended.

# TOMS RIVER WATERFRONT PLAN

## Proposed Land Use & Circulation

-  Conservation Area/Open Space
-  Park (Existing)
-  Park (Proposed)
-  Park & Ride Transportation Center
-  Residential (Single Family)
-  Residential (Multi-Family)
-  Seaport
-  Commercial
-  Marina/Boat Docks
-  Historic District

- |                    | <u>EXISTING</u>   | <u>PROPOSED</u>   |
|--------------------|---|---|
| Expressway         |    |    |
| Principal Arterial |    |   |
| Minor Arterial     |  |  |
| Bicycle Trail      |  |   |
| Hiking Trail       |  |   |
| Canoe Trail        |  |   |
| Staging Area       |   |  |
|                    |   |  |



## PUBLIC ACCESS TO THE WATERFRONT

Allowing the public general access to the Toms River waterfront is an essential criterion to the success of the overall plan. The proposed Waterfront Plan provides for public access in the following ways:

1. Nearly one-third (1/3) of the proposed park and ride transportation center, including all the land immediately fronting on the Toms River, will be developed into a park featuring both active and passive recreational facilities. The large commuter parking lot immediately adjacent to this park site will also accommodate the park users, as well as the large evening crowds anticipated to attend concerts scheduled at the relocated amphitheater/band shell.
2. The 93.4 acre tract of flood plain between Route 37 and Lakehurst Road, commonly known as the Lucy Anderson tract, and additional flood plain acreage between Lakehurst Road and the Berkeley Township boundary to the south, is recommended for acquisition to be set aside in perpetuity as a conservation/open space area. Development of any sort in this area should be prohibited except for the construction of public hiking, bicycling, canoe trails and nature study areas.
3. The extensive network of public hiking, bicycling, and canoe trails created in Winding River Park should be extended several additional miles along the waterfront. The proposed hiking and cycling trails will utilize existing highway and utility right-of-way corridors, as well as existing drift roads, throughout much of their length, thereby facilitating construction and minimizing environmental disruption. They will provide linear pathways roughly paralleling the Toms River from Route 37 to the eastern terminus of East Water Street. Rest areas enroute are contemplated as part of this system. Canoe trails, created by desnagging the Toms River where required, will enable canoeists to launch their canoes from an existing site in Riverwood Park or either of the two (2) canoe rental/launch facilities under construction in Winding River Park, and travel an additional 2-1/2+ miles from Route 37 to Huddy Park. A canoe drop-off facility is contemplated for construction in Huddy Park.

Ultimately, through land purchases and easement acquisitions, Dover Township could create a 7-1/2+ mile long linear park with an extensive system of hiking, bicycling, and canoe trails, beginning at Route 70 and traveling nearly the entire length of the Toms River through Dover Township. This park and its associated trail network, when created, will provide the longest waterfront public access area in Ocean County.

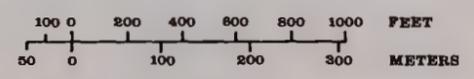
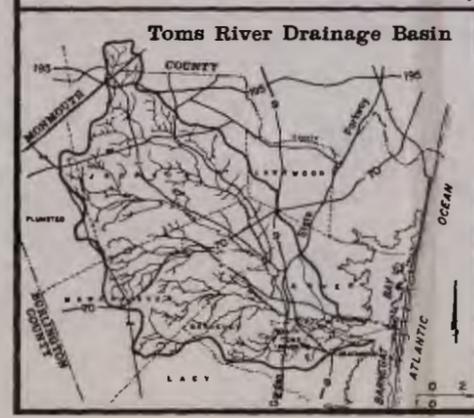
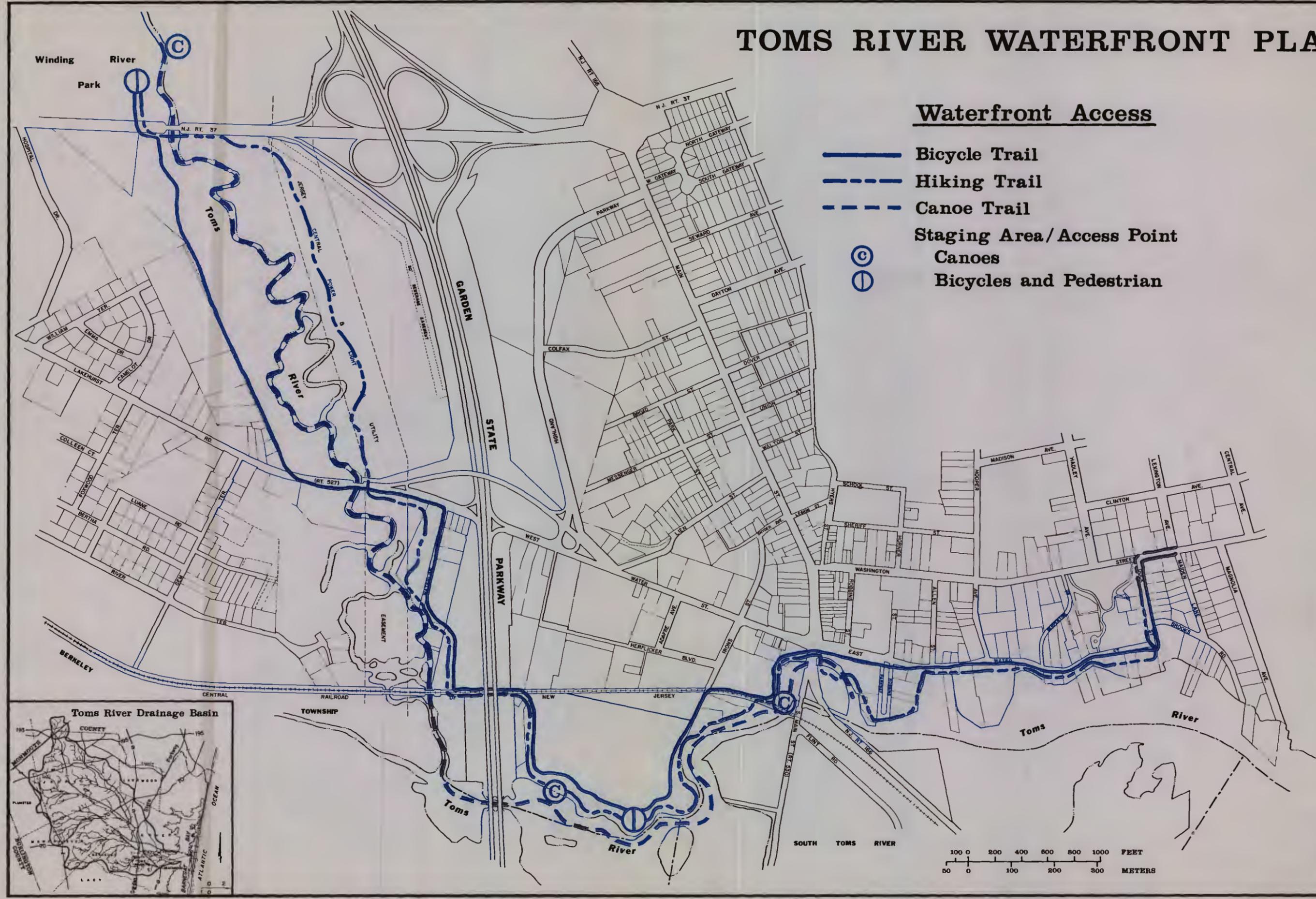
4. Vehicular access to the waterfront will be facilitated by the revised circulation plan. The Toms River Waterfront Plan envisions no new parking lot construction south of East Water Street between Main Street and Dock Street to help preserve this area; ample public and private parking exists near the proposed land use areas near the waterfront. The Park and Ride Transportation Center is projected to accommodate approximately seven hundred (700) to one thousand (1,000) vehicles and will provide adequate vehicular public access to other areas of the waterfront.

In summation, public access has been amply provided for in the proposed Waterfront Plan for the Toms River Waterfront, and closely integrated with the proposed uses of the waterfront, particularly those of a recreational nature.

# TOMS RIVER WATERFRONT PLAN

## Waterfront Access

-  Bicycle Trail
-  Hiking Trail
-  Canoe Trail
-  Staging Area/Access Point  
Canoes
-  Bicycles and Pedestrian



## LANDSCAPE DESIGN RECOMMENDATIONS

Detailed landscape plans should be prepared for each of the proposed waterfront use areas, as an integral part of the over-all Toms River Waterfront Plan. Selected plant material to be installed would aesthetically enhance the waterfront, provide shade for man plus food and cover for wildlife, and screen or enhance existing views. All plant material must be able to withstand seashore conditions, and could include but not be limited to the following deciduous and evergreen trees and shrubs:

Planetree Maple	Acer pseudoplatanus
Downy Shadblow	Amelanchier canadensis
Lavalle Hawthorn	Crataegus lavalleyi
American Holly	Ilex opaca
Black Gum	Nyssa sylvatica
Japanese Black Pine	Pinus thunbergi
London Planetree	Platanus acerifolia
Bolleana Poplar	Populus alba bolleana
Regent Scholartree	Sophora japonica Regent
Red Chokeberry	Aronia arbutifolia
Summersweet	Clethra alnifolia
Russian Olive	Elaeagnus angustifolia
Autumn Elaeagnus	Elaeagnus umbellata
Otaksa Hydrangea	Hydrangea Otaksa
Inkberry	Ilex glabra
Shore Juniper	Juniperus conferta
Bar Harbor Juniper	Juniperus horiz. Bar Harbor
California Privet	Ligustrum ovalifolium
Bayberry	Myrica pensylvanica
Beach Plum	Prunus maritima
Sumac sp.	Rhus sp.
Shining Rose	Rosa nitida
Rugosa Rose	Rosa rugosa
Memorial Rose	Rosa wichuriana
Lilac	Syringa vulgaris
Arrowwood	Viburnum dentatum

One of the primary goals of the various Landscape Plans would be to enhance certain existing views, and screen others. The map entitled "Visual Site Elements" indicates the direction and length of views from the downtown/riverfront area, locations of outstanding vistas, and viewsheds. In areas from which long vistas across the River are possible, trees to be installed should generally be deciduous and light textured with a relatively

open canopy. Plant material used to direct or block one's view, on the other hand, should be evergreen, with a dense branching and foliage habit. The use of annual and perennial flower beds, and various ground covers, will further enhance the waterfront area.

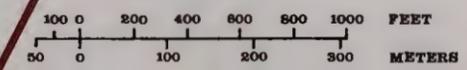
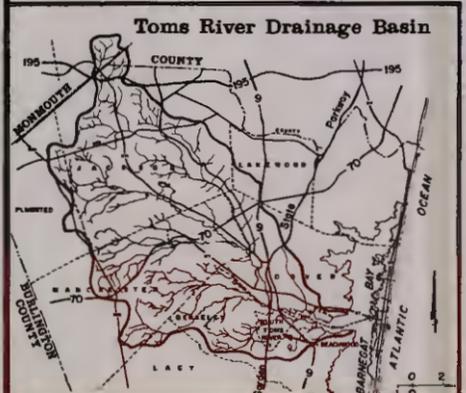
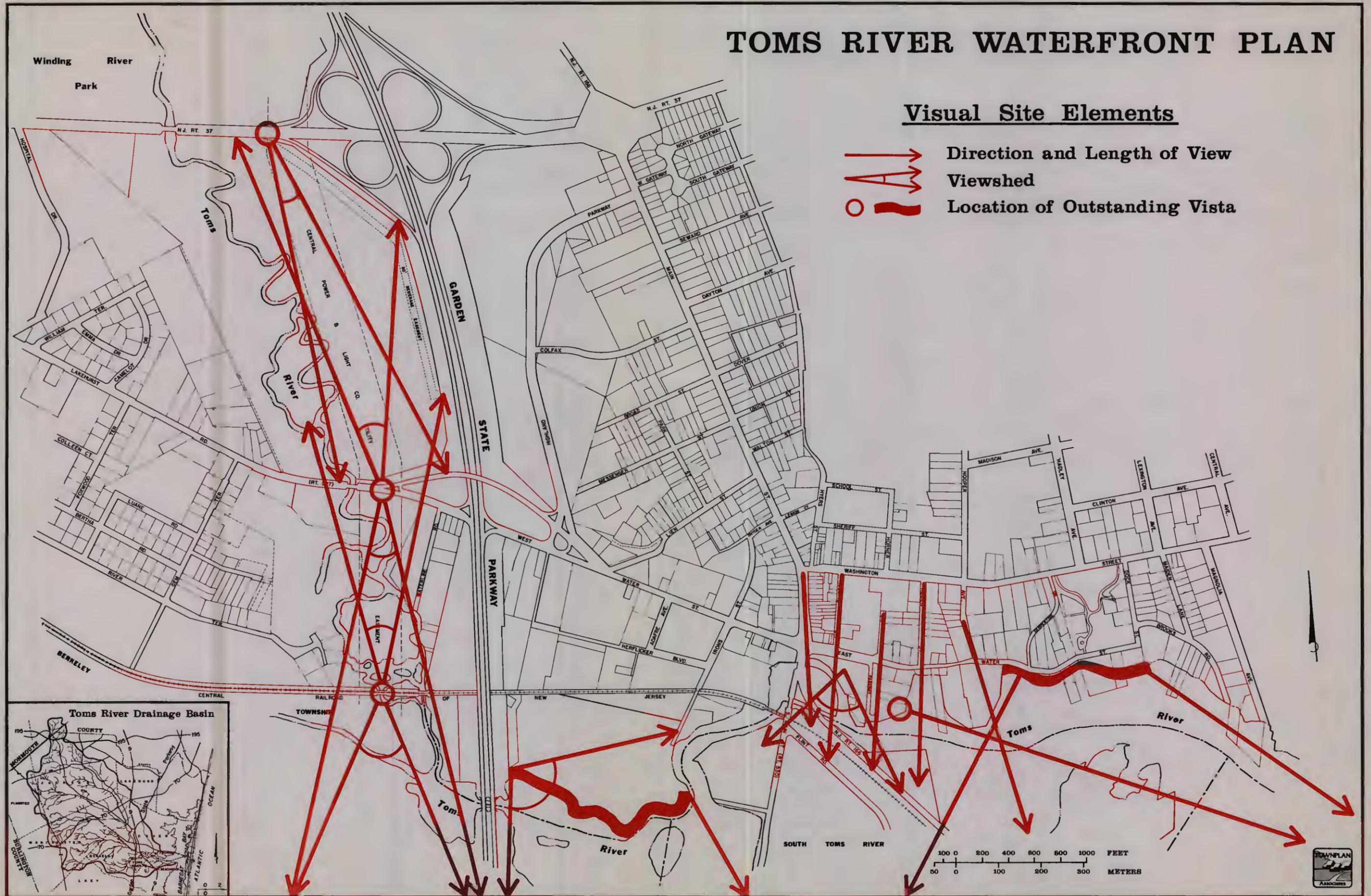
Ancillary elements necessary to complete the beautification of the waterfront include lighting, "street furniture" (benches, raised planters, kiosks, drinking fountains, etc.) and graphics. To successfully incorporate all of these elements into the Toms River Waterfront Plan, it is recommended that they be given a theme, e.g. nautical. Guidelines should be established to regulate the type of construction materials permissible, the size and type of any signs, etc. Also, all such appurtenances must be accessible to and usable by the handicapped, and be as vandal-proof and maintenance-free as possible.

If all of the above-mentioned recommendations are followed, the Toms River waterfront area will be an attractive place to shop, work, and visit. It should also generate increased revenues for Dover Township through additional ratables and tourist trade, and spur further improvements in the Downtown Area as well. With proper planning and a coordinated, concerted effort among all agencies involved, the Toms River Waterfront Plan could become a basis for guiding future development along the waterfront to ensure maximum aesthetic and economic enhancement and preservation of unusual and unique environmental features within a rapidly urbanizing area.

# TOMS RIVER WATERFRONT PLAN

## Visual Site Elements

-  Direction and Length of View
-  Viewshed
-  Location of Outstanding Vista



## IMPLEMENTATION OF THE WATERFRONT PLAN

Implementation of the Toms River Waterfront Plan will require a long-term program of coordination, public fiscal support and cooperation between public and private development groups. The implementation of the Plan is complex due to the nature of the waterfront area and the nature of the various proposals contained in the Plan. The implementation program, however, may be typical of other waterfront areas in New Jersey.

The environmental and physical features of the Toms River Waterfront Study area are a microcosm of the New Jersey Coastal Region. The study area includes an upland river and marsh area, an estuarine area and a portion of the Barnegat Bay/Toms River navigable waterway. Landscape features range from a natural "wilderness" area to dense central business district development. The diversity of the study area, coupled with the proposals and plans for the waterfront area, result in diversified proposals and programs for implementing the Plan. These are described below.

### CONSERVATION/OPEN SPACE

It is recommended that the area designated on the Toms River Waterfront Plan as Conservation Area/Open Space should be acquired by the Township in order to continue the linear park system downstream from the Winding River Park to the proposed Park and Ride and riverfront park area east of the Garden State Parkway. Acquisition of this area would protect the natural open space and would provide for extension of the bicycle, hiking and canoe trails which have been developed in Winding River Park. Protection of the "wilderness" area would help protect existing flora and fauna found on the site while providing a natural setting for facilities and activities within the south central portion of Dover Township. Protection of the open space area would also help ensure protection and preservation of existing water quality within this stream segment. Acquisition funds may be available from the New Jersey Green Acres Program, Federal Cultural and Heritage Commission grants, non-profit agency grants and contributions.

Sections of this report detailing flora, fauna, water quality and other environmental features can be utilized for preparing required environmental impact statements for Green Acres grants and other Federal and State funding programs.

## PARKS - EXISTING AND PROPOSED

Huddy Park located east of Main Street and south of Water Street is an existing park/open space area which serves as an accent and entry point for the downtown village area. It serves as a prime example of what can be accomplished in terms of ensuring long-term aesthetic and developed open space along the waterfront. Walkways, bulkheading, plantings, a gazebo, historic structures, and numerous other streetscape features are contained in this park and provide examples of how such features can be utilized to complement commercial, professional and public facilities.

The proposed Park and Ride Transportation Center and park would be a multi-use facility linked with the proposed conservation and open space area upstream and a system of bicycle, hiking and canoe trails. The park area would provide for an exposition area, band shell, picnic area, and ancillary recreation uses. The park and parking lot would serve as a staging area for canoeing, hiking and cycling groups. Protection of the waters edge and bank areas of the riverfront should be incorporated into the Park and Ride and riverfront park designs. It is recommended that the Township develop the park area with Green Acres Development funds which provide for fifty percent (50%) matching grants.

## PARK AND RIDE TRANSPORTATION CENTER

The proposed Park and Ride Transportation Center has been integrated into the Dover Township Master Plan, included in the Ocean County Subregional Transportation Plan and approved conceptually by the New Jersey Department of Transportation and Environmental Protection. The development of this facility on an abandoned sewerage treatment plant site would be a major impetus toward implementing a major portion of the Waterfront Plan. There is strong municipal, County and regional support for the facility and it is recommended that the Township continue its efforts to have the New Jersey Department of Transportation develop this project.

## SEAPORT AREA

Acquisition of the designated Seaport Area along the waterfront at Dock Street is recommended. This area is a historical area which once served as a dock for sailing craft in the 1800's. The lineal open space along the waterfront would provide for protection of one of the prime vistas remaining along this segment of the Toms River and would also provide a natural/historical focal point for displaying marine artifacts and historic boatcraft of the Toms River and Barnegat Bay area.

## COMMERCIAL

Commercial development areas are indicated on the Waterfront Plan at two (2) locations: An existing area along Robbins Parkway and a future location adjacent to the proposed Park and Ride area. These areas are recommended for waterfront related commercial activities including restaurants, galleries, etc. Through its ability to waive specific requirements for proposed developments within the downtown area, the Dover Township Planning Board can encourage compatible uses, architectural design and circulation patterns. Emphasis on marina and/or historic colonial waterfront structural design is recommended.

## MARINA/BOAT DOCKS

The marina/boat docks area designated at the foot of Allen Street along the waterfront is recommended for future use and development as an outdoor display area for marina artifacts and, through dredging and decking, of an in-water docking facility and viewing deck for historic river and bay vessels. This area would complement the Seaport Society headquarters and planned museum across Water Street.

A commercial marina and historic boat works at the foot of Robbins Parkway (Toms River Boatworks) has been included as a commercial land use. In the event that the boatworks use should terminate, it is recommended that this site be encouraged for restoration/historic preservation and reuse for a compatible commercial/marina type use such as a restaurant/gift shop.

## HISTORIC DISTRICTS

The implementation of the designated historic districts is recommended in accordance with the proposed Architectural Review Standards and in consonance with the goals and objectives established by the Historic Districts and Landmarks Preservation Commission, Toms River Seaport Study Commission, Toms River Seaport Advisory Council, the Dover Township Master Plan and the Dover Township Land Use and Development Regulations.

The designation of the three (3) proposed districts, identification of specific historic and/or architecturally significant structures and development of the proposed Architectural Review Standards provide the basis for implementing the Dover Township Land Use and Development Regulations provisions for a Site Plan Review Advisory Board (Chapter 101, Article III, Section 101-3.5 of the Dover Township Code). It is recognized that there will be revisions to the list of structures within the Plan and to the

proposed historic district boundaries as the Advisory Board develops detailed operating procedures, goals, objectives and historic evaluation guidelines. However, the proposed districts and guidelines will provide a basis for establishing the Board and initiating a process of historic preservation and development of compatible buildings.

#### CIRCULATION

Recommended implementation of the overall proposed Circulation Plan will take several years. It is recommended that as site plan, subdivision and development proposals are submitted for review to the Township, that the specific circulation elements be evaluated. This may require coordination between several municipal, county and state agencies in terms of new or expanded roadways or negotiation with private developers in terms of access or site easements and circulation element development such as walkways, bikeways, etc. Several of the Circulation Plan elements are inherently related to proposed public development projects including the Park and Ride Transportation Center, riverfront park and other projects.

#### COUNTY, STATE AND FEDERAL IMPLEMENTATION ASSISTANCE

While Dover Township can implement much of the Waterfront Plan through municipal land use and development regulatory controls, the County of Ocean, State of New Jersey and Federal government must also provide support, assistance and direct participation in implementation of the Plan due to the overlapping jurisdiction of various governmental agencies in terms of roadways, waterfront development, transportation facilities, land use, park and open space facilities, bridges, and other activities. One of the purposes of this Plan is improved coordination and cooperation of all public agencies in enhancing and developing the Toms River Waterfront in a manner consistent with County, State and Federal planning, water quality and aesthetic goals and objectives.

CONSISTENCY WITH NEW JERSEY COASTAL MANAGEMENT PROGRAM -  
BAY AND OCEAN SHORE SEGMENT AND OTHER PLANS

The Toms River Waterfront Plan is consistent with the New Jersey Coastal Management Program - Bay and Ocean Shore Segment in terms of basic coastal policies. These policies provide a basis for overall planning and development review within the coastal area and serve as a frame work for detailed resource and development policies. The basic coastal policies are as follows:

1. Protect the coastal eco-sytem.
2. Concentrate rather than disperse the pattern of coastal residential, commercial, industrial and resort development and encourage the preservation of open space.
3. Employ a method for decision-making which allows each coastal location to be evaluated in terms of both the advantages and the disadvantages it offers for development.
4. Protect the health, safety and welfare of people who reside, work and visit in the coastal zone.

The consistency of the Toms River Waterfront Plan with these basic policies is described below.

PROTECT THE COASTAL ECO-SYSTEM

The Toms River Waterfront Plan recognizes that the riverine and estuarine area of the Toms River including the tidal and inland wetlands, floodplains, the river and river corridor, and adjacent vegetation wildlife habitats are important natural features which add to the desirability of Toms River as a place in which to live, work and visit. Through acquisition and preservation of the conservation and open space area of the Toms River Waterfront Plan along the River extending from Route 37 downstream to the proposed park and ride area, the Plan recognizes the long-term importance of the preservation of the River corridor as a potential natural and aesthetic asset.

Through recommended trails and waterfront access along the Toms River, the Plan also recognizes the importance of incorporating key open space areas into an overall planning concept of stream protection and preservation within Dover Township.

The Plan also recognizes that water's edge development should provide for protection of the waterway and existing vegetation. This is exemplified by the proposed park area adjacent to the proposed park and ride transportation center. Through protection of natural areas and buffer strips along the water's edge, the Toms River water quality will be protected which will aid in maintaining the quality of the estuary area and the downstream bay area.

Through protection of the lower portion of the Toms River floodplain area and immediate upland fringe area, surface drainage from the adjacent urbanized developed areas is reduced through vegetative retention and minimization of nonpoint source pollution within the lower estuarine area of the river. This natural buffer area assists in protecting estuarine bay shellfish beds, prime fishing areas, finfish migratory pathways, submerged vegetation, protection of flood hazard areas, protection of prime wildlife habitats, provisions for public open space, protection of steep slope areas along the upland fringe areas of the floodplain, protection of the water's edge areas for a major stretch of the river, maximum utilization of retained water's edge and filled water's edge area for public uses, and recognition that protection of open space areas will contribute to the overall regional enhancement of central Ocean County in terms of its tourist economic base.

CONCENTRATE RATHER THAN DISPERSE THE PATTERN OF COASTAL DEVELOPMENT AND ENCOURAGE THE PRESERVATION OF OPEN SPACE.

The Waterfront Plan recognizes that the riverine and bay front provide a unique opportunity for enhancing the natural and geographic resources of the Toms River area. Through its provisions for increased public access along the river and bay front area, the Waterfront Plan is intended to stimulate recognition and appreciation of this valuable resource in the central business area and immediate upstream area of the Toms River.

Through proposed modifications in land use and development regulations, the Waterfront Plan encourages uses which will maximize the public's access to the waterfront area while protecting the remaining natural resources which are found within and along the river and its immediate floodplain.

EMPLOY A METHOD FOR DECISION-MAKING WHICH ALLOWS EACH COASTAL LOCATION TO BE EVALUATED IN TERMS OF BOTH THE ADVANTAGES AND THE DISADVANTAGES IT OFFERS FOR DEVELOPMENT.

The Waterfront Plan provides for more intensified use of the waterfront area in Toms River; however, the proposed development is compatible with and would enhance the economic utilization of presently vacant or under utilized land. The Plan also provides for long term improvements in access which will enhance

the future economic capabilities of the Toms River area as a regional center and tourist resource.

The recommendation for protection and preservation of proposed historical areas within the Toms River area reflects the desirability of a process for evaluating development type within specific aesthetic and architectural frameworks. The advantages and disadvantages of specific sites within these districts would be evaluated by an Advisory Architectural Review Committee for consideration by the Planning Board and the Township Committee.

PROTECT THE HEALTH, SAFETY, AND WELFARE OF PEOPLE WHO RESIDE, WORK, AND VISIT IN THE COASTAL ZONE.

The Toms River Waterfront Plan recognizes that the health, safety, and welfare of residents, workers and visitors to the Toms River area are important and interrelated. The Plan provides for protection of flood prone areas, for encouragement of compatible economic development, and for retention and preservation of key natural and historic features which contribute to the character and charm of the Toms River area. It is recognized that preservation and protection of natural features and enhancement of aesthetic areas within an urban setting are important to the overall economic and physical well-being of the community.

#### USE POLICIES

The New Jersey Coastal Management Program - Bay and Ocean Shore Segment contains several use policies related to housing, resort and recreation, energy, public facilities, industry-commerce, ports, and shore protection. The Toms River Waterfront Plan is consistent with these policies. The plan provides for limited housing development along the water's edge and designates only two areas for housing, most of which is developed or under construction. The Plan encourages the development of resort-recreational uses through commercial motels and through increased accessibility to the Toms River waterfront. Parks and open space areas are contained within the waterfront plan to protect and preserve the existing natural features along the Toms River.

Public facilities within the Toms River area, both existing and proposed, are indicated on the plan and are based upon overall plans for the future development of the village of Toms River. Improved public transportation facilities in the form of the park and ride facility, and improved pedestrian, bicycle and water access along the lower portion of Toms River are also indicated. The plan recognizes that commercial uses are an important segment of the downtown Toms River area and that such uses can be expanded on a limited basis to provide for future economic development of the Toms River area. The limited industrial development which is contained within the Dover Township Master

Plan are generally compatible with the proposed over-all development pattern of the Toms River downtown area.

#### RESOURCE POLICIES

The New Jersey Coastal Management Program Bay and Ocean Shore Segment contains several resource policies which have been incorporated into the Toms River Waterfront Plan. These include recognition that good water quality is critical within the coastal area and that water resources must be protected for present and future users.

Through encouragement of acquisition of existing vegetation along the waterfront, surface water run-off would be controlled. Natural buffer areas would help prevent soil erosion and sedimentation while encouraging the long term protection of vegetation both within and adjacent to the floodplain areas.

Through the recommended acquisition of a large open space area along the Toms River, wildlife habitats will be retained and enhanced while air quality on a micro-scale would also be protected. The Plan recognizes the importance of public services and public access to the waterfront. The Plan also provides for the protection of scenic resources and encourages creative design for protection of historical resources and protection of the natural view sheds found along the river.

Energy conservation is encouraged in the Waterfront Plan through the proposed park and ride facility which will facilitate increased bus usage and carpooling. The park and ride facility also demonstrates the potential for increased use of the Island Beach State Park facility by providing for a major intercept on-shore parking facility.

Traffic improvements for the greater Toms River area are incorporated into the Plan to provide for better access into and out of the core area of the Central Business District and for traffic which is by-passing the core area. Air quality would be enhanced by loop roads since traffic congestion would be minimized due to reduced idling and traffic build-ups within the developed portions of the Toms River area.

#### CONSISTENCY WITH OTHER PLANS AND PROGRAMS

The Toms River Waterfront Plan is also consistent with goals and objectives of other State, County and regional Planning programs. The Waterfront Plan is consistent with the New Jersey State Development Plan, with the Ocean County Master Plan and the Transportation Plan for 1985, with adjacent municipal master

plans and with the Tri-State Regional Transportation Plan which encompasses a portion of Ocean County. The Plan is also consistent with New Jersey Department of Transportation programs for park and ride facilities and traffic circulation. The Plan is consistent with the goals and objectives of the Ocean County Board of Public Transportation for improved public transit, with the Ocean County Energy Council goals for reduced usage of automobiles, and with the Ocean County Tourist Advisory Council which encourages tourism resources throughout the coastal area.

Finally, the proposed Toms River Waterfront Plan is consistent with the goals and objectives of the Dover Township Master Plan, the Dover Township Land Use and Development Regulations and the goals and objectives of the Toms River Seaport Society and Ocean County Cultural and Heritage Commission in terms of land use, riverfront development and historic preservation.

# APPENDIX

Chapter 16A

**HISTORIC DISTRICT AND LANDMARKS  
PRESERVATION COMMISSION**

§ 16A-1. Commission created.

§ 16A-2. Membership; terms; compensation; officers.

§ 16A-3. Functions.

§ 16A-4. Conflict with other provisions.

[HISTORY: Adopted by the Township Committee of the Township of Dover 12-10-74 as Ord. No. 1467. Amendments noted where applicable.]

Be it ordained by the Township Committee of the Township of Dover, County of Ocean and State of New Jersey, as follows:

§ 16A-1. Commission created.

There is hereby created a commission to be known as the "Historic District and Landmarks Preservation Commission of the Township of Dover," hereinafter referred to as the "Commission."

§ 16A-2. Membership; terms; compensation; officers.

A. The Township Committee shall appoint the members of the Commission, which shall consist of nine (9) members, the composition of which shall be as follows:

- (1) A planner or civil engineer licensed by the State of New Jersey.

- (2) An architect or architectural historian licensed by the State of New Jersey.

- (3) An appraiser or representative of a title insurance company licensed by the State of New Jersey.

- (4) An attorney licensed by the State of New Jersey.

- (5) A member (nonelected) of the Planning Board or Board of Adjustment of the Township of Dover.

- (6) A member of the Dover Township Committee.

- (7) A representative of the banking, real estate or general business community of the Township of Dover.

- (8) Two (2) residents of the Township of Dover.

B. Commencing with the first appointments to the Commission, three (3) members shall be appointed for a term of one (1) year, three (3) members shall be appointed for a term of two (2) years and three (3) members shall be appointed for a term of three (3) years, and thereafter all members shall be appointed for a term of three (3) years. A member may be appointed for additional terms.

C. In the event of a vacancy on the Commission, the Township Committee shall make the necessary appointment for the unexpired term, with the new appointee possessing the same qualifications as those of the member replaced.

D. Members of the Commission shall serve without compensation but shall be reimbursed for their reasonable expenses on behalf of the work of the Commission.

E. The Commission shall annually elect from its membership a Chairman, Vice Chairman and Secretary.

§ 16A-3. Functions.

The Commission shall exercise the following functions:

- A. Develop a Master Plan and criterion for the establishment of historic districts and draw boundaries around such districts which, in the opinion of the Commission, contain buildings or structures that possess qualities of a historical and architectural value.
- B. Designate individual buildings that possess historical or architectural value, both inside and outside historic districts, as historic landmarks, under criterion established by the Commission.
- C. Establish reasonable rules and regulations, subject to the approval of the Township Committee, for the erection, alteration, restoration, demolition and use of buildings or structures within historic districts and of historical landmarks.
- D. Seek the voluntary cooperation for the preservation of buildings and structures within historic districts and historical landmarks by those owning, leasing, possessing or having an interest of record concerning the same.
- E. Obtain the cooperation of all appropriate federal, state and local governmental authorities for the preservation of historic districts and historical landmarks and the enforcement of all laws relating to the same.
- F. Seek financial assistance from public and private sources and, where necessary, the acquisition by lease, purchase or otherwise of properties by public or private sources, for the preservation of historic districts and historical landmarks as a public purpose and use.
- G. Recommend to appropriate federal, state and local governmental authorities, when it is deemed necessary in the public interest, the institution of any action or proceeding to preserve historic districts and historical landmarks, and the correction or abatement of all violations of law relating to the same.
- H. Promote educational, civic and cultural enrichment programs and events designed to encourage the historical development of the Township of Dover and its residents.

**§ 16A-4. Conflict with other provisions.**

Nothing contained herein shall supersede the powers of other local governmental bodies, relieve any property owner of complying with the requirements of any state statute or local ordinance or regulation or prevent the ordinary maintenance or repair of a historical landmark.

**Chapter 32A**

**SEAPORT ADVISORY COUNCIL**

**§ 32A-1. Creation; membership; duties.**

[HISTORY: Adopted by the Township Committee of the Township of Dover 4-12-77 as Ord. No. 1647. Amendments noted where applicable.]

**§ 32A-1. Creation; membership; duties.**

There is hereby created the Dover Township Seaport Advisory Council to consist of fifteen (15) members, five (5) of whom shall first be appointed for one (1) year, five (5) for two (2) years and five (5) for three (3) years, and thereafter all appointments shall be made by the Township Committee for three-year terms, with one (1) member being designated as Chairman annually by the Township Committee, to perform such duties and undertake such studies and activities as directed by the Township Committee for the planning and development of seaport activities in the Township of Dover. The Township Committee shall be ex officio members of the Council.

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